Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
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26th Volume, No. 60 *1963 – "62 years tugboatman" – 2025* Dated 30 July 2025

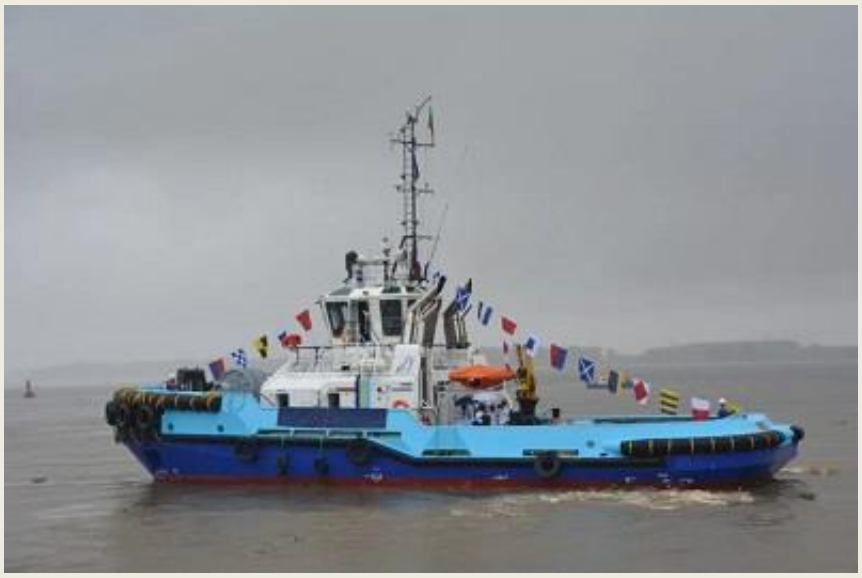
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

Distribution twice a week 22.200+

MIDWEEK–EDITION

TUGS & TOWING NEWS

THE AUTONOMOUS PORT OF DOUALA STRENGTHENS ITS FLEET WITH TWO NEW TUGBOATS



With a total cost of 11.6 billion FCFA, the two aircraft, named **Emmanuel Endeley** and **John Ngu Foncha**, will enable the Régie Délégée du Remorquage (RDR), a subsidiary of the PAD, to improve its competitiveness. On July 23, 2025, the Minister of Transport, Jean Ernest Massena Ngallè Bibehè, presided over the welcoming ceremony for the two new tugboats acquired by the Autonomous Port of Douala (PAD). The two ASD 3010-type tugboats, with a towing capacity of 60 tonnes, built by the Dutch company Damen Shipyards, will enable the RDR to boost its performance and improve the efficiency of port operations. "This new achievement, driven by the vision of the Head of State, demonstrates the desire to build an efficient, sovereign and sustainably competitive port, serving the economic emergence of Cameroon," boasts the Chairman of the Board of Directors of PAD, Shey Jones Yembe. The new vessels acquired by the PAD are part of the vast normalization process that has seen the company take over the operation of many aspects of port activity. Indeed, after the departure of the Concessionaire Boluda, the Autonomous Port of Douala took over the management of the towing activity on January 2, 2021, with old nautical vehicles, the youngest of which was 22 years old and the oldest 54 years old. Despite the obsolescence of this equipment, the Delegated Towing Authority has returned to growth in its turnover. *PAD partnership – Damen Shipyards Gorinchem* PAD Managing Director Cyrus Ngo'o and Damen Shipyards Gorinchem Regional Director for Africa Jan Van Der Vorm signed a contract on 23 October 2023 for the construction of two new tugboats for Régie Déléguée du Remorquage, a subsidiary of PAD. The project, costing 11.6 billion FCFA, consisted of construction, transportation, training, technical assistance for one year after the sale, the supply of spare parts and insurance. For the project management, the Autonomous Port of Douala involved two national companies, namely

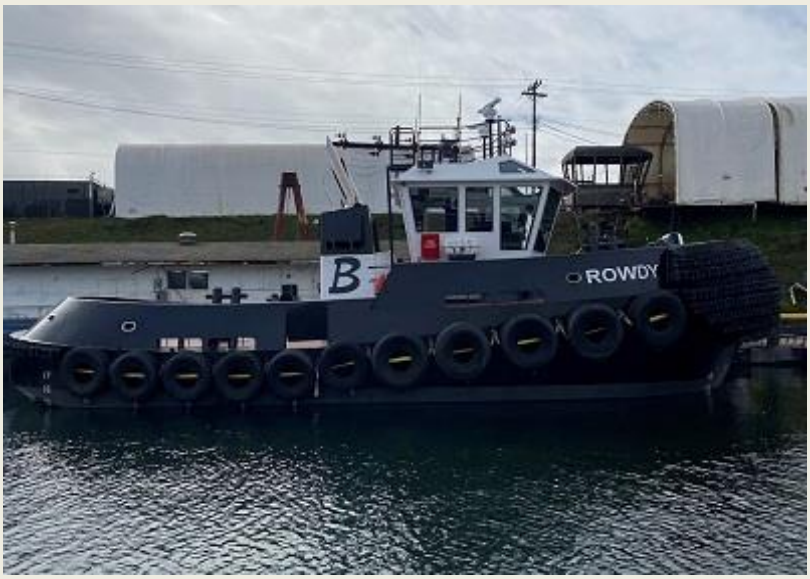
Matgenie and Chantier Naval et Industriel du Cameroun (CNIC). On May 23, 2025, Cyrus Ngo'o presided over the departure ceremony for the Port of Douala-Bonabéri of the two tugboats from the Damen manufacturer on the docks of Damen Albwady in Sharjah, United Arab Emirates. *(Source: Leconomie)*

PORT TOWING EXTENDED IN THE STRAIT OF MESSINA, RESTRICTIONS IN GIOIA TAURO

In both areas, the service is expected to be re-awarded shortly, currently managed by Medtug (MSC – Boluda) Having already limited the number of port towage service providers to a single concessionaire last September, the Port Authority of Messina – Strait Maritime Authority has now decided, having received its approval, to extend the concession to Rimorchiatori Augusta, a company in MSC's Medtug group. The decree defines "an extension as inevitable pending the definition of the new service organization and the completion of the tender procedures for the awarding of the towage concession," in order to "ensure the continuity of the provision of the towage service, a service of general public interest aimed at ensuring navigation and port safety, until the administrative procedure for selecting the concessionaire has been concluded." At stake is the awarding of the service in the ports of Messina, Milazzo and the Strait Security Area which includes the ports of Tremestieri, Reggio Calabria and Villa San Giovanni. Meanwhile, on the Calabrian coast, the Gioia Tauro Harbour Office has limited the number of towage service providers to one concessionaire, again in anticipation of the service's re-awarding to Medtug. The usual reasoning is this: "The port towage service is a universal service provided in a closed market where supply is constrained by the safety standards established by the Maritime Authority in terms of the quantity and quality of services potentially provided; that, consequently, the services actually provided will always be lower than those potentially provided; and that the costs incurred by the service provider reflect a preponderance of fixed and semi-fixed costs (invested capital, personnel costs, etc.) over the relatively much lower variable costs." Furthermore, according to the Coast Guard, "a hypothetical competitive situation in the port towage market (a service that operates

within a limited scope and market, subject to safety standards established by the Maritime Authority, and characterized by demand that is derived from the supplier's business decisions) would prove counterproductive to maintaining the minimum safety standards required for the service." This is why "conceding the towing service in the port of Gioia Tauro to a single entity represents the most efficient solution, capable of guaranteeing quality and safety standards at the lowest cost, also considering current traffic." *(Source: Shipping Italy)*

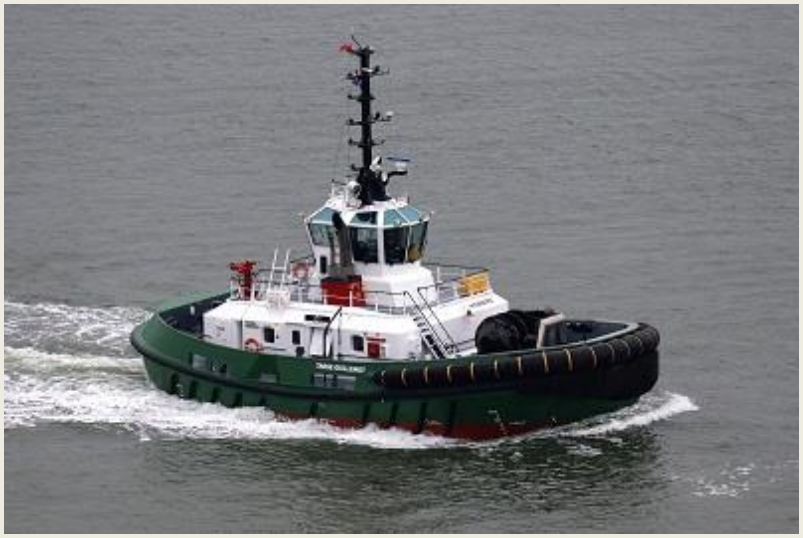
RASCAL & ROWDY – POWERFUL SHIP ASSIST TUG PAIR IDEAL FOR SMALL HARBOURS



Longview, Washington-based towage company Brusco Tug and Barge has taken delivery of two new ship handling tugs in a series built by Diversified Marine of Portland, Oregon. Designed by Canadian naval architecture firm Robert Allan Ltd (RAL), **Rascal** and **Rowdy** each have an LOA of 65 feet (20 metres), a moulded beam of 32 feet (9.8 metres), a moulded depth of 11.5 feet (3.5 metres), and a gross tonnage of 159. The tugs were designed and constructed to comply with all applicable rules and regulations of the US Coast Guard 46CFR, Subchapter M and the American Bureau of Shipping. *Compact yet versatile platforms* RAL said the compact tugs are well suited for harbours where smaller though still powerful ship assist tugs are needed, as well as being available for general harbour towing and coastal towing. A small wheelhouse allows each tug to get underneath the flare of even smaller vessels with a folding mast allowing reduced air draught. The wheelhouse itself is also fitted with upward-facing windows to permit the helm operator with improved situational awareness, especially when manoeuvring alongside larger vessels. Also on each tug, two double crew cabins are provided in the lower accommodation, along with a spacious mess and galley. *Lower emissions suitable for extended-duration operations in harbours* The top tier of bow fendering is a Schuyler Maritime laminated fender, which RAL said is ideal for resisting wear. Lower tiers at the bow, down to the waterline, are softer Schuyler SRD-D3 loop fenders with additional loop fendering at the stern and aircraft tyres fitted along the sheer. Each of the tugs is powered by two Caterpillar

C32 main engines, each rated 1,450 hp (1,080 kW) at 2,050 to 2,150 rpm. The engines can deliver a bollard pull of in excess of 38 tonnes and meet US EPA Tier IV emissions requirements with the aid of a selective catalytic reduction-equipped diesel exhaust aftertreatment system. The engines on each tug power two Berg MTA 522 Z-drives fitted with 87-inch (2,200mm) fixed-pitch propellers while the electrical plant consists of two identical diesel generators, each with a power output of 99 ekW. Each tug's tank capacities are 6,900 gallons (31,000 litres) for fuel oil, 1,100 gallons (5,000 litres) for potable water, and 500 gallons (2,000 litres) for diesel exhaust fluid. **Rascal & Rowdy** *Specifications* Type of vessel: Harbour tugs; Classification: US Coast Guard Subchapter M; American Bureau of Shipping; Flag: USA; Owner: Brusco Tug and Barge, USA; Designer: Robert Allan Ltd, Canada; Builder: Diversified Marine, USA; Length overall: 65 feet (20 metres); Beam: 32 feet (9.8 metres); Depth: 11.5 feet (3.5 metres); Gross tonnage: 159; Main engines: 2 x Caterpillar C32, each 1,450 hp (1,080 kW) at 2,050 to 2,150 rpm; Propulsion: 2 x Berg MTA 522 fixed-pitch propellers; Generators: 2 x 99 ekW; Bollard pull: 38 tonnes; Fendering: Schuyler; Other equipment installed: Selective catalytic reduction system; Type of fuel: Diesel; Fuel capacity: 6,900 gallons (31,000 litres); Freshwater capacity: 1,100 gallons (5,000 litres); Accommodation: 2 x cabins; mess; galley; Crew: 4. *(Source: Baird)*

