Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

ONE DAMEN ELECTRIC TUG EN ROUTE, ANOTHER FOR SALE

Dutch shipbuilder Damen has an electric-powered tugboat for sale and another sailing to the Middle East to commence zero-emissions towage. Damen Shipyards is offering a battery-electric tugboat for sale after a deal with an unnamed port authority fell through. **Aqua Pollux**, an electric-powered reverse stern drive (RSD) tugboat, is currently demonstrating its services in the UK and is available to purchase to enable harbours and owners to offer zero-emissions towage. This was built to Damen's RSD Tug 2513-E design and classed by Bureau Veritas, with an overall length of around 25 m, a beam of 13 m and a draught of around 6 m. It is currently in Southampton for the Seawork maritime exhibition, making it the first electric-powered tugboat working in the UK, albeit temporarily. It has been operating in the Benelux countries since its arrival in November 2024, where a port authority had provisionally booked it. But according to Damen sales manager for Benelux, Joost van der Weiden, **Aqua Pollux** is now being operated by a Damen crew and is available for purchase. He told Riviera there has been interest in northern Europe, but there are challenges finding charging stations for battery-powered tugs, which means **Aqua Pollux** uses its onboard Caterpillar gensets to charge its batteries, such as in Southampton. There is also interest in this electric tugboat from a Middle Eastern owner. Mr van der Weiden said another RSD 2513-E tug, **Bu Tinah 2**, is "around half-way to the UAE from Vietnam" where it was built. This is the second battery-electric tugboat Abu Dhabi Ports subsidiary Noatum Maritime acquired from Damen to operate in Khalifa Port. It is the sister tug to **Bu Tinah**, which broke the Guinness World Record as the most powerful electric tugboat in the world in Q4

2024 during its sea trials, having achieved an average high-peak bollard pull of 78 tonnes and also works in Khalifa's container terminal. Damen's first RSD-E 2513 tugboat **Sparky** has been operating in Auckland, New Zealand for three years and **Volta 1** is operating in Antwerp, Belgium. Damen is building another of this series of electric RSD tugs in Vietnam for completion later this year. *(Source: Riviera by Martyn Wingrove; Photo bottom: Willem Koper)*

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SPECIAL DAY AT SEAWORK – CONTRACT SIGNED FOR EUROCARRIER 2495 FOR WILLIAMS SHIPPING!

Signed, Sealed….and soon to be Delivered! We're thrilled to announce the latest addition to our fleet — a brand-new Eurocarrier, unveiled today at Seawork! Our Managing Director of Marine, Philip Williams AFNI, Chairman, Eric Williams, and Marine Operations Director, Richard Brooks FICS FNI, were so excited to share the news that they haven't even settled on a name yet….but here's a hint: it's going to be "Will" worth the wait. Currently known as Neptune EuroCarrier 2495, the vessel is 24m long, 9.5m beam, with a 2.1m draft, a 24-tonne bollard pull, and a 170t/m crane — built for serious work and versatility on the water. A huge thank you to Neptune Marine for their expertise and support throughout the process — helping us select the perfect Eurocarrier for our growing operations. Williams Shipping continues to invest in the future, enhancing our marine services with modern, high-performance vessels. Neptune 2495 marks another major milestone in renewing and expanding our fleet. Finally, thank you to the team at Seawork for giving us the spotlight this morning at the show. *(PR-Williams Shipping)*

EGYPT RECEIVES FIRST DOMESTICALLY BUILT ASD TUGBOAT "RAS EL-HEKMA

As part of Egypt's ongoing efforts to localize military industrial capabilities and strengthen naval operational readiness, the Egyptian Navy has officially taken delivery of its first Azimuth Stern Drive (ASD) tugboat, named **Ras El-Hekma**. The vessel is the first of three ASD tugboats being built at the

Alexandria Shipyard in collaboration with the French classification society Bureau Veritas (BV). The handover ceremony was attended by Vice Admiral Ashraf Atwa, Commander of the Egyptian Navy and Chairman of the Marine Industries and Services Authority, along with senior naval officials and representatives from global marine equipment suppliers. The **Ras El-Hekma** tugboat is of the RAstar 3200 class, known for its high-performance capabilities, including a competitive cost, enhanced maneuverability, and a powerful bollard pull capacity of 85 tons. The vessel is outfitted with state-of-the-art systems from leading international marine technology companies. This delivery marks a significant milestone in Egypt's naval industrial development. Alexandria Shipyard aims to position itself as a regional hub for the production of ASD tugboats, with ambitions to expand into global markets in the coming years. The initiative is part of a broader strategic directive by Egypt's political and military leadership to modernize the armed forces and promote local defense manufacturing. *(Source: SeeNews)*

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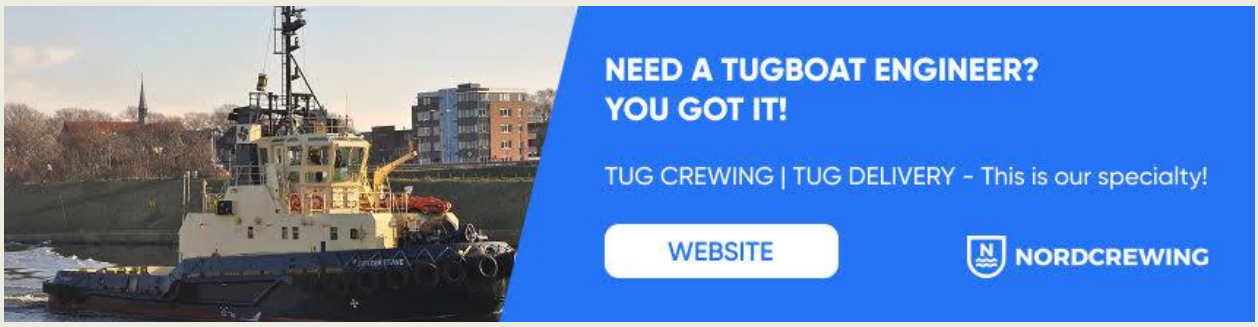

MSC'S TAKEOVER OF BOLUDA TOWAGE FINALIZED: APONTE BECOMES 50% PARTNER OF THE WORLD'S LEADING TOWAGE PLAYER

Various competent antitrust authorities have given the green light to the creation of an operator with 730 fleet vehicles active in almost 200 ports and with a turnover of 1.2 billion euros expected in 2025. The marriage between MSC's Medtug and the Spanish Boluda Towage has to happen. In fact, it has already happened. According to Iberian press sources, the entry of the group founded by Gianluigi Aponte into the tugboat holding company Boluda Corporación Marítima with a 50% stake "has already received the green light from the various competition regulators". This was confirmed, according to El Mercantil, by two sources familiar with the negotiations. In the transaction, MSC contributed approximately 200 tugboats and the goodwill deriving from the operations in various ports around the world of its subsidiary MedTug, for an estimated value of 704 million euros. The Valencian shipping group "retains control and management" of Boluda Towage, the parent company of the towing division, and "will hold 50.5% of the voting rights" on the board of directors. The

operation “does not envisage” the acquisition of additional shares by the world’s leading shipping company and options to increase its share capital would therefore be excluded. This alliance on the one hand represents a further strengthening for the group chaired by Vicente Boluda as it “strengthens” its global leadership in the tugboat sector and on the other allows MSC to further expand its weight in this business segment and to continue the path of vertical interaction started years ago. For the Spanish partner, for example, the transfer of Medtug opens the doors to key markets in Asia, such as Singapore and Malaysia. With this operation, Boluda Towage consolidates a fleet of 730 tugboats distributed in almost 200 ports around the world and a turnover of 1.2 billion euros in 2025, again according to the numbers and rumors that have emerged. In 2023, the port towage activity of the Spanish group generated a profit of 675 million euros, equivalent to 69% of the company's turnover, according to the latest consolidated balance sheet filed with the Companies Registry. The alliance between Boluda and Aponte began two and a half years ago when MSC, through the Luxembourg holding company Shipping Agencies Services (Sas), completed the first of three steps towards entry into the ad hoc company Boluda Towage Holding, also based in Luxembourg, which became the sole shareholder of the Madrid-based tugboat division at the end of 2022. Shipping Agencies Services had entered the capital with an initial non-monetary contribution of 7.27% of the capital, then in January 2023 it had made a second capital contribution for a value of 118 million euros, adding a further 8.38% and reaching 15.6% of the capital. According to the consolidated balance sheet of the Spanish group – El Mercantil also reports – MSC contributed “18 tugboats and port operations to Gioia Tauro and Sines” from its subsidiary MedTug. The third takeover of MSC, with a rise of up to 50%, has been as mentioned just approved by a large group of regulatory authorities of various countries in which MedTug and Boluda operate. In this final phase of the operation, Aponte's company has added "160 harbor tugs". The partnership with MSC will provide Boluda with significant financial power. In addition to its operations in Singapore and Malaysia, Medtug opens to Boluda the doors of port towing in Italy, Malta (Valletta and Marsaxlokk), Norway (Floro), Greece (Piraeus, Thessaloniki and Kavala) and Colombia (Santa Marta). "MSC's equity contribution strengthens Boluda's balance sheet because it is not debt. The company is growing in terms of volume and gross operating profit, diluting and reducing its financial leverage in relative terms," the same sources explained. It is particularly interesting to note that this marriage was born from what was initially supposed to be a competitive war between Boluda itself and the MSC shipping company, which in 2020 had set up Medtug to provide its own towage service in some strategic ports for its lines and its container terminals such as Antwerp in Belgium, Rotterdam in the Netherlands, Valencia in Spain and Gioia Tauro in Italy. By entering new markets, making acquisitions and participating in tenders for towage services (especially in Italy and Spain), the two expert shipowners Vicente Boluda and Gianluigi Aponte agreed that perhaps it would have been better not to go to war but to work together to create the first global player active in the towage business. *(Source: Shipping Italy)*

