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MIDWEEK–EDITION

TUGS & TOWING NEWS

STEINER SHIPYARD DELIVERS RETRACTABLE PILOTHOUSE TOWBOAT TO GOLDING BARGE LINE

Steiner Shipyard, Bayou La Batre, Ala., has delivered the 94'x34'x12' retractable pilothouse towboat **Gage Golding** to Golding Barge Line Inc., Vicksburg, Miss. The new towboat is an addition to the Golding fleet, not a replacement. Designed by the shipyard and Sterling Marine, Fairhope, Ala., Gage Golding is powered by a pair of Tier 4 Caterpillar 3512 diesel engines from Pucket Machinery, Gulfport, Miss. The Cats produce 2,800 hp overall and are connected to Sound Propeller 88" wheels on 8" shafts through Reintjes WAF 773 marine gears from Karl Senner, Kenner, La. "The entire Golding Barge Line team is very proud of this new vessel. It was put together with care and expertise," said Austin Golding, the company's president and CEO. "The team at Steiner Shipyard are professional, detail focused and innovative. We are excited to put this boat to work and see how it stacks up against our other vessels. So far, the crew loves it and is proud of its performance." The new boat's steering system and engine alarms are from Gulf Coast Air & Hydraulics, Mobile, Ala. Ship's service power comes from two John Deere-powered 4045 gensets from Stanley Parts and Equipment, Channelview, Texas. Tankage includes 36,000 gals. of diesel fuel; 5,000 gals. potable water; 800 gals. lube oil; and 2,950 gals. DEF. On deck are two Patterson Manufacturing deck winches and one Schoellhorn-Albrecht Machine Co. capstan and around the outside of the hull is Schuyler fendering. Crew quarters include 10 bunks, two full baths and one-half bath, plus four rooms for the wheelmen and deck crew. The electronics suite features two Furuno radars and a GPS, four ICOM radios and Starlink. Gage Golding was delivered in July 2025 and is U.S. Coast Guard certified, Subchapter M. *(Source: Workboat)*

LAUNCHED, THE NEW TUGBOAT FROM THE PORT OF LORIENT IS STILL AWAITING ITS NAVIGATION PERMIT

The new tugboat, "**An Oriant**," has been launched for the commercial port of Lorient. This second-hand vessel, purchased in Spain, replaces the "**Morbihan**," which was deconstructed in May but still lacks a navigation license. This setback is not convenient for the port, which must ensure the availability of three tugboats as part of its contract with Naval Group. A second tugboat is currently being built in Vietnam and is due to arrive in November to replace the "**Scorff**." Arriving in May, the **An Oriant** , the first of two new tugs expected in Lorient, was launched this week at the Breton commercial port. This second-hand vessel (formerly *Cubia*), built in 2007 and purchased from the Spanish port of Gijon, replaces the **Morbihan**, deconstructed in May. One small drawback, however, is that the ship does not yet have a navigation permit. The study of the file, which should have been submitted to the committee in early July, has been postponed until September 17 by the administration. *(Source: Lemarin)*

A TENDER WAS OPENED FOR THE KOCAELI-2 REGIONAL GUIDANCE SERVICE.

The tender for the transfer of operating rights for the Kocaeli-2 Regional Service Area Pilotage Service, one of the important services of the maritime sector, was opened. The Ministry of Transport and Infrastructure will hold a tender for the 20-year transfer of Kocaeli-2 Regional Service Area pilotage services on September 10, 2025. The deadline for applications for the tender was announced as September 8. A tender has been opened for the transfer of operating rights for the Kocaeli-2 Regional Service Area Pilotage Service, a key service in the maritime sector. The tender, organized by the Ministry of Transport and Infrastructure, will transfer the operating rights of the pilotage

service for a period of 20 years. The Ministry of Transport and Infrastructure will hold a tender for

the Kocaeli-2 Regional Service Area Pilotage Service, which covers the administrative area border of the Kocaeli Regional Port Authority, which it will transfer for 20 years. The tender, which will be conducted through a negotiated process and concluded by auction, will take place at 10:00 a.m. on September 10 at the General Directorate of Maritime Affairs. The provisional guarantee for the tender has been set at 15,302,000 lira, and the document sales fee has been announced as 50,000 lira. *What is guidance service?* Pilotage service is defined as a consultancy service provided by a pilot to ensure the safe entry or exit of a ship into or out of a port or waterways, or the safe navigation within a port or inland waters. *(Source: DenizHaber)*

READY FOR DEPARTURE!

The EuroCarrier 2495 NP656, named **WillDiscover**, is just about to leave the shipyard. At 24 metres long and 9,5 metres wide, she's equipped with both a plough and an A-frame, the perfect combination for a powerful, highly versatile workboat. Later this week, the **WillDiscover** will set course for the UK, heading to our client Williams Shipping. The Eurocarrier 2495 is a robust, efficient and flexible design of the EuroCarrier makes it one of the

best vessels for anchor handling, dredging support and survey activities. The EuroCarrier can be adapted to perfectly fit any project within a short time. *(PR-Neptune Marine)*

SHANNON ESTUARY'S CELTIC TUG COMPLETES DRY-DOCKING AT BERE ISLAND BOATYARD

A Shannon Estuary-based tug operated by a subsidiary of Irish Mainport Holdings has recently completed a dry-docking (5-year special) survey at a boatyard in West Cork, writes Jehan Ashmore. Celtic Tug's 2,460 kW multi-purpose tug, **Celtic Fergus**, was at the Bere Island Boatyard, where work was carried out at the facility's covered drydock hall located at Ballinakilla. The tug of 24.39 metres length overall (LOA) was easily accommodated in the fully enclosed 44 m long dry dock, which is 15 m wide and can handle vessels of up to 6 m draught. The yard, which is one mile offshore of Castletownbere on the mainland, is particularly convenient for serving the local large modern fishing fleet and commercial tugs, barges, ferries, etc. As the yard specializes in the repair and maintenance of such vessels and provides services from coating, painting, steelwork, hydraulics, and engine repairs. **Celtic Fergus**, with a forward towing winch of 44.5 bollard pull tons (bpt), works on the Shannon estuary in partnership with fleetmate tug **Celtic Treaty** (55.8 bpt), which was custom built in Turkey and entered service in 2023. They are stationed at the Port of Foynes, one of six terminals operated by Shannon Foynes Port Company. In November 2000, Celtic Tugs was awarded a long-term contract for the provision of tug services on the River Shannon estuary, where they handle large vessels of up to 180,000 deadweight tonnes (dwt). Celtic Tugs also has operations in Cork Harbour, and as such, they are the largest privately owned port towage and salvage fleet operator in Ireland. A former fleetmate, **Celtic Rebel** (48bpt), which had served on the Shannon, was laid up on the Lee until sold last year to Greek owners. The veteran tug however, was delivered to East Africa, as Afloat also reported of its final departure from Irish shores with the flag of the Republic of Tanzania. *(Source: Afloat)*

HE BUILT A TUGBOAT OUT OF BRICKS. THERE'S A CHANCE IT COULD GO INTO LEGO PRODUCTION.

The tugboat **Ares**, operating in the Port of Gdańsk, has a miniature (1:125 scale) counterpart. And not just any model – built from 1,298 LEGO bricks, with incredible precision and attention to detail. This extraordinary project was created by Eryk Żegliński, a 22-year-old sailor employed by the Port of Gdańsk Water Management Authority. " My **Ares** is 27 cm long, 11 cm wide, and 25 cm high. I finished assembling it at the end of March 2025. The whole thing took me about six months. First the design, then ordering the blocks, assembling it, and constantly improving it. Just designing it in the computer program took me four months. That was the hardest part. Building it was pure fun," the sailor reports. *From the port to the LEGO world* His love for LEGO began early – Eric received his first set of bricks at age six. It was a truck with a forklift. Then it snowballed: birthdays, holidays, competitions, a subscription to LEGO magazine, and finally, a bathtub full of bricks. "As a child, I won three national LEGO competitions. I remember the first one – I was 10 years old and built a LEGO town. My dad sent me a photo showing only my head peeking out from behind a table full of brick structures ," Eryk recalls. Eryk is a graduate of the Maritime School Complex in Nowy Port, Gdańsk, where he studied maritime navigation. He has always been drawn to the open seas – the sea is his element and true passion. During his apprenticeship, he spent eight months at sea, gaining valuable experience as a deckhand. He had the opportunity to sail on the legendary Dar Młodzieży and on Polferries ferries, learning firsthand about life on board and the daily challenges of sailing. Today, he has two years of experience working for the WUŻ at the Port of Gdańsk. Since its inception, he has sailed on the **Ares**, the newest vessel in the towing company's fleet, which has now become the star of his LEGO model. The **Ares** crew consists of four people: the captain, a mechanic, and two sailors. They have a very responsible role. Thanks to their impressive power and exceptional manoeuvrability, the tugboats help precisely guide ships into port. They are always on standby. Furthermore, thanks to their fire-fighting system, consisting of two water

