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

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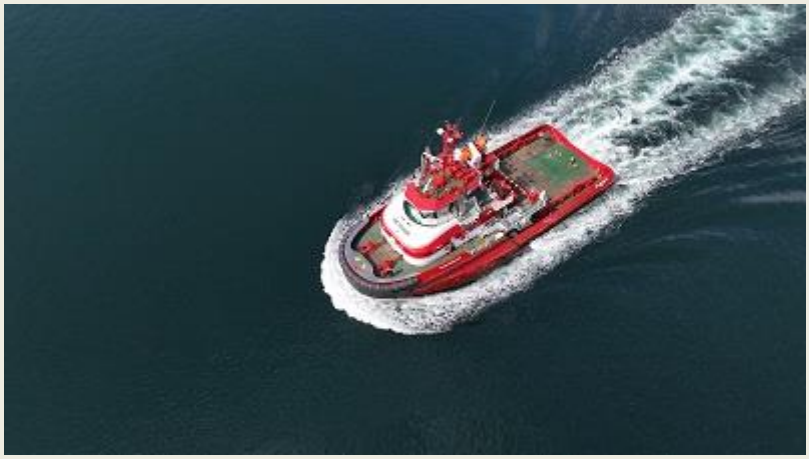
TUGS & TOWING NEWS.

UZMAR Delivers Hybrid Offshore Tugboat to Norway's Buksér og Berging AS: A New Generation at Sea



Blending engineering excellence with environmental consciousness, Turkish shipbuilder UZMAR has delivered a high-performance RAmpage 4100BB-H Hybrid Offshore Tugboat '**BUBE POWER**' with a ceremony held at UZMAR Shipyard is Buksér og Berging AS, one of Norway's most established maritime service providers. *RAmpage 4100BB-H: Tailored for Modern Demands* Designed by Robert Allan Ltd. and built by UZMAR's expert engineers, the RAmpage 4100BB-H stands out with its 41,2-meter length and 14.5-meter beam. Equipped with 2 x 2800 kW main engines and 2 x 900 ekW electric shaft generators, the tug provides 120 tonnes of bollard pull, making it ideally suited for heavy-duty offshore and harbor operations. The advanced winch, supplied by Kongsberg Maritime AS, represents the latest state-of-the-art technology available on the market. Berg Propulsion is the complete supplier of both propulsion and automation systems for **BB Power**. Onboard systems comply with the highest comfort and safety classifications, COMF-NOISE 3 and COMF-VIB 3, offering a quieter, more stable, and ergonomic working environment for its 10-person crew. Adding to the vessel's advanced features, the bridge has been designed for full operational command from operator chairs, offering outstanding ergonomics and precise control. Equipped with an Integrated Bridge System from Marine Technologies, LLC, the bridge includes four control stations that allow the crew to operate the winch, maneuver the vessel, and navigate **BB Power** efficiently without the need of hardcopy navigational maps.

UZMAR President & CEO A. Noyan Altug stated: "The delivery of **BUBE POWER** marks a truly proud and meaningful moment for all of us at UZMAR. This vessel is a reflection of our commitment

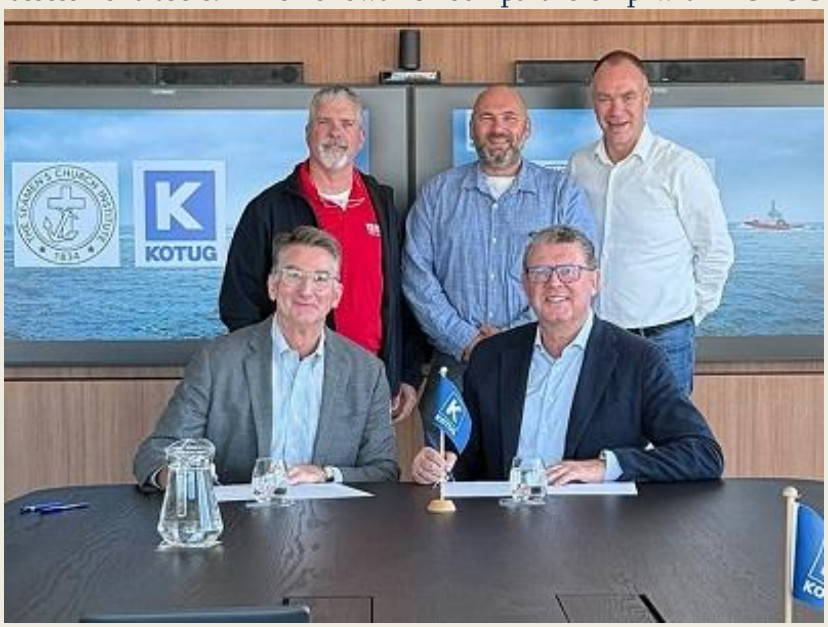
to sustainable engineering and our ability to meet the evolving demands of offshore operations with smart, future-forward solutions. It has been a genuine pleasure working alongside Buksér og Berging AS throughout this project. Their professionalism, clarity of vision, and trust have made this collaboration a rewarding experience. We are also deeply grateful to our long-standing design partner Robert Allan Ltd., whose expertise, innovation, and continued asupport were instrumental in bringing **BUBE POWER** to life. Together, we have created a vessel that raises the bar in performance, efficiency, and environmental responsibility."

Buksér og Berging AS CTO Thomas Sørgjerd stated: "We at Buksér og Berging AS are proud and honored to take delivery of **BB POWER** – a vessel that truly embodies the future of advanced marine operations. This hybrid tugboat represents not only engineering excellence and environmental responsibility, but also the strength of collaboration between UZMAR, Robert Allan Ltd., and our dedicated team. **BB POWER** will be a cornerstone in our fleet, enabling us to serve with greater capability, safety, and sustainability." *Navigating Toward a Greener Horizon* Delivery of RAmpage 4100BB-H is a shared commitment to reducing the maritime industry's environmental footprint. With its hybrid propulsion and efficient power systems, the **BUBE POWER** stands out as a clear reflection of the sector's transition toward smarter, greener vessels. UZMAR's consistent focus on sustainable shipbuilding is setting a benchmark for future-ready maritime solutions. *(PR-Uzmar)*

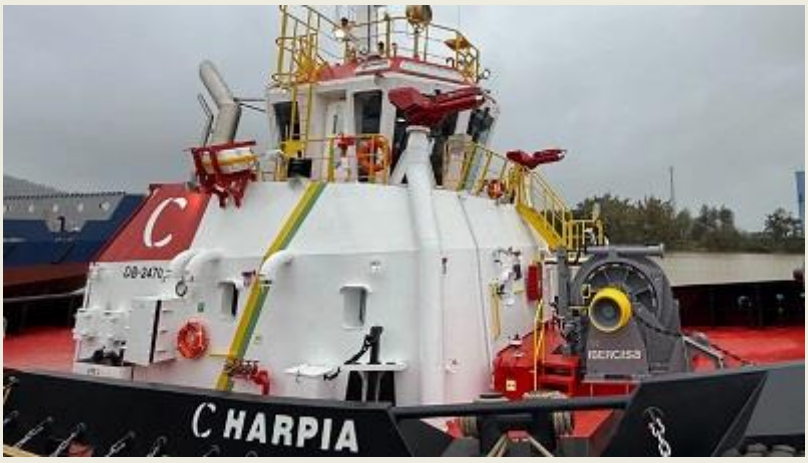
SCI AND KOTUG RENEW STRATEGIC PARTNERSHIP ON MARITIME TRAINING

The Seamen's Church Institute (SCI) and Rotterdam-based KOTUG Training & Consultancy (KTC) have renewed their strategic partnership to expand world-class maritime training opportunities for U.S. mariners. SCI, through its Center for Maritime Education, which has locations in Paducah, Ky, and Houston, is a leading provider of simulation-based training in the United States. With this renewed partnership, SCI will leverage KOTUG's internationally recognized trainers and consultants to enhance its harbor tug training programs and integrated tug master–ship pilot courses. KOTUG, a leading world player in harbor, river, and terminal towage training, will benefit from access to SCI's state-of-the-art vessel and tug simulators. Together, the organizations will offer complementary services to ports, terminals, and the inland tug and barge industry, ensuring mariners have access to

advanced training and innovative assessment tools. “The renewal of our partnership with KOTUG reflects our shared commitment to maritime safety and excellence,” said The Rev. Mark Nestlehutt, President and Executive Director, The Seamen’s Church Institute. “By combining our facilities with KOTUG’s global expertise, we can deliver the highest quality training for American mariners.” “We are proud to continue working with SCI,” said Ard-Jan Kooren, CEO, KOTUG. “This collaboration merges international best practices with SCI’s deep knowledge of the U.S. market, providing unparalleled opportunities for maritime professionals.” The renewed agreement strengthens both organizations’ ability to meet the evolving demands of the maritime industry and supports their mission to enhance safety, performance, and professionalism on the water. *(Source: MarineLog; Photo: SCI)*

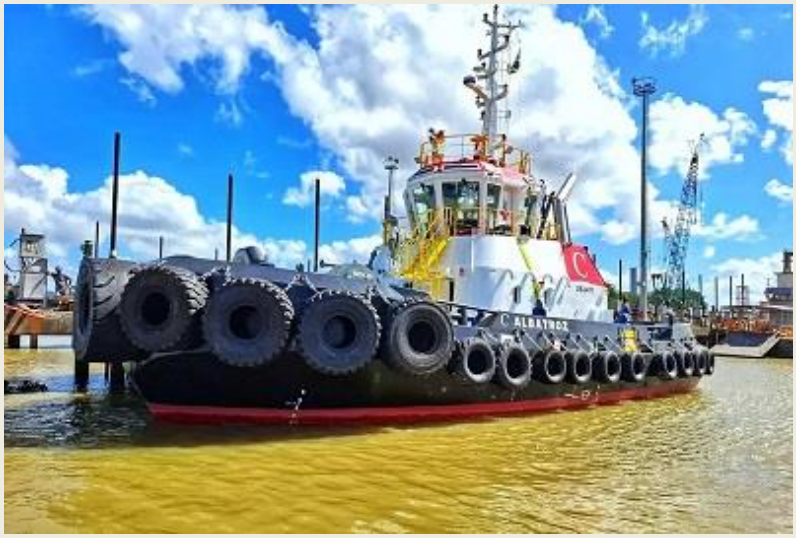


CAMORIM'S QUINTET OF NEWBUILDS ENTER BRAZILIAN OPERATIONS



A Brazilian vessel owner has brought into operation five new azimuth stern drive tugs to enhance its towage and ship handling capabilities Camorim Servicos Maritimos has completed its latest tug newbuilding campaign and brought these azimuth stern drive (ASD) tugs into operation in Brazil. Detroit Brasil Shipyard built these five 24-m tugboats to its DB-2470 design with a beam of 11 m, a depth of 5 m and a bollard pull of 70 tonnes. They were built during one year of intense operations at the shipyard, with **C-Fenix** entering service in November 2024,

