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E-mail: wwtugosvnews@gmail.com

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MIDWEEK–EDITION

TUGS & TOWING NEWS

REFINERY TUGS WINS LONG-TERM TANKER TERMINALS SUPPORT CONTRACT

A consortium of Greek and Italian tug owners has gained a long-term contract to provide towage and terminal support services with a refinery group in the eastern Mediterranean. Helleniq Energy has secured a tugboat fleet to support crude carriers and product tankers at its three refineries in Greece. A consortium of Greek and Italian tug owners has secured a long-term contract, valued at around €50M (US$59M) per year to provide towage and terminal support services to its subsidiary, Helleniq Petroleum's refineries in Aspropyrgos, Elefsina and Thessaloniki, which produce oil products for Greece and neighbouring countries. The tug owners have formed the Refinery Tugs consortium to provide 28 to 30 tugboats to handle tankers ranging from very large crude carriers (VLCCs) to product carriers at these terminals. It was formed by Spanopoulos Group, Vernicos Scafi and Nemeca Towage & Salvage, which is a joint venture between Cafimar, Fratelli Neri and Mediterranean Shipping Co. The contract with Helleniq covers terminal services for between 7-10 years with 28-30 tugs, each with either FiFi-E or FiFi1 fire-fighting systems and bollard pull ranging from 45 -90 tonnes, said a source from one of the consortium companies who wished to remain anonymous. Up to seven of these tugs are used to escort, handle, manoeuvre, berth and undock VLCCs unloading crude to the terminals, and also to provide stand-by services. Fewer are required to support product tankers. All the companies involved in this long-term contract have either taken delivery of new tugboats or have vessels on order with shipyards, ready for this major contract. Spanopoulos operates a fleet of 75 tugboats to offer harbour and ocean towage, offshore support services, salvage and emergency response, pollution control and diving operations. Vernicos Scafi has taken delivery of SVS-series azimuth stern drive tugs after their construction by Med Marine in Turkey and has two more on order for delivery in Q3 2026. Its subsidiary, Med Tugs Towing & Salvage, manages more than 20 harbour tugs operating in Greece. Nemeca, which

manages 12 tugboats and three launches, welcomed escort tug Gaia in July after it was built by Sanmar Shipyards. *(Source: Riviera by Martyn Wingrove)*

TWO TUGBOATS LANDED AT THE PORT OF VADO LIGURE.

The new moorings on the north side of the platform will allow for faster response times in case of emergency and a higher level of safety. Two tugboats will be permanently available in the port of Vado Ligure. The local harbor master's office announced this, explaining that, "thanks to two new berths in the Vado Ligure port, the four frontline tugboats included in the towage service concession in the ports of Savona and Vado Ligure are now more efficiently distributed to meet the ever-increasing needs of growing maritime traffic." "In fact," a statement reads, "at the strong urging of the Savona Port Authority and with the support of the Western Ligurian Sea Port Authority, the concessionaire for the service, Carmelo Noli, can now benefit from two new berths on the north-facing platform of Vado Ligure, with the continuous presence of two vessels in Vado and two in Savona. This allows for faster response times in the event of an emergency and therefore guarantees a higher level of safety." Pleased with the important achievement, the Port Authority Commander, Matteo Lo Presti, stated, "The use of tugboats in Vado Ligure has always faced the challenge of waiting times resulting from the sea transfer of these vessels, which are stationed solely in the port of Savona (estimated at 30-40 minutes). Thanks to the significant support of the Port System Authority and the active collaboration of the concessionaire, we have managed to address this serious shortcoming, stemming from the lack of suitable berths in the port of Vado Ligure. The new berths will allow the stable 24-hour presence of two tugboats at the Vado Ligure spring, with significant positive effects both in terms of capacity, efficiency, and prompt intervention for the port's commercial activities, and in terms of rapid response in emergencies throughout the port district." *(Source: Shipping Italy)*

BLESSEY HONORS CAPTAIN WITH NAMESAKE VESSEL

New Orleans-based Blessey Marine Services held a christening ceremony September 4 for the mv. **Capt. Jacob Garcia**, named for a longtime captain who's been with the company more than 26 years. Capt. Jacob Garcia, born and raised in Falfurrias, Texas, near Corpus Christi, Texas, started with Blessey Marine on April 13, 1999, when he was 26 years old. He spent close to 10 years as a tankerman with the company, learning all aspects of barge and vessel operations. Garcia said it was around that 10-year mark with Blessey that he knew without a doubt that he not only wanted to make a career out of working on the river but also wanted to move into the wheelhouse. "Once I made up my mind that I wanted to be a wheelman, I knew I wanted to be a captain," Garcia said. "It's challenging, but I like it. I like the responsibility." Garcia served as pilot aboard the mv. Walter Blessey Sr. and later was promoted to relief captain on that vessel. He was lead captain aboard the mv. Thomas E. Rollins and has been captain aboard the mv. Gov. Mike Huckabee since 2021. "Now after 26 years with our company, he has spent more than half his life with our Blessey family," Blessey Marine President and CEO Clark Todd said. "Jacob credits captains Rusty Hill and Wayne Mosley as mentors to him throughout his career, and I know he misses both of them, as we do." Garcia said the mentorship of Hill and Mosley went far beyond the mechanics of piloting a towboat. "I wouldn't be here without them," he said. "Rusty and Wayne taught me what it meant to be a real mariner and a leader. I carry their lessons with me every day. I know they're looking down, proud of the man and captain I've become." Garcia, in turn, has served as a mentor and role model for several younger mariners at Blessey Marine, including Mark Broxson, Shannon Lowery and Mirian Apkhazava. Garcia said it's important for mariners who want to move into the wheelhouse to be patient and take their time. "Don't rush it," he said. "You've got to know what you're doing on the deck, and that means more than just the fundamentals." Knowing all aspects of how the towboat works doesn't just make the captain a better leader. It also is crucial for crew safety, he said. Garcia said it was only about four months ago that he found out Blessey Marine was naming a boat after him. He said hearing the news from Todd was exciting and made him proud. "I've been out here almost 30 years, so it kind of made

me feel old, too," he said. Garcia, who said his mother died about three months ago, celebrated the fact that his father, Hector, was able to attend the christening and see the mv. **Capt. Jacob Garcia**. "For him to go out on the vessel and get a better understanding of what I do, it was really nice," he said. Garcia admitted he was a little nervous about breaking the bottle of champagne over the rail to christen the vessel. "But I broke it the first time," he said. "To do it myself was a unique experience." Garcia said the mv. Gov. Mike Huckabee primarily pushes tank barges between Houston and New Orleans. He's not sure where the mv. Capt. Jacob Garcia will work, but he nonetheless said he looks forward to hearing his name on the radio.

More About The Mv. ***Capt. Jacob Garcia*** The mv**. Capt. Jacob Garcia** was built at Vessel Repair in Port Arthur, Texas, based on a Sterling Marine design. The vessel measures 88 feet by 32 feet, with an 11.8-foot depth and a draft of 8 feet, 9 inches. The pilothouse eye level is 34 feet, 6 inches. The **Capt. Jacob Garcia** is built on Vessel Repair's Pacesetter design, which is a patented hull and patented flanking rudder system. The hull is a combination single chine and double chine design to increase towing performance and fuel efficiency. The vessel's asymmetrical flanking rudders accomplish the same. The 2,000 hp. vessel features a pair of Cummins QSK-38 main engines from Cummins Sales and Service and Reintjes WAF 573L gearboxes from Karl Senner LLC. The engines turn Sound Dominator propellers from Bauman Propeller. Seals and bearings are by Thordon, while shafts are by R.C. Schmidt and Sons. Service power comes from a pair of 99 kw. John Deere generators from MSI. The vessel's Dura Weld keel coolers are from East Park Radiator. Engine alarms are by Baton Rouge Marine Electronics, and the electric over hydraulic steering system is by Custom Hydraulics. Tankage aboard the mv. **Capt. Jacob Garcia** includes 33,200 gallons of fuel, 750 gallons of lube oil, 750 gallons of waste oil, 3,175 gallons of fresh water and 14,000 gallons of wash water. The vessel's potable water tank is made of 316 stainless steel to enhance purity and create a maintenance free water supply. The waste water treatment system aboard the vessel is from Sea Horse Manufacturing. On deck, the mv. **Capt. Jacob Garcia** features a pair of 60-ton electric Patterson winches and a Schoellhorn-Albrecht capstan. The crew lounge includes a 6-foot-wide

exterior window. The vessel also features five oversized staterooms, including a dedicated captain's quarters, three full bathrooms and one half bath. Wood River Electronics supplied all the electronics and communications equipment aboard the boat. Fire suppression is by Hiller Offshore, and Thermal Marine supplied the Rockwool insulation throughout the vessel. Fendering on the vessel is by Schuyler Maritime, and paint is by Coating Systems and Supply. According to Todd, the mv. **Capt. Jacob Garcia** brings Blessey Marine's fleet of towboats to around 82. The company also owns 177 barges. Over the course of the company's 47 years, Blessey Marine has christened a total of 95 vessels. From in 1978 when founder Walter Blessey began operating his own assets to today, one thing has remained constant, Todd said. "We have always put our mariners first," he said, "giving them first-class accommodations and treating everyone like family. We take great pride in our vessels and our crews, and I am proud to say that we now have yet another vessel named after our great vessel employees." Todd also thanked Kurt Moerbe, vice president of Vessel Repair. "What a beautiful vessel," Todd said. "Kurt, thank you so much for the incredible craftsmanship from you and your entire team. A special thank you to the Vessel Repair team that worked tirelessly to deliver this vessel to our family." *(Source: The Waterways Journal)*

