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MIDWEEK–EDITION

TUGS & TOWING NEWS

DAMEN TO DELIVER STAN TUG 1706 ICE TO CHIPPEWAS OF GEORGINA ISLAND FIRST NATION

Tug to play important role in maintaining community connectivity during winter. Damen Shipyards Group has recently signed a contract with the Chippewas of Georgina Island First Nation in Canada for the delivery of a **Stan Tug 1706 ICE**. The community will use the tug to break ice during the colder months, enabling its ferry service to operate for a longer duration each year, covering periods both earlier and later in the season. The Chippewas of Georgina Island community approached Damen having observed one of its tugs in operation in the region. The community is located on Lake Simcoe in Southern Ontario. Vital transportation link. The acquisition of the **Stan Tug 1706 ICE** represents a vital improvement in community mobility and supply logistics. The remoteness of the Lake Simcoe region, and the harsh winter conditions it experiences, make safe, reliable transportation essential. With its ice breaking capabilities, the tug will ensure wider operability of the community's ferry service between Georgina Island and Virginia Beach on the mainland. *Before the freeze* Following construction of the hull in Poland, Damen will outfit the vessel in the Netherlands. Upon completion, Damen will deliver the vessel to Salaberry-de-Valleyfield in the Montreal region in September 2026, before the annual closure of the St. Lawrence Seaway. After that, the

client will continue the voyage to Lake Simcoe via the Trent-Severn Waterway before that, too, is closed to marine traffic until the following year. *Cultural meaning* The name of the tug has yet to be determined. However, it is known that it will receive a name with deep cultural meaning from one of the community's elders in their native Anishinaabemowin, or Southern Ojibway, language. Damen Sales Manager Americas Dominique Smit, said, "We are pleased to support the Chippewas of Georgina Island First Nation with a vessel that will help to maintain ferry operations in harsh winter conditions. It is an honour to contribute to the community's connectivity and resilience, and we look forward to a long lasting relationship." *(PR-Damen)*

WASHBURN & DOUGHTY LAUNCHES NEW MCALLISTER TUG

Washburn & Doughty Associates Inc., Boothbay, Maine, has launched a new tractor tug for Mcallister Towing and Transportation Co. Inc., New York. The 93'x38' **Gerard McAllister** offers 6,770 hp and a bollard pull of 84 tons. It features a pair of EPA Tier 4-compliant Caterpillar 3516E engines that power Schottel SRP 490 FP Z-drive units. The tug is equipped with 99-kW John Deere 4045 AFM85 EPA Tier 3 generators, Markey Machine winches on the bow and stern, as well as CAT C18 fire pump and FFS monitor with 6,000-gpm foam injection capability. Capacities include 30,000 gal. fuel oil, 4,000 gal. potable water, and 500 gal. aqueous film-forming foam. The newbuild — classed by the American Bureau of Shipping as an A1 Maltese Cross Low Emissions Vessel — is the sixth tug in a series built by Washburn & Doughty for McAllister Towing. The two companies are also in contract for another tug, the Mary McAllister, scheduled for delivery in 2026. The newbuild was launched with the assistance of the 109'x29' **Roderick McAllister**, part of McAllister's Portland Tugboat fleet operated out of Portland, Maine. Gerard Smith, a fourth-generation member of the McAllister family, stood alongside his wife Nancy and daughter Madeline to christen the tugboat, ceremonially breaking a bottle of champagne against its bow. *(Source: Workboat)*

NORTH SEA TO MEDEMBLIK AND AMSTERDAM

With a large number of passengers on board, the steam tug **Noordzee** departed from Museumhaven Willemsoord last Friday. It passed the new bridge connecting Flaneerkade to the Willemsoord complex for the first time without any problems. After participating in the traditional Stoomsloopweekend (Steam Boat Weekend) in Medemblik last weekend, the trip continues today to take part in the major SAIL event in Amsterdam. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

A FLEET OF "GREEN" TUGBOATS SETS SAIL IN N CHINA'S TIANJIN

A "green fleet" consisting of four fully electric-powered harbour tugboats set sail from a port in north China's Tianjin on Wednesday. These four tugboats form the largest fleet of their kind in northern China, which will primarily assist various vessels with port entry, exit, docking, and undocking within Tianjin Port waters. Unlike conventional tugboats, the electric ones operate with zero exhaust emissions and low noise. Each of them boasts 5,400-horsepower, advanced electric motors as well as intelligent control systems, which enable higher operational efficiency at much reduced costs. *(Source: Xinhua; Photo: Li Ran)*

NYC'S ANNUAL TUGBOAT RACES

Tugboat races, commonly known as tug races, are competitions among tugs that involve a one-mile-long race among other events. The competitions are held once every year to entertain and educate the community about the maritime world and the role it plays. Tugboat races last between 1-3 days. New York City's annual tugboat race dates back to 1991 and has been taking place annually. The three-decade-old race takes place every August in the Hudson River before Labor Day and involves nose-to-nose pushing and line toss. In this race, participants showcase their skills in the maritime industry and their prowess in maneuvering through the waters. The race starts at 79th Street and through to Pier 84 at 44th Street. NYC's annual tug races are not just about competing tugs, but a collection of events lasting up to three days. Spectators also have their fan-filled events in this Manhattan-based occasion as highlighted in this post. *Who Founded NYC's Annual Tugboat Races* Captain Jerry Roberts is the founder of this popular event in New York. It was first held in 1991 where he was the chief announcer, a position that he held for many years that followed. As the event became popular and attracted more participants and spectators, the Working Harbor Committee took over the planning and control. Other organizations that sponsor the event are NY maritime-related organizations. They include Hudson River Park Trust and Friends of Hudson River Park. The idea behind the inception of this event was to allow the maritime community to showcase their hard work sensitize the community on the activities in the maritime world and show them the future potential of the harbor. It was more than a race. Captain Jerry passed on in March 2014 but the annual event has been there, up to 2020 when it was halted due to the pandemic. *Who Organizes the Annual Race?* The body that organizes the annual tugboat race in NYC is the Working Harbor Committee. Other maritime-related organizations such as the Circle Line Sightseeing Cruises also have their input. Note that this is a non-profit making event that focuses more on sensitizing the community and the world at large about the rich maritime history. Prior to the event, WHC registers the tugs willing to participate and prepares the prizes and the spectators' events. *How Many Boats Can Take Part in the Race?* NYC's tugboat race is an open event for any vessel available. There is no limit to the number of boats to participate but the number varies every year depending on availability. Over the years, the number of tugs participating has ranged between 12- 22, representing about 10 companies. The number has taken an upward trend over the years from 2010 onwards. In 2021, it was projected to be more than 200 but the event never took place. Many companies have shown interest. As the situation in the world normalizes, the event is expected to take place and more tugs are likely to participate as seen from the recent trends. *Spectators' Competition* The NYC annual tug race is inclusive and allows fans to participate in different events. The race starts with the participating tugs racing from 79th Street to Pier 84 at 44th Street. The race is followed by nose-to-nose pushing on water after which spectators take the stage. Knot tying is one of the events fans compete in, which ends like a tug of war. Others participate in an on-landline toss and a more inclusive event for an all-spinach-eating competition.

Kids are not left out, plenty of kid's activities crown the event like free catch-and-release fishing and splashing. Winners in various events are awarded prizes, but the interaction and sensitization sessions are a win for everyone in the event. *How Risky or Safe Are the Annual NYC Tugboat Races?* Before the race commences, safety measures are put in place to protect the crew in the participating tugs, and the spectators. Some of the regulations put in place include: Restriction of entry to the regulated area where only participants are allowed to enter. A coast guard was set up to control the number of vessels entering the regulated area. The guard may forbid entry by vessels in case of impending danger. Sending signals to vessels to stop, change direction, or avoid entry to an area through blasts. Restricting spectators to the chartered circle line along the shore or ferrying them in a spectator boat. The above and other operational regulations set by the maritime industry have helped to keep participants and spectators from danger. However, accidents occasionally occur when: Boats become slippery and result in crushing or falling overboard Heavy lifting may lead to imbalance and capsize. *Impact of Covid-19 on the NYC Annual Tugboat Races* In the last two years, the annual tugboat race has been canceled following the pandemic. Thousands of people gather every year along the shores of the Hudson River and aboard the spectator boats to view and participate in the event. Although many people expressed their interest in participating, it proved difficult to observe the safety measures in a big crowd. Will the event take place in 2022? This question remains to be answered by the WHC. The situation is regaining normalcy, and many companies and fans hope that the event will take place later this year. The same refers to the popular New York and New Jersey boat tour "Hidden Harbor" that hopefully will be announced to be resumed. *The Future of NYC Tugboat Race* This annual event has attracted thousands of fans in the past, and the number of companies participating increases annually. Based on this trend, the event is set to expand and attract global fans in the future. This however remains subject to any changes in the Covid-19 protocols. *Final Thoughts* New York City's annual tugboat races have played a crucial role in educating the natives about their rich history and the role of the maritime world in their well-being and inspiring them to apply to maritime colleges and build a navy on maritime careers. Every event seeks to inform the fans and community about New Jersey Harbor's current vitality and future potential for the economic growth of the region. It is a race where everyone's a winner. Watch the YouTube video HERE *(Source: NYCS by Dimitry)*