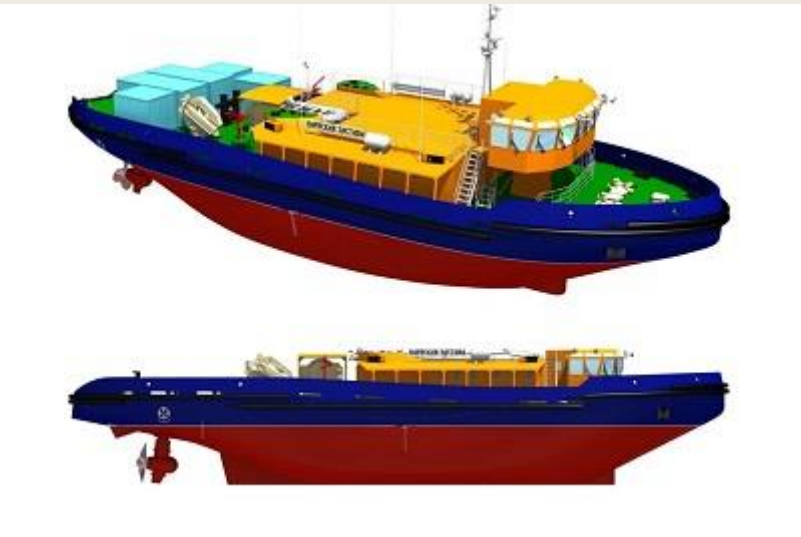
followed by **C-Falcao** in January. Both were operating in Itaguai, Brazil, in mid-September 2025, according to Automatic Identification System (AIS) information. **C-Albatroz** was launched at the shipyard in March, followed by **C-Condor** in April, and, finally, **C-Harpy**, the last of this newbuilding series, was launched in June. All five tugs have 4,055 kW of installed power, a forward winch for ship handling, tyre fendering and Marsis-delivered FiFi1 fire-fighting systems. According to Marsis, sea trials with the fire-fighting system on C-Harpy were completed during September 2025. According to AIS, **C-Albatroz** is in Rio de Janeiro, **C-Condor** is in Tubarao and **C-Harpy** is in Rio de Janeiro and Niteroi. According to Camorim. **C-Condor** is also operating in the Port of Vitória, where it is supporting tugs **C-Topázio** and **C-Cristal** in manoeuvring large dry bulk carriers. Its tugs and vessels also support offshore operations in Guanabara Bay. In August, four of its tugboats supported an anchor handling tug to tow the NH8 third-generation semi-submersible drilling rig from an anchorage to an area where it could be mobilised to a deepwater site in the Campos Basin. On 18 September, Camorim said it had started a new contract with Brazilian state energy group Petrobras to support offshore drilling and production operations in the Campos Basin for the next four years, using nine of its vessels, including **C-Açu**, which returns to sea after a shipyard visit. "Sailing through Guanabara Bay, we take essential resources to supply platforms, ships and offshore support vessels," Camorim wrote in a post on professional social media site LinkedIn. "Our vessels are capable of handling up to 450,000 litres per trip." *(Source Riviera by Martyn Wingrove)*



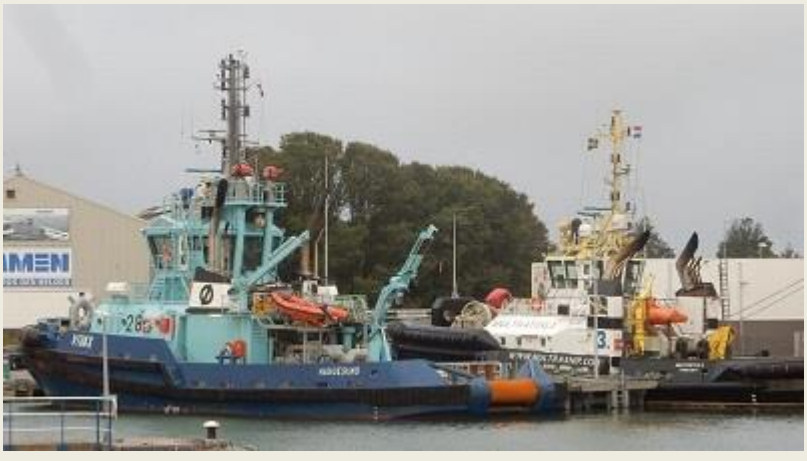
THE HULL OF THE ICEBREAKING TUG "NARVSKAYA ZASTAVA" HAS BEEN COMPLETED.

The third phase of construction of the Project 3262 icebreaking tug "**Narvskaya Zastava**" has been completed at the Nobel Brothers Shipyard in Rybinsk (part of the Kalashnikov Concern). As reported to Sudostroenie.info on September 24, the concern's press service stated that the fully formed hull of the vessel was accepted by its customer—the Committee for Nature Management, Environmental Protection, and Ecological Safety of St. Petersburg—as well as the Russian Maritime Register of Shipping (RS). The next phase of the tug's construction will include installing the main ship's accessories, piping, electrical systems, etc., and the main propulsion plant. This will be followed by the vessel's launch and completion in the

water, followed by mooring and state trials. The tug is scheduled for delivery to the customer in December 2026. According to the concern, all large-scale equipment for the icebreaking tug has been ordered and paid for. The **Narvskaya Zastava** is being built in full compliance with Russian Government Resolution No. 719 of July 17, 2015 (PP-719): all hull components and interior fittings are made from domestically produced materials and equipment. The Project 3262 icebreaker tug is intended to operate primarily in the waters of the Neva and Svir rivers, along the entire length of shipping routes, Lakes Ladoga and Onega, and in the coastal areas of the Gulf of Finland adjacent to the Leningrad Region. As a reminder, the government contract for the construction of the Narvskaya Zastava icebreaker tug was signed in December 2023. The icebreaker's keel was laid on July 3, 2024. The vessel is scheduled for delivery by the end of 2026. *Icebreaker tug of Project 3262* Class RS – KM Arc4 [1] R3-RSN AUT2 Tug; Overall length – about 42.5 m; Length by design waterline (DWL) – 38.0 m; Width by DWL – 11.8 m; Height – 5.2 m; Draft by DWL – 3.8 m; Displacement – 655.7 t; Power plant – 2x1800 kW; Speed – about 11.0 knots; Crew – 8 persons; Endurance – 5 days. *(Source: Sudostroenie; Photo: Kalashnikov Concern)*



TUGS AT MOORMAN BRIDGE



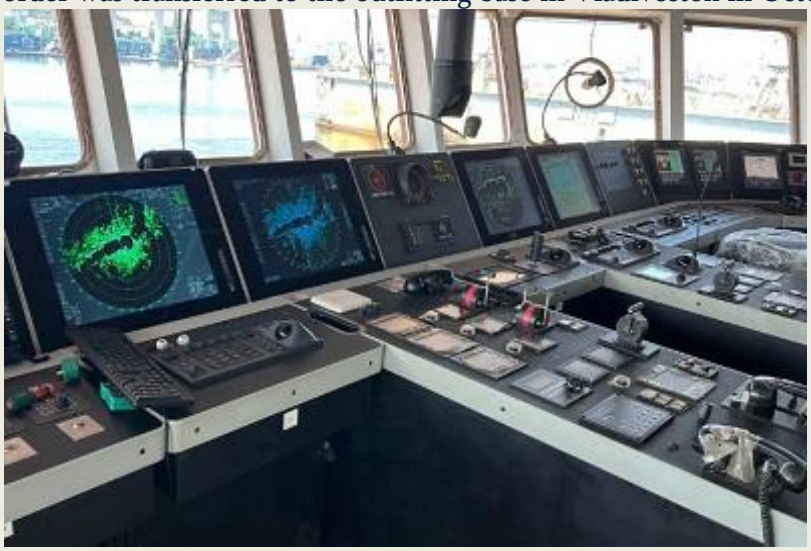
This photo was taken from the Moorman Bridge when the Norwegian tug **Vivax**, owned by Østensjø Rederi in Haugesund, and the Dutch tug **Multratug 3**, owned by Multraship Towage & Salvage in Terneuzen, were moored simultaneously behind the Blue Port Centre. Both tugs are actively deployed in the oil and gas and offshore wind energy industries and are quite similar in

performance. The **Multratug 3** has a bollard pull of 95 tons (see also the report of September 23, 2025), and the **Vivax** has 90 tons. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

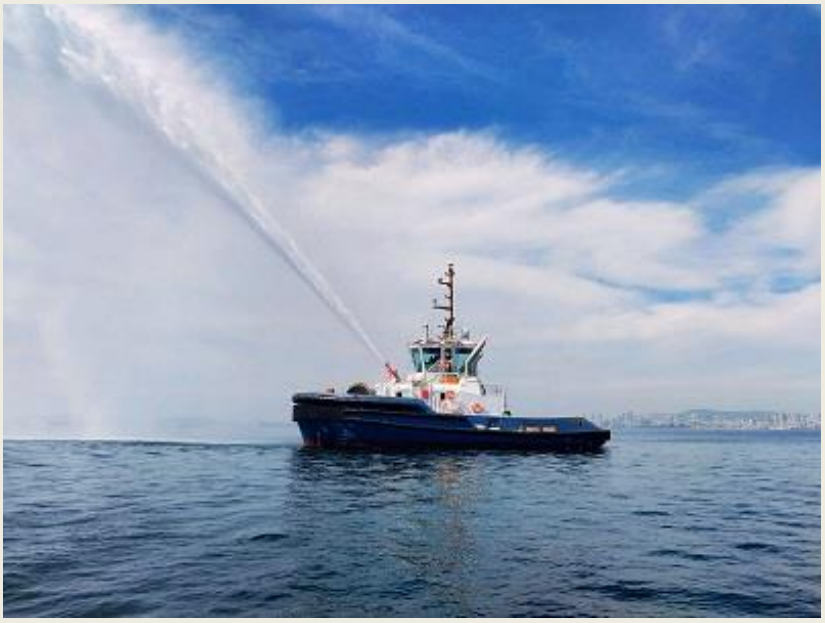
THE KERCH STRAIT VESSEL'S COMMUNICATION SYSTEMS HAVE BEEN PREPARED FOR PRESENTATION TO THE ACCEPTANCE COMMITTEE.

