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.

GREEK NAVY DEPLOYS DEEP-SEA TUGBOAT TO ASSIST HOUTHI-ATTACKED VESSELS

The **Giant** of the Greek company Megatugs has been specially equipped for rescue operations in case of attacks by Yemeni militias. A powerful ocean-going tugboat could be stationed in the Red Sea as early as this week, amid growing concerns over the threat to shipping posed by Houthi militias in Yemen. Megatugs Salvage & Towage announced yesterday that its salvage vessel **Giant** is ready to sail to the region. The tug, built in 2003, has been undergoing outfitting and modernization at the Onex Elefsis shipyard over the past two months in preparation for its new role, but the security situation deteriorated sharply earlier this month with deadly attacks on two Greek-owned bulk carriers. **Giant**, the former **Atlantic Osprey** acquired by Megatugs in May, received a visit from Greek Minister of Maritime Transport and Island Policy Vassilis Kikilias on Wednesday before its departure for Suez. The vessel was originally intended to carry a crew of 14 specialized Greek sailors, but can accommodate up to 40 people, enough to transport security personnel and potentially rescue survivors from accidents. "The Red Sea is currently very risky, but we will be taking a cautious approach," Megatugs CEO Paul Xiradakis told Lloyds List . The company is working "closely" with the Greek Ministries of Navy and Defense, as well as with the EU Navfor Operation Aspides, the European naval operation tasked with helping protect ships in the region. Megatugs attracted international attention last year when it was the salvage company that successfully rescued the burning Greek-owned Suezmax tanker **Sounion** and its cargo of 150,000 tons of crude oil following a Houthi attack last August. The company dispatched two of its vessels from Greece for the months-long salvage operation. It later emerged that experts involved in the tender for the recovery support of the tanker had initially estimated the chances of success at only 5%. Xiradakis stated that **Giant** will be the only properly equipped recovery tug currently stationed in the area. According to Xiradakis, Giant will not be positioned solely to provide support to vessels attacked by the Houthis. "The objective is to provide an emergency response to vessels in distress, including saving lives, protecting the marine environment, and protecting property. It is a large tugboat with high horsepower, so it can handle a large container ship or a large oil tanker." Its capabilities include a 181-ton cargo spar, suitable for towing and transporting large

vessels. It is equipped with a FiFi 2 firefighting system for long-term interventions, capable of projecting a jet of water up to 180 meters with a flow rate of 7,200 cubic meters per hour. "We've added a significant amount of new equipment," Xiradakis said. "In that area, it's difficult to find equipment or spare parts, so it's crucial to be properly equipped to carry out your work efficiently." *(Source: Shipping Italy)*

SAAM TOWAGE MARKS MILESTONE WITH SUCCESSFUL TRANSCONTINENTAL TOWAGE BETWEEN COLOMBIA AND TURKEY

SAAM Towage successfully completed one of the most challenging operations in its history: the tandem tow of two platform supply vessels (PSV) from Cartagena (Colombia) to the United States to receive the ships and then begin their tow to Istanbul (Turkey), a journey of 13,675 nautical miles over 113 days. Led by the tug **Sea Trout**, this logistics operation sets a new precedent for the company's operational capacity and for Colombian shipping. On the journey, the 11-member crew made a stop in Gulfport (USA) and passed through the Strait of Gibraltar. "We overcame a challenge not only in technical and logistical terms, but also because of the courage, experience and operational capacity displayed by our entire team. Towing two units at the same time is an infrequent, complex manoeuvre that requires a great deal of precision. It is also synonymous with confidence in our service, with expert crews and a strong commitment to safety," said the Country Manager of SAAM Towage Colombia-Ecuador, Guillermo Burga. *Detailed planning* Detailed planning and coordination were key to the success of this operation. The **Sea Trout** was chosen because it has great autonomy, high towing capacity and equipment with a A3 zone navigation system. The crew was specially selected based on their experience, which was reinforced with special training content and an advanced sea survival course. The team at the SAAM Towage Operational Control Center monitored the operation 24/7, guaranteeing a constant connection with the crew. It also ensured that the crew kept in touch with their families, prioritizing their wellbeing and safety. Watch the YouTube video HERE *(PR-SAAM)*

RAYADOR TOWED FUGRO BARGE

On July 24th, Easytug BV from Sliedrecht, in collaboration with Dutch Dredging, Fugro, and CSO Brokers, successfully towed Fugro's JU Barge **Aran 250** from Büsum to the work site in the German Bight using Dutch Dredging's Shoalbuster **Rayador**. Thanks to the crew of the **Rayador**, Dutch Dredging, Fugro, and CSO Brokers for the pleasant and professional cooperation. The shoalbuster tug has length of 24.8 m a beam of 9.0 m and a depth of 2.00 m. Maximum dredging depth 25 m. power 1,014 kW. Multibeam Survey, Hydrographic survey and Dredging operations with a bollard pull of 18.5 ton. *PR-Easytug)*

OCEAN GROUP ANNOUNCES CHANGES TO ITS SHAREHOLDING STRUCTURE TO ACCELERATE GROWTH

The company diversifies its strategic partners while maintaining its Quebec and Canadian identity. Quebec City, July 22, 2025 – Ocean Group, a leader in the maritime industry in Quebec and Canada, announces a significant change in its shareholding structure, marking a major milestone in its development. The transition is being carried out with the continued involvement of Mr. Gordon Bain, the company's

founder, and through a management buyout process led by Mr. Jacques Tanguay, the company's President and Chief Executive Officer. This change will allow Ocean Group to welcome new strategic partners while strengthening its Quebec and Canadian identity. Mr. Gordon Bain and the senior management retain control of the company, ensuring committed and entrepreneurial leadership. La Caisse (formerly CDPQ), a long-standing partner of Ocean, is also reinvesting in the company, while the Government of Quebec and Investissement Québec are acquiring equity interests by investing $145 million, replacing the Fonds de solidarité FTQ. Together, La Caisse and Investissement Québec will act as equal shareholders. Thanks to the participation of these two leading institutional investors, Ocean Group remains a wholly Quebec-owned company headquartered in Quebec City. La Caisse's commitment since 2014 and Investissement Québec's acquisition of a stake in the company allow Ocean Group to maintain its local presence and promote sustainable growth. This transaction solidifies Ocean Group's central importance in the Canadian maritime ecosystem and demonstrates its ability to surround itself with credible, well-established partners. Ocean Group is a recognized leader in harbour towing, marine works, and naval construction, operating mainly in Quebec, as well as in Ontario, British Columbia, and Jamaica. The company employs 1,100 people, nearly 1,000 of whom are based in Quebec. This change in shareholding will invigorate Ocean Group's growth strategy while ensuring its sustainability, responsible governance, and long-term economic benefits for Quebec. There will be no impact on jobs, and all positions will be maintained. With a solid financial structure and dedicated partners, Ocean Group is well positioned to grow in Quebec and abroad while strengthening its contribution to the maritime economy. *Quotes:* « This management buyout was made possible by Gordon Bain and our two partners. This milestone is the result of rigorous growth planning that began several years ago. We are proud to have strong Quebec-based partners to help us write the next chapter in Ocean Group's history. We will do so surrounded by a fabulous team and our hard-earned reputation. » *- Jacques Tanguay, President and Chief Executive Officer, Ocean Group* «By supporting Ocean Group, our government is ensuring that its headquarters remain here, while promoting the growth of this Quebec flagship in both the Canadian and international markets. This consolidates Quebec's position in the defence industry, encourages innovation, and strengthens Quebec's supply chain in the maritime sector, a strategic sector of our economy. » *- Christine Fréchette, Minister of Economy, Innovation and Energy and Minister responsible for Regional Economic Development* « For over ten years, La Caisse has supported Ocean Group's growth in Québec and internationally. This new investment aligns perfectly with our strategy of creating North American and global champions while generating benefits for Québec. After helping Ocean Group prepare for succession in recent years, we are continuing our commitment by supporting the growth of this leading company in Québec's maritime economy. The company is well positioned to take advantage of the many opportunities offered by this sector. » *- Kim Thomassin, Executive Vice-President and Head of Québec, La Caisse* « By acquiring a stake in Ocean Group, Investissement Québec is supporting a unique company and a true flagship whose activities generate significant economic benefits for Quebec and its regions. This financial intervention by the government corporation aligns perfectly with our mission to preserve Quebec's shareholding in the company and enable it to maintain its strategic position in the maritime industry, a key sector of our economy. » *- Bicha Ngo, President and CEO, Investissement Québec (PR-Ocean Group)*

