Tugs Towing & Offshore Newsletter

27th Volume, No. 93 *1963 – "63 years tugboatman" - 2026* Dated 29 November 2026

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

Distribution twice a week 22.950+

TUGS & TOWING NEWS.

NEWBUILD ESCORT TUGS RAISE TURKEY'S EMERGENCY RESPONSE CAPABILITIES



Directorate General of Coastal Safety added four RAstar design escort tugs to its growing fleet, providing emergency towage and salvage services in the Turkish Straits, enhancing safety within the key shipping corridor in 2026. Turkey's Directorate General of Coastal Safety (DGCS) welcomed four new Kurtarma-type, Bureau Veritas-classed escort tugs to its fleet in 2026, protecting the country's coastlines and busy shipping corridors. All four were built in Turkey and are actively providing ship escort and assistance, while remaining on standby for emergency towage and salvage operations to enhance safety in one of the world's busiest shipping passages. Uzmar Shipyard delivered 29-m **Kurtarma 21** and **Kurtarma 22** using Robert Allan's RAstar 2800 design at the beginning of the year and completed 498-gt, 32-m **Kurtarma 23** and **Kurtarma 24** using one of Robert Allan's RAstar 3200 designs in Q4 2026. DGCS said adding these tugs was a "major milestone in maritime safety and emergency response capabilities along the Turkish Straits." They have significantly increased the directorate's capacity for emergency management, rescue operations, ship guidance, and pilotage services in the shipping route between the Aegean and Black Sea. Turkey has seen greater demand for services to protect the marine environment and prevent incidents from turning into accidents due to the high number of storms in 2026 and the growing risk of ships being damaged in the Black Sea by projectiles and mines, connected to the Russian-Ukrainian conflict. DGCS, with its modern fleet of salvage tugs, is often rapidly on the scene of a maritime incident, such as loss of engine power and/or steering, to reduce the risk of ship groundings and potential pollution. **Kurtarma 21** and **Kurtarma 22** have a moulded beam of 13 m, a moulded depth of 5.4 m and accommodation for up to 10 crew members. Propulsion on these 443-gt tugs consists of two Everllence-manufactured 16-cylinder in V formation MAN 4000 M65L main engines, each rated at 2,560 kW at 1,800 rpm and two Kongsberg US 255 Z-drives with fixed-pitch 2.7-m-diameter propellers in TK nozzles. Both tugs achieved bollard pulls greater than 82 tonnes and top speeds of 13.5 knots during sea trials. They are outfitted with selective catalytic reduction and a diesel exhaust fluid system to remove NOx and particulates from their emissions, making them fully compliant with IMO Tier III emission levels. The tugs have capacity to store 139 m3 of fuel oil, 20.4 m3 of potable water and 6.6 m3 of diesel exhaust fluid. They are fitted with an escort winch on the forward deck, "ensuring they can tackle challenging escort operations and ship-assist work in Turkey's busy ports,"

said Robert Allan. The aft deck is equipped with a tow hook for long-line towing operations and a Palfinger crane. **Kurtarma 23** and **Kurtarma 24** have a beam of 13 m, a maximum draught of 6.2 m, accommodation for up to 10 personnel, a FiFi1 firefighting system, a bollard pull of around 85 tonnes and a top speed of about 13 knots. Although no more technical specifications are publicly available, Uzmar's standard RAstar 3200 and 3200W design tugs have tank capacities to store up to almost 200 m3 of fuel oil and 40 m3 of fresh water, and have twin Everllence 4000 M65L main engines, each rated at 2,560 kW at 1,800 rpm, or two Caterpillar Cat 3516E engines rated up to 2,800 kW. These drive two Kongsberg US255 Z-drives, on the stern. According to automatic identification system data, **Kurtarma 21** was operating from Gelibolu, also known as Gallipoli, and **Kurtarma 22** was at the port of Çanakkale, both on the Dardanelles Strait, while **Kurtarma 23** was in Gölcük and **Kurtarma 24** was in Körfez, both in the Gulf of İzmit, in mid-November 2026. *(Source: Riviera by Martyn Wingrove)*



Advertisement



GASKAN 01 FOR NICKEL ORE TRANSPORT IN INDONESIA



KTU Shipyard's has paired a 27-metre tug with a 100-metre pontoon finished for Jakarta-based owner Garuda Armada Sulawesi. Indonesia's KTU Shipyard has delivered a new tug and barge pair to Garuda Armada Sulawesi, a transport company based in West Jakarta. The twin-screw tug **Gaskan 01** and the non-self-propelled deck cargo pontoon **Blackpink 331** were built at KTU's facility in Batam as hulls KTU-1885 and KTU-1728, respectively. The tug was launched on July 14, 2025, and the barge followed on September 20. Both vessels are registered at Batam and classed by Biro Klasifikasi Indonesia. *Heavy-duty tug utilising proven conventional propulsion* **Gaskan 01** has an

LOA of 27 metres (89 feet), a length between perpendiculars of 24.97 metres (81.92 feet), a moulded beam of 8.2 metres (27 feet), and a moulded depth of four metres (13 feet). She has a gross tonnage of 207 and a net tonnage of 63. Propulsion is provided by two six-cylinder Mitsubishi S6R2-T2MTK3L diesel engines each rated at 759 kW (1,020 hp) at 1,406 rpm. The engines drive two propellers and both are started via battery. Electrical power of 120 kVA at 380 V comes from two Yanmar 4TNV106T generator sets. Ground tackle comprises two stockless anchors, listed at a weight of 420 kg, with 247.5 metres (812 feet) of 19mm grade two stud-link chain. *(Source: Baird)*

Advertisement



TIM AZIMA 1 – OFFSHORE PLATFORM SUPPORT TUG TO BE OPERATED IN GULF OF SUEZ



Timsah Shipbuilding Company built the tug at its own yards in Ismailia and leased her to Belayim Petroleum Company for duties at the operator's oil platforms in the Gulf of Suez. Suez Canal Authority (SCA) subsidiary Timsah Shipbuilding Company (TSC) has placed a newbuild tug on charter to Egypt's Belayim Petroleum Company (Petrobel), which is using the vessel to support its offshore oil platforms. **Tim Azima 1** was launched at TSC's headquarters in Ismailia on June 11, 2025, and the ceremony was followed immediately by the signing of a lease agreement involving Petrobel. TSC Chairman Ahmed Ibrahim told Egyptian business newspaper Al Mal that the charter will run for a renewable two-year term. The newspaper separately reported a rate of US$1,200 per day, citing a company source. TSC announced on November 28, 2025, that the tug had begun supporting and servicing Petrobel's offshore platforms, though Al Mal reported that the tug would work in Petrobel's Red Sea fields. The Egyptian-flagged vessel has since operated in the Gulf of Suez, including at the Abu Rudis oil and gas field. *Compact hull configured for various roles* **Tim Azima 1** belongs to an existing series of service tugs built by TSC. The vessel measures 18.6 metres (61 feet) in LOA with a beam of 6.8 metres (22 feet), and a draught of only 2.25 metres (7.38 feet). The tugs are offered in versions with bollard pulls from five to 20 tonnes, depending on specification and equipment, and Al Mal reported that each one is operated by a crew of four. The onboard facilities include a galley and a mess. An SCA data sheet described the most powerful version, which can

achieve a bollard pull of 20 tonnes. The tugs in the series each have two engines that drive propellers in nozzles to deliver speeds of up to 11 knots. The electrical power is meanwhile supplied by two generators. *Also designed for canal operations* Classification for the 20-tonne design is offered as LR ✠100A1 TUG, Egyptian Coastal Area, MCH, or the equivalent Bureau Veritas notation I ✠HULL ✠MACH, Tug, Coastal Area. TSC said the design is suited to towing, marine support, and offshore platform servicing and maintenance. **Tim Azima 1** and another tug are also being used for canal operations. The SCA uses its the tugs to tow non-self-propelled units and to assist with the maintenance and repair of canal navigational aids. TSC said **Tim Azima 1** forms part of its effort to enhance the efficiency of its marine fleet using an entirely Egyptian workforce. *Specifications* Type of vessel: Offshore tug; Classification: Lloyd's Register; Bureau Veritas; Flag: Egypt; Owner: Timsah Shipbuilding Company, Egypt; Builder: Timsah Shipbuilding Company, Egypt; Length overall: 18.6 metres (61 feet); Beam: 6.8 metres (22 feet); Draught: 2.25 metres (7.38 feet); Gross tonnage: 105; Main engines: 2; Propulsion: 2 x propellers; Generators: 2; Maximum speed: 11 knots; Accommodation: Galley; mess; Crew: 4; Operational area: Gulf of Suez. *(Source: Baird)*



HIRO 48 – FAST UTILITY BOAT FOR ANCHORAGE SUPPLY WORK IN SINGAPORE



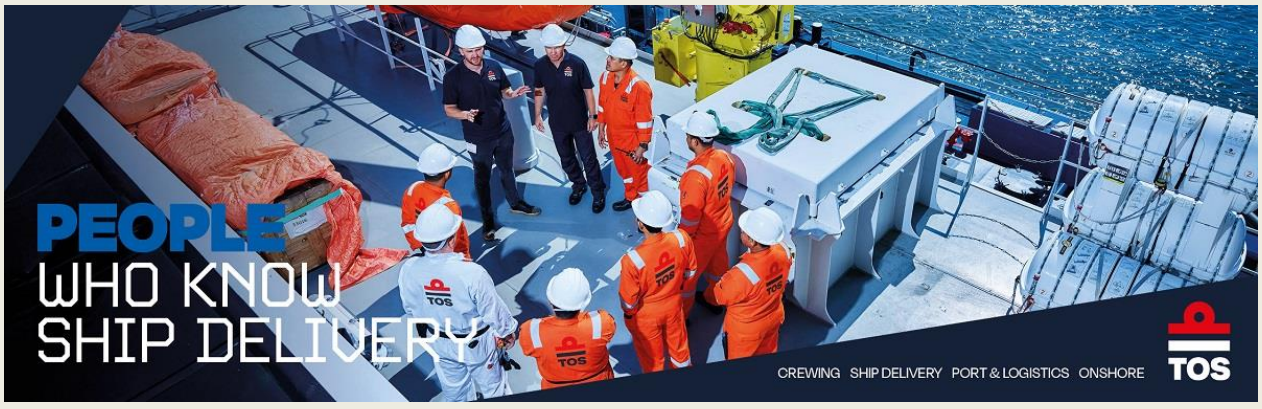
Dundee Marine and Industrial Services designed and built the 19.8-metre boat in-house for Hiro Engineering. The yard claims a top speed above 21 knots and more than 30 tonnes of deck cargo. Singapore's Hiro Engineering has taken delivery of **Hiro 48**, an aluminium fast utility boat designed and built in-house by local shipyard Dundee Marine and Industrial Services. Dundee Marine announced the delivery on April 15. The vessel's keel was laid on October 16, 2025, and it was launched on March 24. Hiro Engineering operates utility boats offering in-port and outport services. Its boat supply business carries cargo across Singapore's anchorages and outside port limits, and its services include supply deliveries, collections and crew changes. Guests at the keel laying and launch described **Hiro 48** as the fourth vessel for the company. *Ample deck space for resupply duties* The Singapore-flagged, Bureau Veritas (BV) classed **Hiro 48** has an LOA of 19.8 metres (65 feet), a length between perpendiculars of 18 metres (59 feet), a beam of 5.6 metres (18 feet), and a draught of only 1.3 metres (4.3 feet). Gross tonnage is 52, net tonnage is 15, and deadweight is 43. BV has assigned the main class symbols I ✠Hull ✠Mach, the service notations Light ship and Fast Utility Boat, and a Sea Area 2 navigation notation. Two SDEC main engines supplied by Apollo Marine drive two propellers. Dundee Marine rated each engine at 330 kW (440 hp). Mencast Marine supplied the

propellers and the stern gear. Electrical power comes from two 16kW generators, and the boat carries 8.88 cubic metres (1,950 gallons) of fuel. The class particulars listed a speed of 16 knots whereas Dundee Marine said the boat's maximum speed is more than 21 knots and her maximum deck cargo capacity is greater than 30 tons. *Can be configured to operate on biofuel in future* The yard said the propulsion arrangement was, "tuned for both performance and reliability." It attributed the boat's speed on comparatively low installed power to, "iterative" engineering, and said the lower power would improve fuel efficiency and reduce operating costs over the vessel's service life. Dundee Marine has also described **Hiro 48** as "biofuel ready." At the keel laying, the company pointed to



