Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

ETA: TUGS ARE STRATEGIC MARITIME ASSETS

The EU is set to publish its maritime industrial and ports strategy documents in December, establishing a new policy framework for European shipping. Tugboats will be considered strategic maritime assets for ports in Europe in regulatory documents the European Commission is preparing to publish at the end of this year. While overhauling regulations, the European Union (EU) is writing industrial and port strategies to establish a new policy framework for the European shipping sector. The European Maritime Industrial Strategy and the European Ports Strategy will be published at the end of 2025 with input from stakeholders in the maritime and ports sector. According to the European Tugowners Association (ETA), tugs should be recognised alongside military vessels, dredgers and icebreakers as strategic maritime assets. "The European Maritime Industrial Strategy should qualify tugs as strategic assets, and thus allow tug owners to benefit from the European Defence Industry Programme and Readiness 2030," says the ETA in a statement. "Towage vessels are indispensable for the safe and efficient manoeuvring of ships and are also frontline responders in emergency situations, contributing to environmental protection and maritime security." The ETA highlights how tugs with fire-fighting systems are important first responders in port and ship emergencies, protecting human lives, infrastructure and marine and coastal environments. Thus, it is important to always keep tugboat fleets readily deployable, which means it is essential to maintain inventories of spare parts for these assets within Europe. This includes critical components such as engines, propulsion systems, winches, control electronics and emissions-reduction technologies. In connection with this, the ETA also calls for the upcoming European Port Strategy to recognise marine services, especially towage, as indispensable to port safety. "The strategy must affirm the criticality of enabling and supporting port services, not only as operational necessities but as pillars of safety, security, resilience and sustainability within the port ecosystem," says the ETA. Harbour tugs can help safeguard port infrastructure and ensure continuity of operations and maritime trade, making them an indispensable asset in national and regional security planning. "The dual investment strategy embedded within Readiness 2030 should include harbour towage," says the ETA. "EU funding could play a transformative role by supporting pilot projects, retrofitting existing fleets, and investing in the digitalisation and automation of towage operations." *Ports strategy* In its submission to these reviews,

the association highlights the importance of establishing a level playing field both within the EU and in relation to non-EU ports. “Regulatory frameworks should be designed to facilitate fair conditions across the global maritime landscape, and to reduce the administrative burden on maritime stakeholders.” Part of this should be aligning the EU’s emissions trading scheme and FuelEU Maritime with the global regulatory framework under development at IMO to avoid carbon leakage from shipping moving to northern African ports, and unfair practices. These strategy documents must also acknowledge how ports are increasingly becoming hubs and generators of clean energy, and thus grant access to funding opportunities equivalent to those available to innovation centres across Europe. “Furthermore, shipowners must be assured of a reliable and reasonably priced supply of alternative fuels to support the transition to sustainable operations and thus, European ports must be equipped with the necessary investment, infrastructure and resources to serve as strategic energy hubs.” For the EU Port Strategy, the ETA agreed on a common response, also endorsed by FEPORT and the European Maritime Pilot Association, asking for a dedicated EU state-aid framework to be developed for ports, comprising both a targeted block exemption instrument and accompanying aid guidelines. “This would mirror existing frameworks in other transport sectors and provide the legal clarity and predictability the maritime sector needs,” says the ETA. This framework would enable member states to provide proportionate, strategic and EU-law compliant support to port investments that are essential to meeting EU objectives – such as low-emissions equipment, alternative fuel infrastructure and digitalisation – and this framework should also include port services such as harbour towage. *(Source: Riviera by Martyn Wingrove)*

THE LAUNCH OF A PURE BATTERY - POWERED EV HARBOR TUGBOAT DEVELOPMENT PROJECT

Tokyo Kisen Co., Ltd. (Head Office: Yokohama; President & CEO: Hiroyuki Saito, hereinafter “Tokyo Kisen”) and Marindows Inc. (Head Office: Tokyo; CEO: Yasumasa Suetsugu, hereinafter “Marindows”) have officially launched Japan’s first pure battery -powered EV harbor tugboat development project. This EV harbor tugboat which will be operated in the ports of Yokohama and Kawasaki is aiming to contribute to “zero GHG emissions from the ports” in accordance with the Carbon Neutral Port (CNP) policy. In January 2023, Tokyo Kisen put into service “TAIGA” which was the Japan’s first series-hybrid electric-powered tugboat equipped with a large-capacity 2,486

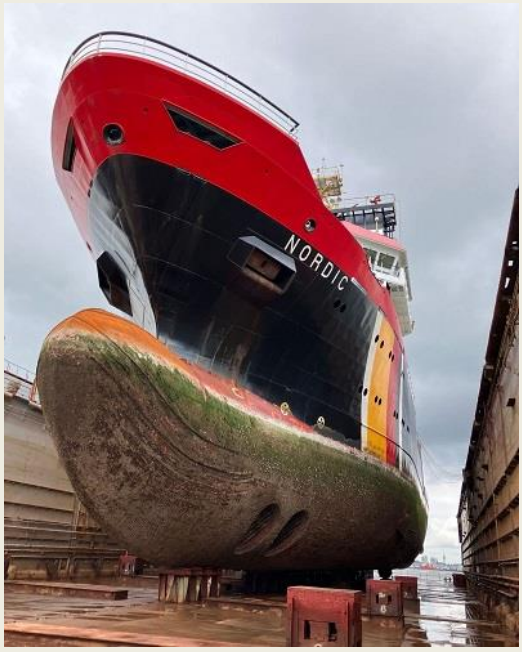
kWh battery. Building on two and a half years of operating experience with electric-powered tugs, this project advances to the next stage—enabling truly zero-emission (zero CO_2) operations—by developing and constructing a pure battery-powered EV tugboat. This could be possible by the combination of a large-capacity onboard battery system (6.66 MWh) and MW-class fast chargers. *Project and Vessel Overview* ● Project Owner Tokyo Kisen Co., Ltd.

● Project Coordinator Marindows Inc. ● Technical Support e5 Lab Inc. ● Vessel Type Harbor tugboat ● Propulsion Source Pure battery powered (operates solely on onboard Li-ion batteries) ● Scheduled Completion 2030 (planned) ● Planned Operating Area Port of Yokohama and Kawasaki ● Principal Particulars Speed: 14.0 kn (approx. 26 km/h); Bollard Pull : Max. 53 ton; Propulsion Power : 2 x 1,500kW (total 3,000kW); Onboard Battery Capacity : 6,660kWh (6.66MWh) – under study; Onshore Battery Capacity : 2 x 2,000kWh – under study; Fast Chargers (Shore to Ship) : 2 x 1,000kW (1,000VDC) fast chargers. *Planned Schedule* 2025: Detailed feasibility study and concept design. (Final construction decision will be made based on the results of the detailed FS including the concept design.) 2026: Basic design (vessel, key equipment/systems, fast chargers). 2027: Detailed design (vessel, key equipment/systems, fast chargers). 2028: Construction starts of the vessel and fast-charging pier works. 2030: Commercial service starts at the ports of Yokohama and Kawasaki. *(PR-Tokyo Kisen Co)*

FAIRPLAY DEPLOYS STARLINK WHILE OVERHAULING EMERGENCY TOWING VESSEL

A German owner is installing new satellite communications equipment and overhauling propulsion engines while it docks an emergency towing vessel in Bremerhaven. Fairplay Towage has docked its emergency towing tug **Nordic** in Bredo Dock in Bremerhaven, Germany, for comprehensive maintenance work and to upgrade its satellite communications. "Over the next few days, the propellers will be polished, the main engine will undergo a complete overhaul, and the crane will be dismantled," said Fairplay. "In addition, **Nordic** will be equipped with Starlink, the latest Internet