TIGER PICTURED

One of the readers of the Tugs Towing & Offshore Newsletter recently took a vacation trip to Hamburg. A considerable number of photos were submitted, but one was particularly special. It was of the museum ship **Tiger**, a tugboat from 1910. Build by Shipyard Schiffswerfte und Maschinenfabrik (former Janssen & Schmilinsky) A.G., Hamburg-Steinwärder under yard number 591. The main particulars are 17,38 x - x 5,26 x - x 2,50 meter with a displacement of 78.145 ton and register ton of

38,7GRT. Her steam engine is a 2 cylinder compound from Janssen & Schmilinksy and constructed also in 1910. With an output of 240 ihp. and a speed of 9 knots. In April 1966 she was laid up in the Spreehafen, Hamburg and kept as spare tug. In 1978 she was for preservation moored at the Museumhafen Oevelgönne e.V., Hamburg. In 1988 Docked and restoration started by Jugend in Arbeit Hamburg e.V., Hamburg. In 2001 as **Tiger** at the Museumshafen Oevelgönne e.V., Hamburg. Jasiu thanks for this beautiful picture. For more details click on the link *HERE* *(Photo: Jasiu van Haarlem)*

POSH WELCOMES POSH COURAGE TO ITS FLEET

PACC Offshore Services Holdings ("POSH"), a leading provider of offshore marine solutions, has expanded its Towage & Installation fleet with the addition of a new anchor handling towing (AHT) vessel, **POSH Courage**. This fleet enhancement strengthens POSH's capacity to undertake larger or multiple towages, further boosting the Company's ability to execute concurrent tows and offering clients greater scheduling flexibility and operational scalability. Built for demanding global offshore infrastructure projects, **POSH Courage** is equipped with a Dynamic Positioning Class 2 (DP2) system and delivers a

powerful bollard pull of 203 tonnes. The vessel is suited for intercontinental FPSO tows, deepwater mooring installations and complex rig moves, operating reliably even in challenging offshore environments. "**POSH Courage** represents more than just fleet expansion. It enhances our ability to deliver timely, reliable and efficient offshore project solutions globally," said Eric Ng, Head of Offshore Projects, POSH. "With more vessels in play, we are well-positioned to support multiple projects simultaneously and meet the growing demands of the offshore energy industry." The **POSH Courage** joins the Company's "C Series" fleet of anchor handling towing vessels designed for deepwater and intercontinental towage, mooring and hook-up operations. This brings POSH's global fleet to 45 vessels, further reinforcing its position as a trusted partner for complex marine projects worldwide. *(PR-POSH)*

GUYANA ADDS NEWBUILD DAMEN TUG TO BOOST HARBOUR OPERATIONS

The government of Guyana has taken delivery of a newbuild tugboat to support harbour operations, dredging and vessel docking. Guyana's Ministry of Public Works' Maritime Administration Department (MARAD) has welcomed the arrival of a new harbour tug in a bid to increase its capabilities. Damen Shipyards built stan tug **Arau** and transported it on cargo ship Vertom Joy to Guyana where it arrived at the beginning of June 2025. This 16-m tugboat has a beam of 6 m and is capable of towing and manoeuvring ships of between 10,000 gt and 20,000 gt. It is the second new vessel MARAD has acquired in the past two years, as it commissioned pilot boat Arapaima in 2023. MARAD minister of public works Juan Edghill said the ministry is investing in new vessels and facilities to meet international standards and modernise its fleet. "This is not just about adding vessels but also about building capacity in the maritime sector," he said. "Had we not made those initial investments, the maritime sector would have been playing catch-up. We would have been left as inoperable." As part of this strategy, MARAD has procured vessels; refurbished its vessel Kimbia to handle increased cargo and support the growing offshore oil industry; and has started a seafarer recruitment and training campaign to find personnel for Guyana-flagged vessels. *(Source: Riviera by Martyn Wingrove)*

INITIAL SURVEY OF TUGBOAT "PORTOVIK" COMPLETED

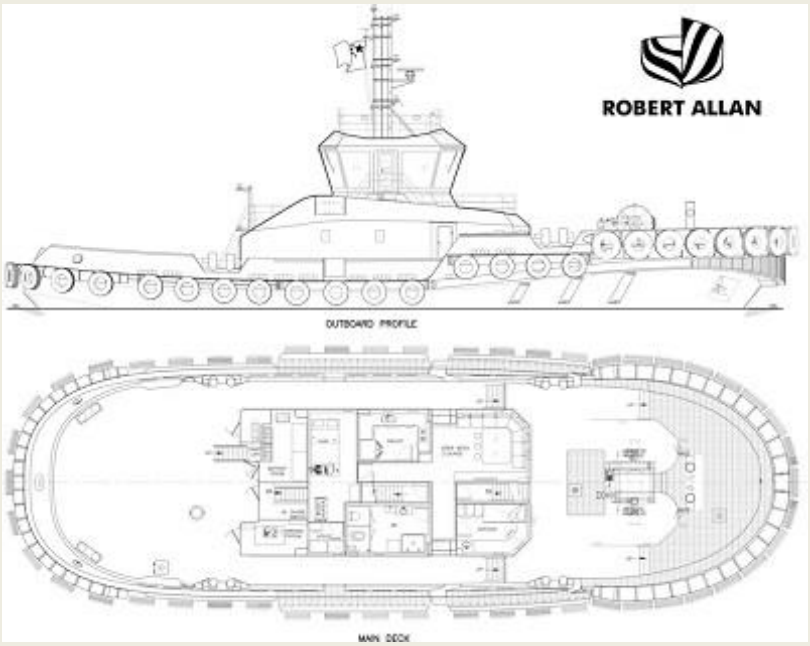
The Russian Maritime Register of Shipping (RS) has completed the inspection of the tugboat **Portovik**. On July 17, the tugboat was added to the list of vessels inspected by RS due to class reassignment. As noted by the press service of the classification society, the initial inspection of the vessel **Portovik** was carried out by the RS division in Sevastopol. Based on the inspection results, a set of RS classification documents was issued for the vessel. Earlier, RS carried out a similar inspection of the vessel **Kapitan Merkulov**. *Tugboat Portovik* Length – 35.23 m; Width – 9.49 m; Side height – 4.5 m; Deadweight – 89,000 t; Gross tonnage – 270 t; Displacement – 485 t; Speed – 13.5 knots. *(Source: Sudostroenie; Photo: RS)*

ANOTHER PICTURE FROM THE MUSEUMSHAFEN OEVELGÖNNE IS THE OTTO LAUFFER

The steam barge, now named **Otto Lauffer**, was built in 1928 at the Hamburg shipyard HC Stülcken Sohn . For 40 years, until 1968, it served as **Hafenpolizei VI** for the Hamburg Finance Deputation on the Elbe. From 1969, it served as a museum ship for the Museum of Hamburg History and was renamed **Otto Lauffer** after the museum's founding director. In 2004, the museum transferred the steamship to the Museumshafen Oevelgönne eV, after the operating license for the steam boiler had expired in 2003. On 10 February 2010, the **Otto Lauffer** was listed as

a historic monument by the Hamburg Monument Protection Office. On November 17, 2015, it was announced that the City of Hamburg and the Federal Government would provide a total of €890,000 for the restoration, after the ship had been moored ashore in need of overhaul since 2006. The ship's restoration was thus secured and began in spring 2016. Following completion of the work, the **Otto Lauffer** returned to the Oevelgönne Museum Harbor in July 2017. *Technical data* Construction material: steel, riveted; Restoration: 1983/1984 and 2016/2017; Length / Width / Draft: 17 m / 3.88 m / 1.65 m; Engine: Two-cylinder compound steam engine with 147 hp and 150 rpm; Boiler: Coal-fired smoke tube boiler , 32 m² heating surface. *(Photo: Jasiu van Haarlem)*

BATTERY ELECTRIC TUG FOR TIANJIN PORT



Robert Allan Ltd. has been awarded a contract to design an **AmpRA 3600** tug for Tianjin Port in Northern China. The **AmpRA 3600** series tug will be constructed at Jiangsu Zhenjiang Shipyard (Group) Co. Ltd. This builds on a successful conventional propulsion design for the same Owner and shipyard, with two vessels of similar hull form in service, but with a much greener propulsion system! The **AmpRA 3600** will have all powering from batteries, with no generator sets onboard, making it a fully battery electric and diesel free ship handling tug. It will also be the first Robert Allan Ltd. battery electric vessel operating in China. The main equipment will be supplied by leading Chinese manufacturers, including over 7 MWh of batteries from CATL, the electrical system from the 704 Institute, and L-drives from Nanjing High Accurate Marine Equipment Co., Ltd. The *AmpRA 3600 has the following key vessel particulars:* Length overall: 35.8 m; Breadth moulded: 11.2 m; Depth, least moulded: 5.2 m; Bollard Pull: 62 tonnes; Accommodations: 7 persons. Robert Allan Ltd. is proud to be involved in such an innovative design with our valued clients. *(PR-Robert Allan)*