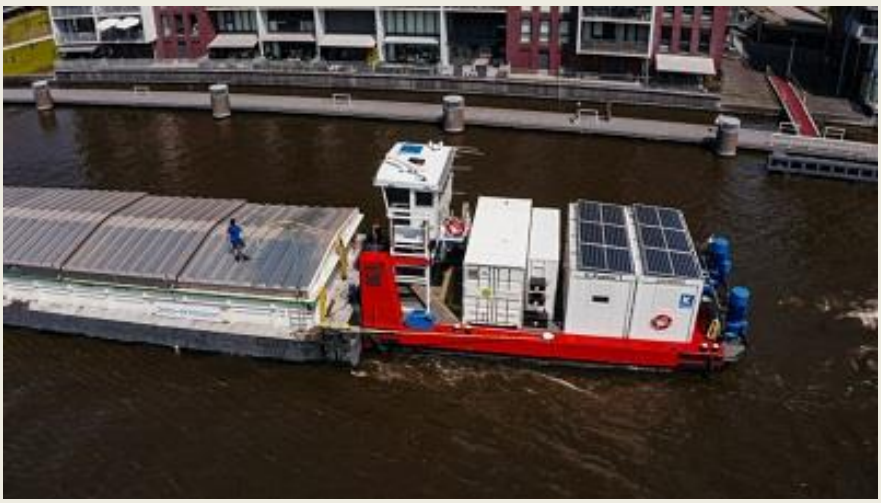
THE NEW WORLDWIDE TUG & OSV NEWS IS PUBLISHED



Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels, please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. Important notice: While care is taken in the preparation of Worlwide Tug & OSV News the editors cannot accept any responsibility for the accuracy of data published. The editors have attempted to contact all photographers to obtain permission to publish their photos. In some cases this was unsuccessful because e-mail addresses were no longer up-to-date. Financial compensation has never been paid to any photographer. Should there nevertheless be any photographer who believe that they have been wronged, please contact the mentioned e-mail address. The editors

regrets that the e-magazine is unable to supply photographs published in Worldwide Tug & OSV News. To read the free magazine click on the link HERE *(Source: Leen van der Meijden compiler of the magazine; Photo: Reinier van de Wetering)*

SMART PLANNING FOR CLEAN WATERBORNE LOGISTICS – MHS AND KOTUG OPTIPORT JOIN FORCES



KOTUG OptiPort and the Metropolitan Hub System (MHS) have signed a agreement to develop an innovative logistics concept: Transport as a Service over water. Smart scheduling of electric pushers and barges aims to enable cleaner, more efficient, and scalable freight transport in urban regions. The agreement was formally confirmed at the headquarters of KOTUG International in the Waalhaven, Rotterdam. The smart scheduling solution – powered by OptiPort – enables more reliable and sustainable transport of goods within and between urban areas. Not by expanding infrastructure, but by optimizing the use of what already exists: waterways, intelligent sailing routes, and real-time data. The smart sheduling uses real-time information such as vessel positions, water levels, bridge opening times, and optimal sailing speeds to plan the deployment of electrically powered pusher-barge (including KOTUG's E-Pushers/barge combinations). Through the smart integration of data, especially the availability and utilization of the electric pusher can be significantly improved. This is expected to result in noticeable cost advantages for customers of the smart scheduling solution. "This marks the first step toward a new logistics ecosystem in which customers no longer need to own or charter an entire vessel to move goods efficiently and emission-free over water," says Patrick Everts Director of KOTUG OptiPort. "With smart planning and real-time data, we make waterborne transport scalable, predictable, and affordable – exactly what cities and shippers need." *A Prototype with Public Value* The first step is developing a prototype of the smart planning solution. This prototype aligns with the results of the

MHS project "Internet of Cargo (IoC)" which was initiated with the support of the province of North Holland. IoC focuses on smart data sharing with the goal of operating emission-free push barge-pushboat combinations on regional waters according to a smart digital timetable (as an alternative to road freight transport). The prototype is developed along several existing cargo flows – such as waste, civil engineering, building materials, and agriculture – in the provinces of South Holland, North Holland, and Utrecht. KOTUG OptiPort is translating this into a planning platform that can be applied more broadly in other regions and deployed by various logistic parties. *Transition towards clean inland shipping* The MHS Foundation is collaborating with the participating provinces across the country on the transition towards clean inland shipping as a solution to urban accessibility issues.

MHS acts as a catalyst and client, and – along with partner Circle Line Logistics – actively contributes to the refinement, testing, and scaling of the smart planning solution. According to Peter de Bruijn, board member of MHS and co-founder of Circle Line Logistics, the strength of the collaboration lies "in the combination of technology, practical experience, and a shared ambition. We want to demonstrate that data-driven planning is not a distant ideal, but the key to emission reduction and efficient regional supply chains." The smart planning solution supports the transition to clean and smart inland shipping and thus aligns with the public ambitions of the provinces of South Holland, North Holland, and Utrecht to green logistics and stimulate freight transport by water. Support is also provided by the Interreg project "InnoWatr." In this project, MHS collaborates with the provinces of Fryslan and Groningen, the "Samen Circulair Heerenveen" foundation, and waste processing company OMRIN. In the autumn, once the prototype is ready for demonstration, a campaign will be launched to expand the concept to additional potential users and regions. *(PR-Kotug)*

CONSTRUCTION OF THE SECOND WHEELED TUGBOAT OF THE TSK.566 PROJECT IS NEARING COMPLETION

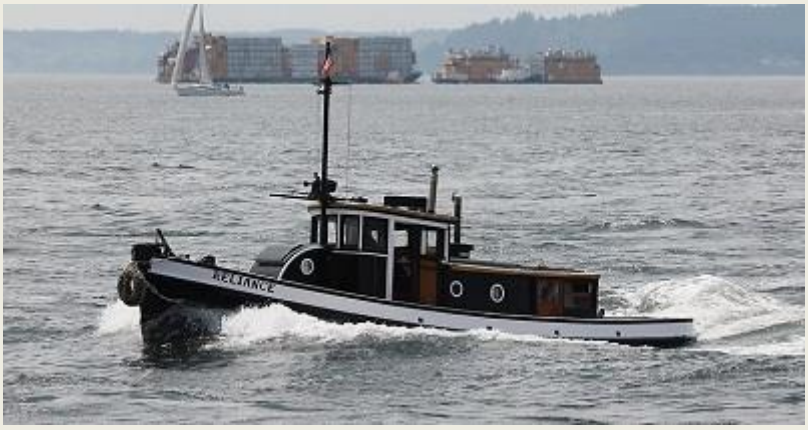
Specialists of the Russian Classification Society (RCO) are completing technical supervision of the construction of the second paddle tugboat of the **TSK.566** project. This was stated in a message from RCO dated July 27. It is noted that the construction of the vessel is being carried out under the technical supervision of the Ob-Irtysh branch of RCO. Earlier it was reported that the vessel is being built by order of the Republic of

Kazakhstan. The vessel is being built to the RCO class - "P1.2". Paddle tugboat of the **TSK.566** project. Overall length - 44.8 m; Length on design waterline - 44.15 m Overall; width - 17.7 m Width on design waterline - 9.0 m; Height of the side at midship - 2.5 m; Deadweight - 44.55 t; Power - 800 hp. *(Source: Sudostroenie; Photo: RCO)*

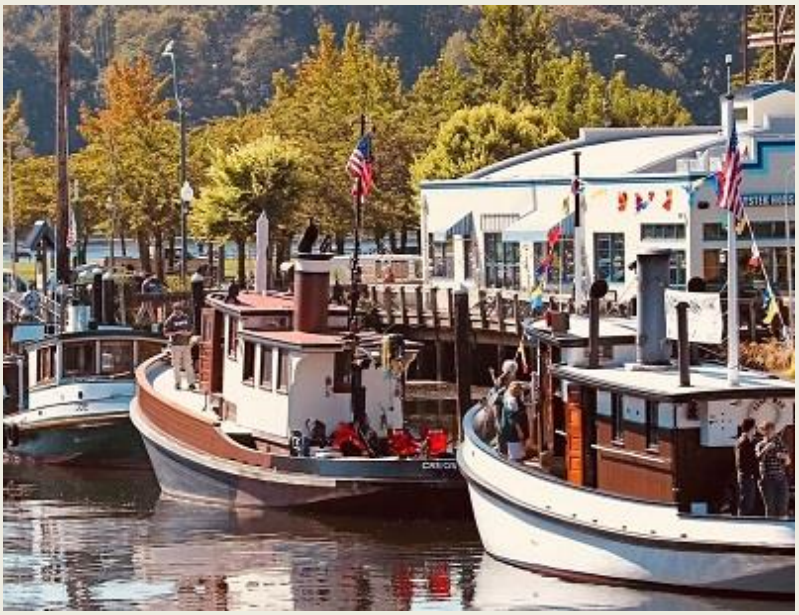
USC BEGAN MOORING TRIALS OF THE KERCH STRAIT RESCUE VESSEL

Specialists of the Amur Shipyard (part of USC) have started mooring trials of the multifunctional rescue vessel of the MPSV 06 **Kerch Strait** project, which is being built by order of the Federal State Institution Directorate of the State Customer. During the trials, the main diesel generators (MDG) were started, the operation of the integrated ship control system and its interaction with the MDG control system were checked. The tests of the water fire extinguishing system have also been completed. In the near future, tests of the emergency diesel generator will begin. At the same time, the installation of furniture and equipment in the cabins of the first and second tiers of the superstructure, as well as on the forecastle deck, is being completed. In addition, tests of specialized rescue equipment have begun, the USC press service reports. The ice-class vessel with a capacity of 7 MW was transferred to the delivery base of the Amur Shipyard in October last year. The vessel's main functions include patrolling and duty in areas of shipping, fishing, as well as in areas of offshore oil and gas fields, providing emergency assistance to ships in distress, including the evacuation of people and medical assistance, as well as towing operations. The **Kerch Strait** has no restrictions on navigation areas and is capable of operating, including on the Northern Sea Route. By the way, did you know that on "Made by Us" articles are published by visitors just like you? And no pre-moderation, approvals or permissions! Anyone can add news. And the best ones will be posted to our Telegram. *(Source: Sdelanounas)*

A CALL FOR OLYMPIA HARBOR DAYS 2025



hello, I am wondering if you could help me? I am looking to rebuild the Olympia Harbor Days Tug boat display. Do you think you could help me recruit or reach some local tugboat owners for this year's festival. I know I am on a short time frame I am looking for any ships near Olympia that could come by to share their amazing history and trade I want tugs but will take working or historical ships. We need to fill the docks, they will get a dinner and the chance to enjoy this amazing festival. I need all the help I can get I have taken on 2 historical festivals that are over 45 years old each with 60 thousand + in attendance this year. We also have a fairly large marketing package to get the word out about all our partners we work with to put this festival on. My goal is to bring them both back to community ownership, sharing trades, all while spotlighting the history and hard work all these amazing, devoted people are doing right in our watery backyards. I gave almost 20 years to the Olympia Wooden Boat Festival then took it on as my own non-profit this year when they voted to dissolve so that I could continue the history. I have also taken on Harbor Days. Then I fell a bit behind schedule due to the amount I took on and

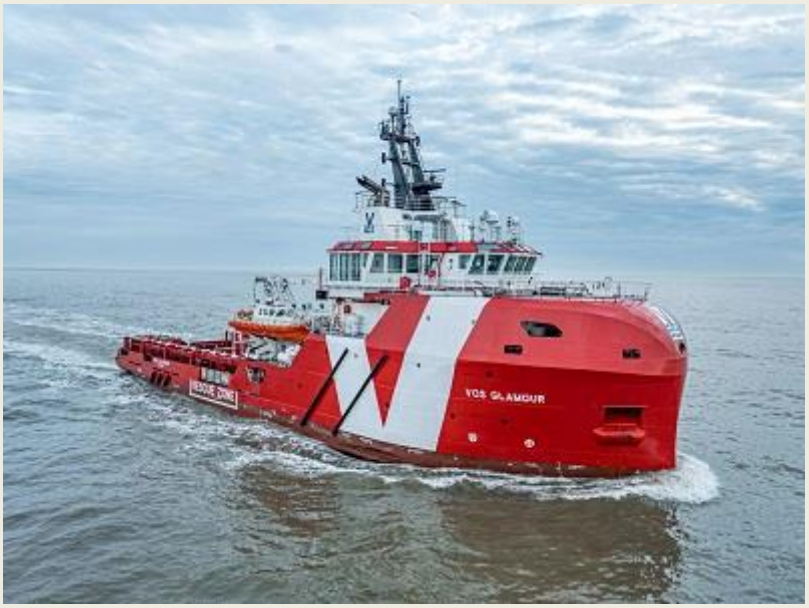


the passing of my dad this year. things kind of snowballed. I am not too proud to admit it or to ask for help and I'm doing my best to accept that I can't do it all lol. So, I humbly ask for any help and support you could give me to get the word out to tug captains or any working boat captains. I need to fill the docks at Harbor Days! Anyone interested in participating can email Aaron Lapoint directly to register he has even at this late date volunteered to help me. I have put his email below, I am also happy to answer any questions you or anyone else may have. Contact megan.harbordays@outlook.com or aaron@historicmaritimefoundation.org