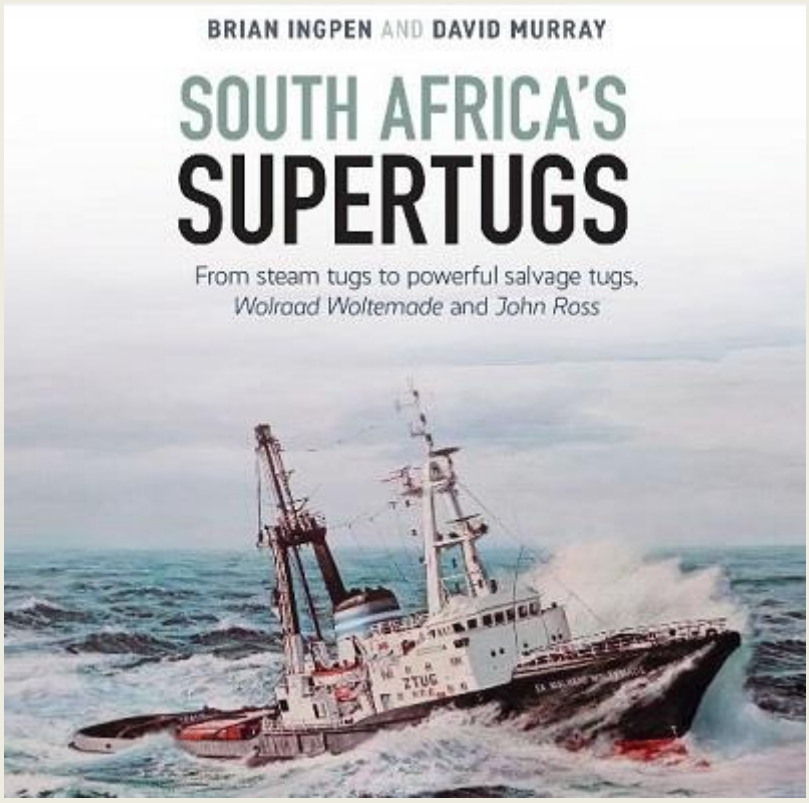
technology for optimal connectivity at sea." SpaceX's Starlink provides low-latency and high-speed connectivity using a constellation of low Earth orbit satellites, supporting crew and operational communications. Flat-panel antennas will be installed on Nordic, enabling crew to use this service once the 2010-built vessel is brought back into operation. The 3,375-gt, 78-m emergency towage vessel is usually stationed at an offshore position north of the East Frisian island of Norderney, halfway to Heligoland, Germany. **Nordic** has two Rolls-Royce Power mtu BR8000 M71L engines with 20 cylinders in V formation, each with 8,600 kW of power, driving two controllable pitch propellers, each in a Kort nozzle. It has two Berg BFTT 417 bow thrusters of 800 kW and another at the stern for additional manoeuvring. According to Fairplay's specification sheet for **Nordic**, it has a bollard pull of 201 tonnes, a top speed of 20 knots, and a Lintec crane with a safe loading of around 7 tonnes at 16 m. Fairplay owns another seven vessels providing emergency towage and coastal protection in the North and Baltic seas. *(Source: Riviera by Martyn Wingrove)*



SEACONTRACTORS ACQUIRES SKANDI TENDER AND SKANDI TRADER FROM DOF

Seacontractors is pleased to announce the acquisition of the vessels **Skandi Tender** and **Skandi Trader** from DOF Group ASA. The vessels will be renamed **Sea Banckert** and **Sea Evertsen** and will be reflagged under the Dutch flag, with delivery expected to take place in September 2025. This acquisition marks another important step in Seacontractors' growth strategy and reflects the company's sharpened focus on larger tonnage ranging from 70 to 200 ton bollard pull vessels. Following the successful addition of the **Sea Seraya** and **Sea Sentosa**, both 120 ton bollard pull, this investment further strengthens the fleet. With bollard pull capacities of up to 175 tons, the **Sea Banckert** and **Sea Evertsen** will enhance the company's capabilities across the fields of deep-sea anchor handling, terminal towage, deep-sea/coastal towage and EPCI project assistance. "We are proud to welcome **Sea Banckert** and **Sea Evertsen** into our fleet," said Xander Schanssema, owner of Seacontractors. "These vessels are a strategic addition that fit our ambition to handle larger and more complex projects with the flexibility and reliability Seacontractors is known for." With experience in over 95 countries and a growing fleet of high-capacity vessels, Seacontractors remains one of the world's leading maritime service providers. The expansion supports the company's long-term mission to deliver safe, efficient in support of towage and offshore operations worldwide. *(PR-Seacontractors)*

SOUTH AFRICA'S SUPERTUGS BOOK – ON ORDER



South Africa's maritime legacy is as vast and complex as its coastlines — where the convergence of oceans, weather systems, and trade routes demands not only courage and seamanship, but also machines of remarkable strength and precision. Among the towering symbols of this legacy are the country's iconic supertugs, most notably the **John Ross** and **Wolraad Woltemade**. These vessels are more than just powerful workhorses of the sea; they are national icons that have braved the worst that the oceans could offer to protect life, cargo, and coastline. In this carefully researched and richly illustrated volume, Brian Ingpen and David Murray delve deep into the stories, technologies, and missions that defined these mighty vessels and the people who operated them. With their characteristic depth of knowledge and passion for the sea, the authors illuminate the broader narrative of South Africa's tug fleet — charting its development, challenges, and triumphs. This is not merely a technical account or a nostalgic glance backward. It is a testament to human ingenuity and determination, where engineering meets the elemental forces of nature. Through first-hand accounts, rare photographs, and detailed historical context, this book honours the proud traditions of salvage, rescue, and maritime service. Whether you are a seasoned mariner, a naval enthusiast, or someone drawn to tales of resilience and purpose, this book offers a compelling voyage into one of South Africa's lesser-known but deeply significant maritime sagas. As the Supertugs once stood ready at our harbours and coastlines, this book now stands as a tribute to their service — and to those who ensured they fulfilled their mission, time and time again. *Dedication* This book is dedicated to the millions of South Africans who may not realise the vital role tugs have played in protecting our coastlines. For decades, these unsung heroes have prevented countless environmental disasters, saving the nation millions in potential pollution costs and ensuring our shores remain unspoiled. Their tireless efforts, often unnoticed by the public, have kept our

waters safe and clean for years. However, those who were unaware of these behind-the-scenes efforts can now gain a better understanding of what has happened and the immense work involved. This book will appeal not only to those with direct ties to the tug industry, but to anyone who values the preservation of South Africa's natural heritage and believes these stories deserve to be told. Order details click HERE Order Form & Payment Details click HERE and visit the website www.supertugsbooksa.com 300 mm x 270mm – 232 pages – 320 quality photographs – Hard Cover (Case bound) This attractive high-quality documentary recalls the steam tugs of the South African harbours and the foreign tugs based in South African ports during the Suez Canal closure of 1967 t0 1975. It introduces the powerful, fast and custom-built tugs **S.A. Wolraad Woltemade** and **S.A John Ross** that, from 1976, formed South Africa's Emergency Response to maritime casualties – a concept pioneered in South Africa, and that has been emulated in numerous other countries. The book chronicles many salvage and ocean towage operations involving these tugs – attending grounded ships or towing huge oil platforms through mountainous seas and dangerous straits. It notes the challenges faced, even during calmer times. It pays tribute to those involved: the intrepid, seasoned tug crews and those ashore, ensuring that operations were performed as smoothly as possible – with professionalism. With the original pair of tugs having been withdrawn and scrapped, South Africa's legacy of Supertugs-operations will continue, focused on the successor-tug, **Umkhuseli**. Enquiries: order@Supertugsbooksa.com. It is a must to have this book in your Bookshelf. The deadline for early orders with a discount is August 31, 2025.

FAIRPLAY SISTERS IN PORT

On Monday, August 11th, the tugboats **Fairplay-62** and **Fairplay-63** sailed from Rotterdam's Waalhaven to Den Helder, mooring at the small jetties behind the Blue Port Centre. The sister tugs were delivered in 2005 as **Bugsier 2** and **Bugsier 3** in Hardinxveld-Giessendam by the K. Damen shipyard to the Bugsier shipping company in Hamburg. After delivery, they proved to lack the required bollard pull of more than 70 tons, remaining at around 65 tons. Propulsion consists of two 9-cylinder Deutz-MWM 9M628 diesel engines, each driving an Aquamaster propeller unit. In

2017, both tugs joined the fleet of Fairplay Towage in Hamburg. They kept their old name until early 2024, when they were renamed **Fairplay-62 and 63**. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

TWO-YEAR EXTENSION FOR NEAPOLITAN TUGBOATS IN TARANTO

The Harbour Office announces the extension of the concession and the closure of the industrial dispute that has affected the company in recent months. Following a joint administrative process involving the Port System Authority, trade unions, and industry associations, a two-year extension of the concession for towage services in the port of Taranto, which has been operated by Rimorchiatori Napoletani since 2009, was granted, according to a statement from the local Port Authority. The extension was defined as a necessary decision amid the severe trade crisis that has long penalized the port of Taranto, but also a sign of confidence from institutions and operators in the prospect of an economic recovery. "In recent months, the Maritime Authority has adopted targeted measures to support the sector, including Ordinance No. 109 of April 22, 2025, which introduced a trial rescheduling of services. The goal was to maintain safety standards while ensuring the economic sustainability of management and avoiding further critical issues," explained a statement from the Port Authority released to local media. At the same time, a complex investigation was concluded in coordination with the Directorate General for the Sea and Maritime Transport of the Ministry of Infrastructure and Transport, which allowed the service tariffs to be frozen for 2025. This measure was adopted to ensure regularity and continuity of maritime traffic while awaiting a more stable and certain framework for the port's commercial prospects. Also significant was the end to the tugboat crew strike, which had lasted approximately eight months, thanks to a new union agreement. The

Maritime Authority has closely monitored the dispute, also addressing the operational issues related to the strikes. The hope expressed is that the resumption of port traffic will soon allow for sufficient stability to begin the process for renewing the towage service concession, which is deemed essential for the smooth operation and safety of the port. "The Taranto Port Authority, in view of the change of command scheduled for September 11th, reiterates its commitment to ensuring attention and support for the sector, convinced that only constant collaboration between institutions and operators can ensure concrete and lasting results." *(Source: Shipping Italy)*

