Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

27th Volume, No. 06 *1963 – "62 years tugboatman" – 2025* Dated 21 January 2026

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

Distribution twice a week 22.500+

MIDWEEK–EDITION

TUGS & TOWING NEWS

KURTARMA 21 AND KURTARMA 22 DELIVERED: RASTAR 2800 TUGS RAISE THE BAR FOR COASTAL SAFETY IN TÜRKIYE

Robert Allan Ltd. is pleased to announce the successful delivery of two RAstar 2800 tugs in Istanbul, Türkiye. Kıyı Emniyeti Genel Müdürlüğü (Directorate General of Coastal Safety) proudly welcomed **KURTARMA 21** and **KURTARMA 22** into their fleet in November 2025, marking a major milestone in maritime safety and emergency response capabilities along the Turkish Straits. **KURTARMA 21** and **KURTARMA 22** were built by Türkiye's renowned Uzmar Shipyard and mark Uzmar's third and fourth hulls built to this specific RAstar 2800 design. Optimized for multi-role functionality, the tugs are fitted with a high-performance escort winch on the foredeck ensuring they can tackle challenging escort operations and ship-assist work in Türkiye's busy ports. The aft deck is equipped with a tow hook for long line towing operations. The tugboats feature comfortable accommodations for up to 10 crew members, supporting extended missions and ensuring crew welfare. In line with the latest environmental standards, both **KURTARMA 21** and **KURTARMA 22** are outfitted with Selective Catalytic Reduction (SCR) and Diesel Exhaust Fluid (DEF) systems, making them fully compliant with IMO Tier II (IMO Tier III ready) emission levels. *Particulars of the vessels are:* Length Overall (including fenders): 29.15 m; Beam, moulded: 13.0 m; Depth, moulded: 5.44 m; Gross Tonnage: < 500. The tugs

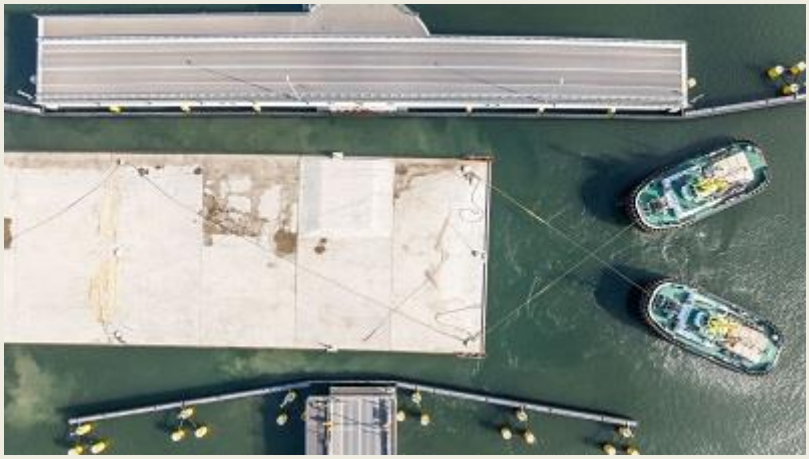
were designed and constructed to comply with all applicable Rules and Regulations of Bureau Veritas. Two MTU 16V4000M65L main engines rated at 2560 kW at 1800 RPM drive Kongsberg US 255 FP Z-drives fitted with 2.70 m fixed pitch propellers in TK nozzles. This propulsion setup enabled the sisterships to achieve bollard pulls greater than 82 tonnes and top speeds of 13.5 knots during sea trials. *Tank capacities are as follows:* Fuel oil: 139 m3; Potable water: 20.4 m3; Diesel Exhaust Fluid: 6.6 m3. *(PR-Robert Allan Ltd)*

THE TUGBOATS PECHAK AND UZON OF PROJECT NE025 ARE PREPARING TO SAIL TO PETROPAVLOVSK-KAMCHATSKY FOR TEST TRIALS.

Following the successful completion of a series of acceptance tests carried out by specialists from the World Service group of companies during mooring and sea trials at the Oka Shipyard, the Arctic rescue tugs of Project NE025 continue their journey to their permanent bases. Two tugboats, **Uzon** and **Pechak**, having arrived in St. Petersburg under their own power, are preparing to be loaded onto a carrier vessel for onward travel to the port of Petropavlovsk-Kamchatsky, where they will be based to carry out missions in the waters of the Northern Sea Route. The tugs **Timan** and **Tepsey**, also built under Project NE-025, have already passed final acceptance tests conducted by the customer, the Marine Rescue Service, and will soon begin performing their duties in the port of Murmansk. The Project NE025 Arc4 ice-class tug and rescue vessel is designed to participate in emergency response and rescue operations, to ensure the safe manoeuvring of large vessels in difficult areas of ports and harbours along the Northern Sea Route, to assist in firefighting, tow non-self-propelled watercraft, install and remove floating and coastal navigation signs, support the operation of dredging vessels, etc. Construction of the Project NE025 tug and rescue vessel series was carried out at the Oskaya Shipyard as part of the Northern Sea Route infrastructure development plan through 2035 and the federal Northern Sea Route project. A total of five Project NE025 hulls were built in the series. All were laid down at the Navashino shipyard in December 2021. The lead tug, **Timan**, was launched in December 2022,

followed by **Tepsey**, **Pechak**, and **Uzon** in April, June, and July 2023, respectively. The final vessel in the series, **Favor**, was launched on August 31. Two seagoing tugs are registered in the port of Murmansk, and two in the port of Petropavlovsk-Kamchatsky. The tug **Favor** is registered in the port of Arkhangelsk. Ice class Arc4 allows vessels to navigate independently through loose first-year ice up to 80 cm thick in the Arctic summer and fall, and up to 60 cm thick in the winter and spring. In freezing non-Arctic seas with light ice conditions, tugboats can operate year-round. *Technical characteristics of the NE025 tugboat:* greatest length, m 29; greatest width, m 9.4; depth of side at midship, m 4.2; draft at summer load waterline (SLWL) at midships, m3.2; vessel displacement at sea level draft, t 482; light weight of the vessel, t 388; Maximum continuous power of the main engine, kW 2x746; hook pull, not less than, tf 25. *(Source: Paluba)*

MULTRASHIP SUPPORTS EUROPEAN CIVIL CONSTRUCTION PROJECTS



Tug fleets supported tunnel installations beneath the Scheldt River, and Princess Elisabeth Island's construction in Belgium in 2025. Growing project complexity is pushing towage providers into earlier, more technical roles in huge civil engineering projects, including planning, risk management and offshore execution. As Europe continues to deliver large, complex infrastructure projects involving major waterways, project towage is increasingly shaping how and when construction moves forward. What was once treated as a supporting marine service has now become a highly specialised discipline that influences feasibility, sequencing, and acceptable risk levels, particularly as projects move offshore or into heavily congested waterways. According to Multraship Towage & Salvage commercial manager Jan-Andries Arts, the most notable shift in recent years has been driven by the increasing complexity of these projects. "As projects become more complex, there is a growing demand for combined project scopes," he explains. "Clients are not only chartering tugs, [catamaran workboats] and other specialised equipment, including floating sheerlegs such as Cormorant, but are also increasingly relying on qualified and highly experienced tow masters. "These tow masters play a central role in validating methods, training crews and co-ordinating operations during the execution phase." This evolution of project towage requirements was

demonstrated in two recent projects in northern Europe in which Multraship was involved, where the original scope for towing services became more complex and required critical alterations as the project progressed. The first involved the construction of the Scheldt Tunnel in Antwerp, Belgium, which is being built as an important part of the new motorway around the port city. The project reached a critical milestone in H2 2025, with the successful delivery and sinking of eight concrete tunnel elements, each weighing around 60,000 tonnes, by specialised tugs and craft. The second project was the first phase in the construction of the Princess Elisabeth Island energy development in the North Sea, 45 km off the coast of Ostend, Belgium. Eleven concrete caissons, each weighing more than 22,000 tonnes, were delivered and installed to form the outer walls of the island. The second phase of the project, to install several more concrete caissons, will commence in Q2 2026. Both the Scheldt Tunnel and Princess Elisabeth Island projects presented challenges, such as submerging the concrete tunnel elements in a heavily congested waterway and installing caissons in unpredictable North Sea weather more than 24 nautical miles offshore. These projects showed how complex and detailed infrastructure projects have become, said Mr Arts. In the case of the Scheldt Tunnel, the 160 m-long concrete elements had to be towed almost 60 nautical miles from Zeebrugge to the Doel dock in Antwerp by Multraship vessels, were then prepared for immersion and towed out to the site. They were positioned within the operating range of the shore-based winch systems and held on standby during the immersion phase, explained Mr Arts. Meanwhile, for Princess Elisabeth Island, the 22,000-tonne caissons, measuring 58-m long and 32-m high, required millimetre precision to form a secure, watertight outer wall for the island. To ensure they were as prepared as possible, tow masters and vessel masters simulated the operational phases of each element to assess proposed methods, identify and mitigate potential risks and determine realistic timeframes, said Mr Arts, adding that simulations are now vital for complex scenarios that involve multiple tugs. "To ensure we were as prepared as possible, Multraship's methods were further developed into detailed and phase-specific planning, based on weather patterns, currents, tidal conditions and other environmental factors," he noted. "Tow masters need to know when and how to deviate from the original scenario if there are immediate changes to weather conditions," Mr Arts added. "We deliberately test and simulate these scenarios ahead of any major project to ensure we are aware of and able to handle any potential risks. The potential outcome if simulations did not take place could be catastrophic," he added. This emphasis on method discipline and preparation is central to modern project towage. Low-speed manoeuvrability, hydrodynamic behaviour, and towline load management have become critical factors, particularly where environmental forces interact with confined operating spaces. These risks are often underestimated outside the towage sector but are dominating planning and execution at the project level, said Mr Arts. Co-ordination with other stakeholders is another defining feature. Multraship was closely involved in discussions with authorities, pilots, and other parties throughout the extended preparation and planning period of these projects. This early engagement helped ensure that agreed methods were workable in practice, compliant with local regulations, and could be executed safely by all crews once operations commenced. "We support our clients as fully as possible to achieve a technically and operationally workable solution," Mr Arts explains. "For these projects, the areas were also very dense transport routes, so methods had to warrant maximum availability of the waterways for other traffic. Authorities needed to be convinced that the methods were safe and that all risks were mitigated." *Changing operational windows* Flexibility during execution remains essential, even with extensive preparation. Strict weather limits were defined for both projects, supported by feasibility assessments and formal go or no-go procedures ahead of each phase. Despite intensive monitoring, conditions occasionally changed, and operational windows closed unexpectedly. In such cases, towage operations had to be rescheduled at short notice, increasing the need for skilled tow masters capable of responding quickly to changing project requirements. During these periods, Multraship's tow masters and project co-ordinators played an important role,