SDEC's "ongoing B100 biodiesel compatibility research." This is in response to the Maritime and Port Authority of Singapore's new regulations requiring harbour craft operating in the country's port waters to be fully electric, capable of using B100 biofuel or compatible with net-zero fuels beginning in 2030. *Specifications* Type of vessel: Utility boat; Classification: Bureau Veritas; I ✠Hull ✠Mach; service notations: Light ship, Fast utility boat; navigation notation: Sea Area 2; Flag: Singapore; Owner: Hiro Engineering, Singapore; Designer: Dundee Marine and Industrial Services, Singapore; Builder: Dundee Marine and Industrial Services, Singapore; Hull construction material: Aluminium; Length overall: 19.8 metres (65 feet); Length bp: 18 metres (59 feet); Beam: 5.6 metres (18 feet); Draught: 1.3 metres (4.3 feet); Deadweight tonnage: 43; Gross tonnage: 52; Net tonnage: 15; Capacity: 30 tons; Main engines: 2 x SDEC, each 330 kW (440 hp); Propulsion: 2 x Mencast Marine propellers; Generators: 2 x 16 kW; Maximum speed: 21 knots; Fuel capacity: 8.88 cubic metres (1,950 gallons); Operational area: Singapore. *(Source: Baird)*

Advertisement



RISING DEMAND DRIVES PLETHORA OF US TOWBOAT NEWBUILDS

Shipyards were busy in 2026 building vessels for pushing and towing barges along American inland waterways as volumes of transported dry and liquid bulk cargoes increased and charter rates rose. US owners increased their towboat fleets in 2026 as the inland waterway transportation market strengthened, on the back of rising demand for bulk cargoes and refined oil products. Owners were also tackling challenges from operating ageing fleets and pressure to reduce emissions through more

efficient newbuilds and propulsion systems. Many of the newbuild deliveries during the first 10 months of 2026 had two or three high-speed four-stroke diesel engines connected to exhaust aftertreatment units to minimise NOx emissions and to ensure compliance with US Environmental Protection Agency (EPA) Tier 4 requirements; there were also a sizeable number of newbuilds with Tier 3-compliant engines. Most reported deliveries involved towboats with Mitsubishi engines and generator sets supplied by Laborde Products. C&C Marine and Repair reached halfway in its 10-vessel newbuild construction programme with Laborde in Belle Chasse, Louisiana, in October, when it delivered **Capt Pete Ciaramitaro** to Southern Devall. This 26.5-m vessel has 1,940 kW of installed power, a beam of 10 m, a depth of 3.5 m, two Mitsubishi S12R main engines, is compliant with EPA Tier 4 and has driving fixed-pitch propellers through Reintjes WAF 665 reduction gears, supplied by Karl Senner. Four other towboats of similar size and performance – **Al Sloss**, **Cabby H. Boone**, **Deborah H. Valentine** and **Mimsy H. Lindner** – were built for New Orleans-based Canal Barge Co. Five other similar vessels are scheduled to be built at the shipyard and are available to purchase. Southern Devall also welcomed 2,240-kW towboats **Marlee Mae** and **Wanda B** to its fleet in 2026, after their construction by John Bludworth Shipyard in Corpus Christi, Texas. These 24-m vessels each has twin Caterpillar 3512C main engines, John Deere 99-kW generators and Twin Disc 5600 gears with a 5.76:1 ratio. Blessey Marine Services was one of the most active owners welcoming newbuilds to its fleet, with four additions from four independent shipyards. The Harahan, Louisiana-headquartered owner named three vessels in July, following their construction by three different shipyards. **David F Stone** was built by Verret Shipyard and features twin Cummins QSK 19 main engines, while **Capt Joey Anderson** was built by Sneed Shipbuilding, with Cummins QSK 19 main engines and 6BTA generators; Bollinger Shipyard completed towboat **Capt Chuck Myers**. In Q1 2026, Vessel Repair completed **Capt Daniel Armstrong** for Blessey. Maritime Partners was one of the largest investors in 2026, with a multi-vessel contract with Harvey, Louisiana-based FMT Shipyard & Repair, which delivered at least four towboats – **Ann Nash**, **Beth Williams**, **Deirdre Ann** and **Lulu Hamilton** – to the owner. These 16-m twin-screw towboats have a beam of 6 m, a draught of 1 m for operating in shallow waters, two Mitsubishi S6R2 Tier 3-compliant engines, each rated at 600 kW at 1,400 rpm, and two 65kW generator sets. Maritime Partners and its affiliates have invested nearly US$1Bn in new vessel construction at 12 shipyards across the US in the past decade. Hines Furlong Line also took delivery of four towboats in 2026, with **Bob Nienhuis** and **Donny Mudgett** built by Bourg, Louisiana's Intracoastal Iron Works, and **Kelley Reid** and **Steel City** by Harvey-based Eymard Marine Construction & Repair. In 2025, Eymard delivered 23.7-m sister vessels **Oxford**, **Sawtooth** and **Sun Valley** – all with 1,800 kW of installed power, coming from three S6R2 Tier 3-compliant engines and two 65 kW gensets – to Nashville, Tennessee-headquartered Hines Furlong. In Bourg, Louisiana, Diversified Marine completed construction of 22-m twin-screw towboats **Larry Gravely** and **Edwin Rider**, each with two Mitsubishi S6R2 Tier 3-compliant engines, for Vulcan Materials. Plaquemine, Louisiana-based Verret Shipyard has built two 1,200-kW towboats, **War Admiral** and **Sir Barton**, for New Orleans-headquartered Turn Services. These have twin Mitsubishi S6R2-Y3 Tier 3-compliant engines, running at 600 kW at 1,400 rpm. In September, Turn Services completed its acquisition of St John Fleeting and its affiliate companies to expand its operations on the Lower Mississippi River. Parker Towing took delivery of Super Tiger-class towboat, **Chipper Rabbit**, with two Mitsubishi S6R-



Y3 engines, after its construction by Serodino Inc in Chattanooga, Tennessee. Serodino is building a second of this class of 18-m towboat for the Northport, Alabama-headquartered owner, with a beam of 7 m and a depth of 2.5 m. Rosedale, Mississippi headquartered Jantran, a subsidiary of Bruce Oakley Inc, was involved in two towboat construction projects to bolster its fleet. In one project, it



built 1,200-kW, twin-screw towboat **Miss Ruby**, with two S6R2-Y3 Tier 3-compliant engines, for Oakley Barge Line. In another, Jantran took delivery of 19.5-m, 1,200-kW pushboat **Jerry L Jenkins** from Nichols Boat Co. Jantran operates towboats and barges throughout the Arkansas and Lower Mississippi River systems. Halimar Shipyard in Morgan City, Louisiana, delivered 1,800-kW **Miss Olivia** to Central Boat Rentals, which provides marine transportation services to the oil and gas sector across the US Gulf Coast. In January, Terral River Service added 27-m towboat **Grant Gattle** to its expanding fleet after its completion by Steiner Shipyard in Bayou La Batre, Alabama, using a design by Farrell & Norton Naval Architects. Steiner also completed retractable, twin-screw 29-m towboat **Alexa Golding**, with 2,090 kW of power for Golding Barge Line. Marquette Transportation named a new towboat, **John Paul Eckstein**, with 7,450 kW of installed power in New Orleans after its construction. It operates this 58-m vessel along the Mississippi River between St Louis, Missouri, and Louisiana. Echo Towing Services welcomed a 20-m vessel with a beam of 8 m and a 2.5 m draught after its construction by Verret Shipyard. **Capt Tom Echols S** has twin Cummins QSK19M diesel engines, 75-kW generators and Twin Disc 5222 reduction gears. *(Source: Riviera by Martyn Wingrove)*

advertisement



CAVALO MARINHO 18 – INDONESIAN OPERATOR'S NEW TUG BUILT FOR PALM OIL BARGE HANDLING

KTU Shipyard's 27-metre tug has entered service with an Indonesian palm oil group's marine logistics arm. Her maiden voyage was a tow of a 5,879-cubic-metre crude palm oil barge from the same yard. Indonesia's KTU Shipyard has handed over the new tug **Cavalo Marinho 18** ordered by local owner Segara Transindo Mandiri. The newbuild completed her maiden voyage on May 19, 2026, towing the KTU Shipyard-built, 5,880-cubic-metre (1.29-million-gallon) crude palm oil barge Metro 18, according to local palm oil manufacturer and distributor Sinar Jaya Agro Investama (SJAI). Segara Transindo Mandiri handles the river and sea transport of palm oil products on behalf

of SJAI. "**Cavalo Marinho 18** is designed to provide steady, dependable assistance for vessel movements, especially during towing and berthing activities," SJAI said at the tug's launch. *Designed from the outset to support palm oil trade* SJAI added that the vessel would reduce waiting times and improve turnaround for ships carrying its palm oil products. The resulting enhancement would allow the group to respond more quickly to customer needs, "while maintaining smooth and timely distribution." **Cavalo Marinho 18** has a steel hull, an LOA of 27 metres (89 feet), a beam of 8.2 metres (27 feet), a depth of four metres (13 feet), a draught of three metres (10 feet), and accommodation for up to 12 crewmembers. She has a gross tonnage of 207 and a deadweight of 180. *Propulsion configured for heavy-duty use* The wheelhouse benefits from enhanced all-round visibility, allowing the crew to operate safely whether manoeuvring ahead or astern. Propulsion is provided by two Mitsubishi S6R2-MTK3L four-stroke diesel engines each rated at 759 kW (1,020 hp) at 1,406 rpm. This arrangement delivers a bollard pull of 25.66 tons and a speed of 12 knots. Yanmar generator sets meanwhile supply the tug's auxiliary power. **Cavalo Marinho 18** was launched in Batam on August 14, 2025. KTU Shipyard reported in late November 2025 that the vessel had completed sea trials, "with outstanding performance and stability." The vessel is registered in Batam and is classed by Biro Klasifikasi Indonesia. *Specifications* Type of vessel: Barge handling tug; Classification: Biro Klasifikasi Indonesia; Flag: Indonesia; Owner: Segara Transindo Mandiri, Indonesia; Builder: KTU Shipyard, Indonesia; Hull construction material: Steel; Length overall: 27 metres (89 feet); Beam: 8.2 metres (27 feet); Draught: 3.0 metres (10 feet); Depth: 4.0 metres (13 feet); Deadweight tonnage: 180; Gross tonnage: 207; Main engines: 2 x Mitsubishi S6R2-MTK3L, each 759 kW (1,020 hp) at 1,406 rpm; Generators: Yanmar; Maximum speed: 12 knots; Bollard pull: 25.66 tons; Type of fuel: Diesel; Crew: 12; Operational area: Indonesia. *(Source: Baird)*