TUGGING AT THE BRAIN – TUG MASTERS VIDEO PART TWO

WHAT goes on in the mind of a tug master as they go through the delicate task of manoeuvring vessels into place? The team at Svitzer provide some insight in the second episode of its Masters of the Port video series which follows experienced tug masters familiarising themselves with operations at the Port of Newcastle. The video captures both simulator-based training at Svitzer's advanced maritime training centre and on-water practice alongside experienced check masters. David Phillips, Svitzer Australia's chief operating officer, said the series is a unique opportunity to showcase the expertise and precision behind safe and efficient towage operations. "Behind every tug is a crew of highly skilled professionals, and that collective strength is something we're proud to highlight," he said. Following the success of episode one - which garnered over 12,000 views on YouTube - interest has only grown. "We've even had people suggest we turn it into a 30-minute

TV special," Mr Phillips said. "That's not on the agenda for now, but the second episode goes a step further by showing the complexity of a Capesize vessel tow in the Port of Newcastle." A teaser clip shared on Facebook has already generated 210,000 views, indicating a growing public curiosity in the behind-the-scenes world of tug operations. Through Masters of the Port, Svitzer aims to illustrate how cutting-edge training and real-world experience go hand-in-hand to ensure service and safety for customers and port stakeholders. The episode also explores the familiarisation and preparation involved in bringing the new TRAnsverse 3200 tug, **Svitzer Barrington**, into service. "Because the TRAnsverse tug class is able to deliver direct towage capability at higher speeds and seamlessly transitions to indirect (and back again), alongside a patented staple design, it does require dedicated training to ensure its safe operation and introduction into service". Watch the YouTube video HERE *(Source: DCN)*

INS YUVAN & INS OJAS – INDIAN NAVY SHIP ASSIST TUGS WITH SECONDARY FIREFIGHTING AND RESCUE FUNCTIONS

The Indian Navy recently commissioned two new harbour tugs in a series into operational service. **INS Yuvan** and **INS Ojas** belong to a series of six bollard pull tugs built locally by Titagarh Rail Systems for the Indian Navy. The series is known as the Bhishm-class after lead vessel INS Bhishm, which was handed over the navy in 2024 along with two other sisters. *Compact, durable and agile platforms* The Bhishm-class tugs were designed and built in accordance with Indian Register of Shipping rules. Each tug has a projected service life of 30 years as well as a significant percentage of local content in line with the Indian

Government's "make in India" initiative. Like their sisters in the Bhishm-class, **Yuvan** and **Ojas** will assist other naval ships and submarines during berthing, unberthing, and manoeuvring in confined waters. Aiding each tug in this function are two azimuthing thrusters that can deliver a bollard pull of 25 tonnes. *Designed for coastal response missions* The tugs will also provide afloat firefighting support to ships alongside or at anchorage and may also be used for limited search and rescue operations in coastal waters. The tugs' firefighting equipment includes foam/water monitors. The vessels each boast a Samyung radar and other advanced communication and navigation systems that will help ensure safe coordination with larger vessels during ship assist operations in busy harbour waters. **Yuvan** and **Ojas** are homeported at the naval base in Visakhapatnam. Another tug, the future INS Sabal, is the final vessel in the series of six built by Titagarh and is scheduled for delivery to the navy before the end of this year. *INS Yuvan & INS Ojas Specifications* Type of vessel: Ship handling tugs; Classification: Indian Register of Shipping; Flag: India; Owner: Indian Navy; Builder: Titagarh Rail Systems, India; Propulsion: 2 x propellers; Bollard pull: 25 tonnes; Radar: Samyung; Firefighting equipment: Monitors; Operational area: Visakhapatnam, India *(Source: Baird)*

SINARMAS EXPANDS FLEET WITH MALAYSIAN NEWBUILDS

Indonesia-headquartered Sinarmas LDA Maritime is expanding its tugboat and barge fleets in Indonesia with newbuilds delivered and launched in Malaysia and China. Sinarmas LDA Maritime (SLM) is extending its growing fleet of tugboats and barges with several launched in Malaysia and China. The Indonesian shipowner and logistics provider, with corporate links with the Louis-Dreyfus family in France, has taken delivery of the first newbuilds of 2025 as part of its fleet investment campaign. Tuong Aik Shipyard in Sibu, Malaysia, is building six twin-screw tugboats with onboard power of 1,790 kW for SLM, with all due to be completed this year. SLM celebrated the delivery of the first of these, **SLM Herakles 1**, on 25 June 2025 at the shipyard in Sarawak. This vessel was handed over by Tuong Aik Shipyard managing director Datuk Lau Nai Hoh to SLM assistant manager of newbuilding Abdullah Ferial Hasan in a ceremony at the shipyard. It was launched in May 2025. Five similar tugboats are under construction or being commissioned ready for delivery at the same shipyard. "This is part of our ongoing commitment to strengthening our support fleet," said SLM. With a power of 1,790 kW, these vessels are designed to support our maritime operations more efficiently." On 20 June, Tuong Aik launched **SLM Herakles 2** and on 11 July, coinciding with SLM's 11th anniversary of operations, **SLM Herakles 3** was launched. These are due to be delivered in August. Three more tugboats are under construction. In Indonesia, SLM welcomed its fifth self-propelled barge, **SLM Dionysos**, to its maritime logistics fleet after its launch in January 2025. In China, Rizhao Gang Da shipyard is building liquid transport barges for SLM. Two of these, **SLM Artemis 1** and **SLM Artemis 2**, each with 6,800 m3 capacity, have been delivered and started operations in Indonesia. On a sad note, SLM announced honorary chairman Philippe Louis-Dreyfus passed away in June. He played a key role in building SLM and strengthening maritime bonds between Indonesia and France. Also in Indonesia, KTU Shipyard completed newbuild tugboat

Bintang 17, with an overall length of 27 m and a beam of 8 m, and barge **Perkasa 3317**. Both were at Pomalaa, Indonesia sailing under the flag of Indonesia, according to automatic identification system information. Several Indonesian owners have taken delivery of tugboats from Malaysian shipyards in Q2 2025, demonstrating high demand for these vessels and barges in the nation. According to BRL Shipping Consultants, Rajang Maju Marine has built **tugboats Toga 28** and **Tristan 28** for Trois Marine, plus **Mitra 236** for Pelayaran Aneka Atlanticindo Nidyatama and **Tanjung Bahari 106** for Pelayaran Tanjungbahari Perkasa. Forward Marine delivered **Kingston 565** to Pelayaran Mitra Kaltim Samudera, while Sapor Shipbuilding Industries has built several tugboats for Winning Logistics. *(Source: Riviera by Martyn Wingrove)*

ACCIDENTS – SALVAGE NEWS

VESSEL COLLISION LEADS TO OIL SPILL IN GERMANY'S CUXHAVEN PORT

Authorities in Germany have confirmed that a collision between two vessels earlier this week has resulted in the spillage of oil into the waters of the Port of Cuxhaven. The incident occurred on the morning (local time) of Wednesday, July 23, when the locally-registered product tanker **Capella** and the Dutch-flagged offshore supply vessel **Coastal Legend** collided with each other in the port's outer harbour. An estimated six cubic metres of diesel leaked into the harbour's waters following the collision. Firefighters later arrived at the scene and deployed containment booms as a precaution while the German Federal Agency for Technical Relief (Technische Hilfswerk; THW) used skimmers to collect some of the oil on the surface. An oil recovery vessel has also been deployed to the area in response to the incident. Officials assured that the incident did not result in injuries and that shipping traffic in the nearby Elbe River had been unaffected by the spill. The response efforts continued into the late evening of Wednesday. According to the latest reports, the THW and other local partners were able to recover approximately 80 cubic metres of oily water, which was then pumped into a waiting tanker for eventual disposal. *(Source: Baird)*