VOS GLAMOUR RECOGNISED FOR CONTRIBUTIONS TO SAR OPERATION FOLLOWING SOLONG AND STENA IMMACULATE COLLISION

Emergency response and rescue vessel **VOS Glamour** has been recognised by the UK Maritime and Coastguard Agency (MCA) for support during a search-and-rescue (SAR) operation in the North Sea earlier this year. Our Vroon Offshore Services (VOS) team was involved in rescue operations of a

tanker and cargo ship following a collision off the Humber coast. This major incident at sea in the early hours of 10 March, involving container ship MV **Solong** and cargo vessel Stena Immaculate, tragically resulted in the loss of one crewman on board MV **Solong**. Both vessels caught fire, and an emergency response was launched, involving Royal National Lifeboat Institution (RNLI) vessels, Coastguard helicopters and several vessels with firefighting capabilities. **VOS Glamour** assisted with the vital role of on-scene coordinator for the SAR operations. Vroon Offshore Services Managing Director Stuart Thom was invited on stage at the recent MCA's UK Flag Forum event in London to receive a recognition award from MCA Chief Executive Virginia McVea. Virginia said, "We wanted to kick off our session amongst the UK flag family by acknowledging the contribution paid by our own members, while recognising the loss of Mark Angelo Pernia. Vroon's team and its role in the on-site coordination was crucial, as recognised by the Secretary of State's representative. Their service was vital in the search and rescue operation." Accepting the award on behalf of **VOS Glamour** and her crew, Stuart said, "It's nice for our vessel and crew to be recognised here at the Flag Forum event. They're an emergency response vessel and it's what they do 24/7, 365 days a year. We're very proud of them." We underline these words of appreciation for the **VOS Glamour** team. Our vessel's capabilities, combined with her crew's professionalism and regular safety training, meant they were able to provide essential and effective assistance during this large-scale incident. The award will be presented to the vessel's master and crew at the earliest opportunity. At Vroon, safety is a "way of being" and a mindset. We are committed to safe practices in all operations and everyday activities. With an industry-recognised behavioural-based training programme "Leaders in Safety", safety is an integral part of our Company DNA. **VOS Glamour** is the first of four field-support vessels with a revolutionary, wave-piercing bow shape, built for VOS at the Fujian Southeast Shipyard. She is one of 22 offshore-support vessels delivered to us as new buildings between 2014 and 2016. *(PR-Vroon)*

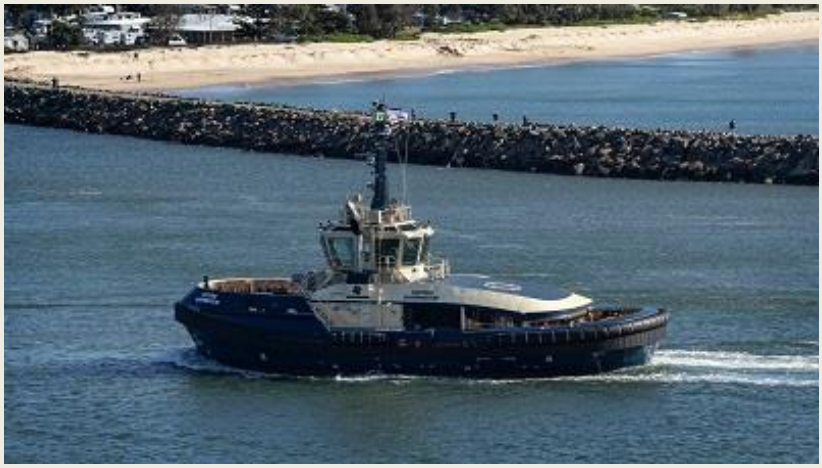


THE PORT OF BREST RECEIVES ITS NEW DOCK GATE WEIGHING OVER

600 TONNES

The commercial port's dry dock, now called "Forme Une," was inaugurated on February 21, 1913. The dock suffered extensive damage during the Second World War. After the end of the conflict, it was necessary to rebuild the gate boat. The latter, now nearly 80 years old, was showing signs of wear. Brestport therefore decided to replace it. The construction of a new dock was ordered from the Dutch shipyard Ravestein, located in Deest. The new dock gate was launched on July 18 in Rotterdam and is currently making its way to the port of Brest, towed by the **Elda**. The dock gate, 32 m wide, 14 m high, and 6.5 m thick, weighs 604 tons. Its arrival is scheduled for the beginning of the week of July 28, 2025. The dry docks are used by the Damen and Piriou shipyards, arrived safely. *(Source: Lemarin)*

POWERFUL ESCORT TUGS NOW, METHANOL DUAL FUEL COMING



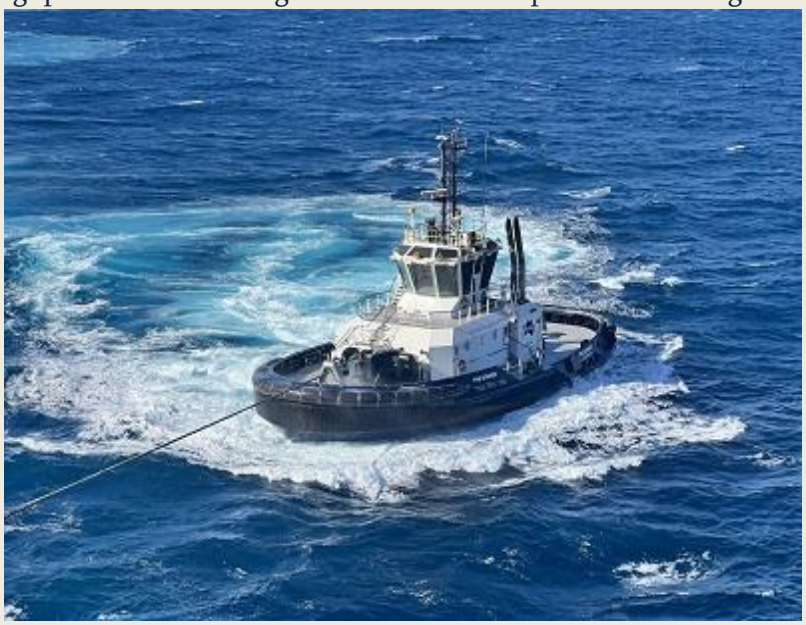
A Turkish tugboat factory has delivered several escort tugs to Svitzer, Kotug, Østensjø and P&O Reyser this year. Uzmar Shipyard delivered powerful and innovative escort tugs to some of the largest owners and operators worldwide in 2025. The Turkish shipbuilder delivered newbuilds with a bollard pull of over 75 tonnes to Svitzer, Kotug International, Østensjø Rederi and P&O Maritime Logistics, many with propulsion complying with IMO's Tier III emissions standards. Top of the list are two tugs built to a TRAnsverse design for Svitzer to transform ship towage in the Port of Newcastle, New South Wales, in Australia. **Svitzer Barrington** arrived in July and **Svitzer Nobbys** in August. These were built to the TRAnsverse 3200 design, developed by Svitzer and Robert Allan Ltd with features for efficient ship escort and towage in ports. Svitzer Australia expects fuel savings of at least 15% compared with azimuth stern drive tugs. Uzmar is building another TRAnsverse tug for Svitzer, this time with methanol dual-fuel engines and around 6 MWh of battery capacity. Construction of this TRAnsverse 3500E design tug is expected to be completed in 2026, says Uzmar Shipyard project manager, Furkan Yildiz. "The dual-fuel engines enable longer operations with lower greenhouse gas emissions while the batteries provide close to zero emissions," he explains. "This is operational flexibility and fuel efficiency in one vessel. System integration is important, and hybrid propulsion has many benefits." This 35-m, ABS-class tug will have a beam of 15 m, twin methanol dual-fuel engines and two rooms each with 3 MWh of batteries, all combined to generate 85 tonnes of bollard pull. Mr Yildiz expects more methanol-

battery tugboats to be ordered and brought into service. "We are crafting a blueprint for the future of green sustainable towage," he explains, adding the TRAnsverse 3500 E is "a crucial milestone to lowering emissions" and lowering the towage industry's carbon footprint. "We are setting an industry benchmark," says Mr Yildiz. "With 85 tonnes of bollard pull, it will be a powerful tug capable of taking on projects while meeting decarbonisation targets. This vessel will change owners' mindsets as a symbol of what is possible." Also in 2025, Uzmar built four escort tugs, out of an order for five, for Kotug International's operations in West Africa. All are built to Robert Allan's RAstar 3200-W design with 80 tonnes of bollard pull coming from two Caterpillar main diesel four-stroke, high-speed engines turning two azimuth thrusters. They are set to support marine services at BP's Greater Tortue Ahmeyim (GTA) offshore project, which spans Mauritania and Senegal, which includes a hydrocarbon processing ship and a floating LNG production, storage and offloading facility. The latest delivery, **SD Chatboul**, was sailing along the African coast and **SD Rosso**, arrived in Senegal, according to automatic identification system (AIS) data, in late July. These followed **SD Djoudj**, completed in Q2 2025 and **SD Waalo**, which joined the fleet in Q3 2024. For Norway's Østensjø Rederi, Uzmar delivered tugboat **Silex** in May after building it to a RAstar 3200-W design with 80 tonnes of bollard pull, a FiFi1 fire-fighting system and an escort-class winch on the forward deck. This 32-m tug is equipped for offshore escort towing, ship handling and docking and deploying navigational aids. It has Furuno radar and bridge systems and a Palfinger deck crane on its aft deck. In Spain, Uzmar-built **Caraba** started operations for P&O Maritime Logistics subsidiary P&O Reyser in the Port of Barcelona in 2025. It was built to a Cintranaval design as the sister vessel to **Balahu**, which was delivered in Q4 2024. These are next-generation asymmetric tractor tugs with a bollard pull of 76 tonnes, coming from twin Everllence 12-cylinder 175D MM+ engines with IMO Tier III compliance, driving two Kongsberg azimuth thrusters. *(Source: Riviera by Martyn Wingrove)*

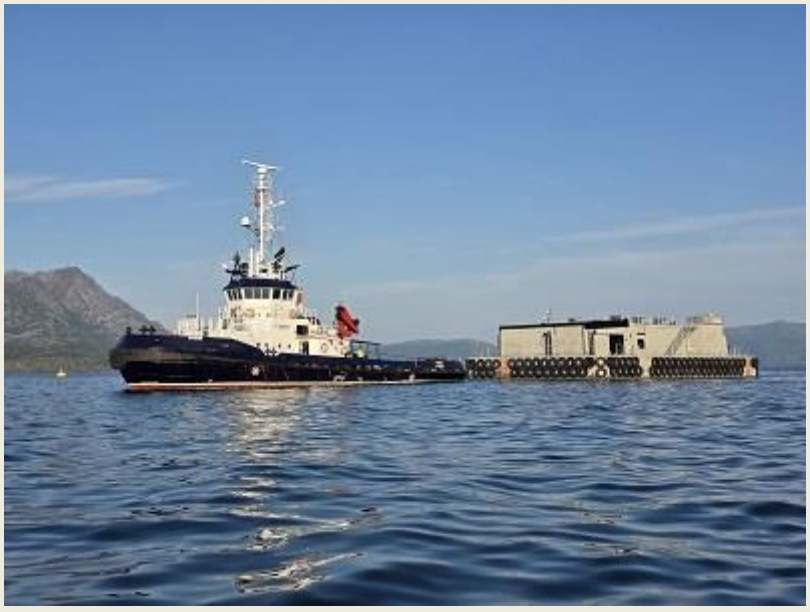
HEDLAND OPERATIONS TOWAGE MILESTONE

The Port Hedland shipping channel stands as a cornerstone of Australia's economic engine, facilitating the export of over 577 million tonnes of iron ore in FY25, representing nearly three-

quarters of the Pilbara's total throughput and reinforcing the Port Hedland port's role as a global leader in bulk commodity trade as the largest bulk export port by volume. This month marked a significant milestone for our Hedland Operations Towage Team with the successful and safe execution of on-water EPN trials conducted in Port Hedland, involving our towage assets and a laden carrier. The Damen built **ART85-32W** towage asset and crew performed exceptionally well, validating the tugs physical capabilities under real-world conditions, exceeding the current CFD notations. The trials showcased outstanding collaboration across 15 separate stakeholders which included government agencies, international and domestic towage subject matter experts all attending our Marine Operations for the project. The enthusiasm and engagement across all parties reflects how the wider Marine Operations in Port Hedland commit and have an obligation to address shipping channel related risks as a community by undertaking continuous improvements projects to maintain a high standard of operational excellence in one of the world's most strategically important ports. Special thanks to Capt. Behrouz Daeizadeh and Heath Daniels at the Pilbara Ports for their support in the trials, the Kotug Australia and Port Hedland shoreside team and crew, the Baird team with David and Matilda, and the mighty Fortescue Marine, Towage and Shipping teams, Jessica Woolley, Zul Hamid, Gavin Saxon, Dylan Walker, and Alex Anchor. *(Source: Rhett Bradley)*



SUMMER UPDATES FROM THE LOOKOUT POST AT TAMBOUR TOWAGE A/S



It's full steam ahead at our small but busy tug company – and even during hectic periods, we never compromise on maintenance and reliability. M/T **Valdemar** is currently at the yard in Svendborg for a scheduled maintenance stop. Her Alpha Diesel main engine is undergoing a complete overhaul, and we look forward to hearing her running again on Friday. Next week, **Valdemar** sets course for Tallinn to pick up a feed barge for delivery in Norway M/T **Svend** recently made a short stop in Thyborøn to have her mast repainted before heading to Norway to deliver a newly built feed

barge to a satisfied client in Hammerfest. Now she's en route to Skagen for a crew change and provisioning before continuing to Norway to collect a barge bound for the Netherlands. M/T **Nadir** has just returned to Thyborøn from a tow from Norway to Scotland. She is now scheduled for slipway work, including hull cleaning and antifouling, before her next assignment to Norway. M/T **Loke** has been hauled out at Agger Yard for cleaning, antifouling, and modernization of her rudder and bow. Excellent work from the entire team – and thanks to both Agger and Thyborøn for their great support. **Loke** has since headed to Vordingborg, where we are engaged in a new project for Per Aarsleff A/S, built on trust and strong cooperation. We have also expanded our warehouse capacity in Thyborøn to supplement our base in Guldborg, ensuring greater flexibility and strengthened logistics at both ends of Denmark. Curious about life at sea with Tambour Towage? We are always open for a conversation – reach us at +45 24 34 33 81. Best regards from all of us at Tambour Towage A/S. *(Source: Tambour Towage A/S)*