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CARONTE&TOURIST RESTARTS THE ASSAULT AGAINST TOWING IN THE STRAIT

Having received another no from the Port Authority, the company returns to the TAR against the tariffs of Rimorchiatori Augusta (MSC). The ruling with which a year ago the Administrative Justice Council for the Sicilian Region (the second level of administrative justice on the island) accepted the appeal of Caronte&Tourist against the structure of the towing service in the Strait of Messina did not lead to any changes whatsoever, so the ferry company has once again taken legal action. This is what we learn from a ruling by the same court which declared the appeal that Caronte had filed for compliance with the ruling of April 2024 inadmissible due to a supervening lack of interest. That ruling essentially established that the Harbour Office had to accept Caronte's request to review the tariff system that has regulated the towing service entrusted to Rimorchiatori Augusta (MSC group) in Messina, Milazzo and the Strait since 2017, providing for the charging of users for the cost of maintaining the readiness service (in addition to the assistance and maneuvering fees), because it was the result of an experiment that should have been two-yearly or in any case ended by a pre-established date: "The Administration could not avoid the obligation to provide for the request for evaluation of the experimentation period determined by the regulatory discipline with the ultimate aim of restoring an ordinary regime and, if necessary, to highlight the further needs for further investigation and the estimated period required for the same". Hence the appeal for compliance. “However – we read again in the sentence from a few days ago – during the proceedings, the Port Authority has taken steps, in compliance with the aforementioned sentence, to adopt the provision (…), with which it has once again rejected the request made by the appellant”. The battle, however, is not over, because, we finally learn, even against this latest rejection Caronte&Tourist “has filed a specific appeal before the TAR for Sicily, Catania branch”. *(Source: Shipping Italy)*

UK OWNERS ORDER WORKBOATS FOR OFFSHORE, CONSTRUCTION AND

SALVAGE

A Scottish and an English owner have multipurpose towage workboats under construction in the Netherlands to improve their maritime, offshore and salvage capabilities. Williams Shipping and Leask Marine have ordered multipurpose workboats to support maritime, salvage and offshore applications as demand rises. The UK-based vessel owners are expanding their fleets with catamaran workboats to extend their capabilities for shallow-water maritime activities, such as supporting marine construction; barge and vessel towage and salvage; and offshore operations such as boulder removal, near-shore cable laying and maintenance. Williams Shipping has purchased a workboat from Neptune Marine's shipyard in the Netherlands as part of its renewed investment in its fleet to enhance its marine services. It signed the agreement with the Dutch shipbuilder for a Eurocarrier 2495 workboat at the Seawork exhibition in Southampton, UK, on 11 June 2025. This 24-m, 168-gt vessel has a beam of around 10 m, a draught of 2 m, a bollard pull of 24 tonnes and a speed of 10 knots. It has a Heila deck crane, anchor handling and towing winch, split-drum winch with a pull of 70 tonnes at the first layer, a tugger winch and a 25-tonne towing hook. Propulsion consists of two Volvo Penta D16 main engines compliant with IMO Tier III regulations, each developing 625 kW at 1,900 rpm, two 1,650-mm diameter propellers in nozzles and an 80-kW bow thruster. Williams said it will be launched in August 2026 and completed soon afterwards, joining its fleet of three catamaran tugboats, four road-transportable Meercat vessels, six fast launches, 12 pontoons and barges and seven smaller workboats. Leask Marine has ordered a multicat (MuC) workboat from Damen Shipyard for delivery in January 2026 as it expands its offshore and salvage capabilities across the UK. **C-Trojan** will be a 430-gt, 31-m MuC 3113 vessel with dynamic positioning to DP1 and Bureau Veritas class, a beam of 14 m, a draught of 3 m and a cargo area of 165 m2. Leask Marine business development manager Ryan Wilson told Riviera this will be the fourth vessel in its fleet and will be outiftted with equipment for offshore and marine applications. "We also have aspirations to order a DP2 vessel in the future as we want to go further offshore and expand our capacity," he said. C-Trojan will have a bollard pull of 31 tonnes, a speed of 10 knots, two Cat C32 Acert main diesel engines compliant with IMO Tier III poviding total power of 1,790 kW. These will drive two Promarin fixed pitch propellers of 1,900 mm diameter in Optima nozzles through Reintjes WF 580 gearboxes. This workboat will also have an electrically driven bow thruster of 184 kW and a stern thruster of 147 kW for additional manoeuvres. On the deck, there will be an anchor-handling winch, towing winch, four tugger winches, two HS Marine deck cranes, while below there will be four Caterpillar C7.1 generator sets. Other vessels in the Orkney, Scotland-headquartered Leask fleet includes 2021-built DP 1 EuroCarrier 2611 C-Horizon, 2021-built Multicat 2712 C-Force and 2011-built Multiworker 26 C-Odyssey, which Mr Wilson said could be sold. "We do a lot of work with tidal and wave energy developers, boulder

clearance, cable landing and salvage and wreck removal work," said Mr Wilson. *(Source: Riviera by Martyn Wingrove)*

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CLASS KEEPS SAFETY AT THE CENTRE OF THE TOWAGE INDUSTRY

Standards need to be upheld as tug owners, designers and builders turn to new fuels and onboard energy storage. Classification societies are essential to the development of new technologies and propulsion using alternative fuels in tugboats, as the port and towage sector drives towards decarbonisation. They provide safety assurance and technical expertise to tug owners, designers and builders deploying various technologies and innovations, from the engineroom to the wheelhouse, to improve operational efficiency and reduce emissions. Bureau Veritas Marine & Offshore is a leader in classifying tugboats, supporting vessel design innovation and the adoption of battery technology and low-carbon fuels in the towage sector. It has classed the most tugs and is supporting designers and builders such as Damen Shipyards in developing designs for vessels using fuels such as methanol. Bureau Veritas Marine chief executive for the Nordic region, Gijsbert de Jong, says safety should not be overlooked when adopting new technologies. A key role of the classification society is to ensure safety continues to be considered during innovation, he tells International Tug & Salvage during a video interview at the TUGTECHNOLOGY '25 conference in Antwerp, Belgium, in May 2025. Mr de Jong says dialogue is an important aspect of keeping safety at the centre of the towage industry. Early-stage conversations with all the stakeholders are crucial to ensuring innovation is adopted safely, using current standards. "Safety should not be overlooked or forgotten beneath all the different innovations that are ongoing," he says. "We need to keep our two feet on the ground to make sure safety remains of foremost importance to us." As the industry works through the latest battery and digitalisation technologies, or trials alternative fuels, safety must be maintained, and dialogue is needed with all involved parties from the outset. "The key is to keep having early-stage conversations with all the stakeholders to make sure the innovation gets done safely, and that there are proper standards in place to ensure safety standards are being upheld," says Mr de Jong. "And when there are no safety standards, that we work together to develop them." Classification societies can help create standards and procedures for safer ship handling and towage. They can ensure new

standards are acceptable to the industry, regulators and flag states. "This also ensures there is a level playing field for the adoption of those new technologies," Mr de Jong adds. "That is a helpful feature of those conversations. It is about listening to what is happening, having conversations with all stakeholders and supporting the development of the necessary standards and methodologies to ensure we can implement them in a proper way." Bureau Veritas facilitates collaborative approaches to developing innovations, calling on almost two centuries of experience with the towing industry. "We have always focused on the towing industry and been engaged with owners as well as the shipyards and designers, to work together and ensure we have appropriate standards," says Mr de Jong. "We have the expertise in the field to address the specifics of tugboats; not just on the design and naval architecture side, but also on the practical operational side." Bureau Veritas has supported Damen Shipyards with its new designs for battery-electric tugs and for fuel-flexible tugs such as those prepared for using methanol or ethanol fuels. It supports Damen through a risk-based approach to naval architecture and engineering. It has also supported owners and shipyards in deploying energy storage systems (ESS) on tugs, such as the series Damen has built to date – **Sparky**, **Voltra 1**, **Bu Tinah**, and a second for Noatum Maritime – and the ongoing construction programme. Battery safety concerns. On 14 May, Bureau Veritas called for greater clarity regarding standardised safety regulations to advance the development of maritime electrification technologies, such as ESS and onshore power supply (OPS). Battery systems remain under-regulated despite growing safety concerns, says Bureau Veritas president Matthieu de Tugny. Thermal runaway is a risk within lithium-ion battery technology on vessels. Rapid, uncontrollable increases in battery temperature can lead to fires that are difficult to extinguish and pose a significant hazard to crew welfare. He says current safety guidance remains fragmented and largely non-mandatory. "Electrification technology is well established in the shipping industry. However, to scale effectively and safely, ESS and OPS systems must be supported by robust, standardised and mandated safety regulations," says Mr de Tugny. "Without clear international safety standards that regulate the integration of battery systems – particularly regarding fire prevention, crew training and emergency response – owners and operators may lack the assurance needed to integrate these systems into their decarbonisation strategies," he explained. "The industry must work collectively to bridge the current regulatory gap to ensure electrification technology achieves its potential in driving shipping's decarbonised future." *Other class societies* Lloyd's Register is also supporting ship designers and owners working to adopt new fuels in tugboats. It has been supporting CMB.TECH in its development of tugs with dual-fuel hydrogen-diesel engines and fuel storage and handling systems, again using a risk-based approach. The UK-based society is updating its digitalisation portfolio by enhancing the OneOcean platform to address the evolving challenges of voyage planning, regulatory compliance and operational efficiency. It added features aimed at improving voyage safety, reducing human error and streamlining fleetwide operations. It has added enhanced passage planning capabilities, under-keel clearance policies and tidal height data to reduce grounding risks, has improved cyber security, and its ability to configure and automate critical processes to reduce workloads. ClassNK supported the conversion of tugboat **Sakigake**, initially built to run on LNG but now using ammonia fuels in Japan. NYK has achieved up to 95% combustion of ammonia in dual-fuel

engines on this vessel during operations by its subsidiary Shin-Nippon Kaiyosha in Tokyo Bay. Sakigake was converted to run on ammonia fuel by NYK and IHI Power Systems, in co-operation ClassNK, as part of a green-innovation funded project under Japan's New Energy and Industrial Technology Development Organisation. ABS supported the construction and classification of battery-electric tugboats, such as three built by Sanmar Shipyards for HaiSea Marine's operations in British Columbia, Canada. These tugs have ABS notations demonstrating low emissions and underwater-radiated noise following trials in British Columbia by the tugs' designer, Robert Allan Ltd. ABS also classes new harbour and terminal tugs built in US shipyards for domestic owners and ports with low-emissions notations demonstrating they comply with the nation's stringent Tier 4 standards. Italy's RINA is supporting ports in their drive towards maritime sustainability, with the latest development involving Chidambaranar Port Trust launching India's first pilot-scale project for port decarbonisation. The authority evaluated alternative fuel options including green versions of hydrogen, ammonia, LNG and methanol. With RINA's support, it selected green methanol as a fuel for harbour vessel propulsion, port operations and bunkering facilities. Its detailed project plan has been approved by the Ministry of Ports, Shipping and Waterways and the Ministry of New and Renewable Energy to become India's first green-methanol bunkering centre. *(Source: Riviera by Martyn Wingrove)*