UK MARINE ACCIDENT INVESTIGATION BRANCH (MAIB) ANNUAL ACCIDENT STATISTICS REPORT 2024

The UK's Marine Accident Investigation Branch (MAIB) has once again shone a crucial light on the state of maritime safety with the release of its 2024 annual report. While the raw statistics might seem like mere numbers – 1,515 casualty and incident reports, 15 investigations initiated (seven involving tragic loss of life) – they paint a stark picture of the persistent challenges facing our seas. In total, 1,631 accidents involving 1,753 vessels were recorded in UK waters or by UK vessels globally, underscoring the relentless demands on maritime safety protocols. A particularly concerning trend highlighted in the report is the unwavering frequency of significant collisions and groundings involving merchant vessels. The devastating collision between **Scot Carrier** and **Karin Høj** (MAIB report 5/2023) was attributed to poor watchkeeping, a familiar refrain. However, more recent incidents, such as the collision between **Scot Explorer** and **Happy Falcon** (MAIB preliminary assessment 3/2024), the fatal collision involving Verity and Polesie (currently under investigation), and the shocking impact of the **Solong** into the anchored **Stena Immaculate**, demand a radical re-evaluation. These events scream for a fundamental rethinking of the human watchkeeper's role in an increasingly digital maritime landscape. The MAIB's insights into human behaviour are particularly salient here. Humans, it observes, are not inherently good monitors. When under-stimulated, our attention inevitably drifts. Yet, paradoxically, as the DMAIB/MAIB study on ECDIS usability revealed, there's a reluctance to fully embrace and utilise the very system functions designed to alert us to impending dangers. This cognitive dissonance – the need for human oversight versus the fallibility of human attention – is a critical area the MAIB intends to delve deeper into, and rightly so. The future of maritime safety hinges on understanding and mitigating this complex human-technology interface. The commercial fishing sector, too, faces its own set of grave challenges. While thankfully no lives were lost in the three investigations and one preliminary assessment into UK fishing vessel flooding/foundering incidents in 2024, the sheer number of such occurrences is deeply troubling. It exposes the alarming vulnerability of many fishing vessels to water ingress, often due to minimal or non-existent watertight subdivision. In these precarious circumstances, the report rightly stresses the life-saving importance of early alarm raising and well-drilled abandonment procedures. These simple, yet critical, actions can be the difference between survival and tragedy. Equally worrying are the occupational accidents that continue to plague the fishing fleet. While 2024 saw two fishing vessel crew deaths, matching 2020 as the lowest fatality rate in a decade, this positive statistic is tempered by a sobering fact: both fatalities occurred on well-crewed vessels, directly resulting from unsafe systems of work. This points to a deeper systemic issue beyond mere compliance. It's no longer enough to simply "have a risk assessment" on paper. The MAIB's future investigations will undoubtedly, and necessarily, push the industry towards a more proactive, ingrained culture of risk management, where safety isn't a checklist item but a living, breathing commitment. The MAIB's 2024 report is more than just

a compilation of data; it's a vital call to action. It reminds us that despite technological advancements, the human element remains central to maritime safety – both as a potential vulnerability and as the ultimate safeguard. The insights offered should serve as a powerful impetus for industry stakeholders to not only review their practices but to fundamentally reimagine how we ensure the safety of those who work on our seas. download the full MAIB Annual Report for year 2024 HERE *(Source: Maritime Cyprus)*

FIRES, STRANDINGS, WRECK RECOVERIES – BUSY TIMES FOR SALVORS

'There's a ship parked in my garden' was one media headline describing the 11,135dwt container vessel **NCL Salten** running aground near Trondheim in May. It was just one incident listed in the International Salvage Union's quarterly round-up of members' activities, which included five vessel fires, two groundings and four wreck recovery operations. ISU member BOA Offshore, in cooperation with other stakeholders, was engaged to **NCL Salten** and after 77 containers were transferred to a barge to reduce ground reaction, BOA's tugs **Boa Balder** and **Boa Heimdal** re-floated the vessel just five days after the initial grounding. Maritime Journal contributor Peter Barker provides an overview of other recent salvage activities by cause. *Fire! fire!* Vessel fires present particular challenges for responders and five incidents involve two major salvors – Rotterdam-based Smit Salvage and US-based Resolve Marine. Smit faced a complex situation when the crew of the 24,727dwt container ship **ASL Bauhinia** abandoned ship in the Southern Red Sea following a cargo fire and subsequent grounding. Smit had to assess the risks from Houthi rebels targeting shipping in the area along with the usual challenges such as where spraying water on the burning vessel would carry polluting debris into the sea, fire-fighting water within the vessel itself categorised as waste and costly to process. After re-floating and relocating the ship to a safe anchorage in unfavourable weather conditions, Smit faced the familiar problem of finding a port of refuge for **ASL Bauhinia** for the next stage. Eventually Jebel Ali in the UAE accepted the vessel for cargo discharge. As it was an unmanned tow, water screens were installed on the vessel to recirculate water in the holds and keep high temperatures and pockets of fire under control. Discharge operations are still ongoing at Jebel Ali. Other similar incidents attended by Smit include an engine room explosion and fire in a cement carrier near the Bahamas,

.originating from a container loaded with lithium-ion batteries on a container ship off Port Kochi, India and a fire on a bulk carrier laden with coal off Port of Nacala, Mozambique. A marine fire-fighting team from Resolve Marine's base in Singapore responded following an engine room fire on a bulk carrier in Chinese waters. After extinguishing the fire, a tug was sourced by Resolve and following stabilisation and tow strengthening preparations in Kaohsiung, the casualty was towed to a repair yard in Zhoushan. *Collisions and groundings* Vietnam Smit and Resolve worked together to manage the response to a collision between a container vessel and a bulk carrier on the Tòng Làu River. The operation to separate the vessels included laying heavy mooring buoys and employing six local tugs to stabilise the bulk carrier while the container vessel was pulled backwards. The bulk carrier's cargo was then partially discharged, enabling it to proceed to a berth. Another vessel grounding in Scandinavian waters involved a vessel laden with 4,600t of scrap steel, a delicate operation for Turkey's Aras Salvage. After the grounding on rocks near Malmö, Sweden the vessel's double bottom ballast tanks were compromised, resulting in around 370t of ground reaction. Simple de-ballasting or brute-force pulling posed significant hull damage risks and 700t of cargo was removed while compensating the weight reduction by taking on water ballast to ensure the vessel remained stable. A floating crane, barges and tugs were engaged for the cargo removal, which took several days before de-ballasting and re-floating the vessel and towing it to port. "The operation was not merely a technical challenge, it was a test of values, Aras Salvage responding not with haste, but with purpose, not with recklessness, but with readiness," said Aras Salvage's Naci Hoscan. *Wreck recoveries* Wreck recoveries can be long drawn-out affairs, but one incident for Donjon Marine, carried out at speed, placed the US-based salvor firmly in the world's spotlight. Following the tragic mid-air collision between a US Army helicopter and an American Airlines jet over Washington's Potomac River in January, Donjon was promptly tasked for critical recovery operations. Employing dive teams, crane and spud barges and tugs, submerged wreckage was extracted from the shallow waters for NTSB investigators. Sixty-seven casualties were carefully and respectfully recovered and positively identified. In April, Donjon was called in following grounding and subsequent capsize of a 26m long

fishing vessel off Green Island in Boston Harbour. Along with being a hazard to navigation the vessel, carrying 4,000 gallons of diesel fuel, posed an environmental threat. Despite a large hull breach, a full lift of the vessel with a 1,000-ton crane barge was carried out, a pump system managing water removal during the vessel's recovery onto the deck of a barge. A similar crane operation just last month involved Ireland's Atlantic Towage & Marine's raising (and re-floating) of another fishing vessel from the seabed off Drogheda Port, County Louth, Ireland. While crossing the River Plate in Argentina, also in April, a pusher tug/barge combination was caught in a severe storm causing the tug to sink, placing the barge in an 'emergency condition'. A salvage team from RN-Salvage managed to disconnect the barge and tow it to port, while ISU members Raúl A Negro y Cia and Servimagnus joined forces to remove the pusher tug, using the sheerlegs **Magnus VI** and tug **Recoleta**. *(Source: Maritime Journal by Peter Barker)*

SEA CADET SHIP BETELGEUZE TILTS AT DOCK IN ROTTERDAM

Betelgeuze, the ship of the Rotterdam Sea Cadets, has listed at the Holland Ship Repair dock in Rotterdam. Its sister ship, **Castor**, was recovered last week and recovered safely. "It's a tense docking experience, where you're being pumped up. That's quite frightening, because enormous forces are exerted on the frame, but for us it went well," says skipper Mario van Parijs of the **Castor**. "The shipyard is professional, and the inspection and repairs went smoothly. Our boat is as good as new after ten days of work. I'm completely satisfied. The subsequent lowering on Wednesday, July 16th, also went well, although we did hear a bang at one point, but at least I was afloat again." The next day, Thursday, July 17th, something went wrong with the sister ship **Betelgeuze**, which was there for an inspection. The entire floating dock containing the ship listed. Part of the scaffolding was demolished. The ship was originally scheduled to enter the dock in August, but could now enter sooner because all the sister ship's equipment was already ready. This would save on costs and timelines. So far, efforts to right the ship and its dock have not been successful. Rotterdam Ship Repair and the sea cadets were unavailable for comment. *(Source: Schuttevaer)*