Shipbuilders at Amur Shipyard (ASZ) of USC continue mooring trials of the multifunctional rescue vessel "**Kerch Strait**" (Project MPSV06) at the AMSZ's acceptance facility in Vladivostok. Details were provided in a statement issued on September 24. It is noted that AMS specialists are ready to present the ship's onboard communication, broadcast, and wireless communication systems to the acceptance committee.

Commissioning of the VHF radiotelephone system, working radios, aviation communications, and weather map facsimile receiver has been completed. Preparations are underway for mooring trials of the video surveillance and electronic detection systems, as well as the satellite and hydroacoustic systems. Shipbuilders have completed the paneling of the sauna, gym, and medical staff quarters. Furniture and equipment installation in these areas is ongoing. Mooring trials and commissioning of the main equipment of the bow thruster and azimuth thrusters, thermal system equipment, refrigeration equipment for the provision storerooms, the hydraulic remote valve control system, fuel preparation modules, and fuel/oil separators are currently ongoing at the Kerch Strait Shipyard. Construction of the Project MPSV06 multifunctional rescue vessel **Kerch Strait** (formerly the *Rescuer Petr Gruzinsky*) began at the Shipyard in 2010. The vessel was launched in November 2020. The order was transferred to the outfitting base in Vladivostok in October 2024. The Kerch Strait is being built by order of the Federal State Budgetary Institution "Government Customer Directorate" for the Federal State Budgetary Institution "Morsalzluzhba." The Project MPSV06 vessel is designed for patrol, duty, and emergency assistance to ships in distress, including evacuation and accommodation of people in areas of shipping, fishing, and offshore oil and gas fields; and towing assistance. The vessel is not limited to specific navigation areas and can also operate along the Northern Sea Route. *Project MPSV06 Multifunctional Rescue Vessel* Project Developer: Marine Engineering Bureau; Overall Length – 86 m; Overall Width – 19.1 m; Draft – 6 m; Power – 7 MW; Speed – 15 knots; Ice Class – Icebreaker6. *(Source: Sudostroenie; Photo: ASZ)*



SANMAR TUG FOR ULTRATUG PROVES ITS STRENGTH IN SUCCESSFUL SEA TRIALS



Sanmar Shipyards latest tugboat, built for Ultratug, has successfully completed a comprehensive programme of sea trials in Tuzla, Turkiye. Known during construction as Boğaçay LXXIX, the tug is based on the RAmparts 2400SX-MKII design by Canadian naval architects Robert Allan Ltd., a model exclusive to Sanmar. Compact yet powerful, the design has been tailored to meet the demanding operational needs of Ultratug. The trial results were witnessed by representatives from Ultratug, Sanmar, and classification and quality teams, underscoring their importance as a milestone for both companies. With a 12m moulded beam, 24.4m length, 4.5m moulded depth and 5.45m navigational draft, the tug demonstrated excellent stability and manoeuvrability. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "Completing these sea trials is a significant milestone in our partnership with Ultratug.. We are confident it will provide reliable service while supporting Ultratug's sustainability goals. At Sanmar, our mission is to deliver vessels that are efficient, safe, future-ready and environmentally responsible — qualities that define every Sanmar vessel." As part of Sanmar's best-selling and constantly evolving Boğaçay Series, this latest delivery reflects the shipyard's dedication to combining compact design with high performance. With trials now completed, the vessel will move into final delivery preparations before joining the Ultratug fleet, where it will provide safe, powerful and eco-friendly support in port operations. *(PR-Sanmar)*

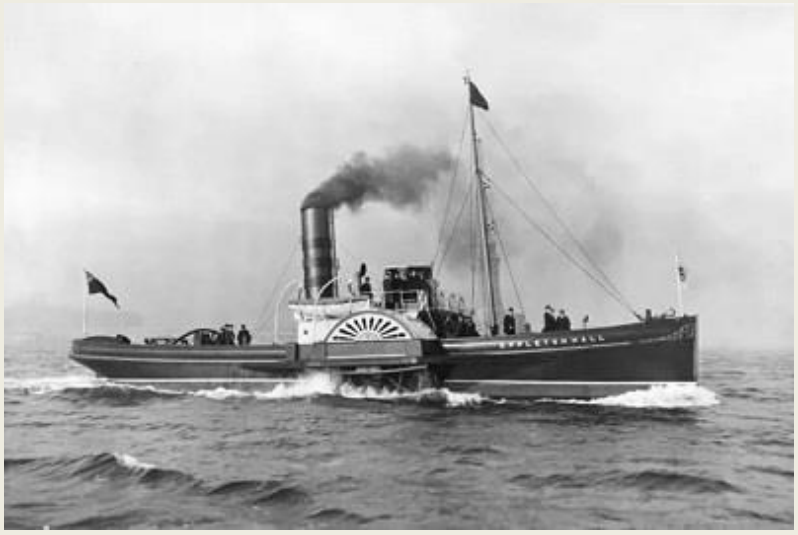
POSH TO TOW THE NGUYA FLNG FROM CHINA TO THE REPUBLIC OF CONGO.

PACC Offshore Services Holdings (POSH), a leading provider of offshore marine solutions, has been selected by Wison New Energies Co., Ltd. to tow the Nguya floating liquefied natural gas (FLNG) facility from Lvsi, Qidong, China to the Republic of Congo. The facility is part of Phase 2 of the ENI

Congo LNG Project. The FLNG shall be positioned approximately 50 kilometres offshore from

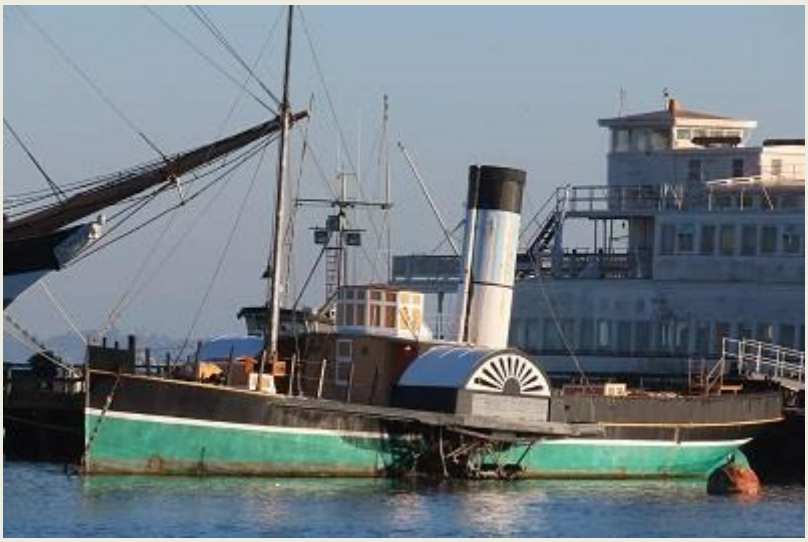
Pointe-Noire, in water depth of about 33 meters. The FLNG shall have a nominal nameplate capacity of 2.4 million tonnes of LNG per annum, equivalent to 3.3 billion cubic metres of natural gas. POSH will deploy three ocean-going towing tugs to tow the FLNG from China to Congo and an additional tug shall be deployed in Congo for station-keeping during the hook-up of the FLNG to the SSY mooring system. POSH has appointed Longitude for the engineering works related to the marine operations. Longitude will provide engineering services and develop associated procedures covering station-keeping operations, hook-up of the submerged swivel yoke mooring system, tether chain assembly and the flexible riser to the FLNG, as well as offering offshore operational support. "This project represents a significant milestone for POSH, marking our first collaboration with Wison New Energies, and we are truly honoured to support them on this significant FLNG milestone for the Republic of Congo," said Eric Ng, Director, Offshore Projects at POSH. He added, "Leveraging our experience in offshore towage and installation, we are committed to delivering safe and reliable marine solutions that contribute to the long-term success of the Nguya FLNG." *(PR-Posh)*

EPPLETON HALL A STEAM SIDE WHEELER



Eppleton Hall was built in 1914 by the Hepple and Company of South Shields, England, for the Lambton and Hetton Collieries, Ltd. The vessel, named after the Lambton family's ancestral home, was designed to tow ocean-going colliers (coal-carrying vessels) to and from the port of Newcastle on the River Tyne. Coal was a booming business, and days of transit time were saved by towing the sailing vessels upriver to load. The vessel was also used to tow newly-built ships out to sea. **Eppleton Hall**, a steam sidewheeler with side-lever engines, is the only remaining intact example of a Tyne paddle tug. A direct descendent of the first craft to go into commercial service as harbour tugs, the vessel was engaged on the Wear and Tyne rivers of northeast England from 1914-1967. In 1946, she was purchased by France Fenwick, Wear and Tyne Ltd., which operated her in the Wear River until 1964 (she is being restored to this period today). **Eppleton Hall's** steam engines are descended from a type first developed in England in 1828. The two large side lever engines, often referred to as grasshopper engines, operate the paddle wheels

independently, making the tug especially manoeuvrable in tight spots. Another unusual feature of the **Eppleton Hall** is its hand-forged boilers designed to use seawater. Every six weeks the accumulated salt had to be chipped out of the boilers and rinsed away. The advantage was that large freshwater tanks did not have to be carried aboard. In 1952, the tug was modified slightly to obtain a Passenger Certificate, so that she could transport officials from newly-launched steamers. Her last commercial owner was the Seaham Harbour Dock Board, which operated her from 1964 to 1967. She was sold for scrap in 1967 and, while sitting on a mud bank, fire (part of the scrapping process) destroyed her wooden afterdeck and interior. For most of 1969 she underwent repairs, including modifications for an epic steam (via the Panama Canal) to San Francisco, passing through the Golden Gate in March of 1970. The vessel was donated to the National Park Service in 1979 and berthed at Hyde Street Pier. **Eppleton Hall** was moved to the Mare Island Naval Shipyard in April 2025 for the duration of the Hyde Street Rebuild Project. *(Source: NPS.Gov)*



U.S. Icebreaker Polar Star Returns to Seattle After Antarctic Deployment and Major Refurbishment