TUGBOAT NANDIMITHRA TO BE RESTORED SOON, GOTAIMBARA COULD BE NEXT

Following instructions from Ports and Civil Aviation Deputy Minister Janitha Ruwan Kodithuwaku, the Sri Lanka Ports Authority (SLPA) has expedited repair work on the tugboat **Nandimithra**, which has been out of service since December 29, 2021. The Deputy Minister issued the directive during an inspection visit, made in response to requests from SLPA trade union members, urging officials to complete the renovations promptly and return the vessel to service. The tugboat operations department plays a crucial role in port activities, assisting ships entering and leaving the harbour. While the service is provided by both the SLPA and private operators, no new tugboats have been purchased for the SLPA since 2004. As a result, the existing fleet has deteriorated, hampering the authority's ability to offer competitive services. Employees expressed their gratitude to Deputy Minister Kodithuwaku for his intervention, noting that Nandimithra's return will strengthen operations. They also voiced hope that the tugboat Gotaimbara, which has been undergoing repairs for about three years, will be returned to service soon. With the cooperation of port management, including the Harbour Master, and under the guidance of Ports Minister Bimal Ratnayake and Deputy Minister Kodithuwaku, employees say the restored **Nandimithra** will help the SLPA provide a more competitive and efficient service. *(Source:: Daily Mirror Sri Lanka)*

STEAM TUG BARKING ALMOST 100 YEARS

BARKING was built in 1928 by Jas Pollock Sons & Co Ltd at Faversham for the Gas Light & Coke Co yard No. 1304 LOA 54ft BMLD 13ft DMLD 6ft. Original engine Bolinder 120bhp hot bulb semi diesel. **BARKING** was used at Beckton for the Gas Light and Coke Works until about 1970, then sold on to other users; by 1979 it was at Belsize boatyard in Southampton in a derelict state and with all machinery removed. Ian Woollett purchased this bare hull in 1979 and rebuilding commenced, first at Ferrol Road Boatyard, Gosport and then at his premises in Flaunden. A new

scotch boiler was installed and an ex Admiralty Harbour Service Launch engine, compound 8"+ 16" x 8" together with other machinery. The tug was relaunched at Gosport in September 2004. Sea trials were undertaken in 2005 with a trip to Teignmouth. In the following years trips were made to the Isle of Wight, Faversham and the Thames. **BARKING** is now part of the VIC 96 Trust and berthed at Chatham. *(Source: VIC96 Trust)*

SVITZER NOBBYS

This morning, August 16, 2025 we proudly welcomed **Svitzer Nobbys** to Newcastle! She joins her sister tug, **Svitzer Barrington**, as the second TRAnsverse tug in our Australian fleet. With world-class technology, she's ready to help keep our port operations safe, efficient, and reliable. The 32-metre TRAnsverse tug represents a generational advancement in towage standards, innovation and performance Svitzer Australia's Chief Operating Officer David Phillips said. "This tug class is purpose-built for versatility and power, maintaining high steering and braking forces through a range of movements without losing the dynamism or responsiveness required by marine pilots," Mr Phillips said. "The arrival of Svitzer Nobbys, represents our ongoing investment into Australian ports, helping them operate to the highest levels of safety, efficiency and in a way that helps our maritime sector grow in a more sustainable world." *(PR-Svitzer Australia)*

THE TUGBOAT, WORKHORSE OF NEW YORK HARBOR

In the 19th century, New York became a railway hub, and steam tugs aided in transporting rail freight down the river into Manhattan, guiding boxcar barges. By 1929, there were over 700 tugs working in busy New York Harbor. Towing has been largely a family business in the past and many

of the tugboat captains you'll hear in this episode work for McAllister Towing, founded in 1864 and still a leading name in New York tugboats. In fact, McAllister won last year's Annual Great North River Tugboat Race, which took place at Pier 84. In this short piece, you'll hear the sounds of the harbour, the toot of tugboats, and you'll hear from the hard-working captains who head out into the harbour tirelessly time and time again. At the time of this recording, the tugboats in New York Harbor were running on diesel, and not steam as they first did. A tugboat can have a life of almost three quarters of a century, so it is possible that one of the McAllister tugboats heard in this episode may still be towing today. Below you can hear two clips from the raw tape of the Cinema Sounds interview with Brian McAllister. He describes what it is like to steer a tug and what tug captains do in the event of a disaster in the harbour. You can hear Brian speak more recently about the towing business in a 2005 interview published by the Ireland House Oral History Collection, Archives of Irish America at New York University. *(Source: WYNC by Lawrence Fiorelli)*

ACCIDENTS – SALVAGE NEWS

MORRESLUZHBA HAS COMPLETED UNDERWATER CUTTING OF PROTRUDING PARTS OF THE HULLS OF TANKERS SUNKEN IN THE KERCH STRAIT

Another meeting of the government commission for the liquidation of the consequences of the wreck of the **Volgoneft-212** and **Volgoneft-239** tankers in the Kerch Strait was held in Moscow. The meeting was chaired by Russian Transport Minister Andrei Nikitin, and Deputy Head of Rosmorrechflot Fyodor Shishlakov reported on the progress of work at the accident site, the agency's press service reported on August 15. As noted, the large-scale assembly of metal structures of three protective structures - cofferdams, each weighing about 1.5

thousand tons, is being completed in the Novorossiysk Sea Port. After the work is completed, subject to favourable weather conditions, the cofferdams will be sent to the installation site. "Today, the ship hulls have the geometry that will allow cofferdams to be installed and tankers to be isolated for subsequent pumping out of the remaining fuel oil from them. Today, the assembly of connecting elements is taking place, which are needed for transportation and subsequent installation. "These are unique engineering structures that have never been manufactured in the world before," Andrey Nikitin noted. During the preparatory activities, the Federal State Budgetary Institution "Morresluzhba" installed roadstead equipment and "dead anchors" to securely fasten the cofferdams. Also, the specialists of the Federal State Budgetary Institution "Morresluzhba" carried out work to remove the protruding parts of the hulls of the sunken tankers. In 31 days (taking into account adverse weather conditions), the underwater cutting of protruding structures on the stern of "Volgoneft-212", on the bow fragments of "Volgoneft-212" and "Volgoneft-239" was completely completed. The work was carried out using a combined method of underwater exothermic cutting and underwater hydraulic tools. The total length of the removed parts was 287 meters. Dismantling ensured a reduction in the height of the ship hull structures and a minimization of the number of protruding elements of ship systems and deck equipment. Three fragments of tankers are in a stable condition, the dismantled parts are placed on the decks of the sunken fragments and securely fastened. No oil leaks are observed. The main priority when choosing a project to remove the sunken parts of the tankers was environmental safety. During the work, the possibility of cargo leakage and spillage into the Black Sea must be excluded. At the same time, a group of divers continues to search for and lift fuel oil in the coastal zone of Anapa and Temryuk. A cumulative total of 1,860 tons of oil-contaminated soil has been collected. Let us recall that on December 15, 2024, the Volgoneft-212 and Volgoneft-239 tankers sank in the Black Sea during a storm. The accident resulted in a spill of "heavy" fuel oil. In January 2025, fuel oil was pumped out of the stern of the Volgoneft-239 tanker that had run aground. The cutting of the stern section was completed in March 2025.It is planned to utilize oil products from sunken tanker fragments use special engineering structures – cofferdams. *(Source: Sudostroenie; Photo: "Morresluzhba")*

THE BULK CARRIER, WHICH HAD BEEN STRANDED IN VERCHÈRES SINCE TUESDAY, WAS REFLOATED ON SATURDAY MORNING.

The ship, which had been stranded in Verchères since Tuesday, was finally refloated on Saturday morning, according to information provided by Fisheries and Oceans Canada. An initial refloating attempt failed on Wednesday. Unloading operations deemed "necessary" took place on Friday. The 180-meter-long bulk carrier Federal Yamaska was carrying sugar, according to the Canadian Coast Guard. It was heading from Montreal to Trois-Rivières when its engines stopped. According to Fisheries and Oceans Canada, the vessel "is being towed to the Port of Montreal." Members of the

Eastern Canada Maritime Response Society (ECMS) were on site to assist the Coast Guard in case there was pollution. The ship ran aground Tuesday morning in the Verchères area, opposite Bouchard Island. According to the specialist website Vesselfinder, the Federal Yamaska flies the flag of the Marshall Islands. This is not the first time a ship has become stuck in this area. Last December, the Cypriot ship MV **Maccoa** also ran aground in Verchères. The ship was freed only two weeks later. *(Source: La Canada Francais)*