cannons, they participate in firefighting operations at sea and in port. In the event of hazardous substance leaks into the sea or port channel, oil containment booms are installed on them. The Lego model is not only realistic but also functional. Eryk tried to recreate its design and equipment as faithfully as possible. Just like in real life, the model's azimuth thrusters rotate independently through 360 degrees, which is one of its key features. The ship is also equipped with fenders that protect the tug and assisting vessels from damage during operations. Double fenders at the bow allow for efficient pushing, a crucial task during port manoeuvres. "In the aft section of the superstructure, I recreated details such as the engine cooling fan, the ship's entrance, and the stairs leading to the upper deck. The model also features precisely placed mooring elements, including bollards at the bow, stern, and amidships, to which the mooring lines are attached. On both sides of the bow are anchor hawsers, through which the anchor is lowered. On the upper deck, where the wheelhouse (bridge) is located, I installed safety rails to which life rafts are attached, enabling the crew to evacuate in the event of an accident. It also has two searchlights on the wheelhouse and a radar mast, which are essential for the ship's navigation, " the sailor explains. Interestingly, the **Ares** model includes moving parts, such as azimuth thrusters and adjustable water cannons, allowing users to simulate real-life tugboat operations. "All I needed was a box for the blocks. I came up with the idea of a container. I designed it and printed it on a 3D printer," he adds. " Several people received the **Ares** model from me and assembled it themselves. I gave two copies to Ryszard Dąbrowski, the director of my Maritime School Complex in Nowy Port. One even sits in his office, " Eryk says happily. *Tow truck on its way to LEGO Ideas?* What's next? If the **Ares** model garners 10,000 votes on the LEGO Ideas platform, it has a chance of being officially produced. "It would be a childhood dream come true. LEGO was my entire childhood," admits Eryk. Various ships have already appeared on LEGO Ideas, including the famous Maersk container ship. Is it time for a Gdańsk tugboat? " That would be wonderful, especially since tugboats aren't part of LEGO's maritime offerings. Yet they're an integral part of ports around the world—they're always present and play a key role in maritime operations ," adds the sailor. Could the **Ares** fill this gap? It's up to LEGO fans and those who love maritime and harbour environments. An **Ares** model would not only make an impressive display piece but also a compelling set, allowing builders to delve deeper into the mechanics and functions of these essential vessels. You can vote online. By supporting Eryk's project, we also support passion,

precision, and a touch of seafaring adventure captured in 1,298 plastic pieces. Every vote counts! Below is the link to vote: https://beta.ideas.lego.com/product-ideas Watch the YouTube video HERE *(Source: PortalMorski)*

TWO NEW TUGS ENTER SERVICE AT PANAMA CANAL

The Panama Canal has incorporated two new 27-meter tugboats into its fleet. The vessels will assist ships during lock entry and exit manoeuvres, as well as during their passage through the Culebra Cut, one of the most demanding sections of the waterway. They are also essential for ensuring safe and efficient transits through the Neopanamax locks where maximum manoeuvrability and precision are required. The newly incorporated tugboats are Z-Tech 6000 models, which are internationally recognized for their energy efficiency, high operational performance and responsiveness. This design, adopted by major ports worldwide, has proven ideal for intensive support operations like those performed at the Panama Canal. The Panama Canal first introduced Z-Tech tugboats in 2007 as part of its fleet modernization plan. The tugboats are also part of a charter agreement with the CPT-PSAM consortium, which enables the Panama Canal to expand its operational capacity without compromising financial efficiency or fleet management flexibility. *(Source: MarineLink)*

ALBATROS WITH NOORDHINDER

After more than a year of intensive preparation, countless hours of volunteer work, and a generous dose of dedication, the moment has finally arrived: on Monday, August 11, the iconic lightship **Noord Hinder** departed from its permanent berth in the fortress harbour of Hellevoetsluis and headed towards Sail Amsterdam 2025. It's a special journey, because after years of inactivity, the ship

has been made seaworthy again to return to its familiar North Sea – albeit not under its own power.

Built in 1963, the lightship has no propulsion system of its own and will therefore be towed by the sea tug **Albatros**, assisted by a smaller tugboat. Together, they will escort the striking red vessel along an impressive inland route: through the Haringvliet, past the Dordtse Kil, Oude Maas, the Scheur, and the Nieuwe Waterweg. After a short time at sea, the voyage will continue via IJmuiden to Zaandam, where the ship will arrive the same day. *(Source: WhatsApp; Photo: Jan Plug)*

TSM BERGEN LOADOUT

Last week was seen on the Neptune marine Shipyard the loading out of the 39 x 12 meters DP2 vessel **TSM BERGEN** from the construction hall in Aalst. She's now ready for commissioning and scheduled for delivery to our valued client TSM - Thomas Services Maritimes in October 2025. This new Vessel is a DP2 based on the successful **TSM TEXEL**, the **TSM BERGEN** features an extended design, enhanced with improvements derived from operational feedback, ensuring even greater efficiency and capability. *(PR-Neptune Marine)*

CONTAINER SHIP PICTURED LEAVING SCOTS HARBOUR FIVE MONTHS AFTER FATAL COLLISION

The **Solong** collided with the anchored tanker **Stena Immaculate** about 12 miles off the coast of East Yorkshire. A container ship, which was involved in a fatal maritime collision, has been pictured being towed out of Aberdeen harbour. The **Solong** collided with the anchored tanker **Stena Immaculate** about 12 miles off the coast of East Yorkshire on March 10, leaving one man missing, presumed dead. Thousands of plastic pellets, called nurdles, were released from ruptured containers on the **Solong** and began washing up on beaches on the Norfolk coast, where a clean-up operation is continuing. The vessel was towed to Aberdeen for safe berthing. It has since been pictured under

tow, leaving the North East city's South Harbour with the final destination believed to be Ghent, Belgium. A total of 36 people were rescued from the ships following the incident, but a sailor from the **Solong** – named as 38-year-old Filipino national Mark Angelo Pernia – is missing and presumed dead. The **Solong's** captain, Vladimir Motin, 59, of St Petersburg, Russia, appeared at Hull Magistrates' Court and at the Old Bailey, charged with gross negligence manslaughter and was remanded in custody. A Port of Aberdeen spokesperson said: "Early on Saturday, August 9, the casualty vessel **Solong** left Crathes Quay in Port of Aberdeen's South Harbour and was clear of the navigational channel and Port District by 9.50am. "MarineTraffic publicly lists the assisting tug **Multratug 36's** destination as Ghent, Belgium. We do not have any further information to share at this time." *(Source: STV; Photo: Doug Watson)*

ACCIDENTS – SALVAGE NEWS

THE VESSEL UNDER CONSTRUCTION "CAPTAIN USHAKOV" HAS SUNK TO THE GROUND IN ST. PETERSBURG

The seagoing tugboat "**Kapitan Ushakov**" under construction has run aground in St. Petersburg. Details of the incident are provided in the official commentary of the Baltic Shipyard of USC. It is noted that on the evening of August 8 it became known that the tugboat, which belongs to the Yaroslavl Shipyard (YaSZ) and is located at the berth of the Baltic Shipyard, has listed to starboard. As emphasized by the Baltic Shipyard, YSZ is renting the berth for the completion of the vessel, the work was carried out by Yaroslavl shipbuilders. "The workers of the Baltic Shipyard immediately notified the city's emergency services and began to help their colleagues from Yaroslavl to eliminate the list," the Baltic Shipyard notes. "At the moment, the vessel has run aground on its starboard side.

A set of measures is being taken to identify the causes of the incident. There are no casualties." In turn, the Investigative Committee of the Russian Federation reported that a pre-investigation check is being conducted on the fact of the incident. Let us recall that the construction of a series of sea tugs of Project 23470 has been carried out at Yaroslavl Shipyard since 2014. The developer of Project 23470 is Baltsudoproekt Central Design Bureau (part of the Krylov State Research Center). The sea tug of Project 23470 is designed to perform sea towing of ships, floating objects and structures in ice and open water, escorting vessels in port waters and berthing, escort operations at sea, extinguishing fires on floating and coastal objects, extinguishing fuel fires on the water, refloating ships and vessels. *Sea tug of Project 23470* Maximum length - 69.75 m; Maximum width - 15 m; Maximum draft - 5.2 m; Displacement - approx. 3200 t; Deadweight - approx. 700 t; Load capacity – 200 t; Autonomy for provisions – approx. 30 days; Cruising range (at a speed of 14 knots) – 3000 miles; Mooring pull – approx. 80 t *(Source: Sudostroenie)*