AZERBAIJAN EXPORTS THREE TUGBOATS WORTH $4.46 MILLION TO UAE IN 2026

Azerbaijan exported three tugboats to the United Arab Emirates (UAE) between January and September 2026, with their combined value reaching $4.46 million. The export value of this product category increased approximately 44.6-fold compared with the corresponding period. The average export value of each tugboat shipped to the UAE in 2026 stood at approximately $1.49 million. Tugboats are used in ports, marine terminals and other waterways to assist larger vessels with

navigation, towing and manoeuvring. They also play an important role in oil and gas operations and maritime logistics. One of Azerbaijan's key shipbuilding facilities is the Baku Shipyard, which operates under AZCON Holding. The facility specialises in the construction of various types of vessels, including tugboats and supply ships. In May 2026, Baku Shipyard Chairman of the Management Board Ruslan Talibov said the facility had an annual production capacity of 25,000 tonnes of shipbuilding steel structures. The shipyard can simultaneously construct up to four tugboats, supply vessels and other types of ships. According to Talibov, the company's order portfolio includes contracts for the construction of 17 vessels. Construction is currently underway on 11 ships, while the remaining six are at the design stage. Overall, Azerbaijan's exports to the UAE totalled $93.74 million in January–September 2026, while imports from the country amounted to $45.33 million. Bilateral trade turnover reached $139.07 million during the period. *(Source: Azer News)*



Advertisement



US SHIPYARD ACCELERATES TUGBOAT DELIVERIES FOR TANKER DOCKING AT NEW TERMINALS

An Alabama shipbuilder has produced multiple escort tugs for several US owners in 2026 as demand ramps up for vessels to support oil and gas tankers in US Gulf terminals. Master Boat Builders (MBB) had a huge newbuilding schedule in 2026, with contracts from several owners for tugs designed to assist ships in new and expanded terminals on the US Gulf Coast. So far in 2026, the Coden, Alabama-based shipyard has delivered: **Marauder**, **Titan** and **Defiant** to Maritime Partners; **Jane** and **J. Themistoclis Moran** to Moran Towing; **Saturn** and **Titan** to Suderman & Young; **Barbara G** to Bay-Houston Towing and **Jill** to Gulf LNG Tugs. More tugboats are expected to be launched and delivered to these owners in 2027 as the frenzy for newbuild terminal-support tugs continues in the US. These new tugboats are built using designs by Canadian naval architect Robert Allan Ltd and ABS class with notations for unrestricted navigation, uncrewed machinery rooms, firefighting and low emissions.

They all have two diesel four-stroke main engines linked to exhaust after-treatment systems for minimising NOx emissions and to ensure compliance with the US Environmental Protection Agency's Tier 4 rules. MBB has delivered two tugboats to Moran Towing in 2026, with **J Themistoclis Moran** working in Port Neches, Texas, and **Jane** becoming part of the Gulf LNG Tugs fleet also operating in Texas. They were constructed to a RApport 2800 design with a beam of 12 m and two Cat 3512E diesel engines, compliant with EPA Tier 4 standards, driving two Kongsberg US 2055 azimuth Z drives, with a fixed-pitch propeller. MBB also delivered **Jill** to Gulf LNG Services, a joint venture between US owners Bay-Houston Management, Bay Towing, Moran Towing and Suderman & Young, using a similar design, and it is operating in Port Arthur, Texas. **Marauder**, **Titan** and **Defiant** were built using a RApport 2700 design, and with an overall length of 27 m, a beam of 13 m, a bollard pull of more than 90 tonnes, and FFV1 firefighting capabilities. They have twin four-stroke, high-speed main Caterpillar Tier-4 compliant Cat 3516E diesel engines, developing 2,600 kW at 1,800 rpm. driving two Steerprop 3,000-mm fixed-pitch, four-bladed propellers housed in Z-drives. After their delivery, **Marauder** and **Titan** went on long-term charter to EN Bisso to support ships in the US Gulf. For Suderman & Young, MBB has delivered **Saturn** and **Titan** tugboats after building them using a RApport 3000 design. These 30-m H500-series tugs have accommodation for six crew members, a beam of 13 m, a bollard pull of 90 tonnes and a top speed of 13 knots. For Bay-Houston Towing, MBB has delivered **Barbara G**, also built using a Ltd's RApport 3000 design and with similar performance to Suderman & Young's newbuilds. MBB's next delivery is set to be **Intrepid** to Maritime Partners after it was launched from a floating dock in November. "This series reflects the kind of long-term partnership that is so important to our industry, built on trust, shared standards and a commitment to delivering highly capable vessels," said Master Boat Builders president Garrett Rice. "We look forward to delivering the next four." *(Source: Riviera by Martyn Wingrove)*





SECOND DUAL-FUEL METHANOL ESCORT VESSEL SETS SAIL FOR CANADA

A joint venture in Canada is set to welcome its second RAsalvor dual-fuel methanol escort and emergency response tug early in 2027 after it started a transatlantic voyage in late November. Kotug Canada has taken delivery of a second dual-fuel methanol escort and emergency response tug, and it is sailing across the Atlantic towards the Panama Canal. **SD Qwiy Aanitsa Sarah** is heading to British Columbia to join **SD Aisemaht**, for escorting and manoeuvring tankers at an oil export terminal near Vancouver. Sanmar Shipyards in Turkey built this 44-m vessel to Robert Allan Ltd's RAsalvor 4400-

DFM design and ABS class. It left Las Palmas, Spain, on 26 November and is due in Curaçao on 12 December, according to automatic identification system (AIS) data. From there, it will sail through the Panama Canal and up the west coast of Latin America and North America to its home port. Kotug Canada, a joint venture between Kotug International and Horizon Maritime, which has been acquired by US-based Chouest Group, introduced **SD Aisemaht** in October 2026. Both will be employed to escort Aframax tankers between the expanded crude Trans Mountain Pipeline export terminal near Vancouver to the Pacific Ocean, along a route of around 150 nautical miles that includes the Juan de Fuca Strait and the Salish Sea. "With 115-120 tonnes of bollard pull, they will become among the most powerful escort tugs operating in Canada," said Kotug. Both 996-gt vessels have a beam of 15 m, a draught of 6.3 m, twin ABC 16V DZM methanol-diesel dual-fuel engines from Anglo Belgian Corp (ABC) and two Schottel rudderpropellers of type SRP 710, providing a top speed of 15 knots. Schottel also supplied each tug's STT 170 side thruster, for additional manoeuvrability during tanker escort and emergency towage. They have exhaust aftertreatment systems to minimise NOx emissions and to comply with IMO Tier III regulations, and hybrid propulsion enabling one engine to drive two thrusters up to a speed of 9.5 knots. These tugs also have response equipment for emergency towage, a FiFi1 firefighting system, skimmers and tank capacity to store 405 m3 of oil recovered from marine spillages. Western Canada Marine Response will use these escort tugs for emergency towage and oil spill response and recovery when required. *(Source: Riviera by Martyn Wingrove)*



Advertisement



EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY –REDWISE

At **Redwise**, we specialise in ship delivery: transporting vessels on their own keel, under their own power. It is a unique profession within the maritime industry, and one in which we have been setting the standard for nearly 120 years. **Redwise** can take almost every type of vessel to sea and ensure safe and speedy delivery to any port in the world. Every project requires a combination of seamanship, experience and professional creativity. That unique blend is what defines **Redwise** and enables us to build an impressive track record. At this exhibition, **Redwise** once again shares the booth with

lnternational Maritime Services. In 20.18, **Redwise** and IMS initiated a close collaboration to expand the services offered by both businesses, While we operate independently and compete for hard to win projects, we join forces when it creates clear value for our clients. The dedicated management and crew of IMS work together to ensure each delivery is a successful journey. IMS excels in logistics, planning and execution, while our ingenuity allows us to overcome challenges, customise routes and optimise fuel consumption. Together we deliver, and we're always delivering.

ACCIDENTS – SALVAGE NEWS

FRANCE SUCCESSFULLY REFLOATS GROUNDED BULKER ON FIRST TRY



After days of preparation and a complex operation, French authorities reported the grounded bulker **Miro G** was refloated with no apparent damage to the environment. Previously, the authorities had said that because the ship went aground during a storm high tide and was high on the beach, it might have to be dismantled where it sat. The Greek-owned bulker **Miro G** (28,200 dwt) had offloaded its cargo in Spain earlier in the month and was heading toward Rouen, France. On Thursday, November 19, it had told the French authorities that it was having difficulties maneuvering in a strong storm in the Bay of Biscay. Reports indicate wind speeds were persistent at 26 knots, with gusts up to 48 knots, while the waves were running 4 to 6 meters (13 to 20 feet). The ship went ashore overnight, and French forces airlifted 19 of the crewmembers from the ship, fearing it could capsize on the beach. An initial survey showed no damage to the 169-meter (554-foot) vessel registered in Malta. Initially, the team had added ballast to stabilize the ship, which was being hit by the surf from the storm. Over the weekend, the decision was made to fully evacuate the ship as the storms continued. The prefect's office reported the weather had improved, and a decision was made to attempt to pull the vessel free on Tuesday afternoon's high tide. The team had to be airlifted by helicopter to the vessel. They used an auxiliary generator, which had been airlifted to the ship, to run pumps in a de-ballasting operation. Jet skis and a rescue boat were used to help secure a 1,900-meter Kevlar cable between the ship and the tugboat Abeille Bretagne, which is under contract to the French government for salvage and support operations. Today, the authorities also contracted with private fishing boats and had them standing by with anti-pollution gear, as they would have been able to approach the shore if necessary. A large spectator gallery formed on the beach to watch the complex operation. Around 3:00 p.m. local time, the towline grew taut, and the tug accelerated. The operation had begun about one hour before high tide, with officials noting the tide was at a maximum these days, about as much as a meter above when the vessel went aground last week. Reports were that the **Miro G** started to move. Within about 15 minutes, the tug had maneuvered the cargo ship back into the water, and 40 minutes after the operation began, the ship was floating and being moved away by tugs. A Navy plane did a survey of the area and reported no visible pollution. The plan called for divers to make a full inspection of the hull, and the ship was being brought into a port for further inspections. The prefect described the refloating to the local media as "a very fine operation." The first deputy mayor of Lit-et-Mixe told

the media she was very relieved to see the vessel back afloat and away from the beach. The authorities said they only had until Thursday to refloat the vessel to take advantage of the peak high tides. *(Source: Marex)*