COAL BLAST ROCKS BULK CARRIER OFF BALTIMORE

A Liberian-flagged coal carrier erupted in an explosion on Monday while transiting the Patapsco River near the demolition site of Baltimore's Francis Scott Key Bridge. The 751-foot **W Sapphire**, which had just loaded coal at CSX's Curtis Bay terminal, was beginning its voyage to Mauritius when the blast tore through the ship at around 6:30 p.m. local time. Former Port of Baltimore CEO William Doyle confirmed to gCaptain the vessel's loading location and cargo. City officials say the explosion has been fully contained. All 23 crew members are safe and accounted for. Baltimore Fire Department units responded by land and water, while tugboats assisted in stabilizing the vessel and moving it toward a safe anchorage. The U.S. Coast Guard is investigating, though it's important to note that the Coast Guard typically does not fight fires itself. Baltimore maintains one medium fireboat, the 87-foot **John R. Frazier**, and several smaller craft, which are believed to have assisted in the response. "Fireboats remain on scene as the Coast Guard and other agencies begin their investigation. The vessel will be moved to a designated anchorage area and held there until cleared by the Coast Guard," the Baltimore City Fire Department said in a statement. *Slow Flow of Information* Details on the blast have been slow to emerge. Unlike major ports such as New York and Los Angeles, Baltimore does not operate a Vessel Traffic Service (VTS) essentially air traffic control for ships. A VTS system was discussed in the wake of last year's Key Bridge collapse but, 17 months later, the public Marine Investigation Hearing that would review lessons learned has still not been scheduled by the NTSB and Coast Guard. *Coal: A Cargo With a Deadly History* Coal has long been one of the most dangerous cargoes at sea. In the 19th century, more ships were lost carrying coal than any other commodity. The risks came primarily from two hazards: spontaneous heating and combustion through oxidation, gas explosions caused by methane emissions trapped in ship holds, and coal dust igniting. As early as 1753, mariners were warning about the dangers of sulfur-laden coal igniting in

transit. By the late 1800s, Royal Commissions in Britain and Australia, along with insurance underwriters at Lloyd's, investigated repeated tragedies. Their recommendations were clear: avoid wet coal, prevent breakage into small pieces that form dust or oxidize quickly, and ensure proper ventilation in every hold. Yet disasters continued. In 1878, the steamship Richmond exploded off Spain after newly mined coal emitted gases that ignited once her hatches were battened down in heavy seas. Countless other vessels suffered the same fate. As one government inspector warned: "The hold of a ship laden with coal is simply a great gas-holder … exposing the lives of the persons on board and the ship to destruction." Today marine authorities continue to warn that coal remains one of the most dangerous bulk cargoes at sea. Under the IMSBC Code, coal must be carefully monitored for self-heating, methane buildup, and liquefaction risks. Cargo hotter than 55°C should be rejected outright, and gas sampling of oxygen, carbon monoxide, and methane is essential during transit. The UK P&I Club recently sounded the alarm on U.S. East Coast coal shipments producing dangerously high methane emissions, while insurers stress that liquefaction and "dynamic separation" remain leading causes of bulk carrier fatalities. "The Club is aware of a number of incidents, involving coal cargoes from the East coast of the USA, which were emitting dangerously high levels of methane," said Petar Modev, Head of Ship Inspections for UK P&I Club late last year. "On occasions, the ship's holds natural ventilation was not sufficient to remove the excessive methane concentrations." *Baltimore Still Reeling* The explosion comes against the backdrop of ongoing demolition at the Francis Scott Key Bridge, which collapsed last year when the container ship Dali struck its support pier, killing six construction workers. The Port of Baltimore remained closed for months, and a replacement bridge is not expected before 2028. Now, with **W Sapphire** still afloat but scarred, the incident raises new questions about port safety, fire response readiness, and the hidden dangers of bulk cargoes that continue to fuel global trade. But the real scandal is this: a year and a half after the Dali disaster, Baltimore still lacks a VTS system and the Coast Guard and NTSB have not even scheduled public hearings on what lessons should have been learned. That silence isn't just frustrating, it's dangerous. Because without a full hearing, the city's port will not be able to fully discover the lessons learned. Watch the video HERE *(Source: gCaptain)*

TWO SHIPS CATCH FIRE, KILLING CAPTAIN OF ONE, INJURING TWO OTHERS IN KOREA

A fire started early on Saturday, August 16, spreading from one ship to another in the anchorage off Yeosu, South Korea. The local fire department in the city in southeastern Korea worked with the

Coast Guard due to the risk of explosion as the two ships burned. The fire broke out on a 2,692-dwt chemical tanker that was at anchor. The police declined to name the ship during the investigation. The fire spread to a neighbouring vessel, which is being described as a 24-ton delivery ship. It is unclear if there was a transfer of chemicals was taking place. The tanker was loaded with 2,500 tons of hazardous chemicals as well as 100 tons of fuel. The Coast Guard reports because of the high risk of an explosion, 15 vessels were mobilized. All 18 crewmembers, including 14 from the tanker and four from the smaller vessel, were evacuated. The fire department reports the captain of the smaller vessel, a man in his 50s, was confirmed deceased. Two Myanmar crewmembers from the tanker were also injured. One is in critical condition, and the second is only slightly injured. Firefighting crews reported that the fire began around 0100 local time and by 0317 was extinguished on the smaller vessel. It took till 0745 to completely extinguish the fire on the tanker. Both vessels were being inspected to confirm that the fire was out. The investigation will determine the cause of the fire. *(Source: Marex; Photo: Korea Coast Guard - Yeosu)*

MAERSK REPORTS CREW STOPPED SPREAD OF CONTAINER FIRE ON VESSEL OFF AFRICA

The container fire, which began last week on one of Maersk's lager boxships, **Marie Maersk**, is believed to have stopped spreading, as firefighting efforts are expected to intensify. The 19,000 TEU vessel remains off the coast of Africa while the company is considering a port of refuge as the first step toward determining the full extent of the damage. "This was also achieved thanks to the assistance of four assets, three tugboats and a Platform Supply Vessel," said Maersk in its update. The company said the vessels had brought firefighting equipment to the **Marie Maersk** over the past days, and AIS signals show they remain in proximity to the ship. "We expect firefighting efforts to intensify further once the external firefighters can board **Marie Maersk**." The crew reported smoke coming from containers on the vessel early on August 13 while they were bound from Rotterdam to Malaysia and China. Maersk has said the crew remains safe with all machinery, steering, and navigational equipment fully operational. The **Marie Maersk** was diverted towards the West African

coast to get landside support as fast as possible, and because of the large number of vessels diverting around Africa, additional Maersk vessels and others have also been in the vicinity. "Due to the prevailing conditions in the respective cargo bays, we still cannot confirm the exact impact of the fire on the cargo yet," Maersk stated. The goal is to get the vessel into a port of refuge where they can offload damaged containers and complete an inspection to determine the extent of the spread of the fire, smoke, and heat. The company has not said how many containers are aboard currently, but because they are outbound from Europe, it is possible the vessel is not fully loaded or is carrying empties. Maersk reports the vessel will be diverted to a port of refuge, which is under contemplation. The goal is to get landside support as fast as possible. The challenge is also finding a port that is willing to accept the vessel and has the capabilities to handle a container fire. In the case of the **Maersk Frankfurt**, which caught fire off India in July 2024, after the fire was brought under control, the vessel diverted to the Middle East. Another operator, X-Press Feeders, is again highlighting that ports in Qatar, India, and Sri Lanka refused permission when its vessel **X-Press Pearl** was desperately seeking refuge with a leaking container that ultimately caught fire and contributed to the total loss of the vessel. *(Source: Marex; Photo: Tvabutzku1234 - CC0 1.0)*

ATB CAPTAIN TRIED TO COUNTERACT ASSIST TUG, RESULTING IN BRIDGE ALLISION

The NTSB has released a report on an allision between a tugboat and a bridge fender in Tacoma last year, which resulted in the destruction of an already-deteriorated fendering system. On the night of October 12, 2023, the tug **Olympic Scout** was assisting the ATB tug-barge combination **Montlake/Sodo** underneath the Hylebos Bridge, a roadway over a small waterway of the same name. **Montlake/Sodo** was departing and was outbound on the waterway. **Olympic Scout** was made up alongside the barge's port side near the bow, stern facing in the direction of motion. This arrangement is a common regional practice, but puts the tug close to the pivot point of the barge.

Montlake/Sodo got under way from her berth at 2333 hours and paused when she reached the Hylebos Bridge, which had still not opened despite an earlier request. As the ATB waited for the bridge opening, the bow of the barge drifted to port, taking **Olympic Scout** with it. When the bridge opened at 2337, **Montlake/Sodo** resumed her outbound transit, building speed towards four knots. As they approached the bridge span, the ATB was set to port, towards the south side of the channel. **Montlake's** captain attempted to steer back to the middle of the channel, and as they got closer to the bridge, **Olympic Scout's** captain radioed to ask **Montlake** to manoeuvre to starboard to leave enough clearance for the assist tug to make it through the span. **Montlake's** captain instructed **Olympic Scout's** captain to "do what he needed to do" to get the ATB back to the centre of the channel. **Olympic Scout** put rudders to starboard, port engine ahead and starboard engine astern to generate thrust to **Montlake/Sodo's** starboard. At the same time, **Montlake's** captain decided that he needed to counteract **Olympic Scout's** turning moment at his end, fearing that his stern would be pushed to port by **Olympic Scout's** manoeuvres. **Montlake's** captain put rudders to port, starboard engine ahead and port engine astern. The bridge was rapidly approaching, and the situation was largely unchanged. **Olympic Scout** put both engines full ahead and **Montlake** put both engines full astern in an attempt to stop the ATB, but it was too late. At 2341, **Olympic Scout's** starboard quarter smashed the wooden fender on the south pier of the Hylebos Bridge. The ATB's speed over ground was three knots at the time of impact. **Montlake/Sodo** was undamaged, and **Olympic Scout** suffered paint scrapes. The bridge pier and bridge mechanism were undamaged, but the wooden fender - having done its job - was smashed. A previous engineering assessment had determined that the old piles and planks of the fender had "heavy fungal decay" and "heavy marine borer damage" in some areas. A below-water survey after the allision determined that there were "significant areas of wastage, rot, and marine worm and borer tracks." The level of damage caused by **Olympic Scout** was likely a result of "inherent loss of structural strength," and a new, non-rotten fender would likely have been less damaged. According to NTSB, **Montlake's** engines outclassed **Olympic Scout's** by a factor of two to one, and **Montlake** had the advantage of a longer distance from the barge's pivot point. This gave **Montlake** a bigger "lever" to turn the barge. When **Montlake's** captain put rudders to port and "twisted" his twin-screw propulsion, he easily overpowered **Olympic Scout's** attempt to change the lineup; by the time **Montlake** began backing down, it was too late. The probable cause of the casualty, according to NTSB, was the **Montlake** captain's failure to stop or slow the ATB and correct the lineup before transiting out through the bridge span. *(Source: Marex; Photo: NSTB)*