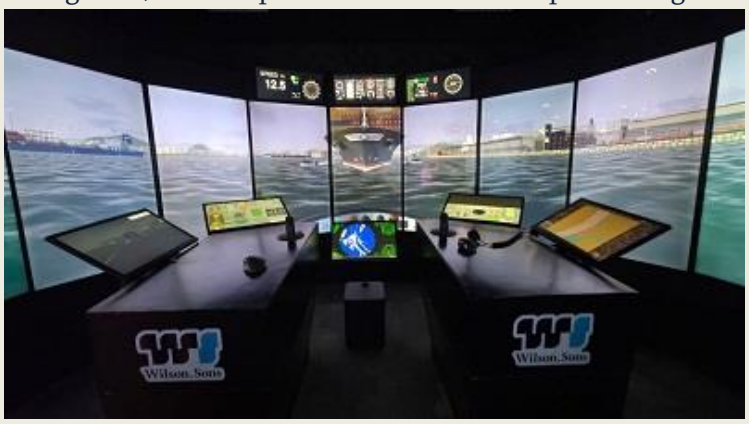
The 49-year-old U.S. Coast Guard Cutter **Polar Star** (WAGB 10) has returned to its Seattle home port after 308 days away. **Polar Star** completed its annual Antarctic deployment for Operation Deep Freeze (ODF) earlier this year before heading to Mare Island Dry Dock in Vallejo, California in April to complete the final phase of its comprehensive five-year Service Life Extension Program (SLEP). This maintenance initiative is a vital investment in preserving America's limited icebreaking capabilities. "Much has been asked of this ship over the past five decades," said Captain Jeff Rasnake, **Polar Star's** commanding officer. "The completion of this extensive five-year maintenance and recapitalization project is a major milestone in enabling **Polar Star's** operations into the future." The SLEP focused on recapitalizing integral systems including propulsion, communication, and machinery control systems. The final phase, which began in March 2024 and took 175 days to complete, represented a $12.7 million investment. Key work included gyro repeater recapitalization,

ancillary pumps and motors replacement, and HVAC system refurbishments. Additional major maintenance included removing the centerline shaft for servicing and inspection, exchanging all three propellers, and renewing both forward and aft main deck surfaces. The vessel's return comes at a critical time as strategic competition in the Arctic region escalates, particularly with increased Chinese presence in waters off Alaska's northern coast and Russia's increasing activity in the region. "This is a tremendous ship, and it is in better shape today than it was ten years ago," Rasnake added. "That's a testament to the unrelenting efforts of the crew, the enduring support of our mission partners, and the renewed enthusiasm and investment in our nation's polar icebreaking capabilities." The refurbishment of **Polar Star** comes as the United States faces growing challenges in the Arctic. Earlier this month, the Coast Guard responded to two Chinese research vessels operating in waters off Alaska's northern coast, approximately 265 and 230 miles northwest of Utqiagvik respectively. These vessels were part of a group of five Chinese vessels recently active in Arctic waters. The Coast Guard Arctic District deployed the **USCGC Healy** (WAGB-20) to monitor and query the vessels, with additional aerial support from aircraft from Air Station Kodiak. "This operation highlights the value of our ice-capable fleet," said Rear Adm. Bob Little, commander of the U.S. Coast Guard Arctic District. "The U.S. Coast Guard is controlling, securing, and defending the northern U.S. border and maritime approaches in the Arctic to protect U.S. sovereignty, and Healy's operations demonstrate the critical need for more Coast Guard icebreakers to achieve that." The U.S. Coast Guard currently operates three oceangoing icebreakers: the heavy icebreaker **Polar Star**, which supports Antarctic operations, and two medium icebreakers, **USCGC Healy**, which supports Arctic research, and the newly commissioned **USCGC Storis**. The addition of Storis has allowed multiple icebreakers to operate simultaneously in Arctic waters for the first time in years. Commissioned in 1976, Polar Star remains the world's most powerful non-nuclear icebreaker with the ability to produce up to 75,000 shaft horsepower despite approaching 50 years of service. The vessel plays a critical role in the annual Operation Deep Freeze mission, which supports the U.S. Antarctic Program by facilitating the transport of personnel, equipment and supplies to maintain America's strategic presence in Antarctica. Looking ahead, the first Polar Security Cutter, under construction in Mississippi, is at least five years from entering service. A medium-size Arctic Security Cutter could potentially be ready within three years with assistance from international shipyards. The completion of Polar Star's SLEP and its return to service highlight both the Coast Guard's commitment to maintaining polar capabilities and the challenges faced by America's aging icebreaker fleet as strategic competition in the Arctic intensifies. *(Source: gCaptain)*

WILSON SONS LAUNCHES NEW TUG SIMULATOR TRAINING CENTER IN BRAZIL

Shipping and logistics firm Wilson Sons has opened new facilities at its Training Centre and Towage Operations Centre in Santos, São Paulo, including a tugboat manoeuvre simulator designed to improve operating safety, efficiency and sustainability. This simulator will train the company's captains and maritime workers on safety procedures and cutting-edge technology for its fleet of over

80 tugboats, which operate in more than 25 ports along the Brazilian coast, supporting domestic and international trade, as well as the offshore energy industry. Simulator training enhances operating safety and efficiency, and supports the analysis and improvement of manoeuvres of large ships (up to 366 meters), which reduces operating restrictions at Brazilian ports. Another special feature of this technology is scenario analysis, where different environments are simulated, and solutions are tested and developed for different port challenges faced in Brazil, with customized simulations for each port. "The technology behind the new manoeuvre simulator supports our innovation strategy. It is a tool that increases the safety and efficiency of our operations, supporting the growth of the Brazilian port industry and the competitiveness of the global logistics chain," said Rodrigo Bastos, Director of Towage Operations at Wilson Sons. The manoeuvre simulator can also be used by clients and other stakeholders in project analysis and testing activities. Wilson Sons' Towage Operations Centre (COR) had been set in the same location, and in 2011, it began real-time monitoring of the company's tugboat fleet. *(Source: MarineLink)*



DMI TUG BOAT LAUNCH

Check out the steel hull of the Rapport 2500 Ship Handling Tug being launched! Measuring 82' long, this hull is ready for final outfitting by Diversified Marine, Inc. in Portland. Once complete, this powerhouse tug will feature: - Twin 7000HP engines - Speed of 12 knots - 100-ton bollard pull - Accommodations for 6 crew. We love sharing these moments that highlight the craftsmanship of our incredible team at every stage of a build! (*Source: Gunderson Marine & Iron)*

ERGON MARINE & INDUSTRIAL SUPPLY EXTENDS SERVICES INTO UPPER MISS

Ergon Marine & Industrial Supply (EMIS), Vicksburg, Miss., has opened a third location in Wood River, Ill., expanding its network of marine service facilities along the Mississippi River. The new site marks EMIS's first in the Upper Mississippi region and will provide vessels with fueling, oil supply, grocery delivery, drop shipping, and waste removal services, including slop and oil. Company officials said the expansion is part of a broader effort to meet customer requests for greater connectivity along the river. Chris Maxwell, EMIS vice president of marine operations, said in a statement that the company's outreach to industry partners indicated a need for such services in the Wood River area. "We continuously meet with industry partners to learn about our customers' pain points and support them with the solutions they need," Maxwell said. "Through this, we have learned there is a desire for our service in other locations, including Wood River. We are excited to bring our customer-focused service and fair market pricing to the Wood River area." The Mississippi River carries an average of 80 million tons of cargo each year, making time savings on the water a priority for vessel operators. EMIS has served the river community for more than 50 years, supplying fuel and other provisions directly on the water to reduce downtime, the company statement said. *(Source: Workboat; Photo: Ergon Marine)*

ACCIDENTS – SALVAGE NEWS

NORTH SEA CRASH OIL TANKER SET TO LEAVE PORT

The supertanker hit by a cargo ship in the North Sea earlier this year is expected to leave port in Norfolk on Wednesday. MV **Stena Immaculate** was carrying aviation fuel for the United States military when it was struck by the Portuguese-flagged ship **Solong** off the Humber Estuary in March. **Stena Immaculate** was taken to Great Yarmouth's outer harbour a month later for assessment by loss adjusters. Port timetables reveal the ship will be tugged further out to sea, but no details have been released about its onward journey. Large fires damaged both vessels after the crash. The master of **Solong**, Vladimir Motin, has denied manslaughter after one person died as a result of the crash. Port director Richard Goffin said: "The Port of Great Yarmouth welcomed the MV **Stena Immaculate** earlier this year, in partnership with the Department for Transport, the Maritime

Coastguard Agency and the vessel's owners. "In our role as statutory harbour authority and as an open port, we have a responsibility to provide safe havens for vessels. Duties of this matter are a routine operation for ports, and at all times we strictly adhere to UK safety regulations and international maritime standards." The collision raised concerns over an environmental hazard to the North Sea and the Norfolk and Lincolnshire coast. Plastic nurdles – granules used in manufacturing processes – were released into the sea following the crash and washed up on beaches. While in Great Yarmouth, food from **Stena Immaculate's** galley was donated to a local food bank. The Reverend Matthew Price, from St Mary Magdalene Church, told the BBC in May: "This has to rank up there with one of the craziest donations. "It's not often someone rings you up to say they have a cubic metre of meat." Port timetables say the ship will be tugged to Cockle Buoy, which is 1.5 miles (about 2.5km) off the coast of Winterton-on-Sea. *(Source: BBC by Andrew Turner)*

TESTED EMERGENCY PLANS PREVENT LOSSES

Pilots, tug masters, harbour authorities and other stakeholders need to regularly test emergency plans to stop a distressed ship becoming salvage. Co-ordination, simulating scenarios, exercises and communication are all important for ensuring salvage projects run as smoothly as possible when operating in dynamic environments with distressed ships. In addition to having contingency plans, port authorities must test them regularly to be prepared when a ship has a technical failure while in port or within its approaches. Distressed ships can block ports, ground on rocks or mud banks, list, capsize and sink, or collide with other ships, terminals and jetties if they are not controlled, leading to a salvage case. If this happens in a UK harbour, authorities call the UK Secretary of State's representative for maritime salvage and intervention (SOSREP), Stephan Hennig. He says before it gets to that stage, ports enact emergency plans and co-ordinate with the maritime pilot and tug owners. Deployed tugs can help the pilot to stabilise the situation, resolve issues and prevent an incident becoming an accident, but with unknown variables, this may not be possible. "It is a co-operative effort to fix issues and incidents in what is a dynamic environment and regain a measure of control in an emergency situation," says Mr Hennig. There is a "need to get back control quickly as no one can work with chaos." Maritime conditions, weather, nearby vessels, tides and currents can all impact a distressed ship suffering