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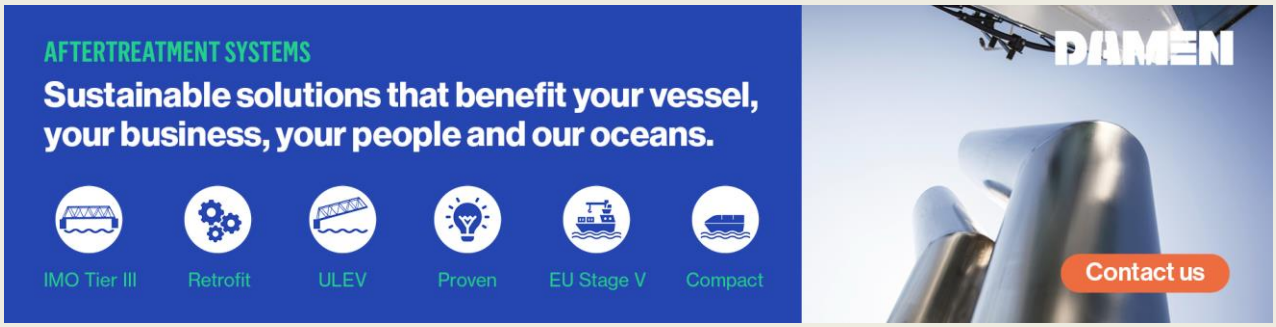

U.S. COAST GUARD'S NEW ICEBREAKER USCGC 'STORIS' TRANSITS PANAMA CANAL EN ROUTE TO ARCTIC

On the way to its initial Arctic deployment U.S. Coast Guard icebreaker Storis (WAGB 21) has transited through the Panama Canal. The polar class 3-equivalent vessel departed from the Bollinger Shipyards in Pascagoula, Mississippi on June 3, 2025. The vessel arrived near the canal's northern entrance on June 11. After an 18-hour hold outside Limon Bay near the Gatun locks, Storis proceeded through the first set of Panama Canal locks on its route to the Pacific. The transit took around 8 hours and the vessel exited the canal through the Miraflores locks late on June 12. U.S. military ships have been entitled to "expeditious passage through the Canal at all times" since handing-over operation of the canal to Panama in 1999. In recent months there have been ongoing tensions with the Trump Administration

over control of the key waterway. During a visit in February Secretary of State Marco Rubio asserted that Panama "[had] agreed to no longer charge fees" to U.S. government vessels passing through the canal, though he later walked back his comments and Panamanian officials denied his claims. It is unclear if or when Panama's government plans to implement any preferential treatment for U.S. vessels. Rubio also secured guarantees from Panama to lessen China's influence over the canal including by exiting from a Chinese lending program. It is not clear if **Storis** received a priority transit slot to pass through the canal. Traffic, especially in the southbound direction to the Pacific was light at the time with the canal authority's website indicating just a half-day wait. The canal authority and the USCG media office did not respond to requests for comment if the icebreaker paid a fee to transit or received free passage. Transits can cost up to $500,000 for the largest vessels, with most large ships paying between $60,000 and $150,000 in fees. Storis is set to arrive in San Diego on July 2, 2025 with the expectation that it'll depart for the Arctic shortly thereafter. According to the U.S. Coast Guard the vessel's official commissioning ceremony will take place in August at **Storis'** future home port in Juneau, Alaska. The new icebreaker is the initial vessel in a push to significantly expand the U.S. fleet. A key step toward producing numerous ice-class vessels for the Coast Guard came earlier this week with Canadian shipbuilder Davie announcing plans to acquire assets in Galveston and Port Arthur, Texas. These developments could place the state at the heart of U.S. efforts. "We share a vision with Gulf Copper to make Texas a world-class hub for American icebreaker and complex ship production," said James Davies, President and CEO of Davie. "Texas is ready to lead a new Golden Age of American shipbuilding—backed by our commitment to delivering ships on time, on budget, and in service of national security priorities." *(Source: gCaptain)*

CONSTRUCTION STARTS ON ELECTRIC TUG AND PILOT BOAT

Shipyards have started building an electric tugboat and a battery-powered pilot transfer vessel for the largest commercial port in Portugal . Portuguese naval engineering group Seapower is producing two battery-electric workboats for the Port of Sines, the largest commercial port in Portugal, for zero emissions when transferring pilots and docking container ships. It is working with a Turkish and Portuguese shipyard to construct these vessels, which are both European Union-funded projects, expected to be completed in June 2026. According to Seapower naval engineer, Nuno Alentejaro, a17-m electric multi-task harbour tug is being built by the company in Portugal and will be completed by Atlantic Eagle Shipyard in Q2 2026. He told Riviera the Bureau Veritas-classed tugboat will be completed in May and undergo sea trials in June 2026. It will have a steel hull with a beam of 8 m, a draught of 2 m for shallow-water operations, a bollard pull of 14 tonnes and a service speed of 8 knots. Its propulsion comes from Ampere-manufactured batteries driving two Schottel rudderpropellers. Also for the Port of Sines, Seapower is producing an all-electric pilot vessel with a maximum speed of 20 knots and a service speed of 16 knots. At the Seawork exhibition in Southampton, UK, Mr Alentejaro said this vessel will be built by Izmir Shipyard in Turkey and outfitted in Portugal. Using an IZ-1540 design, this 16-m vessel will have a 4-m beam, 1-m draught and 900 kWh of Ampere batteries. Its design is certified by classification society DNV, and it is also scheduled for completion in May 2026 with sea trials in June. *(Source: Riviera by Martyn Wingrove)*

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PROCADIA TUG 38

De **PROCADIA TUG 38** (ex *SVITZER REDBRIDGE* - IMO 9116888) vertrek met de ponton K 224 uit Madagascarhaven via de Noordersluis naar West Afrika, met een tussenstop op Las Palmas. **Svitzer Redbridge**: Completed: 08/1995 Builder: Yorkshire Dry Dock Co Ltd, Hull ; Yard Number: 339 ; Dimensions: 399grt. *(Photo: Jan Plug)*

ACCIDENTS – SALVAGE NEWS

CREW RESCUED FROM SINKING BULKER IN INDIAN OCEAN

All 23 crewmembers aboard the Panama-flagged bulk carrier **Run Fun 3** have been rescued after abandoning their sinking ship in the Indian Ocean. The 172-m-long ship, built in 1997, departed Singapore and was sailing towards Togo when it began sinking due to an unknown cause of cargo hold flooding. The crew who escaped on life rafts were drifting at sea and were picked up by another bulk carrier, the **Maple Harbour** – commercially managed by C Transport Maritime (CTM) and part of the Supramax RSA Fleet from Stone Shipping's chartered-in fleet of vessels. "The crew of the **Run Fu 3** did everything possible to save their vessel, but at 08.15hrs local time, their captain made the

decision to abandon ship," CTM said. The incident onboard Zhangjiagang Oceanicwit Shipping-owned 32,900 dwt bulker took place approximately 500 nautical miles south of the Maldives, the South Korean Ministry of Oceans and Fisheries said. Following the rescue, the Maple Harbour, owned by South Korea's Hangang Global Shipping, headed to Port Louis, Mauritius, where the **Run Fun 3**'s crew safely disembarked. *(Source: Splash24/7)*

CARGO SHIP RUNS AGROUND WHILE EN ROUTE TO SVG

The Guyanese-flagged cargo vessel **Hein** (Imo 6702284) has partially submerged after running aground on the southern side of Monas Island. The incident occurred after the vessel's cargo of bricks reportedly shifted while en route to St. Vincent. To prevent capsizing, the crew made the decision to beach the vessel. Authorities have confirmed that there are no breaches in the hull, and efforts are underway to refloat the ship. However, hydrocarbons have begun leaking from the bilge, raising serious concerns about environmental contamination in the Chaguaramas Basin and the Gulf of Paria. The leakage poses a direct threat to marine life, fisheries, and nearby coastal communities. Environmental watchdog group Fishermen and Friends of the Sea (FFOS) is urgently calling on the Ministry of Energy, the Institute of Marine Affairs (IMA), and the Environmental Management Authority (EMA) to immediately activate the National Oil Spill Contingency Plan. FFOS is also urging the deployment of oil containment booms to mitigate further pollution. "This is not just a maritime issue—it's an ecological emergency," FFOS stated. "Immediate containment is critical. We cannot afford to wait." Authorities have yet to issue an official statement regarding the leak or confirm the timeline for containment measures. *(Source: St, Vincent Times)*