WAN HAI 503 REMAINS AT SEA 10 WEEKS SEEKING PORT OF REFUGE

Ten weeks after the fire was reported aboard the containership **Wan Hai 503**, the vessel remains at sea in search of a port of refuge. It has turned into the vessel no one wants, as India almost immediately said it would not permit its ports to receive the ship, and more recently, Sri Lanka declined the application made for the vessel's refuge. Owner/operator Wan Hai Lines issued its most recent update at the end of last week, reporting the vessel is stable and being monitored. "We, in

close coordination with our appointed experts and the salvage team, are in the process of liaising

with potential ports of refuge," reported Wan Hai. "Decisions on the final port of refuge will take into account the overall suitability for the vessel as well as the handling of fire-damaged cargo." The fire began on June 9 while the vessel was in India's EEZ as it was sailing from Colombo, Sri Lanka, to Nhava Sheva, India. The Indian Coast Guard responded, assisting in the evacuation of the crew and an extensive firefighting effort. After salvage teams got secure tow lines, India, however, ordered the ship taken further out to sea, fearing a repeat of incidents such as the loss of **X-Press Pearl** and the ongoing problems after the **MSC Elsa 3** sank weeks before the **Wan Hai 503** fire. As of July 24, India reported the vessel was outside its zone and that it was relinquishing involvement to the Maritime & Ports Authority of Singapore as the vessel's flag state. Conditions aboard the vessel had dramatically improved with no more flames and only residual smoke in bays 29 to 35. Twenty salvers were reported aboard the ship, continuing cooling efforts and undertaking dewatering efforts. Wan Hai has continually reported since the end of July that the fire is extinguished and that teams continue to improve the onboard situation. However, Hapag-Lloyd, which shared cargo aboard the ship, confirmed on August 13, "The request for a port of refuge in Sri Lanka has been declined by the authorities." They said the ship was 130 nautical miles from the Indian coast (Cape Comorin). The plan was to move it further out to sea while discussions continued on a port of refuge. This has continued, although the area is subjected to monsoons at this time of year. There is no clear determination for the direction of the ship and a potential resolution. It has been suggested it might be towed to the Middle East. Last year, the **Maersk Frankfurt**, which suffered a container fire off the Indian coast, ended up gaining refuge at Khor Fakkan, in the UAE, in September 2024, about seven weeks after its fire started. That vessel, also, was not a constructive loss and returned to service. Similar salvage efforts to what are required for the **Wan Hai 503** were recently completed in the Port of Aberdeen, Scotland, after the **Solong** was towed there after the collision and fire in the North Sea. The hulk was cleared of its debris in Scotland and arrived last week at a recycling facility in Belgium. Although a lot has been incinerated during the fire on the **Wan Hai 503**, the concerns raised continue to be about potential pollutants and the danger of the ship sinking. *(Source: Marex)*

REMEMBER TODAY

S.S. ARABIC – 19TH AUGUST 1915

SS **Arabic** was a British-registered ocean liner that entered service in 1903 for the White Star Line. She was sunk on 19 August 1915, during the First World War, by German submarine SM **U-24**, 50 mi (80 km) south of Kinsale, causing a major diplomatic incident. *Construction* **Arabic** was originally intended to be **Minnewaska**, one of four ships ordered from Harland and Wolff, Belfast, by the Atlantic Transport Line (ATL), but fell victim to the recession and the shipbuilding rationalization following the ATL's 1902 incorporation into the IMM Co., and was transferred before completion to the White Star Line as **Arabic**. She was extensively modified before launch with additional accommodation, which extended her superstructure aft of her third mast and forward of her second mast. **Arabic** was fitted with twin-screw propellers driven by separate sets of quadruple expansion engines arranged on the builders' "balanced" principle. She had accommodations for 1,400 passengers; 200 in first class, 200 in second class and 1,000 in third class. Her accommodations were configured similar to most other White Star passenger ships, with first class amidships, second class abaft of first, and third class divided at the fore and after ends of the vessel. She was launched in Belfast on 18 December 1902. *Career* **Arabic** commenced her maiden voyage from Liverpool to New York City via Queenstown on 26 June 1903, arriving in New York on 5 July, marking the beginning of a 12-year career during which she spent half on White Star's main route between Liverpool and New York, and the other half on White Star's secondary service to Boston, both of which included stops at Queenstown. She spent her first two years on the Liverpool–New York service before being transferred to the Boston route in April 1905, on which she sailed alongside Cymric and Republic for the next two years, while returning briefly to the New York route during the winter months. In the late spring of 1907, the White Star Line started their new express service out of Southampton, to which they transferred **Teutonic**, **Majestic**, **Oceanic** and the newly completed **Adriatic**, after which **Arabic** was returned to the New York service to make up for this rearrangement. She remained on the New York service for the next four years, and after **Olympic** entered service in June 1911, she was again transferred back to the Boston route, on which she remained until White Star suspended their Liverpool–Boston service in November 1914 due to the escalation of the First World War, during which several of their ships were requisitioned by the Royal Navy. She was transferred back to the New York service in January 1915, on which she remained until the end of her career the following August. Although her career was somewhat shorter than some of her company running mates, **Arabic** proved to be a popular addition to the White Star Fleet, as over the duration of her career she carried a total of 94,032 passengers westbound across the Atlantic; 48,655 on the New York service and 45,377 on the Boston service, as well as an additional 50,036 passengers eastbound to Liverpool, with 30,854 coming inbound from New York and 19,182 from Boston. *Sinking* On 19 August 1915, **U-24** was operating south of Ireland. Two months previously, following the sinking of **RMS Lusitania**, the Kaiser had issued secret orders for U-boats to not attack large passenger vessels. **Arabic** was sailing out from Liverpool to the United States. She was zigzagging when spotted by the

German submarine, and Rudolf Schneider, commander of the sub, later said that he thought she was trying to ram his vessel. Without identifying his target, the U-boat submerged and attacked Arabic without warning, 50 mi (80 km) south of Kinsale. He fired a single torpedo which struck the liner aft, and she sank within 10 minutes, killing 44 passengers and crew, 3 of whom were American. *(Source: Wikipedia)*

OFFSHORE NEWS

STRATEGIC MARINE DELIVERS TWO GEN 4 NEXT-GENERATION FAST CREW BOATS TO AESEN

● Landmark contract to a globally renowned owner-operator; ● Versatile Fast Crew Boat platform ready for Hybrid and Gyro Stabilization; ● Proven hull form to enhance fuel efficiency, carbon emission goals and safety standards. Strategic Marine, a leading builder of high-performance aluminium vessels, is proud to announce the successful delivery of two Generation 4 Fast Crew Boats (FCBs) to Aesen, an integrated marine solutions provider with more than 120 offshore vessels operating globally. This landmark achievement marks the commencement of a new partnership, reinforcing Strategic Marine's growing footprint across key markets. As the first delivery to Aesen, this contract demonstrates Strategic Marine's ability to secure new business via its proven track record, technical expertise, and commitment to client requirements. These newly delivered 42-metre crew boats are designed for excellence in offshore energy support operations, combining innovative marine engineering with optimal fuel savings, comfort, safety, and efficient performance. The 42-metre Gen 4 crew boats, designed in close collaboration with Southerly Designs, incorporate proven hull form to enhance fuel efficiency, seakeeping performance, and environmental sustainability. These vessels are purpose-built for offshore energy support operations and will commence service in Q4 2025. Each vessel accommodates up to 80 personnel in enhanced comfort seating and features strengthened decks to

support flexible cargo configurations. Additionally, they are prepared for future integration of walk-to-work or motion-compensated gangway systems, offering increased adaptability for evolving offshore requirements. Mr. Chan Eng Yew, Chief Executive Officer of Strategic Marine, commented: "We are delighted to deliver our first two Gen 4 Fast Crew Boats to Aesen and welcome them into our growing portfolio of global clients. These vessels reflect our continued drive to deliver advanced, efficient, and client-focused maritime solutions that address the evolving needs of the offshore sector." Mr Darren Ang, Chief Executive Officer of Aesen mentioned: "As a global leader in crew mobility, we are constantly pursuing innovative technologies that enhance safety, efficiency, and performance for our clients. The addition of **Aesen 107** and **Aesen 108** strengthens our capabilities and reinforces our position as a forward-looking solutions provider in the offshore marine industry." This inaugural delivery to Aesen signals Strategic Marine's growing reach across key offshore markets and further establishes its role as a trusted partner for vessel solutions that combine innovation, reliability, and operational efficiency. *(PR-Strategic Marine)*