from a power, propulsion or steering failure. “It is best not to have an incident, but if that happens, we need to find the least bad outcome,” says Mr Hennig. “We cannot get ahead of the situation as we will be reacting and responding to resolve the scenario. At sea, nothing gets better, so a quick response means less damage and losses.” There are many stakeholders involved with a ship including the owner, operator, charterer, cargo owners and insurers, and in an emergency, there are authorities, media and other agencies to contend with. Mr Hennig says ports must plan for stakeholder and media management and be prepared for high public interest if a stranded ship is in the harbour or close to shore. “There should be joint exercises involving many of those stakeholders,” he says. Ports need to “simulate incidents to practice all working together” and “learn from previous accidents.” He adds ports need a salvage control unit that can recognise the complexity of incidents early and be prepared to take tough decisions, which could include a soft grounding for a listing ship before it capsizes or towing it out of harm’s way to unblock a shipping lane into a harbour. “When an incident becomes salvage, ports alert maritime authorities and the coastguard and maritime traffic in the area,” says Mr Hennig. “SOSREP will ask harbour authorities if they need assistance, as most ports are not set up to conduct major salvage operations.” *Port authority viewpoint* During an incident, a harbour master deploys tugs to assist a maritime pilot to control a distressed vessel and works with stakeholders, authorities and vessel traffic management services (VTS). Port of Tyne chief business officer Ashley Nicholson says planning and exercises are important for testing these responses and contingency plans. “When there is an incident, VTS or the harbour master would mobiles tugs, pilots and secondary resources and manage nearby traffic, and then call SOSREP and other stakeholders,” she says. “While continuing communications with the pilot, create a team for plan execution to support the pilot and plan for salvage.” Ms Nicholson says emergency plans should already be created and tested in advance with contingencies for when conditions or the nature of an incident changes. “We want to be prepared for these incidents by regularly testing them through exercises,” she says. “We have accident response plans ready to be activated and we run exercises.” These exercises must be varied on each occasion, potentially taking in a ship with steering failure of power losses, and refined by the results from these simulations. “Things can change so we look at many eventualities to make sure we are ahead of situations and people are ready,” Ms Nicholson says. “We run simulations with pilots, tug masters and VTS to test our responses in emergencies and for salvage, and to work closely with stakeholders.” She says early intervention from the ship bridge with deployed tugs can provide the best solutions in incidents. “Pilots are the biggest control measure to mitigate the risk in harbours,” she says. “Pilots are safety partners for harbours. They are our eyes and ears on board and first responders in emergencies.” She describes pilots as “conductors of an orchestra” to manage tugs during normal port operations and during incidents. “It is critical that pilots and the harbour master act quickly in emergencies.” Ms Nicholson says pilots have “a level of authority to act during a response, but the harbour master can delegate to pilots to accept assistance from tugs, for example if the ship has a propulsion failure.” *Pilot’s view* UK Maritime Pilots Association treasurer Alan Stroud highlights the importance of quick reactions by pilots on ships to reduce risks if there is a technical issue such as a power, steering or propulsion failure, or a problem with a ship’s ballasting system. “Pilots are the first responders. It is critical to take control of a vessel as an early intervention can prevent an issue becoming a major salvage case,” says Capt. Stroud. In an emergency, the “pilot is the crisis manager on the front line” and can “take action to mitigate issues and risks.” Having harbour tugs in attendance or on standby means the team can rapidly control a distressed ship which “minimises the escalation of an incident and any resulting losses, business interruption or potential pollution,” says Capt. Stroud. When a situation begins, a pilot will also communicate with a harbour master, VTS and surrounding vessels through VHF and satellite communications and call for tug support. “Having tugs in attendance is important. We can stabilise the vessel and keep it out of trouble by using tugs.” DWF Law partner and Admiralty Solicitors

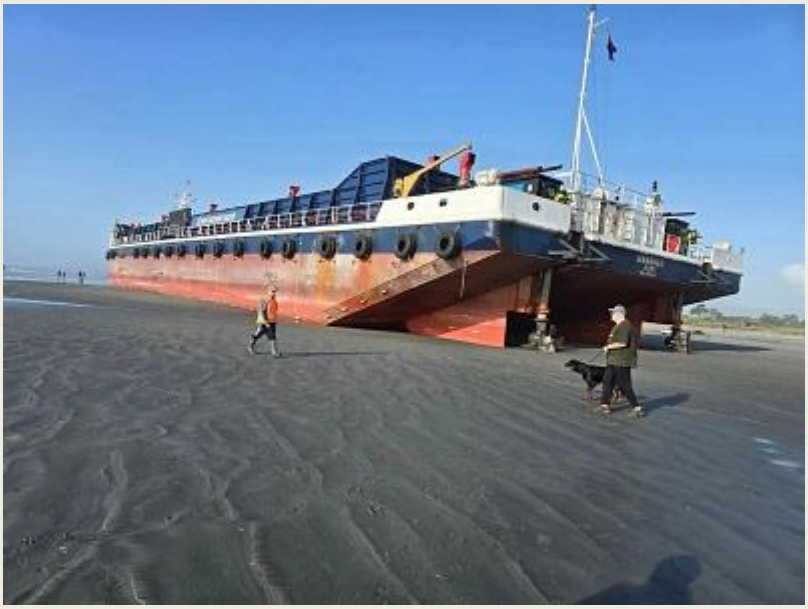
Group chairman Mark Lloyd says co-ordination between bridge teams, pilot and the harbour authority could help resolve savage cases faster and minimise damages. “When a ship loses power, often under pilotage, there is very little time to react,” he says. “Things go wrong quickly, whether it is a failure in ship systems or human error.” But there are barriers to quick responses, such as worries over liabilities, blame and who ultimately pays for salvage, and multiple stakeholders with their own interests, says Mr Lloyd. International Salvage Union secretary general James Herbert says responses were slowed by delays in contracting salvors, resulting in further damage and losses. “Masters are increasingly not making the decisions to get salvage assistance,” he says. “What is happening is owners or managers start looking for commercial towage instead of salvage, which slows responses.” When a master has a distressed ship, they could sign a Lloyd’s Open Form and get salvage towage immediately, but managers could take days to negotiate a commercial towage contract, says Mr Herbert. *(Source: Riviera by Martyn Wingrove)*

DONJON-SMIT REMAIN

Donjon-SMIT LLC (“DJS”), Donjon-SMIT Americas, SMIT Salvage Americas LLC, and Donjon Marine, LLC today issued a message to inform all clients following the announcement of Tallvine Partners’ (“Tallvine”) acquisition of Donjon Marine Co., LLC (“Donjon Marine”). While this transaction marks a new chapter and growth for Donjon Marine, Donjon-SMIT, Donjon-SMIT Americas, SMIT Salvage Americas, and Donjon Marine want to affirm that there will be no changes to the services, personnel, or client relationships that have been the hallmark of our leading marine emergency response and salvage operations. All known DJS staff members remain in place, and clients will continue to work with the same trusted contacts and operational teams they have counted on for years. Our mission, capabilities, and dedication to safety, rapid response, and industry-leading expertise remain unchanged. “We want all our clients to know that our service commitment is unwavering. The acquisition of Donjon Marine by Tallvine has no impact on

Donjon-SMIT's operations, management, or contracts," said [John Witte and Douglas Martin], Executive Directors at Donjon-SMIT. "Whether through Donjon-SMIT in North America or Smit Salvage Americas internationally, our clients can expect the same rapid response, technical excellence, and personal relationships that are the foundation of our work. The addition of Tallvine to Donjon Marine's management team will allow for growth of Donjon Marine's capabilities which will have a positive impact on Donjon-SMIT's ability to further support its clients." The recent Tallvine announcement confirmed that Donjon Marine will continue under existing leadership, including CEO John A. Witte, Jr., with operations and brand identity intact. For DJS, this means seamless continuity and the same high-quality emergency response, salvage, wreck removal, and related marine services we have always provided under the OPA-90 framework. "Our clients depend on us to respond in times of distress at a moment's notice, and that will not change," added John Witte. "The Tallvine acquisition simply strengthens the overall marine infrastructure platform, with Donjon Marine continuing its proud role at the core — and Donjon-SMIT continuing to deliver world-class salvage and emergency response services across the globe." *(Source: Donjon Smit)*

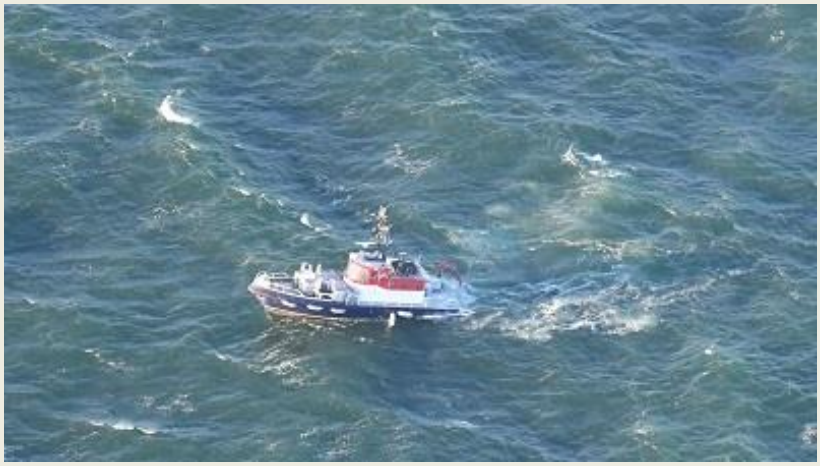
MARITIME NZ TAKES ACTION AFTER BARGE RAN AGROUND ON WEST COAST



Maritime NZ has taken action after an investigation into the grounding of Westland Mineral Sands' barge on the West Coast more than a year ago. However, a Maritime NZ spokesperson said it could not publicly discuss what action was taken citing legal considerations. The nearly 100m long **Manahau** hit sandy ground at Carters Beach during strong winds just before midnight on August 31 last year. There were no injuries to the crew, people or major impacts on the environment, the spokesperson said. The vessel was subsequently towed to Port Nelson, where it has remained under a Maritime NZ detention notice, they said. "We have completed a thorough investigation and, based on our findings, we have taken action. While we are unable to publicly discuss the specific regulatory tools used, we believe the response is proportionate given the facts of the incident, and sets clear expectations for future compliance." The barge will remain under detention, and Martime NZ was maintaining close oversight. "The detention order will be lifted only once all regulatory requirements that ensure safe activity are met." If the vessel was towed for repairs overseas, Maritime NZ would review any proposed voyage and towage plans before the vessel was permitted to leave Port Nelson. "If the operator wishes to resume service in New Zealand, our focus will be on supporting a safe return to the extent possible using the tools available to us, noting that we are not the vessel's Flag State," they said. Under international maritime law, Niue held primary legal jurisdiction over the vessel, including responsibility for ensuring compliance with safety, environmental, and labour standards. The Press previously reported an investigation commissioned by Westland Mineral Sands found the grounding was avoidable. "Better decision-making by the crew at several key points during the incident could have prevented the vessel from running

aground," the investigator found. The **Manahau** barge was brought to New Zealand by Westland Mineral Sands in July to transport minerals from river ports on the West Coast to ships offshore for distribution to global markets. Since the grounding the company has been exporting mineral sand from its West Coast mine out of Nelson. The Transport Accident Investigation Commission (TAIC) also opened an inquiry into the grounding. A spokesperson said TAIC investigators had collected and analysed most of the evidence needed and a draft report was being written. The draft report would go to commissioners for deliberation in February and a final report was not likely to be published before mid next year. Westland Mineral Sands general manager Mike Stewart acknowledged there were important lessons to be learned and would continue to work with regulators to ensure those insights were embedded into operations. "We remain confident in the **Manahau's** capability to provide a sustainable coastal shipping service for the West Coast and are committed to completing repairs so she can return to service as soon as possible." *(Source: the press te Matatika)*