ACCIDENTS – SALVAGE NEWS

EXPLOSION KILLS THREE AND SINKS UKRAINIAN DREDGE ON A DANUBE CANAL

The Sea Ports Authority of Ukraine issued a brief statement confirming that there has been an explosion killing three people working on a dredge employed by the authority. Few details were released, but the Ukrainian media is saying it was likely a mine in the Bystre waterway, one of the canals linking the Danube to the Black Sea. The authority reported that the explosion took place on the evening of July 23 while its dredger was conducting normal work on the channel. There was a total of 11 people aboard, and in addition to the three who were killed, others were reported to be in the hospital. The Bystre is currently closed, and the emergency authorities are on the scene. The authority said the details were being investigated. It notes that the Sulin Channel to the south, also linking to the Danube, remains open for vessel traffic. Ukraine had reopened the Bystre strait for commercial vessels in July 2022 after the liberation of Zmiiniy (Snake)

Island from the Russians. The Ukrainian media outlet Dumskaya is identifying the vessel as the **Ingulskiy**, a Damen-built dredge operating for the authority since 2012. The vessel, which was 60 meters (197 feet) and could operate at depths up to 15 meters (approximately 50 feet), has reportedly sunk in the waterway. It struck the mine, the media report says, near the town of Vilkovo, which is along the Danube in the Delta region. The Danube seaports played a critical role for Ukraine after the Russian invasion, being the primary way to maintain water transport. After ports were reopened in the Odesa region, traffic on the Danube declined, but it remains a key waterway for commerce both for Ukraine and neighbouring Romania. The Bystre was important during the Soviet era and reopened by Ukraine as an alternative to traveling along the Sulina, which is controlled by Romania. The Bystre is reported open for vessels with a maximum draft of 4.5 meters (approximately 15 feet). *(Source: Marex)*

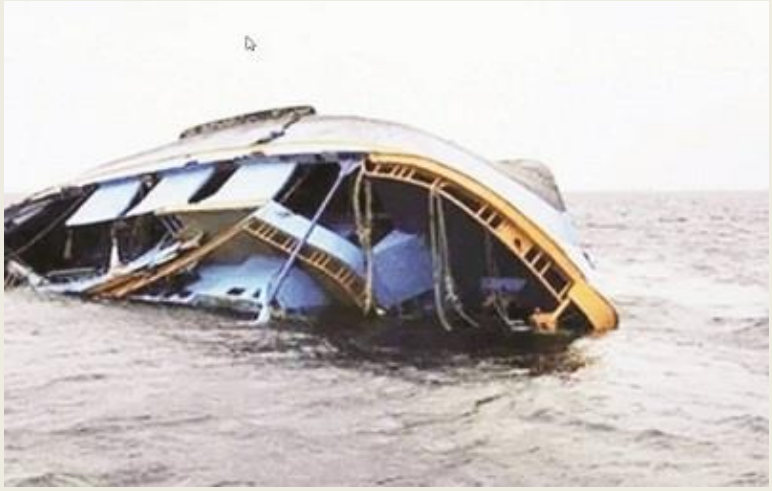
CARGO SHIP EVACUATED AFTER GROUNDING OFF CRETE

The Hellenic Coast Guard and local port authority are coordinating the efforts following the grounding of a general cargo ship off the northeastern coast of Crete. The crew was evacuated, and according to the Hellenic Coast Guard, the captain and bridge watch officer are being detained while the incident is investigated. The **MN Kostas** (5,800 dwt) departed the port of Sitia on Crete on the evening of July 24. At 2330, the Coast Guard reports the ship informed them it had grounded in a position between about 6 nautical miles off Sitia and 3 nautical miles west of Sideros, islands at the northeast tip of Crete. The vessel, built in 1994 and registered in Sierra Leone, was bound for Lebanon with a cargo of plaster. The ship is 106 meters (348 feet) in length. Earlier this year, the same ship was cited for charges of failing to pay its crew, with the International Labour Organization reporting the crew was due nearly $18,500 in pay. It said the crew had only received half pay for four months, but that the situation was corrected. The Coast Guard reports it sent three patrol boats, and the Sitia Port Authority sent personnel on a fishing vessel to the scene. Also, private crafts and fishing vessels approached. The 14-member crew was evacuated from the ship. They were placed on one of the fishing vessels and sent to the port of Sitia. The Sitia Port Authority is leading the initial investigation. The captain and watch officer are being investigated for causing a shipwreck and failing to avoid collisions, which in this case was the reef. Divers have also been sent to inspect the vessel and the reef. Two tugs were standing by from Heraklion to assist the grounded cargo ship. A third was also expected to reach the scene on Friday. *(Source: Marex)*

THIRTEEN DEAD, DOZENS MISSING IN NIGERIA BOAT ACCIDENT

Thirteen people were confirmed dead with dozens more missing after a boat ferrying around 100 passengers capsized on Saturday in Niger state in north-central Nigeria as they headed to market, authorities said on Sunday. Twenty-six people, mostly women and children, were rescued from the wooden boat, said Yusuf Lemu, an official of the Niger State Emergency Management Agency. Local

official Isiyaku Akilu said the boat driver, who was among those rescued, could not confirm the number of passengers on the boat. "The exact cause of the accident is yet to be determined, but from all indications, it appears to be due to overloading," said Akilu. Adamu Ahmad, a member of the boat drivers' union, confirmed that the boat was overloaded. He said it was a large wooden boat and efforts are being made to recover more bodies. Niger State is also home to Nigeria's three major hydroelectric dams, and boat accidents have become a frequent occurrence. Saturday's accident happened nine months after a boat carrying mostly women and children returning from a religious festival capsized and killed at least 60 people. Rescue efforts were momentarily paused on Sunday to allow the custodian of the river to perform rituals that would ensure a "hitch-free rescue mission", said Akilu. *(Source: MarineLink)*

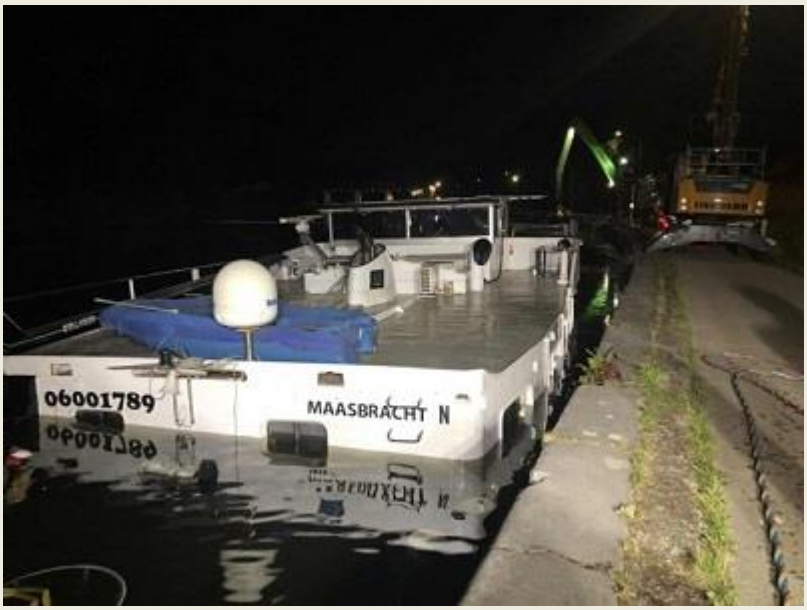


AFTER ACCIDENT IN BRAKE: EXPERTS DISCUSS SHIP SALVAGE

Following an accident at the Brake Seaport, experts plan to discuss the next steps for the stricken vessel today. A dredger collided with the quayside, and then a crane crashed onto the ship. Authorities are still unclear why the captain, en route from Bremerhaven to Brake (Wesermarsch district), crashed into the quayside with his 100-meter-long ship. The ship literally broke through the wooden and steel quayside and is now partially resting on rocks. In doing so, it struck a crane, which collapsed onto the ship. According to the waterway police, no water has entered the ship so far, but there has been damage to the bow and parts of the hull. The exact extent of the damage is still unclear. *Rescue with air cushions?* The ship was therefore not allowed to continue sailing and had to be salvaged. Experts from NiedersachsenPorts and a salvage company will now decide whether the ship will be salvaged using air cushions, a crane, or a tugboat. The quay has been closed, but maritime traffic is not restricted, the Lower Saxony Waterways Police told NDR on Friday. No

injuries were reported. *Oil booms erected as a precaution* When the crane toppled, a hydraulic line ruptured, according to the water police spokesperson. Hydraulic oil leaked into the harbor basin. However, it was a very small amount—most of it spilled onto the dredger. As a precaution, the fire department set up oil booms around the ship. Shortly after the incident, the oil stopped leaking, the spokesperson said. Just Wednesday evening, a crane also collapsed onto a ship in Bremen's industrial port. The tugboat sank as a result, but has since been salvaged. *(Source: NDR)*

BARGE WITH SCRAP SUNK IN THE SAMBRE NEAR AUVELAIS

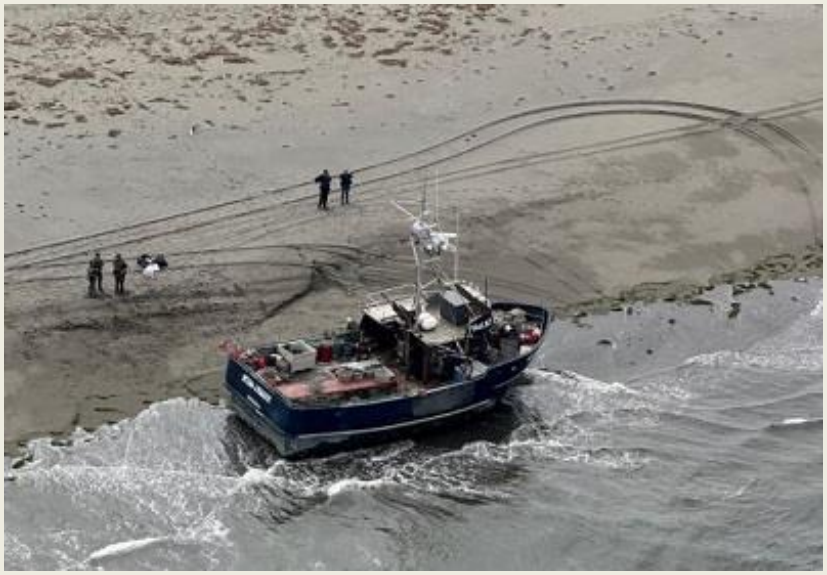


On the afternoon of July 25, the 85 meter long self-propelled barge **Kepejora** (MMSI: 244668436) sank on the Sambre River near the Auvelais lock at Sambreville, Belgium. The **Kepejora** was scheduled for a voyage to Ghent from Châtelet when it sustained hull damage while loading a cargo of 1400 tons of scrap metal. The crew had not discovered the damage until the **Kepejora** was found taking on water. The vessel's pumps could not stop the flooding and the crew requested assistance. The local fire brigade responded to scene with dewatering pumps. Unfortunately, the **Kepejora**'s hull had been holed and the cargo of scrap metal needed to be lightered. Due to the limited space at the quay, there was no way to unload the cargo before the vessel sank a few hours later. Authorities have placed pollution barriers around the **Kepejora** to contain any oil pollution released. Divers were requested to make temporary repairs so that the vessel could be dewatered. *(Source: Shipwreck Log)*

COAST GUARD RESCUES 5 PEOPLE FROM GROUNDED VESSEL NEAR EUREKA, CALIF.