GREAT LAKES FREIGHTER RUNS AGROUND IN THE ST. MARYS RIVER

The U.S. Coast Guard said it is responding to a U.S.-flagged freighter that ran aground and reported mechanical issues in the St. Marys River. Around 3:50 p.m. on Sunday, the 806'x75' self-discharging bulk carrier **Honorable James L. Oberstar** reported vibrations while underway east of Neebish Island, Mich. According to the vessel's owner, the Interlake Steamship Company, Middleburg Heights, Ohio, the ship grounded while attempting to make a turn about 30 miles downriver from the Soo Locks. The **Honorable James L. Oberstar** was carrying limestone at the time of the incident and reported there were no injuries on board. The laker, which is now at anchor, has a total maximum

capacity 108,000 gals. of fuel and other product, according to the Coast Guard. No pollution has been reported. Interlake said the vessel is stable and added that its incident response team has been on site actively supporting response efforts since the initial incident. On Tuesday, a unified command was established consisting of the Coast Guard; the Michigan Department of Environment, Great Lakes, and Energy; Chippewa County; and Interlake. Federal, state, local, and partner organizations are also aiding the response. Representatives from the Northern Michigan Area Committee, including the Army Corps of Engineers, the Sault Tribe of Chippewa Indians, the Bay Mills Tribe, and the City of Sault Ste. Marie are advising the unified command team. "The [unified command's] operational priorities are ensuring the safety of the public and responders, protecting wildlife and the environment, ensuring economic activities in the area are minimally affected, and the safe transit of the vessel," the Coast Guard said. "We are working in full cooperation and coordination with the appropriate authorities, including the U.S. Coast Guard, the third-party OSRO [oil spill removal organization], salvage response teams, and other key stakeholders to ensure a safe and effective resolution," Interlake said. *Ship's history* The ship known today as the **Honorable James L. Oberstar** was originally named the **Shenango II**, built by the American Ship Building Company, Toledo, Ohio, in 1959 as a 710' gearless bulk carrier for the Shenango Furnace Co. The vessel was acquired by Interlake Steamship Company and renamed **Charles M. Beeghly** in 1967. In 1972, it was lengthened by 96' at Fraser Shipyards, Superior, Wis., and in 1981, the ship was converted at the same yard to become a self-unloader capable of discharging cargo at a rate of 6,000 tons per hour. During its 2008–2009 winter layup at Bay Shipbuilding, Sturgeon Bay, Wis., the ship's General Electric Co. steam turbine power plant was replaced with two Bergen B:32:40L diesels, and diesel exhaust scrubbers were installed at the same yard in 2015. In 2010, the vessel was renamed **Honorable James L. Oberstar**. *(Source: Workboat)*

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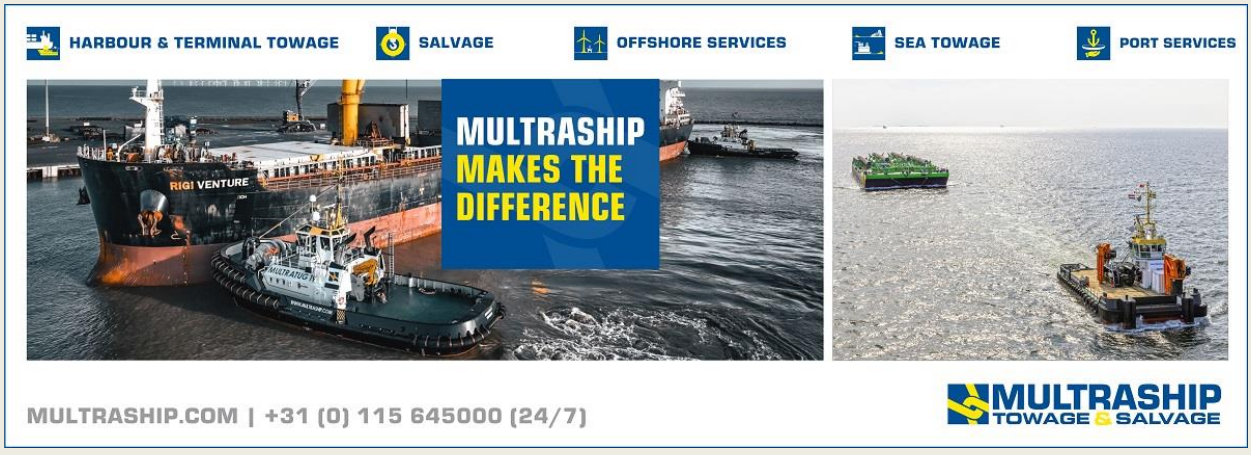

THE MOTOR SHIP "OT-2439" IS BEING PREPARED FOR LIFTING AND TOWING TO THE REPAIR SITE

The diving survey of the motor ship "**OT-2439**", which sustained damage to the hull at the Kazachinsky rapids of the Yenisei River, has been completed. This was reported by Krasnoyarsk transport prosecutor Trofim Khmelevsky. Work is currently underway to prepare for lifting and towing the partially sunken vessel to the site of the proposed repair. The installation of booms over 900 m long has been completed, the treatment of the Yenisei River with sorbent and the removal of contaminants from the water surface continue. "Administrative proceedings have been initiated against the guilty officials for violating the rules for releasing ships for navigation and the requirements of technical regulations. I have taken control of the progress and results of the

investigation of the criminal case initiated by the investigative body on this fact," the prosecutor said. As previously reported by IAA PortNews , the **OT-2439** motor ship sustained damage to its hull on the Yenisei while sailing downstream with two empty barges. The head of the Investigative Committee of Russia, Alexander Bastrykin, ordered a criminal case to be opened. A submission was made to the management of PJSC Ob-Irtysh River Shipping Company demanding that immediate measures be taken to eliminate the consequences of the oil spill. *(Source: PortNews)*

OFFSHORE NEWS

NEW OFFSHORE SUPPORT VESSEL RAWABI 73 IS COMMISSIONED BY VALLIANZ HOLDINGS, BUILT BY PREMIER MARINE SHIPYARDS

In a major leap forward for regional maritime capability, Dubai-based Premier Marine Shipyards has launched its most advanced offshore support vessel to date — **Rawabi 73**, a 70-metre Anchor Handling Tug Supply (AHTS) vessel custom-built for Vallianz Shipbuilding & Engineering Pte Ltd ("VSE"), a wholly-owned subsidiary of Vallianz Holdings Limited. VSE is building the vessel on behalf of Rawabi Vallianz Offshore Services. The launch of this state-of-the-art vessel marks a significant milestone in UAE's shipbuilding sector and showcases the power of cross-border collaboration, innovation, and industrial excellence. Premier Marine Shipyards launched the **Rawabi 73** vessel at an official ceremony at the Dubai Maritime City. The mega event was attended by Ling Yong Wah, Executive Director and CEO of Vallianz Holdings Limited; Walter Van Aarde, General Manager of Rawabi Vallianz Offshore Services; Hemant Tandon, Managing Director of Premier Marine Shipyards, Mohammad Al Tamimi, Ast. Manager — Reservation, Dubai Maritime City & Abdulla Esam Abdulla, MEM Senior Manager — Operations, Dubai Maritime City alongside key officials, industry leaders, and guests. Designed to perform a wide range of critical functions — including anchor handling, towing, firefighting, rescue, and subsea support — the vessel represents a new era in offshore support. It also offers modern accommodation for up to 50 personnel, ensuring crew comfort and safety on extended missions. *Proud moment* Hemant Tandon, Managing Director of

Premier Marine Shipyards in Dubai, called the launching of the vessel a proud moment for the company and a significant advancement in regional maritime capabilities. “This launch marks a proud milestone for Premier Marine Shipyards and reflects months of engineering excellence, precision, and collaboration,” says Tandon. “The vessel has been purpose-built to meet the complex and evolving demands of offshore operations — from oil and gas exploration to renewable energy support.” He emphasises the shipyard’s long-term vision for innovation, sustainability, and client-focused design. “As the maritime industry transitions to cleaner and more capable technologies, we’re investing in vessels that reflect those values. This AHTS vessel represents not just power and performance but our broader goal of helping our clients operate safer and smarter at sea,” he adds. *Collaborative spirit* He adds: “This achievement was only possible because of the unwavering support and shared vision of our partners, clients and workforce. Together, we are setting new benchmarks in maritime excellence and positioning the region as a global hub for offshore marine solutions.” Tandon notes: “The successful launch of **Rawabi 73** signals a major achievement for the regional maritime sector, showcasing Premier Marine Shipyard’s growing stature as a shipbuilder of choice for complex offshore vessels. With its advanced capabilities, smart systems, and world-class safety and environmental standards, **Rawabi 73** is not just a vessel — it’s a statement of intent.” *Rawabi 73 embodies strength in partnership* Ling Yong Wah, Executive Director and CEO of Vallianz Holdings Limited, echoes the sentiment, praising the partnership that brought Rawabi 73 to life. “It is truly an honour to be part of this celebration marking the launch of **Rawabi 73** — a vessel that stands as a symbol of innovation, excellence and the strength of collaboration,” he says. Ling further adds: “This achievement would not have been possible without the strong trust and partnership between Hemant Tandon, myself and between the dedicated teams at Premier Marine Shipyards & Vallianz Holdings Limited. “Both teams have worked tirelessly to overcome challenges, combining expertise, dedication and a shared commitment to quality. “This vessel reflects our collective pursuit of world-class service, mutual respect and the power of working together as one team to achieve common goals.” (Source: Gulf News)