U.S. COAST GUARD KEEPS AN EYE ON CHINESE RESEARCH FLOTILLA OFF ALASKA

he U.S. Coast Guard is still keeping an eye on five Chinese research vessels that are operating in the Arctic, in and near U.S. waters off Alaska. Last Wednesday, Coast Guard Arctic District dispatched an HC-130J long range search aircraft to intercept and query the flotilla of Chinese government ships. The five Chinese vessels include the Polar Class 3 icebreaker **Xue Long 2**, seen previously on Arctic and Antarctic missions; the Soviet-built icebreaking tug **Zhong Shan Da Xue Ji Di** (flagged with the Liberian registry); the brand new ice-class research vessels **Ji Di** and **Tan Suo San Hao**, both delivered in the last year; and **Shen Hai Yi Hao**, a conventional research vessel built to carry a deep-diving submersible. The Chinese research presence in Alaska's far north is unprecedented, and comes amidst heightened tensions between Washington and Beijing. At about the same time as the Chinese presence intensified off Alaska, two U.S. warships conducted a freedom of navigation operation near Scarborough Shoal, a contested, Chinese-occupied reef in the South China Sea. The Coast Guard has more resources in Alaska than it did a few months ago. Bollinger's 59th and latest Fast Response Cutter, **USCGC Earl Cunningham**, was commissioned last week and will be based out of Kodiak, freeing up larger vessel assets for long-distance patrols. The Coast Guard's new interim icebreaker, **USCGC Storis** (ex name *Aiviq*), is currently in Seward and is expected to head further north soon, in the direction of the Chinese research flotilla. *(Source: Marex)*

SEABIRD SCORES OBN WORK FOR SURVEY VESSEL

Marine seismic specialist SeaBird Exploration has signed a new contract for OBN source work in the

Western Hemisphere. The contract is for the use of the 2009-built survey vessel **Fulmar Explorer**, and will have a firm duration of three months, with options that could extend the total period to nine months. The start is expected mid-September, on commercial terms in line with prevailing market conditions for SeaBird's vessels over the past year. "This award reflects continued healthy demand for our assets. By securing additional backlog, we further enhance forward earnings visibility and support our long-term strategy for shareholder distributions," said Kurt M. Waldeland, CEO of SED Energy Holdings, the parent company of SeaBird. *(Source: Splash24/7)*

VOS GRACE SPOTTED FREE-SAILING

The Emergency Response and Rescue Vessel (ERRV) **VOS Grace** has already been photographed several times while moored at the Nieuwediepkade. Each time, the work deck was laden with diving equipment. But last Wednesday, August 14, Wim Albers captured the 60-meter-long vessel, owned by Vroon Offshore Services from Aberdeen, sailing freely in front of his camera as it sailed along the Marsdiep canal towards the port of Den Helder. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SAIPEM ACHIEVES MILESTONE IN YELLOWTAIL PROJECT OFFSHORE

GUYANA

In the operations the company employed the **Saipem Constellation** and the pipelayer **FDS2 J-lay**, as well as the chartered MSV **Normand Samson**. Saipem announced the completion of its planned development activities for the Yellowtail field, operated by ExxonMobil Guyana Ltd. and located offshore Guyana at a water depth of approximately 1,800 meters, within the Stabroek Block. The Italian group, awarded the contract in 2022, was responsible for the engineering, procurement, construction, and installation (EEpci) of the Subsea Umbilical, Riser, and Flowline (Surf) system. Saipem deployed three vessels for the operations. The company initially deployed the **FDS2 J-lay** pipelay vessel, which installed the rigid flowline and lazy wave steel risers during a campaign that began in early 2024. The project was then concluded in 2025, with the deployment of the Saipem Constellation, which installed the flexible risers, umbilicals, and connected the pre-laid rigid riser to the FPSO. The chartered MSV (Multi-Support Vessel) **Normand Samson** was also employed in the operations, operating for the entire duration of the offshore campaign, starting from mid-2024, carrying out subsea pre-commissioning activities, surveys, light construction and the installation of flowline jumpers built at the Saipem shipyard in Georgetown. The project, completed to standard and on schedule, "further consolidates Saipem's strategic position and execution capabilities in the development of large-scale deepwater offshore projects, leveraging the experience gained from previous projects for ExxonMobil Guyana—Liza Phases 1 and 2, Payara, and Uaru, whose offshore phase began last March," the company commented. With its work, Saipem also reported having "contributed to advancing the field's production start-up by almost four months." *(Source: Shipping Italy)*

FUGRO RESOLVE FULLY OPERATIONAL

When the 83-meter-long geotechnical survey vessel **Fugro Resolve** arrived in Den Helder last week, a remarkable change was visible on the vessel. A large system for operating the recently installed A-

frame had been installed on the stern. The system is already in full operation, evidenced by the large underwater robot suspended from the frame's hoists. This allows geotechnical investigations to be conducted on the seabed, mapping the structure of the earth's layers. This so-called sounding allows the seabed's load-bearing capacity to be calculated before wind turbines or platforms are installed at that location. Yesterday, 17 August 2025, the **Fugro Resolve** departed for Rotterdam. (*(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

THE MINISTRY OF DEFENSE IS SEEKING AN OFFSHORE SUPPLY VESSEL TO BE REFITTED IN ITALY.

Estimated budget of 50 million euros for the purchase of a unit that will be used to transport underwater surveillance vehicles. In mid-July, Navarm, the Ministry of Defense's Naval Armaments Directorate, launched a preliminary market consultation to acquire a vessel on the used market to be refitted and used as a "Multipurpose Underwater Surveillance Unit," or UPSDS, a naval vessel for the transport of underwater and surface surveillance systems, both autonomous and non-autonomous. More specifically, the procedure aims to verify

whether there are – in addition to Fincantieri, whose capabilities and expertise are already known and established – other suppliers capable of ensuring the availability of the vessel, which must be in the hands of the Navy, already fully refitted, by February 26th or in any case within 120 days of the contract signing. The ministry has put forward an estimated budget of 50 million euros, for a vehicle and a supplier that—the document clarifies—must have well-defined characteristics. The latter, in possession of the vessel's design authority, must be able to overhaul the onboard systems. The vessel—an Offshore Supply Vessel according to the IACS classification—must, among other things, have DP2 positioning systems, a working deck of at least 2,560 square meters, a 40-ton crane, at least 500 meters of cable and an anti-heeling system, a beam between 18 and 22 meters, an overall length between 75 and 110 meters, at least 60 berths, and more. Built no later than 2015, it must also be capable of reaching a top speed of at least 11 knots. The document also lists a series of "desirable" features, such as the presence of a secondary crane, a moon pool (a vertical opening under the hull), and a space that can function as a helipad. The process envisioned by the Ministry of Defense therefore envisages that, after identifying the vessel on the second-hand market, it will carry out any maintenance and adaptation work—including those to make it interoperable with other Navy vessels—at a "national source," based on a design by the supplier, until delivery in February 2026. *(Source: Shipping Italy)*

BRIGGS MARINE AWARDED NEW CONTRACT WITH SERCO FOR ROYAL NAVY MARITIME SERVICES

Briggs Marine is extremely proud to announce its role as Key Subcontractor to Serco following the recent award of the Royal Navy's Maritime Services contracts. This significant milestone marks the continuation of a trusted partnership that has spanned over 17 years, delivering critical marine support services to the UK Ministry of Defence (MOD). The contract will see Briggs deliver Range Safety and Aircrew Training (RSACT) services at a number of locations around the UK. The subcontract is in addition to Brigg's recent award of its Contract to deliver moorings, aids to navigation and target maintenance for Ministry of Defence across the UK, Gibraltar, Cyprus and South Atlantic and means that the Fife – based Company has amassed a Defence sector order book of almost £1/4 billion so far this year. In the RSACT Subcontract, Briggs will deliver the Range Safety and Aircrew Training service from October 2025 for a period of 5 years. The service is a large part of the wider Inshore Support to Military Training, Testing and Evaluation contract awarded to Serco. Briggs will be responsible for crewing, management and operation of a fleet of 15 vessels in support of a complex programme of training and safety duties around the UK. "We are delighted to receive this Key Subcontract, which marks a further evolution of our close collaboration with Serco and Ministry of Defence on this prestigious contract," said Iain Ross, Director of Port and Marine at Briggs. "Our relationship with Serco is built on mutual respect, shared values, and a commitment to operational excellence. Over the past 17 years, we have worked with our Serco colleagues to support them in

delivery of innovative, reliable and cost-effective marine solutions that support the Royal Navy's mission-readiness." The new contracts not only strengthen Briggs Marine's position within the defence sector but also reflect the company's ongoing investment in people, vessels, and infrastructure to meet the evolving needs of its clients. "We look forward to building on our success and continuing to support Serco and the Royal Navy with the same dedication and professionalism that has defined our partnership for nearly two decades," added Ross. *Guy Barker, Serco's Maritime Services Director added* "Our success depends on trusted partners like Briggs Marine, whose expertise and commitment to excellence are vital to our support capabilities. This partnership with Briggs represents a significant step in ensuring the successful delivery of the DMS-NG contract and providing the Royal Navy with the dependable services it needs to operate effectively, every day." *(PR-Briggs)*