maintaining clear communication with a large number of stakeholders while ensuring that agreed safety measures were consistently applied throughout the operation. "On more than one occasion we had last-minute cancellations due to weather, where we had to reschedule all operations in record time," said Mr Arts. "We also supported clients in sourcing equipment and services when capacity or specific knowledge was not available." Reflecting on lessons learned, Mr Arts highlighted both strategic and operational gains that Multraship is looking to take to its next projects. "On a macro level, our team built up additional experience, which leads to more efficient preparation and execution in future projects," he said. "On a micro level, our lessons-learned system after each phase resulted in safer execution and shorter lead times, sometimes within the same project." As Europe's infrastructure continues to expand offshore and beneath waterways, the role of project towage is becoming defined by early technical involvement, strict discipline, and close integration with construction planning. For key players such as Multraship, this represents not a departure from traditional towage but its evolution into a core element of modern infrastructure delivery. *(Source: Riviera by Martyn Wingrove)*

HFL TAKES DELIVERY OF TWO NEW TOWBOATS

Nashville, Tenn.-based Hines Furlong Line Inc., in the headlines recently for having entered into an agreement to acquire the river division of Campbell Transportation Company, has added two new vessels to its managed towboat fleet. The fast-growing company recently took delivery of the mvs. **Sawtooth** and **Oxford**. Built by Eymard Marine Construction & Repair Inc. on a design by Entech, the 1,600 hp.

Sawtooth measures 67 feet, 6 inches by 28 feet, with a depth of 9 feet, 6 inches and a design draft of 7 feet, 9 inches. The pilothouse provides an eye level of 29 feet, 10 inches. The **Sawtooth** is powered by a pair of Mitsubishi S6R2 Tier 3 diesel engines supplied by Laborde Products. Resting on Christie & Grey resilient mounts, the engines turn 72- by 64-inch Hung Shen propellers on 7-inch cold rolled shafts with Wartsila seals and bearings. The vessel's Reintjes WF570 marine gears (5.381:1) are from Karl Senner LLC. Two Fiat generators provide the **Sawtooth's** 65 kw. of auxiliary power. Inside the hull is tankage for 18,400 gallons of fuel, 4,360 gallons of water, 435 gallons of lube oil and 277 gallons of gear oil. The grid coolers from Fernstrum are recessed in stainless steel cooler boxes. There is a 48-point alarm and monitoring system. The boat contains four bunkrooms with double bunks and two shared heads. On deck are two 40-ton Patterson winches. The boat's communication and navigation equipment package includes two Furuno River Radars with a Nauticamp 19-inch display. Fendering is by Schuyler. The new boat is named for the Sawtooth mountain range in Idaho. It is the second of seven towboats that Eymard is building for Hines Furlong. *Mv. Oxford* The mv. **Oxford**, also designed by Entech, is the second of four Hines Furlong towboats to be constructed

by Intracoastal Iron Works, Bourg, La. A triple-screw 2,400 hp. towboat with four decks, the **Oxford** measures 78 by 34 by 10 feet with a draft of 7 foot, 9 inches. The **Oxford** is powered by three Mitsubishi S6R2 Tier 3 diesel engines from Laborde. The engines turn 72- by 64-inch Hung Shen props on 7-inch shafts with Wartsila seals and Thordon bearings. Reduction is 5.381:1 via Reintjes gears. The boat can carry 28,000 gallons of fuel when fully loaded. The vessel's auxiliary power is provided by Fiat 65 kw. engines. The boat is equipped with Duramax engine and gear coolers, water jackets and after-coolers housed in stainless steel cooler boxes. Pneumatic Specialties installed the electric over hydraulic steering system. All vessel functions are monitored by engine alarms and fire detection systems. The vessel has air-conditioned and heated crew accommodations for seven crewmembers in five staterooms and three full bathrooms and a half bath. The deckhouse features poured floors, FRP and Marlite paneling and acoustic ceiling tiles throughout. All exposed exterior walls and ceilings of the living quarters were first coated with Mascoat thermal insulating paint and subsequently with foil-backed mineral wool insulation. The boat's hull is fully protected by M&M marine fendering with all stainless steel hardware and mounts. On-deck features include two 40-ton Patterson deck winches, kevel chocks and roller buttons. For maximum crew comfort, the vessel is equipped with a spacious first deck lounge and a separate workout room. The boat is named after **Oxford**, Miss., a city from whence Furlong's fiancée hails and that is home to the University of Mississippi, where she attended college. *'Wonderful Shipyards'* Karl Morley, who oversees Furlong's new towboat construction as well as its bareboat fleet of towboats, complimented both shipyards. "The Vigueries of Intracoastal Ironworks and the Eymards both operate wonderful shipyards," Morley said. "And just as important, they are exceptional people—professional, dependable and a pleasure to work with personally. The pride and attention to detail are clearly reflected in every vessel produced by these two family-owned shipyards." *(Source: The Waterways Journal by Nelson Spencer)*

IAA PORTNEWS: NUCLEAR-POWERED ICEBREAKER USES CLOSE-COUPLED TOWING FOR THE FIRST TIME TO ESCORT ARC7-CLASS VESSEL

The icebreaker **Sibir** escorted the Norilskiy Nikel to the Port of Dudinka. The universal nuclear-powered icebreaker **Sibir** has successfully completed the escort of the MMC Noritsk Nickel's Arc7 diesel-electric vessel **Norilskiy Nikel** in the Port of Dudinka basin. Atomflot says this is the first time the icebreaker used this towing method to assist the cargo vessel. Given the extremely late navigation season in the eastern sector of the Arctic, preparations for the operation were made in advance. The icebreaker's master Konstantin Kelerav, together with colleagues from the GlavSevmorput, practiced in St. Petersburg the close-coupled towing on the ice navigation simulator of the universal nuclear-powered icebreaker of Project 22220. The simulator can recreate an unlimited number of variations of different ice conditions at any point along the Northern Sea Route. It is expected that this will allow specialists from GlavSevmorput, among other things, to use the simulator to verify decisions on determining optimal routes for icebreakers and ice-class vessels. The transit to the Port of Dudinka took ten days, covering 2,162.4 n.m. on the route, Atomflot said. Atomflot and MMC Norilsk Nickel share a long-standing partnership. The companies signed a long-term contract for the engagement of the universal nuclear-powered icebreaker of Project 22220 to ensure a smooth delivery of cargo to Norilsk and is key to the successful implementation of Nornickel's strategic projects. *(Source: PortNews)*

VICENTE BOLUDA FOS VISITS THE ABEILLE MÉDITERRANÉE,

The most powerful tug in Boluda's French fleet and the highest-powered unit of its class worldwide was visits by Vicente Boluda. The President of Boluda Corporación Marítima Vicente Boluda Fos, accompanied by his executive team, carried out the first official visit to the **ABEILLE MÉDITERRANÉE** in Toulon (France). This visit marks Boluda's first strategic approach to the vessel after the integration of Les Abeilles International into Boluda Towage in June 2024. During the visit,

the delegation was joined by the Maritime Prefect of the Mediterranean, Vice Admiral Christophe

Lucas, and Jean-Emmanuel Perrin, General Commissioner and Deputy to the Maritime Prefect. Together, they toured the impressive infrastructure of this tug, which operates 24/7, 365 days a year for towing and emergency response missions. The visit forms part of the operational integration plan of Les Abeilles International into Boluda Towage, aimed at strengthening Boluda's commitment to operational excellence and maritime safety in France. Built in 2010 in Norway by the Kleven shipyard, the **ABEILLE MÉDITERRANÉE** stands out for its 290-ton bollard pull, being the most powerful emergency response tugs in the world. It joined Les Abeilles fleet in 2021 alongside its sister vessel, the AB NORMANDIE, and was later converted into a dedicated salvage tug, incorporating the expertise accumulated by the company over 150 years of offshore assistance operations. *(PR-Boluda)*

NEPTUNE MARINE EN 'T GILDE GORINCHEM SLAAN HANDEN INEEN VOOR LEERPROJECT

Neptune Marine heeft een samenwerkingsovereenkomst getekend met 't Gilde in Gorinchem om jongeren een unieke kans te bieden praktijkervaring op te doen in de scheepsbouw. Als onderdeel van deze overeenkomst stelt Neptune Marine materialen beschikbaar waarmee VMBO- en MBO-leerlingen een "**Euro Harbour Supporter**" gaan bouwen als leerproject. Medewerkers van Neptune Marine blijven actief betrokken bij het project, zodat leerlingen niet alleen leren bouwen, maar ook

waardevolle feedback krijgen van professionals uit de praktijk. De overeenkomst werd ondertekend door Menno Alberts, Senior Teamleider MBO namens 't Gilde en Wim van de Voorde, COO van Neptune Marine. *Investeren in de toekomst* Voor Neptune Marine is het betrekken van jongeren bij de praktijk een belangrijk speerpunt. Het bedrijf investeert in de Werf van de Toekomst, waarbij automatisering en robotisering een steeds grotere rol spelen. Door jongeren nu al kennis te laten maken met deze ontwikkelingen, bereidt Neptune Marine hen voor op de scheepsbouw van morgen. *Over Neptune Marine* Neptune Marine is een

toonaangevende speler in de maritieme sector, gespecialiseerd in innovatieve oplossingen voor scheepsbouw en reparatie. Met initiatieven zoals dit leerproject wil het bedrijf bijdragen aan de ontwikkeling van jong talent en de toekomst van de industrie. *(PR-Neptune Marine)*

RUSSIAN SHIPYARDS WILL BUILD AT LEAST 24 TUGBOATS BY 2028.