RESCUE ZEELAND

Seacontractors was pleased to once again participate in Rescue Zeeland, this year with our vessel Sea Seraya. During the event, a helicopter team demonstrated a rescue operation by deploying a crew member via rope directly onto Sea Seraya's deck. We value the opportunity to participate in an event that highlights the importance of safety and cooperation in maritime operations and thank the organisers for another well-executed edition. *(PR-Seacontractors; Photo: Mark Wielemaker)*

THE FIRST OFFSHORE TUGBOAT OF THE RBT14S PROJECT WILL BE BUILT AT A PLANT IN PRIMORYE

The compact tug is designed for barge escort, port and roadstead operations. A small tugboat will be built at the production site of the resident of the Primorye priority development area, the RSC company. Its main task is to perform port and roadstead operations, as well as tow barges. The project was developed taking into account safety requirements. The main purpose of the vessel is to perform port and roadstead work, tow barges. In the future, we plan to expand the model range of boats so that customers can close functional logistics tasks related to towing and roadstead maintenance. say Igor Pronovich, CEO of RSK. The sea fishing company Grossevichi ordered the construction of the roadstead tug

Grossman. The compact tug is designed for work at sea and will be equipped with everything necessary for towing (stern winch and rope fastening) and mooring (bow capstan). Despite its small size, the vessel will be able to operate autonomously for a long time. Two main engines provide increased maneuverability. *(Source: www1; Photo by Fleetphoto)*

TSM BOLSTERS TOWAGE CAPABILITIES IN FRANCE WITH DUTCH NEWBUILD

A French vessel owner will expand its towage and offshore capabilities in Q4 2025 when a newbuild tug is delivered. Thomas Services Maritimes (TSM) is preparing to welcome a newbuild tugboat to its fleet in October 2025 as it extends its operations in ports and supports offshore renewable projects. The Rouen, France-based owner has taken delivery of two newbuilds in the past two years to provide towage services in harbours, along coasts and offshore. Its latest newbuild, **TSM Bergen**, was built by Neptune Marine at its shipyard in Aalst, the Netherlands, and will be commissioned over the next few months ready for delivery in Q4 2025. Neptune confirmed it was launched from its construction facilities in early August. This 39-m vessel has a beam of 12 m and dynamic positioning of DP2 class, with three main diesel engines linked to an exhaust aftertreatment system for compliance with IMO Tier III emissions standards. According to TSM, it has a towing winch and four anchoring winches, two cranes with capacity of 8 tonnes at 16 m reach, accommodation for up to 23 workers and a gantry crane with a capacity of 30 tonnes. TSM said **TSM Bergen's** design is an upgraded version of **TSM Texel**, which Neptune delivered to the French owner in October 2023. "The design is an extended version of **TSM Texel**, for which feedback is very positive. We have integrated points of improvement following the first months of sailing," TSM said in a LinkedIn post. **TSM Texel** is a 36-m multipurpose vessel with DP2, a beam of 12 m, and three main Volvo Penta D16 engines, each developing 625 kW. It is IMO Tier III compliant, and provides 30 tonnes of bollard pull. In March 2025, a TSM newbuild azimuth stern drive (ASD) tug arrived in the Mediterranean port of Sete on heavy-transport vessel UHL Fighter after its voyage from Vietnam where it was constructed by Damen Shipyards. **TSM Trez** has strengthened TSM's

towing capabilities in the French port. This 28-m tug was built to Damen's ASD 2811 design with a beam of 11 m, a bollard pull of 60 tonnes, IMO Tier III-compliant propulsion and a FiFi1 class fire-fighting system. It is the third TSM tugboat in Sete, and works with 2015-built **TSM Molène** and 2020-built **TSM Houat**. TSM provides services in the ports of Brest, Bordeaux, Dieppe and Sete. *(Source: Riviera by Martyn Wingrove; Photo: Neptune))*

SAAM TOWAGE PANAMA EARNS RECOGNITION FROM THE MINISTRY OF ENVIRONMENT FOR ITS ENVIRONMENTAL MANAGEMENT

SAAM Towage Panama received three awards through the Ministry of Environment's Reduce Your Corporate Carbon Footprint program and ranked among the Top 50 on the National Emissions Registry. SAAM Towage Panama earned recognition for: • Inventory+: Reporting GHG inventories in Scopes 1 (direct emissions from fuel consumption in vehicles, electric generators and refrigerant leaks) and 2 (indirect emissions associated with electricity consumption). • Reduction: Quantifying, verifying and implementing mitigation measures that cut reported GHG emissions. • Water Footprint Quantification: Measuring and documenting its water footprint in Panama. These recognitions demonstrate our commitment to responsible environmental management and our continuous effort to make improvements that minimize our impact. At SAAM, we recognize that measuring, managing and reducing our emissions and water footprint is essential to progressing toward more sustainable operations in line with the global challenges of climate change," said SAAM Towage Central America Cluster Manager, Matia de Luiggi. These awards, presented for the first time, distinguished companies that participated in the 2024 Reduce Your Corporate Carbon Footprint program, a voluntary initiative by the Panamanian government focused on managing the carbon footprint. This is the second year that SAAM has participated in the program. In 2023, the company earned the Inventory+ badge by quantifying and verifying its emissions. In 2024, it went a step further, cutting Scope 1 (fuel) emissions by connecting tugboats to the power grid when not sailing, achieving efficient speeds, optimizing routes with the Time Zero project, and complying with maintenance and fleet renewal plans. These actions cut fuel use by nearly 150,000 liters, or about 370 tons of CO_2 annually, and earned the company an award for reducing emissions. This new milestone reaffirms SAAM's regional leadership in sustainable practices and its dedication to actively supporting the achievement of climate and environmental goals for Panama and the region. *(PR-SAAM)*

BOSKALIS FINDS BUYER FOR SMIT LAMNALCO OPERATIONS IN AUSTRALIA

Boskalis has signed a contract to sell the Australian and Papua New Guinean operations of Smit Lamnalco as its profits and revenues are buoyed by rising global demand for towage and salvage High demand for salvage and towage has helped Royal Boskalis increase its revenues by 14%. It reported revenues of €2.4Bn (US$2.7Bn) in H1 2025 compared with €2.1Bn in the same period of 2024, while

its net profit increased by 43% to €426M compared with €298M in H1 2024. Adjusted for exceptional

income in 2024, net profit increased by 52%. These increases were driven by growth in towage, salvage, dredging and offshore businesses worldwide. In 2024, Boskalis acquired the remaining 50% stake in the Smit Lamnalco joint venture it did not already own, and towage activities were fully consolidated for H1 2025 results. The Dutch maritime group confirmed it has signed an agreement to sell Smit Lamnalco activities in Australia and Papua New Guinea subject to approval by authorities and regulators. The remaining Smit Lamnalco business is characterised by long-term contracts for clients primarily in the Middle East and West Africa. Smit Salvage had a busy H1 2025, with assignments in the Middle East, Vietnam and the North Sea, which included two Lloyd's Open Form contracts. In the Middle East, Smit was called upon to extinguish a fire on a container ship, while in Vietnam, a salvage team assisted a cargo ship following a collision. Smit was also involved in the emergency response of the collided Stena Immaculate in the North Sea and was active in a wide variety of smaller projects worldwide. In dredging, the main contribution came from large projects in East Asia and the Middle East, and in the offshore energy sector, vessel utilisation was high, and offshore wind projects contributed to the strong half-year result. "In the past six months, we have performed exceptionally well across the board," said Boskalis chief executive Theo Baartmans. "Thanks to high vessel occupancy and strong project results in all three divisions, we have achieved an exceptionally good first-half result," he said in a financial statement. "Given the current turbulent geopolitical landscape and strong results from recent years, this is an extraordinary achievement." Mr Baartmans highlighted the importance of its 11,000 employees and the group's focus on training and recruitment. "Investing in attracting and retaining talent is therefore a high priority within Boskalis," he said. "In dredging, we successfully completed several sizeable multi-year projects in Singapore, Taiwan and the Middle East. "We recently also secured a large multi-year project in Taiwan, which will occupy a number of large dredging vessels for the next two years." *(Source: Riviera by Martyn Wingrove)*

EYMARD DELIVERS MV. SUN VALLEY TO HINES FURLONG

Hines Furlong Line Inc., with corporate offices in Nashville, Tenn., and an operations base in