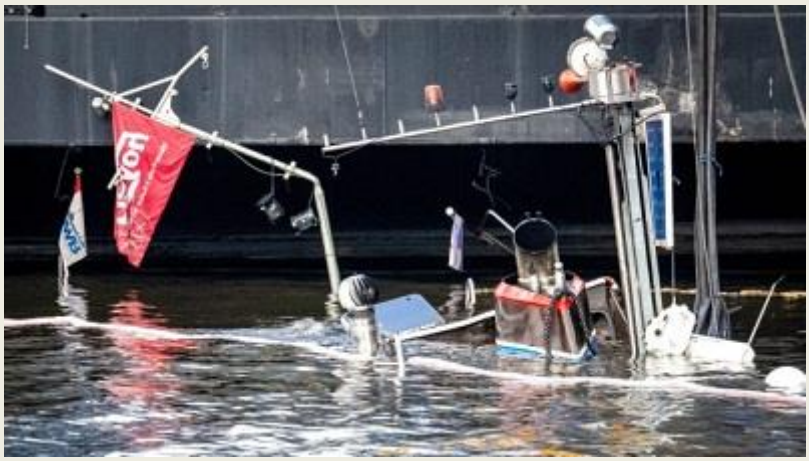
The Coast Guard rescued five people aboard the 37-foot commercial fishing vessel "**Miss Jessie**" after it ran aground south of Humboldt Bay near Eureka, California, Friday morning. Coast Guard Sector

Humboldt Bay watchstanders received the report at 12:02 a.m. via VHF-FM channel 16 from a crew member aboard the fishing vessel, requesting assistance after the vessel became disabled in the surf and ran aground. Watchstanders issued an urgent marine information broadcast and coordinated the launches of an Air Station Humboldt Bay MH-65 Dolphin helicopter aircrew and a Station Humboldt Bay 47-foot Motor Lifeboat crew. The helicopter aircrew arrived on scene at 1:27 a.m., hoisted all five people off the vessel and transported them to the Samoa Field Airport over two separate trips. The vessel's fuel tanks have a maximum capacity of 7,000 gallons, and there is an estimated 800 gallons of diesel onboard. No injuries or pollution have been reported. *(Source: USCG)*



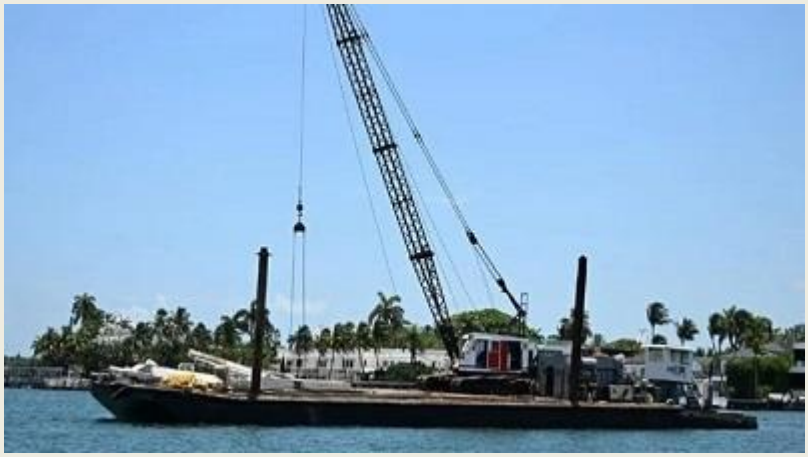
TUGBOAT SINKS AFTER DRILLING CRANE COLLAPSES IN BREMEN PORT

On the evening of July 24, the 27 meter long tugboat Orca (MMSI: 211513200) sank on the Weser River at Bremen, Germany. The Orca was supposed to push a barge with a drilling crane to a construction site when suddenly the crane toppled over. The crane struck the tugboat with enough force that it severely damage the hull allowing uncontrolled water ingress. The crew was able to escape to safety before the Orca sank to the bottom of the harbour. One person



suffered minor injuries and received treatment. Authorities responded to the scene and found diesel fuel sheen around the sunken tug. Booms were deployed around the sunken **Orca** to prevent the pollution from spreading further into the river. A salvage company was contacted to recover the tugboat and the crane from the water. A few days later a crane was used to lift the **Orca** from the bottom. The cause for the crane to collapse had not yet been determined. *(Source: Shipwreck Log; Photo: butenunbinnen.de)*

TWO CHILDREN DEAD IN COLLISION BETWEEN A BARGE AND A SAILBOAT

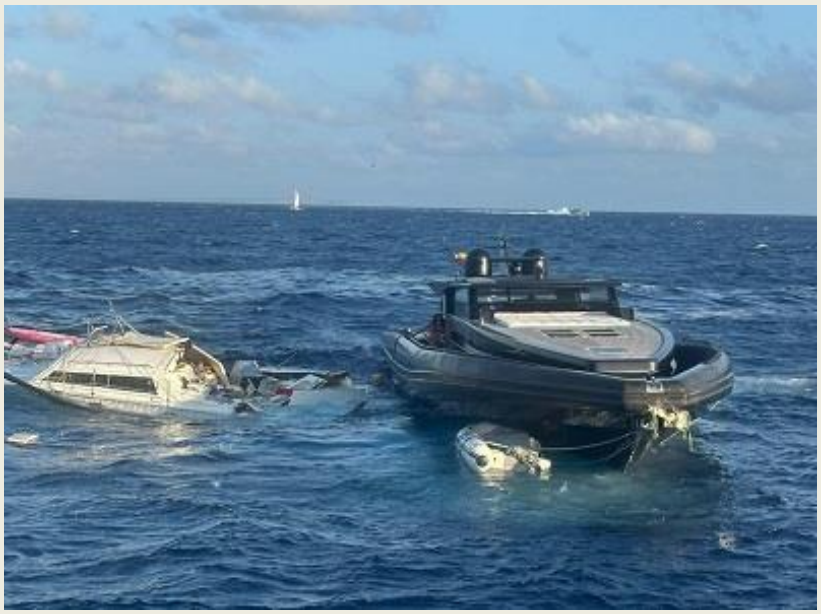


On Monday, a small sailing vessel from a summer-camp program in Miami was involved in a deadly accident with a barge tow in the port's inner harbour. At about 1100 hours, Coast Guard Sector Miami received notice from Miami-Dade Fire Rescue of a vessel collision between a sailboat and barge. The call reported that six people had gone into the water near Hibiscus Island, a residential development in Miami's inner harbour. The sailboat was a small sail training launch with one camp counsellor (aged 19) and five children on board, all of them female. Early reports indicate that the sailboat and its occupants were hit by a construction barge, and the boat and some of the personnel ended up underneath the barge's hull. Miami Beach Fire Rescue crews were first on scene, and were later joined by Miami-Dade Fire Rescue, City of Miami Fire Rescue, Florida Fish and Wildlife, and Coast Guard Station Miami Beach. All six people were recovered from the water; unfortunately, two of the children - aged seven and 13 - were declared dead upon arrival at Jackson Memorial Hospital. Two more remain in critical condition. The counsellor and one other child were evaluated at the scene and released. "Our hearts are with the families of those lost and all who have been affected by this tragedy," said Capt. Frank Florio, Commander of Coast Guard Sector Miami. "Incidents like this leave a lasting impact on our maritime community and reinforce the importance of learning from every loss. The Coast Guard will conduct a thorough investigation to determine the causal factors." As of Monday evening, the sailing vessel remained submerged under the barge. Sector Miami kept a boat crew on scene to maintain a 250-yard safety zone. The U.S. Coast Guard and Florida Fish and Wildlife are jointly investigating the accident. *(Source: Marex)*

HEAD-ON COLLISION BETWEEN A SPEEDBOAT AND A CATAMARAN IN IBIZA, WITH SEVERAL SHIPWRECKED PEOPLE AND INJURIES.

The Palma Maritime Rescue Center and the Ibiza Maritime Authority have coordinated the rescue operation for the crew of a catamaran and a boat after a head-on collision in the Cabo Llentrisca area, in the Ibizan municipality of Sant Josep de sa Talaia. The catamaran's captain was injured in the accident. The remaining crew members were rescued with minor injuries and taken to the Ibiza hospital. The rescue boat "**Hidra**" towed the boat to the port, while the catamaran sank and was

buoyed by the crew of the "**Salvamar Naos**" to avoid danger to sailors. On Monday, at around 8:00 p.m., a vessel issued a mayday relay after observing a collision between two boats with shipwrecked and injured people in the Cabo Llentrisca area. The collision occurred when a 15-meter-long boat collided with a smaller catamaran, which eventually sank. At this time, the Red Cross boat "**Hidra**" is mobilized from the Palma CCS and is heading to the Cala D'Hort pier to coordinate the arrival of a boat carrying one of the injured people and transferring him to the ambulance. Meanwhile, another boat is loading the rest of the rescued people for transport to Ibiza. The boat "**Hidra**" is towing a boat with two injured people. At just after 10:30 p.m., the vessel is docked in the Port of Ibiza. The CCS Palma is also mobilizing the "**Salvamar Naos**," which is heading to the area between Es Vedrá and Cabo Llentrisca to inspect the collision site for debris that could pose a danger to navigation. *(Source: Puente de Mando; Photo: Maritime Rescue)*



REMEMBER TODAY

S.S. IBERIAN – 30TH JULY 1915

SS **Iberian** was a British cargo steamship that was built in England in 1900 and sunk by a U-boat in 1915. Throughout her career she was owned and operated by Frederick Leyland & Co of Liverpool. This was the second Leyland Line ship that was called **Iberian**. The first was completed in 1867 for Bibby Line, transferred to Leyland Line in 1873, and lost in 1885. *Building* Toward the end of the 1890s, Leyland & Co ordered two single-screw cargo ships from Sir James Laing & Sons of Sunderland. Yard number 576 was launched on 21 March 1900 as **Iberian** and completed that June. Yard number 579 was launched on 30 July as **Belgian** and completed that October. They were not sister ships: **Iberian** was 55 feet (17 m) longer and had a beam 3.5 feet (1.1 m) greater than **Belgian**. They were the only two ships that Laing ever built for Leyland. **Iberian's** registered length was 437.0 ft (133.2 m), her beam was 48.8 ft (14.9 m), and her depth was 29.9 ft (9.1 m). Her tonnages were

5,223 GRT and 3,347 NRT. She had a three-cylinder triple-expansion engine that was built by John

Dickinson and Sons of Monkwearmouth. It was rated at 470 NHP, and gave her a speed of 12 knots (22 km/h). Leyland registered Iberian at Liverpool. Her UK official number was 113367 and her code letters were RQNM. By 1914 she was equipped for wireless telegraphy, supplied and operated by the Marconi Company. Her call sign was MHA. *Loss* Toward the end of July 1915 **Iberian** left Manchester, England for Boston, Massachusetts, laden with general cargo. On 30 July **U-28** torpedoed her in the Southwestern Approaches about 9 nautical miles (17 km) southwest of Fastnet Rock, Ireland. **U-28's** commander, Kapitänleutnant Freiherr Georg-Günther von Forstner, reported that the torpedo hit **Iberian's** stern, and that she sank rapidly, stern-first, with her bow clear of the sea, and her hull almost vertical. Five of Iberian's crew were killed in the sinking. 62 abandoned ship in her lifeboats, but two of these also died, raising the total number killed to seven. About 25 seconds after the ship had sunk, there was a powerful explosion, which was almost certainly her boilers exploding. The explosion threw débris from the ship about 80 feet (24 m) above the surface of the sea. Forstner reported that as well as the débris, the explosion threw into the air a giant sea creature, about 60 feet (18 m) long. It had four limbs with large webbed feet, a long, tapered head, and a long, tapered tail. The animal was visible for 10 to 15 seconds before disappearing below the surface. *Wreck* **Iberian's** wreck is at 51°15′N 9°36′W, at a depth of about 104 metres (341 ft). It is in the territorial waters of the Republic of Ireland and protected by Irish law. *(Source: Wikipedia)*

OFFSHORE NEWS

SAIPEM WRAPS UP PIPELINE INSTALLATION FOR EQUINOR'S IRPA FIELD

The pipelaying vessel **Castorone**, operated by Italian oilfield services provider Saipem, has completed the installation of an approximately 80-kilometer pipeline linking the Aasta Hansteen platform to Equinor's new subsea tieback field, Irpa, formerly known as Asterix. The Irpa field, located at a depth of 1,350 meters, is said to be the deepest field development on the Norwegian Continental Shelf (NCS). According to Equinor, the pipeline operation had logistical impacts in Sandnessjøen, Norway, where line pipe and related equipment

were delivered to the ASCO base. The components were offloaded, stored, and loaded onto pipe support vessels operating in shuttle traffic to the Castorone, which was supplied with pre-fabricated pipeline joints. "At an average speed of 1.3 kilometers per day, the 20 inch 'pipe in pipe' pipeline was completed on 22 July, after 84 days," said Equinor in a social media post. According to Equinor, Irpa is located 340 kilometers offshore Bodø, with expected recoverable gas reserves estimated at almost 20 billion standard cubic meters. Irpa is expected to extend the life of Aasta Hansteen by seven years, from 2032 to 2039, and contribute to increased gas supplies to Europe. Aasta Hansteen is said to be the first spar platform on the Norwegian continental shelf and the largest in the world. In June, Norwegian ocean services provider DeepOcean finished sliding into place a foundation template structure (FTS) at an offshore natural gas field, described as the deepest field on the Norwegian Continental Shelf (NCS). Equinor booked a consortium, consisting of Subsea7 and DeepOcean, in 2023 for the Irpa and Verdande field development projects in the Norwegian Sea. *(Source: Offshore Energy)*

NEXTGEO LANDS FIVE-YEAR OFFSHORE SURVEY DEAL WITH TOTALENERGIES

Italy's Next Geosolutions (NextGeo) has signed a five-year framework agreement with TotalEnergies to provide offshore survey services in support of the French energy major's global operations. The deal, announced on Monday, is non-exclusive and sets up a long-term working partnership aimed at boosting process efficiency and bringing consistency to contract terms while drawing on NextGeo's survey experience and vessel capabilities, the company said in a release. Operations under the agreement will be carried out using NextGeo's offshore fleet. The company, listed in Milan and part of the Naples-based Marnavi Group, directly operates eight vessels and has access to a total of 14 through the wider Marnavi offshore fleet. "This framework agreement represents a significant milestone for our company," said NextGeo chief executive Giovanni Ranieri, adding that it opens the door to future business opportunities. Ever since listing on Euronext Growth last year, NextGeo has been expanding its fleet and services, most recently acquiring a

controlling stake in fellow subsea contractor Rana Subsea. *(Source: Splash24/7)*