FIRE (PUT OUT) ON THE RAFFAELE RUBATTINO FERRY IN THE GULF OF NAPLES

The flames in the engine room rendered the ship unmanageable, requiring the assistance of two tugboats to reach the port of Naples. No injuries were reported on board. Moments of great concern have been experienced in the Gulf of Naples following a fire in the engine room of the Cin-Tirrenia (Moby) ferry **Raffaele Rubattino**, which departed Palermo and was headed for Naples with 155 passengers and numerous vehicles in the hold. The fire, which broke out while the vessel was about fifteen miles from the Neapolitan port, was "promptly extinguished by the crew," the shipping company said in a statement, but the damage left the vessel unable to navigate autonomously. The captain issued a mayday call via radio, triggering a rescue operation coordinated by the Naples Port Authority. Two patrol boats arrived on the scene, while firefighting and medical teams were preparing on the dock for the disembarkation, scheduled for that evening. "There are no injuries," Tirrenia (Moby) said. Two tugboats departed from the port of Naples to tow the vessel into port, while the Port Authority requested vessels in the area to approach the **Raffaele Rubattino** to provide assistance if necessary. Meanwhile, another ferry, the GNV Auriga, also from Palermo, and two Coast Guard vessels had arrived near the drifting vessel. The two tugboats

departing from Naples hooked up to the **Raffaele Rubattino** and began towing it toward port. The captain of the ship in distress reported that there was no need to evacuate the passengers. Two tugboats departed the port of Naples to tow the vessel to its destination, and two Coast Guard patrol boats were also in the area. According to Tirrenia, "a small fire affected the engine room" of the **Raffaele Rubattino** in the early afternoon. The vessel, which had left the port of Palermo that morning, was northwest of the island of Capri when the captain sounded the emergency signal. The priority was to secure the passengers, while the crew extinguished the flames with their onboard firefighting equipment. The crew's quick response helped contain the blaze and prevent it from spreading to other areas of the ship. *(Source: Shipping Italy)*

CARGO SHIP RUNS AGROUND OFF CAMARINES SUR, PHILIPPINES

The Philippine Coast Guard has reported that a cargo vessel ran aground in rough seas in the waters off Camarines Sur province in the Philippines' Bicol region on Thursday, August 7. The coast guard said that the Ro-Ro vessel **Golden Phoenix** ended up in a shallow portion of San Miguel Bay just off Camarines Sur's Siruma municipality after it encountered strong winds and currents. Initial attempts by coast guard personnel to conduct a full inspection of the stranded vessel were hampered by the unfavourable sea conditions in the area. The vessel itself subsequently developed a severe list to port. The coast guard has assured that all 13 of the ship's crew are, "safe and in good health," and that an inspection of the surrounding waters showed no oil spills or environmental damage caused by the incident. The vessel was transporting construction materials at the time of the incident. The coast guard said it has been coordinating with officials in Siruma and representatives of the ship's owner while continuing to monitor the surrounding waters for any signs of pollution. Click on the link to view the video HERE *(Source: Baird)*

ALL 20 CREW MEMBERS SAFELY RESCUED FROM FIRE ON VIETNAMESE OIL TANKER

All 20 crew members aboard the Vietnamese oil tanker **GT Unity** were successfully rescued from a fire in the vessel's engine room, thanks to the swift response of the Liberian-flagged ship **Androusa** and Vietnamese maritime rescue teams. At 11:52am on Friday, the Việt Nam Maritime Search and Rescue Coordination Centre received reports from **Androusa** and the Cospas-Sarsat station on a fire caused by an electrical short circuit in the engine room of **GT Unity**, which has a gross tonnage of 7,631 tonnes. The incident occurred about 104 nautical miles south-southeast of Côn Đảo and 191 nautical miles south-southeast of Vũng Tàu Cape. Upon receiving the reports, the centre immediately contacted **Androusa**, directing the ship to return and assist. **Androusa** promptly contacted the crew of **GT Unity**, which was transporting 3,872 tonnes of FO crude oil from Malaysia to Dung Quất in Quảng Ngãi province. By that time, sixteen of the twenty crew members had already evacuated amid southwesterly winds at level three. Lê Đỗ Mười, Director of the Việt Nam Maritime Administration, personally oversaw the emergency response, issuing maritime warnings, mobilising rescue assets, and coordinating efforts with the Navy, Coast Guard, and other relevant agencies. At 1:15pm, the specialised rescue vessel SAR 413 was urgently deployed to the scene. A forward command post was set up at the Region three Maritime Search and Rescue Coordination Centre. The owner of **GT Unity** was instructed to prepare firefighting equipment, and nearby rig standby vessels were called upon to join the rescue operations. SAR 413 was tasked with transporting the crew ashore, including one seriously injured crew member. In the end, the **Androusa** successfully rescued all 20 crew members from **GT Unity**. *(Source: Vietnam news)*

PASSENGER SHIP ON ÇEŞME-CHIOS VOYAGE CRASHED IN PORT

A cruise ship traveling from Çeşme to Chios experienced a malfunction at the port entrance and went out of control. Losing manoeuvrability, the ship collided with Greek vessels in the harbour. A cruise ship traveling from Izmir 's Çeşme district to Chios Island experienced a malfunction at the port entrance and went out of control. Losing manoeuvrability, the ship collided with Greek vessels in the harbour. A passenger

ship departing from Çeşme to Chios experienced an engine room malfunction yesterday morning. Losing control at the port entrance, the ship crashed into Greek-flagged vessels moored at the dock before coming to a stop. Following the accident , passengers were trapped on the ship for approximately two hours. They were then evacuated safely ashore using tugboats. On the other hand, investigation and detection of damage caused by the collision continues. *(Source: DenizHaber)*

A CRIMINAL CASE HAS BEEN OPENED IN CONNECTION WITH THE SINKING OF THE SEA TUGBOAT "CAPTAIN USHAKOV"

The St. Petersburg Transport Investigation Department has opened a criminal case into the sinking of the sea tugboat "**Captain Ushakov**". The investigative department reported this in its press release. The case was opened on the grounds of a crime under Part 1 of Article 216 of the Criminal Code of the Russian Federation – violation of safety rules during construction and other work. "The investigation established that on the evening of August 8, 2025, during construction work on the sea tug "**Captain Ushakov**", owned by the Yaroslavl Shipyard and moored to the berth on the territory of the Baltic Shipyard, the vessel listed to starboard. As a result of the incident, the vessel partially sank in the waters of the Bolshaya Nevka River. There were no casualties. The damage amounted to over 1 million rubles," the department said in a statement. The investigator has inspected the scene of the incident and is carrying out a range of investigative actions aimed at establishing all the circumstances of the incident. Let us recall that on the evening of August 8, MediaLab reported that the sea tugboat Kapitan Ushakov of project 23470 moored at the Baltic Shipyard had been found to be listing. As MediaLab was informed by the press service of the Baltic Shipyard of USC, the work on the tugboat was carried out by representatives of the Yaroslavl Shipyard, which leased the berth. Despite the measures taken to correct the list, the ship sank on the morning of August 9. The Project 23470 tugboat "**Captain Ushakov**" was launched at the Yaroslavl Shipyard on June 14, 2022. After the transfer to St. Petersburg, the vessel was completed on the territory of the Baltic Shipyard. Project 23470 seagoing tugs are designed to perform sea towing of ships, floating objects and

structures in ice and in open water; escort ships in port waters and berthing; perform escort operations at sea; extinguish fires on floating and coastal objects, as well as for extinguishing fuel burning on the water; refloating ships and vessels. At the stern end of the vessel there is a platform for receiving and taking off helicopters. The presence of a crane with a lifting capacity of 20 tons with a boom extension of 13 m with active compensation for pitching allows the tug to independently perform cargo operations and service the helipad both in calm water and at sea. The length of the vessel is 69.75 m, the width is 15.0 m, the greatest draft is 5.2 m, the displacement is 3200 tons. Autonomy in terms of provisions is 30 days, the cruising range at a speed of 14 knots is 3000 miles. The cruising area is unlimited in accordance with the ice strengthening class Arc 4. *(Source: Paluba Media; Photo: BMPB Live Journal)*

BRUTAL COLLISION OF TWO CHINESE WARSHIPS WHILE CHASING A PHILIPPINE PATROL BOAT

As a result of a very risky maneuver, the Chinese patrol boat **CCG 3104** collided head-on with the port side of the destroyer of the same nationality of the PLAN 052D class "**Guilin**" (164), when it was about to board a Philippine patrol boat, which it was pursuing in a failed attempt to blockade about ten miles from Scarborough Shoal, in one of the most serious incidents to date in the South China Sea. Philippine Coast Guard patrol boats responded to harassment maneuvers against Philippine fishing vessels in the area, according to a statement from Philippine Coast Guard spokesman Commodore Jay Tarriela . The patrol vessels BRP "**Teresa Magbanua**" (MRRV-9701) and BRP "**Suluan**" (MRRV-4406) were escorting the factory ship "MV **Pamamalakaya**" and 35 local fishing vessels in support of Operation Manila Kadiwa, a Philippine government-led initiative designed to support fishing communities in the country's western exclusive economic zone. The Coast Guard cutter **CCG 3104**, a People's Liberation Army Navy 056-class corvette transferred to China's maritime law enforcement agency, proceeded to chase the Philippine vessel alongside the PLAN 052D **Guilin** (164)-class guided-missile destroyer, in what Tarriela described as a "risky" maneuver. Footage of the incident, taken by personnel aboard the BRP "**Suluan**," shows how the Jiangdao-class patrol boat **CCG 3104** crashed into the bow of the destroyer "**Guilin**" as it attempted to block the passage of the Philippine patrol boat. Watch the YouTube video HERE *(Source: Puente de Mando)*

HORRIFYING MOMENTS AT SEA: İDO FERRY CRASHES INTO ROCK

The Istanbul Sea Buses (IDO) ferry, traveling from Istanbul to Avşa Island in the Marmara district of

Balıkesir, struck a rock. The damaged ferry was docked at the port. A maritime accident occurred off