Paducah, Ky., has taken delivery of a new towboat it has in turn bareboat chartered to Southern Devall. Eymard Marine Construction & Repair Inc., located on the Harvey Canal in the New Orleans area, built the 1,600 hp. vessel, which is named mv. **Sun Valley. Eymard** delivered the boat to Southern Devall, which is a transporter of chemicals and liquid fertilizer, July 10. Built on a design by Entech, the Sun Valley measures 67 feet, 6 inches by 28 feet, with a depth of 9 feet, 6 inches and a design draft of 7 feet, 9 inches. The pilothouse provides an eye level of 29 feet, 10 inches. The **Sun Valley** gets its 1,600 hp. from a pair of Mitsubishi S6R2 Tier 3 diesel engines supplied by Laborde Products. On Christie & Grey resilient mounts, the engines turn 72- by 64-inch Hung Shen propellers on 7-inch cold rolled shafts with Wartsila seals and bearings. The Reintjes WF570 marine gears (6:1) are from Karl Senner LLC. Two Mitsubishi generators provide the **Sun Valley's** 65 kw. of auxiliary power. Inside the hull is tankage for 18,400 gallons of fuel, 4,360 gallons of water, 435 gallons of lube oil and 277 gallons of gear oil. The grid coolers are from Fernstrum. United Automation Solutions provided the 48-point alarm and monitoring system, as well as the fire detection system, general alarm system, pilothouse alerter, main engine UPS system and an auto transfer switchboard and phone system. For wastewater treatment, there is a Seahorse six-man unit. The deckhouse, which features color-flaked poured floors, Marlite paneling, FRP and drop ceiling tiles, contains four bunkrooms with double bunks and two heads, a fully equipped galley and three 3-ton air conditioning units. For sound and vibration damping, there is Mascoat coating on all exterior walls. On deck are two 40-ton Patterson winches from Donovan Marine, in addition to a full complement of life preservers, ring buoys, fire extinguishers and fire axes. Because it is intended for service in the Gulf Coast tank barge trade and in fleeting operations, the Sun Valley has numerous stainless-steel features to assure durability and longevity. The boat's communication and navigation equipment package includes two Furuno River Radars with a Nauticamp 19-inch display, a Sounder depth gauge, AIS, loud hailer, Ultrasonic weather station and satellite compass, all supplied by Wheelhouse Electronics. Fendering is by Schuyler. International paint is from Lee Engineering. The new boat is the first of

six that Eymard is building for Hines Furlong. “My family and I enjoy visiting Sun Valley, Idaho,” Hines Furlong owner Kent Furlong said, “thus the name.” The next boat, Sawtooth, which will be named for a mountain range in Idaho, is an identical 1,600 hp. boat due out in October. “It will also be available for bareboat charter,” Furlong said. *(Source: The Waterways Journal)*

ACCIDENTS – SALVAGE NEWS

BULKER GROUNDS IN ST. LAWRENCE RIVER RAISING WATER LEVEL QUESTIONS

The Canadian Coast Guard issued a warning that a large bulker had grounded early on August 12, north of Montreal on the St. Lawrence River. While the authorities were quick to say they did not believe it was due to falling water levels, many have questioned the impact of a growing drought on shipping in the vital seaway. The bulker **Federal Yamaska** reported to the Coast Guard at 5:45 a.m. local time on Tuesday that it had lost power and grounded in the river. The ship is outside the main shipping lane, but the Coast Guard has warned vessels to produce a minimum wake and requested that other ships give the grounded vessel a “wide berth” while passing. Further, they have ordered no meeting or overtaking of other vessels in the area. **Federal Yamaska**, registered in the Marshall Islands, is operated by Fednav, a specialist in navigating Canadian waters, including the Arctic, Great Lakes, and the St. Lawrence Seaway. Built in 2013, the vessel is 590 feet (180 meters) in length and 37,153 dwt. A Coast Guard spokesperson told the Canadian Press that they were still investigating the cause of the grounded, but they did not believe it was due to low water levels in the area. They said the vessel, which was traveling to Montreal loaded with sugar, had advised that it lost power and drifted south of the shipping channel. They are reporting the vessel is in compliance with the loading regulations for that region of the river. Many questions, however, have been raised as the Quebec area of Canada is experiencing a heatwave and has had a lack of precipitation in the southern portion of the province for nearly a month. Le Journal reported this week that the water level on the St. Lawrence River is at its lowest level in 15 years. Falling water levels had already prompted load restrictions for vessels

on the river between Quebec and Montreal. The Coast Guard said there were no injuries or reports of pollution from the grounding. They are currently waiting for the shipping company's plan for refloating the vessel. The expectation is that the ship will remain in this position for at least several days. Observers, however, are noting the ship is in a similar area on the river to where another bulker grounded on December 24, 2024. Efforts to refloat the **Maccoa**, which was loaded with 3,000 tons of corn, were unsuccessful and required lightening the vessel. It took two weeks to remove part of the cargo and free the ship. *(Source: Marex)*

MARIE MAERSK ABLAZE OFF WEST AFRICA

Crew remain onboard attempting to control container fire as firefighting tugs approach the vessel. The **Marie Maersk** is reported to be on fire off the West African coast with Dutch salvage company Smit engaged to assist the vessel. The 2013-built Triple-E class vessel, capable of loading 19,076 teu departed from Rotterdam on 4 August and is currently thought to be off the coast of Liberia. A Maersk statement confirmed: "On the morning of 13 August 2025, the crew of the **Marie Maersk** detected smoke coming from containers onboard the vessel en route from Rotterdam, The Netherlands to Tanjung Pelepas, Malaysia." Maersk said that all the crew are safe and remain on board the vessel following firefighting procedures and attempting to keep the fire under control. The vessel is said to be stable. Firefighting tugboats have been deployed and are heading towards the stricken ship. **Marie Maersk** was diverted towards the Liberian coast with a view to getting landside support to the vessel as quickly as possible. "We remain in constant touch with the vessel crew and offer them all possible support. We cannot confirm the extent of the fire's impact on the cargo yet," added a Maersk spokesman. Seatrade Maritime News will update this story as details emerge. *(Source: Seatrade Maritime)*

RADCLIFFE R. LATIMER VESSEL DAMAGED DUE TO FIRE IN WHITEFISH BAY

USCG Sector Northern Great Lakes responded to the scene. The **Radcliffe R. Latimer** remains anchored down in the Canadian waters of Whitefish Bay this morning due to an onboard fire. Lt. Joseph Snyder from USCG Sector Northern Great Lakes in Sault Ste. Marie details the incident and response in this statement to SooLeader. Around 11 p.m. Monday, the United States Coast Guard Northern Sector Great Lakes was notified that the Canadian vessel, **Radcliffe R. Latimer**, had experienced an engine room fire while underway in Canadian waters near the US-Canada border and Whitefish Bay. The vessel was able to extinguish the fire using its installed CO2 system, but they were originally drifting without power. They have since been able to anchor with a tug assist about five nautical miles southeast of Ile Parisienne. The Coast Guard responded last night with a 45-foot response boat from Sault Ste. Marie, who got on scene just as a safety standby. There are 21 crew members on board the vessel. There were no injuries reported, and our station's small boat

reported that there were no signs of pollution in the water. Currently, the Canadian authorities are taking the lead on this case by putting together a plan for the disposition of the vessel for a transit plan. The United States Coast Guard is going to be closely engaged in that process throughout in a support role. According to Roger LeLievre, owner of Marine Publishing, he tells SooLeader that the **Latimer** had a cargo of petroleum coke loaded at Superior Midwest Energy Terminal on Sunday, Aug. 10, and is bound for Port Daniel, Quebec. *(Source: SooToday; photo: Jim Lehocky)*

KM DOROLONDA CATCHES FIRE DURING DOCKING AT DKB 1 TANJUNG PRIOK, BLAZE SUCCESSFULLY EXTINGUISHED

The Motor Vessel (KM) **Dorolonda** caught fire while undergoing annual maintenance (docking) at PT DKB Galangan I, Tanjung Priok, on Monday (August 11, 2025). The fire broke out at around 11:45 WIB in the economy passenger cabin on Deck 5. The initial sign of the fire was observed at 11:55 LT when a VTS operator spotted smoke coming from the vessel berthed at DKB 1. After coordinating with the Tanjung Priok Port Authority (KSOP), the Pilotage Office, and dock personnel, confirmation was received at 12:20 LT from the Pilotage Office that KM **Dorolonda** was indeed on fire. Initial firefighting efforts were carried out by deploying the tugboat Batavia 3. The fire was briefly extinguished at 12:41 LT, but smoke reappeared at 13:30 LT. At around 14:00 LT, seven fire trucks arrived at the scene. The firefighting operation involved the PT DKB Galangan I Firefighting Team, the Owner Surveyor

Team, KM **Dorolonda's** crew, the Pelindo Regional 2 Firefighting Team, and the North Jakarta Municipal Fire Department. The blaze was fully extinguished by 16:00 LT, followed by cooling operations until 17:45 LT. According to the Tanjung Priok Main Port Authority, post-incident measures will include cleaning the affected areas and conducting a joint inspection between PT DKB Galangan I and KM **Dorolonda's** Owner Surveyor. No casualties were reported in the incident. Authorities expressed their appreciation to all teams involved in handling the fire. *(Source: KPRI)*