TUGBOATS SPOTTED IN MUSEUM HARBOUR

Earlier this month, another special vessel was moored on the slipway at Museum Harbor Willemsoord. It was the **Ens**, owned by Kees Oud and Lia Krab, a motor tug with a listed status that is part of the museum harbour's ship collection. This tug was built in 1937 at the G. Bijlsma & Zn Shipyard in Wartena, commissioned by Lammert Smit. Under the name **Ens**, it sailed for various owners until 1988. That year, the **Ens** was renamed **Nes**. This name remained until the current owners purchased the tug in early 2023 and returned it to its former state. In the photo, the **Ens** is moored next to the former Rijkswerf motor tug **Y8017 Dombo** in front of the slipway. *(Source: www.maritiemdenhelder.eu; Photo Paul Schaap)*

THE PELLA SHIPYARD WILL PRESENT A NEW LINE OF TUGBOATS AT THE NEVA 2025 EXHIBITION.

The Leningrad-based Pella Shipyard will present its PE series tugboat line at the Neva 2025 exhibition. The shipyard's press service reported details to Sudostroenie.info on September 18. The PE series includes the PE-50 tugboat for ports and coastal operations, the PE-60 general-purpose tugboat for offshore missions, and the PE-80 heavy-duty escort tugboat for Arctic zones. Pella notes that all designs comply with the current requirements of the Russian Maritime Register of Shipping (RS), international conventions, and standards. The PE series designs are based on the extensive experience Pella's designers have gained working with tugboats. The vessels are characterized by their advanced technology, resistance to harsh conditions, a high degree of automation, and are designed for long-term operation with minimal costs. PE series tugboat designs will be presented at Pella JSC's stand, G3 333, in Pavilion G. In addition to their work on the exhibition stand, Pella specialists will participate in the business program of the Neva exhibition. As a reminder, the 18th International Exhibition and Conference on Civil Shipbuilding, Shipping, Port Operations, Ocean and Offshore Development, Neva 2025, will be held from September 23 to 26 at the ExpoForum Convention and Exhibition Centre in St. Petersburg. Sudostroenie.info is the event's information partner. *(Source: Sudostroenie)*

IRON DOVE RECEIVES AWARD FROM RINA

The tugboat built by Med Marine for Svitzer was included in the "Significant Small Ships 2024" list. The custom-built Med-A2800 series tugboat, delivered by Med Marine to Svitzer in April 2025, was selected for the "Significant Small Ships 2024" list by Royal Institution of Naval Architects (RINA). The 28.4-meter RAster 2800 tugboat, nicknamed "**Iron Dove**", stands out with its sustainability-focused design. Compatible with cleaner fuel options such as Hydrotreated Vegetable Oil (HVO), Ultra Low

Sulfur Marine Gas Oil (MGO), and DMA distillate, the tug contributes to emissions reductions. The statement noted that Iron Dove, with its 80-ton traction, offers optimal efficiency for maneuvering tankers, bulk carriers, and container ships. It emphasized that its robust structure and contemporary design ensure reliable and efficient operation even under challenging operating conditions. Technical specifications of Iron Drove Length: 28.40 meters; Width: 13.60 mteres; Traction power: 80 tons; Speed: 12.5 knots; Crew: 8 people. **Iron Dove** is also the first tugboat in the EMEA region to be equipped with CAT's six turbocharged 3516E min engines and SY-M propulsion system. *(Source: Haber Denizde)*

CAMORIM BEGINS OPERATION OF THE 5TH AZIMUTH TUGBOAT BUILT IN DETROIT

Units ordered at the end of 2023 received investments of around R$220 million. The company is also betting on the growth of the offshore segment and the diversification of port logistics. This week, Camorim began operating the tugboat C Harpia , the fifth and final in a series of azimuth tugs with 80 tons of bollard pull ordered from the Detroit shipyard in Itajaí, Santa Catarina. The vessel was delivered last week. In addition to harbor towing, the company has been focusing on offshore support, which is booming, and port logistics, which involves a variety of vessels, from speedboats and barges to barges and tugboats. The series of five tugboats, ordered from Detroit in late 2023, received investments of approximately R$220 million, taking inflation adjustments and other factors into account. Camorim emphasizes that these are state-of-the-art vessels built in a Brazilian shipyard, increasingly modern and with lower emissions. "We've looked at shipyards outside Brazil as options, and what we have in the domestic market is second to none compared to the best shipyards in the world. We're convinced it's at the forefront of azimuth tugboat technology," Eduardo Adami, vice president of Camorim Serviços Marítimos, told Portos e Navios. He explained that Camorim mainly adopts two distinct strategies for expanding its fleet: building harbor tugboats in Brazil and chartering offshore support vessels from abroad, backed by the tonnage that the company has been expanding over the

years. The VP notes that other companies have also made this move to bring in vessels from abroad to meet the demands of new contracts that have arisen in recent years. "We have a lot of Brazilian tonnage available to bring in vessels from abroad to operate in the offshore market. These [tugboats and supplies] are the two main segments and where we make the most investments," Adami emphasized. Camorim's offshore investments total approximately R$110 million to fulfill long-term contracts with Petrobras and support vessels for other companies. "I see the support market as buoyant, with plenty of opportunities. There are a lot of bids happening, and many opportunities on the market, mainly led by Petrobras. Our intention is to grow as much as possible, taking advantage of these opportunities, as the market is surfing a period of high tariffs," he analyzed. Adami also highlighted the contract Camorim signed for operations with Petrobras and OOS International BV, involving the chartering and provision of nautical and hotel operations services for two self-elevating Liftboat vessels . The vessels will support maintenance and readiness operations for fixed platforms that will be decommissioned in the Sergipe-Alagoas and Rio Grande do Norte-Ceará basins. From 2015 to 2019, Camorim built 11 vessels at its Rio de Janeiro shipyard, including six harbor vessels and five offshore line and mooring vessels. According to Adami, due to the offshore crisis at the beginning of this period, one of these line and mooring vessels was completed in 2024, when the market was already buoyant. The company's current fleet comprises 17 line and mooring vessels, four PSVs (supply vessels), and one anchor and mooring vessel. *(Source: Sinaval)*

AMBARLI AND KOCAELI-1 AGAIN

The cancelled **Ambarli** and **Kocaeli-1** Regional Service Area Pilotage Service tenders will be repeated. The tenders for **Ambarli**, which Mentor Kilavuzluk won with a 95 percent public share, and **Kocaeli-1** Regional Service Area Pilotage Service, which Has Kilavuzluk won with an 89.5 percent offer, which were cancelled by the Ministry of Transport and infrastructure, will be repeated. Both tenders will be held through bargaining within the scope of the provisions of Law No. 4046, based on the 40 percent share ratio specified in the additional article 1 of Law No. 618, and will be concluded through open auction. The **Ambarli** tender will be held on October 30, 2025 at 10:00, and the **Kocaeli-1** tender will be held on October 15, 2025 at 10:00 at the General Directorate of Maritime Affairs. On the other hand, the tender for the transfer of the Iskenderun Regional Service Area Pilotage Service Operating Rights, which will be held for the first time, will be held at the General Directorate of Maritime Affairs on October 1, 2025 at 10:00 *(Source: Haber Denizde)*

SMIT LAMNALCO WINS CONTRACT FOR OFFSHORE SUPPORT VESSELS

Smit Lamnalco has been awarded a multi-year contract by ExxonMobil Guyana to provide offshore terminal support services in the Stabroek block. The company will deploy four newbuild terminal

support vessels to assist with operational, maintenance, logistics, and static towage during tanker lifting at the deepwater floating production, storage, and offloading (FPSO) units located about 110 nautical miles off Guyana's coast. The vessels are being built by Uzmar in Turkey, with deliveries scheduled to begin in early 2028. "Each vessel, of RAmpage 6000-DE design by naval architect Robert Allan, will be 60 meters long, with a bollard pull ahead exceeding 130 tons (astern 120 tons bollard pull), and will feature DP2 class dynamic positioning systems. Additionally, the vessels will have FIFI-1 firefighting capabilities and equipment for emergency response situations," Smit said. *(Source: OER)*