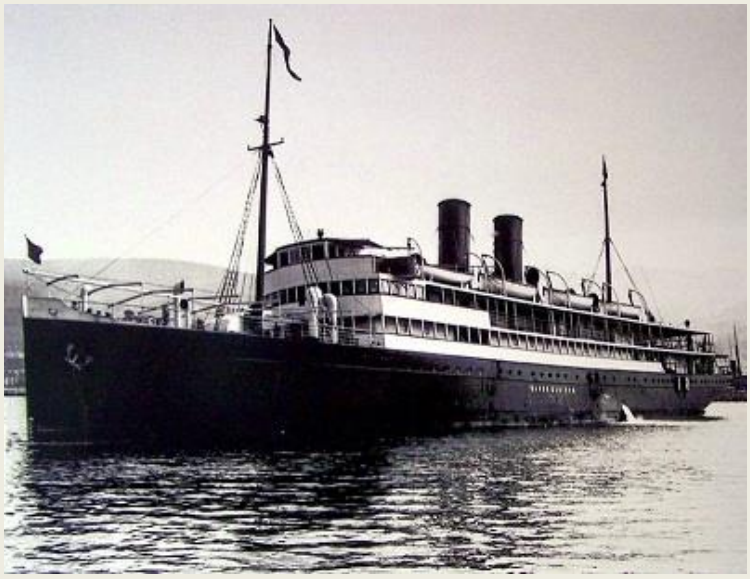
the coast of Balıkesir. The **Burak Reis 3**, a sea bus belonging to the İDO fleet, struck the rocks of Fener Island during its Yenikapı-Avşa voyage. The impact caused the ship's starboard side to take in water, causing it to list slightly. The İDO ferry, operating between Yenikapı and Avşa Island, struck a rock off Fener Island in the Marmara district around 9:30 a.m. About 500 meters from the island, the ferry struck the rock, damaging one of its propellers. It docked with the help of another ferry. Passengers' panic following the accident was captured on camera. It was reported that the water in the ferry, which started to take in water from its bottom after the accident, was drained with a sewage tanker. *(Source: DenizHaber)*

REMEMBER TODAY

S.S. BARON GAUTSCH – 13TH AUGUST 1914

Baron Gautsch was an Austro-Hungarian passenger ship that sank in the northern Adriatic Sea on 13 August 1914, during its voyage from Kotor to Trieste, after running into a minefield laid by the Austro-Hungarian Navy. The sinking resulted in the deaths of 127 passengers and crew members. The ship was operated by Österreichischer Lloyd, and was built by the Gourlay Brothers shipyard in Dundee, United Kingdom. The ship was named after the former Austrian Prime Minister and Interior Minister Paul Gautsch von Frankenthurn. **Baron Gautsch** and its sister ships were built for the so-called Dalmatian Express Line, a route that went south of the Austrian Riviera along the coast of Istria and Dalmatia. The home port of each ship was Trieste. **Baron Gautsch** carried commuters, business and leisure travelers and summer guests who wanted to visit the popular seaside resorts of the Adriatic. It had its maiden voyage on 16 June 1908. *Ship features* The 2069 GRT steamer **Baron Gautsch** was built at the Gourlay Brothers shipyard in the Scottish city of Dundee. It was transferred

to the water on 3 May 1908. The ship was 84.5 meters long, 11.64 meters wide and had a maximum draft of 7.5 meters. The ship had three heated steam boilers, with heavy oil, that powered three bronze propellers via one steam engine. The engines had 4600 HP (3383 kW), which allowed a speed of 17 kn (31 km/h). Lloyd hoped to significantly increase the ship's performance with the installation of three steam engines, but when that did not happen Lloyd returned the ship to the shipyard for extensive modifications in Trieste at the cost of Gourlay Brothers. This was one of the reasons why the Gourlay Brothers shipyard went into bankruptcy and had to be liquidated in October 1910.



During World War I With the outbreak of World War I on 28 July 1914, all merchant ships in Austria-Hungary were put into the military service of the Austro-Hungarian Navy. Ships received camouflage and from that point served as auxiliary cruisers, troop carriers or supply ships. Many officers were reservists and entered the service of the Navy. On 27 July 1914 **Baron Gautsch** was pressed into service the Navy. This was followed by four sailings on which **Baron Gautsch** brought supplies for troops stationed in Kotor. During these four voyages, **Baron Gautsch** crossed 1810 miles and transported 2855 people. On each return trip, civilians were evacuated to the ports of the northern Adriatic. On 11 August 1914 Baron Gautsch completed all of its military tasks and was thus returned to Lloyd. *Sinking* On 12 August 1914 **Baron Gautsch** sailed from Kotor to Trieste for the last time. The commander was Captain Paul Winter. On 13 August 1914, at 11:00 am, **Baron Gautsch** departed from harbour on the island of Veli Lošinj, and was sailing directly to the port of Trieste, where it was scheduled to arrive at 6.00 pm. From Veli Lošinj to Pula, the ship was officially sailing under the command of First Officer Josef Luppis, but this was not the case in reality. In fact, Luppis was handed over command by the captain in 2:00 pm, but he left the bridge, without Captain's knowledge, handing command to the relatively inexperienced second officer Tenze, and went to lunch with the first class passengers. Captain Winter was asleep in his cabin. **Baron Gautsch** began sailing much further north than the military authorities had ordered earlier, and passed near the ship **Prinz Hohenloheom**, which was sailing south to Dalmatian Islands more than 3 nautical miles away from the coast. Even warnings by several passengers did not cause Tenze to change the ship's course. Tenze made several references about minefields in surrounding areas, and how Austro-Hungarian Navy had placed them to protect the port of Pula, but that did not make him change course. At 2:45 pm, seven nautical miles from the Brijuni islands, **Baron Gautsch** entered at full speed into a minefield that had just been set by the Navy forces. At this time the minelayer **Basilisk** saw **Baron Gautsch** sailing directly into the danger zone, so it gave warning signals, but the signals were not noticed or understood. At the last moment, Tenze recognized the threat and turned the wheel so the ship would go to the open sea, but this maneuver came too late because the ship was already in the middle of a minefield. It was then that the ship hit the first mine, triggering a huge explosion on the port side of the ship that caused the tailgate to fly open and shook the steamer. Shortly afterwards, a second explosion occurred, probably triggered by a boiler explosion. **Baron Gautsch** heeled hard to port and quickly began to run fully. Passengers on board began panicking, leading to general chaos. Passengers rushed to the lifeboats, which quickly became crowded before they were swung over the deck. In others, the holders were so tightly lashed or

intricate that they could not be used. Many passengers jumped overboard and drowned. Heavy fuel oil was running out from the cracked oil tanks, which irritated the nose, eyes and ears of those floating in the water and prevented them from breathing. Also, the oil caught fire and many of the passengers tragically burned alive. Passengers that survived testified afterwards that many members of the crew failed to care for the passengers, instead only caring about themselves. This is supported by the fact there were more crew members than passengers in many lifeboats. **Baron Gautsch** sank within about five to seven minutes after the first explosion. The Austro-Hungarian destroyers **Csepel**, **Triglav** and **Balaton** were nearby, so they were the first ships that came to the rescue of the victims. Together these ships saved 159 people from the water. However, 127 passengers, mostly women, children, and crew members, were killed. They were buried in the Military cemetery in Pula.

Aftermath of sinking Captain Winter and first officer Luppis survived and were placed under house arrest in Pula. Both of them were eventually found responsible for the disaster in a trial before Admiralty court. Nevertheless, it is known that both of them worked in the 1920s as skippers for the Lloyd Adriatico, during which time they also commanded transatlantic liners. Details from their trial and the verdict are unknown because the events were under war censorship, but also because it was believed that everything about the case should stay hidden from general public for morale reasons. Survivors sued the Lloyd for damages. This was initially rejected, but Ministry of Commerce later allowed compensation in limited form of 200,000 crowns. Survivors who disagreed with this appealed in the courts. Almost all court documents about the sinking and the following processes were later lost. Numerous documents were lost during the July Revolt of 1927 when the Vienna Palace of Justice was burned down. Other documents were destroyed in Kristallnacht of 1938 because the lawyer of the survivors was a Jew and his office was ransacked. In August 1994 a memorial service attended by representatives of the Catholic Church, the military and political parties was held in Rovinj for the 80th anniversary of the sinking. During this commemoration, Radiotelevisione italiana (RAI) presented its documentary about the tragedy. Floral wreaths were thrown into the sea, while a plaque was placed on the wreck. In October 1995, by the Decision of the Board for the Protection of Cultural Heritage, the wreck of **Baron Gautsch** was registered in the

Register of Croatian Cultural Monuments. On 12 June 2014 the diving club "Coral Sub" from Palmanova (Udine Italia) jointly with a number of diving center from Friuli and Croatia, promoted an evening to remember the ship. At the "G.da Modena" theatre in Palmanova, the event, led by the journalist Pietro Spirito was a great success with more than 200 divers and history fanatics attending. *Wreck* The wreck of **Baron Gautsch** was found on 15 August 1958 by Slovenian diver Božo Dimnik. The wreck of **Baron Gautsch** is at the coordinates 44°56.25′N 13°34.40′E in 28 to 40 meters deep on sandy and stony ground. It is overgrown with algae and sponges. The wreck is not in a good condition because it is broken in many places and chimneys and masts are folded over. In addition, three propellers were removed. Nevertheless, this wreck is considered to be one of the most popular diving destinations for wreck divers in the northern Adriatic. In the 1920s, the Yugoslav Navy used this heavily damaged wreck as a practice target for attack manoeuvres. *(Source: Wikipedia)*