In 2025, Russian shipyards delivered eight tugboats to customers. Detailed statistics are presented in a new analytical report by Media Deck. The Okskaya Shipyard has built four Project NE025 seagoing tugs for the Marine Rescue Service: **Pechak**, **Tepsey**, **Uzon**, and **Timan**. The fifth tug in this series, **Favor**, will be added to the fleet in 2026. The Kranship Shipyard has also added one Project T3150 tug to the market. In the RKO class vessel segment, the Cherepovets Shipyard delivered three TSK.395M project tugboats, which became the main contribution in this segment. Meanwhile, the industry has already established a foundation for increasing construction volumes. Under the new State Transport Leasing Company (GTLK) preferential leasing program, construction of 14 tugboats for both classification societies is planned through 2028. For example, the Onega Shipyard is building a series of three Arc4 ice-class harbor tugs of Project NE038 for Rosmorport. Another Arc6 ice-class tugboat of Project NE060 has been laid down at the B.E. Butoma Shipyard in Kerch; its commissioning is expected around 2028. The Pella Shipyard in Leningrad is

building a Project PE-50 tugboat for the Griffon company. Additionally, the A.M. Gorky Zelenodolsk Shipyard in Tatarstan is building a series of five Project T3150-3D tugs: **Verman**, **Girvas**, **Oklan**, **Kuloy**, and **Vel**. Taking into account existing orders and ongoing projects, it is projected that Russian shipyards will build at least 24 tugs by 2028. This will reverse the current downward trend and return the tugboat fleet to positive momentum. *(Source: Paluba)*

EUROCARRIER 2611 NEPTUN SUPPLIER SETS COURSE TOWARD HER NEW OWNER

A final look as the EuroCarrier 2611 **Neptun Supplier** sets course toward her new owner. Her departure marks the close of a rewarding chapter with Neptune Marine and the start of a journey with Atlantic Towage & Marine. We wish the crew and the Atlantic Towage team a safe voyage and every success in operating this trusted and proven vessel. *(PR-Neptune Marine)*

TODAY AT ARROW MARINE, I STOOD BESIDE A PIECE OF HISTORY.

This vessel was originally built in 1944, during World War II, for the U.S. Army as a tugboat known as **TP-231**. Over the decades, she worked hard along the coast, changed hands many times, and even carried different names — **SEA GIANT**, **LA BRISE**, and eventually **BREEZE**, becoming an excursion boat with a completely new life. After so many years of service and stories, she ended up abandoned for a long time on the Fraser River. And now, in 2026, she has arrived at Arrow Marine for scrapping. It's strange how something can be built so strong… so capable… and still end up forgotten. This tug survived war, weather, work, and time — but in the end, every vessel has its final journey. No matter how beautiful or powerful you are, one day you will be left behind… and you will have to say goodbye to everyone. Rest easy, **BREEZE**. *(Source: Mohammad Daghayeghi)*

TUGS PROVIDE A MARITIME SAFETY NET IN EUROPEAN PORTS

Industry must not overlook the important safety role of tugboats in the bustling world of European shipping where there is growing pressure on reducing emissions while maintaining power and performance. Tugboats are powerful workhorses, providing the backbone of maritime safety across Europe's ports and waterways. The importance of towage services and emergency response was highlighted in the European Maritime Safety Agency's (EMSA) European Maritime Safety Report, published on 8 December 2025. This report "paints a vivid picture of just how critical tugs and towage services have become" to the maritime sector in Europe, said European Tugowners Association secretary general Anna Maria Darmanin. Europe's waters are among the busiest in the world, with more than 800,000 port calls each year across the continent, including from ultra-large container ships, very large crude carriers, large vehicle and gas carriers, and a rising number of passenger ships. "As ships grow ever larger and port operations become more complex, the risk of incidents such as groundings, collisions or mechanical failure has inevitably risen," said Ms Darmanin. "In these moments, tugs are the first line of defence. They guide vessels safely into and out of port, assist with berthing and unberthing, and are often the first responders in emergencies." Their role extends far beyond routine operations, and tug owners are facing pressure to reduce emissions in ports, while keeping down service costs. "As the maritime sector faces new challenges, such as automation, decarbonisation, and increasing traffic, the adaptability and reliability of towage services are more critical than ever." Tug owners need to continuously invest in their fleets, onboard equipment, vessel maintenance, and seafarers in a complex industry. "Investing in modern tug fleets and highly trained crews is not just about efficiency; it is a fundamental pillar of maritime safety and resilience," said Ms Darmanin. Tugs are often the first responders in maritime accidents, providing emergency towage, salvage operations and refloating grounded vessels. "When disaster strikes at sea, it is often the tugboat that answers the call," said Ms Darmanin. "When a ship loses power or is caught in a storm, it is the tug that stands ready to prevent disaster." The EMSA 2025 safety report's analysis of recent accidents and emergencies underscores the vital role that tugs play in maritime incident response. "Whether it is a fire on a roro deck, a vessel aground, or a hazardous cargo emergency, tugs are frequently the first on the scene, equipped to provide fire-fighting, salvage, and pollution control," said Ms Darmanin.

"The complexity of maritime emergencies is increasing. The rise in incidents involving alternative-fuel vehicles and hazardous cargoes means that towage operations are more demanding than ever." Ms Darmanin said tugs need to be equipped with advanced fire-fighting systems and their crews trained to handle a wide range of scenarios, from chemical spills to large-scale evacuations. One striking example from the report is the prevalence of cargo-related fires, often in vehicles, on roro decks. "In such cases, the swift intervention of a well-equipped tug can mean the difference between containment and catastrophe," she continued. "As ship sizes and cargo risks grow, the expertise and readiness of tug crews become ever-more critical." Ensuring that tugs are adequately equipped and their crews well-trained is not just a matter of compliance; it is a strategic investment in maritime safety and environmental protection. Crews must be ready to respond to emergencies on vessels powered by alternative fuels, biofuels as well as traditional fuels, and be prepared to act swiftly in high-risk situations. *(Source: Riviera by Martyn Wingrove)*

HIGH-FLYING ASTRO OFFSHORE NAMES MARKUS DE JONGE COO

Ex-ADNOC L&S executive brings 35 years of experience in offshore logistics, operations and fleet management to his new role. High-flying OSV owner and operator Astro Offshore has appointed offshore and energy sector veteran Markus De Jonge as chief operating officer. Mr De Jonge will have the challenge of taking over the responsibility of global operations for one of the industry's fastest-growing OSV owners. Astro Offshore, part of the Adani Group, has been aggressively growing its fleet of platform supply vessels, multi-purpose service vessels, anchor handling tugs and anchor handling tug supply vessels, doubling the size of its fleet from 25 vessels to more than 50 in one year. Mr De Jonge brings more than 35 years of global experience in offshore logistics, maritime operations, and fleet management. His background includes a distinguished career in the Royal Netherlands Navy, followed by senior executive leadership roles across the international offshore and energy sectors. A regular participant at the Annual Offshore Support Journal Conference, Mr De Jonge was previously with ADNOC Logistics & Services, where he was instrumental in transforming the company's Offshore Logistics Business Unit into a fully solutions-driven organisation. He led M&A and strategic partnership initiatives and oversaw the implementation of an integrated logistics services platform. As the company's vice president – offshore mobile units, offshore projects & subsea, he drove growth through multiple EPC and subsea contracts, demonstrating strong strategic leadership, operational excellence, and the ability to deliver complex projects at scale, said Astro Offshore. As chief operating officer at Astro Offshore,

Mr De Jonge will have overall responsibility for global operations, with a focus on operational excellence, fleet performance, innovation, and the continued development of a strong culture of safety, accountability, and continuous improvement. “Markus’s leadership will be pivotal as we enter our next phase of growth,” said Astro Offshore chief executive, Mark Humphreys. “His experience and strategic insight will further strengthen our operational capabilities and ensure we continue to deliver reliable and innovative offshore solutions to clients worldwide.” *(Source: Riviera)*

TUGBOAT POLAR KING BACK AFTER VESSEL OVERHAUL

The formerly retired tugboat **Polar King** is back on the water thanks to the hard work of the Alaska Marine Lines team and many others throughout the Lynden companies. The 50-year-old tugboat was completely overhauled earlier this year and is now back in the fleet and will be towing barges between Seattle, Hawaii, and Western Alaska ports. The 120- by 34-ft. tug was built in 1974 at McDermott Shipyard, one of eight built that year. Four of those vessels ended up towing barges at AML. After many years of service, three of the four tugs were retired, and the **Polar King** was selected to receive a major overhaul. The project took approximately 16 months from the initial teardown to the Seattle sea trials, according to AML Port Engineer Kris Mullan. "The tug was stripped down to the bare hull and then rebuilt," he explains. All new equipment was installed, and the main engines and reduction gears were rebuilt. The **Polar King** now has an updated hydraulic system, valves, piping, electronics, wheelhouse, winches and other internal components. The tug engines may be removed and installed from the top of the deck, a new and beneficial redesign feature. At one point, 60 people, including multiple vendors, were working six days a week. The success of the project depended on support from many people and departments throughout the Lynden family of companies. The AML Marine Maintenance team really stepped up to cover during the project making sure the barge maintenance ran smoothly and on time as usual. "Jeannette Doyle, Kent Connelly, Gurhan Civan, and PJ Baldwin dedicated quite a bit of their time to this project as

well, which helped out tremendously," Kris says. In addition, "Alaska West Express drivers loaded and transported the main tug engines and delivered them at the dry dock for the project, handling the challenging delivery like they did it every day." Kris also acknowledged the contributions of Western Towboat. "We are so lucky to work with them. With their knowledge and years of experience, they helped guide and support us for the critical components of the rehab. This project was a group effort. We are all proud of the finished product – a simplified tug that is safe and easy to operate. The **Polar King** will have many decades of useful service ahead." *(Source: MarineLink; Photo: Lynden)*

POLISH WATERS INTERRUPTED ICEBREAKER OPERATIONS ON THE VISTULA AND ODER

Due to unfavorable hydrometeorological conditions, Polish Waters has decided to suspend icebreaking operations on the Oder and Vistula. Operations on the rivers will resume once the thaw arrives, the Polish Waters State Water Management Authority announced in a statement. A total of 18 icebreakers participated in the first stage of the operation – 12 Polish and 6 German.