OCEANPACT SIGNS CONTRACTS WORTH R$3.2 BILLION WITH PETROBRAS FOR THE CHARTERING OF FOUR VESSELS

OceanPact has signed four new contracts with Petrobras, totalling approximately R$3.2 billion, for the chartering of RSV (ROV Support Vessel) vessels for a period of four years. The vessels **Parcel do Bandolim**, **Parcel das Timbebas**, **Parcel das Paredes** and **Parcel dos Reis** will be used in underwater operations with ROVs (Remotely Operated Vehicles) for inspection of structures, preventive and corrective maintenance, installation and removal of equipment, among other activities in Petrobras' offshore units. OceanPact will be responsible for the full operation of the vessels and ROVs, which feature state-of-the-art technology, operating at depths of up to 3,000 meters, and a comprehensive set of tools for various underwater activities. Operations will be led by teams with extensive

industry experience, reinforcing the company's commitment to operational excellence, innovation, safety, and environmental protection. In December 2024, the company had already announced the signing of a R$697 million contract, also with Petrobras, for the charter of the **Ilha do Mosqueiro** vessel, an OTSV (Offshore Terminal Support Vessel), also for four years. With 28 vessels, including RSVs, OSRVs, PSVs, RVs, MPSVs, and AHTSs, and the largest inventory of offshore emergency response equipment in Latin America, OceanPact has established itself as a national reference in supporting complex maritime operations, serving all oil and gas industry operators in the country. *(Source: Safras)*

OCEANEERING WINS MORE INSPECTION WORK IN WEST AFRICA

Houston-based Oceaneering International has been awarded a contract extension for inspection services in West Africa. The company said that the extension was won by its integrity management and digital solutions segment. The client was unnamed but was described by Oceaneering as a 'major operator'. The scope of work includes non-destructive testing, non-destructive examination, and inspection services performed by Oceaneering's local and international personnel at the client's offshore and onshore facilities in West Africa. The contract, which commenced in the second quarter of 2025, has a three-year term with two one-year options to extend. *(Source: Splash24/7)*

TWO SUPPORT VESSELS, FREGAT AND BUREVESTNIK, WERE DELIVERED

The acceptance committee signed the acceptance certificates for two Project 3050.1A survey vessels, **Fregat** and **Burevestnik**. This was reported on August 19 by Rosmorrechflot. It is expected that the vessels will soon join the fleet of the Ob-Irtysh Basin Administration of Inland Waterways. The vessels will service floating and coastal signs of the shipping situation and monitor the depths of the shipping channel. A total of 13 vessels are being built within the framework of Project 3050.1A. All of them will be used by the inland waterway basin administrations subordinate to Rosmorrechflot. Earlier, six vessels of the project had already joined the fleet of river administrations. The series is

being built at the Kingisepp Machine-Building Plant (KMZ) by order of the Federal State Institution Rechvodput within the framework of the federal project "Development of the Infrastructure of Marine and Inland Water Transport" of the state program "Development of the Transport System," the agency adds. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

WINDFARM NEWS - RENEWABLES

CENTURY WIND POWER DELIVERS JACKET FOUNDATIONS FOR 1 GW HAI LONG PROJECT IN TAIWAN

Century Wind Power has delivered all three-legged jacket foundations for the 1 GW Hai Long offshore wind project in Taiwan. The delivered wind turbine jacket foundations are the largest and heaviest ever produced for a Taiwanese offshore wind farm, according to Hai Long Offshore Wind. Each stands over 90 metres tall and weighs approximately 2,000 tonnes, equivalent to the weight of 1,000 cars. It is the first project to complete foundation assembly following the commissioning of Century Wind Power's newly developed Twin Tower, marking a milestone in the localisation of Taiwan's offshore wind industry. In 2022, CSBC-DEME Wind Engineering (CDWE) selected Century Wind Power for the delivery of

21 three-legged jacket foundations to Hai Long 2a. Recently, the Taiwanese company secured a contract for the supply of wind turbine foundations for the 495 MW Formosa 4 offshore wind farm. "Our collaboration with Century Wind Power has been essential to the project's progress and is a testament to the strength and reliability of Taiwan's local supply chain. It also demonstrates that Taiwan is capable of supporting the nation's offshore wind ambitions and continues to attract investment in complex, large-scale infrastructure," said Tim Kittelhake, CEO and Project Director of the Hai Long project. The 1,022 MW Hai Long comprises two offshore wind farms, split into three sites: Hai Long 2a (294 MW), Hai Long 2b (224 MW), and Hai Long 3 (504 MW). Hai Long, jointly developed by Northland Power, Gentari, and Mitsui & Co., recently produced its first power, marking the successful energisation of the project and connection to Taipower's grid. Once operational, the project will be among the largest offshore wind farms in the Asia Pacific region, providing renewable energy to over one million Taiwanese homes. *(Source: Offshore Wind)*

SLEIPNIR INSTALLS JACKET FOUNDATION FOR EAST ANGLIA THREE OFFSHORE SUBSTATION

Heerema Marine Contractors' semi-submersible crane vessel (SSCV) **Sleipnir** has completed the installation of the pin piles and jacket foundation for the East Anglia Three offshore substation at the offshore wind farm's site in the UK. According to a weekly notice of operations from the developer, ScottishPower Renewables, issued on 11 August, Sleipnir arrived at the East Anglia Three site on 9 August and commenced installation. A Notice to Mariners from 18 August states that the work has been completed. **Sleipnir** is expected to return to the 1.4 GW UK project in November to install the substation topside. Offshore construction at East Anglia Three, located 69 kilometres off the coast of Suffolk, started in April this year, when the first of the project's 95 monopile foundations was installed. Being built by ScottishPower Renewables, the UK company of the Spanish renewable energy developer Iberdrola, East Anglia Three will comprise 95 Siemens Gamesa 14+ MW wind turbines. This July, UAE-based Masdar became a co-owner of the 1.4 GW UK offshore wind farm after signing an agreement with Iberdrola to co-invest in East Anglia Three through what the two companies said was the largest offshore wind transaction of the decade. The 1.4 GW offshore wind farm is scheduled to enter initial operation in the fourth quarter of 2026 and, once fully commissioned, will deliver enough clean energy to power 1.3 million British homes, according to Iberdrola. The project secured a 15-year CPI-linked Contract for Difference (CfD) through the UK government's AR4 and AR6 CfD auctions, and has a Power Purchase Agreement (PPA) with Amazon. For Sleipnir, this was the second offshore substation job in a span of a few weeks, as the SSCV moved to East Anglia Three shortly after it installed the jacket foundation and substation platform at the Inch Cape offshore wind farm site in Scotland. *(Source: Offshore Wind)*

EDDA WIND TAKES DELIVERY CSOV MONSOON ENABLER

Edda Wind, a leading provider of offshore wind service vessels, On Friday, 15 August 2025 announced the delivery of the **Monsoon Enabler**, a state-of-the-art Commissioning Service Operation Vessel (CSOV), from Vard Vung Tau shipyard in Vietnam. Following commissioning, the vessel will immediately begin operations in Taiwan under a fixed-term contract running through the end of 2025. **Monsoon Enabler** is one of four sister vessels designed exclusively for Edda Wind. With unparalleled flexibility and operability for operations in wind farms anywhere in the world. Prepared for zero-emission operations based on a Liquid Organic Hydrogen Carrier (LOHC) concept in addition to being methanol ready. The Commissioning Service Operation Vessel is 87,5 in length and can accommodate up to 120 persons in total. The new VARD 4 25 design is developed to meet Edda Wind's high focus on flexibility, operability, efficient logistics and environmental-friendly solutions. The vessels are designed with VARD's new hull form for optimised seakeeping abilities and low fuel consumption. The **Monsoon Enabler** has the SeaQ Integrated Bridge System installed, – a bridge solution with an intuitive user interface designed with the operator in focus. Organized to achieve a clean and efficient workspace, the bridge emphasizes ease of operation, safety, and ergonomics. *(Source: Workboat365)*