OFFSHORE NEWS

NOPSEMA TELLS WOODSIDE TO STOP DECOMMISSIONING WORK

WOODSIDE has been ordered to stop decommissioning work in two West Australian gas fields by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) until it complies with directions from the regulator. NOPSEMA said it had serious safety concerns about operational failures at multiple sites and issued formal directions to halt decommissioning at the Griffin oil and gas field and Stybarrow gas field. The regulator described the incidents as “preventable” and criticised Woodside’s safety planning and execution. Woodside claims it has made substantial progress towards decommissioning the Stybarrow, Griffin and Minerva fields and had removes more than 25,000 tonnes of infrastructure. A media release from NOPSEMA said it had accepted a revised Cessation of Operations Environment Plan by Woodside, for the decommissioning of the Nganhurra riser turret mooring. “Through accepting the environment plan, NOPSEMA has required Woodside to implement a range of protective measures to prevent and mitigate impacts to whale sharks, turtles, and seabirds,” the statement said. “In addition, NOPSEMA has initiated regulatory compliance action due to Woodside being unable to comply with an originally approved plan to remove the equipment for onshore disposal. Due to the equipment’s poor condition and repair, this is no longer feasible without unacceptable risks to safety and the environment. “Woodside has been issued with enforcement action in the form of a General Direction requiring wells be plugged or closed off, and property no longer in use to be removed in a timely and proper manner. The General Direction reinforces legal requirements regarding the removal of property associated with offshore petroleum activities, and carries significant civil and criminal penalties for non-compliance. “Further, as Woodside is unable to decommission the riser turret mooring as originally approved, NOPSEMA is investigating possible breaches of the Offshore Petroleum and Greenhouse Gas Storage Act 2006. The investigation will examine possible breaches of the law relating to requirements to maintain property in good

condition and repair. "Decommissioning of the riser turret mooring can now be through removal from the title area for placement on the seabed as part of an integrated artificial reef. Decommissioning in this way requires a permit under sea dumping legislation administered by the Department of Agriculture, Water and the Environment. This regulatory process is in addition to NOPSEMA's assessment of Woodside's environment plan." *(Source: DCN)*

US COAST GUARD COMMISSIONS CGC 'STORIS', ICEBREAKER TO DEPART ON ARCTIC PATROL 'IMMEDIATELY'

Less than eight months after acquiring the icebreaking anchor handling tug supply vessel (AHTS) **Aiviq** from an Edison Chouest Offshore subsidiary for $125m the U.S. Coast Guard commissioned the newly refurbished vessel as icebreaker **Storis**. The ceremony took place in Juneau, Alaska on August 10 and concludes the first phase of a years-long conversion process to bring the vessel up to Coast Guard standards and systems. The initial work was carried out across shipyards in Mississippi and Florida. The icebreaker then travelled from the Gulf of Mexico to Alaska via the Panama Canal and stops in San Diego and Seattle. Storis is set to depart right away to bolster the Coast Guard's Arctic presence at a time of increased Chinese activity in the waters around Alaska. "Immediately following the commissioning, **Storis** with depart on patrol in the Coast Guard Arctic District area of operations. The U.S. Coast Guard operates the nation's fleet of icebreakers to facilitate access to the polar regions to project U.S. sovereignty." The region is a growing zone of strategic global competition, the Coast Guard stated in a news release last week in response to five Chinese research vessels in the region. "The U.S. Coast

Guard detected and responded to two Chinese research vessels operating in the U.S. Arctic and is currently monitoring a total of five similar vessels in or near the U.S Arctic." China has been ramping up activity in the Arctic for the past three years. Last summer saw three Chinese vessels conducting research operations north of the Bering Strait. This was followed by the first-ever joint Chinese-Russian coast guard Arctic patrol in October 2024. The flotilla, consisting of two Chinese coast guard vessels and two Russian border patrol ships, passed through the Bering Strait several times, including in proximity to Alaska. With the commissioning of Storis the Coast Guard now has a second option to patrol ice-covered Arctic waters. Last year's Arctic patrol was cut short when Healy experienced and onboard fire requiring a return to Seattle for repairs. An engine room fire in August 2020 left the USCG without icebreaker presence in the Arctic for the remainder of that year. "CGC **Storis** was acquired to bolster these operations, providing near-term operational presence and supporting national strategic imperatives in the Arctic region as a bridging strategy for surface presence," the Coast Guard said in an emailed statement. "The Coast Guard is America's only surface presence in the Arctic," the Coast Guard emphasized. With a length of 360 feet the 4,129 dwt **Storis** comes in at around two-third the size of the Coast Guard's medium icebreaker **Healy**. The polar class 3-equivalent vessel can break through one meter of ice continuously at five knots. **Storis** was originally built for oil major Shell's Arctic drilling operation back in 2012. The Coast Guard aims to acquire at least a half dozen icebreakers in the coming years, with one vessel currently under construction at Bollinger Shipyards in Mississippi. Additional orders are expected in the near future as American, Canadian and Finnish shipyards are looking to secure contracts. *(Source: gCaptain)*

PETROBRAS AWARDS DOF WITH TWO NEW CONTRACTS WORTH OVER $275M

Norwegian vessel owner DOF Group has secured two new long-term contracts with Brazil's state-owned energy giant Petrobras that have a combined value of more than $275 million. **Skandi Carla** and **Geoholm** have been contracted on four-year charters with Petrobras as remotely operated vehicle (ROV) support vessels, both expected to begin their contracts in December. The awards follow the same competitive tender process that resulted in the previously announced contract award of **Skandi Achiever** on a four-year charter as RSV. The 2001-built, 84-meter-long **Skandi Carla** will operate with one work-class ROV and subsea crane, while the 2006-built, 85.7-meter-long **Geoholm** will use its subsea crane and two work-class ROVs on board. These deals come after a competitive anchor handling tug supply (AHTS) vessel tender process, which enabled the Brazilian giant to hire the **Skandi Logger**, **Skandi Iguaçu**, **Skandi Angra**, **Skandi Paraty**, **Skandi Urca** vessels, as well as **Skandi Fluminense** and **Skandi Lifter**, announced earlier this month. *(Source: Offshore Energy)*

COAST GUARD CUTTER EARL CUNNINGHAM COMMISSIONED

The U.S. Coast Guard commissioned its newest cutter, Coast Guard Cutter **Earl Cunningham** (WPC 1159), for official entry into its service fleet during a ceremony held in Kodiak, Monday. The **Earl Cunningham** is the 59th Fast Response Cutter (FRC) in the service and the second of three FRCs scheduled to be homeported at Coast Guard Base Kodiak. The crew of the **Cunningham** primarily serves in and around the Aleutian Islands, Bering Sea, Gulf of Alaska, and North Pacific Ocean. The cutter is designed for missions such as search and rescue; fishery patrols; drug and migrant interdiction; national defence; and ports, waterways, and coastal security. The namesake for the cutter, Petty Officer 2nd Class Earl Cunningham, enlisted in the Coast Guard in 1928 and was appointed as a surfman. On February 8, 1936, Cunningham volunteered to rescue two ice fishermen that were trapped in the water on Lake Michigan. Cunningham was able to reach them on his skiff and pulled them out of the water. However, adverse weather conditions prevented them from returning to shore. Three days later, one of the fishermen walked 9 miles across the ice onto shore to safety. The other died trying to make it across the ice with him. Cunningham had died and was found on February 12, frozen in place, still manning the oars of the rescue skiff. For his ultimate sacrifice, Cunningham was awarded the Gold Life Saving Metal posthumously. He was survived by his wife Helen and three sons. Cunningham had also previously served in the Army and fought in the trenches of France during World War I, leaving the service as a corporal to eventually join the Coast Guard. The Coast Guard has ordered a series of new FRCs to replace the 1980s-era Island-class 110-foot patrol boats. Supported by investments made possible through President Trump's One Big Beautiful Bill Act, the legislation provides nearly $25 billion – the largest single funding commitment in Coast Guard history – including $1 billion dollars for additional FRCs. *(Source: MarineLink)*

GLOMAR SISTERS AT NIEUWEDIEPKADE

For weeks, they have been anchored together on the Marsdiep canal: the **Glomar Worker** and

Glomar Supporter sisters of GloMar Offshore from Den Helder. Last week, they arrived one by one to moor at the quay behind the Blue Port Centre. It is unclear whether work has yet been found for the vessels. Since their acquisition, GloMar has consistently managed to rent out both vessels for a variety of specialized tasks in the offshore industry. The **Glomar Worker** (formerly *Bourbon Arethuse*) and **Glomar Supporter** (formerly *Bourbon Amilcar*) were launched in 2008/2009 at Bharati Shipyard in the Indian state of Goa. The vessels were built for the French shipping company Bourbon Offshore. Glomar acquired both vessels in 2019, converted them, and put them back into service as multifunctional offshore support vessels, with Den Helder as their base. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