The Polish-German icebreaking operation was conducted on Lake Dąbie and over a 70-kilometer stretch of the Oder River and lasted six days. On the lower Vistula River, operations lasted five days and covered over a 20-kilometer stretch of the river. " The purpose of our icebreakers is to clear the Vistula and Oder rivers of ice, ensuring the free flow of ice to their estuaries. This reduces the risk of ice jams and protects people and infrastructure, " says Mateusz Balcerowicz , president of Wody Polskie. He added that in recent weeks, a total of 18 icebreakers have been operating in Polish waters, including 6 German units, operating under the Polish-German agreement. - I would like to thank all the crews for their commitment and experience, thanks to which the inhabitants of the towns on the Vistula and Odra can feel safer - said the head of Polish Waters. Watch the YouTube video HERE *Icebreaking operation on the Odra River* On Tuesday, January 13, the icebreakers **Dzik** , **Odyniec** , **Tarpan** , **Ocelot** , **Andrzej** , and **Stanisław** set sail from the base in Szczecin-Podjuchy to conduct icebreaking operations on Lake Dąbie and the Oder River. A day later, they were joined by the icebreaker **Lis** and six German vessels: **Kietz** , **Schwedt** , **Frankfurt** , **Eis Ed 3** , **Usedom** , and **Kienitz**. The operation lasted a total of six days – until Sunday, January 18th. During this time, a channel 500–1000 meters wide was created on Lake Dąbie, enabling the efficient flow of ice floes from the upper reaches of the Oder River into the Szczecin Lagoon and onward to the Baltic Sea. Icebreakers also operated on the Regalica, Eastern Oder, and Border Oder rivers, with the lead vessels reaching above Bielinko. In total, over 70 kilometers of the Oder were cleared. Watch the YouTube video HERE On the final day of the operation, German icebreakers were directed via Skośnica/Schwedt to Hohensaaten, where they remain ready for further operations. Polish vessels are currently moored in Widuchowa, Gryfino, and at the Podjuchy base in Szczecin. *Icebreaking*

operation on the Vistula River On Tuesday, January 13, the icebreakers **Puma** , **Tygrys** , and **Rekin** set off from their base in Przegalina to conduct icebreaking operations in the Kiezmark area towards Tczew. A day later, the **Manat** and **Nerpa** joined the operation , expanding operations to the Vistula River mouth. Over the course of five days, the icebreakers cleared a 22-kilometer stretch of the Vistula River, from its mouth to the vicinity of Kiezmark. The vessels are currently moored at the Przegalina base, where they are undergoing bunkering.

Suspension of icebreaking operations until the thaw Due to low temperatures and forecasted cooling, icebreaking operations on the Oder and Vistula rivers have been suspended until the thaw arrives. This is necessary because icebreaking during prolonged, severe frosts would pose a risk of refreezing of the broken ice channel, which would increase the risk of flooding. The decision to take action also depends on water flows and levels, wind direction and speed, as well as the ability to maintain the patency of the riverbed and hydraulic structures. *(Source: PortalMorski)*

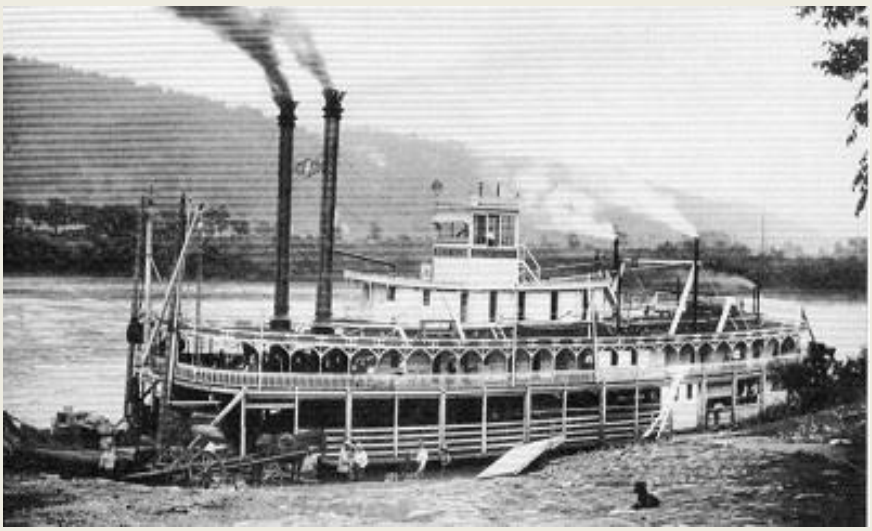
TUG BARNEY BEHIND BLUE PORT CENTRE

Last Saturday, the **Barney**, owned by Herman Sr. shipping company from Zwijndrecht, sailed from IJmuiden to Den Helder to moor at one of the small jetties behind the Blue Port Centre. The 30-meter-long Damen Shoalbuster 3013 tug, built in 2015, can be deployed not only for towing and pushing, but also for anchoring, surveying, supplying, and dredging. A unique feature is its shallow draft of 1.80 meters. The **Barney** is propelled by three

Caterpillar C18 main engines, each driving a propeller in a nozzle. The tug's bollard pull is 30 tons, and its working deck has a surface area of 150 square meters. On Sunday, the Barney departed again to retrieve a lidar buoy in the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

OLD TOWBOAT COLUMN

THE BEN HUR WAS PLAGUED WITH ACCIDENTS



The sternwheel packet **Ben Hur** was built by the Knox Boat Yard at Harmar (Marietta), Ohio, in 1887, the same year as the founding of The Waterways Journal. Constructed on a wooden hull measuring 165 feet in length by 30.5 feet in width, the boat initially came out in the Pittsburgh-Parkersburg trade. Three boilers supplied steam to engines (16-inch cylinders with 5-1/2-foot stroke) that were recycled from the towboat **Ed Hobbs**. The three-chime whistle formerly served on the packet **George Strecker** (1880–1887) and was made by a farmer who lived near Waverly, W.Va. The whistle later was used on the packets **Bessie Smith**, **Liberty** and finally on the towboat **Mildred**; it resides today in the collection of the Missouri Historical Society, St. Louis. During the boat's first season, it transported the John Robinson Circus on a river tour. Capt. John Kimpel Jr. was master, with Capt. Monroe "Doggy" Cross and Capt. Bert Cramer, pilots. By the summer of 1904, the steamboat was owned by the Mississippi River Amusement company, of St. Paul, Minn., where it served as an excursion boat. The vessel again changed owners and location when Capt. Tom Morrisey purchased it to run in trades out of Vicksburg. In 1912, the **Ben Hur** was running twice weekly in the New Orleans-Bayou Teche trade. While owned by Capt. George Prince, the vessel sank in March 1916, and was a total loss. During its tenure, the **Ben Hur** suffered a number of accidents and incidents. While near Vienna Island on January 9, 1890, the boat broke its paddlewheel shaft which, in turn, destroyed both cylinder heads of the port engine. Two crew members were scalded, one dying as a result of his injuries. The boat was involved in two collisions. The first, in 1892, was with the **Volunteer** and the other, in 1898, with the towboat **Raymond Horner**, causing damages (estimated at $125) to the deck of the **Ben Hur**. While the boat was tied up at East Liverpool, Ohio, Henry Clark, a member of the crew, was killed when struck in the head with a stick of wood by one of the boat's deckhands. In 1903, Robert Steel, a deckhand, was accidentally killed while carrying a load of pipe. During the riverboat's years of service on the upper Ohio, four deckhands fell overboard and drowned. The **Ben Hur** was considered a good-looking steamboat, but was noted to be a heavy coal burner, owing to the fact that it was of heavier draft than many other boats of comparable size and class. While the riverboat was never considered a big money-maker, Capt. Walter Booth once told The Waterways Journal that the boat cleared $14,000 in seven months during the middle 1890s. *(Source: The Waterways Journal By Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

OIL REMOVAL BY RESOLVE FOUNDATION

Mission Resolve Foundation, Inc. has released a documentary about the extraordinary mission to remove nearly half a million gallons of oil trapped inside the wreck of the motor tanker **Coimbra**, a ship sunk by a German U-boat in 1942 just miles off Long Island, New York. For decades, the wreck slowly corroded on the ocean floor, leaking oil and threatening a catastrophic spill that could have devastated marine life, coastal communities, and one of the most environmentally sensitive shorelines in the United States. What began as a routine assessment quickly escalated into one of the largest underwater oil removal operations ever undertaken by the U.S. Coast Guard. This 30-minute film takes viewers inside the operation, following salvage divers, ROV pilots, engineers, and environmental response teams as they confront extreme depths, freezing temperatures, heavy bunker fuel oil, and the haunting reality of a wartime grave site. Using remotely operated vehicles (ROVs), proprietary hot-tapping technology, and innovative closed-loop heating systems, the team safely extracted oil without releasing it into the sea. The Coimbra project is a global case study in how modern technology, collaboration, and decisive leadership can neutralize these hidden threats before disaster strikes. Watch the YouTube video HERE *(PR-Resolve)*

U.S. COAST GUARD AND LOCAL VOLUNTEERS SAVE CREW OF GROUNDED CRAB BOAT

A combined Coast Guard and volunteer response effort resulted in the rescue of two people and two dogs from a crab boat that washed ashore at Port Orford, Oregon on Sunday, according to local accounts. On Sunday morning, the Coos Bay-based fishing vessel **Texas Lady** drifted aground on a

sandy beach at Paradise Point, northwest of Port Orford. The Coast Guard responded to the scene, along with the local fire department and a volunteer search and rescue squad. In challenging conditions in the surf zone, the volunteers retrieved two dogs from the stranded vessel, and a Coast Guard helicopter aircrew helped the two crewmembers disembark. One additional crewmember self-rescued by jumping over the side and made it safely to shore. A bystander video showed the aircrew taking position over the grounded **Texas Lady** as she rolled in heavy surf. The initial wreck removal plan called for bringing in nearly 2,000 feet of towing hawser and rigging up the vessel to pull it off with a tug. Dive crews, a tug out of Coos Bay and a hawser were all sourced and en route to the scene, along with a team of 10 salvors. However, the plan reportedly changed as conditions on scene evolved. In an update Tuesday, local outlet Oregon Coast Explored reported that the vessel had sustained too much damage to be salvageable. Water and sand penetrated the interior, making it difficult to refloat and remediate. Instead, it will be hauled up onto the beach with heavy equipment, then demolished in place for removal. Watch the video HERE *(Source: Marex)*