MULTRATUG 3 RETURNS

For the third time this year, our port has been visited by the **Multratug 3** of Multraship Towage & Salvage from Terneuzen. After sailing from Vlissingen to Den Helder, the 32-meter tug moored at one of the small jetties behind the Blue Port Centre. The **Multratug 3** is a Damen Azimuth Stern Drive Tug 3213 and was launched in 2010 at Damen's Song Cam shipyard in Vietnam. Its bollard pull is 95 tons and its top speed is almost 14 knots. The ASD tug sails under the Dutch flag and has Terneuzen as its home port. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

DONJON MARINE ACQUIRED BY INVESTMENT FIRM TALLVINE

Investment firm Tallvine Partners, Coral Gables, Fla., on Monday announced its acquisition of Donjon Marine Co. LLC, Hillside, N.J., a marine services company with operations across the United States. Financial terms were not disclosed. Founded in 1964, Donjon Marine performs dredging, salvage, emergency response, heavy lift, towing, and environmental remediation. The company operates a fleet of more than 70 vessels, along with over 1,000 linear feet of berth space and a daily spoils processing capacity of 4,500 cubic yards in the New York and New Jersey harbors. It also operates a shipyard in the Great Lakes with a 1,250' drydock and over 200,000 square feet of production space on 44 acres. Donjon Marine employs more than 270 people and will continue to operate under its existing brand. John A. Witte, Jr. will remain CEO of Donjon Marine, supported by Thomas and Paul Witte. Industrial partnership will be provided by Thoroughbred LLC, led by cofounders and managing partners Charles Wesley and Aaron Bowlds. The deal marks the formation of Tallvine's third platform and the launch of its North American marine infrastructure strategy, the company said. "The launch of our marine infrastructure platform and acquisition of Donjon Marine underscore our commitment to investing in resilient, essential infrastructure that supports global commerce, advances environmental stewardship, and delivers stable, recurring cash flows," said Thomas Lefebvre, partner and CEO of Tallvine Partners. "With its long-standing reputation for safety, excellence, and service, Donjon Marine is an ideal cornerstone for this platform. We are thrilled to partner with the Witte family and Donjon Marine's executive team, world-class leaders in the marine sector, to drive the platform's growth together." Victor Sosa, partner at Tallvine Partners, said, "We view this acquisition and partnership as a highly compelling opportunity to build a leading marine infrastructure platform across North America. We look forward to working closely with the team to pursue exciting initiatives, including expanding our geographic reach and service offerings, driving the growth and modernization of our fleet, and executing strategic acquisitions in the sector." "This is a truly transformative moment for Donjon Marine, and I am thrilled and honored to continue leading the platform," said John A. Witte, Jr., CEO of Donjon Marine. "With a shared commitment to long-term investment, strategic growth, and innovation, we are poised to build upon Donjon Marine's proud legacy, expand our reach, and

continue to provide the highest level of service to our clients while seizing exciting new opportunities in the marine industry." *(Source: Workboat; Photo: Donjon Marine)*

ACCIDENTS – SALVAGE NEWS

TUGBOAT SINKS, SPILLS HUNDREDS OF GALLONS OF FUEL AND OIL AT EVERETT MARINA.

Cleanup crews said they've recovered close to 900 gallons of diesel fuel and lube oil from Sinclair Inlet after a 130-foot tugboat sank in Bremerton. At approximately 4 p.m. Wednesday, a boat called the "Dominion" sank next to a dock at the Bremerton Marina. On Friday, officials set up a unified command team to deal with the leaking fuel that consisted of the Coast Guard, the Washington State Department of Ecology, and private contractors. Officials at Coast Guard Sector Puget Sound said the first reports of the sinking tug came in to their headquarters Wednesday afternoon. The boat's owner reported an unknown amount of diesel fuel and about 200 gallons of lube oil were aboard the vessel when it sank. Authorities deployed a containment boom and used absorbent pads to try to recover the product from around the Dominion. A supplemental boom was also put in place to collect fuel and oil that shifted with Puget Sound tide changes. Contractors are also using vacuum trucks and skimmers to recover the leaked product. The Coast Guard is trying to keep boat traffic from interrupting cleanup efforts. It has established a "no-boating zone" from the Manette Bridge to the Bremerton Ferry Terminal. Non-commercial vessels are being kept out of an area that extends 200 yards from the Bremerton Marina breakwater. On Thursday, a day after the tugboat sank, divers conducted sounding operations to try to determine how much fuel remained in the vessel's tanks. It's unclear exactly what caused the tug to sink, but an official investigation is underway. The Coast Guard is implementing an Oil Spill Liability Trust Fund to help pay for the cleanup operations and to help prevent damage to the

environment. Officials at the Washington Department of Ecology have also put together two shoreline cleanup assessment teams. They will monitor the area for any damage to wildlife due to oil or fuel in the water. State officials are asking anyone who has observed oiled wildlife to call a special hotline at (800) 22-BIRDS. Officials want people to report details about where the affected areas are, what was seen, and what wildlife was affected by pollution. Officials are also asking people to avoid the area. Contractors trained to deal with spills are working to clean up the pollution. Authorities say no help is needed from anyone wishing to volunteer, by assisting with the cleanup operation right now. In fact, they say people who come to take a look at the spill scene may actually hinder the teams who are responding to the spill. Coast Guard officials say there is also a team currently working on a salvage plan to raise the vessel. According to the Department of Ecology, two shoreline cleanup assessment teams conducted surveys along Point Washington Narrows from Lions Park south to the Manette Bridge. They did find some weathered oil in that area, but authorities said it's unlikely any of that oil came from the **Dominion**. Crews will conduct at least one more shoreline survey for the incident. As of Friday, officials said there have been no reports of affected birds or other wildlife. *(Source: MyNorthWest)*

PLEASURE YACHT OVERRUN BY INLAND VESSEL ON PRINCESS MARGRIET CANAL

A pleasure yacht was run over by an inland vessel on Monday afternoon on the Prinses Margrietkanaal near the Fonejachtbrug bridge south of Leeuwarden; Netherlands. Fire department divers are currently searching the yacht for any occupants. So far, no survivors have been recovered from the water. Around 2:30 PM, emergency services were called to a collision between the 86-meter inland vessel **Spes-Vera** and a pleasure craft near Warten. The inland vessel is lying across the waterway. The cause is not yet known. A rope was brought from the inland vessel to the sinking yacht. Several emergency services from the region are on the scene, and an emergency helicopter has been dispatched. The condition of the people involved, the number of casualties, and the number of passengers on board are currently unknown. The name of the pleasure craft or its type are unknown. "We are busy providing assistance, and our primary concern is for the possible victims," says spokesperson Marko Kinderman of the Fryslân Veilig Safety Region. The Frisian emergency services are currently fully deployed, having escalated to "GRIP 1" for coordination and coordination. In addition, several fire brigade units, including more divers and fire boats, are en route to provide assistance. KNRM (Royal Netherlands Sea Rescue Institution) and police boats are also present. Firefighters are currently dispatched with units from Grou, Burgum, Oudega, Sneek, Leeuwarden, and Langweer, among other locations. The **Spes-Vera**, built in 2001, was en route from Groningen to Lelystad, empty. The Princess Margriet Canal is closed at kilometer 75. Three vessels are currently waiting, including the cement tanker **Admiralengracht** and the pushboat **Bo Chris Jr**. *(Source: Schuttevaer; Foto ProNews Producties)*

WORK ON THE GROUNDED MSC BALTIC III HAS TURNED TO KEEPING THE VESSEL STABLE THROUGH THE COMING WINTER.

Containers with rotting food remain trapped on MSC Baltic III. Spoiled food in submerged containers aboard the MSC Baltic III is generating foul odours as the grounded container ship remains stranded off Wild Cove, Newfoundland, more than seven months after it ran aground. The 2,478-TEU vessel has been sitting on the seabed since 15 February and cannot be refloated due to "significant" holes in its hull.