Advertisement



WELLBOAT REFLOATED AFTER GROUNDING IN NORWAY'S NORDLAND COUNTY



Salvage company Boa pulled the vessel clear about nine and a half hours after she struck a reef by the Blåbakflua lighthouse. None of the eight people aboard was hurt, and the cause has not been established. A wellboat was refloated after running aground on a reef near the Blåbakflua lighthouse outside Brønnøysund in Norway's Nordland County on Tuesday, November 24. None of the eight people aboard the Frøy-operated **Viktoria Lady** was injured. The wellboat grounded at around 02:00 local time and was towed clear at about 11:30, roughly nine and a half hours later, local newspaper Brønnøysunds Avis reported. Before the vessel was refloated, Andreas Moe, wellboat director at Frøy, told NRK that she, "has run aground on a reef and is firmly aground there." The Norwegian Coast Guard attended the scene. Lars Ivar Grøtting, head of tug operations at salvage company Boa, confirmed that the wellboat had been towed off the reef. Helgelands Blad reported that **Viktoria Lady** moved under her own power after refloating. Brønnøysunds Avis reported that she berthed at Gårdsøya for checks before she could proceed. Moe said Frøy had not yet established why the vessel had struck the reef. Norwegian regulations require the master or operator to notify the authorities without delay after any bottom contact. Norwegian Maritime Authority guidance says operators should request any required post-casualty survey as soon as possible. Where survey authority has been delegated to a recognised classification society, the request goes to that society. In September 2022, Viktoria Lady made bottom contact near Landegode. The Norwegian Coastal Administration reported at the time that no water ingress had been found in her internal compartments. However, a bottom inspection found a hole beside the forward port sea chest. The Norwegian-flagged Viktoria Lady was built in 2006. She has an LOA of 53.8 metres and a well capacity of 1,000 cubic metres. The vessel is fitted with delousing

equipment. Eines purchased the vessel from British operator Ocean Farm Services in December 2024. She went directly into a two-year bareboat charter with Frøy. *(Source: Baird)*

AUTHORITIES PREPARE TO SALVAGE GROUNDED AMMONIA TANKER OFF SURAT THANI



24 November 2026, maritime authorities are coordinating efforts to salvage a large liquefied gas tanker that ran aground on coastal rocks approximately 650 metres off Koh Phaluai in Koh Samui district, Surat Thani province. The vessel sustained damage to its hull, but an aerial inspection found no signs of an oil spill. Capt. Nattaphon Sinphunphon, deputy director of the Thai Maritime Enforcement Command Centre (Thai-MECC) in Surat Thani, said authorities were working with Thai-MECC Region 2 and relevant agencies to respond to the grounding of the **Unique 10,** a liquefied gas tanker measuring 2,703 gross tonnes. The vessel ran aground while waiting to enter port, sustaining damage to the underside of its hull. Thai-MECC coordinated with local maritime authorities, Marine Department offices in Surat Thani and Koh Samui, and local fishing vessel networks to prepare for emergency response operations. *No oil leakage detected during aerial inspection* Thai-MECC Region 2 deployed a reconnaissance aircraft to survey the area and document the condition of the grounded vessel. The aerial inspection found no visible signs of oil leaking from the tanker. The Marine and Coastal Resources Office 4 in Surat Thani has been informed of the situation and is prepared to implement measures to protect conservation areas and environmentally sensitive zones. The Central Gulf of Thailand Marine and Coastal Resources Research Centre is also preparing to assess potential damage to marine resources once the vessel has been removed from the rocks. Marine authorities are preparing oil spill trajectory modelling in case a leak occurs. *Divers inspect hull ahead of salvage operation* At 10:00 on 24 November, the vessel's owner, Siam Bucky Marine, deployed divers to inspect the underwater section of the hull and assess the damage ahead of the salvage operation. The company also dispatched another tanker from Bang Pakong to transfer the ammonia cargo aboard the grounded vessel. The second tanker was expected to arrive at approximately 12:00 on 25 November. Meanwhile, maritime authorities and the Marine Department prepared oil spill response equipment as a precaution. Thai-MECC Region 2 also provided the company with information on available oil containment booms, which could be deployed around the vessel during the salvage operation. *Salvage plan depends on extent of hull damage* Authorities outlined two possible approaches to recovering the grounded tanker, depending on the findings of the underwater inspection. If the damage is minor, the breach will be sealed before tugboats pull the vessel away from the rocks. The ammonia cargo will then be transferred at sea before the tanker is taken to the Asian Marine Services shipyard in Surat Thani for repairs. If the hull damage is more extensive, the ammonia cargo will be transferred before the vessel is moved. The transfer operation could take approximately 10 hours. Tugboats would then guide the vessel away from the rocks and towards the shipyard for repairs. *Navy asked to prepare for potential emergencies* Thai-MECC Region 2 assessed that the salvage operation could pose risks to coastal areas and nearby vessels not involved in the operation. The centre has coordinated with the Second Naval Area Command to have naval vessels and aircraft

ready to respond to potential emergencies during the recovery operation. *(Source: Khaosod English)*

Advertisement



DISABLED CARGO SHIP FINDS SAFE HAVEN AT HAMBANTOTA



A cargo vessel carrying approximately 23,000 tonnes of cargo has found refuge at Hambantota International Port after an engine room flooding incident left the ship powerless at sea, triggering a complex rescue and support operation that stretched over several weeks. The Cyprus-flagged MV **AAL Gibraltar**, a 159.99-metre general cargo vessel, was declared a "dead ship" after suffering severe flooding in its engine room. Unable to operate under its own power, the vessel was towed to Sri Lanka by the salvage tug **SPM Arjun** before being safely berthed at Hambantota International Port (HIP). The vessel has now been placed at a lay-up berth where repair work is expected to be coordinated by its local agent. Port authorities said a departure date has yet to be determined. Bringing the vessel alongside was a carefully coordinated operation involving multiple maritime agencies and regulators. After receiving the required approvals from the Director General of Merchant Shipping and recommendations from the Harbour Master and the Marine Environment Protection Authority (MEPA), HIP deployed four harbour tugs, **Waruna**, **Vasabha**, **Ravana** and **Pandukabhaya**, to assist the final berthing operation. Long before the vessel entered port, Hambantota had already been providing offshore support. While the ship remained anchored offshore awaiting clearance, HIP conducted three separate assistance missions. On September 23, tug **Ravana** transported surveyors, technicians and essential provisions to the vessel nearly 12 nautical miles from shore. Weeks later, on October 13, tugs **Pandukabhaya** and **Waruna** spent around 14 hours supporting operations while the towing vessel refuelled. On October 23, **Waruna** once again headed offshore to deliver crucial spare parts to the stranded ship. For the crew and operators of the vessel, berthing at Hambantota marked the end of weeks of uncertainty at sea. The move provided shelter, direct access to engineering expertise, logistical support and repair facilities needed to return the vessel to service. The incident also highlighted the growing emergency-response capabilities at Hambantota International Port, which offers a range of specialised marine services including afloat repairs, underwater inspections, technical surveys, bunker supply, provisions, ship lay-up facilities and round-the-clock emergency support. HIP has

built a reputation for responding to challenging maritime situations in regional waters. During the MT **New Diamond** tanker fire off Sri Lanka in 2020, Hambantota deployed two tugs to join the firefighting effort and accommodated 20 crew members rescued from the vessel. In 2022, the port's Emergency Response Unit swiftly brought under control a fire aboard the drillship **West Polaris**, preventing what could have become a major maritime emergency. Strategically located just 10 nautical miles from one of the world's busiest East-West shipping routes, Hambantota continues to strengthen its position as a critical maritime support hub capable of assisting distressed vessels, handling offshore emergencies and providing rapid-response services to ships operating across the Indian Ocean. *(Source: English News First)*

CREW MEMBER DIES AFTER DIESEL TANKER CAPSIZES OFF IBIZA, NO POLLUTION SO FAR



At least one crew member aboard a ship carrying diesel has died after the vessel capsized and partially sank off the Spanish island of Ibiza on Thursday, regional authorities said, adding there were no signs of pollution so far. The Malta-flagged chemical tanker **Med Emre** was sailing from Algeciras to Barcelona and may have been carrying up to 7,000 metric tons of diesel when it keeled over about 30 nautical miles (56 km) off Ibiza's northwestern coast, the Balearic Islands' interior department said. Emergency services said all 17 crew members were rescued, but one died after being taken directly to Ibiza's Can Misses hospital. Six others were brought to Ibiza airport and taken to two hospitals with light injuries, primarily hypothermia. Of the remaining crew, five were taken to Valencia and five remained in good condition aboard a rescue vessel, they added. Pablo Garriz, the Balearic Islands' regional head of emergencies, said the crew included Turkish and Indian nationals, but he could not yet confirm the nationality of the deceased. The tanker remained partially submerged with its keel protruding above the surface, Garriz told reporters, despite initial indications that it had sunk completely. "The positive news is that the vessel is not on the seabed but remains semi-submerged at the surface, which allows salvage and containment operations," he said, adding there was currently no impact on Balearic waters or coastline and no evidence of a significant spill, although small sheens had been observed. Technical experts were assessing the vessel's stability before deciding on salvage and cargo-recovery operations, he added. Spain's maritime rescue service sent an aircraft and a vessel specialized in oil-spill response, the **Clara Campoamor**, to survey the area. Three helicopters took part in the rescue, along with nearby merchant vessels. Spain's merchant marine authority activated the national maritime pollution contingency plan at level 2, the second-highest. The waters surrounding Ibiza are a habitat for sea turtles, dolphins and the Balearic shearwater, one of Europe's most threatened seabirds. The area is also home to extensive meadows of Posidonia oceanica seagrass, which plays a vital role in supporting marine biodiversity. Spain's worst maritime environmental disaster occurred in 2002, when the Bahamas-flagged tanker **Prestige** sank off the northwestern Galicia region, spilling tens of thousands of tons of heavy fuel oil and fouling hundreds of beaches in Spain and France. The Balearic regional government said it was gathering information on the accident and its possible consequences, including any risk of fuel pollution, before deciding on further measures.