Advertisement

SEISMIC SURVEY VESSEL – PXGEO 2

The oil and gas industry never ceases to amaze with the huge variety of vessels built, seemingly at with no expense spared, and designed to concentrate on one major element of the requirements of that industry. These vessels are true niche players, and they come in every shape and size, most of

which amazing to look at, although not exactly pretty. However, there are the odd ones that do have

a certain, almost yacht like, look about them. In the main, these better-looking oil and gas vessels tend to represent that part of their industry that sends just about every South African wannabe environmentalist into an apoplectic tizzy, and always manages to get their proverbial knickers in a twist, whenever one is scheduled to turn up off the coast, and do the job for which they are designed. It has been a while since this has happened, but they do still pass through enroute from one contract to another. I am, of course, referring to a seismic survey vessel. On 4th June, at 11:00 in the late morning, the seismic survey vessel '**PXGEO 2**' (IMO 9620114) arrived off Cape Town, from Comodoro Rivadavia in Argentina. She entered Cape Town harbour, proceeding into the Duncan Dock, and went alongside the Landing Wall, which indicated a little bit more than the usual logistics requirements was required. With her keel laid in November 2012, she was launched in January 2013, and delivered to her owners in February 2014. She was built by the state owned Shanghai shipyard, at Shanghai in China, and is 100 metres in length, with a gross registered tonnage of 10,882 tons. She is powered by two Rolls-Royce Bergen B32:40L8 eight cylinder, four stroke, main engines producing 5,365 bhp (4,000 kW) each. This gives her a bollard pull of 143 tons for her seismic survey array towing requirements. Her engine output drives two Rolls-Royce, nozzled, controllable pitch propellers for a transit seaspeed of 15 knots. Her auxiliary machinery includes two Rolls-Royce Bergen C25:33L9 generators producing 2,880 kW each, and a single Caterpillar C9 ACERT emergency generator providing 280 kW. For added manoeuvrability she is fitted with a Kongsberg TCNS 73/50-180 retractable bow azimuth thruster providing 1,000 kW, and a single Kongsberg TT2200 bow transverse thruster providing 1,800 kW. For her seismic survey requirements **'PXGEO 2'** is capable of towing up to twelve streamers, each 8 kilometres in length, and capable of conducting both 3D and 4D surveys. The streamers come from Sercel, and she has three LMF 62S/138 acoustic airgun compressors, and a single LMF V117/5518 airgun compressor. She has eight

hydrophones spaced 12.5 metres apart, mounted on each 150 metre section of streamer, and her streamer array is steered using an ION integrated system. Designed by Rolls-Royce to their UT830 CD design, **'PXGEO 2'** has an ice classification of ICE 1C which allows her to navigate independently in first year Baltic Sea ice thickness of up to 0.4 metres. For offshore crew change and logistics requirements she is fitted with

a flush bow helideck, with a diameter of 22.8 metres, and a weight restriction of 15.6 tons, allowing her to accept the largest helicopter currently utilised by the oil and gas industry, namely the Sikorsky S-92A helicopter. Owned by Sinopec Offshore Oilfield Services Co., of Beijing in China, **'PXGEO 2'** is both operated and managed by PXGEO Seismic Services DMCC, of Dubai in the United Arab Emirates. She was originally launched as **'Fa Xian 6'**, and as a seismic survey vessel was the first of her type to be built in China. She was originally delivered for operation by the Shanghai Offshore Petroleum Bureau, which is a part of the Chinese state owned conglomerate, Sinopec. Her operational contracts with PXGEO have taken her around the world. In 2022 she conducted an eight month 3D seismic survey undertaken in the northern Red Sea, off the coast of Egypt, after which she proceeded to the North Sea for a further seismic survey. From there **'PXGEO 2'** proceeded to Australia where she conducted a 3D seismic survey in the Carnarvon Basin, off the northwest coast of Western Australia. In 2023 she returned to the North Sea where she conducted a 3D seismic survey for Shell, before heading across the North Atlantic ocean, where she continued to be under contract for Shell, and carried out surveys of the Manakin-Cocuina field over a seven month period, and a survey of the shallow water Block Modified U(c) field, which took her into 2024. Heading back into the southern hemisphere in 2024, **'PXGEO 2'** arrived off the coast of Tierra del Fuego, in the far south of Argentina, and based out of Ushuaia, she conducted 3D survey 26 nautical miles south of Tierra del Fuego on behalf of Shell. In March 2024, she moved to the northern coast of Argentina, off Comodoro Rivadavia, and conducted a 3D seismic survey on behalf of the Argentinian oil company YPF, in the ultradeep Block CAN 102, which is located 146 nautical miles offshore in the Argentine North Basin. As expected, her time in Cape Town was not long, and after just 26 hours alongside, **'PXGEO 2'** sailed from Cape Town, now with her AIS showing she was headed to the Far East, and her next destination port was Singapore, likely a further bunker stop, or a possible maintenance call. At least her call in Cape Town did not result in a clarion call for the vociferous local anti-oil industry brigade to grab their plastic banners, get into their motor cars, and head down town to protest her presence in the Mother City. *(Source: African Ports & Ships by Jay Gates; Photo: Dockrat)*

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DUBAI FIRM CHARTERS 42-YEAR-OLD SEAMEC DSV

Indian offshore vessel operator Seamec has inked a charter for one of its diving support vessels (DSV) with Dubai-based Mubarak Bridge Maritime. The UAE firm hired the 1983-built **Seamec III** DSV on a 20-day firm charter at a dayrate of $70,000. The charterer also has an option to extend the contract. The vessel will operate off the West Coast of India to support round-the-clock offshore and subsea services. Operations include saturation diving, ROV support, surveys, and subsea crane work. The total contract value, excluding tax, is $2.16m and includes mobilisation and demobilisation. Work under the deal is already underway. *(Source: Splash24/7)*

GLOBAL OFFSHORE SERVICES EXPANDS FLEET WITH AHTS BUY

Indian offshore vessel owner Global Offshore Services has expanded its fleet with the acquisition of an anchor handling tug supply (AHTS) vessel. According to a regulatory filing from the Bombay Stock Exchange, the acquisition of the vessel continues the company's ongoing efforts to strengthen its position in the offshore logistics and maritime services sector. The newly acquired AHTS will support anchor handling, supply runs, and emergency response operations for offshore oil rigs and platforms. The vessel is equipped with dynamic positioning technology and firefighting capability 1 (FIFI1), making it suitable for high-demand offshore operations. No more details were revealed regarding the transaction. According to Equasis, the Indian company currently has two vessels in its fleet – the 2007-built **Kamet** PSV and the 2009-built **Mahananda** AHTS. The firm used to operate over 15 vessels until the oil market crash in 2015. *(Source: Splash24/7)*

OCEANEERING ENTERS VESSEL SERVICES AGREEMENT FOR HARVEY DEEP SEA

Houston-headquartered Oceaneering International, Inc. (NYSE:OII) reports that its offshore projects group (OPG) business segment has entered into a vessel services agreement with a major operator for use of the MPSV **Harvey Deep Sea**. The MPSV **Harvey Deep Sea**, currently chartered by Oceaneering through February 2027, is equipped with two Oceaneering Millennium work class remotely operated

vehicles. It is expected to be used by the operator to perform subsea inspection, maintenance, and repair (IMR) and installation services in the Gulf of Mexico. Chris Dyer, OPG's senior vice president, said, "This award not only secures vessel backlog in the region but also allows us to optimize our equipment spreads and reduce scheduling uncertainty. We look forward to delivering critical subsea IMR and installation services to create value for our customer and further demonstrate our commitment to project execution that delivers safe, efficient, and high-quality results." *(Source: MarineLog)*

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REMONTOWA HAS CONVERTED ANOTHER OFFSHORE SUPPLY VESSEL INTO A DRILLING VESSEL

Before entering the Gdańsk Shipyard "Remontowa" im. J. Piłsudski SA for reconstruction, the **Fugro Zephyr** was a standard PSV (Platform Supply Vessel), of which there are many on the market. They provide service for the oil industry, including transporting goods, materials, equipment, but also people to drilling platforms. The Polish shipyard has specialised in the conversion of offshore vessels for years, adapting them to perform new functions, for which there is a market demand. In the last

three years, the following vessels have been converted into cable-laying vessels: **Cable Vigilance** , **Ile de Molene** and **Boka Ocean** . **Fugro Zephyr** was converted into a geotechnical drilling vessel for the construction of offshore wind farms. The transformation from a PSV to a geotechnical vessel meant a fundamental change in the way the vessel operated and its basic function, and consequently, radical changes to the on-board equipment, workspace and virtually all ship systems. A new deck was installed on the unit, the so-called mezzanine deck, on which, among other things, a nearly 40-meter drilling rig was placed. In the middle on the side, a wheelhouse was built, the so-called doghouse, a room with an area of several square meters intended for engineers responsible for controlling the drilling rig and all equipment used for drilling. In addition, a number of rooms were built and installed between the previously existing main deck and the one prefabricated and installed by the shipyard, including: a laboratory; a storage room for geological samples, which are initially tested in the laboratory; auxiliary rooms, such as an incinerator; a hydraulic unit room; a room for the main compressors; a room for air bottles; workshop rooms; a new companionway under the main deck, enabling quick communication between decks without the need for a superstructure. Installing the hydraulic unit (new units are hydraulically driven) was a particularly significant challenge, as it had to be installed on the old deck and then enclosed with a new deck and side walls, which required careful protection during the steelwork to avoid damage. Liquid mud tanks were also made. They are part of a large system used to produce, store and purify mud, which is necessary for the drilling process. These tanks were converted from one of the existing silos, in which the ship transported bulk cargo to the platforms before the conversion. The second of these silos was converted into a 2-story pumping station, in which pumps and other equipment of this system were installed. The next stage of the reconstruction was to connect the installation to all newly installed devices, tanks and rooms or to move or eliminate existing systems that blocked the implementation of the designed changes. A moonpool was also built, i.e. an open space from the highest deck to the bottom of the ship. Although the ship was already initially prepared for its construction - in terms of the strength of the hull structure, it had to be fully completed to be adapted to the tasks carried out after the reconstruction - the decks and bottom of the unit had to be "opened" and additional profiles, walls had to be brought out, and the moonpool cover had to be installed. It is worth adding that it is through the moonpool that the drill, together with the guiding devices, descends to the seabed. In addition, a compressor room was built to support drilling operations and to control multiple valves. The shipyard workers also modernized the ship's power grid by adding new transformers, which required rebuilding switchboards and installing additional electrical installations to connect new devices. They also installed an additional refrigerated container (after the rebuild, in addition to the crew, a large group of scientists conducting research will be on the ship, so the previous refrigerated container was too small). The works also included a complete renovation of the kitchen and mess hall - first of all, these rooms gained new quality, decor and equipment. The ship's offices, where scientists will work, were also rearranged, new telephone connections were run to the constructed rooms, new loudspeakers, alarms, fire detectors, new deck monitoring were installed - all this was also associated with the expansion of the systems on the bridge, etc. An interesting operation was the assembly of the drilling tower. It was delivered in seven parts – three elements made up each