ZWAARDVIS RENAMED COASTAL LEGACY

Earlier this year, the Den Helder-based shipping company Acta Jifmar acquired the 30-meter work vessel **Zwaardvis** from the construction company Van der Straaten in Hansweert. Since then, the vessel has been modified to meet the new owner's requirements, painted in the Jifmar Group's corporate colors, and renamed *Coastal Legacy*. Under this name, it arrived at its new home port of Den Helder on July 23rd. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

BOSKALIS - ALLSEAS CONSORTIUM AWARDED LARGE OFFSHORE NATURAL GAS PIPELINE PROJECT IN TAIWAN

Boskalis and Allseas are pleased to announce that their 50/50 consortium has been awarded a large contract by CPC Corporation Taiwan for the second offshore gas pipeline from Yongan to Tongxiao (YT2). The total contract value is approximately EUR 1.2 billion. This landmark energy project is intended to support the acceleration of energy transition in Taiwan and improve the gas supply capacity in northern Taiwan. Under the contract, the consortium will design, construct, install and pre-commission the new YT2 36-inch offshore natural gas pipeline, which will run approximately 232 kilometers parallel to the existing YT1 pipeline, connecting the Yongan LNG terminal in the Southwest with the Tongxiao transfer station in the Northwest. The comprehensive scope of work includes trenching, pipeline installation with 34 crossings over existing and future infrastructure and assets, backfilling and two landfalls. Within the consortium, Boskalis will be responsible for the landfalls and associated microtunnelling activities, as well as nearshore and offshore trenching, backfilling, and the installation of rocks for the 34 pipeline crossings. For these activities, Boskalis will deploy two large hopper dredgers, a large backhoe dredger, and a subsea rock installation vessel. Allseas will carry out the pipeline installation and pre-commissioning, including the pre-lay installation of concrete mattresses. For these activities, Allseas will deploy two of the most advanced pipelay vessels in the industry. This project

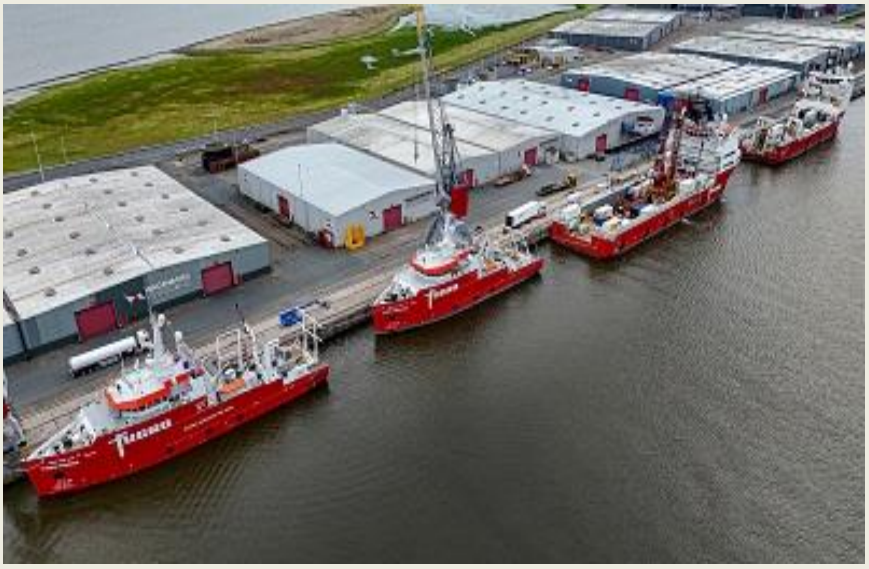
demonstrates Boskalis' and Allseas' commitment to supporting the development of critical energy infrastructure and reinforces their leading position in the offshore sector. By delivering this project in close cooperation with CPC Corporation Taiwan, the consortium will play a key role in enhancing the reliability and security of natural gas supply for the region. Project execution is scheduled to commence in 2026, with completion anticipated in 2028. *(PR-Boskalis)*

85-METER SERIES MAINTENANCE WORKING VESSEL SUCCESSFULLY LAUNCHED IN OUR COMPANY

On July 28, 2025, the 85-meter series maintenance working vessel, **Ena Haven**, with international advanced level, built by our Jiangsu Zhenjiang Shipyard company for a Singaporean shipowner, was successfully launched. This offshore engineering vessel, integrating accommodation, maintenance, supply and rescue functions, has a large crew capacity of 238 people. It is equipped with a 22.2-meter diameter helicopter platform capable of handling S92 and S61N models, enabling rapid emergency personnel transfer and rescue, as well as precise DP2 dynamic positioning. With advanced anti-heeling monitoring system, four-point anchoring winch system, unmanned engine room function, and strong offshore hoisting operation and maintenance support capabilities, it can meet the marine engineering maintenance needs in different sea areas and complex working conditions. Leaders from the Singaporean shipowner, China Communications Import and Export Corporation and its Singapore branch, and ABS Classification Society attended the launching ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

WAGENBORG FACILITATES FUGRO VESSEL OPERATIONS THROUGH PORT SERVICES IN DELFZIJL

Wagenborg recently welcomed four Fugro vessels at the Handelskade in Delfzijl. Showcasing the



strategic role of Delfzijl as a flexible and efficient base for maritime projects. With available quay space in both Delfzijl and nearby Eemshaven, Wagenborg offers customers the flexibility and scalability required for lay-by berths, lifting operations, and temporary storage. Thanks to our own Shipping Agents and short lines of communication, project activities can continue without delay: even during peak periods. *A reliable hub for stevedoring, crane operations and storage* Our local teams work closely with clients and service partners to ensure smooth operations on the quay. From space planning to stevedoring support, we ensure that essential maritime work can proceed without unnecessary disruption, waiting time or complexity. With scalable solutions, local expertise and a no-nonsense approach, Wagenborg is a reliable logistics partner for a wide range of maritime operations. Making the ports of Delfzijl and Eemshaven a smart and efficient operational base for the offshore and marine industry. *A trusted partner in the Delfzijl region* Wagenborg operates modern terminals in Delfzijl and Eemshaven, offering approximately 1,800 metres of quay, including RORO facilities and deep-water berths. These locations support a wide range of logistics services for offshore, transport and transhipment projects. *(PR-Wagenborg)*

MUSEUM NEWS

NATIONAAL SLEEPVAARTMUSEUM MAASSLUIS T/M 16 JAAR GRATIS

Altijd al eens willen weten hoe je nu een radiografisch bestuurbaar scheepsmodel bouwt? En wat daar allemaal voor nodig is voordat je met dit scheepsmodel op de Vlieten kunt varen? Kom dan eens langs in het Nationaal Sleepvaartmuseum Maassluis- Hoogstraat 1. Momenteel staat het model van de Smit Rotterdam in onze tentoonstellingszaal te pronken. De echte **'Smit Rotterdam'** is in 1975 door Smit Internationale in de vaart gebracht. Lengte van het schip was bijna 75 meter met een

vermogen van 22.000 IHP. Het model in ons museum is bijna 1.30 meter lang. De opbouw en het dek op het achterschip van het model zijn tijdelijk verwijderd zodat u eens kunt zien hoe het model gebouwd is, en hoe het mogelijk is dat dit model kan varen. Naast dit model is er nog veel meer te zien in ons museum. Zoals 2 simulatoren. Onze allernieuwste simulatoraanwinst (Voith Schneider) is een uitdaging voor iedereen, je kunt er een stukje meevaren. Met de 'Voith-Schneider' kan je eens ondervinden hoe lastig het kan zijn om bv. met de veerpont van Maassluis naar Rozenburg te manoeuvreren. Het museum is van woensdag tot en met zondag geopend van 12:00 uur tot 16:00 uur EN tijdens de schoolvakantie (tot 31 augustus) is de toegang GRATIS tot en met 16 jaar. Voor iedereen van 17 jaar en ouder is de toegangsprijs 3.00 euro. Uiteraard zijn de bezitters van een museumjaarkaart of Rotterdam pas ook van harte welkom. Een leuk uitje voor jong en oud. *(PR-NSM)*

EVENT NEWS

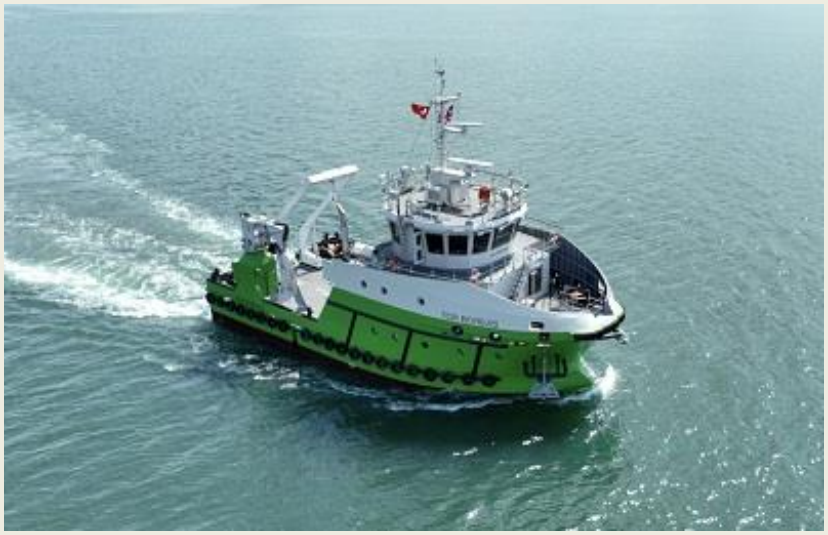
HET GROOTSTE FEEST VAN NOORD-BEVELAND KOMT ER WEER AAN: DE COLIJNSPLAATSE DAGEN

Elk jaar tussen de 8000 en 10.000 bezoekers: dat zijn meer mensen dan Noord-Beveland als inwoners heeft. Daarom kunnen de Colijnsplaatse Dagen, dit jaar op vrijdag 8 en zaterdag 9 augustus, met recht het grootste evenement van het eiland worden genoemd. Het grootste deel van het programma speelt zich bij het water af, op het haventerrein. Bezoekers kunnen zelfs het water op, met een reddingsboot van de KNRM. En er zijn rondvluchten met een helikopter te boeken boven de Oosterschelde. *Kermis* De Colijnsplaatse Dagen zijn op vrijdag en zaterdag, maar op donderdagavond begint de kermis al op het haventerrein. Op vrijdagmiddag waren er normaliter kinderspelletjes, waaronder een wedstrijd krabbenvissen, maar die activiteiten zijn vanwege teruglopende belangstelling in de afgelopen jaren afgelast. Nu is er op vrijdag alleen een avondprogramma met dj's in de tent op het haventerrein. *Op zaterdag is er overdag onder*

andere een grote braderie en demonstraties, 's avonds is er muziek Ko Kallewaard van de organiserende stichting Colijnsplaatse Dagen zegt dat het kinderprogramma op zaterdag wel is uitgebreid. Er zijn bijvoorbeeld een walking table - een verklede dame die snoep en koekjes uitdeelt - een ballonnenclown en een poppentheater. *Vliegerdemonstratie* Het zaterdagprogramma heeft twee delen. Overdag tussen 10.00 uur en 18.00 uur is er een braderie met bijna honderd kramen in het dorp. Er staan foodtrucks en er treden diverse artiesten op, waaronder Braziliaanse dansers. Verder zijn er klassieke auto's te bewonderen en er is ringsteken op oude tractoren. Op de dijk is er een demonstratie van een vliegerclub. Zaterdagavond is er vanaf 21.00 uur een feestprogramma waarvoor toegangskaarten nodig zijn. Er zijn optredens van onder andere de Tom Jones-tributeband Mr. Jones & Just in Case, coverband Starstruck en DJ Harry. *(Source: PZC)*