SYLT: FORMER PILOT BOAT IN DISTRESS AND SUNK



A former pilot boat ran into distress and subsequently sank on Thursday evening , approximately 70 kilometers off the island of Sylt (North Frisia). According to the German Maritime Accident Command (HACC), the incident occurred near the "Dan Tysk" wind farm. The two crew members were rescued by a nearby ship. *Emergency Command: No evidence of environmental damage* There were containers on board the former pilot boat, some of which fell overboard. These are presumably fuel. Emergency crews are working to collect the containers. There is no evidence of environmental damage so far. *No collision with another ship* A spokesperson for the Elbe-North Sea Waterways and Shipping Authority told the German Press

Agency that it is still unclear why the ship got into distress and sank. However, there was no collision with another vessel. *(Source: NDR)*

FIRE ON A SHIP IN BREGA SEAPORT BROUGHT UNDER CONTROL

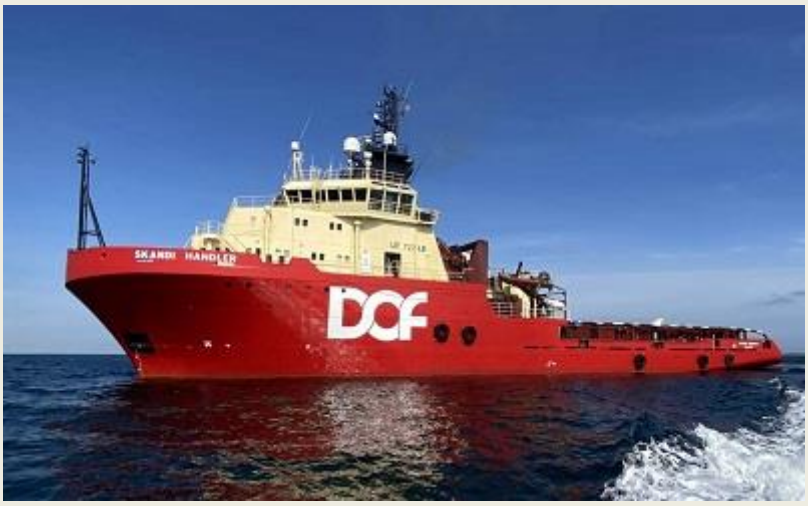
Lieutenant Colonel Mahmoud Al-Atyoush, Assistant Security Director of the Brega Seaport, confirmed that a fire broke out on one of the vessels docked inside the port in the early hours of Wednesday morning. In a statement published by the Security Directorate, Al-Atyoush explained that emergency teams managed to control the fire after a rapid intervention to limit the spread of the flames, noting that the fire had ignited in the front section of the vessel. To enhance the firefighting efforts, the ship's upper engine was shut down, which helped control the flames and prevent them from spreading to the rest of the vessel. The General Administration of Operations at the Sirte Oil and Gas Production and Manufacturing Company was also notified to follow up on the incident's repercussions and provide technical supervision at the site. Assessment and investigation are currently underway to determine the cause of the fire, amid assurances from security authorities that no human casualties were recorded. *(Source: Libya update)*

OFFSHORE NEWS

TOTALENERGIES EXTENDS USE OF DOF CSV IN ARGENTINA

Norwegian offshore vessel owner DOF has won a contract extension for one of its construction support vessels (CSV) in Argentina. French giant TotalEnergies awarded the extension to the 2000-built **Skandi Patagonia** CSV. The new contract will see the vessel stay with the company for another three years, with two further one-year extension options. The contract for the vessel, equipped with a 50-tonne crane and diving service capacities, will be effective from January 2026. "We are looking forward to continuing our support of TotalEnergies in Argentina with **Skandi Patagonia**, a vessel which has been operating in the same region with the same client since it was delivered from the yard in 2000," said Mons Aase, DOF Group CEO. *(Source: Splash24/7)*

DOF SELLS 2002-BUILT AHTS VESSEL



Norwegian offshore supply vessel owner DOF Group has signed an agreement to sell the **Skandi Handler** anchor handling tug supply (AHTS) vessel. The sale has been made through DOF Group's Danish subsidiary DOF Denmark. The company did not disclose the name of the buyer or the value of the transaction. The vessel is planned to be delivered to the new owner in the fourth quarter of 2025. **Skandi Handler** AHTS vessel is of UT 722 LE design. The vessel is 80 meters long with the breadth of 18 meters. Its total carrying capacity is 2592 t, and it is able to accommodate 27 people. (Source: MarineLink)

N-SEA PATHFINDER AT NIEUWEDIEPKADE

Last Sunday, the **N-Sea Pathfinder** sailed from its home port of IJmuiden to Den Helder, where it moored at Nieuwediepkade. The diesel-electrically powered vessel was delivered in 2010 in Foxhol as the **Noordhoek Pathfinder** by Shipyard de Hoop to Noordhoek Diving from Zierikzee. After the establishment of the N-Sea Group, it will become part of the fleet of this Dordrecht-based offshore service provider. The 62-meter-long diving and survey vessel is fully equipped for the offshore detection of unexploded ordnance and explosives from the First and Second World Wars. On Tuesday afternoon, the vessel departed for sea again, bound for the Halfweg platform. *(Source: www.maritiemdenhelder.eu; Phoro: Wim Albers)*

$34M VESSEL DUO POSITIONS MARCO POLO FOR ASIAN OIL & GAS AND WIND OPPORTUNITIES

Singapore's Marco Polo Marine has added two new anchor handling tug supply (AHTS) vessels to its fleet to boost its offshore oil and gas, and potentially wind energy, sector capabilities. With a combined value of around $34 million, the vessels are expected to join the Singaporean firm's fleet in 2026. Once this happens, the group's offshore fleet will grow from 19 to 21 vessels. The player expects the acquisition to strengthen its position in the offshore marine and renewable energy sectors. The new vessels are designed to primarily support oil and gas activities in the Southeast Asian region. Additionally, they are also capable of being deployed to Northeast Asia to support offshore wind farm projects as new opportunities arise. "These vessels, with their expected completion in 2026, will enhance our ability to serve a broader range of clients and support both traditional oil & gas operations and the rapidly growing offshore wind sector. We are confident that this investment will strengthen our competitive edge and drive long-term value for our stakeholders," said Sean Lee, CEO of Marco Polo Marine. The AHTS vessels are said to be equipped with advanced features tailored to meet the requirements of the offshore industry. Both feature dynamic positioning (DP2) and Fire Fighting Class 1 capabilities. The first one will be owned by the company's 71% indirect subsidiary, PT Pelayaran Nasional Bina Buana Raya Tbk (PT BBR). This vessel has a length overall (LOA) of 60.8 metres, a breadth of 16 metres, a bollard pull of 80 tonnes, and 6,000 brake horsepower (BHP). The second AHTS will be Singapore-registered. This unit is larger, with a LOA of 76 metres, a breadth of 18.5 metres, a bollard pull of 135 tonnes, and 10,800 BHP. Earlier this month, the company hired Salt Ship Design to develop what it says is a next-generation commissioning service operations vessel (CSOV), dubbed CSOV Plus, also set to serve offshore wind and oil and gas markets. *(Source: Offshore Energy)*

SAIPEM REINFORCES GUYANA TIES WITH $500 MILLION JOB ON EXXONMOBIL'S SEVENTH OIL PROJECT

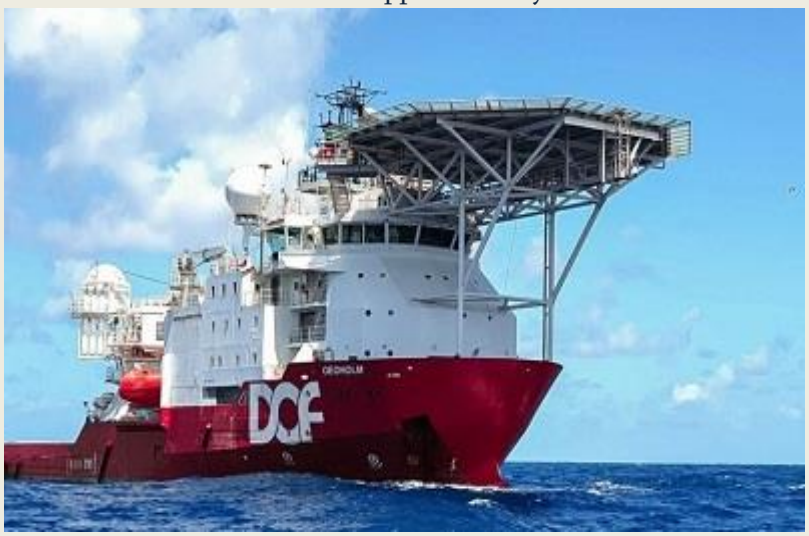
Italy's engineering, drilling, and construction services giant Saipem has received the green light to move forward with its multimillion-dollar assignment on an offshore oil project in the Stabroek block off the coast of Guyana from ExxonMobil Guyana, a subsidiary of the U.S.-headquartered ExxonMobil. Following ExxonMobil's final investment decision (FID) for the $6.8 billion Hammerhead

development as the seventh deepwater oil project in Guyana, Saipem has secured authorization to proceed with the execution of activities related to its engineering, procurement, construction and installation (EPCI) offshore contract, worth approximately $500 million, which it won for work on the Hammerhead oil field in the Stabroek block. This comes months after the Italian giant got the limited notice to proceed (LNTP) in April 2025, which enabled it to start some initial activities, such as detailed engineering and the procurement of long-lead equipment. With the necessary government and regulatory approvals, as well as of the final investment decision for the project out of the way, the firm will continue the execution of the contractual activities. While disclosing that the offshore campaign is currently planned to begin during 2028, Saipem elaborates that its scope of work includes the engineering, procurement, construction and installation of subsea, umbilical, riser and flowline (SURF) structures for the production facility and the gas export system related to the Hammerhead oilfield development project about 200 kilometers from the Guyanese shore. The company will carry out these operations using a variety of construction and support equipment, including Saipem FDS2 and Shen Da, which is part of its fleet as a chartered vessel. According to the firm, the logistics will be entirely executed and managed in Guyana through the Vreed-en-Hoop Shorebase (VEHSI) yard, generating employment and opportunities for the Guyanese people. Located at a depth of approximately 1,000 meters, ExxonMobil's seventh oil development in Guyanese waters will add between 120,000 and 180,000 barrels per day (bpd), raising the country's overall production capacity to nearly 1.5 million bpd once it comes online in 2029. The Hammerhead deal is said to strengthen Saipem's presence in Guyana, as ExxonMobil also hired the firm to work on its six other development projects in the same region: Liza Phase 1 and Phase 2, Payara, Yellowtail, Uaru, and Whiptail. ExxonMobil is the operator and holds 45% interest in Guyana's Stabroek block. The firm's partners are Hess Guyana Exploration, now part of Chevron, has a 30% interest in the block, CNOOC Petroleum Guyana holds the remaining 25% stake. The operator selected MODEC to develop an FPSO for its seventh project at the Stabroek block. This unit will be moored at a water depth of approximately 1,025 meters using a SOFEC spread mooring system in the eastern half of the block, around 160 kilometers northeast of the coastline of Georgetown. (Source: Offshore Energy; Photo: Saipem)