column, and the seventh part was the upper crossbar connecting both columns. Each column was assembled on the slipway and then transported to the ship. Finally, the crossbar was tightened. The transport of these assembled elements was carried out using the shipyard's floating crane REM 220. The tower is there to pull up and put down some elements and to maneuver the pipes that are lowered through the moonpool to the seabed, acting as an extension of the drill located at the bottom. Each of these pipes can be up to 6 m long, so the drilling rig must be of the right height to allow the pipes to be placed vertically. This is of course done by specialist machines, controlled from the drilling rig control room. The pipes are connected, which allows drilling to a depth of even several hundred meters. During drilling, the vessel is precisely held in position by the DP (dynamic positioning) system. For typical drilling in coastal waters, the vessel must maintain its position with an accuracy of 1.5 - 2 m. During the conversion, one of the reference systems was added, determining the position for DP needs. **Fugro Zephyr** (ex. *Sea Goldcrest*) was built in 2019 at the Chinese shipyard Mawei Shipbuilding Limited. It is 88.80 m long and 20 m wide. The shipowner of the vessel – Fugro is a company with a global reach, in recent years actively expanding its fleet of geotechnical vessels, in response to the growing demand for offshore research. The main driver of this expansion is the dynamic development of offshore wind energy, which requires extensive geotechnical research to ensure safe and stable installation of wind turbines and related infrastructure. Fugro has recently won several geotechnical investigation contracts for large offshore wind farm projects such as Dogger Bank South and Blue Mackerel, demonstrating the demand for their services and the likely use of vessels such as the Fugro Zephyr on these projects. Fugro's strategic investment in the expansion of its geotechnical fleet positions the company as a key player in the global energy transition towards renewable energy sources. Fugro Zephyr , as a recently rebuilt vessel, is a significant asset in this strategy, enabling the company to capitalize on the growing demand for detailed seabed characterization for offshore wind farm development. In the near future, the **Fugro Zephyr** will be performing its tasks in the northern part of the coastal waters of the Netherlands, where it will be examining the seabed for the construction of wind towers. *(Source: PortalMorski by Ireneusz Gradkowski)*

Advertisement

S&P TRANSACTIONS HIT US$586M IN OSV SECTOR, DOWN 47% FROM 2024

Data indicates 59 OSVs changed hands in the first five months of 2025, down significantly from levels shown in the prior two years. On a total transaction value basis, S&P activity is down about 47% in the offshore support vessel (OSV) sector from 2024, with just 59 vessels changing hands totalling US$586M. The data, produced by Veson Nautical's VesselsValue (VV) solution, is as of 1 June and does not include fast supply vessels and small platform supply vessels of 300 dwt or less. In 2024, 104

OSVs valued at US$1,108M had been sold, and 2023 was even better, with owners acquiring 178 vessels valued at US$1,467M. *Deal, no deal* One of the vessel sales that was cancelled in May was the acquisition of **Skandi Peregrino**. Akastor ASA subsidiary DDW Offshore had agreed to sell the 2010-built AHTS to an undisclosed buyer for US$25M in March. The closing of the transaction was subject to the consent of the charterer, who declined to sign off on the deal. VV data indicated the charterer of **Skandi Peregrino** as **Esso Australia**. About US$10M of the purchase price would have been used to repay a portion of DDW Offshore's debt. With a bollard pull of 191 tonnes, **Skandi Peregrino** started a one-year charter in Australia in March. Elsewhere, Canada's Canpac Marine Services has acquired ice-class multi-purpose supply vessel (MPSV) **Canpac Valkyrie**. Designed and built by Ulstein Verft, the DP-2 MPSV has an overall length of 87 m, beam of around 18 m, a maximum draught of 6 m and accommodation for 44. Details on Canpac Marine Services' website show the vessel has 817 m2 of deck space and deck cargo capacity of 2,380 tonnes. Under DNV class, the 3,750-dwt vessel is equipped with a 60-tonne active heave-compensated subsea crane that can operate in water to 2,000 m, with a 45-tonne A-frame and a large open working deck. In reporting the acquisition on social media, Canpac Marine Services said the vessel's first job will start this summer, carrying out a post-lay submarine cable trenching campaign to 3.5 m depth in hard bottom conditions including frozen clay, boulders and rock. "**Canpac Valkyrie** significantly strengthens our capability to deliver complex subsea projects across North America, supporting both our submarine cable division and ROV/scientific research operations," said the company. In a transaction involving another Canadian owner, Viking Supply Ships, which has a head office in Gothenburg, Sweden and local office in Kristiansand, Norway, has acquired 2012-built anchor handling tug supply vessel **Atlantic Kestrel** from Canada's Atlantic Towing. In an exchange filing, Viking Supply Ships reported the vessel would be handed over in September 2025 and renamed **Ben Viking**. Built by Jaya Shipbuilding & Engineering, **Atlantic Kestrel** has an overall length of 85 m, beam of 22 m, depth of 9 m, and draught of around 8 m, with two Wärtsilä 12V32E/E2 main engines and two Mitsubishi D34A-MT main generators, PTOs and Wärtsilä thrusters. Flying the Canadian flag, the AHTS is under DNV class. *(Source: Riviera by John Snyder)*

ORUÇ REIS COMPLETED HIS FIRST INTERCONTINENTAL MISSION

The **Oruç Reis** Seismic Research Vessel completed its first intercontinental mission by collecting 3D seismic data in an area of 4,464 square kilometers in 3 separate blocks in the Somali offshore. The **Oruç Reis** Seismic Research Vessel, built by Turkish engineers, has successfully completed its first intercontinental mission. Having collected 3D seismic data in an area of 4,464 square kilometers in 3 separate blocks in the Somali open sea, **Oruç Reis** will depart from Mogadishu Port on June 15 and return home. *Activities for 234 days* A Production Sharing Agreement was signed between Turkey and Somalia for 3 separate blocks located in the Somali sea areas on July 24, 2024. Following the agreements, the **Oruç Reis** Seismic Research Vessel and its accompanying fleet set off to Somalia on October 4, 2024. Oruç Reis, accompanied by naval ships, passed through the Suez Canal and anchored

at Mogadishu Port on October 25, 2024. **Oruç Reis** then started seismic studies in designated areas and collected 3D data during its 234-day activities. *Will return on June 15* Somali President Hassan Sheikh Mohamud visited the **Oruç Reis**, which has successfully completed its work, and thanked the crew for their activities. The ship is scheduled to set off on its return journey with a ceremony to be held on June 15 after docking at the Port of Mogadishu. *Will be passed through maintenance and repair* **Oruç Reis** will return to Türkiye in early July after a 15-day journey. It will then dock at Filyos Port for maintenance and repair activities. **Oruç Reis** is expected to be ready for its new mission by August. "*WILL GUIDE*" Stating that **Oruç Reis** has been operating in the Somali seas since October 25, Minister of Energy and Natural Resources Alparslan Bayraktar said, "The data obtained by **Oruç Reis** in this mission will guide the evaluation of Somalia's maritime jurisdiction areas in the coming period." Minister Bayraktar stated that drilling operations will begin in the determined locations depending on the results of the analyses to be conducted in Ankara. *(Source: Deniz Haber)*

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DOF ANCHOR HANDLER TO STAY IN CANADA FOR ANOTHER THREE YEARS

Norwegian offshore vessel owner DOF has won a contract extension for one of its anchor handling tug supply (AHTS) vessels. The extension was awarded to the 2015-built **Skandi Cutter** by an undisclosed charterer. The vessel is currently operating in Canada under a contract set to end at the end of 2025. The vessel will now continue with the current

client under the extended contract for a firm period of three years with two further annual extension options. The financial details were also unclear. However, DOF defined the contract as substantial, placing it in the $25m and $50m range. The vessel is no stranger to Canadian waters as it was deployed there straight after its construction was finished. It became part of the DOF fleet through the acquisition of Maersk Supply Service last year. *(Source: Splash24/7)*