(Source: gCaptain)

Advertisement



ICELAND HAS DEADLIEST MARITIME ACCIDENT IN DECADES AS FISHING VESSEL SINKS



Iceland is reporting that it suffered one of its deadliest maritime accidents in decades as a fishing boat went down in heavy seas east of the Island. Three crewmembers from the commercial vessel have died, while 14 were rescued and rushed to shore. The incident began on November 25 around 5:00 p.m. local time when the captain of the commercial fishing vessel **Jokull** radioed to report it was experiencing trouble in a strong storm more than 50 nautical miles to the east of Iceland. The Coast Guard command reports it instructed the crew to put on life jackets. A short time later, the captain declared an emergency and told the command center the crew was preparing to abandon the 44-meter (144-foot) longliner. The vessel had been built in 1996 and, of late, was operating for the Icelandic company GPG Seafood. A Coast Guard surveillance aircraft was the first to reach the area shortly after 8:00 p.m. local time, and was using thermal imaging to search for the crew of the vessel. About an hour later, a Coast Guard helicopter reached the area to begin the rescue operation. Reports indicate they were dealing with extreme conditions, including waves running between 26 and 32 feet and winds up to 40 mph. EPIRB (Emergency Position Indicating Radio Beacon) attached to the crew's life jackets aided the Coast Guard in locating the individual in the water. Other reports said several of the crewmembers had been able to tie themselves together. Other fishing boats in the area also worked to aid in the rescue. The Coast Guard reports 14 individuals were rescued and three others who unfortunately died. Coast Guard commanders noted that the crew of the helicopter had bent the rules by traveling beyond the normal limit of 20 miles, but noted it was necessary due to the circumstances. The Prime Minister of Iceland, Kristín Frostadóttir, issued a statement thanking the brave rescue teams and expressing condolences for three lost crewmembers. The fishing company and many in the rescue community and others are also issuing messages of condolence and thanks. Iceland is reported to be a nation in mourning. *(Source: Marex)*

A SHIP WITH 208 CONTAINERS HAS SUNK OFF THE COAST OF CUBA:

ONE DECEASED AND THREE MISSING



A Panamanian-flagged container ship sank early Thursday morning, November 26, off the coast of Cuba's Artemisa province, with a preliminary toll of one deceased and three missing. The vessel, identified as **HALIMA** and operated by Sidra Line, was transporting 208 containers and had 16 crew members on board of Egyptian and Indonesian nationalities. According to a statement from the Maritime Administration of Cuba, published by the official newspaper Granma, the shipwreck occurred about three miles north of Cabañas Bay. Until the moment the statement was issued, rescue teams had saved 12 crew members alive and recovered the body of another, while the search for the three missing continued. The Cuban government established a multidisciplinary commission to investigate the causes of the incident and coordinate search and rescue operations with the vessel's owners. Maritime authorities assured that medical services and necessary resources have been prepared in accordance with established protocols. *What is known about the ship HALIMA?* According to the records of the international maritime tracking platform Maritime Optima, the **HALIMA** is a container ship built in 1997, measuring 100 meters in length and 18 meters in width, registered under the maritime identification number IMO 9121869. The navigation records provide differing information about the cargo ship's itinerary. While Maritime Optima indicates that it departed from Manzanillo, Panama, headed for Mariel, Cuba, Wingo Marine records the declared destination as the Mexican port of Veracruz. Cuban authorities have not yet reported on the causes of the shipwreck nor clarified whether the vessel was heading to Cuba or had departed from the island. The official statement also does not specify the contents of the 208 containers, the destination port of the cargo, the identity of the deceased crew member, or the health status of the survivors. *(Source: CiberCuba)*

OFFSHORE NEWS

AET AND FLEETZERO BRING HYBRID-ELECTRIC LIGHTERING VESSEL TO LIFE



Singapore-based tanker owner AET has completed the hybrid-electric conversion of its lightering support vessel **AET Innovator**, which is set to be unveiled in New Orleans on December 1 following successful sea trials. Developed in partnership with US maritime technology company Fleetzero, the vessel is being touted as the world's longest-range plug-in hybrid-electric ship and will be deployed in ship-to-ship lightering

operations in the US Gulf. The retrofitted vessel has an estimated all-electric range of 500 nautical miles and a hybrid range of 13,500 nautical miles. The conversion replaced two conventional diesel fuel tanks with battery rooms housing about 11 MWh of lithium iron phosphate batteries. Fleetzero supplied a modular electric propulsion system, which was factory-built and pre-commissioned to reduce installation time and vessel downtime. The vessel also incorporates technology designed to support future autonomous operations. According to AET's preliminary estimates, the system could reduce propulsion-related fuel and maintenance costs by up to 49% compared with conventional diesel propulsion. The company also expects tank-to-wake greenhouse gas emissions to fall by approximately 82%, equivalent to around 1,220 tonnes annually. AET chief executive Nick Potter said the project would help the company assess the commercial potential of hybrid-electric propulsion across its operations. "Working with Fleetzero, we're testing what hybrid-electric propulsion can achieve in commercial operations and building the experience to inform where we invest next," he said. The project builds on an agreement announced in March 2025, when the two companies first outlined plans to convert one of AET's existing lightering support vessels. The vessel was originally built in 2011 and is part of AET's specialised lightering fleet, which supports tanker cargo transfers in the US Gulf and South America. AET completed 545 STS cargo transfers during 2025 and operates a global fleet of approximately 80 vessels. *(Source: Splash24/7)*

Advertisement



NEXT GEOSOLUTIONS WINS $11.6 MILLION OFFSHORE SURVEY CONTRACT BETWEEN BARCELONA AND FOS-SUR-MER.



The EU antitrust authority's approval of Fincantieri's acquisition of the company is expected in December. NextGeo, a Campania-based company specializing in marine geosciences and offshore construction support services, has announced it has been awarded a contract worth approximately €11.6 million for an offshore survey campaign related to BarMar, the undersea hydrogen pipeline between Barcelona and Fos-sur-Mer. The client is BarMar Sas, which thus joins the group's client portfolio. The work, NextGeo explains, includes geophysical, geotechnical, and UXO (unexploded ordnance) surveys, seabed sampling, ROV inspections, and crossing surveys of existing underwater infrastructure along an approximately 366-kilometer offshore corridor. The activities, which will begin by the end of 2026, will involve the use of two dedicated vessels, currently unspecified. The data collected, NextGeo explains, will be used to

characterize the seabed and subsoil for planning and designing the infrastructure. Completion of the project is expected between the end of the second quarter and the beginning of the third quarter of 2027, depending on any additional activities requested during the project. The BarMar project is being developed by NaTran, Enagás, and Teréga, shareholders of BarMar SAS, as part of H2med, the European green hydrogen corridor, listed among the EU's projects of common interest, which specifically aims to connect the Iberian Peninsula's networks with northwestern Europe. According to the developers, the subsea pipeline is approximately 400 kilometers long and can transport up to 2 million tons per year, with commissioning scheduled for 2032. The contract award, commented Valentina De Rienzo, CCO of NextGeo, "marks the start of our collaboration with BarMar Sas in an innovative and rapidly evolving sector such as hydrogen. It reflects the strategic importance of the BarMar project in the development of European energy infrastructure and recognizes the breadth and complexity of the activities we will carry out as part of such a pioneering project." On the corporate front, NextGeo has also received an update regarding its acquisition plan by Fincantieri (the shipbuilding group reached a binding agreement with Marnavi last July to acquire 52.6%). Fincantieri, CEO Pierroberto Folgiero announced in recent days, is "awaiting approval from European antitrust authorities," with approval expected "in December." However, the group's CEO also emphasized that approval "is not something we can control," and that he has received no indications that the deal will be halted. *(Source: Shipping Italy)*

SAIPEM WINS $650 MILLION IN OFFSHORE CONTRACTS WITH ARAMCO IN SAUDI ARABIA



Saipem's own construction vessels currently employed in the region will be used for these orders, while fabrication activities will be carried out at Saipem's fabrication yard. Saipem announced it has been awarded two offshore contracts in Saudi Arabia under its current long-term agreement with Aramco. The indicative value of the contracts includes engineering, procurement, construction, and installation activities, as well as pipeline and power cable work, as described below. The first contract involves engineering, procurement, construction, and installation (EPCI) of four Production Deck Manifolds, approximately 14 km of pipelines with diameters ranging from 12 to 16 inches, and approximately 24 km of 15 kV cables, as well as related subsea infrastructure for the Abu Safah, Safaniyah, Manifa, and Berri fields. The agreement also includes onshore tie-in activities at the Manifa field drilling site. The second contract includes engineering, procurement, construction and installation (EPCI) of three Production Deck Manifolds, approximately 25 km of pipelines with diameters ranging from 12 to 16 inches and approximately 17 km of 15 kV cables, as well as related subsea infrastructure at the Marjan field. For offshore operations, Saipem will use its own construction vessels currently deployed in the region, while fabrication activities will be carried out at Saipem's fabrication yard in Saudi Arabia by Saipem Taqa Al-Rushaid Fabricators Co. Ltd. These awards consolidate Saipem's presence in Saudi Arabia and its long-standing relationship with Aramco and reflect Saipem's advanced engineering capabilities in project execution. *(Source: Shipping Italy)*

Advertisement



€910 MILLION GREEK INTERCONNECTION WORKS CLEARED FOR TAKE-OFF: PRYSMIAN TAKES ON 900 KM OF HVAC CABLES



Italian cabling giant Prysmian has been given the go-ahead from Greece's Independent Power Transmission Operator (IPTO) for seven interconnection projects linking the Dodecanese and North Aegean islands to the national electricity grid to curb reliance on fossil-fuel power generation, improve reliability, and strengthen energy security. These projects will entail the design, manufacture, and installation of more than 900 kilometers of high-voltage alternating current (HVAC) cables, with final delivery expected in 2033. Prysmian has received a notice to proceed from Greece's Independent Power Transmission Operator for seven projects, worth up to €910 million, to connect the Dodecanese and North Aegean islands to the national electricity grid. The green light, which enables the addition of these projects to the Italian player's backlog, follows the framework agreement awarded in June 2026. The company will design, manufacture, and install more than 900 kilometers of high-voltage alternating current cables for offshore and onshore connections. While final delivery expected in 2033, installation is anticipated to reach depths exceeding 1,150 meters, setting a world record for static three-core 150 kV HVAC cables, according to Prysmian. "These interconnectors will make a real difference to daily life on the islands. Residents, local businesses and visitors will benefit from a more reliable electricity supply. We expect to set a new world record for HVAC installation, and we can take on that challenge because we have the cable technology, the installation vessels and the people who know how to do it. Greece is showing what it takes to turn investment in renewable energy into greater energy security. If Europe wants to rely less on imported fossil fuels and make better use of the wind and solar power it can generate at home, it needs to build the grids that can carry that power to where it's needed. This is an important step forward for Greek and European energy security." *— Raul Gil,EVP Transmission at Prysmian.* The company explains that these interconnectors will help the islands phase out reliance on costly diesel and oil-fired power generation, reducing carbon emissions in the process. The links are also expected to make it easier to integrate locally generated solar and wind power and share it across Greece by connecting individual islands to the national grid. As a result, the Greek islands will be able to draw electricity from the wider grid when local generation is insufficient, strengthening the security and resilience of their power supply. The notice to proceed was given to Prysmian after the interconnector, connecting

Greece's Dodecanese islands to the mainland electricity grid, recently obtained a €228.9 million grant under the European Climate, Infrastructure and Environment Executive Agency's (CINEA) European Public Sector Loan Facility program. *(Source: Offshore Energy)*

REFURBISHED "L SYMPHONY" SETS SAIL



Lloyd Werft Completes Major Expedition Yacht Conversion. Lloyd Werft in Bremerhaven has completed the extensive refit of the **L Symphony**, transforming the former offshore supply vessel (ex. **Energy Lindesnes**; later **ASL Symphony**) into a luxury expedition yacht after more than two years of work. The Marshall Islands-flagged vessel was originally built in 2015 at Indonesia's ASL Shipyard for oil and gas operations. Designed for demanding offshore service, it featured a robust hull, high bow and an open working deck suited for long-range missions. The project reflects a growing trend in the yachting sector, where former commercial and offshore vessels are being converted into expedition yachts that combine proven offshore capabilities with luxury accommodation and extended cruising range. Conversion work was carried out between October 2024 and May 2026 at Stahlbau-Nord's covered Lunehalle facility in Bremerhaven. Following the completion of sea trials, the yacht departed the shipyard for an undisclosed destination in the North Sea. The transformation included the addition of four new decks in the forward section to create accommodation and communal spaces, significantly altering the vessel's profile. A further deck was added aft, incorporating a helicopter landing pad. The yacht also received a complete exterior makeover, including a cream-coloured hull replacing its original commercial livery. *(Source: Marpro)*