OFFSHORE NEWS

SOLSTAD BAGS CSV WORK WITH SAEXPLORATION

Norwegian offshore vessel owner Solstad has won a contract for one of its construction support vessels. Solstad Maritime said that it won a contract for the 2002-built Normand Mermaid CSV from Houston-based seismic data specialist SAExploration. The contract, which will commence in July 2025, has a duration of 150 days, firm with the potential to be extended. The contract delivery includes two work-class ROVs, tooling, and survey services from Omega Subsea. Precise financial details were not given, but Solstad Maritime defined the contract as substantial, placing it in the $10m to $30m range. *(Source: Splash24/7)*

NEXT GEOSOLUTIONS (MARNAVI) SIGNS €36 MILLION SUBSEA ACQUISITION

Rana Subsea, a Ravenna-based company specializing in underwater services for the oil and gas sector, has acquired 75.4% of its stake. Next Geosolutions Europe, a subsidiary of the Marnavi shipping group and active in marine geosciences and offshore construction support services, has acquired 75.4% of the share capital of Rana Subsea, a Ravenna-based company specializing in subsea services, particularly underwater operations for the oil and gas sector. Its activities include engineering, installation, inspection, repair, and maintenance of offshore structures, pre-commissioning services, and Diving Support Vessel management. The transaction involves NextGeo acquiring 75.4% of Rana Subsea (55.8% from Nettuno Holding and 19.6% from Alessandro Buffa, CEO of Rana) for a maximum consideration of approximately €36.7 million, financed through equity: €26 million at closing and up to €10.7 million in 2026 based on 2025 results. Buffa will reinvest €6.2 million by purchasing NextGeo shares and will remain a minority shareholder in Rana with a 17.5% stake. A five-year shareholders' agreement is also in place, with governance mechanisms and put and call options on an additional 7.1% of the capital. "This acquisition represents a key step in our expansion strategy,

confirming NextGeo Group's commitment to establishing itself as a leading international player, including in the subsea operations sector," commented Giovanni Ranieri, CEO of NextGeo Group. "The transaction," he added, "will allow NextGeo to offer an even more comprehensive and diversified portfolio of services, with tangible benefits in terms of efficiency, operational continuity, and industrial solidity, while also contributing to greater diversification and stabilization of business revenues." Alessandro Buffa, CEO of Rana Subsea, added: "This transaction marks a turning point for Rana's business development. Joining the NextGeo group, with which we share values and vision, represents a winning strategy to sustainably and systematically accelerate the growth path we have been pursuing for years." *(Source: Shipping Italy)*

SUBSEA 7 CONTINUES HOT STREAK WITH NEW CONTRACT WIN

Oslo-listed offshore contractor Subsea 7 has won a third contract in as many weeks. The project involves engineering and offshore installation of flexible pipes, umbilicals, subsea equipment, and a mooring system. Project management and engineering activities will begin immediately at Subsea 7's office in Houston, Texas, with offshore operations expected to start in 2027. The company provided no details regarding the client or the project. No precise information regarding the financial part was given, but Subsea 7 described the deal as substantial, placing it in the $150m to $300m range. Last week, the company announced that it secured a contract for work on Equinor's Fram Sør development project off Norway. The project's work scope encompasses engineering, procurement, construction, and installation of subsea structures and flowlines, including 53 km of production, gas lift, and water injection lines. It also includes the installation of the umbilical system. The deal is in the $300m to $500m range. Earlier this month, Subsea 7 bagged a sizeable EPCI deal for a subsea development offshore Egypt. The project, valued by the company between $50m and $150m, involves the installation of flexible pipelines, umbilicals, and associated subsea infrastructure to support a tie-back to existing offshore facilities. *(Source: Splash24/7)*

COSCO UNIT FORMS ALLIANCE FOR OFFSHORE ENERGY PROJECTS IN

SOUTHEAST ASIA

Singapore-based COSCO Shipping Marine Engineering (CSME) has signed a non-binding strategic cooperation agreement with compatriot Union Steel Holdings and China Offshore Engineering Solutions (COES) to collaborate in executing oil and gas projects in the region. As disclosed, the trio will work on projects such as offshore construction for oil and gas installation and construction projects, decommissioning of offshore platforms in Southeast Asia, international ocean towing and heavy lift transportation by semisubmersible vessels, among others. CSME is a subsidiary of COSCO Shipping International (Singapore), which is ultimately controlled by China COSCO Shipping Corporation. CSME engages in ship repair and marine engineering activities, including annual inspection, ship store supply, fabrication work services, and production of outfitting components. Union Steel is a multibusiness investment holding company, focusing on three core business activities: metals, scaffolding, and engineering. The company also produces engineering and deck equipment, primarily servicing the offshore and marine industries. Also known as Shanghai Salvage Company, COES is the state-owned international offshore marine construction arm of the Chinese Government Ministry of Transport that specializes in salvage, wreck removal, oil recovery, marine environment protection, and other offshore construction engineering activities. Another subsidiary of COSCO, Cosco Shipping Heavy Industry, recently sent off Yinson Production's production, storage, and offloading (FPSO) vessel from its Shanghai shipyard. The unit will work with Azule Energy offshore Angola for 15 years with the option to stay up to five years longer. The unit was towed for more than 10,000 nautical miles from China to Angola, reaching its destination in mid-May. *(Source: Offshore Energie)*

MYSTERIOUS PROJECT BOOKS SUBSEA7 FOR 2027

Subsea7 has secured a contract worth between $150 million and $300 million with an undisclosed client, with offshore operations to kick start in 2027. Under the contract defined as substantial, Subsea7's scope includes the engineering and offshore installation of flexible pipe, umbilicals, subsea equipment and a mooring system. Project management and engineering activities will begin immediately at the company's office in Houston, Texas. Subsea7 did not reveal any additional details about the project or client. Of note, it was reported earlier today that Subsea7 had signed a binding agreement with Italy's engineering, drilling, and construction services giant Saipem on the terms and conditions for their proposed merger. The new company will be created

through an EU cross-border statutory merger, carried out by absorbing Subsea7 into Saipem, with the latter to be renamed Saipem7. *(Source: Offshore Energie)*

UNITED GETS GREEN LIGHT FOR JAMAICAN BLOCK SURVEYS, CITING STABROEK-SCALE POTENTIAL

Dublin-headquartered and AIM-listed United Oil & Gas has received an environmental permit for offshore surveys at its license off the coast of Jamaica. As disclosed by the Irish player, Jamaica's National Environment and Planning Agency (NEPA) has authorized the surveys to be undertaken at its 100%-owned Walton Morant licence. The permit is valid for five years. A range of non-invasive surveys will be performed, including bathymetric, geotechnical, and environmental baseline studies. The operator sees this as a key milestone in progressing toward the next phase of operational activities under the license. Since the surveys are designed to further de-risk the license by providing data to support prospectivity, including potential hydrocarbon presence in the seabed, United hopes they will help it find a farmout partner for the license. Thanks to an extension obtained in March, United will remain at the license's helm until January 2028. At the time, the Irish player said multiple companies are under non-disclosure agreements (NDAs) and actively reviewing data as part of the farm-out process. Brian Larkin, CEO of United Oil & Gas, said: "With the Environmental Permit now secured and the Beach Licence expected shortly, we are moving into a position to advance technical operations and rebuild momentum across one of the most exciting and underexplored basins in the region." He noted that his company is focused on unlocking value through both technical de-risking and commercial engagement. United believes the license is comparable in scale and geological potential to Guyana's Stabroek resource, and an analogous multiple FPSO hub development could be used for its monetization. Stabroek was, until recently, the object of a dispute between ExxonMobil and Chevron over the latter's acquisition of another partner in the block, Hess. The dispute was resolved earlier this month when the Chamber of Commerce Tribunal issued a ruling allowing Chevron to proceed with the Hess merger. Walton Morant is a 22,400-square-kilometer offshore exploration license south of Jamaica. The frontier exploration license is covered by 2,250 square

kilometers of 3D data. In April, United said the Walton-Morant block hosts over 40 identified leads and prospects, 11 of which have been independently verified by Gaffney-Cline in a prospective resources report (PRR). Collectively, they are believed to hold over 2.4 billion barrels of unrisked mean prospective resources. However, internal estimates from United and previous operators indicate that the license's total exploration potential could be even greater, exceeding 7 billion barrels. The license covers two distinct geological basins. The first, the Walton Basin, comprises 29 leads and prospects, including five PRR-certified, with a potential upside exceeding 4 billion barrels. The second, the Morant Basin, has 11 leads identified on 2D seismic, including six PRR-certified leads, with a potential upside of over 3 billion barrels. *(Source: Offshore Energie)*