MUSEUM NEWS

ADVIESRAPPORT OVER VERDUURZAMING VAREND ERFGOED

De verduurzaming van varend erfgoed wordt onder meer belemmerd door afhankelijkheid van fossiele brandstoffen en beperkte beschikbaarheid van alternatieven. Het ministerie van OC&W zoekt naar gedragsinterventies om overstappen naar HVO te bevorderen. HVO (hydrotreated vegetable oil) is een milieuvriendelijk alternatief, maar de overstap blijft vaak uit door gebrek aan kennis, sociale invloed, hogere kosten en beperkte verkrijgbaarheid. Chris van Bendegem van het Ministerie van Onderwijs, Cultuur & Wetenschap heeft onderzocht welke gedragsinterventies mogelijk zijn en ingezet kunnen worden om de overstap naar HVO te bevorderen bij eigenaren van varend erfgoed. Een pilotbijeenkomst met eigenaren van varend erfgoed liet zien dat kleinschalige, informele groepsgesprekken effectief zijn om kennis te vergroten, zorgen te delen en motivatie voor gedragsverandering te versterken. Deelnemers werden positiever over HVO en voelden zich meer geneigd om over te stappen. De aanpak blijkt breed toepasbaar binnen de erfgoedsector en biedt een kansrijke strategie voor het ministerie van OCW om verduurzaming te stimuleren. Het Platform Duurzaam Varend Erfgoed (PDVE) is blij met de het uitgevoerde onderzoek. De werkzaamheden van het PDVE liggen geheel in lijn met de aanbevelingen uit dit adviesrapport. Een van de activiteiten waar het PDVE momenteel druk mee bezig is, is het maken van een documentaire over duurzaam varend erfgoed en HVO, die tijdens Sail Amsterdam in première gaat met dank aan het Techniek In Bedrijf Fonds en het Cultuurfonds. Daarover binnenkort meer! *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

CADELER SECURES $770M IN FINANCING FOR NEWBUILD PAIR

Copenhagen-headquartered offshore wind installation player Cadeler has secured €675m ($770m) in financing for two newbuilds from a syndicate of international banks. The loans cover the financing of two A-Class wind foundation installation jackup vessels under construction in China and include both pre-delivery and post-delivery financing, as well as mission equipment financing elements. Ancillary lines have also been put in place to support possible project-related letters of credit for the units. The vessels are similar to Cadeler's P-Class vessels but have several unique features that enable the handling of next-generation wind turbine foundations. Cadeler has three A-Class vessels being built in China by COSCO. The Wind Ally vessel is expected to be delivered

in the second half of 2025, while the second, Wind Ace, will be delivered by the second half of 2026. The third, **Wind Apex**, is scheduled for delivery in the first half of 2027. It was not revealed which vessels the loans were for. The facilities are backed by China Export and Credit Insurance Corporation (Sinosure) and Eksportfinansiering Norge (Eksfin) and will strengthen Cadeler's capacity to meet the increasing global demand for large-scale renewable energy solutions. *(Source: Splash24/7)*

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LS MARINE SOLUTION BAGS WORK ON KOREA'S LARGEST OFFSHORE WIND FARM

South Korean subsea cable contractor LS Marine Solution has been selected as the preferred bidder for the transportation and installation of subsea cables for the Haesong offshore wind project. The project, South Korea's largest of its kind, is being developed by Copenhagen Infrastructure Partners and will include two 500MW offshore wind farms. LS Marine Solution will be responsible for the full scope of internal and external network construction, including marine surveys, subsea cable laying and burial, and connectivity testing. Under the agreement, the two parties will cooperate on the transport and installation of the projects, as well as alignment of construction schedules and technical requirements ahead of the main EPC contract. The two wind

farms have already secured power generation permits and are awaiting final environmental approval. Copenhagen Infrastructure Partners is the investor in the project, while its subsidiary Copenhagen Offshore Partners oversees project execution. *(Source: Splash24/7)*

CHARTWELL MARINE UNVEILS CTV DESIGN FOR LEGACY OFFSHORE WIND TURBINE SUPPORT

The UK's NR Marine Services has commissioned its compatriot Chartwell Marine to design a new crew transfer vessel (CTV), which will be capable of supporting older generation assets, now referred to as legacy turbines. The CTVs will be built and outfitted with modern technology to maximise vessel fuel efficiency and technician comfort, said Chartwell Marine. The company has developed the Defiant class, a 20-metre vessel designed to Workboat Code Edition 3 with IMO Tier 3 compliance, featuring a step-free forward deck, a mounted superstructure, and modern furnishing and materials used in larger CTVs. The Defiant-class vessel is designed to support a wide range of legacy turbines and can be adjusted for different needs. It can use water jet systems for shallow areas and hybrid systems if the budget allows, and has a flexible interior that can be changed to fit different seating or equipment setups. "Working closely with Chartwell Marine and Diverse Marine we have looked at incorporating as many of the recent CTV developments as possible into a smaller package. Step free access from deck level to bow step over point, tiered seating, male and female heads, a comprehensive galley suite and an optimised hull design for near-shore projects," said Richard Thurlow of NR Marine Services. "Following an internal fleet review along with external market research, the data shows that there is a potential to replace older tonnage, which is between 10-15 years old, for near-shore projects which have a lifespan that warrants investment in new CTVs". *(Source: Offshore Wind)*

EDDA WIND TAKES DELIVERY OF NEW CSOV AUSTRI ENABLER

Edda Wind, a leading provider of purpose-built service vessels for offshore wind, has officially taken delivery of the new Commissioning Service Operation Vessel (CSOV) **Austri Enabler** from Gondan Shipbuilders in Spain. The Austri Enabler is a state-of-the-art CSOV designed to support the commissioning and maintenance of offshore

wind farms. The vessel features advanced technology, high comfort standards for technicians, and efficient logistics solutions to enhance offshore wind operations. Following delivery, the vessel has secured a firm 12-month contract, with additional options, and is set to commence operations outside the UK in the third quarter of 2025. **Austri Enabler** is the fourth and last vessel in a series of four sister vessels from Gondan and follows **Nordri Enabler**, **Sudri Enabler** and **Vestri Enabler**. In total, **Austri Enabler** represents the eight vessel that Gondan has successfully delivered to Edda Wind. **Austri Enabler** and her sister vessels are designed to set a new standard in the offshore wind market. Every effort has been made in the design to maximise the efficiency of operations in the wind farm. In addition, **Austri Enabler** is prepared for running emission-free operations with a hydrogen-based propulsion system (LOHC). The vessel will serve as mother vessel for wind turbine technicians as they perform commissioning and maintenance work on offshore wind turbines. The Commissioning Service Operation Vessel is 88.3 in length and can accommodate up to 120 persons in total. *Commissioning Service Operation Vessel Austri Enabler Information* Designed by Salt Ship Design; Shipyard Gondan Shipbuilders, Spain; Length: 88.3 meters; Beam of 19.7 meters, Powered by Caterpillar Marine; Hybrid battery system with methanol conversion capability; Accommodates up to 120 personnel (Including 97 technicians and 23 crew members); MacGregor 3D Compensated Offshore Crane; 30m outreach motion-compensated gangway; Integrated 26-person elevator; 21m helipad. *(Source: Workboat365)*

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DREDGING NEWS

KENMARE'S NEW DREDGERS EN ROUTE TO MOZAMBIQUE

Last week, two newly built, high-capacity electric Cutter Suction Dredgers were successfully loaded onto a carrier vessel at the Royal IHC yard in Kinderdijk, the Netherlands. These customized mining dredgers – each measuring 62 meters in length and weighing nearly 1,000 tons – are now en route by sea to Mozambique where they will be handed over to Kenmare. The new dredgers, **CSD Calen** and **CSD Sandra**, will operate

at the Moma Mine, one of the largest titanium minerals deposits in the world. The new dredgers will significantly enhance mining capacity, enabling Kenmare to efficiently extract titanium-rich sands from its mining ponds using all-electric technology. *(Source: Dredging Today)*

DREDGING WORK UNDERWAY IN AZOV-DON SEA CANAL

FSUE Rosmorport has begun maintenance dredging operations in the Azov-Don Sea Canal. The dredging is being carried out as part of the project for performing maintenance dredging work on the Azov-Don Sea Canal for the period of 2020–2030. Currently, the work is being performed both by Rosmorport's own multi-bucket dredger **Kuban-2** – and contracted multi-bucket dredger "**Donskoy-405**". For 2025, a total of 380,000 cubic meters of dredged material is planned to be extracted from the Azov-Don Sea Canal and transported to disposal areas. Of this volume, 230,000 cubic meters of material will be removed using Rosmorport's dredging equipment, while another 150,000 cubic meters will be dredged by a hired contractor. *(Source: Dredging Today)*

THE 2025 ETTALONG DREDGING PROGRAM FINISHED IN RECORD TIME

The trailing suction hopper dredger **Port Frederick** has finished work in the Ettalong Channel. According to Liesl Tesch, Member of NSW Parliament, the 2025 Ettalong Channel dredging program was completed in record time. "This dredging program has been completed in record time. Just over a month since our ferry was placed on a diversion timetable, full services are set to resume thanks to the incredible work of NSW Maritime and the NSW Government," said Liesl Tesch. The Palm Beach to Ettalong & Wagstaffe ferry will resume normal operations in the coming days after detailed hydrological studies have been completed. The 2025 Ettalong Channel dredging program removed over 35,000 cubic meters of sand from four different locations along the channel. *(Source: Dredging Today)*

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DREDGE YAQUINA READY FOR HER NEXT CAMPAIGN IN COOS BAY

Once again, the U.S. Army Corps of Engineers, Portland District is gearing up for the busy 2025 dredging season in Oregon. According to the Army Corps, they will be out in full swing on the Oregon coast this summer ensuring reliable navigation. The dredging work along the Oregon coast is always done during the summertime, and this season will be an especially busy one. USACE hopper dredge vessel **Yaquina** arrived in Coos Bay this week to undertake dredging of the local ports and inlets. Prior to this, USACE survey crews we'll be accessing the federal navigation channel to collect the hydrographic survey data needed to support the maintenance dredging. The Army Corps expects this work to continue through late November. *(Source: Dredging Today)*

SANDPIPER DREDGE ARRIVES AT SAN ELIJO LAGOON

Nature Collective, the nonprofit organization coordinating the San Elijo Lagoon project, said that the long-awaited Sandpiper dredge arrived at the lagoon last night and will be assembled and launched from the west basin over the next couple of days. Dredging is scheduled to begin over the weekend, with the goal of removing 70,000 cubic yards of sand from the main channel. The sand will be moved via pipes to the Chart House Restaurant area, using lagoon water to transport it. Following this, land excavation will occur at Cardiff Beach

inlet for four days. Nature Collective said that their Ambassadors will be available at the Nature Center and Cardiff State Beach inlet periodically throughout the project to answer questions and provide outreach materials. *(Source: Dredging Today)*