Salvage work has instead focused on removing fuel and cargo, though progress has been slowed by harsh sea and weather conditions. So far, a total of 399 containers have been removed from the vessel. Authorities said 1,665.7 cubic metres of heavy oil and pollutants have already been cleared. Of 73 containers still on board, most lie below deck underwater, requiring draining and lifting before they can be removed, which, according to the authorities, is a complex process and is being advanced as weather conditions allow operations to continue safely. "Fluctuating levels of hydrogen sulfide gas have been detected onboard the MSC Baltic III due to spoiled food in some of the cargo. This is generating an unpleasant smell in the area of the vessel. The levels are being continuously monitored and precautions are being taken by crews working on site. There is no risk to the public," the Canadian Coast Guard said. The Coast Guard added that ballast water is being

pumped into the **MSC Baltic III** to stabilise the grounded ship ahead of winter. MSC, the vessel's owner, has requested the ship be winterised, and regular dive surveys of the hull are under way to monitor the underwater condition and guide winterisation efforts. Coast guard crews continue to observe small tar stains in Cedar Cove and on nearby shorelines, and clean them as they are found. Construction of a cableway from the shore to the vessel is ongoing to give salvage personnel safe access to the vessel. **EEMS Dublin**, a Dutch-flagged general cargo vessel operated by the shipping company Amasus Shipping, remains on site as a support vessel to facilitate the transfer of personnel and containers. Officials said the ship will stay at the location until container operations are complete and the cableway is finished. On-water and shoreside surveys, together with drone overflights, continue to monitor for pollution as weather permits. *(Source: WorldCargo News)*

TWO SALVAGE VESSELS ARRIVE IN CANADIAN ARCTIC TO BEGIN REFLOATING OF GROUNDED 'THAMESBORG'

A tug and an ice-class cargo vessel have arrived in the Canadian Arctic to begin efforts to refloat the Dutch-flagged **Thamesborg**. The 21,359-dwt vessel has been aground on a shoal along the Northwest Passage since earlier this month. **Thamesborg** was carrying a load of carbon blocks from Lianyungang, China to Baie-Comeau, Canada when the modern ice-class vessel struck a shoal in the Franklin Strait. Parts of Canada's Arctic waters remain poorly mapped with many surveys conducted decades ago and at low resolution. Shipping experts point out that the usual shipping lane passes further west through the Strait. It is unclear why **Thamesborg** selected an easterly route. The 450 tonnes tug **Beverly M I** was dispatched from Belledune, New Brunswick on September 9 arriving at the incident site over the weekend. With 4,000 horsepower the tug has a bollard pull of 71 tonnes. The same tug assisted Wagenborg's general cargo ship **Tiberborg** when it went adrift in Baffin Bay in mid-August. **Beverly M I** escorted **Tiberborg** back to Baie-Comeau. In addition to the tug a Norwegian-flagged ice-class reefer cargo ship has now arrived alongside **Thamesborg**. The 4,230-dwt **Silver Copenhagen** traveled from the Baltic Sea with a stop in Greenland's Nuuk. It has a 1B ice-class, key to safely operating in the Canadian Arctic as winter sea ice will start to return in the coming weeks. With a draft of just 6 meters

Silver Copenhagen was able to safely pull up alongside **Thamesborg** to facilitate the transfer of its cargo. "Weather permitting, it is expected that the first part of the salvage operation will start over the course of this week with part of the cargo of **Thamesborg** being transshipped to one of the

attending salvage vessels," the vessel's manager Wagenborg stated. Inclement weather forced a temporary delay of some operations last week. A third salvage vessel is also underway to the incident location and will assist in the last part of the salvage operation, according to the company. Coast Guard officials approved the company's plan for the safe refloating of the ship last week. The icebreaker Des Groseilliers remains on standby in the vicinity as well. Continuous inspection of Thamesborg through ROV surveys confirms that fuel tanks and cargo holds remain intact. *(Source: gCaptain)*

FIVE SUNKEN SHIPS WILL BE DISPOSED OF IN THE FAR EAST BY THE END OF THE YEAR.

By the end of 2025, the Ministry of Transport, Rosmorrechflot, and the Ministry of Natural Resources, together with the Far Eastern regions, will develop a site-by-site plan for the recovery of sunken ships through 2030. Deputy Prime Minister Dmitry Patrushev gave this order at a meeting dedicated to the implementation of the federal project "General Cleanup" of the national project "Environmental Well-Being," Rosmorrechflot reported on September 19. According to Dmitry Patrushev, work to eliminate accumulated environmental damage is being carried out in several areas, and a list of 50 sites to be eliminated by 2030 is being compiled. The meeting also discussed the clearing of waters from sunken ships that

impede navigation. Five sites will be removed in the Far East in 2025. The federal project "General Cleanup" has been implemented since 2022. From 2022 to 2024, 213 objects were eliminated as part of the project in the waters of six constituent entities of the Russian Federation: Kamchatka, Khabarovsk, and Primorsky Krais, Magadan and Sakhalin Oblasts, and the Chukotka Autonomous Okrug. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

MARITIME RESCUE COMES TO THE AID OF THE SHIP "STORM I", DAMAGED AS IT LEFT THE FERROL ESTUARY

The general cargo ship "**Storm I**" (IMO 9212448), registered in Panama, suffered an engine failure as it was leaving the Ferrol estuary and was left adrift off Cape Prioriño Chico, reports Eloy Ferreiro Nieto. The Sasemar tugboat "**María de Maeztu**" came to its aid, as well as the tugs "**Ibaizabal Cinco**" and "**Punta Redonda Uno**" and, with the intervention of Ferrol Pilots, it was left in safekeeping without docking in the outer port of Caneliñas, where the damage was repaired and it continued its journey to Aveiro. *(Source: Puente de Mando; Photo: Eloy Ferreiro Nieto)*

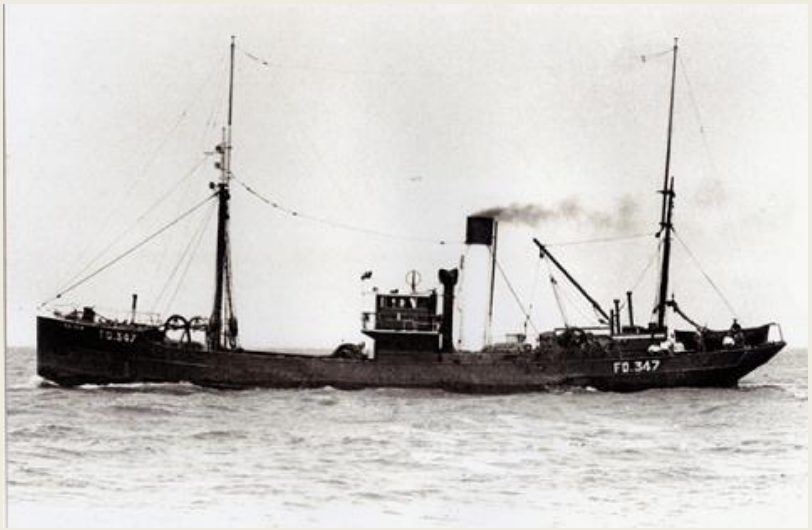
A DRY CARGO SHIP AND A PASSENGER BOAT COLLIDED IN THE BOSPHORUS: 12 INJURED

A passenger ferry traveling from Beşiktaş to Üsküdar collided with a dry cargo ship passing through the Bosphorus. The passenger ferry sustained damage and 12 passengers were injured. The captains of the ferry and the ship were taken into custody. The passenger boat **Kamil Sayın**, en route from Beşiktaş to Üsküdar, collided with the Panama-flagged dry cargo ship **Artvin** on the Bosphorus. While no one was reported to have fallen overboard, 12 people on the passenger boat were injured. The passenger boat was docked at Paşalimanı Pier. The 12 injured passengers were taken to hospital by ambulance. The dry cargo ship was towed to a safe area by Coastal Safety teams and anchored for damage assessment. On the other hand, it was learned that the treatment of the injured passengers continues and their condition is good. *Captains Detained* An investigation has been launched regarding the incident. *Statement from the governor's office* The Istanbul Governorship made a statement regarding the incident. *The explanation is as follows:* "On Friday at

around 20:30, a passenger boat and a Panama-flagged dry cargo ship collided off the coast of Salacak, Üsküdar. As a result of the collision, 8 of the passengers on the passenger boat were injured. Following the accident, the ships involved were withdrawn from the Bosphorus traffic lane, and our injured citizens were taken to nearby hospitals. An investigation has been launched into the incident. *Statement from the ministry of transportation* The statement made by the Ministry of Transport and Infrastructure noted the following: "Upon information that the ship named **ARTVİN** and the passenger boat named **KAMİL SAYIN** collided off the coast of Üsküdar in the Istanbul Strait, the **KEGM-3** and **KEGM-4** fast rescue (life saving) boats belonging to the General Directorate of Coastal Safety of the Ministry of Transport and Infrastructure were immediately directed to the scene of the incident. Following the incident in which 12 people were injured, the passenger boat named **KAMİL SAYIN** was docked at Üsküdar Pier and it was reported that all passengers, including the injured, were evacuated, and the boat in question docked at Harem under the escort of our **KEGM-3** boat. The ship named **ARTVİN** is arriving at Büyükdere under the escort of our **KEGM-4** boat and a pilot. "There was no loss of life or environmental pollution in the incident." *(Source: Deniz Haber)*