MULTRASHIP CHRISTENS ENFORCER

Officially welcoming new vessel to expanded Dutch government partnership. The Damen-built vessel will provide additional operational capacity for the Netherlands Coastguard as its responsibilities in the North Sea continue to grow. Leading Dutch towage and salvage company Multraship Towage & Salvage has today christened its latest vessel, **ENFORCER**, at its headquarters in Terneuzen. The high-speed offshore support vessel will expand the



Netherlands Coastguard's operational fleet while broadening the range of services Multraship provides to the Government of the Netherlands. **ENFORCER** was christened by its godmother, Mrs Laura Dronkers-Dubbink, wife of Mr Jan Hendrik Dronkers, Secretary-General of the Dutch Ministry of Infrastructure and Water Management. The christening ceremony was also attended by representatives from the Netherlands Coastguard, Rijkswaterstaat, Damen Shipyards and Multraship, amongst other invited guests. Following the ceremony, Mr Klaasjan Schipper, Director of the Netherlands Coastguard, officially commissioned **ENFORCER** into service. Built by Damen Shipyards, **ENFORCER** will now operate for the Netherlands Coastguard under a time charter arrangement through Rijkswaterstaat's Central Fleet Management (Rijksrederij). Multraship will retain ownership of the vessel and be responsible for crewing and maintenance, while operational control will rest with the coastguard. The vessel will enhance the capabilities of the Netherlands Coastguard, enabling



it to further its search and rescue, salvage, emergency towage, marine surveillance and safety operations in the North Sea, which have expanded significantly in recent years amid a rise in offshore windfarm and gas production projects. Multraship already supplies three Emergency Response and Towing Vessels (ERTVs) to Rijkswaterstaat, which provide emergency towing assistance and support to the Netherlands Coastguard as part of its wider operational duties. The addition of **ENFORCER** to the wider coastguard fleet will provide additional resilience to one of the world's busiest, as well as supporting safe navigation and rapid incident response capabilities. *(PR-Multraship)*

Advertisement



NEW PROZERO MISSION MASTER FOR KRISTIANSAND'S ARCHIPELAGO SERVICE

Kristiansand Municipality has taken delivery of **SGT Drengen**, a new 11-metre ProZero Mission Master workboat for the Norwegian Archipelago Service. **SGT Drengen** is the third ProZero vessel built for the Archipelago Service, and the boat was handed over to its crew in Kristiansand. **SGT**

Drengen was ordered in December 2025 following a public tender. From the first build meeting in Faaborg in February 2026, the crew were closely involved in shaping the boat around their daily work. *Built for work in the archipelago* The Mission Master has a large, open working deck with a bow ramp, so vehicles, machinery and equipment can be loaded directly from shore. The wheelhouse sits aft to free up deck space and is mounted on vibration damping rubber mounts to keep noise low for the crew. A Fassi deck crane with an upgraded hydraulic system lifts equipment and materials on and off the deck. Joystick control with autopilot, operated from the armrest of the helmsman's seat, and independent bow thruster control make it easy to position the boat precisely at quays, beaches and small islands. The hull is built in fibre-reinforced composite, the core of the ProZero concept. Low weight means lower fuel consumption, and the composite construction needs minimal maintenance and offers a long service life compared with traditional materials. During sea trials, twin Mercury Verado 350 hp SeaPro outboards took SGT Drengen to 40 knots, while the noise level in the wheelhouse measured just 67 dB(A). *A proven concept in Norway* "SGT Drengen is the third ProZero built for the Archipelago Service, and that tells us the concept works where it matters, in daily operation," says Jonas Pedersen, Managing Director, Tuco Group. "The crew in Kristiansand knew exactly what they needed: a big working deck, a capable crane and a boat that is easy to handle close to shore. It has been a pleasure building it together with them." The harsh and varied conditions along the Norwegian coast place high demands on both construction and functionality. Repeat orders from the Archipelago Service underline Norway's position as one of Tuco's most important markets. *Model, ProZero 11m Mission Master* Operator, Kristiansand Municipality, Archipelago Service; Length overall, 11.2 m; Beam, 3.5 m; Hull, Fibre-reinforced composite; Engines, 2 × Mercury Verado 350 hp SeaPro; Top speed, 40 knots; Noise in wheelhouse, 67 dB(A); Crane, Fassi deck crane, upgraded hydraulics; Deck, Open working deck with bow ramp; Manoeuvring, Joystick with autopilot, bow thruster; Delivered, 5th October, 2026, Kristiansand. *(PR-ProZero)*



SUBSEA7 PICKS UP MULTIMILLION-DOLLAR ENCORE FOR 2013-BUILT VESSEL IN NORWEGIAN WATERS



Subsea7 has won a contract extension with Equinor, keeping a 13-year-old vessel busy through 2028 on the Norwegian Continental Shelf (NCS). Norwegian state-owned energy giant Equinor has prolonged an assignment Luxembourg-domiciled Subsea7 is carrying out off the coast of Norway, enabling the

firm to continue providing subsea inspection, maintenance, and repair services until the end of 2028. Subsea7 has disclosed the award of an extension of an existing frame agreement for the 2013-built **Seven Viking** through to the end of 2028. The original agreement was signed in 2018 and had previously been extended to the end of 2027. The latest contract extension with Equinor is worth between $50 million and $150 million. "We welcome Equinor's decision to extend the agreement. With **Seven Viking** continuing into 2028, we look forward to building on our experience together and supporting safe, efficient subsea operations on the Norwegian Continental Shelf." *— Erik Femsteinevik, Vice President Norway at Subsea7.* The **Seven Viking** vessel will provide subsea inspection, maintenance, and repair (IMR) for the Norwegian firm's oil and gas wells across the Norwegian Continental Shelf. The project management and engineering will continue from Subsea7's Stavanger office. The latest contract extension comes shortly after the company landed a contract with Kosmos Energy for a project in the Gulf of America (U.S. Gulf of Mexico). *(Source: Offshore Energy)*

Advertisement



AHTS VESSEL VENTURE SETS ITS SIGHTS ON EXPANSION, TO VOTE ON NAME CHANGE



Newly established as a leading owner of large anchor-handling tug/supply vessels, 2020 Bulkers. 2020 has outlined plans to continue to consolidate the large AHTS vessel segment. In a presentation issued on 26 November 2026, the former bulker owner, which has transformed itself into an offshore vessel owner – and now owns ~15% of the global large AHTS fleet – said it now operates 14 large AHTS vessels. Another vessel, **GH Challenger**, is expected to join its fleet in December 2026, completing a fleet of 15 vessels. In the presentation, the company noted that in the large AHTS vessel segment, asset values are lagging rates, with day rates now at 2014 levels, implying further upside, and that the discount to newbuild parity combined with no orderbook creates also upside potential. The presentation highlights 'clear signs of an upcycle,' with anchor-handlers in demand through all phases of offshore development and likely to be in demand in the offshore wind industry from 2030 onwards. 2020 Bulkers believes that the market for large – that is, 16,000 bhp plus AHTS vessels – is 'set for strong demand growth,' and plans to further consolidate the large AHTS vessel segment

through value accretive acquisitions, and return excess cash from operations to shareholders on a quarterly basis. If no acquisitions are possible within a reasonable timeframe, cash may be allocated to reduction of debt. Acquisitions will be funded either by cash or issuing of new shares. Having acquired control of a significant percentage of the fleet of such vessels, 2020 Bulkers has been organized as a lean vessel owner, with operational and technical management of the fleet handled by DOF, UOS and Aurora Offshore. The management team to lead this platform is now in place, with Tom Babinski as group chief executive and Baton Haxhimehmedi due to join as chief financial officer on 1 May 2027. "In a short time, we have established a position as the leading pure-play owner of AHTS vessels in a market where vessels are in short supply and with rising day rates," said Mr Babinski. "Our focus now is to keep the fleet well-employed, generate cash and return excess cash to our shareholders, while we look for opportunities to grow further." The refinancing of nine vessels was completed on 25 November 2026, with refinancing of the remaining vessels expected by the end of November 2026. On a pro forma basis, the company's net debt will be around US$41M, or about US$2.7M per vessel, giving the company a solid starting point for cash generation and shareholder distributions. A special general meeting (SGM) of the company will be held on 8 December 2026, at which the company will resolve to change its name to AHTS Group Ltd and elect a new board of directors. Subject to approval by the SGM and Oslo Børs, the company's ticker will change from '2020' to 'AHTS.' The company expects to publish a prospectus and obtain approval for continued listing on Euronext Oslo Børs towards the end of December 2026, subject to approval by the Norwegian Financial Supervisory Authority and Euronext Oslo Børs. *(Source: Riviera by David Foxwell)*

SEAMEC LANDS FRESH DSV CHARTER OFFSHORE INDIA



Indian offshore vessel operator Seamec has secured a charter from compatriot oil and gas company Hindustan Oil Exploration Company (HOEC) for one of its diving support vessels (DSVs). The Mumbai-based company signed a BIMCO charterparty to deploy the 1983-built Seamec III at an oilfield off India's western coast. The vessel will undertake saturation and air diving operations under a firm 13-day charter, with an option for additional employment on mutually agreed terms. The contract is worth approximately INR180.7m ($1.94m), excluding taxes, with operations expected to begin during the first week of December. The 43-year-old DSV has previously worked for Indian state-owned energy giant ONGC and other offshore contractors operating in the country. In June last year, Dubai-based Mubarak Bridge Maritime hired the vessel under a 20-day firm charter worth $2.16m, including mobilisation and demobilisation costs. That agreement covered offshore operations off India's western coast, including saturation diving, remotely operated vehicle support, surveys, and subsea lifting work. Seamec has also been expanding its diving support vessel fleet. Earlier this year, the company agreed to acquire the Seamec Anant from parent company HAL Offshore for $70m as part of a transaction involving the vessel's subsequent charter back to HAL Offshore. *(Source: Splash24/7)*

Advertisement



WINDFARM NEWS - RENEWABLES

DIESEL TO ELECTRIC: HOW CAN THE MARITIME INDUSTRY SUCCESSFULLY MAKE THE TRANSITION?