EMERGENCY TOW REMOVES CHEMICAL TANKER BLOCKAGE IN POLAND

Two tugs owned by a Germany-headquartered owner unblocked a port in Poland by towing a distressed tanker after it lost power. Fairplay Towage teams acted swiftly to unblock a Polish port after a chemical tanker suddenly lost power in a busy shipping fairway. Two of its tugboats, 2001-built **Fairplay-73** and 2024-built **Fairplay-83**, responded immediately when 2003-built, Faroe Islands-flagged tanker **Oktan** suffered a blackout on 2 August, in the middle of the shipping lane and city centre, upon arrival to Świnoujście, Poland. Fairplay said these two tugs and their crews completed a smooth emergency towage operation of this 100-m tanker, to unblock the harbour and restore traffic in Świnoujście and the harbour of Szczecin. This emergency response occurred during the Baltic Fair 2025 in Świnoujście, and hundreds of people watched the tugs in action from shore. After losing power, Oktan dropped its anchor to prevent a collision or grounding, but the 4,425-gt ship blocked ferry traffic for passengers travelling to the fair. "From a towage business perspective, it was nothing extraordinary, just one of thousands of blackouts and another ship in distress," said Fairplay in a LinkedIn post. "But for the general public, it was a rare sight to witness a vessel anchoring in the city centre and later being towed by our two blue painted tugs." According to automatic identification system data, Oktan has since sailed to Gothenburg, Sweden. *(Source: Riviera by Martyn Wingrove; Photo: Fairplay Towage)*

MALAYSIA RESPONDED TO REPORT OF "GHOST SHIP" DRIFTING TOWARD OIL RIGS

The Malaysian Maritime Enforcement Agency received a report on August 12 from an oil rig located in the Gulf of Thailand that a "ghost ship" was drifting toward its location. The vessel appeared to be burnt out and abandoned, raising safety concerns for the oil platforms. The abandoned vessel was spotted approximately four nautical miles from the Semangkok A offshore oil rig, which is located near Terengganu in northeast Malaysia near the border with Thailand. The oil platform crew reported it to the MMEA at 4:45 p.m. local time on August 12, raising concern about the vessel. "The unmanned vessel had entered the oil rig's waters and risked colliding with other offshore platforms nearby," reported an MMEA director. "Our Special Task and Rescue (Star) team managed to board the tanker at about 6:58 p.m. yesterday and secure it with a towline to another vessel." They are still investigating, but they believe it is the same ship that was reported on fire on August 7 near the southern tip of the Malaysian Peninsula. A local fisherman had reported seeing a

tanker on fire approximately 36 miles east of Tanjung Sedili Kechil. The MMEA conducted a search and rescue mission and reported recovering four Indonesian crewmembers who were transported to a hospital on shore. A fifth individual, a 42-year-old Indonesian, had died during the incident. They have recovered the hulk, and it is now being towed to the supply base in northern Malaysia. The MMEA plans to inspect the ship to confirm its identity. They will also search for any other victims that might still be aboard the vessel. *(Source: Marex)*

OFFSHORE NEWS

HALLIBURTON PICKS UP ANOTHER MULTI-YEAR NORTH SEA GIG

U.S.-headquartered oilfield services player Halliburton has landed a new long-term assignment in the North Sea with ConocoPhillips Skandinavia, a subsidiary of the U.S.-headquartered ConocoPhillips. This five-year well stimulation services contract in the North Sea will enable Halliburton to assist ConocoPhillips in improving well performance and reservoir productivity. The deal also includes three optional extension periods. Mark Dawson, Senior Vice President at Halliburton Completion and Production division, commented: “We are pleased to strengthen our longstanding relationship with ConocoPhillips through this important award. “This contract win complements our extensive experience in well stimulation and highlights how we

execute globally. The combination of our latest technology and our focus on automation and safety is how we maximize value for our customers." Thanks to this agreement, Tidewater's **North Pomor** vessel will be transformed into an advanced stimulation vessel, designed to deliver offshore well stimulation services in the North Sea, which will include Octiv digital fracturing services to maximize stimulation equipment performance and operational efficiency. This assignment comes weeks after Halliburton secured another multi-year contract with Repsol Resources UK, a subsidiary of Spain's Repsol, for the full well lifecycle at assets in the UK North Sea. *(Source: Offshore Energy)*

SEAGEMS CONCLUDES PROJECT BRAVA AFTER THREE YEARS OF PARTNERSHIP IN THE ATLANTA FIELD

With the end of the campaign, the company will operate 100% of its fleet under contracts with Petrobras. Seagems, a Brazilian company specializing in subsea engineering solutions, has just completed operations on the BRAVA Project, conducted in the Atlanta Field in the Santos Basin. The contract was signed in 2022 and included an EPCI (Engineering, Procurement, Construction, and Installation) campaign, conducted in partnership with shareholder Sapura Energy. The final phase of the operation began in April 2024, with the mobilization of the vessel Ônix to carry out subsea activities. With the project's completion, the company's entire fleet will operate exclusively under contracts with Petrobras. During the project, the vessel was adapted to meet the specific requirements of the operation, including the demobilization of the existing EPS (Early Production System) system and the redirection of flexible lines and umbilicals to the new FPSO Atlanta, in addition to connecting three new wells. "It wasn't an easy project. It required creative solutions and, above all, a lot of teamwork, but Seagems demonstrated professionalism, commitment, and resilience," says Fillipe Ferreira, CTO of Seagems. *Contracts with Petrobras* In 2024, Seagems signed contracts with Petrobras totaling US$1.8 billion, involving the operation of six PLSV (Pipe Laying Support Vessel) vessels over the coming years. The scope includes subsea engineering services and flexible pipeline handling in various areas along the Brazilian coast. The vessels are responsible for activities such as installing and removing flexible pipelines, electro-hydraulic umbilicals, and power cables, both new and reused. Operations include loading, laying, anchoring, decommissioning, interconnections, connections to subsea equipment, installation of structures on the seabed, and hydrostatic testing at depths of up to 3,000 meters. The delivery of Project BRAVA marks a new phase for Seagems. From now on, the fleet will operate 100% under contracts with Petrobras, reinforcing the state-owned company's confidence in its technical capabilities and consistent deliveries. *(Source: revistaoilegasbrasil)*

ALLSEAS VESSEL ON DECOM QUEST CARRIES OUT THIS YEAR'S LARGEST SINGLE LIFT IN NORTH SEA

EnQuest, a London Stock Exchange-listed energy firm, has tucked a new decommissioning milestone under its belt in the UK sector of the North Sea, thanks to the assistance received from a

heavy lift vessel owned by Allseas, an offshore pipeline installation, heavy lift, and subsea

construction contractor. Following regulatory approval in May 2020, the firm awarded the Heather topsides removal contract in September 2022 with a single lift operation scheduled in 2025. The Heather jacket removal scope was subject to a separate process. After AquaTerra was hired by Allseas last year to support an engineering, preparation, removal, and disposal (EPRD) project on EnQuest's Heather Alpha platform, the firm's scope of work entailed providing engineering, fabrication, access, and construction teams to carry out underdeck preparation for topside removal. According to the North Sea operator, the completion of the topsides heavy lift represents "a major decommissioning milestone." This removal of the Heather Alpha topsides was carried out on August 11, 2025, with the Allseas-owned Pioneering Spirit heavy lift vessel, which removed the 15,300 tonne topsides in a single lift, the largest single lift planned in the North Sea this year. The topside was part of the Heather oil field's infrastructure in the UK sector of the northern North Sea, 458 km north-northeast of Aberdeen, where production of oil started in 1978 and ceased in 2019 to undergo decommissioning. This builds on EnQuest's decommissioning history, encompassing the plugging and abandonment of over 80 North Sea wells in the past three years. The UK player describes the heavy lift operation as the culmination of significant planning, engineering, and offshore preparation work undertaken by its in-house decommissioning team, working alongside Allseas and other specialist contractors. The Heather topsides are currently in transit to Frederikshavn in Denmark, where dismantling will take place with a continued focus on safe operations. John Allan, EnQuest Decommissioning Director, highlighted: "The removal of the Heather Alpha topsides is a tremendous accomplishment for the EnQuest team, as well as our colleagues at Allseas and across the project support network. "The Pioneering Spirit completed the lift in around 14 seconds, but that astonishing reality was only made possible by three years of meticulous planning, engineering and preparation works." According to EnQuest, more than 95% of the structure is expected to be recycled and repurposed, ensuring maximum material recovery and minimizing the carbon footprint of the project. "After almost 50 years of operations in the North Sea, Heather Alpha's legacy is to be an exemplar of a best-in-class decommissioning project, from inception to the responsible recycling of its materials," emphasized Allan. *(Source: Offshore Energy)*