TechnipFMC Surges on Outlook for $10 Billion in Subsea Orders

Shares of TechnipFMC PLC, one of the world's biggest makers of offshore oil gear, surged to the highest in a decade on signs of a robust outlook that underscores the industry's optimism over production at sea. The contractor expects to generate a total of roughly $10 billion or more in subsea orders this year, it said Thursday in a statement announcing quarterly results. Executives also forecast a similar trajectory for 2026 during a call with analysts. Shares rose as much as 12% and touched the highest intraday level since November 2014. The results underscore a divergence taking place in US drilling. While growth is slowing in the shale patch, offshore oil development is proving resilient. Producers in the Gulf of Mexico are bringing online major, longer-term projects at a time when weaker oil prices have made shale production more challenging. In the second quarter, orders of $2.6 billion for subsea gear, which helps explorers produce oil from wells under more than two miles of water, came in higher than the $2.2 billion expected by Citigroup Inc. TechnipFMC also reported adjusted earnings before some items that beat the average analyst estimate. "We view the results as positive given the strong order beat, the strong Ebitda beat and robust buybacks," Scott Gruber, an analyst at Citi, said Thursday in a note. Nearly half of the orders were tied to greenfield projects, or those on undeveloped sites, Chief Executive Officer Douglas Pferdehirt said during the call Thursday. Pferdehirt noted that subsea services were at one of the highest quarterly levels ever for the company. *(Source: gCaptain)*

Bourbon to supply six new crewboats to operate on Eni's offshore fields in Congo

The French leader in oil & gas and marine renewable energy service vessels announced on Thursday, July 24, that it is renewing its crewboat fleet for its operations with Italian energy company Eni in Congo. Six new S200X-G2 units are included in the charter contract. French company Bourbon announced on Thursday, July 24, the signing of a contract for six new oil & gas support vessels for its activities with Italian energy company Eni in the latter's offshore gas fields in Congo. This contract marks a strategic step in reducing emissions related to offshore personnel transport. It involves the

chartering of six new, latest-generation S200X-G2 units, which are scheduled to be commissioned gradually between June and December 2026. Pending their delivery, six front runner vessels will be mobilized , the French company said in a press release. The 20-meter-long vessels offer 30 passenger seats and are inspired by the Surfer 200x-G series delivered in 2024, which offers significant fuel savings during transit, estimated at 20% compared to the previous generation , Bourbon said. The previous Surfer 200x-Gs delivered to Bourbon were built by the Efinor shipyards in Cherbourg. *Group backup procedure validated* In difficulty and forced to restructure to clear its debt, the Bourbon group saw the accelerated safeguard procedure of its holding company, the Société phocéenne de participation (SPP), validated by the Marseille economic affairs court on July 17. *(Source: Lemarin)*

SAPURA ENERGY LANDS OFFSHORE DEALS IN THAILAND WORTH OVER $118M

Malaysian offshore services player Sapura Energy has secured a pair of offshore contracts in Thailand worth more than $118m, marking a fresh boost for the company's regional backlog. The awards were handed to Sapura's wholly owned Thai unit, Sapura Energy (Thailand), and cover an offshore installation and removal campaign from Chevron as well as subsea inspection, repair and maintenance (IRM) work from PTTEP. Chevron Thailand Exploration and Production and Chevron Offshore (Thailand) have tapped Sapura for installation and decommissioning work, expected to wrap up by the end of 2026. The scope will be delivered by Sapura's engineering and construction division, which has handled similar

decommissioning projects in the Gulf of Thailand, including a rig-to-reef job in 2020.Meanwhile, PTTEP awarded Sapura IRM work involving saturation diving on its G1/61 and G2/61 assets. The operations are being carried out by Sapura's operations and maintenance unit, using the **Sapura Constructor** subsea vessel. The IRM campaign began in Q2 2025 and adds to Sapura's ongoing subsea work for PTTEP in Malaysia. "These awards build upon SEB's long-standing partnership with clients in Thailand, given the group's proven track record for similar offshore campaigns in the Kingdom," said group CEO Muhammad Zamri Jusoh. He added that the new jobs align with Sapura's risk strategy, asset deployment model, and focus on core capabilities. *(Source: Splash24/7)*

KEYFIELD BAGS MORE WORK WITH PETRONAS CARIGALI

Offshore support company Keyfield International has secured an extension and a new contract from Petronas Carigali, both for accommodation vessels. The new deal with Petronas Carigali was awarded to Keyfield's subsidiary Keyfield Offshore. The contracts for the vessels will last approximately four months, with an optional one-month extension. Work will start in the third quarter of 2025. Keyfield also won an extension for a previously awarded accommodation vessel contract. The initial deal was won under the existing panel contractor contract for offshore support vessel services with Petronas Carigali. The extension is for 104 days and is also set to start in the third quarter of this year. The Malaysian firm did not provide the contract value but claimed that both contracts are expected to contribute positively to its earnings and net assets for the financial year. Petronas Carigali has already awarded deals to two Keyfield DP2 accommodation vessels this year, one of which was new, while the other was an extension of a previous deal. *(Source: Splash24/7)*

DINA POLARIS BACK IN OUR HARBOR

The 99-meter **Dina Polaris** has been moored in our harbor again since last weekend. The robust geotechnical survey vessel had sailed from Great Yarmouth to Den Helder. Sailing under the Portuguese flag, the **Dina Polaris** is managed by the Norwegian company Myklebusthaug from Fonnes, but works for the Swiss survey company Geoquip Marine from St. Gallen. The survey vessel is an Ulstein UT7521 WP type and was delivered in 2017 by the Turkish shipyard Besiktas.

Her propulsion consists of four MTU 16V main engines, which together deliver a total power of 12,000 hp. Several underwater robotic vehicles (ROVs) are on board. The work deck has a surface area of no less than 1,000 square meters, and the vessel is also equipped with a moon pool and a Class 2 dynamic positioning system. The tens of meters high drilling rig, which stands above a moon pool, can drill to a depth of 2,500 meters. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

BOOK REVIEW

ART IN INDUSTRY – BY NICO M. PEETERS

Nico M. Peeters's book, "a lifetime's work," is the best way to describe the voluminous book published on his artwork. It includes an extensive autobiography with an introduction by Irene B. Jacobs, curator of the Maritime Museum Rotterdam. The gallery section contains a selection of paintings, ending with a complete overview of his oeuvre. Nico has been a professional artist since 1982. The love of drawing and painting is in his blood. Grandfather and nameshake was a drawing teacher at the Ambachtsschool in Rotterdam

and father Jan worked among others as a draughtsman with the Royal Dutch Airlines (KLM). Their creative talent has been handed down to Nico. And moreover he was spooned with love for industry – ships, airplanes, trains and cars. Living with easy reach of Schiphol airport youngster Nico got inspired by flying aircraft which engine noises he could determine at a very early age. An inspiration eventually leading to a successful career as a professional painter of anything driving sailing or flying. Over the past few decades Peeters painted nearly 600 paintings.

Most of them represent ships, cars, trucks, airplanes and trains, but also factories and occasionally a motorbike. Sometimes they are industrial portraits but more often the vehicles are in their everyday working environment: at sea or in a harbour, on the road or in a town, in the air or at an airport, on the railways or in a station. At first sight, almost all paintings show any moment on any day. Nico does not record important events such as the launch of a new ship or a firm's jubilee, but ordinary, everyday occurrences. Moments from everyday life, so normal and familiar that you would not give them a second thought. Rituals happening every day, changing imperceptibly and gradually disappearing, and eventually replaced by others. Nico depicts these carefully chosen 'random moments' in an exceptionally realistic way, nearly always taking photography as a starting point. The impressive, bilingual (Dutch & English) book "Art in Industry" is a must for any enthusiast who loves beautiful paintings about shipping, aviation, cars and trains.. The book contains 560 full colour pages, size 24 x 24 cm oblong and is printed on heavy quality paper. Each book is handbound and manually provided with a linen cover. The price is € 295,-. By way of a collector's item, a limited edition of 200 books is available as well, manually both bound and provided with a leather cover. Each book goes with a certificate, numbered and signed by the artist. Price is € 795,-. A third option is half leather/half linen, which means a leather back, folded approx. 4 cm on a linen cover. Price is € 395,-. Delivery charges are not included in the prices. Pre-ordering is possible by sending an e-mail to: artist@nicompeeters.nl