CHINA'S "HYSY 295" VESSEL BEGINS MAIDEN BRUNEI MARINE MISSION

"Designed and built in China, this vessel is launching its first engineering project mission in Brunei," Qiao Baoxin, captain of China's "**HYSY 295**" trenching vessel, told Xinhua on Friday. The Chinese vessel, distinguished by its large helicopter deck and towering crane, was making final preparations for offshore operations at Brunei's Muara Port on Friday. The project's primary task involves replacing subsea pipelines for a leading energy company in Brunei. "Such projects demand the highest international standards. We're honored to execute this project and proud to contribute to Brunei-China cooperation, while fully recognizing our responsibilities," said Li Jiannan, project manager of China Offshore Oil Engineering Company (COOEC). COOEC, a company listed on the Shanghai Stock Exchange (SSE) with nearly 10,000 employees, has executed engineering projects in over 20 countries and regions globally. The company has established strong cooperative relationships with global leaders in the oil and gas industry. Brunei is a Southeast Asian country blessed with rich oil and gas reserves. The Sultanate maintains strong ties with China, fostering comprehensive collaboration across various sectors. *(Source: Xinhua; Photo: Li Meng)*

SEATRIUM REFRESHES PXGEO 2 AHEAD OF WORK IN MALAYSIA

A 2013-built seismic vessel operated by marine geophysical service provider PXGEO has undergone a maintenance stop to get refreshed and ready for upcoming projects. PXGEO reported some four days ago that the **PXGEO 2** vessel had just completed a month-long maintenance stop at Seatrium Shipyard in Singapore, following four years of nonstop global operations. The refit included a full hull repaint, as well as major engine, gearbox, and system overhauls. With the completion of the works, **PXGEO 2** is ready for upcoming projects in Malaysia. The vessel, of Rolls-Royce Seismic Vessel Design UT 830 CD, features 12 x 8 km Sercel Sentinel Solid streamers. In terms of other company-related news worth mentioning, PXGEO reported in April that it had appointed a new chief executive officer (CEO) and executive chairman, who had previously held the chief operating officer (COO) position at Oceaneering International. The strategic leadership transition is said to mark the beginning of a new chapter for the four-year-old company, preparing it for the next phase of growth. *(Source: Offshore Energy)*

EVENT NEWS

STOOMSLOEPENWEEKEND MEDEMBLIK

Bij het Stoommachinemuseum in Medemblik meert een groot aantal authentieke stoomsloepen af aan de museumsteiger. Bij voldoende capaciteit mogen bezoekers gratis een stukje meevaren met de sloepeigenaren. Of maak een rondvaart over het IJsselmeer met de stoomsleepboot **Noordzee**. *Hollands Glorie aan de Oosterdijk* In de stoomhaven ligt aan de Vooroever tegenover het museum de ss **Noordzee** afgemeerd aan de steiger, klaar om uit te varen met passagiers. Het schip, gebouwd in 1922 en behorend tot het Varend Erfgoed, heeft dienstgedaan als havensleepboot en stoomsleper voor duik- en bergingswerk. In 1976 werd het schip eigendom van de bekende Medemblikker scheepsbouwer Kees Jongert. In 2010 is het schip ondergebracht in de Stichting Stoomsleepboot

Noordzee met Den Helder als thuishaven. Na een jarenlange restauratie is de kolengestookte zeesleper sinds 2019 weer volledig onder stoom in de vaart en neemt deel aan tal van nautische evenementen. *Rondvaarten IJsselmeer* Meevaren met dit historische schip? Reserveer dan een ticket (verkrijgbaar aan de kassa) via 0227 544732 en stap aan boord voor een rondvaart van een klein uur. Rondvaarten vertrekken zaterdag en zondag om 11.00, 12.00, 13.00, 14.00, 15.00 en 16.00 uur. Combinatieticket museumbezoek & rondvaart: Volwassenen en jongeren vanaf 13 jaar € 22,50 Kinderen 5 tot 12 jaar € 17,50 Los ticket € 15 (niet-museumbezoekers, Museumkaarthouders). Het Nederlands Stoommachinemuseum is een verborgen parel aan de dijk tussen polder en IJsselmeer, net buiten Medemblik (NH). Hier vind je een unieke collectie stoommachines en stoommodellen in een voormalig stoomgemaal. Beleef de pure techniek van zichtbare, hoorbare en ruikbare mechanieken, aangedreven door water en vuur. Ontdek de werking van stoommachines en hun rol in de Industriële Revolutie en strijd tegen water. *10 jaar* Het evenement dat dit jaar het 10-jarig jubileum viert (editie 2020 viel uit vanwege de pandemie), werd op initiatief van Frenk Fontijn (ontwerper stoomsloepen) en Boudewijn Nossin (coördinator horeca) in 2014 voor het eerst bij het museum gehouden. Het Stoomsloepenweekend bleek een schot in de roos dat jaarlijks veel bezoekers trekt. Frenk Fontijn maakt dit jubileum helaas niet meer mee, maar zijn naam als één van de drijvende krachten achter dit succes zal altijd aan het Stoomsloepenweekend verbonden blijven, alsook het enthousiasme waarmee hij zich jarenlang samen met Boudewijn Nossin inzette om het evenement op de kaart te zetten. *(Source: Stoommachinemuseum)*

WINDFARM NEWS - RENEWABLES

THE COUNCIL OF THE BALTIC SEA STATES ON INVESTMENT SECURITY IN THE BALTIC SEA

Prime Minister Donald Tusk announced on Friday that he will convene a summit of the Council of the Baltic Sea States to address, among other issues, investment security in the Baltic Sea. He highlighted cases of GPS signal jamming, which, he noted, could have serious consequences for investments such as wind farms. The Prime Minister visited the construction site of the Baltic Power

offshore wind farm in Łeba. This will be the largest and most advanced offshore wind project in the

Polish part of the Baltic Sea, jointly implemented by Orlen and the Canadian company Northland Power. The Prime Minister drew attention to security issues and cases of Russian interference with GPS signals, which have been complained about by pilots from Poland, Sweden, Estonia, and Lithuania, among others. – Most likely, that's certain, but I won't conduct the evidentiary process now, but the Russian side from the Königsberg area is taking actions that are intended to disrupt flights, including passenger flights, and we've been dealing with this for a long time – Tusk said. He added that even in the case of this investment, the construction of which he visited on Friday, "GPS signal interference occurs, which can have serious consequences for the investment process itself." He emphasized that precision is crucial in such investments. Tusk said that this is one of the reasons Poland has invested so heavily in and is coordinating the efforts of other countries in the region to promote security in the Baltic Sea. He added that Poland is engaging NATO as a whole in this process, but also – within the framework of bilateral relations – its Polish Baltic partners. He announced that he would convene a summit of the Council of the Baltic Sea States on this matter, meaning – as he said – all those countries that are interested in cooperation in the Baltic Sea. - We will also talk about security in the context of our investments, not only Polish ones, but we are interested in Polish investments in the Baltic Sea - said the Prime Minister. On July 1, 2025, Poland began its fourth annual rotating presidency of the Council of the Baltic Sea States (CBSS). The Ministry of Foreign Affairs announced mid-year that the CBSS's three long-term priorities are: regional identity, a sustainable and prosperous region, and a safe and stable region. Increased GPS interference has been reported by Baltic countries since the beginning of the Russian invasion of Ukraine. The interference is primarily observed at higher altitudes, around 1,500 meters. In 2024, warnings were also issued for the Gulf of Finland after ship crews began reporting interference. In July, the Council of the International Civil Aviation Organization (ICAO), after reviewing evidence presented by the Baltic countries, Finland, Sweden and Poland, called on Russia to stop its activities that disrupt Global Navigation Satellite System (GNSS) signals, which often forced aircraft, ships and drones in the Baltic Sea region to change their routes. *(Source: Portal Morski)*

DONG FANG OFFSHORE LANDS 15-YEAR SOV CONTRACT IN TAIWAN

Taiwanese offshore vessel operator Dong Fang Offshore (DFO) has won a landmark 15-year contract with Synera Renewable Energy (SRE) to provide a service operations vessel (SOV) for the Formosa 4 offshore wind project. The deal is described as the longest SOV fixture seen to date in Taiwan's offshore wind sector. The Taiwan-flagged vessel will be custom-built to support both the construction and long-term operations and maintenance of Formosa 4 and SRE's broader asset base. Formosa 4 is located off the coast of Miaoli County and represents SRE's third offshore wind project in Taiwan. The wind farm secured 495 MW of capacity in Taiwan's Phase 3 Zonal Development auction in late 2022 and received its establishment permit in 2024. DFO, a subsidiary of Hung Hua Construction, was established in 2019 as the Asia-Pacific region's first dedicated offshore wind vessel operator. The company has a fleet of 18 vessels, including several under construction. It has three SOVs currently being built at Vard in Norway — all earmarked for work in Taiwan's offshore wind market. *(Source: Splash24/7)*