HSE ISSUES SECOND SAFETY NOTICE ABOUT GANGWAY RISKS ON OFFSHORE VESSELS

The Health and Safety Executive (HSE) in the UK has issued a safety notice that once again highlights the risk of potentially fatal accidents caused by motion-compensated gangways on offshore vessels. The HSE said serious risks have been identified where motion-compensated gangways retract without warning due to power failures or control system errors. This puts workers at risk of falling from height, being struck by moving parts, or suffering serious injuries including death. “Unplanned retraction – also known as auto-retraction – poses a significant, foreseeable risk to personnel on the gangway if they are not given adequate warning to allow them to move to a safe location or brace for sudden movement, or allow sufficient time for the gangway operator to override the retraction,” the HSE stated. “Lack of warning that the gangway is about to retract can lead to people falling onto the gangway, being struck by moving parts or falling from height, resulting in serious injury or death in the most serious cases.” The safety body is calling on operators in the oil and gas and renewable energy sectors to review their gangway arrangements. Any gangways that cannot provide sufficient warning before automatic retraction must be taken out of service until proper safety controls are installed. The HSE highlighted that DNV, as part of a joint industry project, produced industry guidance, Gangway Access to Offshore Facilities – Walk-to-Work’ (PP097552 – Rev 1), which stated, "There should be sufficient alarms (visual and/or audible) installed to inform the gangway personnel and personnel crossing the gangway, of the current status of the gangway system and to warn of imminent action, such as disconnection." However, despite the alert, and the publication of industry good practice, HSE has become aware that gangways that provide insufficient warning before auto-retraction are still being used in the offshore oil and gas and renewables industry. HSE operations manager offshore regulation Howard Harte said, “Despite a previous safety alert in 2024 and the publication of industry good practice, we have become aware that gangways that provide insufficient warning before auto-retraction are still being used in the offshore oil and gas and renewables industry. “Our safety notice addresses continuing incidents where gangway failures have resulted in unexpected retraction without adequate warning to operators or personnel crossing between platforms. Workers have been left unable to move to safety or brace for sudden movement when systems fail.” Under the requirements, duty holders must conduct technical risk assessments of all automatic gangway functions. Control systems must only allow auto-retraction when personnel are confirmed safe. The use of gangway operators to manually override automatic retractions requires rigorous risk assessment. The HSE emphasises adequate warning systems must provide advance notice before dangerous events occur. Mr Harte added, “A warning by definition is advanced notice that a potentially dangerous event is about to occur. The purpose of the warning is to enable persons to make themselves safe before the event occurs. Audible and/or visual alarms that are triggered at the same time the gangway retracts are not considered to provide adequate warning to enable workers to reach safety.” The HSE said duty holders must review their gangway design, including the testing that has been carried out of all automatic functions. They should carry out a suitable and sufficient technical risk assessment to understand all operational states

of the control system under which the gangway may auto-retract, including that the control system will only result in auto-retraction if personnel are not at risk. Use of gangway operators to override auto-retractions should be rigorously risk assessed. *(Source: Riviera by David Foxwell)*

FUGRO ZEPHYR – PLATFORM SUPPLIER RE-ENTERS SERVICE AS GEOTECHNICAL DRILLING SHIP

Remontowa Shipbuilding in Poland has completed conversion work on a platform supply vessel (PSV) to enable it to be used for geotechnical drilling in support of the offshore wind market. The Fugro-operated, 88-metre (290-foot) PSV **Fugro Zephyr** was originally built in China in 2019 and previously sailed under the name Sea Goldcrest. The conversion was done in anticipation of growing worldwide demand for geotechnical drilling vessels. *Extensive retrofitting aided by adaptable design* The conversion entailed installation of a moonpool, a laboratory, a storage room for geological samples, a refrigerated container, an incinerator, workshops, a hydraulic unit, a compressor room, and a prefabricated mezzanine deck that features a 40-metre (130-foot) drilling rig. Although the vessel's original layout meant that a moonpool may be installed in the future, the hull was strengthened even further to ensure that the moonpool would be better suited to the vessel's new role. The mezzanine and the main deck are linked by a companionway, thus allowing crew communication between these two areas without having to pass through the superstructure. A hydraulic power unit was installed on the main deck prior to the integration of the mezzanine and sidewalls. The work also included incorporation of additional space in the wheelhouse to accommodate a dedicated control station for the drilling rig. In the final configuration, the drilling rig can be lowered into the water via the moonpool. The drilling rig is placed at a sufficient height above the moonpool to permit the lowering and manoeuvring of pipes to further extend the drill when conducting operations several hundred metres below. One of the PSV's two existing silos that was originally used for transporting bulk cargo to offshore platforms has been reconstructed with multiple compartments to enable it to function as a liquid mud tank. The other silo was meanwhile converted into a dedicated pumping station with two storeys. *Modernisation of existing crew spaces* The work to install the custom mud storage and mixing system was undertaken by CemFlexx. The vacuum-based design ensures energy-efficient operation while providing enhanced precision in dosing

control. Other upgrades include complete renovations of the galley and the mess; rearrangement of the deck offices to be used by embarked scientists; addition of a reference system for the vessel's dynamic positioning system; and installation of new phone lines, fire detectors, loudspeakers, deck monitoring systems and transformers. The latter necessitated reconstruction of the existing switchboards. Fire suppression installation specialist Griffin Marine supplied a Nobel nozzle-equipped fat fryer extinguisher for use in the galley. *(Source: Baird)*

FUGRO RESOLVE TRANSFERS FROM DELFZIJL

On Monday, August 11, the 83-meter-long survey vessel **Fugro Resolve** transferred from Delfzijl to Den Helder. Like the **Fugro Resilience**, this vessel is a former Ulstein PX121 supplier. The **Fugro Resolve** was launched in 2015 at the Britoil shipyard on the Indonesian island of Batam as Britoil Power for Britoil Offshore Services. Three years later, the supplier was acquired by P&O and renamed **Topaz Endurance**. In 2023, the vessel came into Fugro's possession, which, after being converted into a geotechnical survey vessel at the Norwegian Ulstein shipyard, renamed it **Fugro Resolve**. Like Fugro's other survey vessels, this vessel also sails under the flag of the Bahamas. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

PLUG AND PLAY: FLEETZERO, GLOSTEN TEAM ON RECORD HYBRID ELECTRIC VESSEL

As battery technology evolves at speed, so too do developments on maritime's increasing use of the energy packs for hybrid and pure electric applications. Today, Fleetzero, a developer and manufacturer of modular propulsion platforms for hybrid and electric ships, selected Glosten to design what is expected to be the world's longest-range hybrid electric vessel. Glosten has been working with Fleetzero on the retrofit of a Lightering Support Vessel owned and operated by AET. This vessel is being outfitted with a plug-in hybrid-electric propulsion system and will transit primarily on battery power once the conversion is complete. "This vessel will be a major milestone — not just for us, but for the entire industry," said Steven Henderson, CEO of Fleetzero. "Partnering with Glosten allows us to showcase how our propulsion technology can enable

economical, cleaner, and more efficient operations, while pushing the boundaries of what's possible in shipping." "We're excited to support Fleetzero in transforming this vessel," added Morgan Fanberg, CEO & President of Glosten. "It's a bold move toward the next generation of marine technology, and exactly the kind of advancement we're proud to support." With the vessel design already underway, Fleetzero and Glosten will transition into detailed engineering in the coming months, with construction expected to begin in mid-2026. *(Source: MarineLink)*

MERMAID MARITIME SCORES BIG IN THE MIDDLE EAST

Middle East subsidiaries of Thai offshore specialist Mermaid Maritime have secured several project awards with a combined value of between $430m and $500m. The contracts include the delivery of a comprehensive suite of services, including diving, inspection, repairs, and maintenance. The company will also conduct subsea cable installation scopes utilising several vessels, including one of the company's DP2 saturation DSVs, and a range of related services. According to Mermaid, some of the work has already started, as per the planned long-term contract. The clients for these contracts were left undisclosed. "We are profoundly grateful for our clients' ongoing trust and support, which has driven this significant achievement. "These contracts underscore a major growth opportunity for Mermaid and reaffirm our pivotal role within the energy sector's value chain and strengthen Mermaid's position in the industry," said Chalermchai Mahagitsiri, Mermaid Group CEO. *(Source: Splash24/7)*

WINDFARM NEWS - RENEWABLES

OCEAN WINDS HAS BEGUN THE NEXT PHASE OF RESEARCH FOR THE BC-WIND FARM.