DOF LANDS $390M IN PETROBRAS CONTRACTS, ADDS SHORT-TERM VESSEL DEALS

Norwegian offshore vessel owner DOF has won three service contracts with Petrobras and several short-term vessel deals in Brazil. The contracts, awarded by Petrobras following a competitive tender, are for the execution of subsea inspections as part of Petrobras' subsea inspection program. This is the third consecutive time such deals have been secured by DOF in Brazil. Over the course of previous contracts, DOF has completed more than 7,000 inspections. The three new contracts

have a combined value of approximately $390m and encompass more than 4,000 planned inspections. DOF expects to deploy at least three vessels equipped with work-class ROVs. One of the vessels will be specially outfitted and crewed to perform shallow air diving inspections. Operations under these contracts will cover Brazil's three main offshore basins – Santos, Campos, and Espirito Santo – and are expected to commence in the first half of 2026 and last three years. DOF also bagged three new short-term vessel deals in Brazil. An undisclosed client, only described as a major oil company with significant presence in Brazil, contracted the **Skandi Salvador** and **Geoholm** for short-term engagements in the Espirito Santo and Santos basins. **Geoholm** will perform work supporting mooring operations with the utilisation of one ROV for approximately two weeks. **Skandi Salvador** will support subsea equipment retrieval on a 10-day work charter starting the last week of September. The vessel will also support subsea and a well intervention operation with the utilisation of one work-class ROV and a subsea crane. Work is expected to commence in early November 2025 on a 60-day charter contract. The aggregate contract value for the three contracts is described as limited, which DOF defines as a contract worth less than $15m. Earlier this week, DOF's Danish arm signed an agreement to sell the 2002-built AHTS **Skandi Handler** to an unnamed client. The vessel is planned to be delivered to the new owner in the fourth quarter of 2025. The financial details were not revealed. *(Source: Splash24/7)*



BOSKALIS' BLUE MARLIN DELIVERS CONVERTED FPU TOWARD CONGO LNG DEVELOPMENT

Boskalis' semi-submersible heavy transport vessel **Blue Marlin** is transporting a converted floating production unit (FPU) to Angola in support of the Republic of Congo's first liquefied natural gas project, the company said in a statement. The unit, converted from Saipem's **Scarabeo 5** semi-submersible drilling rig, measures 80.8 by 68.8 meters and has an operational displacement of about 42,000 tons, exceeding the Blue Marlin's 63-meter-wide deck. The vessel's destination is Luanda, Angola, where the cargo is scheduled for discharge before deployment offshore Congo. Saipem stated that the conversion "is a key milestone of the contract awarded to Saipem by Eni Congo as part of Eni's Congo LNG Project,

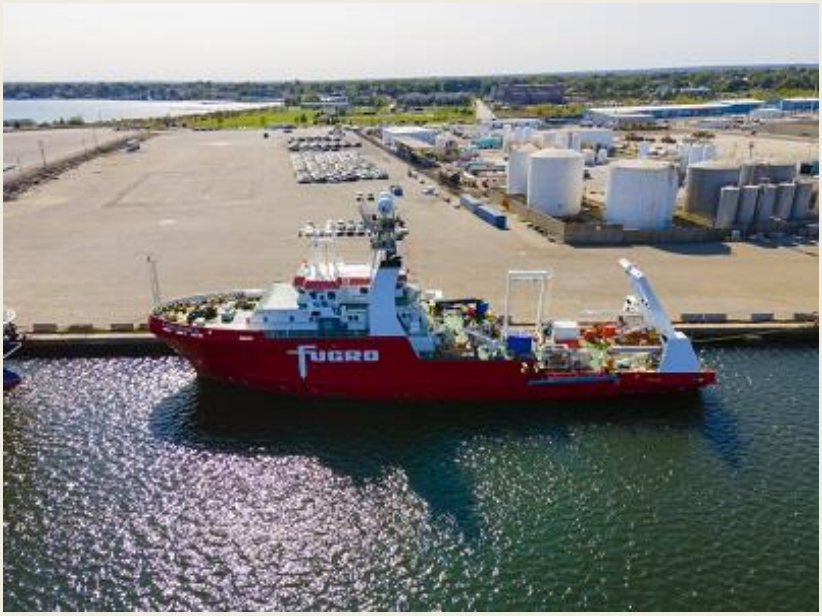
the country's first natural gas liquefaction project," and noted that once installed, the FPU "will serve as a control hub for the entire offshore development." The conversion work was carried out at CIMC Raffles in Yantai, China, covering engineering, procurement, construction, transportation and commissioning. The Congo LNG project, operated by Eni in the Marine XII concession, began production in February 2024 with the Tango FLNG, which has a capacity of about 0.6 million tonnes per annum. A second facility, Nguya FLNG, with a planned capacity of about 2.4 million tonnes per annum, is expected online by the end of 2025, bringing combined output near 3 million tonnes per annum. The FPU delivered by Blue Marlin will separate and boost gas for Nguya FLNG and coordinate offshore operations northwest of Djeno Terminal in waters about 35 meters deep. Boskalis confirmed the transport in industry channels, citing the deck overhang and extending wishes for a safe voyage. AIS tracking lists Luanda as the destination, with arrival expected in late October 2025. Boskalis (Royal Boskalis B.V.) is a Dutch marine services company specializing in dredging, offshore energy infrastructure, and heavy transport. It operates a global fleet including semi-submersible transport vessels and reported €4.4 billion in revenue in 2024. Saipem S.p.A. is an Italian engineering and construction group with a legal structure as a joint-stock company, providing services for energy and infrastructure projects worldwide. Eni S.p.A. is an Italian multinational energy company, structured as a joint-stock corporation, with operations across oil, gas, renewables, and LNG. CIMC Raffles is a shipbuilding and offshore engineering company based in Yantai, China, operating as part of China International Marine Containers (Group) Co., Ltd. *(Source: PortNews)*

PRYSMIAN SECURES €460M CONTRACT FOR ITALY–TUNISIA SUBSEA POWER LINK

Italy's cable maker Prysmian has won a contract to build a submarine power cable connecting Italy and Tunisia, it said on Friday in a statement. The contract, awarded by tender of Italy's power grid operator Terna and the Tunisian electricity grid operator STEG under the Elmed Project, could reach a value of around €460 million

($536.59 million), subject to certain conditions, Prysmian said. The power line will go from the Partanna electrical substation in Sicily to the Mlaabi substation on the Tunisian Cap Bon peninsula. "The interconnector will benefit both countries and support the global shift toward cleaner energy," Prysmian's EVP Transmission BU Raul Gil said. Prysmian has previously worked with Terna on several submarine power cable projects. These include the Tyrrhenian Link, the Adriatic Link connecting the regions of Marche and Abruzzo, and the SA.CO.I.3 high-voltage direct current (HVDC) system, which will link Sardinia, Corsica, and mainland Italy. *(Source: Baird)*

FUGRO ABANDONS 2025 FORECAST AND ANNOUNCES LAYOFFS



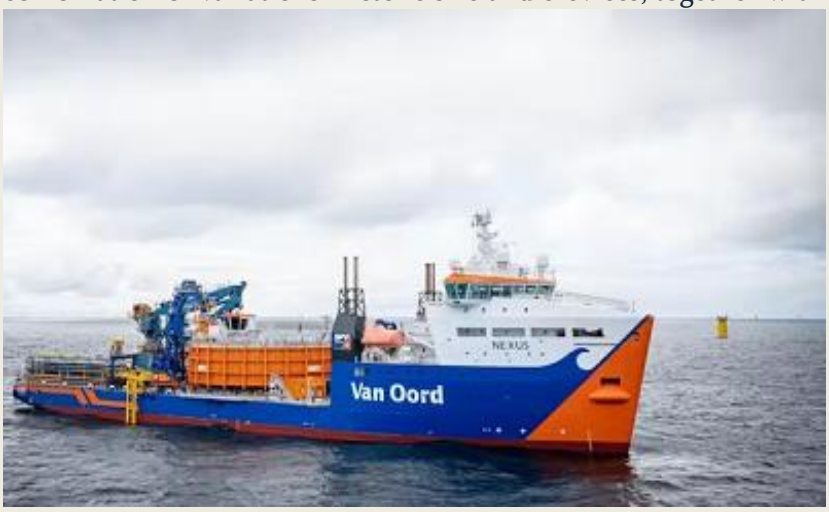
Dutch geological data specialist Fugro has announced the cancellation of its already lowered annual forecast and further job cuts, citing project delays and a limited scope of operations in the offshore wind market. Fugro announced that projects planned for 2025 in the offshore wind and oil and gas markets will be delayed and will not start until 2026, and their scope will be reduced, resulting in a decrease in revenue of around €100 million. The situation the Dutch company finds itself in is the result of US President Donald Trump's policy of pressuring federal agencies to limit policies encouraging the development of wind energy. Last month, Fugro already lowered its 2025 profit forecast from 11-15% to 8-11%. On Monday, the company said customers had also reduced capital and operating spending on oil and gas projects due to stagnant commodity prices. Fugro, which provides geotechnical, research, subsea, and geological services, announced that it will cut an additional 300 jobs in addition to the 750 it had previously announced. This total represents approximately 9% of its total workforce at the end of 2024. The company has already announced that it will "significantly" reduce its capital expenditures for 2026. *(Source: PortalMorski)*