IRANIAN FREIGHTER SINKS IN THE CASPIAN SEA

An Iranian-flagged freighter has gone down in the Caspian Sea, according to Turkmenistan's ministry of foreign affairs. On January 14, the cargo ship **Rona** issued a distress call off the coast of Turkmenistan. Turkmen responders reached the scene promptly and rescued all 14 people aboard the vessel, the ministry said. The crew was composed of Iranian and Indian nationals. Unverified footage on Ukrainian social media showed apparent damage amidships, accompanied by smoke, and the vessel appeared to be trimmed heavily by the stern. **Rona** provided a regular service rotation between ports in Iran and the Russian ports of Astrakhan, Makhachkala and Azov, according Ukrainian news channel Astra. This profile happens to align with the shipping route for deliveries of Iranian arms to Russian buyers for use in the war in Ukraine. In 2023, the Wall Street Journal revealed details of the volume of trade on this known arms-trafficking corridor. Iran has provided the Russian government with billions of dollars in weaponry over the course of the last few years, according to Western officials, including ballistic missiles, artillery shells and long-range drones - much of it shipped across the Caspian. There is no confirmation of the cause of **Rona's** sinking, but speculation has quickly turned to Ukraine's long-range strike drone forces. Ukrainian special operations forces have

hit targets in the Caspian before, including a claimed strike on two Russian military cargo vessels just last month. *(Source: Marex)*

IMPRESSIVE: IN LES SABLES-D'OLONNE, A FISHING BOAT RAN AGROUND ON THE BEACH, 7 SAILORS WERE RESCUED

● A fishing boat ran aground on Thursday night in Les Sables-d'Olonne, Vendée. ● Seven sailors had to be rescued and airlifted by helicopter. ● Since then, excavators have been working around the boat to secure the beach and stabilize the boat while the tide is low. Stranded on the beach, its hull riddled with holes, the 23-meter-long wreck of the Santa Ana Maria was visible early Friday morning, January 16th, to the astonishment of residents of Les Sables-d'Olonne, in the Vendée region. One of them commented: "Yesterday the wind was really blowing with all the rocks, yet I think they must be used to it. It's impressive; we're especially relieved that people were rescued and that no one was hurt." The alarm was raised the previous evening, Thursday, January 15, shortly after 10:30 p.m., by the crew of seven sailors. The boat, which had departed from Lorient a few hours earlier, had reportedly suffered engine failure. Adrift, it struck the coast, a particularly rocky area. A few minutes later, a civil security helicopter took off from the La Rochelle base, at night, in adverse weather conditions. "We launched our operation by lowering two helicopter rescuers, each equipped with a winch harness ," explains Philippe Brieux, the base commander, in the article at the top of this page. "And from there, they began to assist the fishermen who were on board, who were fully equipped. They were already wearing survival suits, ready to go into the water if necessary." *Some of the fuel oil already spilled into the sea* Since this morning, excavators have been working around the boat. The beach needs to be secured, and the hull stabilized while the tide is low, as Prefect Jean-Pierre Balcou explains: "Some of the fuel oil from this boat has already spilled into the sea (...) The objective at this stage is to try to pump as much of the remaining fuel oil as possible from inside the hull to prevent it from continuing to spill into the sea." The seven sailors rescued by firefighters are unharmed. The boat, launched some twenty years ago, is it seaworthy enough to sail

back to port on its own, or will it need to be towed? No decision has yet been made by the authorities. *(Source: TF1 Info)*

NTSB INVESTIGATION: BARGE SINKS WHILE BEING PUSHED BY TOWING VESSEL

The National Transportation Safety Board (NTSB) has issued an investigation report into an incident where a barge sank while being pushed by a towing vessel on the Lower Mississippi River, breaking up the tow and damaging five barges. *The incident* On March 16, 2024, about 0008 local time, the towing vessel **Chad Pregracke** was transiting southbound on the Lower Mississippi River pushing 34 loaded barges, near mile 260.6, about 5 miles east of New Roads, Louisiana, when a barge, the PTC 706, at the head of the tow rapidly sank, causing the tow to break apart. Five barges in the tow were damaged. Damages were estimated at $2 million. There were no injuries, and no pollution was reported. *Analysis* While the towing vessel **Chad Pregracke** was pushing 34 loaded barges on the Lower Mississippi River southbound towards New Orleans, near mile 260.6, barge PTC 706 at the head of the tow became partially submerged, causing the tow to break up, and the barge later sank. Before the PTC 706 sank, the **Chad Pregracke** pilot saw its stern sticking up, with the bow of the barge submerged. Barges at the head of a tow can be shoved under water. This can occur on barges with low freeboard due to the effect of river current on the tow or a tow pushing too fast. However, in this case, the PTC 706 (center barge) had more freeboard than the adjacent barges, but the adjacent barges were not submerged. Therefore, it is more likely that the PTC 706's freeboard was reduced by weight forward in the barge. This weight forward could have been caused by water in the rake void, forward wing tanks, or forward in the open hopper/hold (possibly from rainwater accumulation or spray over the bow of its uncovered cargo hopper). When the bow of the barge submerged, the force of the tow's forward momentum would have driven the barge further under water. After the casualty, investigators found a hull fracture along a butt weld forward on the starboard-side bilge knuckle of the barge, between the rake void and wing tank no. 1, an area susceptible to extreme wear. The weld exhibited a lack of weld penetration, with large pores, weld splatter, and flash deposits in the unwelded areas between the plates. These characteristics would have left the weld unable to accommodate as much load as the plates it was joining. Once the porous area of this butt weld fractured, the resulting crack would have grown into the adjoining plates until it arrested. If the fracture existed before the barge sank, it would have provided an opening for water ingress. Thus, flooding, even at a slow rate, into the rake void or wing tank no. 1, would cause an increase in forward draft of the barge. Continuing to push a barge with an increased forward draft could lead to the bow being submerged. However, the rake area of the barge was severely damaged as a result of the sinking, and investigators could not determine whether the fracture existed before

the casualty or was the result of the barge's contact with the river bottom. Therefore, the cause of the PTC 706 being down by the bow could not be definitively determined. *Probable cause* The National Transportation Safety Board determines that the probable cause of the sinking of barge PTC 706 and subsequent breakup of the **Chad Pregracke** tow was the barge PTC 706, which was located at the head of the tow, being down by the bow due to an undetermined reason and subsequently being driven under water by the forward momentum of the tow. *(Source: Safety4Sea)*

PELNI DEPLOYS KM KELIMUTU TO ASSIST IN EVACUATING EIGHT CREW MEMBERS OF TUGBOAT EQUATOR 10 IN THE JAVA SEA

The **KM Kelimutu**, one of 26 passenger ships owned by PT Pelayaran Nasional Indonesia (PT PELNI), successfully evacuated eight crew members from the Tugboat (TB) **Equator 10** on Saturday evening (January 17). The incident occurred while the **KM Kelimutu** was on a regular voyage from Tanjung Perak Port, Surabaya, to Batulicin Port. At 6:45 p.m. WITA (Central Indonesian Time), the **KM Kelimutu** received an emergency call via VHF Radio Channel 16 from TB Equator 10 reporting a leak in the engine room. The captain of the **KM Kelimutu**, Capt. Meiardi Baruna Negara, immediately ordered a manoeuvre to approach the scene. The ship's emergency team, led by the first officer, immediately began the evacuation process. The entire crew worked in coordination across the deck, engine, and other departments throughout the ship to ensure the safety of the TB **Equator 10** crew. The captain of **KM Kelimutu**, Capt. Meiardi Baruna Negara, said that the evacuation process went smoothly thanks to solid teamwork. "Thank God, the eight crew members were safely evacuated without incident at 9:42 p.m. WITA. Human safety is always our top priority at sea," said Capt. Meiardi. After the evacuation was complete, the **KM Kelimutu** continued its voyage to Batulicin Port. The TB **Equator 10** crew were picked up by their agents and the KSOP (Indonesian Coast Guard) upon docking at Batulicin Port. Head of the PELNI Batulicin Branch, Anita Lestari, expressed her appreciation for the quick response and professionalism of the **KM**

Kelimutu crew. "Due to the evacuation process, the ship's arrival in Batulicin was delayed from its scheduled time of 10:00 a.m. WITA to 10:50 a.m. WITA. Furthermore, the ship, which was supposed to depart at 11:00 a.m. WITA, was delayed by one hour to 12:00 p.m. WITA. We have explained the delay to the passengers, and thankfully, they understand," Anita explained. In every situation, including emergencies at sea, the safety of human life is always PELNI's top priority. Through fleet readiness and routine crew training, PELNI is committed to carrying out its duties professionally and responsibly. *(Source: Bindo)*

THE TANKER IN BOZCAADA WAS RESCUED AFTER 12 DAYS.