The specialized research vessel **Ocean Marlin** has begun work along the route of the planned BC-Wind offshore wind farm cable track . According to Ocean Winds, its mission is to detect potential unexploded ordnance and other remnants of military activity that may be found on the seabed. Sulmara is also responsible for implementing the campaign, using advanced systems: Scan Fish, sonar and magnetometer, to conduct a detailed search of the seabed. " The aim of the work is to ensure complete safety during the future installation of transmission cables connecting the wind farm to the mainland, " Ocean Winds reports. " Thanks to these surveys, we can determine in detail whether there are any potential obstacles or unexploded ordnance along the route of the offshore cable bench, which will ensure the smooth and safe implementation of the investment." BC-Wind is an offshore wind farm project located approximately 23 kilometers north of the coast, between the Krokowa and Choczewo municipalities in the Pomeranian Voivodeship. The project is expected to achieve a planned capacity of 390 MW, with a total farm area of 90.94 square kilometers. The BC-Wind wind farm is in an advanced stage of development and is one of the key projects in the Polish part of the Baltic Sea. The project has already received an environmental decision and grid connection conditions. Currently, the project is in the final contracting phase, with a final investment decision (FID) planned for 2025. Electricity supply to the grid is expected to begin in 2028. On June 10th of this year, during the PWEA2025 conference in Świnoujście, Ocean Winds and ORLEN Neptun II, a company from the ORLEN Group, signed an agreement for the lease of an installation terminal at the Port of Świnoujście. From 2027, the port will be used year-round for the BC-Wind project. *(Source: PortalMorski)*

EQUINOR TO OPERATE FIRST U.S. JONES ACT HYBRID OFFSHORE WIND VESSEL BUILT BY EDISON CHOUEST OFFSHORE

The first Jones Act plug-in hybrid offshore wind service operation vessel (SOV) in the United States has been christened and launched at the Port of New Orleans, according to ABS's release. The vessel, named **ECO Liberty**, is classed by ABS and was built by Edison Chouest Offshore (ECO) at the company's LaShip shipyard in Houma, Louisiana. It will be owned and operated by ECO for international energy company

Equinor. The 262-foot vessel was constructed with contributions from over 500 local laborers and includes American steel and components sourced from across the region. Miguel Hernandez, ABS Senior Vice President, Global Offshore, said: "The ECO Liberty is a milestone for both U.S. shipbuilding and the use of hybrid systems in offshore wind vessels. ABS is proud to support these growing sectors, helping clients navigate emerging technologies and evolving shipbuilding needs. ABS is committed to being a trusted partner for the growing offshore energy vessel fleet in the U.S." Edison Chouest Offshore is a privately held marine transportation and logistics company headquartered in Cut Off, Louisiana. The company operates a fleet of offshore vessels and manages several shipyards, logistics bases, and port facilities across the Gulf Coast and internationally. Equinor ASA is a publicly traded energy company headquartered in Stavanger, Norway. Formerly known as Statoil, Equinor is majority-owned by the Norwegian government and operates globally in oil, gas, and renewable energy sectors, including offshore wind development. The American Bureau of Shipping is a classification society established in 1862 and headquartered in Spring, Texas. ABS provides classification and technical services to the maritime and offshore industries, focusing on safety, regulatory compliance, and innovation in ship design and operation. *(Source: PortNews)*

DREDGING NEWS

STRONG FIRST HALF OF THE YEAR FOR BOSKALIS

Royal Boskalis (Boskalis) has concluded a remarkably strong first half of the year with all of the company's divisions reporting substantial increases in their results, leading to an exceptional first half performance. Revenue increased by 14% compared to last year, reaching EUR 2.35 billion (H1 2024: EUR 2.07 billion). Adjusted for (de)consolidations and currency effects, revenue was 5% higher. In Dredging, the main contribution came from large projects in the Far and Middle East. In Offshore Energy, the vessel utilization of the transport fleet which includes the heavy transport vessels, was high, and various offshore wind projects contributed to the strong half-year. Towage & Salvage also

contributed to growth. Following the acquisition of the remaining stake in Smit Lamnalco, these towage activities are fully consolidated. Additionally, Salvage had a busy first half-year, with assignments in, amongst others, the Middle East, Vietnam, and the North Sea. Theo Baartmans, CEO Boskalis commented: "In the past six months, we have performed exceptionally well across the board. Thanks to high vessel occupancy and strong project results in all three divisions, we have achieved an exceptionally good first-half result. Given the current turbulent geopolitical landscape and strong results from recent years, this is an extraordinary achievement. The exceptional figures we present today are only possible thanks to the dedication of our over 11,000 colleagues worldwide." In the Dredging & Inland Infra division, revenue was nearly stable, while EBITDA was higher than in the same period last year. The utilization of the hopper fleet was comparable to last year, and the cutter suction dredgers continued to have good occupancy, albeit slightly lower than last year when they were fully occupied. Outside the Netherlands, Boskalis was active on large dredging projects in the Philippines, Taiwan, Singapore, Australia, Saudi Arabia, the United Arab Emirates, and Oman. Several of these multi-year projects were also completed in the past half-year. In the Netherlands, Boskalis worked on numerous projects, such as the multi-year projects Markermeerdijken north of Amsterdam, Meanderende Maas in North Brabant, and the Zuidasdok OVT project in Amsterdam. *Order book* The order book declined from EUR 7 billion at the end of 2024 to EUR 6.2 billion as of 30 June 2025. Approximately a quarter of the decrease is explained by currency effects. At the start of the second half-year, Boskalis secured two large contracts with a total value of approximately EUR 0.9 billion. In Taiwan, Boskalis will perform dredging work in a consortium for the installation of a 232-kilometer-long gas pipeline (YT2). Furthermore, Smit Lamnalco secured a large multi-year terminal contract in Guyana for which investments will also be made in four new, state-of-the-art vessels. Download the full Half year results release. *(PR-Boskalis)*

HR WALLINGFORD DREDGING MANAGEMENT COURSE COMING IN OCTOBER

HR Wallingford has announced new dates for the dredging management course, which will be taking place on 1-2 October 2025 at the company's offices in Oxfordshire. This two-day course provides an introduction to the subject of dredging and will assist those who are responsible for commissioning and managing dredging contractors and those who regulate dredging. HR Wallingford expert tutors will provide an overview of the environmental aspects of dredging, the latest technology and equipment that apply to dredging and the management of dredged material. *Delegates will explore multiple aspects of a dredging project and the topics covered include:* ● Introduction to dredging and currently used terminology. ● Description of the different types of dredging equipment. ● Design of dredging works (capital-maintenance, marine-riverine). ● Modelling of dredging operations. ● Dredging optimization. ●

Environmental aspects to consider during dredging. ● Licensing, consents and key stakeholders identification. ● Environmental monitoring of the dredging operations. ● Dredging contract types. ● Project implementation and management. ● Avoidance of common disputes. For registration and more information about the course, please visit the HR Wallingford website. *(Source: Dredging Today)*

VAN OORD'S DREDGER VOX ARIANE COMPLETES FIRST BIO-LNG FUEL BUNKERING

Van Oord's trailing suction hopper dredger **Vox Ariane** has completed its first bunkering of bio-LNG on the Elbe in Germany. This milestone marks an important step towards Van Oord's goal of achieving net-zero emissions. As the first marine contractor to have its climate targets approved by the Science Based Targets initiative (SBTi), the company is actively investing in decarbonization solutions. "The successful bunkering of Bio-LNG by **Vox Ariane** is a significant milestone in our journey towards net-zero emissions. With our climate targets approved by the SBTi, we are leading the way in adopting more sustainable fuels and technologies," said Martin Smouter, Director Dredging & Infra at Van Oord. Transitioning to alternative fuels such as Bio-LNG for its fleet is a key part of this strategy. Bio-LNG is produced from sustainable biobased feedstocks, including municipal organic waste and agricultural residues. By adopting Bio-LNG, Van Oord not only aims to reduce CO_2 emissions but also to stimulate the development and wider availability of sustainable biofuels. *(Source: Dredging Today)*

LA CRETE FERRY CLOSED FOR DREDGING

Mackenzie County has announced that the La Crete Ferry is closed for dredging operations. Alberta transportation and Economic Corridors decided to dredge the Peace River at Tompkins Landing to

increase the depth of water with the goal of increasing ferry operational availability. Dredging work started on Sunday, August 9, 2025 and is going well. A night shift has been added to increase production, the county said in an update. Fraser River Pile and Dredge is performing the dredge operations with Tetra Tech Canada managing the project. The La Crete Ferry dredging is scheduled for completion by mid-September. *(Source: Dredging Today)*

BEACH LANDING OF NEW ROYAL IHC HIGH-CAPACITY DREDGERS

Kenmare's two new high-capacity dredgers for the Wet Concentrator Plant (WCP) A upgrade project have been landed safely on the beach near Moma Mine. The dredgers travelled by sea to Mozambique and were then floated on a barge to a purpose-built beach landing area. The new electric Cutter Suction Dredges – each measuring 62 meters in length and weighing nearly 1,000 tons – started their journey from Royal IHC yard in Kinderdijk, the Netherlands, in early June. Watch the YouTube video HERE *(Source: Dredging Today)*

TIME FOR THE NEXT WHITBY HARBOR DREDGING CAMPAIGN

Another round of dredging along the Whitby Harbor in North Yorkshire is now underway. The harbor has its own dredger, the '**Sandsend**' who was converted from a dumb barge to the split hopper in 2003. The dredger was the first of its kind and had an extensive modification in 2016. A Hitachi long reach excavator was mounted on the vessel and two hydraulically operated spud legs.