REMEMBER TODAY

S.S. CALDEW (TRAWLER) – 24TH SEPTEMBER 1939



Caldew was a British steam fishing trawler. Launched in 1914 as **Maristo**, she was requisitioned by the Royal Navy for service in the First World War the following year. **Maristo** survived the war and resumed trawling for the next two decades, being renamed **Caldew** in that time. She collided with fellow trawler **Ospray II** in 1935, sinking the latter ship. On 27 September 1939, four weeks after the outbreak of the Second World War, **Caldew** was intercepted by the German submarine **U-33** on a normal fishing trip south of the Faroe Islands. The submarine proceeded to order the trawler's crew into a lifeboat, after which **Caldew** was sunk by **U-33's** deck gun. The crew were rescued but were captured by a German

destroyer, who interned them in Germany. The crew of **Caldew** were not liberated until the end of the war, and were the only British fishermen to be taken prisoner during the war. *Construction and design* **Maristo** (Official Number 128769) was constructed in North Shields by Smith's Dock Company Ltd., who also constructed the 97-horsepower (72 kW) T.3-cylinder engine. The steam trawler measured 257 gross register tons (GRT) and 115 net register tons (NRT), with a length of 129.7 ft (39.5 m), a beam of 23.5 ft (7.2 m), and a height of 12.7 ft (3.9 m). **Maristo** was launched on 10 May 1914 and was registered in Milford Haven by owner James Thomas on 6 November of the same year. *History - Early service* In December 1915, a year after **Maristo's** registration, the trawler was requisitioned by the Royal Navy for active service in the First World War. During the conflict, the trawler was based at Portsmouth as a minesweeper and was armed with a 12-pounder gun. At some point in 1917, **Caldew** claimed an unconfirmed kill on a German submarine along with the armed trawler **HMT Caliph**. The trawler was sold to Wyre Steam Trawling Co. Ltd of Fleetwood on 26 October 1917 and was returned to the company in September 1919, ten months after the end of the war. **Maristo** had been renamed **Caldew** by 30 September 1921, as she was registered at Fleetwood under the latter name on that day. On 14 February 1931, **Caldew**, along with fellow trawlers **Dhoon** and **River Clyde**, responded to a distress call made by the Finnish steamship **Malve**, which had run aground on the island of Tiree in gale-force winds. The three trawlers stood by to assist, but Malve failed to refloat and was eventually abandoned by its crew. 4 years later, on 6 April 1935, **Caldew** collided with fellow Fleetwood trawler **Ospray II** while trawling south of Gigha. The collision tore a large hole in the **Ospray II**, causing fatal damage and leading to the trawler's sinking less than an hour later. The two skippers of the trawlers were blamed in an inquiry for not keeping watch at the time of the collision, and both had their certificates of competence revoked for a year. The **Caldew** was sold to St. Andrew's Steam Fishing Co Ltd. in 1938. *Sinking* On 16 September 1939, fifteen days after the outbreak of the Second World War, **Caldew**, captained by Skipper Thomas Kane with twelve crewmen on board, set sail from Fleetwood to the Faroe Islands fishing grounds. After landing one of the crew members in the Faroes on 21 September, the ship began to trawl off the island chain. On 24 September, **Caldew** was stopped by the German submarine **U-33** south of the Faroes. The crew were ordered to sail away from the ship in a lifeboat, after which the trawler was sunk by the German submarine's 8.8 cm SK C/35 naval gun at 60.47°N 6.20°W. **Caldew's** crew were rescued by the Swedish steamer **Kronprinsessan Margaeta**, which itself was intercepted by the German destroyer **Friedrich Ihn** and torpedo boat **Iltis** on 27 September. The destroyer interned the crew and transported them to Germany, where they were held at Sandbostel and Milag 8 prisoner of war camps. Skipper Kane and three hands were repatriated in prisoner exchanges during the war, while the remainder of the crew were liberated at the end of the war. **Caldew** was the forty-second ship and the fifth trawler to be sunk by U-boats during the war, while the crew were the first Allied seamen and only British fishermen to be taken prisoner by German forces during the war. *(Source: Wikipedia; Photo: Fleetwood Maritime Heritage Trust and The Bosun's Watch)*

OFFSHORE NEWS

SHEARWATER GEOSERVICES RETURNS TO INDIA FOR 'TENTH CONSECUTIVE SEASON'

Norway's Shearwater GeoServices has secured more work in India as part of a new contract with state-owned Oil India Limited that will see two of its vessels deployed. The combined 3D and 2D seven-month seismic survey will begin in the fourth quarter of 2025 and will cover the Mahanadi and Krishna-Godavari fields, regions said to be rich in potential. The project will see the acquisition of approximately 5,000 square kilometres of 3D seismic and over 4,000 line-kilometres of 2D data.

"Shearwater is returning India for our tenth consecutive season to acquire high-quality data. We are a significant contributor to India's strategy of lowering the country's energy deficit, having supported both the National Seismic Program and Indian oil companies with 2D, 3D and OBN data acquisition," said Irene Waage Basili, CEO of Shearwater. "Building understanding of the geology in this promising region is key to unlocking future investment opportunities for our client." At the end of 2024, Shearwater was awarded a large 2D towed streamer seismic survey contract by Oil India Limited, covering 14,500 line kilometers off India's East Coast in the Bay of Bengal. As for the company's most recent news, last month the Norwegian firm reported the award of Ghana's first deepwater OBN seismic survey. *(Source: Offshore Energy)*

SEABIRD EXPLORATION BAGS SURVEY WORK

SeaBird Exploration, part of SED Energy Holdings, has signed a contract for ocean bottom node source work for its survey vessel, **Eagle Explorer**, in the Western Hemisphere. The contract has a firm duration of approximately three months, with options that could extend the total period to four months. Commencement is expected by mid-November 2025. Finn Atle Hamre, CEO of SeaBird, stated: "We are pleased to see continued high demand for our vessels, which confirms our consistent delivery of safe, dependable,

and efficient results." The 2009-built **Eagle Explorer** joined SeaBird's fleet in 2018. The vessel can operate worldwide as either a 3D, 2D or source vessel. (Source: Splash24/7)

PROSAFE'S 2015-BUILT VESSEL GETTING READY FOR ITS AUSTRALIAN JOB

Prosafe, an Oslo Stock Exchange-listed semi-submersible accommodation vessel owner and operator, has provided insight into the recent activities of its fleet, confirming the start of preparations for work that one of its units will begin in Australia next quarter. The 2015-built **Safe Boreas**, which was in Norway before beginning its relocation to Asia Pacific, is in the Singapore region in preparation for its upcoming contract in Australia. The start-up window for this assignment is currently November 16 to December 15, 2025. **Safe Boreas** has been receiving a standby rate since the start of September 2025. This unit is perceived to be a highly advanced and efficient DP3 semi-submersible ASV, with beds for 450 persons. **Safe Boreas** was built at Jurong Shipyard, Singapore, to the GVA 3000E design and is equipped with a DP3 system and a 12-point wire mooring arrangement. The ship also has a large deck area of more than 1,000 square meters and two 50-ton cranes for maintenance and construction support capabilities. The other vessels in Prosafe's fleet continue with business as usual. While the company claims that **Safe Notos**, **Safe Zephyrus**, and **Safe Eurus** operated in Brazil at full capacity in August 2025, achieving 99% utilization, **Safe Caledonia** maintained 100% commercial uptime at the Captain field in the UK. Reese McNeel, Interim CEO and CFO of Prosafe, commented: "Prosafe continues to deliver high commercial uptime and good operating performance on all vessels. **Safe Caledonia** is performing very well with options available beyond the current fixed term ending in December. "It is also encouraging to see new contract opportunities for **Safe Caledonia**, particularly from end 2026 and in 2027. **Safe Boreas** is now on standby, and preparations are well underway for full contract start-up in the fourth quarter. Following that, all high-end units will be on contract into 2027, supporting increased earnings." *(Source: Offshore Energy)*

RESEARCH & SURVEY VESSEL – OCEAN VANGUARD

The research and survey vessel **Ocean Vanguard** (Imo 9062934) arrived in the Port of Durban at 15:15 on Monday 15 September 2025, having arrived off port from Cape Town a short while earlier. Her presence in port last week is a reminder of the critical role hydrographic and geophysical surveys play in shaping port infrastructure, offshore energy planning, and maritime safety, among other reasons. Built in 1993 by Scheepswerf Visser in Den Helder, Netherlands, the 32-year old vessel was originally launched as **Geo Prospector**, later renamed **Geo Pacific**, before assuming her current identity as **Ocean Vanguard**. She now sails under the Marshall Islands flag, operated by Ocean Infinity, a marine robotics company known for deploying autonomous and crewed vessels for

deep-sea data acquisition. Ocean Infinity is the company that was behind and involved with the

successful 2022 mission to locate the Endurance – the long-lost ship of Ernest Shackleton's infamous Antarctic expedition. Readers will recall the involvement of the South African research ship **SA Agulhas** which was charter to that successful expedition. *Vessel Particulars:* • IMO: 9062934; • Length overall: 56 metres; • Beam: 12 metres; • Deadweight: 344 tonnes; • Propulsion: Twin screw diesel-electric, driven by Caterpillar 3512B engines, each rated at 1,500 kW; • Speed: Service speed approx. 10 knots; • Callsign: V7A6420; • MMSI: 538010990. Her propulsion system is designed for low-vibration, low-noise operation — essential for precision survey work. The vessel is equipped with multibeam echo sounders, side-scan sonar, sub-bottom profilers, and magnetometers, allowing her to map the seabed in high resolution and detect anomalies beneath the surface. *Past Missions and Notable Work* In fact **Ocean Vanguard** has a storied career in subsea exploration. She was previously involved in deepwater cable route surveys across the Indian Ocean and has supported offshore wind farm development in European waters. Her operators, Ocean Infinity, are also known for their role in the search for Malaysia Airlines Flight MH370, deploying autonomous underwater vehicles from similar platforms. *A Platform for Precision* With her compact size, low draught, and advanced instrumentation, **Ocean Vanguard** is well-suited to operate close to shore and in constrained environments. Her onboard labs allow real-time data processing, and her crew can include hydrographers, geophysicists, and marine engineers — all working to translate sonar pulses into actionable insights. **Ocean Vanguard** will remain in port until Wednesday 24 September. *(Source: African Ports & Ships; Photo: Jumaine Kruger)*

THE VESSEL "PRYSMAN CABLE ENTERPRISE" ARRIVES IN LA PALMA TO LAY THE ELECTRIC CABLE.