ANTHEA LUNA & IMOGEN ROSE – TIDAL TRANSIT WELCOMES NEW CATAMARAN CREWBOATS TO FLEET

UK-based offshore wind crew transfer provider Tidal Transit recently added two new catamaran crewboats in a series to its fleet of windfarm support vessels. Built in compliance with UK flag rules and Bureau Veritas class requirements, **Anthea Luna** and **Imogen Rose** boast hull designs and onboard systems ensure that they can be retrofitted with electric propulsion systems in the future in line with end user requirements for low-emissions-capable vessels. *Designed for harsh operating conditions* The all-aluminium vessels each have a length of 27 metres (89 feet), a beam of nine metres (30 feet), a draught of only 1.4 metres (4.6 feet), a depth of 1.8 metres (5.9 feet), a maximum deadweight of 60, a crew of three, and business-class seating for up to 24 wind turbine technicians. Each crewboat also has an 85-square-metre (910-square-foot) foredeck and a 35-square-metre (380-square-foot) aft deck that can accommodate a total of 20 tonnes of assorted payloads including up to three 10-foot containers or one 20-foot container. Also on the port foredeck is a Palfinger Marine PK13001MB crane to be used for cargo loading and unloading. The crewboats are each fitted with four Volvo Penta D13 515kW (690hp) IMO Tier II

engines that deliver a top speed of 26.5 knots (24 knots top speed in wave heights of 24 metres), a service speed of 25 knots, and a bollard push of 17 tonnes. The propulsion setup also ensures safe navigation even in significant wave heights of two metres. The electronics suite includes a Simrad package consisting of a GPS, a class A AIS, a radar, an echosounder, and a compass. The other electronics include an area A2 GMDSS, a Sailor handheld VHF radio for use by personnel on the outer decks, CCTV cameras, a Marfle vessel motion monitoring system, and an EPIRB and a SART from McMurdo. *Laid out for enhanced onboard comfort* Facilities on each crewboat include a mess/pantry, two toilets, and a wet changing room. The interior spaces have been designed to ensure noise levels are kept below 65 dB in the wheelhouse and below 70 dB in the other passenger spaces. The crewboats are also equipped with handheld extinguishers, pumps and hoses for fighting onboard fires. Should evacuation be necessary, the occupants have access to lifejackets, immersion suits, and two 35-person liferafts. A starboard rescue sling is also available for use during MOB situations. **Anthea Luna** and **Imogen Rose** have already begun operating on behalf of Tidal Transit in support of customers in the European offshore wind market. Anthea Luna is presently deployed at the 325MW Thornton Bank wind farm situated 30 kilometres (20 miles) off the coast of Belgium while Imogen Rose, under charter to the Stowen Group, is at the Equinor-operated Sherringham Shoals 317MW project in UK waters off Norfolk. *Specifications* Type of vessel: Crewboats; Flag: UK; Owner: Tidal Transit, UK; Hull construction material: Aluminium; Superstructure construction material: Aluminium; Deck construction material: Aluminium; Length overall: 27 metres (89 feet); Beam: 9.0 metres (30 feet); Draught: 1.4 metres (4.6 feet); Depth: 1.8 metrs (5.9 feet); Deadweight tonnage: 60; Capacity: 20 tonnes; Main engines: 4 x Volvo Penta D13, each 515 kW (690 hp); Maximum speed: 26.5 knots; Cruising speed: 25 knots; Bollard push: 17 tonnes; Radar: Simrad; Depth sounder: Simrad; Radio: Sailor handheld VHF; Compass: Simrad; GMDSS: A2; GPS: Simrad; AIS: Simrad class A; Monitoring system: Marfle; Cameras: CCTV; Other electronics: McMurdo EPIRB; McMurdo SART; Crane: Palfinger Marine PK13001MB; Interior fitout: Toilets; Safety equipment: MOB sling; Firefighting equipment: Extinguishers; pumps; hoses; Liferafts: 2; Accommodation: Mess/pantry; wet changing room; Crew: 3; Passengers: 24; Operational areas: Belgium; UK *(Source: Baird)*

FOLLOWING UPGRADES, EUROPEAN JV-OWNED CABLE LAYER GOES TO 1.1 GW IRISH OFFSHORE WIND FARM

A cable-laying vessel (CLV) jointly owned by the UK's Enshore Subsea and Belgian Herbosch-Kiere has undergone a targeted upgrade program following the completion of a project in Senegal. Under a $200 million contract, the companies' Dakar Marine Link joint venture was in charge of delivering onshore and offshore works for two submarine cable links as part of the Senegal Power Compact project, on behalf of client MCA-Sénégal II. The project, which aims to revolutionize Senegal's

power infrastructure and provide sustainable electricity to millions of people, is a grant agreement between Senegal and the U.S., managed between MCA-Sénégal II and the Millennium Challenge Corporation, an independent U.S. government development agency. The CLV **CMOS Installer** in mid-May finished laying the second of two 16-kilometer, 225 kV submarine cables between Cap des Biches and Bel Air, completing the offshore connection across Gorée Bay. Following the completion of works in Senegal, the vessel underwent a targeted upgrade program in Santander, which included carousel extension, ROV gate installation, and A-frame foundation improvements to expand its operational envelope for future scopes. **CMOS Installer** is currently engaged in export cable installation at one of Scotland's largest offshore wind projects, the 1.1 GW Inch Cape. *(Source: Offshore Energie)*

SINGAPORE-BASED OFFSHORE VESSEL OPERATOR TAKES DELIVERY OF NEW CTV

A new crew transfer vessel (CTV), designed by naval architect Chartwell Marine, has been delivered to Singapore-based offshore vessel operator Pacific Radiance. The vessel, named **Prosperous 6**, has already completed sea trials, achieving over 25 knots at 85 per cent engine load. During a bollard push test, the CTV delivered over 17 tonnes of bollard push, according to Chartwell Marine. When operating at 20 knots, **Prosperous 6** used approximately 20 per cent less fuel than competitor vessels of an equivalent length, the company added. In addition, the vessel features a low lightship displacement, enabling the transport of payloads of up to 35 tonnes. "We're very excited to deliver our highly capable Brevity Class CTVs with Pacific Radiance for offshore wind operations across APAC. The region's offshore wind industry is facing rapid growth and needs to hit ambitious capacity targets," said Andy Page, Managing Director of Chartwell Marine. The Brevity Class CTVs are already in high demand in the Asia-Pacific, with one delivered, five ordered, and strong interest from offshore wind leaders, such as Taiwan, South Korea, and Japan, according to the UK company. The vessels are loadline compliant and engineered with large superstructures to support multiple crews and technicians. The vessel designs can also be built anywhere in APAC, using local content and employees. "Chartwell's Brevity Class CTVs – and designs more broadly – are renowned

throughout the offshore wind industry for their reliability and performance, especially in challenging environments," said Jacky Chen, General Manager at Pacific Radiance. *(Source: Offshore Wind)*

DREDGING NEWS

DAMEN LAUNCHES THE SECOND CSD650 IN AZERBAIJAN

Damen Shipyards is launching the second cutter suction dredger (**CSD650** series) in Azerbaijan. "This is an example of ongoing economic cooperation between the two countries in the maritime and logistics sector," the Embassy of the Kingdom of the Netherlands in Azerbaijan said. "Cooperation in the maritime and logistics is an important pillar of the partnership between Azerbaijan and The Netherlands." The first dredger from the same series was built entirely in Azerbaijan, while the components for the second dredger were shipped from the Netherlands – assembled and commissioned at the Baku Shipyard LLC. The **CSD650** measures over 61 meter in overall length, has a hull length of 49.30m, a beam of 10.50m and draft of 1.65m. According to Damen, the newbuild will soon be performing various dredging jobs in harbors around the Caspian Sea. *(Source: Dredging Today)*

DREDGER NILE RIVER COMING TO PORT HEDLAND THIS AUTUMN

Dredging International, a major operating company of DEME Group, recently secured work in Port Hedland in the Pilbara region of Western Australia. According to the Maritime Union of Australia – WA branch, the hopper dredger **Nile River** is expected to undertake this project sometime in September. It is estimated that approximately 500,000m3 of sediment will be dredged and disposed

during this dredging campaign. Pilbara Ports Authority (PPA) has undertaken regular maintenance dredging of the Port Hedland since 1977 in order to maintain safe navigation within the port. There has also been a number of capital dredging projects undertaken by PPA and other proponents to facilitate the port expansion projects. Historically, the maintenance campaigns were conducted three to four years apart. However, since 2012 maintenance dredging has occurred annually and will continue to be assessed on an annual basis into the future.