Now, the '**Sandsend**' maintains the depths of the channels and harbors at Whitby and Scarborough. The channel depth within Whitby is maintained where possible at a depth of 1.4 meters below chart datum. Dredging is required to remove silt and sand at the bottom of the harbors. As the silt and sand wash downstream in Whitby and through the harbor mouth in Scarborough, sediment fills channels and harbors and needs to be regularly removed. *(Source: Dredging Today)*

YARD NEWS

ROSMORPORT AND ONEGA SHIPYARD TERMINATED THE CONTRACT FOR THE CONSTRUCTION OF TWO ICEBREAKERS WITH A CAPACITY OF 12-14 MW

Turkish shipyard Kuzey Star Shipyard has not actually carried out construction due to sanctions. FSUE Rosmorport (a subordinate enterprise of Rosmorrechflot) and JSC Onega Shipbuilding and Ship Repair Plant (OSSZ, Republic of Karelia) terminated the contract for the construction of two auxiliary icebreakers with a capacity of 12-14 MW of the Icebreaker7 ice class, which was concluded in July 2021. A copy of the relevant agreement between the parties is at the disposal of IAA PortNews . "The parties have come to an agreement to terminate the contract. <...> The parties hereby confirm that the general contractor has received an advance payment in the amount of 9.27 billion rubles. <...> The general contractor undertakes to return the advance payment to the details... within 5 working days from the date of signing of this agreement by the parties," says the document, which is dated June 10, 2025. The cost of the state contract for the construction of two auxiliary icebreakers was 18.53 billion rubles. The deadline for its implementation was December 2026. The conclusion of the Accounts Chamber of the Russian Federation, which checked the execution of the federal budget by Rosmorrechflot for 2024, states that in 2021-2023, Rosmorport transferred almost 9.3

billion rubles to the Onega Shipyard in the form of advances for the construction of ships. At the same time, the subcontractor - the Turkish shipyard Kuzey Star Shipyard - did not actually carry out the construction "due to the imposed sanctions and refusals to supply equipment." Despite the lack of work under the state contract, Rosmorrechflot , as the Accounts Chamber points out, in 2024 brought budgetary obligation limits (BOL) to Rosmorport in the amount of 7.5 billion rubles. Then, at the end of last year, this money was sent to the Reserve Fund, but this year it was brought to the enterprise again, although funding for the construction of ships for 2025 was not planned. The Accounts Chamber recommends that Rosmorrechflot consider the issue of withdrawing this amount back to the Reserve Fund. As reported by IAA PortNews earlier, in mid-July 2021, Rosmorport and Onega Shipyard signed an agreement for the construction of two innovative dual-fuel icebreakers of Project 23620. They were to become the first Russian icebreaker project with a power plant capable of operating on liquefied natural gas (LNG). In August of the same year, the shipbuilding and ship repair company Kuzey Star Shipyard signed an agreement with the Onega Shipyard, becoming the actual contractor for this project. It was reported that the Icebreaker 7 ice-class vessels with a capacity of 12-14 MW will be capable of passing through ice up to 1.5 m thick, have an unlimited navigation area and will be able to operate year-round in the Baltic, White, Barents Seas and the seas of the Pacific Basin. We also recall that at the beginning of 2025, the Kuzey Star Shipyard Maritime Industry and Trade (North Star Shipyard) was included in the US sanctions list. Secondary sanctions were imposed on the shipbuilding enterprise due to its connection with FSUE Atomflot. *(Source: PortNews)*

CRIST SHIPYARD DELIVERED ANOTHER PARTIALLY EQUIPPED HULL

Earlier this year, the Gdynia shipyard delivered the partially equipped hull of **NB321**, an offshore wind farm service vessel being built for Bernhard Schulte Offshore on behalf of Ulstein Verft. Now, it is joined by its sister vessel, **NB322**. The 2,060-ton hull measures 90 meters long and 19 meters wide. The ship will be equipped with a centrally located, motion-compensated gangway and a crane with a lifting capacity of up to 5 tons. Individual cabins will accommodate 110 people on board, with a total capacity of 132. The vessel is based on the SX222 platform by Ulstein Design & Solutions AS, but has been customized to meet the shipowner's needs. It features Ulstein's patented Twin X-Stern system – thrusters are located both in the stern and bow of the vessel, allowing vessels equipped with this technology to navigate between wind turbines without the need to turn, regardless of wave and wind direction. The vessel features a hybrid battery propulsion system and is designed to run on methanol fuel, reducing emissions. Its unique design and features make it an efficient and eco-friendly vessel for offshore wind operations. Final fitting, painting and sea trials will be carried out at the Ulstein Werft shipyard in Norway. – This is another successfully completed project for Ulstein, confirming the strength of our long-term cooperation – emphasize representatives of the CRIST SA shipyard. *(PR: PortalMorski)*

THE GDAŃSK SHIP REPAIR YARD HAS IMPROVED THE STABILITY OF TWO HEAVY-LIFTERS

In July of this year, the Gdańsk Ship Repair Yard, part of the Remontowa Holding capital group, completed the overhaul of the **Boldwind**, a vessel owned by the German shipowner United Wind Logistics (UWL). In June, shipyard workers completed a similar project on the **Bravewind** . Both **Bravewind** and **Boldwind** are cargo ships designed to transport heavy, oversized cargo, such as wind farm components, drilling platforms, hull sections, or entire ships. They are presented by the shipowner as the most fuel-efficient vessels with a large cargo capacity, dedicated to the offshore wind energy sector. However, the oval bow design combined with a small bulb caused some operational problems for both heavy-lifters. In practice, this design limited the vessels' operational range, for example, in the North Sea, which has a characteristic short wave that causes excessive rolling. In this situation, the shipowner decided to improve the vessels'

stability, commissioning the task to the Gdańsk Ship Repair Yard named after J. Piłsudski SA. The ship underwent a comprehensive modification and overhaul of its bow section. First, the old bulbous bow was removed, then sponsons and a new bulbous bow, previously prefabricated at the shipyard, were added to the hull. This gave the vessel a more oval shape underwater, but above all, improved stability. The entire new bow section weighed a total of 300 tons. Thanks to the modifications, both ships will no longer be as susceptible to sea waves, which will allow the shipowner to use them more effectively. Built in 2020, the **Boldwind** and, a year later, the **Bravewind** (128 m long, 28 m wide, 10,000 tons deadweight) were originally equipped with two bow and two stern thrusters. They combine an optimized hull design with diesel-electric propulsion, powered by four diesel generators fueled by high-quality marine diesel oil (MDO). The ships also meet all IMO Tier III emission regulations and are additionally equipped with selective catalytic reduction systems. United Wind Logistics (UWL) took delivery of both vessels from the Chinese shipyard in Nantong and they are currently being chartered by offshore company Vestas. Watch the YouTube video HERE *(Source: PortalMorski; Photo: Sławomir Lewandowski)*

SKIPSTEKNISK AWARDED RESEARCH VESSEL DESIGN CONTRACT IN ITALY

T. Mariotti Shipyard in Genova, Italy recently announced their new contract for building of an oceanographic research vessel for the Italian institute ISPRA(Italian Institute for Environmental Protection and Research). Skipsteknisk is proud to announce that the contract is based on our ST-368 design, especially tailored to ISPRA's requirements. The vessel is a multi-functional research vessel and will support research operations within oceanography, fishery, ROV and ocean bottom mapping, mainly within the Mediterranean. The vessel is designed and built to the highest standards for modern research ships including underwater noise reduction, dynamic positioning, hybrid propulsion and environment protection. Skipsteknisk has a long and wide track-record in design of research vessels Worldwide and the new vessel to be named "Arcadia" will be another excellent representative that strengthen our position within this segment. The contract has been in force for a period, but it was made public in Italy on the 15th of July. *(PR- Skipsteknisk)*

JIANGSU DAJIN HEAVY INDUSTRY BAGS ORDER FOR SIX AHTS VESSELS

Jiangsu Dajin Heavy Industry has won an order for six 65-meter anchor handling tug and supply (AHTS) vessels. Shanghai Jiahao Marine Engineering Research and Design has been put in charge of the design and development of the vessels. All six vessels will run on electric propulsion and will be equipped with fully rotating propellers, bow and stern thrusters, and a DP-2 dynamic positioning system. Its strong towing capacity allows it to tow large structures such as offshore drilling platforms

and FPSOs, while also being able to complete anchoring operations. Some of the vessels will also have rescue functions and will be equipped with firefighting and life-saving equipment to ensure operational safety. Excluding the six AHTS vessels and according to available data, the Chinese shipbuilder has a total of 82 orders for over 950,000 dwt, including 57 general cargo ships, 12 bulk carriers, 11 container ships, and two offshore vessels, with delivery dates scheduled until 2028. *(Source: Splash24/7)*

DAJIN HEAVY SEALS DEAL FOR SIX MPP NEWBUILDS

Chinese shipbuilder Jiangsu Dajin Heavy Industry has signed a contract for six multipurpose general cargo newbuilds, marking another addition to its growing backlog. The order, secured in cooperation with state-owned trading group China Shipbuilding Trading Corp, covers 7,350 dwt units. The agreement also includes a ship export cooperation arrangement tied to the contract. Dajin Heavy is a subsidiary of Bestway Marine & Energy Technology. Bestway said in a stock exchange filing that it plans to provide a counter-guarantee of up to $59.4m to support the letter of guarantee requirements linked to the contract. Construction of the vessels is expected to begin at the end of June 2026, with deliveries scheduled from September 2027 through to December 2028. The shipyard, in Jiangsu Province, has been active in the multipurpose and general cargo segment, with several other projects underway. It recently also signed a separate deal for six anchor handling tug supply (AHTS) vessels. *(Source: Splash24/7)*

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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
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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