With the laying of the electric cable between La Gomera and the southwest of Tenerife now

complete, the British-flagged cable vessel "**Prysman Cable Enterprise**" (IMO 8645806) is currently in the port of Santa Cruz de La Palma for the same purpose, as can be seen in the photo by our contributor José Javier Pérez Martín. The story of this ship, which is visiting the port of Santa Cruz de La Palma for the first time, is curious. Owned by Falmouth-based Prysmian Group UK, the vessel is unique in that its engine room is located forward of the superstructure. The carousel has a 4,000-tonne cable capacity, which it deploys and retrieves from the stern, as well as DP2 dynamic positioning and accommodation for 80 people. With a weight of 9,017 gross tons and a deadweight of 1,054 tons, it measures 124.32 m in length, 31.60 m in beam, 6.80 m in depth, and 4.93 m in maximum draft. It is powered by a Cummins diesel-electric system with a combined output of 12,000 horsepower and maintains a speed of 6.5 knots. Built at the Esprit Engineering shipyard in Batam, Indonesia, it entered service in October 2001 as the "**Smit Anambas**," then a non-propelled barge. Following its conversion in 2012, it was renamed "Cable Enterprise." It has held its current name since 2024. *(Source: Puente de Mando)*

RESEARCH VESSEL TO RETIRE AFTER 50 YEARS AND ONE MILLION MILES AT SEA

After almost five decades of service, the research vessel **Endeavor** will complete its final mission on Sept. 20 before being retired from the U.S. oceanographic fleet. Owned by the National Science Foundation (NSF) and operated by the University of Rhode Island's Graduate School of Oceanography (GSO) under a charter agreement, the 185'x33' Endeavor has been at sea since 1975. GSO's website said the vessel averaged about 200 days a year underway, carrying scientists, engineers, technicians, students, and teachers on more than 700 missions and logging more than one million nautical miles. "The **Endeavor** has been a cornerstone of ocean science for nearly half a century," URI officials said. "Its contributions to research and education have been felt locally in Rhode Island and across the globe." The **Endeavor** is one of the Oceanus-class research vessels, built in 1976 by

Peterson Builders Inc., Sturgeon Bay, Wis., and designed by John Gilbert Associates. The ship underwent a major mid-life refit in 1993. Throughout its career, the vessel supported approximately 736 scientific expeditions, hosted more than 8,000 scientists, and stopped in 22 countries including Barbados, Bermuda, Brazil, Peru, Panama, Costa Rica, Mexico, Ecuador, Haiti, Canada, Iceland, Norway, France, Portugal, Spain, Turkey, Monaco, Greece, Ukraine, Senegal, and Namibia. Its deepest instrument deployment reached 28,543', and its longest single cruise lasted 38 days. The vessel cruises at 10 knots with a maximum speed of 14 knots. Its range is 8,000 nautical miles at 12 knots, with an endurance of 30 days. The **Endeavor** carries 56,100 gals. of fuel and 8,200 gals. potable water. Onboard evaporators produce 2,400 gals. per day and reverse osmosis systems produce 1,200 gals. per day. A typical complement consists of 12 crew, along with 13 to 14 scientists and one to two marine technicians. Propulsion on the vessel is provided by a GM-EMD 16-645-E5 diesel engine producing 3,050 hp at 900 rpm, driving a single controllable-pitch propeller inside a Kort nozzle through a 3.75:1 reduction gear. Maneuverability is enhanced with a J. Samuel White 320-hp waterjet bowthruster, powered by a DC variable-speed drive. Ship's service power comes from twin Caterpillar 300-kW generators, one Caterpillar 175-kW generator, and a John Deere 40-kW emergency generator. The **Endeavor** will return to URI's Bay Campus pier in Narragansett, R.I., on Sept. 20 at 3 p.m. ET following its last scheduled mission. Its retirement marks the close of a long-running chapter in East Coast marine science. Tours for the public and media are planned Oct. 4–5, with limited availability. *(Source: Workboat; Photo: University of Rhode Island)*

TAMPNET SECURES ROAM-FREE MOBILE COVERAGE FOR NORTH SEA ASSETS

Tampnet, a Norway-headquartered provider of offshore high-capacity and low-latency connectivity services, has signed a long-term mobile-sharing agreement with Dutch mobile phone company ODIDO Netherlands covering assets in the North Sea. Under the deal, the two will share offshore mobile networks in European waters and the Dutch continental shelf, allowing over 100,000 offshore workers and visitors to use them without roaming fees as part of the EU's Roam Like at Home regime. The new network will be shown on devices as ODIDO@SEA. "This partnership means that offshore workers can finally stay connected without worrying about the high roaming costs. For people working weeks at sea, being able to use their phones like at home is more than convenience – it's quality of life," noted Elie Hanna, CEO at Tampnet. In addition to the Netherlands, Tampnet already operates close to 300,000 square kilometres of mobile LTE coverage in the North Sea, spanning the UK, Danish, and Norwegian continental shelves. The latest deal will create what the Norwegian player claims is the largest and most integrated offshore mobile network

in Europe. ODIDO's CEO Søren Abildgaard said that connectivity is a basic expectation both in cities and at sea. "By teaming up with Tampnet, we're making sure our customers and partners can work, connect and share from offshore installations and vessels with the same confidence and simplicity they enjoy on land." The partnership entails ODIDO sharing its offshore sites with Tampnet, handing over operational responsibility while maintaining its mobile services. Additionally, KPN and Vodafone Netherlands users will also get extended offshore coverage under their existing roaming agreements. Tampnet believes the agreement paves the way for advanced mobile services at sea, including the deployment of 5G standalone and network slicing to support mission-critical services, push-to-talk (PTT/MCX) for public safety and enterprise users, and collaboration on private 5G networks and edge computing for offshore platforms. This follows two deals the service provider secured in August, one to provide a private 4G/5G network on the Island Innovator harsh-environment rig, and the other to equip FPSO Jotun working at the Balder field with a full private multi-access edge compute (PMEC)-enabled private network. *(Source: Offshore Energy)*

ALLSEAS SECURES MAJOR DECOMMISSIONING CONTRACT FOR BRAE ALPHA PLATFORM

TAQA UK has awarded Allseas the contract for the engineering, preparation, removal and disposal (EPRD) of the Brae Alpha platform in the UK Central North Sea. Located 270 kilometres northeast of Aberdeen, Brae Alpha has been a cornerstone of UK offshore energy since production began in 1983. The decommissioning scope covers the 33,000-tonne topsides, 13,000-tonne jacket and 34 conductors, with execution planned between 2028 and 2032. The campaign will be carried out by Allseas' heavy lift vessel **Pioneering Spirit**, supported by the construction vessel **Oceanic**. At least 95% of recovered materials will be reused or recycled. This latest award follows the 2022 Northern North Sea (NNS) decommissioning contract under which Allseas is removing TAQA's Eider Alpha, Tern Alpha, North Cormorant and Cormorant Alpha platforms. "We are proud to continue working with TAQA on this next phase of their decommissioning journey, which will see the Brae Alpha topsides removed by Allseas' single-lift capability," said Allseas' President, Pieter Heerema. Aberdeen-based TAQA manages the UK North

Sea exploration and production portfolio for UAE-headquartered utilities and energy group Abu Dhabi National Energy Company (TAQA). The earlier NNS contract comprises the removal of four platform topsides and three steel supporting jackets with a combined weight of around 114,000 tonnes, making it the largest single offshore UK Continental Shelf decommissioning contract scope to date. **Pioneering Spirit**, engineered entirely in-house by Allseas, has transformed offshore operations with its groundbreaking single-lift technology. The vessel enables the installation or removal of platform topsides up to 60,000 tonnes and jackets up to 20,000 tonnes, reducing offshore work by quickly transferring complex activities onshore where they are safer and more cost-effective, minimizing risk, costs and development. *(Source: gCaptain)*