BESPOKE 100% OIL-FREE AIR COMPRESSOR PACKAGE DELIVERED TO SUPPORT OFFSHORE WIND FARM CONSTRUCTION

Global energy solutions leader Aggreko has supported Jaeger Maritime Solutions in deploying a bubble curtain for an offshore wind farm project situated off the coast of France. Before driving the turbine's piles into the seabed, a bubble curtain was required to absorb and disperse sound, safeguarding surrounding marine ecosystems from harmful noise levels and fine particles produced by underwater construction. This was when Jaeger Maritime contacted Aggreko to supply a compressed air solution capable of powering the bubble curtain for its vessel. With both businesses committed to protecting marine life while supporting the transition to a more efficient, sustainable future, Aggreko leveraged its Greener Upgrades™ portfolio to supply a bespoke package of 18 Stage V 100% oil-free air compressors, along with a 60 kVA Stage V generator to power the winch,

positioned at the stern of the vessel, used to reel on the bubble curtain. The compressors were

connected to hoses that delivered the volume and pressure needed to form the bubble curtain, minimising harmful emissions in the process. The Aggreko Remote Monitoring (ARM) service was also provided to enable real-time, offshore monitoring of the air compressor's performance. With digitalisation and data central to improving efficiency, reducing costs and lowering emissions, ARM forms a crucial part of Aggreko's specialist service to deploy correctly sized and reliable solutions to any location. David Baum, Managing Director at Jaeger Maritime Solutions, said: "Throughout the construction of offshore wind farms, protecting marine life is a top priority. We required a partner with proven project management expertise, who could not only supply 100% oil-free air compressors, but also manage the logistics and performance monitoring offshore. "Aggreko delivered a solution that was both technically sound and environmentally conscious, with their team of expert engineers with us every step of the way." 100% oil-free air compressors eliminate the need for airborne oil and prevent the risk of contamination during critical construction activities. Aggreko's range of 100% oil-free air compressors meet the strict ISO 8573-1 Class 0 certification, ensuring the highest level of air purity required for sensitive applications like bubble curtains. "This project was a great example of environmentally responsible offshore construction, and we remain committed to contributing to the continued development of renewable energy infrastructure in Europe," said Michel Maaskant, Renewable Energy Specialist at Aggreko. "From the outset, we worked closely with Jaeger Maritime Solutions to shape a solution precisely around their requirements. The result was 18 Stage V 100% oil-free air compressors that meet the stringent ISO Class 0 certification. By adopting our remote monitoring service, we were also able to minimise fuel consumption and provide insightful data to help inform the business's future projects." Watch the YouTube video HERE *(PR-Aggreko)*

BOSKALIS KICKS OFF BALTICA 2 BOULDER CLEARANCE WORK OFFSHORE POLAND

The next stage of seabed preparation for the construction of the 1.5 GW Baltica 2 offshore wind farm has begun with the arrival of Boskalis' **BOKA Falcon** vessel in Polish waters. The task of **BOKA Falcon**, equipped with two ploughs, T-Rex and Megalodon, will be to remove large boulders along the planned cable routes. T-Rex will remove dozens of large boulders from the Baltica 2 offshore wind farm area, while Megalodon will

excavate a trench for the subsequent installation of the cable. According to PGE Polska Grupa Energetyczna and Ørsted, these works are essential to prepare the seabed for the planned laying and burial of approximately 300 kilometres of export cables and about 170 kilometres of inter-array cables in 2026. In 2023, Boskalis was awarded a contract for the transportation and installation of export and inter-array cables for the offshore wind farm. In addition, the company is responsible for the levelling of the seabed, pre-trenching, and the removal of boulders. In July 2025, the vessel Olympic Electra began relocating boulders at the site located approximately 40 kilometres off the Polish coast near Ustka, marking the start of the preparatory work ahead of offshore construction. At the beginning of this year, the developers took the final investment decision (FID) on the 1.5 GW Baltica 2 project. The offshore wind farm will comprise 107 Siemens Gamesa 14 MW-222 turbines, for whose storage, pre-assembly, and offshore installation, the wind turbine manufacturer will use the Port of Gdansk. *(Source: Offshore Wind)*

MARCO POLO'S FIRST CSOV STARTS BRINGING IN REVENUE

Marco Polo's first commissioning service operations vessel (CSOV), named **Wind Archer**, has started generating income for the Group after being deployed for work in mid-April, the Singapore-based company said in a financial update on 18 August. In September 2022, Marco Polo Marine unveiled plans to build, own, and operate a CSOV to meet the increasing demand for support vessels from the offshore wind farm industry in Asia. Two months later, Marco Polo Marine's subsidiary in Taiwan, PKR Offshore, entered into an agreement with Vestas for the deployment of the new CSOV on offshore wind projects in the Asia Pacific region. Vestas and Marco Polo finalised the agreement in 2023 and, in 2024, Marco Polo said the new CSOV would go into service in October last year. In an update on 18 August, Marco Polo said the vessel was anticipated to continue to work and generate revenue in the final quarter of 2025 and 2026. The Group reported a revenue of SGD 22.2 million (approximately EUR 15 million) in its Ship Chartering business for the third quarter of its fiscal year

(ending 30 June), supported by improved charter rates across its fleet and the maiden contribution of its first CSOV, which boosted revenue. For the nine-month fiscal year period, the Ship Chartering business revenue stood at SGD 54.2 million (approx. EUR 36 million), out of which the CSOV and the three newly purchased CTVs contributed approximately SGD 11 million (approx. EUR 7 million). *(Source: Offshore Wind)*

DREDGING NEWS

VIGOR MARINE TO DRY-DOCK AND REPAIR DREDGE ESSAYONS

The U.S. Army Corps of Engineers, Portland District has awarded a contract to Vigor Marine to provide drydock, labour, materials, and equipment to drydock the Dredge **Essayons** to repair starboard hopper door. Vigor Marine will to provide mission critical drydocking and repair services to return the vessel to operational status. According to the Corps, the Vigor in Portland is the only facility that currently has an available drydock. Due to the condition of the hopper door an ocean transit is not recommended as this could cause the complete loss of the damaged door. Vigor is the only viable option to get the vessel repaired and back on the critical mission in a timely manner to meet the dredging requirements. The Government has determined this contract to be of critical importance to the operations of 2025 dredging season and that feasible substitutes are not available. *(Source: Dredging Today)*

TSHD KAWATIRI ARRIVES AT WHANGANUI PORT

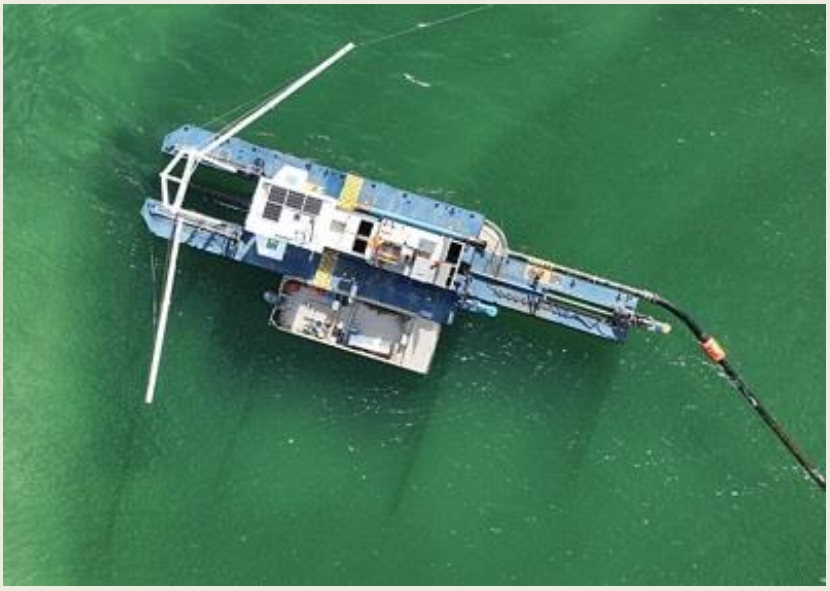
The Whanganui Port said that the trailer suction hopper dredger (TSHD) **Kawatiri** arrived yesterday, all the way from the West Coast, on loan from Buller District Council. Dredging work along Wharf 1 is set to begin today. “From Monday, the Wharf Street boat ramp will be closed temporarily to allow for the dredging operations in the Whanganui Port basin,” the Port said. “At 55 meters long, and with an additional cutter suction

pump mounted at the bow for maximum flexibility, the Kawatiri brings new dredging capability to our awa." Geoff Evans, Whanganui Port General Manager, said that the closure is necessary to complete widening of the port channel, prior to the cessation of all dredging works during the whitebait season which runs from September 1, through to the end of October. The TSHD will work alongside the Murphy Civil cutter suction dredger to speed up the works. *(Source: Dredging Today)*

EGLE GRANT TO BOOST OPERATIONS AT PORT OF MONROE, DREDGING INCLUDED

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) is awarding a $1 million Brownfield Redevelopment Grant to a project that will improve the Port of Monroe, allowing it to take in more cargo and be better prepared for emergencies. The port opened in 1940 and expanded operations over time. It is currently lacking infrastructure needed to handle international containerized cargo. The current $16 million redevelopment plan calls for three major improvements: ● Construction of a second wharf to handle and inspect larger international cargo under U.S. Department of Homeland Security and Customs and Border Protection policies, ● Construction of a readiness slip for the port's tugboat and for emergency boats used by the U.S. Coast Guard, Customs and Border Protection, and the City of Monroe, ● Improvements to the turning basin, a large area where freighters can turn around and where the port receives liquid asphalt. The second wharf and the turning basin improvements will require dredging, which is where the EGLE grant comes into play. Sediment is contaminated with metals left over from more than 100 years of heavy industrial activity along the River Raisin. Grant money will be used to help cover the cost of properly transporting and disposing of contaminated sediment. Additional project funding is coming from the U.S. Department of Transportation, the State of Michigan, and the Monroe County Brownfield Redevelopment Authority. *(Source: Dredging Today)*