Leo Hambro, CEO and co-founder of Tidal Transit, explores the potential for electrifying commercial workboats and why the maritime industry needs to rethink its approach. Marine diesel has dominated commercial vessel operations for decades because, as an energy-dense fuel, it's reliable and trusted. The technology is proven, and in terms of power delivery it's extraordinarily flexible, but when you consider the number of moving parts within an internal combustion engine, it is somewhat archaic, and that's before you even consider the effect it has on the atmosphere. The industry needs to embrace change, and electrification offers a compelling alternative. With advances in battery technology, electric propulsion systems and charging capabilities, the maritime industry has an opportunity to accelerate its transition away from fossil fuels. Tidal Transit was established in 2011 to provide crew transfer vessels (CTVs) for the offshore wind industry. Our original fleet relied on diesel, but spotting an increased appetite for low-carbon solutions, we decided to embark on our own journey to electrification. With support from the Zero Emission Vessel and Infrastructure (ZEVI) competition in 2024, our focus turned to the e-Ginny project – retrofitting a diesel-powered Mercurio 20m vessel, Ginny Louise, with more than two megawatt-hours (MWh) of battery capacity, electric motors and propulsion pods. The finished product, e-Ginny, produces zero exhaust emissions in operation, but it also offers increased manoeuvrability and near-silent operation, demonstrated during recently completed sea trials at RWE's Scroby Sands offshore wind farm. While the results of e-Ginny's sea trials were extremely encouraging, there are still limitations in terms of existing shoreside and offshore charging capabilities. We worked with Charge Offshore (by MJR Power & Automation) to develop charging capabilities for fixed offshore wind farms, allowing CTVs and larger service operation vessels (SOVs) to recharge at sea by drawing power from the turbines they support. That has real benefits. The ability to charge offshore can greatly extend vessels' operating range and reduce the need to return to port specifically to recharge. However, shoreside charging

infrastructure remains woefully inadequate. In the passenger ferry sector, for example, there is massive potential to move away from fossil fuels. Research by Transport & Environment revealed that 52% of European ferries could be economically viable as battery-electric newbuilds by 2035, but the report identified charging infrastructure as the main barrier to adoption. According to estimates from DNV, a leading authority on maritime safety and ship technology, only around 3% of the world's ports currently offer onshore power supply (OPS) infrastructure from its sample survey. Meanwhile, the International Association of Ports and Harbours' 2026 World Ports Tracker found that just 11% of surveyed ports had shore power facilities for ferries. Currently, we are in a chicken-and-egg scenario. To justify more charging infrastructure, we need more electrically powered vessels in operation, but electrically powered boats need charging infrastructure. So, which comes first? It's a dilemma. The ports that do offer charging facilities, where quick turnarounds are fundamental to achieving required schedules and fixed timetables, will soon be under pressure to cater for a larger number of vessels that are powered by electricity. But, if ports, vessel operators and energy companies continue to plan around conventional propulsion, electric vessels will always be playing catch-up. We need to reverse that thinking and start designing infrastructure and operating models around the vessels we want to be using in ten or 20 years, rather than those we're using today. I'd like electric propulsion to be the normal choice for offshore crew transport rather than the exception. Our mission at Tidal Transit is to "electrify everything" by helping establish a fleet of electric vessels supported by reliable shoreside and offshore charging infrastructure. However, we have to be pragmatic. Not every vessel or route can immediately switch to battery power, particularly where charging infrastructure is limited. Battery-led hybrids, for example, allow operators to reduce fossil fuel consumption significantly while retaining backup diesel power for range extension and operational flexibility. They're an important transitional technology, although our ambition is to eventually move beyond them. Ultimately, success means eventually making electrified transport so practical and commercially attractive that returning to diesel simply doesn't make sense. *(PR-Tidal Transit)*



NORTHERN STORM PAYS A VISIT

For the second time in a short period, our port has been visited by a survey vessel from Njord Survey—based in Gothenburg, Sweden—which arrived from Delfzijl on November 20th, bound for Den Helder. The vessel in question is the 25-meter-long *Northern Storm*, which sails under the British flag and lists Southampton as its



home port. Originally built as a rescue vessel by the Norwegian shipyard Umoe Mandal and delivered in 1998, the ship was converted into a survey vessel in 2015 for use in seabed research. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

Advertisement



FOR SALE: MAJOR UK OFFSHORE WIND FLEET OPERATOR



One of the UK's most dominant ERRV (Emergency Response and Rescue Vessel) operators is being prepared to be put up for sale, reports claim. North Star, which is based in Scotland's Aberdeen, has 21 ERRVs in its fleet according to its website, but also operates 15 Platform Supply & Multi-Role Vessels, which combine ERRV services, and 10 Offshore Wind Support Vessels. According to the platform Infrastructure Investor, the sale of the company will be launched by parent company Partners Group early next year. A year ago, North Star signed agreements with energy firm RWE for two of its SOVs for up to 12 years, with **Grampian Eagle** and **Grampian Kestrel** heading for German and British wind farms. In April this year, North Star bought four SOVs from Edda Wind to expand its fleet and presence in European offshore wind, it said. It has not replied to Maritime Journal's requests for comments about the sale preparations, which come almost five years after Partners Group announced it had agreed to buy the company. "North Star's ERRV fleet is the largest in Europe and provides essential crew rescue, firefighting, and other emergency response services to offshore energy operations in the North Sea," Partners Group said at the time, in January 2022. "The Company is also the leading UK provider of SOVs. North Star has strong infrastructure characteristics with an asset-heavy business model and predictable cash flows, supported by the mandatory usage of ERRVs and long-term contracts in the offshore wind sector. "The Company is set to benefit from rising demand for SOVs due to structural growth in the offshore wind industry, which is being driven by global decarbonization trends." The platform names Macquarie Asset Management as advising on the sale process. Partners Group and Macquarie refused to comment and North Star, which has been featured many times in this publication, had not responded to Maritime Journal at the time of going to press. *(Source: Maritime Journal)*

DREDGING NEWS

DCI DREDGE GODAVARI PASSES SEA TRIALS WITH FLYING COLORS



Dredging Corporation of India's (DCI) new high-capacity trailing suction hopper dredger (TSHD) **DCI Dredge Godavari** has passed its sea trials with flying colors. In January 2026, we reported that construction of the new IHC Beagle 12.000m3 TSHD at Cochin Shipyard is nearing its completion. The keel of the dredger – built in collaboration with Royal IHC under the 'Make in India' initiative – was laid in September 2024. "Building on the proven success of the Beagle class dredgers, this vessel is specifically adapted for the Indian market, featuring heavy-duty dragheads for clay-type soils and the robust IHC conical bottom valves," said Jacco Damman , Chief Design Officer Beagle class dredgers at Royal IHC. Once put into action, this new 127m long TSHD will be the most sophisticated and technologically advanced dredger ever constructed in India. (Dredging Today)

DREDGING BEGINS ON CHARLOTTE AMALIE HARBOR



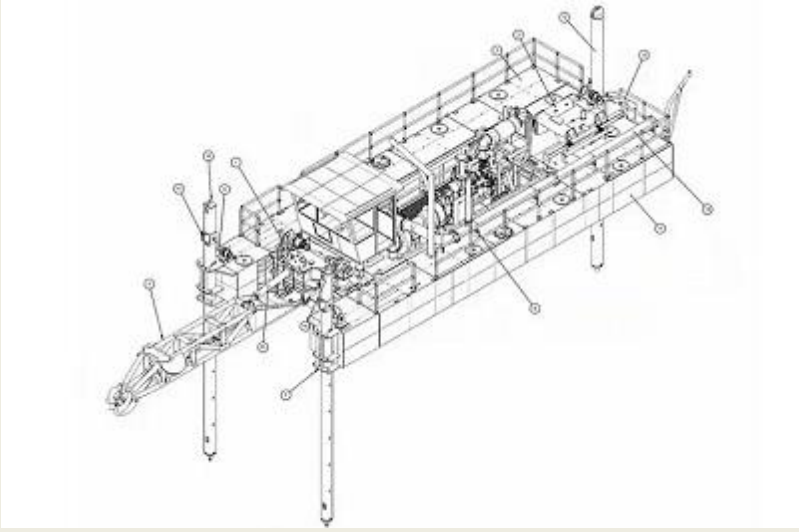
Virgin Islands Port Authority (VIPA) Executive Director Ava Penn said that mobilization is underway for the long-awaited Charlotte Amalie Harbor Dredging Project, with dredging activity anticipated to begin by Friday, November 27, 2026. The project involves dredging the harbor's entrance channel, turning basin, and West Indian Company Limited (WICO) berthing pocket in Havensight. The improvements will increase controlling depths in key areas of the harbor and enhance vessel maneuverability. According to VIPA, this multimillion-dollar maritime infrastructure investment will improve navigational access to the Charlotte Amalie Harbor, accommodate the evolving needs of the cruise industry, and strengthen the U.S. Virgin Islands' position as a premier Caribbean cruise destination. Preparations for the dredging project are underway on both St. Croix and St. Thomas. On St. Croix, barges supporting the project arrived in the Territory on Saturday, November 14, and Sunday, November 15, 2026. Preparation of the temporary stockpile site, including clearing and grubbing activities, has begun. Also, silt fences were installed last weekend, and stabilized entrances to the site were constructed this week. Preparation of the designated quarry site will follow completion of the temporary stockpile site. The Charlotte Amalie Harbor Dredging Project will be conducted in two phases: *Phase 1* — November 2026 through March 2027: This phase will consist of

dredging the non-beach quality material from the entrance channel, turning basin, and WICO berth pocket. The material will be transported via vessel from the Charlotte Amalie Harbor to the south shore of St. Croix, where it will be temporarily placed for dewatering at the Gordon A. Finch Molasses Pier in Krause Lagoon. It will then be transported via truck for final placement at a quarry site on the north side of the Henry E. Rohlsen Airport, *Phase 2* — March 2027 through October 2027: This phase will consist of dredging the beach-quality material from the entrance channel. The material will be transported via vessel to Crown Bay Cargo Port for unloading. It will then be transported by truck to the former Addelita Cancryn Junior High School property. *(Source: Dredging Today)*

Advertisement



ELLICOTT DREDGES TO SUPPLY NEW DREDGER TO OHIO DNR



The Ohio Department of Natural Resources (DNR) has awarded Baltimore-based Ellicott Dredges a $1.99 million contract to supply a new dredger. Ellicott was the only responsive and responsible bidder, according to Ohio Controlling Board records. The replacement will reportedly be a custom swinging ladder dredger. "Shallow water lakes, such as Lake Loramie and Ohio's other older man-made canal lakes, continually fill with sediments that reduce the volume of water contained in a lake or reservoir. This in turn reduces water depth which affects navigability for some recreational watercraft. Dredging is the excavation and removal of sediments resting along the bottom of shallow freshwater areas, such as lakes, rivers and other navigable waterways, with disposal of dredge materials at a different land location. This helps maintain waterway navigation ensuring safety for recreational boaters and enhancing water quality by removing phosphorus laden sediment," said DNR. "The current dredger was purchased in 1968 and has outlived its useful life. It has continuous mechanical failures and because replacement parts are no longer available due its age, all replacement parts need to be fabricated in-house or outsourced which makes the cost of repairs very high and results in significant operational down time." Replacement of the dredge is required to ensure that the ODNR dredge program can appropriately maintain Lake Loramie depths for boaters and recreational users. *(Source: Dredging Today)*

JAN DE NUL COMPLETES ANAKLIA DREDGING WORK



The Anaklia Deep Sea Port project is moving forward according to schedule, the dredging operations have been completed and the construction works on the breakwater are underway, said Tamar Ioseliani, Deputy Minister of Economy and Sustainable Development. A tender has also been announced for the railway component, which will connect the port to Georgia's national rail network by 2029. Under the project, Jan De Nul's dredging vessels **Tristão da Cunha** and **Al-Idrisi** deepened the access channel to 17.5 meters, allowing the port to accommodate large Panamax and Post-Panamax vessels. The works also included the construction of a turning basin, giving these large vessels sufficient space to safely maneuver within the port. In a joint venture with local company Prime Concrete, Jan De Nul is also constructing a breakwater of 1,380 meters. The structure will protect the port from waves, creating a sheltered area where vessels can safely enter, maneuver and berth. Located on Georgia's Black Sea coast, Anaklia Deep Sea Port is set to increase the country's capacity to handle large container vessels and create additional capacity for dry and bulk cargo. *(Source: Dredging Today)*