EVENT NEWS

FURIADE MAASSLUIS

Dit jaar wordt de 44e editie van de Furieade gehouden in en rond de historische binnenstad van Maassluis met de haven vol historische sleepboten en vissersschepen. Het festival is vernoemd naar het stralende middelpunt: de zee-stoomsleepboot **Furie**. De meeste bezoekende schepen komen op vrijdag 3 oktober binnen. Klik hier voor het volledige programma. *De historie van de Furiade* In 1916 werd de stoomzeesleepboot De **Furie** te water gelaten. Na jaren trouwe dienst in de Zweedse wateren keerde de **Furie** in 1976 terug naar Nederland. Zij ging toen fungeren als decor in de tv serie 'Hollands Glorie' naar het gelijknamige boek van Jan de Hartog. Na afloop van die opnamen haalden in 1978 een aantal vrijwilligers de **Furie** naar Maassluis en begonnen zij met de restauratie. In het eerste weekend van oktober 1980 stelde acteur Hugo Metsers, die in de tv-serie de hoofdpersoon Jan Wandelaar speelde, de **Furie** officieel in dienst. *Een maritiem festijn* Rond die ingebruikname werd een klein maritiem festijn georganiseerd dat de naam Furieade kreeg. Het jaar daarop is de Stichting Maassluis Maritiem opgericht. Zij kreeg als doel 'het bevorderen van maritieme activiteiten in en nabij de haven van Maassluis en dan met name in het eerste weekend van oktober'. *Het stadsfeest van Maassluis* Nu na ruim 35 jaar hebben wij van de

Furieade, zonder onze maritieme opdracht te vergeten, een stadspromotiefeest gemaakt dat inmiddels uniek mag worden genoemd. Het is een meerdaags gratis toegankelijk evenement rond de Binnenhaven en in de Binnenstad van Maassluis met jaarlijks tegen de 60.000 bezoekers.

WINDFARM NEWS - RENEWABLES

IWS TAKES DELIVERY OF SIXTH CSOV, 'IWS SUNWALKER'

Integrated Wind Solutions (IWS), through its subsidiary IWS Fleet AS, has officially taken delivery of its sixth Commissioning Service Operation Vessel (CSOV), the **IWS Sunwalker**, built by shipyard China Merchants Industry Holdings Co., Ltd. The **IWS Sunwalker** is a state-of-the-art vessel designed specifically to support offshore wind farm commissioning and service operations. IWS now fields a full fleet of six advanced CSOVs, strengthening its position as a key service partner to the offshore wind sector. With this delivery, IWS Fleet has completed its EUR 288 million newbuilding program with the yard. The newbuilding program was debt-financed by the green senior secured credit facility of EUR 186.9 million, of which EUR 170 million is currently outstanding after repayments. The company is in a strong financial position with an average secured debt of only EUR 28 million per vessel. The Skywalker Class is designed by Kongsberg Maritime and equipped with the latest generation 3D compensated gangway and crane systems. The vessels have several "industry firsts", such as the largest battery packs in the industry with solar panels for additional charging, and a novel hull and propulsion design that increases operability and reduces emissions. The vessels are the first in the industry to have the "DNV SILENT" notation, which focuses on minimising the impact on marine life below water. Christopher Andersen Heidenreich, COO and Managing Director of IWS Fleet, commented: "We are proud to take delivery of **IWS Sunwalker** today. This is the sixth and final Skywalker Class CSOV to be delivered by the shipyard, and this concludes our current newbuilding program. With **IWS Sunwalker** joining her identical sister vessels, IWS Fleet now operates one of the most modern and energy-efficient fleets in the industry, and is ready to continue to support the development of offshore wind projects in the years to come." *(Source: Workboat365)*

NEXTGEO SIGNS EIGHT-YEAR SUBSTATION DEAL WITH 50HERTZ

Italy-based Next Geosolutions has signed an eight-year framework agreement with German operator 50Hertz to support the roll-out of offshore substations. Announced on Tuesday, the deal will see NextGeo provide geotechnical seabed survey services in the North and Baltic Seas that will inform the location and placement of these substations, ensuring they are adequately arranged to connect offshore wind farms to the national grid. A spokesperson said: "The framework agreement, with an expected value of several million euros per year and a duration of eight years, highlights NextGeo's growing position as a key partner in the European offshore renewable energy markets, committed to

advancing the energy transition. "As a recognised leader in the European energy sector, 50Hertz plays a central role in driving the shift towards renewable energy, ensuring the safe integration of offshore renewables into an expanding and more resilient grid." The survey activities will be carried out by NextGeo's offshore fleet, including the geotechnical drilling vessel "NG Driller." Advanced technologies and methodologies will also be employed, designed to guarantee the highest standards of quality, safety and efficiency. *(Source: C4Offshore)*

DREDGING NEWS

NEW ZPMC GIANT TSHD GOES INTO FULL ASSEMBLY PHASE

Shanghai Zhenhua Heavy Industries (ZPMC) held a keel laying ceremony for its new giant trailing suction hopper dredger (TSHD) a couple of days ago, officially launching the vessel into full assembly phase. “This groundbreaking ship represents China’s first self-propelled trailing suction hopper dredger to feature a distributed in-hold dredge pump system,” ZPMC said. The impressive specifications include a length of 180 meters, width of 36 meters, with the capability to dredge at depths up to 120 meters and a hopper capacity of 27,580 cubic meters. The vessel’s twin-engine, twin-propeller, and twin-suction design incorporates advanced automation features, including “one-click dredging” functionality and an integrated dredging and navigation system that

enables unmanned operations under normal conditions. "Its innovative distributed pump system, combined with dual bow discharge technology, delivers a 30% improvement in dredging efficiency while maintaining low-carbon operations throughout the entire dredging process," ZPMC concluded. *(Source: Dredging Today)*

SOUTHERN DREDGING WINS $12.9M CHARLESTON DREDGING DEAL

Southern Dredging has won a $12.9 million firm-fixed-price contract for a maintenance dredging job in South Carolina. The total amount of this action is $12,904,430 with a total cumulative face value of $14,448,605. Bids were solicited via the internet with two received, the U.S. Department of Defense (DoD) said. Work will be performed in Charleston, South Carolina, with an estimated completion date of September 27, 2026. "Fiscal 2025 civil operation and maintenance funds in the amount of $12,904,430 were obligated at the time of the award," said DoD. The U.S. Army Corps of Engineers, Charleston District, is the contracting activity. *(Source: Dredging Today)*

POPPONESSET DREDGING WORK KICKS OFF

The Town of Mashpee, Massachusetts, has just released the latest update on the Popponesset dredging project, saying that the work is about to begin. Last week's easterly winds delayed the start of dredging and mobilizing and the dredging operations will begin this week with the dredge Sand Shifter starting at a mid-point in the channel. Mobilizing will continue with laying out the dredge pipe for the second dredge. Once the pipe mobilizing is complete, the dredge **Cod Fish II** will be moved on station at the northern end of the channel. Both dredges will be working to the south. Dredging will take place Monday through Saturday from 07:00 to 17:00. "When sea conditions allow, the dredges will remain on station and will have anchor lights at night. When sea conditions prevent the dredges from staying on station, the dredges will be moved inside of the bay with the dredge pipe secured to yellow pontoons," the

Town said. *(Source: Dredging Today)*

DREDGER SOSPAN DAU ONCE AGAIN RETURNING TO THE PORTSMOUTH HARBOUR

The King's Harbour Master Portsmouth has announced the start of the next phase of maintenance dredging works in the port area. Starting this week, Boskalis Westminster Ltd will be conducting bathymetric survey and maintenance dredging works within Portsmouth Harbour and the main approach channel. According to the KHM Portsmouth, the works will take place within the confines of No.2 Basin HM Naval Base Portsmouth and the western side of Oil Fuel Jetty, from 25 September to 3 October 2025. The survey vessel for these works is the 'ATHOS' (LOA 11.4m). The two vessels involved in the dredge works are the multi-cat 'WILLDISCOVER' (LOA 24.0m), carrying out the plough works, and the Trailer Suction Hopper Dredger (TSHD) 'SOSPAN DAU' (LOA 72.8m). *(Source: Dredging Today)*

YARD NEWS

NEXT-GEN FRENCH OPV WITH WIND-ASSISTED PROPULSION STARTS TAKING SHAPE

The next generation offshore patrol vessel (OPV), featuring hybrid propulsion and wind sails, has started taking shape as the first steel is cut for the Directorate General for Maritime Affairs, Fisheries and Aquaculture (DGAMPA) vessel, designed by the SOCARENAM-MAURIC consortium. On September 18, 2025, the steel cutting ceremony was held for the New Generation Maritime Affairs

Patrol Vessel (PAM) with wind-assisted propulsion. The transition from the design to construction

phase follows the tender win by the SOCARENAM-MAURIC consortium in December 2024, and the official announcement in January 2025, with the task to deliver the next-generation OPV. MAURIC's team of naval architects and marine engineers completed the detailed arrangement study of the vessel, including an optimization loop for optimal sail positioning. This phase also enabled the finalization of active and passive stabilization systems development, through seakeeping calculations carried out to optimize the anti-roll tank with free surface effects and active fin stabilizers. The design phase has established the assembly sequence in eight modular blocks. The start of the first steel cutting marks the concrete beginning of fabrication, thereby maintaining the construction schedule for delivery planned in the second half of 2027, according to MAURIC. The 53.7-meter long OPV is designed for extended 12-day missions with a crew of 20. It will be equipped with two launch and recovery systems for 6.5-m fast semi-rigid inflatable boats capable to intercept at a speed up to 35 knots. The vessel's propulsion configuration allows a maximum speed of 17 knots and a range exceeding 3,600 nautical miles at a cruising speed of 12 kts. Construction is being carried out at SOCARENAM's shipyard in Boulogne-Sur-Mer. *(Source: Maritime Propulsion)*