WINDFARM NEWS - RENEWABLES

FUGRO COMPLETES FIRST PHASE OF DETAILED GEOTECHNICAL SURVEYS AT DOGGER BANK SOUTH EAST

Fugro has completed the first phase of geotechnical site investigations at the Dogger Bank South (DBS) East offshore wind farm site, located over 100 kilometres off the northeastern coast of England. The first round of geotechnical surveys started in May and was carried out by the vessel **Fugro Revelation**, which departed the site on 13 July. The next phase is starting soon and will be performed using the vessels **RS Alegranza** and **Fugro Scout**, which are expected to commence operation in late July and continue working at the DBS East site until the end of September/early October. The Dutch geo-

data specialist already worked at the two Dogger Bank South sites, where the company performed preliminary geophysical and geotechnical investigations, a shallow geotechnical survey on the export cable route, and a detailed geotechnical investigation of DBS West. Earlier this year, Fugro signed a new contract with DBS developers RWE and Masdar for a detailed geotechnical survey of the eastern array of the proposed Dogger Bank South. DBS East and DBS West are planned to have an estimated combined capacity of 3 GW. The UK's Planning Inspectorate recently concluded its six-month Nationally Significant Infrastructure Project (NSIP) examination period for Dogger Bank South and plans to prepare and submit a detailed report with recommendations to the Secretary of State for Energy Security and Net Zero within the next three months, with a consent decision expected within the next six months. If approved, and following a financial investment decision (FID), construction could commence in 2026/2027. *(Source: Offshore Wind)*

SUBSEA CABLE CONNECTING DOLWIN EPSILON PLATFORM TO LAND INSTALLED

The laying of the subsea cable that connects the DolWin epsilon platform to land has been completed. The platform and the cables, part of TenneT's DolWin5 grid connection, will transmit the electricity generated by Ørsted's Borkum Riffgrund 3 offshore wind farm to the German grid on land. The DolWin epsilon platform was installed this June. The export cable was installed by the cable supplier Prysmian using Jan De Nul's vessel Isaac Newton. Prysmian has delivered the connection under an EPCI contract with TenneT, which includes design, procurement, construction and installation. The DolWin5 offshore grid is scheduled to be connected to the German national grid

later this year. The 900 MW offshore grid connection uses extra-high voltage direct current (HVDC) transmission technology. The three-phase alternating current (AC) generated by the Borkum Riffgrund 3 offshore wind farm will be converted into direct current (DC) at DolWin epsilon and transported south to Hamswehrum near the river Ems in East Frisia via the 100-kilometre-long subsea cable. From Hamswehrum, a 30-kilometre-long onshore cable leads to the converter station in Emden/East where the DC will be converted back into three-phase AC and fed into the extra-high voltage grid on land. Wind turbine installation at the Borkum Riffgrund 3 offshore wind farm was completed in January this year. Borkum Riffgrund 3 comprises 83 Siemens Gamesa 11 MW turbines and, with a capacity of 913 MW, is Germany's largest offshore wind farm. *(Source: Offshore Wind)*

HYDROCAT 60 – HYDROGEN-POWERED FAST CREWBOAT ENTERS SERVICE WITH WINDCAT OFFSHORE

Dutch offshore support specialist Windcat Offshore has placed a new windfarm crewboat into service. **Hydrocat 60** is the second in a series of catamaran crewboats to be acquired by Windcat as well as the first of the series to be powered by hydrogen. With an optimised hull shape, increased beam, and elevated freeboard, the series was built to ensure greater accessibility and comfort, making the vessels ideal for operations further offshore. *Design insights provided by operators* Developed in-house by Windcat in compliance with Lloyd's Register class rules and UK flag requirements, the design incorporates feedback and experience from the daily operations of the company's fleet and offers further optimised seakeeping capabilities, larger deck space, and provisions for increased hydrogen storage. **Hydrocat 60** has an LOA of 27.4 metres (89.9 feet), a beam of nine metres (30 feet), a draught of only 2.1 metres (6.9 feet), and 80 square metres (860 square feet) of free space on the fore and aft decks. *Dual-fuel operation for enhanced flexibility* The newbuild is equipped with two D2862 LE458 2,132kW (2,860hp) dual-fuel hydrogen combustion engines co-developed by CMB.Tech and MAN. The engines drive controllable-pitch propellers and allow the vessel to operate on both hydrogen and traditional diesel fuel, ensuring flexibility and reliability. This configuration is also capable of delivering a top speed of 28 knots, a service speed of 24 knots, and a bollard push of 18 tonnes. The vessel also features CMB.Tech's full hydrogen system, capable of storing up to 458 kg of compressed hydrogen. Alewijnse meanwhile supplied the complete electrical installation, including control consoles and the alarm and monitoring systems. Construction of **Hydrocat 60** took place at the facilities Dutch shipbuilder Dok en Scheepsbouw Woudsend. *Specifications* Type of vessel: Crewboat; Classification: Lloyd's Register; Flag: UK; Owner: Windcat Offshore, Netherlands; Designer: Windcat Offshore, Netherlands; Builder: Dok en Scheepsbouw Woudsend, Netherlands; Length overall: 27.4 metres (89.9 feet); Beam: 9.0 metres (30 feet); Draught: 2.1 metres (6.9 feet); Capacity: 80 square metres (860 square feet); Main engines: 2 x CMB.Tech-MAN D2862 LE458, each 2,132 kW (2,860 hp); Propulsion: 2 x controllable-pitch propellers; Maximum speed: 28 knots; Cruising speed: 24 knots; Bollard push: 18 tonnes; Alarm systems: Alewijnse; Types of fuel: Hydrogen; diesel; Fuel capacity: 458 kg. *(Source: Baird)*

FIRST DAMEN-BUILT ELEVATION SERIES CSOV FOR WINDCAT COMPLETES SEA TRIALS

Windcat Rotterdam, the first in the Elevation Series of Commissioning Service Operation Vessels (CSOVs) being built by Damen, has completed sea trials. **Windcat Rotterdam** is now entering the final stages before delivery this summer. The vessel is based on Damen's proven CSOV design, adapted in close cooperation with its client Windcat. After more than a week of testing at sea, Damen said it validated every element of this advanced ecosystem to ensure all systems work in perfect harmony. All six CSOVs are being built at Ha Long Shipyard in Vietnam. The launch of the first 87-metre-long vessel took place on 12 October 2024. Damen, Windcat, and CMB.TECH first announced their intention to develop and build a series of offshore wind farm support vessels back in 2022. After an initial contract for two ships, Windcat increased the order to six vessels, with the last contract being signed in mid-2024. The vessel will accommodate up to 120 people on board, remaining at its offshore location to provide in-field technical and maintenance support for up to 30 days at a time, according to Damen. The entire series of six vessels will be able to use hydrogen as a fuel, which will reduce CO2 emissions. *(Source: Offshore Wind)*

DREDGING NEWS

DREDGING UNDERWAY AT KINGSVILLE HARBOR, ON

The dredge Ocean Traverse Nord has officially arrived and is ready to kick off Kingsville Harbor (Ontario) dredging campaign. The contractor expects work to last approximately two weeks, removing anywhere from 20,000-60,000m³ of sand from the bottom of Lake Erie. The dredger is

beginning its work on the east side of the main channel, clearing and deepening to the west of the main channel. "The ferry passage will be finished first for the people of Kingsville and their ferry service to Pelee Island," said Jack Frye, the Chairman of the Board of Directors of the Port of Kingsville. The vessel will then clear westward, allowing the Southwestern Sales Corporation to get their stone into Kingsville with lake-sized vessels. The ferry is scheduled to begin their departures and arrivals from Kingsville on July 29, 2025. *(Source: Dredging Today)*

GREAT LAKES DREDGE & DOCK LAUNCHES FIRST US ROCK INSTALLATION VESSEL

Great Lakes Dredge & Dock Corp. (GLDD), Houston, has launched the 461' Jones Act-compliant rock installation vessel (SRI) **Acadia** at Hanwha Philly Shipyard, Philadelphia. The **Acadia** is the first U.S flagged, Jones Act-compliant subsea rock installation (SRI) vessel. The Acadia is engineered to transport and precisely install up to 20,000 metric tons of rock on the seabed. The rock provides critical scour protection for subsea infrastructure including subsea cables for power transmission, telecommunications cables, oil and gas pipelines and subsea structures and offshore wind turbine foundations, preventing erosion caused by waves and currents and mechanical impacts from equipment and vessels. In addition to supporting the U.S. domestic market, Great Lakes has expanded its market focus for the **Acadia** to work in the international offshore energy development markets. "We are excited to see the launch of the Acadia, getting us closer to her expected delivery early next year which will also mark the completion of our major new build program," Lasse Petterson, president and CEO, said in a statement announcing the launch. "The **Acadia** is the centerpiece of our offshore energy growth strategy and will begin operations immediately upon leaving the shipyard." GLDD originally contracted with Philly Shipyard in 2021 to build the Acadia for $197 million. By 2024, GLDD, citing significant delays and disagreements over the construction of the first-of-its-kind subsea rock installation vessel built in the U.S., filed a request for a temporary restraining order and preliminary injunction in U.S. Eastern District Court, claiming the shipyard's

actions were causing substantial harm to the project timeline. No details about how much the delays have added to the original price have been released. That same year, Hanwha Systems and Hanwha Ocean finalized their $100 million acquisition of Philly Shipyard, marking the official start of Hanwha's U.S. shipbuilding operations under the new name Hanwha Philly Shipyard, expanding South Korea's Hanwha's presence in U.S. commercial and government shipbuilding markets. "The launch of the **Acadia** marks a major milestone for our offshore energy business," said Eleni Beyko, senior vice president, offshore energy. Upon delivery, the **Acadia** will start her journey towards New York for the installation of rock for the Empire Wind I offshore wind farm and continue working on the U.S. East Coast on contracted work through the end of 2026. Over the last two years we have actively engaged with clients for new engagements on offshore energy projects for **Acadia** for 2027 and beyond." With steel sourced from Ohio, and labor from New Jersey, Pennsylvania, Texas, and Louisiana, construction of the **Acadia** created more than one million manhours of high paying jobs at the shipyard and once operational will employ U.S. mariners for many years to come. *(Source: Workboat)*