FINAL CHAPTER OF PORTLAND HARBOR DREDGE PROJECT UNDERWAY



The City of Portland said that the final chapter of the $26 million Portland Harbor Dredge Project is now underway. Equipment mobilization has begun, with headquarters at Portland Ocean Terminal, and the work to restore the depth and safety of the harbor will begin December 1. Prock Marine Co. will kick off this season's work on the South Portland side of the harbor, first at Breakwater Marina, followed by Centerboard Yacht Club, before moving to the Portland side of the harbor for dredging at Maine Yacht Center, the East End Boat Launch, and concluding at South Port Marine in South Portland. Last season's work, which lasted from December 2025 through March 2026, focused heavily on the Portland waterfront: over 10,000 feet of berthing was restored, and 45,000 cubic yards of material (4,500 dump trucks worth) was removed from the Portland side of the harbor alone. In some instances, the waterways between piers had not been dredged in 70-80 years. Much of the dredged material contained contaminants from generations of industrial activity and runoff that accumulated in the slipway sediments. In

order to safely relocate this material, a CAD (Confined Aquatic Disposal) Cell was constructed in the 2024-2025 dredging season to serve as a disposal site for dredged material. According to the City, this hole in the harbor seafloor was deemed safe by a variety of state and federal agencies due to its tightly sealed sediment of marine clay. Funding for this project comes from a collaborative effort: the State of Maine Legislature allocated $10 million of American Rescue Plan Act (ARPA) funds to the project, Maine DOT is providing up to $6 million in multimodal funds, the City of Portland has dedicated $4 million in Waterfront TIF funding, and South Portland has contributed an additional $1 million. *(Source: Dredging Today)*

Advertisement



JAN DE NUL LAUNCHES NEW TSHD IN INDIA



Jan De Nul has launched its first plug-in hybrid trailing suction hopper dredger (TSHD) **Jeanne Baret**, built in India at Goa Shipyard Limited (GSL). With its 79 meters hull length, the new vessel will be the smallest of Jan De Nul Group's hopper fleet. It has a hopper capacity of 2000 cubic meter. "The new vessel is custom made to operate in small harbors in highly populated areas, like marinas for example. It is highly maneuverable, very low in emissions and is almost silent," Jan De Nul said. The TSHD's first job will include maintenance dredging works to keep the shipping channel and marinas of Nieuwpoort at the required depth. The dredger is named after **Jeanne Baret**, a French botanist and explorer. According to Jan De Nul, the new dredger will be delivered in 2027. *(Source: Dredging Today)*

BOSKALIS COMPLETES NORTHERN BERTHS AT TUAS PORT PHASE 2



Boskalis and its partners Penta-Ocean and Hyundai have reached a major milestone in Singapore through their joint venture PHBJV. For several years, the joint venture has been working on the development of Tuas Port Phase 2, also known as Finger 3. The 23-meter-deep northern berths were recently completed, marking significant progress toward Singapore's vision of a next-generation global maritime hub, Boskalis said in its latest announcement. The development of Tuas Port consists of four phases and is being carried out under the leadership of the Maritime and Port Authority of Singapore (MPA). This second phase comprises 387 hectares of reclaimed land and a 9.1-kilometer seawall formed by 227 caisson structures. Boskalis deployed a large fleet of dredging vessels for this complex marine infrastructure development. *(Source: Dredging Today)*

YARD NEWS

NORWAY FINANCES OFFSHORE NUCLEAR PROPULSION PROJECT WITH VARD (FINCANTIERI)



From feasibility studies to concrete implementation with debut in 2032: first pilot plant already set for 2027. Nuclear propulsion for offshore vessels is moving decisively toward commercial deployment thanks to Norway's new financial support for the Marine Nuclear Propulsion System (MarNuPS) project. The initiative is spearheaded by Vard, the Norwegian subsidiary of the Fincantieri Group, along with Vard Electro, the shipowner Island Offshore, and Emerald Nuclear Norway as the consortium leader. With a budget of 20 million Norwegian kroner (approximately $2 million), the Research Council of Norway has decided to begin the operational phase of a process that began with NuProShip I and continued with the NuProShip II study, coordinated by the Norwegian University of Science and Technology NTNU, with VARD leading the naval concept and several of the same industrial partners, which confirmed the technical feasibility and safety of integrating next-generation reactors on complex work vessels. With MarNuPS, as reported by Splash247.com , the developed architecture is now moving into the executive phase with a defined industrial timeline. The heart of the system will be the 5 MW Gem microreactor proposed by Emerald Nuclear: a gas-cooled power plant coupled to a supercritical carbon dioxide turbine for electricity generation, integrated with storage, remote

monitoring, and onboard energy management systems. This configuration directly builds on the solutions developed in recent months to ensure zero emissions, multi-year autonomy without refueling, and complete stability even in the most critical offshore operations. The first phase of the program, estimated at NOK 150 million (approximately $15.6 million) and largely funded by industrial partners, involves the construction of a full-scale test facility in Stette, near Ålesund, as early as 2027. Before moving on to actual nuclear operations, initial tests will use electrical heating instead of fuel, allowing engineers to safely test power fluctuations, emergency conditions, and interaction with the ship's onboard systems. Island Offshore's stated goal is to become the first offshore support vessel operator to install this technology on a commercial vessel between 2031 and 2032. In addition to the technical aspects and the strong industrial involvement of Fincantieri companies, the project also introduces a novel business model for shipping. According to the scheme proposed by Emerald Nuclear, within a consortium also including NTNU, Imperial College London, and the engineering firm Maskindynamikk, the company would retain ownership and full operational responsibility for the reactor, including maintenance and management of the nuclear fuel. Shipowners, however, would only be charged for the electricity actually consumed, a formula designed to overcome one of the main obstacles to the adoption of civil nuclear power at sea and relieve shipping companies of the management and regulatory burdens associated with direct ownership of the plant. *(Source: Shipping Italy)*

Advertisement



THE FIRST SPA90 AHTS VESSEL BUILT BY SIYING SHIPBUILDING HAS BEEN NAMED AND DELIVERED



On November 25, 2026, the first SPA90 AHTS vessel, "CASPIAN YILI" (Hull No. S001), built by Nantong Siying Shipbuilding Engineering Co., Ltd., was named and delivered at the Nantong Siying Shipbuilding Base. The AHTS (All-purpose Workboat) integrates towing, anchoring, and platform supply, with a highly integrated deck machinery and propulsion system, resulting in a complex commissioning interface. The challenge lies in the overall integration: design refinement, hull construction, outfitting, commissioning, and sea trials all required independent organization and seamless coordination. As the first vessel built, there were no precedents to reuse. Faced with the challenge of building a complete process system

from scratch, the project team determined processes and solved problems on-site, ultimately delivering a solid performance with on-time and high-quality delivery. Siying Shipbuilding stated that the company previously focused on modular construction, but this time it independently undertook the construction and delivery of the first ship for the first time, proving that Siying has the complete shipbuilding capability and has officially entered the ranks of shipbuilding factories. According to the shipowner, relying on the benchmark effect of the "**CASPIAN YILI**" vessel, the company has received multiple order inquiries. Its original business scope, which was mainly based on conventional offshore engineering services, is accelerating its expansion into the new field of oil platform services, successfully opening up a brand new market space. *(Source: iMarine)*

FREIRE SHIPYARD CELEBRATES LAUNCH OF NEW GREENPEACE VESSEL



Freire Shipyard celebrated the launch ceremony of NB 737 on November 25, 2026 in Vigo, marking a milestone in the construction of Greenpeace International's new flagship vessel. Designed to support environmental campaigns and scientific research worldwide while minimizing fossil fuel consumption, the vessel is scheduled for delivery by the end of 2027. With an overall length of 75 meters, the new sailing vessel has been designed to undertake demanding, long-range maritime operations, including campaigns in polar regions. Its design prioritizes energy efficiency, combining wind propulsion with an intelligent energy generation, storage and management system to minimize fossil fuel consumption. The vessel will feature a range of energy generation and storage technologies, including solar panels, battery storage systems, energy recovery systems and hydrogen fuel cells. These will be complemented by four dual-fuel internal combustion engine generator sets for electricity generation designed to use green methanol (MeOH) as their primary fuel, with small quantities of marine gas oil (MGO) used to initiate combustion. One of the key features of the design is the automated DynaRig sailing propulsion system, comprising two rotating masts with a combined sail area of 1,746 square meters. Under favorable weather conditions, this configuration will enable the vessel to circumnavigate the globe using wind power alone. In addition, while sailing, the propellers will be able to operate as generators, harnessing the vessel's movement to produce electricity. The aim is for the vessel to operate with minimal fossil fuel use from the outset, with a view to eliminating it entirely as the necessary supply chains and infrastructure become available. In addition, the vessel will feature onboard laboratories, systems for deploying remotely operated vehicles (ROVs) and autonomous underwater vehicles (AUVs), a helideck equipped to support helicopter operations, and four auxiliary boats that can be deployed even in challenging sea conditions. With the addition of NB 737, Greenpeace will expand its fleet, which currently comprises the **Rainbow Warrior III**, the **Arctic Sunrise** and the **Witness**, further strengthening its capacity to carry out environmental campaigns and scientific research in defense of the environment. *(Source: MarineLink)*

advertisement



EDT OFFSHORE KICKS OFF FLEET RENEWAL WITH SUBSEA NEWBUILD



Cyprus-based EDT Offshore has ordered a subsea construction vessel at China's ZPMC, with an option for a second unit, kicking off a newbuilding programme aimed at expanding its offshore capabilities. The Limassol-headquartered owner has signed a contract with the Shanghai-based shipbuilder for a Skipsteknisk-designed energy subsea construction vessel (ESCV), with delivery scheduled for early 2029. The ST-245 design methanol-ready newbuilding will feature an integrated electric propulsion system, battery storage, DC switchboards, azimuth thrusters and dynamic positioning technology. Financial details of the shipbuilding contract have not been disclosed. "This order is a major commitment to EDT's future," said managing director Darios Melas. "It is the first step in our fleet invigoration programme," he added. EDT has also brought in Schulte Marine Concept to supervise construction at the Chinese yard. The family-controlled company operates a fleet of offshore support and multipurpose vessels, with activities spanning subsea construction support, offshore energy operations, towage and salvage. Last year, EDT teamed up with Singapore's Synergy Marine Group to establish EDT Synergy Shipmanagement, a Cyprus-based venture targeting the offshore vessel management market. Norwegian naval architect Skipsteknisk has seen growing demand for its ST-245 platform, which has also been selected by Rem Offshore and Sea1 Offshore for their subsea and offshore energy support newbuilding programmes. For ZPMC, the contract adds to its offshore vessel portfolio, which includes service operation vessels, heavylift ships and other specialised construction tonnage. *(Source: Splash24/7)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

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*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: http://www.towingline.com The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.