SAUDI OWNER'S FSIV NEWBUILD PROGRAMME ON TRACK IN SINGAPORE"

Second of three fast support intervention vessels for Zamil Offshore Services launched at Lita Ocean. Singapore shipbuilder Lita Ocean has launched **Zamil 81**, the second of three 60-m fast support intervention vessels (FSIVs) for Zamil Offshore Services. Being built to ABS class, Zamil 81 is an aluminium monohull vessel designed by Incat Crowther to provide a full load service speed

of 25 knots and the 60-m by 9-m vessel can reach a maximum speed of 36 knots. The Australian ship designer reported the launch in a September social media post. The first in the series, Panama-flagged Zamil 80, was delivered in Q2 2025 and is operating in the Arabian Gulf. The last two in the series will be handed over this year. Each FSIV is powered by four MTU 16V4000 four-stroke diesel engines coupled to ZF gearboxes that drive Hamilton HT810 Waterjets. Manoeuvrability of the

DP2-certified vessels is enhanced by three Hydromaster tunnel bow thrusters, allowing safe docking and superior station-keeping for cargo and personnel transfers. Two of the main engines are coupled to FFS firefighting pumps with paired 1200 m3/hr water monitors and shipboard water spray protection offering FiFi-1 capability. Three Scania 300-kW diesel generators provide ship service power. The vessels' main deck offers an expansive 250-m2 aft cargo deck rated at 2.5 tonne/m2 and a climate-controlled forward cabin featuring business-class seating for 60 service personnel. Saudi owner Zamil Offshore will use the FSIVs to transport cargo, heavy maintenance equipment and personnel for Saudi Aramco's operations in the Arabian Sea. *(Source: Riviera by John Snyder)*

BNDES President Signs Contract for Vessel Construction at Detroit Shipyard

The president of the National Bank for Economic and Social Development (BNDES), Aloizio Mercadante, will be in Itajaí on Monday to sign the contract between the bank and Starnav for the construction, by the Detroit shipyard, of eight offshore support vessels for Petrobras. In addition to investing in shipbuilding, Mercadante will announce investments to improve road logistics in Santa Catarina and also to implement a biodiesel production plant, with the expansion of Cooperalfa's soybean crushing plant. Also participating in the event are Décio Lima, president of Sebrae; Gilberto Seleme, president of the Federation of Industries of the State of Santa Catarina (Fiesc); and João Paulo Tavares Bastos Gama, superintendent of the Port of Itajaí. The ceremony will be held at 11 a.m. in the auditorium of the Port of Itajaí Superintendence. In May of this year, Petrobras president Magda Chambriard announced that Itajaí and Navegantes will account for one-third of the new vessels contracted by the company until 2026. The announcement was made during

a ceremony in Itajaí, attended by President Lula da Silva (PT). Of the 52 Petrobras operational support vessels, 16 will be built at the winning bidders, Bram/Navship in Navegantes and Starnav/Detroit in Itajaí. The total investment is over R$7 billion, generating 15,000 jobs. The program marks a new phase for the Brazilian shipbuilding industry, which had not received orders from Petrobras since 2016. The package provides for investments of R$29 billion, the renewal and expansion of the company's fleet, and the creation of 50,000 direct and indirect jobs. *(Source: Diary – Franciele Marcon)*

BEST FIRE MONITOR SUPPLIER – FIRE FIGHTING SYSTEMS

Deservedly renowned as the world's leading designer, manufacturer, supplier and servicer of maritime firefighting equipment, Norway's Fire Fighting Systems (FFS) epitomises that country's reputation for quality and service. It offers a very wide range of types and sizes of fire monitors to suit every imaginable vessel. The fact that FFS controls 60-70 per cent of the world market for external firefighting systems speaks volumes to its quality. FFS said its monitors require less inlet pressure to operate compared other brands, meaning less power is required to drive the fire pumps and therefore, fuel consumption is lower compared to others. "In-house design and production means that we have full control over the process from start to finish," the company told Baird Maritime. "We have a track record of at least 15,000 monitors supplied during the past 25 years, with modifications made constantly to ensure top quality and [satisfaction of] customers worldwide." In-house design and production means that we have full control over the process from start to finish. FFS recently designed and developed new jet screen monitors that are shorter, lighter, and more compact. "These monitors have primarily been developed for use in the land-based market but are also used in smaller and special vessels and dedicated fireboats where special functions, size and weight are important." The company said the monitors can be supplied with continuously variable flow rates during operation. These also have connections for foam liquid or direct powder injection as examples of options. FFS regards 2024 as a satisfactory year, as indicated by the distribution of more than 300 shipsets worldwide, an increase of around 30 per cent compared to its 2021 sales figures. We usually see the tug market having an inverted sinus curve towards the OSV market; that is not the case now. "Many signals from the market are positive with new regulations requiring external FiFi equipment in various markets and/or areas," FFS told Baird Maritime. "Environmentally friendly regulations are also pushing shipowners to either convert their fleets or renew, meaning more vessels are built, many of them with external FiFi systems, fortunately. "During the 25 years we have been in business, we usually see the tug market having an inverted sine curve towards the OSV market; that is not the case now. The tug market is still high, while the OSV market is returning. This is something we have not seen before, and we are looking forward to many great years to come." The company also said it is continually working with optimising the nozzle design of its monitors to ensure the best possible firefighting capability in the market. "FFS has developed the largest modern fire monitor in the world, which during testing has

been measured to flow 83,000 litres per minute throwing the water 250 metres plus." *(Source: Baird)*

COAST GUARD AWARDS $11.8 MILLION CONTRACT FOR UP TO 66 CUTTER BOATS

The U.S. Coast Guard has awarded a fixed-price, indefinite-delivery, indefinite-quantity contract to North River Boats, Roseburg, Ore., for the procurement of up to 66 new cutter boats. The contract, valued at approximately $11.8 million, was awarded as a total small business set-aside. The vessels, designated as Cutter Boat – Aids to Navigation – Small (CB-ATON-S), will support the Coast Guard's aids to navigation (ATON) missions and other operations that help ensure the safety and security of the nation's waterways. The CB-ATON-S boats will be deployed with the Coast Guard's future Waterways Commerce Cutters (WCC) and will also support shore-based aids to navigation teams. These teams maintain access to buoys, lighthouses, and other maritime navigational aids in smaller or shallow waterways where larger vessels cannot operate. Each aluminum monohull boat will measure 21' in length and be powered by twin four-stroke outboard engines capable of speeds up to 25 knots. Designed specifically for ATON work, the boats will include 50 square feet of open deck space and the ability to hoist up to 3,000 lbs. Each trailerable boat will feature a beaching plate and full fendering for shallow-water durability, including side fendering to protect the hull while towing buoys. Standard equipment includes the Coast Guard's SINS-2 navigation system, AIS-2, and VHF radio. The CB-ATON-S will serve as the standard cutter boat across all three variants of the WCC program: river buoy tenders (WLR), inland construction tenders (WLIC), and inland buoy tenders (WLI). The broader WCC initiative is part of a Coast Guard effort to replace an aging fleet of inland tenders — some more than 70 years old — that maintain over 28,000 aids to navigation across 12,000 miles of inland waterways. Navigation aids are critical to the efficiency and safety of the Marine Transportation System, which facilitates more than $5.4 trillion in annual U.S. economic activity. Inland waterways alone move approximately 630 million tons of cargo each year, according to the U.S. Department of Transportation. The contract was awarded under the federal government's small business set-aside program, which is designed to provide opportunities for small businesses to

contribute to major national infrastructure and defense projects. North River Boats manufactures a range of commercial, law enforcement, and military vessels and has previously supplied boats to multiple state and federal agencies. *(Source: Workboat by Eric Haun; Photo: Birdon America Inc.)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Setting the standard: Med Marine's Med-A2800SD tug for OMMP successfully completes sea trails*
   - *SANMAR Launches Groundbreaking World's First Dual-Fuel Methanol Escort Tug*
   - *SANMAR Builds Denmark's First Fully Electric Tug Named by Her Majesty Queen Mary*
   - *Sanmar launches the third of four fully-electric tugs it is building for BOTAŞ, Türkiye's state-owned crude oil and natural gas pipeline and trading company*
   - *Damen signs 24 vessel order with Serco*
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)
   - *Te koop: Q Adventurer (new)*
   - *Te koop: DCS Explorer (new)*
   - *Te koop: DCS Merlin (new)*
   - *Te koop: DCS Warrior (new)*
   - *Te koop: DCS Verifier (new)*
   - *Te koop: DCS Discovery (new)*
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*

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

mailto: *jvds@towingline.com*

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