An empty crude oil tanker that ran aground off the coast of Bozcaada district in Çanakkale due to a southerly storm was rescued 12 days later by Coast Guard teams after being refloated. The Omani-flagged, 249-meter-long empty crude oil tanker "**QENDIL**," en route from Aliağa to Yalova, ran aground off Bozcaada on January 4th due to adverse weather conditions. The tanker's captain reported the situation via radio to the Çanakkale Strait Ship Traffic Services Directorate, and tugboats belonging to the General Directorate of Coastal Safety were dispatched to the area. It was reported that the ship had a total of 26 crew members, including 6 Chinese, 2 Russian Federation citizens, 3 Filipino, 5 Bangladeshi, and 10 Myanmar nationals, and that the crew's health was good. Coast Guard teams, continuing rescue operations during periods when weather conditions were favorable, kept the tanker under control at the point where it ran aground for 12 days. The tugboats "**NENE HATUN**", "**GEMİ KURTARAN**", "**KURTARMA-16**", "**KURTARMA-17**" and "**KIYI EMNİYETİ-6**" participated in the operations. Following a lengthy operation, the tanker was rescued from its location and refloated. It was reported that the vessel would undergo a survey after the rescue operation, and a decision on whether or not it would be allowed to sail would be made based on the results of the technical inspection. HERE *(Source: TurkGun)*

OFFSHORE NEWS

SEA1 ADDS FIRM YEAR TO BRAZIL OSRV CHARTER

Sea1 Offshore has secured a one-year contract extension for its oil spill recovery vessel **Siem Maragogi**, keeping the unit on hire in Brazil through to January 2027. The extension comes in direct continuation of the current deal and adds a firm year of work for the vessel, which has been operating offshore Brazil in support of Petrobras. Sea1 has two OSRVs stationed in the country, both designed with platform supply vessel (PSV) capabilities and purpose-built for long-term service. The second unit is the **Siem Marataizes**, a 2016-built vessel that is still early in its contract history. The 2014-built **Siem Maragogi** has been a steady performer in the Brazilian market for several years. In

2022, the vessel secured a three-year contract that rolled straight on from its previous assignment, underlining Petrobras' preference for continuity in its oil spill response fleet. Both OSRVs were developed specifically for an assignment profile for Petrobras, combining spill response capability with PSV-style logistics support. The setup reflects the operator's need for flexible vessels that can cover multiple roles while remaining on standby for environmental protection duties. *(Source: Splash24/7)*

ENERGY PACE CHARTERED AGAIN FOR SNS POOL

Logistics service provider Peterson Den Helder has once again chartered a large supplier from the Norwegian shipping company Golden Energy Offshore Services (GEOS). The vessel, the over 83-meter-long **Energy Pace** of the Ulstein PX121 type, has already completed its first cargo run from Den Helder to the **Swift 10** oil rig, operating west of Den Helder in the Dutch sector of the North Sea. This supplier is a familiar face for Den Helder, as it is the former **VOS Pace**, which operated from our port for Vroon Offshore Services and was also chartered by Peterson several times at that time. At the end of December 2023, the supplier was acquired by GEOS and renamed **Energy Pace**. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

MODEC TAPS DOF FOR FPSO MOORING GIG OFF GUYANA

Norwegian offshore vessel owner DOF has won a turn-key contract award with Modec's Guyana arm for the provision of mooring pre-lay for the Hammerhead FPSO project offshore Guyana. DOF's North America subsea team will provide in-house project management, engineering, procurement, logistics, transportation and installation utilising DOF's 2018-built CSV **Skandi Implementer** for the pile installation and the 2011-built anchor handler **Skandi Skansen** for the mooring lines. According to the company, offshore execution is scheduled for the second and third quarters of 2027. "I am pleased to see how DOF is increasingly recognised as a global turn-key contractor combining our in-house expertise in subsea and mooring installation with the top of the class assets," said Mons S. Aase, CEO of DOF Group. The Hammerhead FPSO will have the capacity to produce 150,000 barrels of oil per day, along with associated gas and water. It will be moored at a water depth of approximately 1,025 m. The unit will be working on ExxonMobil's Stabroek Block. Modec secured the deal to develop the FPSO in April last year. *(Source: Splash24/7)*

HEBO WINS CONTRACT TO REMOVE WINTERSHALL PLATFORMS IN NORTH SEA

Dutch maritime heavylifter HEBO has been awarded the contract for the full engineering, preparation, removal, and disposal of two platforms by Wintershall. The company said it was tasked to remove the Wintershall Noordzee L5-C and Wingate gas production platforms offshore the Netherlands and the UK, respectively. The contract scope also has potential for expansion. The scope includes all static and hydrostatic and dynamic and hydrodynamic engineering, development of procedures and work packages, offshore preparations of the topsides and jackets. The contract also covers the offshore removal and load-in of the structures at the disposal yard, including full management of the project from engineering through to final material disposal. *(Source: Splash24/7)*

MUSEUM NEWS

ZEEUWSE WRAKDUIKERS VERTROUWEN DE OVERHEID NIET

Wantrouwen richting de overheid en het strakke erfgoedbeleid maken de duikers voorzichtig met het delen van informatie. Daardoor dreigt waardevol maritiem erfgoed voorgoed verloren te gaan. Zeeuwse duikers hebben door de jaren heen heel veel scheepswrakken weten te lokaliseren, maar ze willen de locaties van die wrakken niet met de overheid delen. “Ik weet alleen al van vier à vijf wrakken voor de Zeeuwse kust, waar de Rijksdienst voor Cultureel Erfgoed (RCE, red.) geen enkel idee heeft”, zegt wrakduiker Patrick Sloot, wijzend op een oude kaart. “En dan gaat het om heel oude schepen.” Sloot en zijn vorig jaar overleden duikmaat André Ruissen hebben jarenlang hun vrije tijd doorgebracht op de zee voor Walcheren, turend naar de onderwaterradar om te kijken of er iets ongewoons op de bodem lag. Dat leverde een database op met wrakken die tot nu toe nog niet zijn opgetekend in de kaart van het RCE. “Die kaart klopt sowieso niet”, schampert Sloot. “Er staan wrakken op die voor de kust van Walcheren zijn vergaan, maar op hun kaart bij Texel zijn ingetekend. Dat vind ik echt belachelijk.” De informatie die Ruissen en Sloot bij elkaar hebben verzameld, wordt niet gedeeld, zegt Sloot. Sinds de Erfgoedwet, die onder meer over wrakken gaat, in 2016 werd aangescherpt, voelen de duikers zich door de overheid gezien als schatrovers. “En daarnaast is het ook nog zo dat wanneer we wekenlang op zoek zijn, we honderden liters diesel verbruikt hebben en we dan wat vinden, de RCE het wrak als eigendom claimt en wij niets voor de moeite terugzien”, klaagt Sloot. Roel van der Mast uit Koudekerke deelt die mening. “We zien en vinden zoveel meer dan de RCE. Daar kan iedereen van profiteren”, zegt hij. “Een schip vergaat twee keer. De eerste keer wanneer het zinkt en de tweede keer wanneer het uiteindelijk verdwijnt in het zand of oplost. Wij zouden spullen kunnen redden als we daar toestemming voor zouden krijgen én een redelijke vergoeding.” Van der Mast verwijst naar een

incident met duikers die in 2014 uit een scheepswrak een eeuwenoude zijden jurk haalden, die uitzonderlijk goed bewaard was gebleven. Ze namen de bijzondere vondst tegen de regels mee naar huis om die schoon te maken. “De ondertekende arrestatiebevelen lagen al voor ze klaar”, zegt hij. Sloot en Van der Mast willen graag dat er een beloningssysteem komt zoals dat in Engeland bestaat. Duikers krijgen daar een percentage van de waarde van het erfgoed dat ze inleveren. *Tegemoetkoming in de kosten* Toch is er volgens Liselore Muis, maritiem adviseur bij de RCE, sinds vorig jaar verbetering in de situatie. “Duikers kunnen nu een ontheffing aanvragen, die ze in staat stelt om meer rond en in een wrak te doen.” Daarnaast is er via een regeling een tegemoetkoming in de kosten mogelijk, legt ze uit. Dat er veel wrakken voor de RCE verborgen blijven vanuit wantrouwen en te weinig compensatie vindt Muis erg jammer. Ze ziet wel dat er door de ontheffing ook in de Zeeuwse wateren wordt samengewerkt tussen sport- of wrakduikers en de RCE. “Hopelijk is dat een goede stap naar meer vertrouwen en een betere verstandhouding.” *(Source: Scheepspost)*

EVENT NEWS

HISTORISCHE SCHEPEN KOMEN SAMEN TIJDENS MARITIEM EVENEMENT ENKHUIZEN

De Landelijke Vereniging tot Behoud van het Historisch Bedrijfsvaartuig (LVBHB) organiseert komende zomer een erfgoedmanifestatie in Enkhuizen. De organisatie is nog op zoek naar schepen die willen meedoen. Onder de titel Maritiem Evenement Enkhuizen komen van vrijdag 31 juli tot zondag 2 augustus historische schepen samen tijdens de 52ste editie van de erfgoedmanifestatie. Over de keuze voor Enkhuizen, ligt de organisatie toe: ‘Dit behoeft nauwelijks nadere toelichting. De maritieme historie en zijn bijzondere ligging aan de Zuiderzee druipen er nog altijd vanaf. De stad van het Zuiderzeemuseum, de Drommedaris en de thuishaven van een groot deel van de zeilende chartervaart. Maar bijvoorbeeld ook van het Flessenscheepjesmuseum.’ *Aankomst* De schepen komen op vrijdag aan in twee vloten: een vanuit Amsterdam en een vanuit Friesland. ‘Met een flink aantal schepen willen we een vlootschouw varen in het Krabbersgat. Het publiek op de kant willen wij een caleidoscoop tonen van onze schepen en via een spreekstalmeester informeren over het belang van varend erfgoed.’ Alle schepen komen te liggen in de gemeentehavens rond de Drommedaris. Het belangrijkste publieksevenement vindt plaats op zaterdag. Rond de Drommedaris (voor de kenners ‘het landje van Top’) zal er veel muziek zijn, optredens, een maritieme markt op de Dijk en de geuren van gerookte vis. Het verdere programma wordt later dit jaar bekendgemaakt. Historische schepen worden uitgenodigd om zich aan te melden met deze link HIER. Schepen die een band hebben met Enkhuizen, zoals het vroegere beurtschip Vereeniging III, en schepen gebouwd op de Enkhuizer scheepswerf Stapel, zijn extra welkom. *(Source: Scheepspost)*