WINDFARM NEWS - RENEWABLES

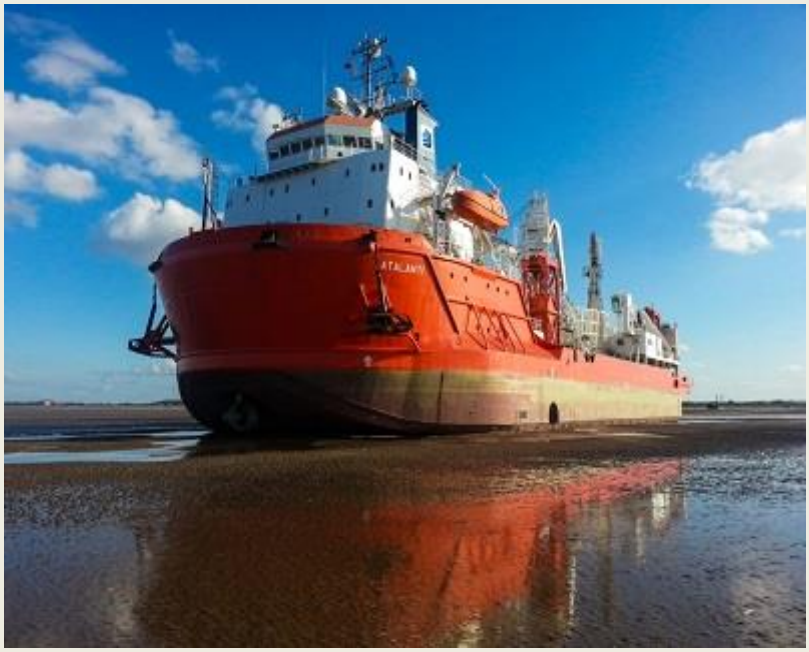
NEW HYBRID UTILITY VESSEL FOR OFFSHORE OPS NOW MANAGED BY INYANGA MARINE ENERGY



UK-based Inyanga Marine Energy Group has assumed operational management of the newly built **Tor Boreas**, a hybrid utility vessel developed for offshore wind operations. According to Inyanga, the 26.95-metre vessel will be operated in partnership with compatriot company, Tor Group, and is designed for a range of offshore tasks, including geotechnical seabed surveys, remotely operated vehicle (ROV) work, subsea inspections, and diving operations. "**Tor Boreas** sets a new gold standard for utility work vessels in this sector. The vessel abounds in highly innovative features. The vessel has electric propulsion integrated through a dynamic positioning system which enables the vessel to accurately hold station while subsea tasks are performed. This is much more efficient in terms of CO2 emissions and fuel consumption," said Richard Parkinson, CEO of Inyanga Marine Energy Group. "The vessel also has a Gyro stabilized anti-roll system, providing a very stable operating platform and making the vessel safer as well as able to operate in more marginal conditions. In addition, she has a 4 point mooring for operations where dynamic positioning is not suitable, such as diving. What's more, she offers an excellent quality of accommodation for up to 12 client personnel, facilitating longer periods offshore. This outstanding vessel is at the very top end of the workboat code in terms of her operational capabilities." Designed by Macduff Ship Design and built in Türkiye by Tor Marine, a subsidiary of Tor Group, **Tor Boreas** is equipped with electric propulsion via dynamic positioning, a gyro-stabilized anti-roll system, and four-point mooring for non-DP operations. The vessel has a breadth of 11 metres, a depth of 4.35 metres, and a maximum draught of 3.5 metres. It also features an offshore crane, a five-tonne hydraulic A-frame, towing capability with a 25-tonne electric aft winch, and a 17-tonne bollard pull. "We are delighted to form this new partnership with Inyanga Marine Energy Group. This state of the art vessel has been designed to

meet all the offshore operational requirements of clients and exceed their expectations. Inyanga will add significant value to the vessel by supplying a highly experienced crew onboard, providing additional services such as surveying, ROV and offshore operational management," said Kemal Torlak, CEO of Tor Group. "This vessel has been designed to raise the bar for environmental standards in the workboat sector. A diesel-electric powertrain was selected to ensure optimal efficiency, while an IMO Tier III exhaust system guarantees reduced emissions during operation compared to a conventional diesel-driven vessel." According to Inyanga, **Tor Boreas** is currently available for charter and is located in Penzance, UK. In June, Inyanga Marine Energy Group confirmed a new round of contract awards for its 20 MW HydroWing tidal energy array, scheduled for deployment in the first quarter of 2026 at the Morlais site off Anglesey, Wales. Among the awarded companies, Italy-based cable manufacturer Prysmian will supply the subsea export cables for the project. *(Source: Offshore Wind)*

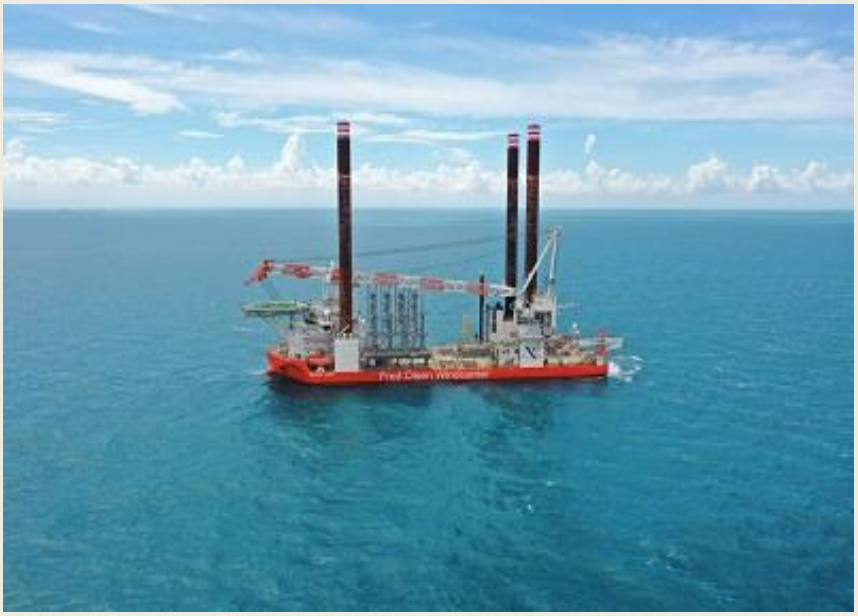
TENNET PICKS ASSO.SUBSEA FOR 2 GW CABLE INSTALLATION WORK IN GERMANY



Asso.subsea has been awarded a nearshore cable installation contract for three projects under TenneT's 2 GW programme in Germany. The projects are BalWin4, LanWin1, and LanWin5, located off the northwestern coast of Baltrum Island, in northern Germany. The contract marks the beginning of a new collaboration with Jan De Nul, acting as the main contractor, with the German transmission system operator (TSO) TenneT as the end client. Each project involves the transportation and nearshore installation of a cable bundle comprising 2xHVDC power cables, one metallic return cable, and one fiber optic cable. The cable transport will be carried out from load-out ports in the Netherlands or Germany, while the nearshore installation operations will be conducted using the cable-laying vessel **Atalanti**. The scope of work also includes precision cable landing via beaching

operations with spud cans and cable free-lay in intertidal zones and wet storage of cable ends. Installation will be executed in 2027 (BalWin4), 2028 (LanWin1), and 2029 (LanWin5), respectively. The consortium of Jan De Nul, LS Cable, and Denys will realise the cable connections in Lower Saxony to BalWin4 and LanWin1, both to be connected in the Unterweser area, and LanWin5 in the Rastede area, Germany. The first steel for BalWin4, Germany's first 2 GW offshore grid connection, was cut in March this year. The commissioning date for BalWin4 is 2029, while LanWin1's fabrication, installation, and commissioning follow a year later, reaching completion in 2030. The planned commissioning date for LanWin5 is 2031. *(Source: OffshoreWind)*

FRED. OLSEN WINDCARRIER TO INSTALL TURBINES AT SKYBORN'S GERMAN OFFSHORE WIND FARM



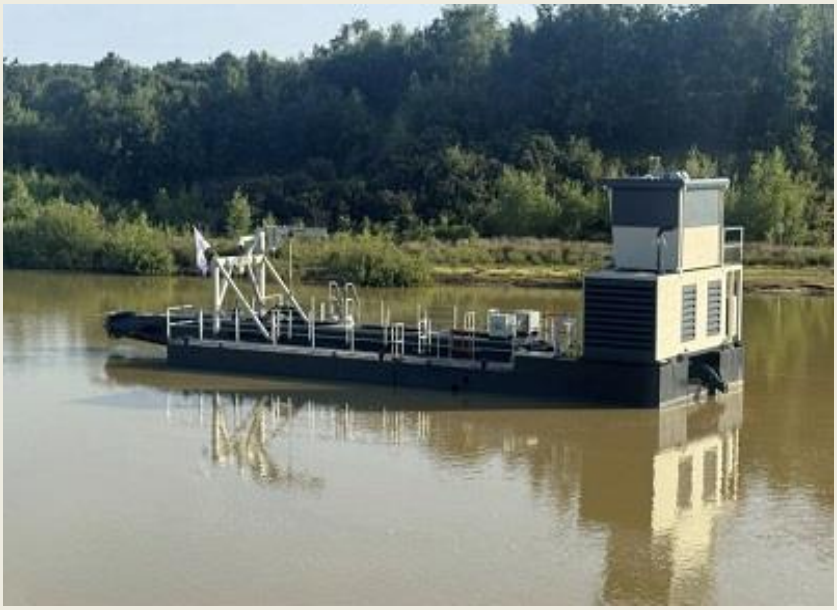
Skyborn Renewables has signed a preferred supply agreement with Fred. Olsen Windcarrier for the transportation and installation of turbines for the Gennaker offshore wind farm in the German Baltic Sea. The charter party agreement is expected to be signed later in 2025. Offshore installation of the 63 wind turbines is planned to commence in 2028 and will be carried out by Fred. Olsen Windcarrier's **Brave Tern** jack-up vessel. "After last week's successful agreements for the wind turbines supply and their long-term service, this newly formed arrangement with Fred. Olsen Windcarrier is another step towards Gennaker becoming a reality. With Fred. Olsen Windcarrier's long-lasting experience in offshore wind, Gennaker will benefit from state-of the-art offshore installation capacity," said Patrick Lammers, Skyborn CEO. "Gennaker, our blue-print project, is the showcase of our end-to-end delivery capabilities, with standardized process to bring new offshore wind projects to life every 12 to 18 months." Skyborn recently confirmed the execution of the Turbine Supply Agreement (TSA) and the Offshore Long-Term Programme Service Agreement (LTPSA) with Siemens Gamesa for the supply of SG 14-236 turbines. Located approximately 15 kilometres north of the Fischland-Darß-Zingst peninsula, the project area sits within a designated priority zone for offshore wind energy in the Mecklenburg-Western Pomerania coastal sea. Once commissioned, the 976.5 MW Gennaker offshore wind farm is expected to supply green electricity to approximately one million people. *(Source: OffshoreWind)*

DREDGING NEWS

HOLLAND DREDGE DESIGN DELIVERS CSD-250 TO CEMEX UK

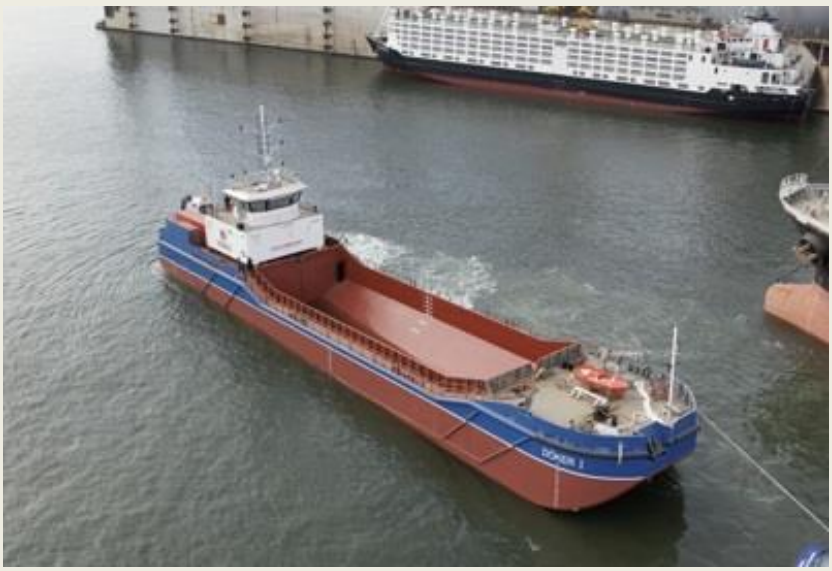
Holland Dredge Design has successfully delivered a custom-built cutter suction dredger **CSD-250** to Cemex UK. The new dredger was fully engineered and built in-house in record time, according to

Cemex's specific operational and safety requirements. *Key features:* ● Dredging depth: -12m, extendable to -17m+; ● Powered by a Volvo Stage V diesel engine for low emissions and high efficiency; ● Diesel-hydraulic driven with submerged sand pump; ● Smart camera system & ergonomic control; ● Built with a strong focus on safety and maintenance; ● Fully tested and 100% approved on site. With the cutter power of 40kW and a dredge pump power of 140kW – the newbuild will provide great support to Cemex operations in the UK. *(Source: Dredging Today)*



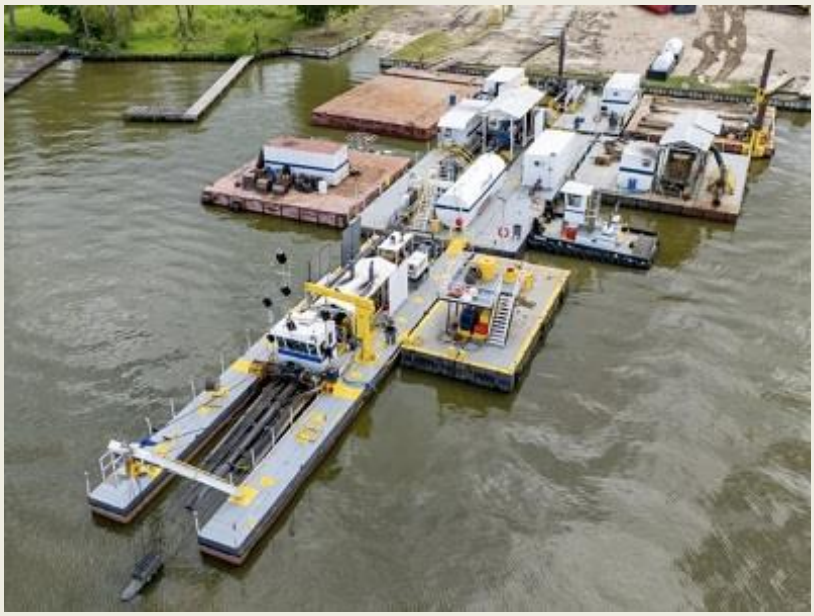
DREDGING VESSEL CLASSED BY TÜRK LOYDU READY FOR SERVICE

Next-Generation dredging vessel, built by Yutek Gemi Shipyard for the Ministry of Transport and Infrastructure, has been successfully completed and commissioned in Turkey. Classed in accordance with Türk Loydu rules and equipped with advanced technology, the 79-meter-long and 15-meter-wide vessel named the DÖKER-1 is designed to operate with high efficiency in critical tasks such as deepening port basins, clearing sea routes, and rehabilitating materials in riverbeds. Developed for deployment in both



domestic and international waters, this modern vessel will enhance navigational safety in coastal areas and support the efficiency of maritime transportation. The project marks a significant step toward strengthening maritime infrastructure and contributes to the sustainable development of the Turkey's maritime sector. *(Source: Dredging Today)*