SACO RIVER DREDGING SET FOR LATE 2025

Dredging of the Saco River that will protect the Main/North corner of Camp Ellis beach remains likely for this winter dredge season (November 2025 to April 2026). According to the City of Saco, Maine, this winter is due to be the last storm season before the jetty is placed offshore by the Army Corps in 2026 with full sand replenishment in 2027. The York County Dredge is located in Wells Harbor, and Wells is also on schedule for dredging, which will likely go

first in November. USACE approved sediment testing protocols for Saco River sand in June 2025. As early as this month, sand samples may be tested and potentially approved for beach placement. Once samples are submitted to the Army Corps and approved by that agency, the final permit application for dredging will be submitted by York County on behalf of the City of Saco. When the dredge permit is approved, the quantity of sand to be dredged from two locations will be determined: around the Camp Ellis pier and around the anchorages (mooring fields). The total amount of sand is planned to be 26,000 cubic yards, with 7,000 from around the pier and 19,000 from the anchorages. Concurrently with the permitting, the city is pursuing access permission from shoreline owners, similar to the 2018/19 dredge, which the Shoreline Commission does not expect to be an issue. *(Source: Dredging Today)*

COTTRELL WINS LEWES TO REHOBOTH CANAL DREDGING CONTRACT

Cottrell Contracting of Chesapeake, Virginia, has won a $9.6 million USACE contract for maintenance dredging work in Lewes, Delaware. The project includes maintenance dredging of approximately 90,000 cubic yards of sediment within the Lewes to Rehoboth Canal. Connecting Delaware and Rehoboth, the 10-mile-long canal was completed in 1918 and is part of the Intracoastal Waterway. Apart from spot dredging, the last time canal was fully dredged was in 2002. The dredging will take place between the months of October and March to minimize any potential adverse impacts to marine wildlife in this area. *(Source: Dredging Today)*

DEW LAUNCHES NEW CSD 400 DESIGNED BY DREDGE YARD

Dockyard and Engineering Works (DEW) has successfully launched its newly built Cutter Suction **Dredger 400**, developed with the engineering expertise and component support of Dredge Yard B.V., based in the Netherlands. The new dredger is equipped with a Mitsubishi engine, a hydraulic cutter head drive, and an inboard dredge pump directly mounted on a gearbox for efficient power transmission. Designed for reliable and effective operation,

the CSD400 offers a dredging depth of up to 10 meters and includes onboard accommodation. The project marks a significant step forward in local dredger construction capabilities, made possible through close international cooperation and knowledge exchange between DEW and Dredge Yard B.V. *(Source: Dredging Today)*

DC-GRID SWITCHBOARD FOR JDN'S FIRST PLUG-IN HYBRID DREDGER TESTED AND APPROVED

Bakker Sliedrecht, together with Jan De Nul and RINA classification society, have successfully completed the Factory Acceptance Test (FAT) of the DC-grid switchboard for JDN's first plug-in hybrid trailing suction hopper dredger (TSHD). Just a year ago, Bakker Sliedrecht secured a deal to deliver the complete electrical package for this innovative vessel, including their in-house developed DC power management system. Along with delivering all the electrical hardware, including generators, electric motors, frequency drives, the main switchboard, and the battery system, Bakker Sliedrecht will also provide the automation system to ensure efficient control of the power plant. The in-house developed and proven DC-power management system optimizes the balance in power supply from the generators and battery system during all vessel operations. It also includes functionalities such as spinning reserve, peak shaving and ramp rate control. The successful FAT marks an important step towards the delivery of this sustainable, high-tech, and compact hopper dredger – specifically designed for performance in smaller harbors, with a minimal environmental footprint. With its 79 meters hull length and a hopper capacity of 2000 cubic meter, the newbuild will be the smallest of Jan De Nul Group's hopper fleet. *(Source: Dredging Today)*

ROYAL IHC SECURES ANOTHER ORDER FOR BEAVER DREDGER

Royal IHC recently won a contract to supply another Beaver cutter suction dredger and a Booster

Station to a customer in the APAC region. The Beaver and Booster Station will be deployed to

maintain the access channel to a harbor – ensuring safe navigation for recreational boaters and commercial fishing charters. The dredged sand will be subsequently pumped over a distance of approx. three kilometers onto a nearby coastline to restore the eroded beach. A highly efficient solution, solving two challenges in one go. Each IHC Beaver is designed to set the standard in reliability and simplicity by: ● Proven technology that minimizes operational risk and downtime; ● Intuitive operation for fast mobilization and efficient project execution; ● Long-term cost control through durable construction and ease of maintenance. With the new delivery, this customer in the APAC region will be able to keep vital waterways accessible while working with equipment they can trust to perform, day in and day out. *(Source: Dredging Today)*

YARD NEWS

DONG FANG OFFSHORE ORDERS CABLE-LAY SYSTEM AT HUISMAN

Huisman has signed a contract with Dong Fang Offshore (DFO) for the delivery of a modular cable-lay system that will be fitted onto DFO's vessels, including the construction service operation vessels (CSOVs) being built by Vard for the Taiwan-based offshore wind vessel provider. For Huisman, this marks the company's first cable-lay system, built on its track record in the deepwater pipelay market, the Dutch vessel equipment provider says. The contract follows a Letter of Intent (LoI) signed at the end of 2023, when DFO ordered a 3,000-tonne cable basket. The new cable-lay system has a high degree of flexibility and rapid mobilisation capabilities, and can be configured to support both inter-array and export cable laying with DFO's existing and newbuild offshore construction vessels as well as cable repair operations with DFO's fleet of CSOVs, according to Huisman. Dong Fang Offshore has ordered four vessels from the Norwegian shipbuilder Vard, three CSOVs and one offshore subsea construction vessel. The system, which Huisman developed in collaboration with cable-lay operations specialist ESD, will be delivered as a single, integrated spread with quick connection interfaces, allowing for fast mobilisation in various configurations tailored to

vessel type and operational requirements. This will reduce mobilisation costs, hot work, and commissioning time during project start-up, according to the company. “The flexibility to be able to deploy integrated, fit-for-purpose spreads on both our Commissioning Service Operations Vessels and Offshore Construction Vessels, in a short period of time we believe creates significant value for our customers and will ensure that there continues to be fit-for-purpose, best in class cable installations available to meet the challenging conditions of Taiwan and beyond”, said Polin Chen, CEO at Dong Fang Offshore. *(Source: Offshore Wind)*

RUSSIAN SHIPYARDS NEED TO TRIPLE PRODUCTION – MINISTRY OF INDUSTRY AND TRADE

In order to meet the required fleet renewal rates, Russian shipyards need to triple their production. This was stated in a welcoming speech to the participants of the "Shipbuilding - Strategy" conference by Sergey Abdykerov, Director of the Department of Shipbuilding Industry and Marine Engineering of the Ministry of Industry and Trade of Russia, as reported by the Sudostroenie.info correspondent. "This is a strategic challenge," the director of the department emphasized. Among the pressing issues facing the industry today, Sergey Abdykerov highlighted the utilisation of production capacities, the financial condition of enterprises, and increasing the competitiveness of the industry. Let us recall that the first "Shipbuilding - Strategy" conference is being held in St. Petersburg on July 24. *(Source: Sudostroenie)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Chinese shipyard delivers world-first hydrogen-electric tugboat*
   - *Singapore's first fully electric tug launched, paving the way for zero-emission coastal logistics ecosystem*
   - *Sanmar delivers advanced ship-handling tug to Italian operator*
   - *Sanmar delivers fully electric emissions-free tug to major global operator Svitzer*
   - *Damen signs with Port Marlborough New Zealand for ASD Tug 2312*
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*

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

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