VANAF 1 FEBRUARI FINANCIËLE ONDERSTEUNING BESCHIKBAAR VOOR PARTICULIERE ERFGOEDCOLLECTIES

Veel roerend erfgoed in Zuid-Holland bevindt zich in particulier bezit. Deze collecties worden vaak met zorg bewaard, maar zijn niet altijd geregistreerd of gedigitaliseerd. Daardoor ontbreekt overzicht en kan waardevolle kennis verloren gaan. Om particuliere eigenaren te helpen met het vastleggen en toekomstbestendig maken van hun collectie, kunnen zij van 1 februari tot en met 31 maart 2026 een voucher aanvragen bij Erfgoedhuis Zuid-Holland. *Waarom deze regeling?* In Nederland groeit de aandacht voor particuliere collecties en verzamelingen. Denk aan religieus erfgoed, historische interieurs, kunstcollecties, maritieme collecties, agrarische collecties en roerend erfgoed op molens. Ook Erfgoedhuis Zuid-Holland vindt deze aandacht belangrijk. Senior adviseur Ellen Steendam: “Een museum kan besluiten een thema niet langer te voeren, waardoor een collectie in de vergetelheid raakt. Particulieren en verzamelaars bewaren hun spullen vaak met liefde, maar zonder plan voor de toekomst. Dan dreigt erfgoed te verdwijnen." Met de voucherregeling wil het Erfgoedhuis eigenaren van particuliere collecties ondersteunen bij het toekomstbestendig maken van hun collectie. *Doel van de regeling* Het doel van de regeling is het ondersteunen van particuliere eigenaren bij het registreren en digitaliseren van hun collecties. Op deze manier kunnen waardevol erfgoed en de bijbehorende kennis en verhalen voor de toekomst behouden blijven en beter zichtbaar worden. *Waarvoor kan de voucher gebruikt worden?* Je kunt tussen 1 februari en 31 maart 2026 een voucher aanvragen voor maximaal €8.000. Met de voucher kunnen particuliere collectie-eigenaren (een deel van) hun collectie laten registreren, fotograferen of digitaliseren. *Voor wie?* Deze voucherregeling is bedoeld voor particuliere eigenaren van collecties in de provincie Zuid-Holland. Hiermee worden bedoeld: individuele burgers, stichtingen en verenigingen. Denk aan eigenaren van een (klein, vrijwilligers- of privé-) museum, een privé-verzamelaar, molen, historische vereniging of kerkgemeenschap. *Drie typen vouchers* Er zijn drie opties waarvoor de eigenaar een aanvraag kan doen: ● Het in kaart brengen van de collectie(s); ● Het in beeld brengen van de collectie(s); ● Het gereedmaken van

(meta)data. Op onze website HIER lees je meer over deze drie typen ondersteuning, met informatie over hoe de aanvraag kan worden voorbereid. *(Source: Erfgoedhuis Zuid-Holland)*

WINDFARM NEWS - RENEWABLES

EUROPEAN COUNTRIES URGED TO ALLOCATE DEFENCE SPENDING TO OFFSHORE WINDFARMS

Allocating a portion of defence spending to offshore wind infrastructure could secure Europe against emerging security threats, according to a new report from E3G. The independent climate think tank is urging governments to co-ordinate the way they address security risks in the region, as they seek to build energy resilience through expanded offshore wind infrastructure. The think tank is urging action at the forthcoming 2026 North Seas Summit, which is due to take place on 26 January 2026. To be hosted by Germany, the 3rd North Sea Summit in Hamburg will bring together heads of state and government, energy ministers from 10 North Seas countries, the European Commission, NATO, and more than 100 industry representatives. Discussions will focus on building out efficient and interconnected energy infrastructure, with expected outcomes including intergovernmental summit declarations, agreements on co-operation projects, and commitments with industry. The 2025 NATO Summit saw allies agree that up to 1.5% of GDP be allocated for broader security-related spending, an annual figure close to €200Bn (US$232Bn) for North Seas NATO members. Now, E3G is urging leaders of North Seas countries to agree at the summit to dedicate part of this to finance a security-by-design approach for expanding energy infrastructure in the North Seas. The result of research conducted with government, industry and civil society stakeholders across Europe, E3G's new report, Empowering Europe: Delivering the security and economic benefits of clean energy in the North Seas, provides policy recommendations to enhance the future security and resilience of Europe through stronger co-operation. "North Seas' wind infrastructure can enhance Europe's security and industrial competitiveness if it is incorporated into the continent's broader security approach and industrial strategy," said E3G. "Deploying new 'dual-use' infrastructure and upgrading existing wind assets with security equipment can strengthen surveillance and protection capabilities." It said construction of this dual-use infrastructure could be funded using domestic defence and security spending in line with NATO commitments. "Delivery of the 2050 target for 300 GW of offshore wind in the North Seas will require making the most of the region's resources," said E3G. "North Seas countries will need to jointly identify essential supply chain elements for in-region manufacturing, alongside promoting better-co-ordinated schedules of offshore wind tender rollouts. Agreement at the Summit to set out a North Seas Spatial Energy Plan by 2027 would deliver the clear forward paths and the predictability needed to ensure vital investments." E3G chief executive Nick Mabey said, "Offshore wind, when built for defence and properly funded, can strengthen national security. The sector needs to carry out meticulous planning for physical and cyber

resilience, alongside efforts to secure critical supply chains and foster deeper regional co-operation. "At this year's North Sea Summit, governments must make real progress on delivery and on mapping out how countries can address these increasingly urgent issues." E3G associate director energy transition, Lisa Fischer, said, "North Seas offshore wind is not optional – it is essential. It secures stable energy, modern infrastructure, and Europe's industrial leadership. The North Sea summit must back a strong delivery agenda with real political commitment." The climate think tank said offshore wind infrastructure could be designed as a security asset to improve defence capabilities in the North Seas by including surveillance and monitoring equipment. In case of sabotage or attack, decentralised systems make it easier to restore energy supply, compared with oil and gas infrastructure, it said. The existing close energy security co-operation between North Seas adjacent countries does not yet link the energy and security dimensions, but countries need to work together to ensure that security requirements – and opportunities – are integrated into the design of the system. These discussions should also consider the growing risk from new threats such as hybrid and cyber attacks, as well as increasing extreme weather events. "Better integration of energy and security governance at the national level is a prerequisite to enable countries to align national priorities with the regionally co-ordinated security requirements," the think tank concluded. *(Source: Riviera by David Foxwell)*

ALL-ELECTRIC LIGHT CARGO TRANSFER VESSEL ENTERS SERVICE

Hydromover 2.0, an all-electric light cargo transfer vessel designed by Incat Crowther for Singapore's marinEV, a business of Yinson GreenTech, has officially entered service in Singapore. Building on the success of the prototype **Hydromover 1.0**, Singapore's first fully electric cargo vessel launched in 2023, the next-generation **Hydromover 2.0** is now transporting light cargo to vessels anchored in the Singapore Strait waiting to dock at the Port of Singapore. The launch of **Hydromover 2.0** marks a major step forward in Singapore's efforts to decarbonize its harbour craft fleet. The 24-metre **Hydromover 2.0** features an ultra-efficient hull form that maximises range and energy efficiency

while ensuring smooth navigation in challenging sea conditions. The vessel can carry a 30-tonne payload across its 70m² cargo deck and is powered by a lithium-ion battery. **Hydromover 2.0** also integrates advanced digitalisation features, including real-time analytics, route optimisation, collision detection and automated vessel management systems that helps to ensure efficient and safe operations. Fully charged in under two hours, **Hydromover 2.0** delivers high uptime and reliability for daily operations, providing 50% more cargo capacity and a 75% larger deck space than the prototype vessel. This supports greater cargo consolidation, efficiency and flexibility in port operations. **Hydromover 2.0** also boasts an increased energy storage capacity and a redesigned electrical architecture to reduce power loss. These improvements translate into a threefold increase in the vessel's operational range. Unveiling the vessel, Yinson GreenTech also announced a bareboat charter agreement with Yacht International UAE with delivery of **Hydromover 2.0** vessels to the United Arab Emirates (UAE) expected to occur by mid-2026. A memorandum of understanding (MoU) has also been signed between Yinson GreenTech, Yacht International UAE, and Wilhelmsen Port Services to advance the deployment of electric vessels throughout UAE ports. *(Source: MarineLink)*

DREDGING NEWS

ROBE SECURES FUNDING FOR COASTAL PROTECTION PROGRAM

The District Council of Robe has secured significant new coastal funding as part of a broader, staged coastal protection and adaptation program – strengthening Council's long-term response to erosion, storm damage and climate risk. The Council has successfully secured $235,000 in Coast Protection Grant funding to deliver two priority coastal protection projects at Fox Beach, with support from the South Australian Government through the Coast Protection Board. This funding, confirmed in correspondence from the Minister for Climate, Environment and Water, will support: ● $205,000 for the installation of geotextile sandbags at Fox Beach, and ● $30,000 for targeted sand replenishment works. With only $1.2 million available across South Australia in this year's funding round, the result represents a strong outcome for Robe, the Council said. "Fox Beach is one of Robe's most vulnerable sections of coastline and has been significantly impacted by storm activity and ongoing erosion. This funding allows Council to move forward with real, on-ground protection works that will help stabilize the foreshore, protect public infrastructure, and build long-term resilience for our community," said Mayor Lisa Ruffell. The newly secured funding forms part of a broader, staged coastal protection and adaptation program being delivered by the Council. *(Source: Dredging Today)*

GLDD WINS BRUNSWICK DREDGING CONTRACT

Great Lakes Dredge & Dock (GLDD) from Houston, Texas, has won an $18.1 million firm-fixed-price contract for construction services, including furnishing personnel, transportation, mobilization and demobilization, equipment and materials required in connection with a maintenance dredging project. Bids were solicited via the internet with three received, the U.S. Department of Defense (DoD) said. Work will be performed in Brunswick, Georgia, with an estimated completion date of October 31, 2026. "Fiscal 2026 civil construction funds in the amount of $18,135,000 were obligated at the time of the award," DoD said. The U.S. Army Corps of Engineers, Savannah District, is the contracting activity. *(Source: Dredging Today)*

DEME'S TSHD BREYDEL READY FOR PORT OF LONDON DREDGING

Dredging operations on the 'Sea Reach to Thames Estuary' area will begin in the following days. Port of London Authority said that "commencing on January 19, dredging and associated survey operations will be carried out within the Port of London and approaches." The licensed dumping (spoil) grounds for the dredging operations are located at: ● South Falls, ● Inner Gabbard, ● North Edinburgh Channel. The vessels involved in

these operations include DEME's trailing suction hopper dredger (TSHD) **Breydel** and the water injection dredger (WID) **Dhamra**. All vessels involved in the dredging and survey operations will display the relevant signals in accordance with the International Regulations for Preventing Collisions at Sea, Port of London Authority said. These works are expected to be completed on or around March 31, 2026. *(Source: Dredging Today)*