ANOTHER IMS DREDGE FINDS ITS NEW OWNER

IMS Dredges, an Ellicott Dredge Enterprises brand, has announced the sale of another IMS 7012 HP **Versi-Dredge** to a U.S. environmental company making it their 3rd IMS **Versi-Dredge**. The IMS 7012 HP is known for its high production rate, 30 ft. (9.1m) maximum dredging depth, and one truck transportability when fully assembled. Additionally, the patented Starwheel Drive self-propulsion system greatly reduces operating costs and increases efficiency as there are no anchors or swing wires to manage. The 7012 HP is ideal for sand mining, reservoirs, marinas and ports, canals, mine tailings ponds, and large industrial lagoons. *(Source: Dredging Today)*

ZPMC ACHIEVES MAJOR MILESTONE IN CONSTRUCTION OF GIANT TSHD

ZPMC said today that a major milestone has been reached in the construction of new 30,000m³ trailing suction hopper dredger (TSHD), as the vessel's main hull has been successfully completed. This achievement lays a solid foundation for the next phase of equipment installation and commissioning, the company said. The new giant dredger combines advanced capabilities such as ultra-deep dredging, powerful soil-cutting, and long-distance discharge. Equipped with a cutting-edge intelligent dredging control system, the vessel is designed for a wide range of operations, including: ● port and channel dredging, ● sand mining, ● land reclamation, and ● deep-sea trenching and backfilling. Its robust design ensures it meets the demands of long transport distances, extended discharge ranges, and large-scale dredging operations, ZPMC concluded. *(Source: Dredging Today)*

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BOSKALIS COASTAL PROTECTION ACTIVITIES IN TOGO CONTINUE

Boskalis crews are returning to West Africa to continue successful coastal protection activities in Togo. In the recent past, Boskalis reinforced the coastline of Togo and neighbouring Benin over a length of some 40 kilometers due to its vulnerability to the effects of coastal erosion as result of sea level rise. The company reinforced existing groins, installed new ones and constructed a sand motor with 6.4 million cubic meters of sand. This nature-based solution, co-developed by Boskalis, will ensure that the sand is distributed naturally along the coastline over the coming years. Approximately two years after the completion of this coastal protection project – an important part of the West African Coastal Areas Management (WACA) program – Boskalis is returning to West Africa. This time the company will reinforce a seven-kilometer stretch of the Togolese coast by installing 22 new groins and carrying out beach nourishment that will strengthen the beach with a large amount volume of additional sand, ensuring that local communities can continue to use the coastal area for economic purposes, such as fishing and farming. *(Source: Dredging Today)*

YARD NEWS

A NEW OFFSHORE WIND VESSEL UNDER CONSTRUCTION IN THE NETHERLANDS FOR THOMAS MARITIME SERVICES

A new multifunctional vessel is under construction at the Dutch shipyard Neptune Marine for Thomas Maritime Services (TSM). The extended sister ship of the "**TSM Texel**," the "**TSM Bergen**," is due to be delivered to the Rouen-based shipowner in October. The list of new vessels is growing at Thomas Maritime Services (TSM). After the **TSM Windcat 59**, a transport vessel for offshore wind technicians, and the **TSM Trez**, a port tug for Sète, joined the fleet at the beginning of the year, the Rouen-based shipowner is awaiting the arrival of the **TSM Bergen**. Under construction at

the Dutch shipyard Neptune Marine, this multipurpose vessel, designed for maritime studies and works in the offshore wind and other marine renewable energy sectors, is due for delivery in October. And the company isn't finished yet. " We will take delivery of five vessels in 2025 ," says Loïc Thomas. The CEO of TSM is still keeping the final two a secret. **More autonomy** 39 meters long by 12 meters wide, with a boarding capacity of 19 to 23 people, the TSM Bergen is the extended sister ship of the TSM Texel (36 meters), also built by Neptune Marine and delivered in 2023. More spacious on deck than its predecessor with around thirty additional m2 , it also has more autonomy with a 50% greater capacity for fuel, but also for provisions, which will allow it to carry out projects further from the coast. In terms of equipment, the **TSM Bergen** adopts the concept of the **TSM Texel** Swiss Army knife vessel with two cranes with a capacity of 8 tonnes at 16 metres, a towing winch, four winches for four anchor points and a gantry crane at the rear with a capacity of 30 tonnes. The gantry crane is articulated, which allows it to pick up the load remotely. We also had it equipped with constant tension winches for more precise management of lifting operations , explains Loïc Thomas, for whom the market demands high-performance and safe vessels for precision work. *A high level of services* The **TSM Bergen** is the shipowner's third vessel, after the **TSM Texel** and the **TSM Ouessant**, to be equipped with dynamic positioning system level 2 (DP2) with two bow thrusters, two at the stern and three shafts. Two shafts would have been enough, but with three, it allowed us to reduce the boat's draft and we can more easily adjust the power, says the TSM boss. The three engines for the vessel's propulsion and the two generators are IMO Tier III compliant. We were able to draw on feedback from our previous boats and we made improvements everywhere, whether in terms of the engine, the bridge, the deck and the comfort on board. For French vessels, we have to be at these levels of service with high added value. This is how we stand out , explains Loïc Thomas. Armed by Coros (offshore towing company), a subsidiary of the TSM group, the **TSM Bergen** will be under the Rif flag with a French crew of five to eight sailors depending on the nature of the construction site. *(Source: Lemarin)*

DAVIE TO ACQUIRE TEXAS SHIPYARDS IN BID FOR U.S. ICEBREAKER CONTRACTS

Canada’s shipbuilding group Davie reports it is fulfilling its commitment to invest in American shipbuilding with an agreement to acquire facilities in Texas. The company announced a year ago that it would invest in the U.S. shipbuilding sector as it continues to seek a key role in developing future icebreakers. Under the newly announced agreement, Davie will acquire facilities in Galveston and Port Arthur, Texas from Gulf Cooper & Manufacturing. The company reports it has two dry docks each in each of the locations and 4,000 feet of dock in Galveston and 1,000 feet in Port Arthur. Its focus is on ship repair, offshore services, and marine infrastructure. It serves the oil and gas, marine transport, petrochemical, and government sectors. "A successful deal will open a new chapter for Gulf Copper," said Steve Hale, CEO of Gulf Copper. "For the first time in decades, complex shipbuilding could return to Galveston and Port Arthur.” Davie reports once it secures contacts it plans to invest $1 billion to upgrade and expand capacity in Galveston and Port Arthur.

The project it says could generate approximately 4,000 American jobs, with 2,000 directly at Gulf Copper. “We share a vision with Gulf Copper to make Texas a world-class hub for American icebreaker and complex ship production,” said James Davies, President and CEO of Davie. Davie reports it needs to complete negotiation with the Galveston Wharves Board of Trustees as well as financial, legal, and regulatory closing conditions for the transaction. It expects to finalize the acquisition in the summer of 2025. The Canadian shipbuilder has been actively pursuing the U.S. market and the opportunity for icebreakers. It is involved in the Canadian effort to build new icebreakers and received one of the two first contracts awarded in 2025 for its yard in Quebec. It previously also acquired Helsinki Shipyard, which it highlights has built half of all the icebreakers globally. Davie states that it “possesses commercially viable, production-ready icebreaker designs that meet the U.S. mission requirements,” and would contribute to Donald Trump’s declared goal to dramatically expand the U.S. fleet. Trump has said it is an urgent national security gap that must be filled along with his calls to acquire Greenland. The U.S. announced in 2024 a trilateral Icebreaker Collaboration Effort (ICE Pact) along with Canada and Finland to accelerate the construction of icebreakers. Davie was reported to be a driving force contributing to the agreement between the three countries. With its shipbuilding program years behind schedule for the new polar icebreakers, the U.S. Coast Guard recently acquired a commercial icebreaker which is currently on its first voyage bound for Alaska where it is scheduled to be officially named. The **Storis** will require additional upgrades to be fully operational. The USCG currently depends on two aging polar icebreakers (**Polar Star** commissioned in 1976 and **Healy** commissioned in 1999) along with 21 domestic icebreakers, and 16 ice-capable buoy tenders. *(Source: Marex)*

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NAVANTIA WILL COMPLETE THE WIND POWER INSTALLATION SUPPORTING THE DANISH OSV "WIND PACE"

Freshly arrived from China, where it was built, and after a technical stopover in the port of Las Palmas de Gran Canaria and anchoring in the Ares estuary, the Danish OSV vessel “**Wind Pace**” (IMO 9957830) is docked at dock number 11 of Navantia Fene (formerly ASTANO), where blue

structures will be installed on the deck to hold the wind turbine blades, as well as poles on which they will be supported. According to maritime sources at the port of Ferrol, the aforementioned vessel will be stationed between Navantia Fene and Navantia Ferrol for approximately eight months. This vessel is designed to provide technical assistance and maintenance services for large wind turbines in offshore wind farms located in Northern Europe. As turbines become increasingly larger, larger operating capacities are required, such as those raised on four legs and supported by a crane with a lifting capacity of 1,600 tons. *(Source: Puente de Mando; Photo: Eloy Ferreiro Nieto)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *The journey begins: Med Marine launched the first of six state-of-art tugboats for OMMP*
   - *Sanmar Strengthens Buksér og Berging's Fleet with Delivery of Advanced Tug BOSS*
   - *Sister RAstar 3200-CL Tugs Set Sail for Coatzacoalcos, Mexico*
   - *Van Wijngaarden Marine Services signs LOI with Kooiman Marine Group for next-generation DP2 Multi Purpose Vessel*
   - *Med Marine to build Voltra: The first fully electric tug powered by Caterpillar battery system*
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
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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