CALLAN MARINE WRAPS UP SAN JACINTO WEST FORK DREDGING



Callan Marine has finished dredging in the San Jacinto West Fork, a significant step forward in flood mitigation efforts. The project, backed by funding from FEMA, included removal of approx. 800,000 cubic yards of sediment from the San Jacinto West Fork. The latest dredging campaign focused on the section between the previous location of the mouth bar (south of Scenic Shores in Kings Point) and the FM1960 Bridge. Callan used dredge General Pershing to remove sand and debris from the West Fork with the purpose of restoring the river and mouth of Lake Houston to pre-Hurricane Harvey conditions. *(Source: Dredging Today)*

DREDGING UNDERWAY IN GREAT SODUS BAY, NY

The U.S. Army Corps of Engineers, Buffalo District, is dredging the federal navigation channel at Great Sodus Bay, New York. A total of 20,000 cubic yards of material will be dredged by Dean Marine & Excavating from Great Sodus and placed in designated open lake sites. Great Sodus is home to more than six marinas and 1,000 slips. As a recreational harbour, it supports $28 million in economic output, 169 jobs and $10.2 million in labour income. Before moving to Great Sodus Bay, the contractor first completed dredging work in Oak Orchard Harbor, where approximately 15,000 cubic yards of material was dredged from the federal navigation channel and placed in designated open lake sites. Dredging of both harbours is conducted by USACE on an infrequent basis, based on need and the availability of funding. Oak Orchard Harbor was last

dredged in 2014, with 9,000 cubic yards of sediments removed. Great Sodus Bay was last dredged in 2017, with 56,000 cubic yards of sediments removed. *(Source: Dredging Today)*

TWEED RIVER ENTRANCE MAINTENANCE DREDGING TENDER

Transport for New South Wales (TfNSW) is currently seeking to engage a suitably qualified organization to undertake maintenance dredging of the Tweed River Entrance. Despite the jetty that collects most of the coastal sand drift, some sand still moves past the jetty and into the Tweed River entrance. This sand builds up over time, requiring periodic dredging. The sand is removed from the Tweed River entrance and deposited to locations offshore. Keeping the Tweed River Entrance safe and clear of sand is vital for the commercial and recreational boating community. It allows commercial fishermen access to the ocean as well as providing tourism operators, commercial yachts and other recreational water users continued and safe passage. Moving the sand from the entrance and placing it in strategic locations protects coastal assets and supports the coastal lifestyle that is an integral part of the region's identity. The deadline to apply for the Tweed River Entrance Maintenance Dredging tender is August 18, 2025. *(Source: Dredging Today)*

YARD NEWS

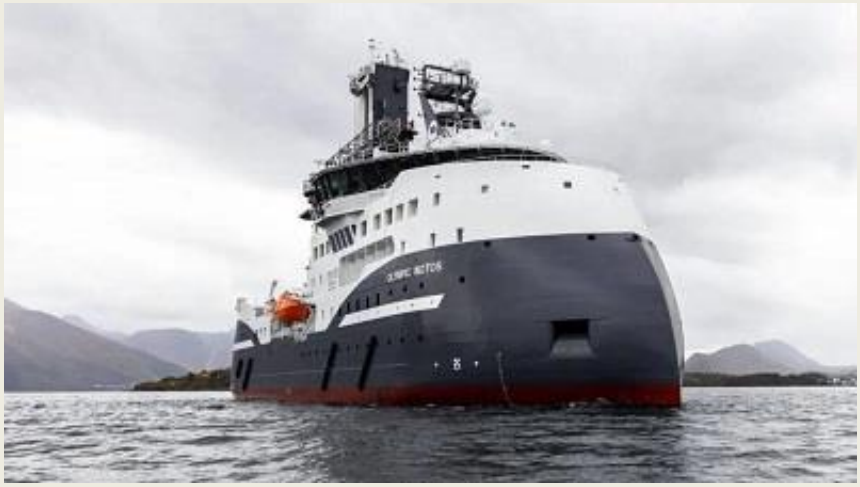
BOLLINGER SHIPYARDS BEGINS CONTRACT NEGOTIATIONS FOR CONSTRUCTION OF AT LEAST 10 NEW USCG FAST RESPONSE CUTTERS (FRCS)

Historic $25 billion investment in USCG includes $1 billion for additional FRCs. Bollinger Shipyards ("Bollinger") announced today it has begun contract negotiations with the U.S. Coast Guard for the construction of at least 10 additional Fast Response Cutters (FRCs), supported by the historic $25 billion investment included in the recently enacted One Big Beautiful Bill, the largest single

commitment of funding in the history of the Coast Guard. This investment in the continuation of the FRC program will support the 650 skilled men and women that build these cutters in Lockport and the thousands of employees from our 950-plus suppliers hailing from 37 states. “This moment reinforces what we’ve known all along: when you invest in American workers, you get results,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “Our incredible workforce has delivered over 180 cutters, including 60 FRCs, in our more than 40-year partnership with the Coast Guard — many of those vessels delivered on time, on budget and with zero production discrepancies. That kind of performance doesn’t happen by accident. It’s the result of dedication, precision and pride in the mission.” Included in the recently enacted One Big Beautiful Bill was a historic $25 billion investment to strengthen every facet of the Coast Guard and support Force Design 2028, the comprehensive effort to modernize the Service. The now law includes $1 billion for the acquisition of additional FRCs. “This historic investment marks a new era for the Coast Guard,” said Coast Guard Acting Commandant Adm. Kevin Lunday on the enactment of the One Big Beautiful Bill. “It reflects the strong support of the American people and empowers us to restore our Service and prepare for the challenges of today and tomorrow.” To date, Bollinger has delivered 60 FRCs and is under contract to build a total of 67 FRCs, with the final vessel scheduled for delivery in 2027. This critical $1 billion investment will allow the total to increase to at least 77 vessels, and ensure the continuation of the program for another 3 years beyond the current contract. With FRC 67 currently under construction, the production line should have begun to wind down this year. However, in a bold demonstration of confidence in the workforce and respect for the American taxpayer, Bordelon authorized the company to go “at-risk” earlier this year. The company spent millions to protect workforce continuity and maintain production momentum. Bollinger began procuring long-lead materials and sustained full payroll to keep future costs low and efficiencies high, enabling the government to stretch its investment further and secure at least 10 new cutters under the $1 billion investment. “For nearly 80 years, Bollinger has set the gold standard in American shipbuilding, delivering some of the most advanced vessels in the world for the U.S. Government and commercial maritime sector, all right here in South Louisiana,” said Louisiana Governor Jeff Landry. “This isn’t just a win for our economy, it’s a win for Louisiana, our workers, and our role in defending America’s strength. I applaud President Trump for his leadership and for signing this Big Beautiful Bill that supports American shipbuilding. I’d also like to thank Speaker Johnson, Leader Scalise, and the entire delegation for their work.” The FRC program has had a total economic impact of over $2 billion since its inception in material spending and directly supports more than 650 jobs in Southeast Louisiana. The program has indirectly created 1,690 new jobs from operations and capital investment and has an annual economic impact on GDP of $202 million, according to the most recent data from the U.S. Maritime Administration (MARAD) on the economic importance of the U.S. Shipbuilding and Repair Industry. Bollinger sources over 271,000 different items for the FRC consisting of 282 million components and parts from 965 suppliers in 37 states. The FRC is one of many U.S. Government shipbuilding programs that Bollinger is proud to support. In addition to the construction of the FRC, Bollinger is currently building the Polar

Security Cutter (PSC) for the U.S. Coast Guard, the Towing, Salvage and Rescue Ship (T-ATS), the Auxiliary Personnel Lighter (APL), the newest oceanographic survey ship (T-AGS 67) and the Mine Countermeasures Unmanned Surface Vessels (MCM USV) for the U.S. Navy. Bollinger is also building three Regional Class Research Vessels (RCRV) for the National Science Foundation through Oregon State University. Bollinger also supports the nuclear-powered ballistic missile submarine program by building various auxiliary vessels for General Dynamics-Electric Boat. *(PR-Bollinger)*

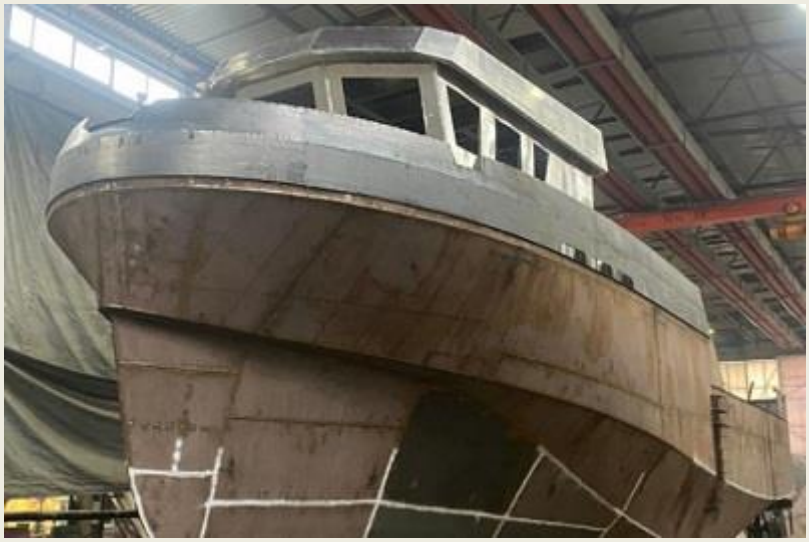
ULSTEIN AWARDED A CONTRACT TO RETROFIT THE CSOV VESSEL OLYMPIC NOTOS



Ulstein Verft has signed a contract with Olympic to retrofit the **Olympic Notos** for operations supporting unmanned installations on the Norwegian Continental Shelf. This project will provide extensive work for Ulstein. Verft and delivered to Olympic in 2024. Since delivery, the vessel has been in continuous operation, demonstrating exceptional fuel efficiency and receiving outstanding feedback from major offshore wind clients. Customers particularly highlight the vessel's unique combination of comfort, operability, and efficiency—both in terms of fuel consumption and operational performance. The vessel will now be repurposed as a Walk-to-Work (W2W) vessel for unmanned production platforms on the Norwegian Continental Shelf, where Olympic has secured a five-year charter contract with AkerBP. The ship will be modified to meet the specifications and requirements for servicing unmanned installations on the Norwegian shelf. Vesel is specially designed for low emissions, high operability, and excellent living conditions—ideal for year-round operations in the challenging conditions of the North Sea. The gangway will remain permanently connected to the platform as long as personnel are on board the installations, and the W2W solution will also serve as the primary evacuation route. We have worked closely with Olympic since January 2025, leading up to the contract signing, to ensure the vessel meets the specifications and requirements for this type of mission, *says Marita Myrvågnes, Area Sales Manager Aftermarket at Ulstein Verft.* The extensive retrofit is already underway, with design work led by Ulstein Design & Solutions. Throughout the autumn, Ulstein Verft will

prefabricate components for use in the project. The conversion is scheduled to take place at the beginning of 2026, and the vessel is expected to be ready for offshore operations by spring 2026. *(PR-Ulstein)*

SHIPBUILDERS OF THE R-FLOT GROUP WILL LAUNCH TWO BOOM-LAYING VESSELS AND LAY DOWN TWO DREDGERS IN ONE DAY



On August 1, 2025, in the village of Okskiy in the Nizhny Novgorod region, at the shipbuilding complex of the R-Flot group of companies, a ceremonial launch of two boom-laying vessels and the laying of two dredgers will take place. This is stated in a statement by the group. The boom-laying vessels of the RBT2006 project are being built for the Transneft-Privolga company. The keel of two vessels of the RBT2006 project took place on June 4, 2024. Two multifunctional dredgers of the 2040 project are being built for the Vodolet company from the Nizhny Novgorod region. The contract for the construction of the dredgers was signed in January 2025. *(Source: Sudostroenie; Photo: R-Flot)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *SANMAR SHIPYARDS delivers powerful escort tug to NEMECA*
   - *Chinese shipyard delivers world-first hydrogen-electric tugboat*
   - *Singapore's first fully electric tug launched, paving the way for zero-emission coastal logistics ecosystem*
   - *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*
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*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*

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