(Source: Dredging Today)

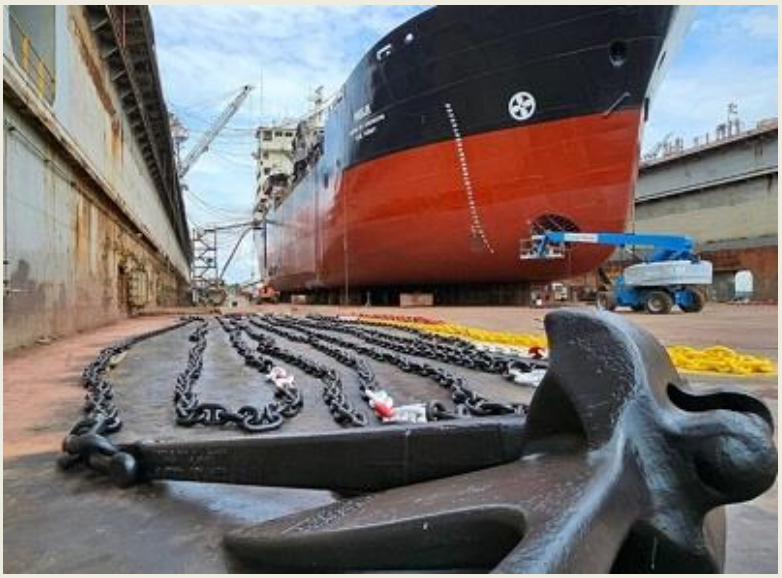
TSHD CRESTWAY CONTINUES HER OPERATIONS IN MEXICO

After two-plus weeks of working in the Port of Tampico, Boskalis' trailing suction hopper dredger **Crestway is** now dredging in the Port of Tuxpan on the Atlantic side of Mexico. Over the next few weeks, the **Crestway** will be dredging a significant volume of sand and silt from the access channel, keeping the port accessible to large container vessels. Mexico is familiar territory for the **Crestway**. In recent months the dredger has been busy working in the ports of Chiapas and in Tampico, where severe siltation caused serious problems for shipping and commercial activities. The **Crestway and** its crew worked hard to complete these maintenance dredging works and ensure that both ports can continue their operations. Similarly the dredger will remove excess sediment from the Port of Tuxpan to create sufficient depth for ships calling at the port. *(Source: Dredging Today)*

HOPPER DREDGER WHEELER IN DRYDOCK AT ALABAMA SHIPYARD

The USACE New Orleans District said that the anchor and anchor chains of the hopper dredger **Wheeler** received a new coat of paint after regular inspections while in drydock at the Alabama

Shipyard earlier this week. The **Wheeler** is operated by the District, and is the largest hopper dredger in USACE. According to USACE, the **Wheeler** helps keep waterway channels clear from Key West, Florida, to Brownsville, Texas, but spends the majority of its time operating in the Southwest Pass of the Mississippi River in Louisiana. This vessel is a trailing suction hopper dredger. It operates much like a giant vacuum cleaner. Also, it is uniquely designed with three large drag arms and an impressive pumping capacity. To dredge a channel, the drag arms are lowered over the side to the channel bottom. On a good operating day, the **Wheeler** can remove 100,000 cubic yards of material, or about 7,000 dumptruck loads, from a project site, USACE said. *(Source: Dredging Today)*



BREAKWATER REPAIRS AT DUNKIRK PIER

The USACE Buffalo District's crews are hard at work on essential improvements to the breakwater at the Dunkirk Pier. This vital structure protects the harbour, supports safe navigation, and preserves the waterfront for future generations, according to USACE. "From reinforcing aging infrastructure to enhancing storm resilience, every step of this project plays a role in strengthening the shoreline and supporting the community," USACE said. *(Source: Dredging Today)*

DAMEN INTRODUCES PLAIN SUCTION DREDGER

Damen has just released the latest addition to its portfolio: the Plain Suction Dredger. "Designed to pump high volumes of free flowing sand to a spoil field, this compact and efficient dredger is perfect for cleaning ponds, irrigation channels, rivers or flood plains," Damen said. "Completely dismountable and operated by just the dredge master – it is a shift in stationary dredging." Its low maintenance design features an in-board dredge pump and a high pressure jet water system for the specially designed plain suction head. The dismountable sand dredger is easily transportable in only three 40' open top containers and reassembly is practical due to the limited unit weight and the easy coupling system, Damen added. *(Source: Dredging Today)*

SPOTLIGHT ON THE JOURNEY OF DREDGE FREDERICK PAUP

From the first concept on paper to a fully operational machine, Manson Project Manager Jordan Brown reflects on the collective effort it took to bring America's largest self-propelled trailing suction hopper dredge, the **FREDERICK PAUP**, to life. The journey spanned over a decade starting with pre-planning by Vice President and Gulf & East Coast Dredging Manager Henry Schorr and the Equipment Engineering group using lessons learned from the previous hopper dredge build, the **GLENN EDWARDS.** In July 2023, the **FREDERICK PAUP** was successfully launched into the water—marking a major milestone in the project's timeline. In 2025, the project's final phases include dock and sea trials—rigorous tests designed to validate the dredge's functionality and compliance with requirements set by the American Bureau of Shipping and the United States Coast Guard. Once trials are successfully completed, the **FREDERICK PAUP** will join Manson's fleet, marking the company's largest investment since its founding in 1905. Read "Constructing a Giant: The Journey of the FREDERICK PAUP" on Manson Construction blog. *(Source: Dredging Today)*

YARD NEWS

NYK JOINS SPACE RACE WITH UNMANNED OFFSHORE ROCKET RECOVERY VESSEL

Japan's Nippon Yusen Kaisha (NYK) is following compatriot Mitsui OSK Lines in targeting space exploration as a new source of revenues. NYK has obtained an approval in principle from ClassNK for the conceptual design of an offshore recovery system for reusable rockets, an initiative developed through the Space Strategy Fund at the Japan Aerospace Exploration Agency (JAXA). NYK now aims to carry out a demonstration test of this new vessel type in 2028 working with multiple partners including Mitsubishi Heavy Industries. Rockets are launched by generating thrust through the combustion of fuel and oxidiser. Following launch, the lower or first stage of the rocket separates from the upper stage and falls back to Earth. NYK's offshore recovery system comprises two vessels: a recovery vessel (pictured), where the first stage of the rocket lands, and a command vessel that supports the recovery operation. The recovery vessel remains stationed at the landing site, serving as the landing location for the falling first stage of the rocket. The recovery vessel is equipped with a dynamic positioning system (DPS), enabling it to maintain its position accurately while accounting for factors such as tidal currents. Notably, the recovery vessel will operate entirely unmanned during rocket recovery. Once the rocket has landed, the command vessel will coordinate with the recovery vessel to safely transport the rocket back to port. MOL has also recently announced plans to commercialise an offshore rocket launch and recovery vessel. The initiative, slated for commercialisation around 2030, is being developed in partnership with Innovative Space Carrier (ISC) and Tsuneishi Solutions Tokyobay, a company formerly known as Mitsui E&S Shipbuilding. The development roadmap includes a recovery vessel as the first phase, followed by feasibility studies for an offshore launch platform capable of supporting a new generation of rockets. MOL and NYK are by no means the only shipping companies assisting in the field of space exploration. Chinese state-run COSCO, the world's largest shipowner, has provided logistics support for China's Long March rocket program, including sea transport of rocket parts and launch equipment, while Russia's space launches from Baikonur and

Vostochny are occasionally supported by Russian rail–sea logistics chains, involving state-linked shipping companies. France's CMA CGM has transported components for the Ariane rocket family, particularly when moving oversized modules between Europe and South America. Foss Maritime, a major US towing and marine transportation firm, has been contracted to tow rocket stages and heavy components for the United Launch Alliance in the US. While not a shipping company itself, Elon Musk's SpaceX has used the services and conversions of maritime operators. Of Course I Still Love You and Just Read the Instructions are drone ships used for Falcon 9 booster landings, operated by converted offshore support vessels. SpaceX has partnered with marine logistics companies for booster recovery and cargo transport. Jeff Bezos's Blue Origin, meanwhile, has constructed a bespoke barge-based landing platform while the National Aeronautics and Space Administration (NASA) operates a custom cargo transportation barge. *(Source: Splash24/7)*

DALIAN – CHINESE BUILDER'S FLOATING DOCK UPGRADED TO SERVE LARGER COMMERCIAL SHIPS

Chinese shipbuilder COSCO Shipping Heavy Industry has placed an upgraded floating dock into service at its facilities in Dalian in Liaoning province. The aptly named **Dalian** was originally completed in August 2024 as a 300,000-ton, 86-metre (280-foot) wide floating dock for repair work on large ships. The dock has re-entered service, now with a greater capacity and an array of upgraded systems. *Extended length plus enhanced operating and repair systems* To expand its capacity, the dock needed to undergo an upgrade that included extending its length from 340 metres (1,100 feet) to 410 metres (1,300 feet) and increasing its lifting capacity by 30 per cent to 85,000 tons. The upgraded dock can now be used for repairs of large vessels of at least 360 metres (1,200 feet) in length such as ultra-large containerships, very large crude carriers, and mineral carriers. China Classification Society, which classed the dock, said it is the first 400-metre floating dock in operation in northern China. Other upgrades include a new ballast system, a heavy duty crane, an intelligent draining system, and an automatic operation and maintenance system. In place of sandblasting equipment, the dock has been fitted with a high-pressure system that utilises water as an alternative means of removing rust. *(Source: Baird)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Forging Stronger Ports: Med Marine launches a state-of-the-art tugboat for Remolcanosa*
   - *The momentum builds: Med Marine launches second TRAktor 2600-Z tugboat for Svitzer*
   - *SAAM Towage Strengthens its Fleet with Two State-of-the-Art Tugs for Chile and Peru*
   - *SANMAR SHIPYARDS delivers powerful escort tug to NEMECA*
   - *Chinese shipyard delivers world-first hydrogen-electric tugboat*
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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