NSW GOVERNMENT DELIVERS MAJOR BOOST FOR MARITIME INFRASTRUCTURE



The NSW Government is delivering a major boost for maritime infrastructure, with 46 projects funded under the $23 million Boating Infrastructure for Communities Grant Program. This key program, part of the $44 million Boating Infrastructure and Dredging Scheme, will support the delivery of projects that includes upgrades to public boating infrastructure, improvements to disability access, and the development of strategic plans for future needs to deliver safer more accessible waterways for communities across NSW. Minister for Regional Transport, Jenny Aitchison said: “From Macleay to Lake Macquarie, Ulladulla to the Hawkesbury, these investments will make a real difference, supporting tourism, local jobs and long-term economic growth in regional NSW.” One of the major investments includes $2.3 million towards the upgrade of Matty’s Flat Reserve on the Macleay River. This project will improve accessibility, enhance safety for boat launching during peak periods, and stimulate economic growth in the Macleay Valley through increased tourism and recreational fishing activity. Other significant projects include: ● $1.7 million towards the upgrade of Belmont Public Wharf to improve access to Lake Macquarie; ● $1.5 million towards the upgrade of the Ulladulla Southern Harbor; ● $1.5 million towards the upgrade of Mackerel Beach Wharf; ● $1.2 million towards the upgrade of the Lintern Street Wharf and Boat Ramp in Davistown. Further details on this grant program are available on the Boating Infrastructure Maintenance grants page. *(Source: Dredging Today)*

HIE: MORE DREDGING AT DALES VOE IN LERWICK HARBOR

Highlands and Islands Enterprise (HIE) has secured up to £1.175 million ($1.6 million) for an Ultra-Deep-Water Quay in Shetland. This funding is set to support preparatory works, dredging and deepening areas adjacent the quayside and approaches at Dales Voe in Lerwick Harbor to -16 meters. Commenting the latest news, Lerwick Port Authority Chief Executive, Captain Calum Grains, said:

"This dredging project is a significant investment in the future capability of Lerwick Harbor and the wider Shetland economy." "The support from Highlands and Islands Enterprise has been instrumental in enabling us to deliver infrastructure that will serve the energy industry for decades to come. It gives confidence in the harbour's role as a gateway for growth, and we are proud to be working together to realize that potential." HIE Shetland area manager, Katrina Wiseman, added: "Our investment in this project underlines HIE's commitment to ensuring Shetland and the wider Highlands and Islands remain at the forefront of the renewable energy transition. The development of an ultra-deep-water quay at Dales Voe will significantly strengthen the region's infrastructure, supporting the next generation of offshore energy and decommissioning activity." According to Lerwick Port Authority, Boskalis already completed the soft dredge first phase and a second hard dredging phase is now underway. The dredging works are part of a broader, multi-phase project providing infrastructure enhancements across the harbour including at adjacent quaysides, to the benefit of various sectors and all designed to future-proof Lerwick's maritime capabilities. The Ultra-Deep-Water Quay is set to increase the opportunity to secure more of the growing decommissioning sector and the developing offshore renewable sector, providing the UK with a capability to match that found overseas. *(Source: Dredging Today)*

FOYLE & MARINE: FIRST STONE SHIPMENT FOR IONA BREAKWATER PROJECT

Foyle & Marine has completed the first transhipment of rock armor to the Iona Breakwater Project for Argyll and Bute Council. A total of 11,000 tons of rock armor was delivered to Iona aboard the Barge **Silur**, towed by the tug **Raduga Lyon**. "Our dedicated crew worked around the clock, to ensure the safe and efficient discharge of this critical first load for the project," the company said. The outcomes, as a result of this infrastructure project, will be a much improved service, improved ability for lifeline services to travel to and from Iona and the facilitation of wider forms of economic development on both sides of the Sound of Iona. The function of the structure is primarily to provide defence from waves propagating from a

southerly direction and provide protection for future longer ferry vessels. Also, the breakwater will result in an overall reduction of wave heights at the structure. This will significantly reduce the risks to ferry operators and passengers and vehicles boarding and disembarking the ferry. *(Source: Dredging Today)*

YARD NEWS

KALININGRAD PLANT USC "YANTAR" MAY RECEIVE NEW ORDERS FOR RESCUE VESSELS OF THE MPSV06M PROJECT

The Baltic shipyard of the Yantar Shipyard (Kaliningrad) may in the future serve as a construction site for additional MPSV06M Project rescue vessels. This was stated in a statement by Rosmorrechflot on August 13 following a visit to the enterprise by Rosmorrechflot Head Andrey Tarasenko. During his visit to the shipyard, the head of the agency got acquainted with the progress of construction of two rescue vessels for the Federal State Budgetary Institution "Morrespassluzhba" - "**Pevek**" and "**Anadyr**". As noted by Rosmorrechflot, the lead vessel of the MPSV06M Project is on the open slipway, the hull of the first serial vessel has also been taken out of the slipway onto the open slipway. During the reworking of the project, the program for import substitution of the main equipment and components was fully implemented on the vessels. The diesel-electric icebreaker of the Icebreaker6 class is designed to increase emergency rescue readiness in the waters of the Northern Sea Route. During the working meeting, Andrey Tarasenko and Yantar PSZ General Director Ilya Samarin discussed the issues of additional loading of production capacities and the need for dredging operations in the enterprise's waters. The MPSV06M project vessels are being built within the framework of the Northern Sea Route Infrastructure Development Plan for the period up to 2035 and the federal project "Great Northern Sea Route" of the national project "Efficient Transport System". The production load of Yantar PSZ for civil shipbuilding currently consists of two orders.

NOAA HOLDS KEEL-LAYING CEREMONY FOR NEW CHARTING AND MAPPING VESSEL

NOAA leadership was joined by partners today to celebrate the keel-laying for **Surveyor**, a new charting and mapping vessel being constructed for NOAA. The vessel is being built by Thoma-Sea Marine Constructors, LLC., in Houma, Louisiana. The keel-laying is a centuries-old maritime tradition that formally recognizes the start of a ship's construction. During today's ceremony, the initials of the ship's sponsor, Tracey Brennan, the widow of NOAA Corps Rear Admiral Rick Brennan, were welded onto a steel plate that will be incorporated into the ship during construction. In 2023, NOAA announced two new charting and mapping vessels would be added to the NOAA

fleet. **Surveyor** is expected to be completed in 2027 and **Navigator** in 2028. The ships will be used

primarily for ocean mapping and nautical charting as part of NOAA's mission to deliver tools and information to help mariners safely navigate the nation's ports and harbours. "NOAA ships are instrumental in surveying thousands of square miles of our nation's waters every year," said NOAA Corps Rear Adm. Chad Cary, director of the NOAA Commissioned Officer Corps and NOAA Marine and Aviation Operations. "These new, state-of-the-art ships are another milestone in NOAA's effort to recapitalize our aging fleet and ensure that we can continue to meet our mission to support safe navigation for years to come." The name Surveyor points to one of NOAA's key missions — to conduct surveys of coasts and waterways — and it's also the name of two former ships. Like its former namesakes, the new Surveyor will be homeported in Ketchikan, Alaska. *(PR-NOAA; Future photo)*

DAMEN FOLLA KICKS OFF JOINT VENTURE WITH NEW AQUACULTURE SERVICE VESSEL DESIGN

Damen Shipyards Group and Folla Maritime have officially launched their new joint venture shipyard under the name Damen Folla, during the Aqua Nor exhibition in Trondheim. This new identity marks the next step in a partnership focused on delivering high-quality and sustainable vessel solutions for the aquaculture sector. *Strategic partnership* The introduction of Damen Folla builds on the strategic relationship, began when Damen became the majority shareholder of Folla Maritime, announced in April this year. Folla Maritime contributes decades of experience in building aluminium workboats, while Damen brings a global network, offshore expertise, and a strong track record in delivering larger, steel vessels. Together, the two companies offer an expanded portfolio for the entire aquaculture value chain; from nearshore operations to offshore support. "Damen Folla represents a new joint force for sustainable aquaculture solutions. With this joint venture, we unite local know-how with global scale," says Jeroen van den Berg, Damen Product Director responsible for aquaculture and fishing. "This enables us to provide tailor-made solutions;

from agile aluminium workboats to larger service vessels operating in rough offshore conditions." Folla Maritime sees the new name as a logical next step in expanding its offerings. "Our aluminium boats remain at the core of what we do," says Otto Sjølien CEO at Folla Maritime. "Partnering with Damen opens new opportunities for larger, more complex projects, something we're seeing growing demand for." *Latest development* As part of this joint commitment to innovation and sustainability, the new partners are proud to present in their first cooperation a

preview of their latest development: the Aquaculture Service Vessel (AQSV) 2813. Compact yet powerful, this hybrid workboat (2-3 megawatt hours) combines a spacious 160 m² deck with three large cranes, making it ideal for a wide range of aquaculture and offshore operations, from net handling and anchor installation to ROV deployment, transport and towing. With advanced dynamic positioning (DP) capability, a bollard pull of 280 kN, and future-proof design, Damen Folla says that the AQSV 2813 sets a new standard for safe, sustainable, and versatile service operations at sea. The official launch will follow soon. Damen Folla has paid special attention to the vessel's silent crew accommodation, designed to maximise comfort and well-being during extended operations. *Delivered* Damen previously supplied the Volt Processor, an advanced, multifunctional service vessel, to the Norwegian market. The Landing Utility Vessel (LUV) 2510 series has also proven successful in the UK aquaculture sector. Folla Maritime recently delivered vessels to Nova Sea and Vega Sjøfarm, including hybrid and electric-powered aluminium workboats. *(PR-Damen)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen to deliver Stan Tug 1706 ICE to Chippewas of Georgina Island First Nation*
   - *South Africa's supertugs book – on order*
   - *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*

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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