ORION COMPLETES TAMPA HARBOR MAINTENANCE DREDGING PROJECT

The Tampa Harbor Maintenance Dredging Project (Upper Channels) was completed after 270 days of coordinated effort in Hillsborough County, Florida, Orion said. Working alongside multiple contractors, Orion team dredged the upper channels to a depth of 34 feet MLLW while managing shared resources, active operations, and strict environmental requirements. From coordinating access with third parties to dredging near active airport runways, the work required careful planning, constant communication, and disciplined execution, Orion said. Also, the team handled material removal, barge transportation, and offloading to a remote placement facility, while managing environmental monitoring for turbidity, protected species, birds, and sea turtles. Rocks and debris within the dredge area added another layer of complexity that the crew addressed head-on. *(Source: Dredging Today)*

YARD NEWS

OMS GROUP CONTRACTS ULSTEIN FOR TWO NEXT-GENERATION CABLE-LAYING VESSELS

OMS Group, a leading provider of subsea digital infrastructure, has signed contracts with Ulstein, a world-renowned designer and builder of advanced offshore vessels, for the design and construction of two cable-laying vessels. This milestone, executed on 23 December 2025, marks the latest major step in OMS Group's fleet expansion strategy and underscores OMS's commitment to the environment and to meeting surging global demand for high-capacity submarine cable systems. This latest expansion

reflects OMS Group's clear strategic direction, to invest and build a future-ready fleet that underpins the rapidly expanding global digital economy. Partnering with ULSTEIN® and adopting the X-BOW® design reinforces our commitment to performance, sustainability, and operational excellence. Datuk Lim Soon Foo, Founder and Chairman of OMS Group. *Superior installation capabilities with a key focus on sustainability* The new vessels, scheduled to come into service in 2028, will be purpose-built to deliver not only superior installation capabilities but also a key focus on sustainability and reducing carbon emissions. The vessels will feature cutting-edge engineering and operational efficiencies, ensuring the best possible deployment of subsea networks, with the lowest environmental impact available in the market. *Ronnie Lim, Group Chief Executive Officer of OMS Group, added:* "With global connectivity demand accelerating, fleet capacity has become a critical constraint for the industry. These vessels significantly enhance our ability to execute complex submarine cable installations reliably and at scale, positioning OMS Group strongly for the next phase of global digital infrastructure growth." "At Ulstein, we are proud to partner with OMS Group on these next-generation cable-laying vessels. This confirms Ulstein's position within the design and construction of special-purpose ships. By integrating our proven ULSTEIN® X-BOW® design with advanced technologies such as the ULSTEIN® POWER Variable Speed Generator (VSG), we deliver vessels that set new standards for operational efficiency and environmental performance in this market. These solutions reduce fuel consumption and emissions. Together with OMS Group, we are committed to supporting the global digital infrastructure with sustainable, future-ready solutions. A big thank you also goes to our employees for their efforts in securing this contract," said Gunvor Ulstein, CEO at Ulstein Group. *ULSTEIN SX252: Built for performance and reliability* The ULSTEIN SX252 vessels have been designed by Ulstein Design & Solutions AS and are scheduled for delivery from Ulstein Verft in 2028. They are 130 metres long and 22 metres wide, with a capacity of up to 6,500 tonnes of cable. Accommodation is provided for 75 persons. The vessels feature two large cable tanks, two spare-cable tanks, and a hangar that encloses the cable deck. On top of the hangar, there is a large open deck for ROVs and containers. The vessel is also equipped with a 50-tonne A-frame with a towing winch for ploughing. The ULSTEIN® X-BOW® reduces motion, reducing wear on cables and cable equipment and enhancing safety and operational capability even in rough weather and high waves. *(PR-Ulstein)*

THE VYBORG SHIPYARD OF THE UNITED SHIPBUILDING CORPORATION (USC) WILL DELIVER THE ICEBREAKER VYBORG OF PROJECT 21900M2 TO THE CUSTOMER AT THE END OF 2028.

Rosmorrechflot Head Andrey Tarasenko visited the Vyborg Shipyard and inspected the construction

of the 18 MW icebreaker Icebreaker7, the agency's press service reported. The Project 21900M2 diesel-electric icebreaker, designed for operation in the seaports of the Northwestern Basin, is being built under a government contract using federal budget funds. A working meeting was also held to discuss cooperation on modernizing the domestic fleet, prospects for developing the company's production capacity, and increasing the pace of icebreaker construction. The new icebreaker will be built using domestically produced propulsion equipment, including diesel generators and rudder propellers. The vessel is scheduled to be delivered to the Northwestern Basin Branch of Rosmorport at the end of 2028. Previously, the shipyard built a series of high-tech Project 21900M icebreakers, the Vladivostok, Novorossiysk, and Murmansk, commissioned by Rosmoport. These vessels are successfully operating in the Arctic and the Far East. Project 21900M2 is a modernized version of Project 21900M, featuring modifications to the vessel's superstructure, improved aft visibility, and an increased ice class. The new icebreaker will utilize a domestically produced propulsion system consisting of two rudder-propeller thrusters, as well as a marine electric power plant consisting of four main, two auxiliary, and one emergency diesel generators. The icebreaker is capable of reaching speeds of over 17 knots in open water, operating autonomously for 40 days, and continuously breaking through solid ice fields up to 1.5 meters thick. A high degree of automation ensures the icebreaker's uninterrupted operation without the need for constant personnel in the engine rooms and central control room. The vessel is serviced by a crew of 35 and can accommodate up to 22 special personnel. In addition to providing icebreaker assistance and towing, the new vessel can also be used to transport cargo, participate in scientific research expeditions, and conduct underwater technical work. The vessel is capable of conducting ice reconnaissance and search and rescue operations using an unmanned aerial vehicle. The icebreaker's helipad provides landing capabilities for heavy-duty helicopters such as the Ka-32 and Mi-8. *(Source: Paluba; Photo: PKB "Petrobalt")*

THE ONEGA SHIPYARD IS PREPARING TO MODERNIZE ITS SLIPWAY.

In early February 2026, the Onega Shipyard (OSSZ) will begin upgrading its slipway (launching and lifting device) to accommodate heavier, high-ice-class vessels. This was announced by Karelia Governor Artur Parfenchikov following a meeting with the new head of the OSSZ, Alexander Solovyov. According to the regional governor, the work will be carried out by EnergoAlliance. The contractor expects to begin construction in March. "When beginning the reconstruction of the slipway, it is crucial to synchronize it with the ship launching schedule. In May, as Alexander Solovyov reported, the launch of a tugboat built in the workshops of the new digital shipyard is planned," the regional governor wrote on his VK page. Construction of another production building is also scheduled to begin at the OSSZ in early February. Artur Parfenchikov also praised the new head of the OSZY, who has extensive experience in the shipbuilding industry, emphasizing that Vladimir Maizus, the previous head of the Petrozavodsk shipyard, will remain with the company. "Alexander Sergeyevich has extensive experience—he worked for over 20 years at the Vyborg Shipyard, one of the key enterprises in the industry. He rose through the ranks from head of the

legal department to CEO. Now, as we begin the second phase of construction of the digital shipyard,

Alexander Solovyov's experience and expertise will help us realize our plans. Vladimir Maizus will remain at the shipyard as Executive Director—it was under Vladimir Borisovich's leadership that we took the OSZY to a completely new level," the regional governor wrote. The OSZY leadership change was announced in January 2026. Since 2022, the OSZY has been undergoing a major modernization program, which includes the creation of a "digital shipyard" on the company's premises. The first phase of the project was completed in December 2025. *(Source: Sudostroenie; Photo: OSZY (archive)*

AD PORTS GROUP EXPANDS SPANISH FOOTPRINT WITH BALENCIAGA SHIPYARD ACQUISITION

AD Ports Group has completed the acquisition of 100% of Balenciaga Astilleros Shipyard in Spain through its subsidiary SAFEEN Drydocks, part of Noatum Maritime, for a total consideration of EUR 11.2 million (about USD 13.1 million), according to an official AD Ports Group announcement. The transaction consolidates the group's operations in Spain and the wider Mediterranean and adds a specialised shipbuilding and repair asset aligned with its offshore wind ambitions. The Basque-region yard will operate as Balenciaga Shipyard and brings close to a century of shipbuilding experience together with extensive infrastructure, including two drydocks, a 105-metre slipway and automated fabrication facilities covering 22,385 sq m, supported by a 3,530 sq m cutting and manufacturing unit. The facility has a track record in structural prefabrication of large offshore modules and in building technically complex vessels. Balenciaga Shipyard is among a small number of Spanish yards capable of constructing advanced service operation vessels that act as floating bases for offshore wind

farms, alongside research vessels, offshore support vessels and specialised tugs. The acquisition strengthens AD Ports Group's capa

coming years. AD Ports Group sai
expansion and portfolio diversif
Drydocks. The yard's location offe
support existing project pipelines, c
50 skilled jobs as activity develo
transport, industrial and logistics
logistics platforms across multiple
covering ports, logistics, maritime
repair and shipbuilding business
conversion and newbuild activities
part of AD Ports Group's mariti
including shipping, marine services and drydock activities, across international markets. Balenciaga Shipyard is a long-established shipbuilding and repair facility in Spain's Basque region, equipped for construction and repair of complex vessels and offshore structures, with capabilities spanning prefabrication, assembly and advanced fabrication. *(Source: PortNews)*

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:
   - *ASENAV and SAAM sign historic partnership to build state-of-the-art tugboat in Chile*
   - *Master Boat Builders Launches Sixth Rapport 2800 Tugboat for Gulf LNG and Moran Towing Partnership*
   - *Completing the series: Med Marine launches the sixth and final RAmparts 2800 tug for OMMP*
   - *ONEX και MEGATUGS sign contract for the construction of two modern tugboats*
   - *Med Marine hands over Oudhna, the third tug in OMMP's six-vessel RAmparts 2800 series*
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)
   - *Te koop: Q Adventurer (new)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*

- *Remolques Unidos S.A. by Jasiu van Haarlem*
- *Fastnet Shipping 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