WINDFARM NEWS - RENEWABLES

OFFSHORE CONSTRUCTION STARTS ON ECOWENDE'S 760 MW DUTCH OFFSHORE WIND FARM

Offshore construction has kicked off at Ecowende's Hollandse Kust West Site VI offshore wind farm in the Netherlands with the start of eco-friendly scour protection works. Van Oord's subsea rock installation vessels **Nordnes** and **Bravenes** have been deployed to install scour protection, which prevents monopile erosion caused by strong currents and waves. In collaboration with Ecowende, Van Oord has developed four scour protection designs. The designs use stones of varying sizes, including a grading of 60-300 kg, and with some stones up to 450 kg, to create larger openings and crevices between the rocks. These gaps provide shelter for fish and other marine species, while specially designed bays along the scour protection extend the length of habitat available. The

combination of variations in stone size and crevices, together with bay structures, is said to enhance



lee zones and create more variety in open spaces. The rock–sand interface stimulates a richer and more diverse marine ecosystem, supporting species such as the threatened Atlantic cod, according to Ecowende, a joint venture of Shell, Eneco, and Chubu. "We're excited to kick-off the installation of our wind farm and begin making a positive ecological impact from day one. This milestone showcases the collaboration between ecologists, engineers, and operational experts, delivering both on our ecological targets and a solution that could be fit for future wind farms," said Jelle Muller, Project Engineer Ecology at Ecowende. The 760 MW Hollandse Kust West Site VI offshore wind farm will be built approximately 53 kilometres off the coast of IJmuiden. As Ecowende's official marine contractor, Van Oord is responsible for transporting and installing various components of the wind farm, from the foundations and scour protection to the inter-array cables and turbines. The project will comprise 52 V236-15.0 MW wind turbines, some of which will feature red blades as part of a trial to assess whether increased visibility reduces bird collisions. Ecowende's Dutch offshore wind farm is expected to be fully operational and commissioned by the end of 2026. *(Source: Offshore Wind)*

NEXANS WRAPS UP FINAL EXPORT CABLE CAMPAIGN AT 496 MW OFFSHORE WIND FARM IN FRANCE

Nexans has completed the final export cable campaign at the Dieppe Le Tréport offshore wind farm in France, developed by Eoliennes en Mer Dieppe Le Tréport (EMDT), a joint venture between Ocean Winds, Sumitomo Corporation, and Banque des Territoires. The operation, which involves the installation of two 225 kV High-Voltage Alternating Current (HVAC) export cables to the offshore substation, is the last phase of the 496 MW project. It involved more than 100 professionals and two main vessels, including Nexans' cable-laying vessel Nexans Skagerrak, according to the company. The commissioning is scheduled for spring 2026, completing the export cable connection between the offshore wind farm and the French electricity grid. Nexans was

responsible for the design, engineering, manufacturing, installation, and protection of the 225 kV cables under a contract signed with the French transmission system operator (TSO) Réseau de Transport d'Electricité (RTE) in March 2022. In addition, the company will provide long-term inspection, maintenance and repair (IMR) services for the French offshore wind farm. In July 2025, DEME's Gulliver vessel installed the offshore substation at a site located 15 kilometres off the city of Le Tréport and 17 kilometres off the city of Dieppe. The substation was designed and built by Atlantique Offshore Energy, the Chantiers de l'Atlantique division dedicated to marine energy. Foundation installation is underway at the construction site, with the first jacket installed earlier this month. The Dieppe Le Tréport offshore wind farm will feature 62 Siemens Gamesa 8 MW turbines. *(Source: Offshore Wind)*

DEME SECURES WORK ON 495MW OFFSHORE WIND FARM IN TAIWAN

Belgian marine services and dredging group DEME has secured a contract for the installation of foundations and an offshore substation for the Formosa 4 offshore wind farm in Taiwan. DEME won the contract through its Taiwanese joint venture CDWE. The deal covers the transport and installation of 35 foundations and the offshore substation, as well as the scour protection works. Formosa 4, developed by Taiwan-based Synera Renewable Energy, is located approximately 20 km off the coast of Miaoli County. Once completed, the wind farm will deliver 495MW of green energy, playing a key role in Taiwan's energy transition. DEME will deploy several vessels from its fleet, including the floating offshore installation vessel Green Jade, owned and operated by CDWE and the first of its kind designed and built in Taiwan. A rock placement vessel will be deployed for the scour protection works. Subject to the final investment decision, foundation installation works are expected to begin in the first half of 2027. *(Source: Splash24/7)*

WORK ON REVOLUTION WIND RESUMED

Ørsted has resumed work on the Revolution Wind offshore wind farm off the US East Coast. This comes after the District Court for Washington DC on Monday upheld Ørsted's appeal against the US government's order to halt construction work. Already on Sunday - before the ruling was made - Cadeler's installation ship **Wind Scylla** left the port of New London heading for the offshore wind farm, which is 80 percent complete, writes Finans. However, the ruling does not mean that the project has been saved, only that construction work can continue while the underlying lawsuit, in which the order to stop construction work is being challenged, continues. The US government's desire to stop the construction of the Revolution Wind offshore wind farm stems from President Donald Trump's aversion to the green transition, which he describes as the world's biggest scam. US Secretary of the Interior Doug Burgum is even more inventive, and is quoted as saying that: "people with evil intentions against the United States could launch a drone swarm attack through a wind farm". The US government is expected to appeal the district court's ruling. The Revolution Wind offshore wind farm is a 50/50 joint venture between Ørsted and Global Infrastructure Partners. The farm is scheduled to deliver its first power before the end of next year. *(Source: Maritime Danmark)*

CADELER TAKES DELIVERY OF WIND ALLY, SET FOR FIRST MISSION AT 2.9 GW HORNSEA 3 PROJECT IN UK

Cadeler has taken delivery of its first A-class vessel, **Wind Ally**, which will begin operations installing foundations at Ørsted's Hornsea 3 offshore wind farm in the UK North Sea following mobilisation. The new vessel has been under construction for two years at the Cosco shipyard in Qidong, China. It has been delivered ahead of schedule and within budget, according to Cadeler. The design is a result of close cooperation between Cadeler and its partners, including COSCO, GustoMSC, NOV, Kongsberg, Huisman, and MAN Energy. With a deck space of 5,600 square metres, a payload exceeding 18,000 tonnes, and a main crane capable of lifting above 3,300 tonnes at 39 metres, **Wind Ally** can transport and install up to six sets of XXL monopile foundations per load. The vessel is the first of three A-class newbuilds ordered by Cadeler. Its sister vessel, **Wind Ace**, is scheduled for delivery in the second half of 2026, followed by **Wind Apex** in 2027. The hybrid

design of the A-class vessels allows conversion between foundation and wind turbine installations.

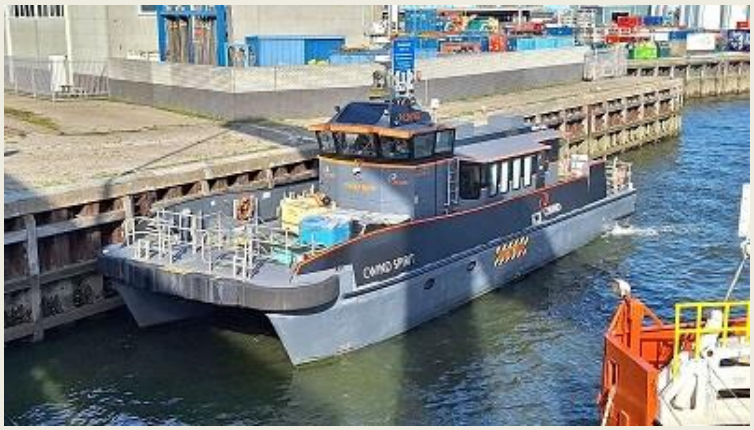
"Over the past year, we have built the needed capabilities to take on the full foundations scope. Establishing an entirely new department of dedicated specialists and investing in the design of vessels tailored for XXL monopiles has been a huge effort across the company," said Mikkel Gleerup, CEO of Cadeler. "Hornsea 3 will be the first project where we bring all of this preparation together, and I am proud that we now stand ready to deliver the complete T&I of foundations as a trusted and long-term partner to Ørsted." For the first time, Cadeler will take on the entire transport and installation (T&I) scope for offshore monopile foundations. In addition to the T&I of monopiles, the company will be responsible for the installation of around half of Hornsea 3's wind turbines. The monopiles for the 2.9 GW offshore wind farm will be delivered by Haizea Wind Group and SeAH Wind. The project, located approximately 160 kilometres off the Yorkshire coast, will comprise around 200 Siemens Gamesa 14 MW wind turbines and is expected to be operational in 2027. *(Source: Offshore Wind)*

ALL MONOPILES ON THOR ARE NOW INSTALLED

All 72 foundations for Denmark's largest offshore wind farm, Thor, have now been installed. The foundations were transported by ship from Eemshaven to the construction site, approximately 22 kilometers off the west coast of Jutland, where they were installed by the ships Jan De Nul and **Les Alizés.** "We are proud that in just five months we have installed all the turbine foundations for Denmark's largest offshore wind farm. This shows the strength of our good cooperation with suppliers and authorities, as well as the solid experience we bring to projects of this scale. Thor is not only a milestone for RWE, but also for the green transition in Denmark. When the farm is completed, it will supply green energy to over one million Danish homes. It is a strong and important contribution to Denmark's and thus Europe's future security of supply," says Pernille Haaning, Country Chair Denmark, RWE. The foundations are about 100 meters long and weigh up to 1,500 tons each. Instead of using a foundation with a separate transition piece between the foundation and the turbine tower, each foundation was extended, and so-called secondary steel structures, such as boat landings, were installed at sea. Secondary steel structures for the foundations are being handled from Thyborøn, and installation work will be completed later this year. The control center for managing maritime logistics and traffic throughout the construction phase at sea is

also based in Thyborøn. The installation of the turbines is planned to be carried out from Esbjerg in early 2026. *(Source: Maritime Danmark)*

BRITISH CATAMARAN IN WET DOCK



The Cwind Spirit arrived in Den Helder from Eemshaven on Wednesday, September 24th. Initially, the 22-meter catamaran moored in front of the Sea Dock Lock, but after passing through it, it was assigned a berth in the Wet Dock of the Willemsoord complex. The Cwind Spirit is part of the fleet of workboats owned by Cwind, a Grimsby-based company active in the North Sea wind energy sector. The MPC22 boat was completed in 2015 by the Colchester shipyard CTruk and is used, among other things, as a crew transfer vessel. Accommodation on board is for 12 passengers. It is powered by two Volvo D13-800MC diesel engines, which enable it to reach a top speed of 30 knots. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

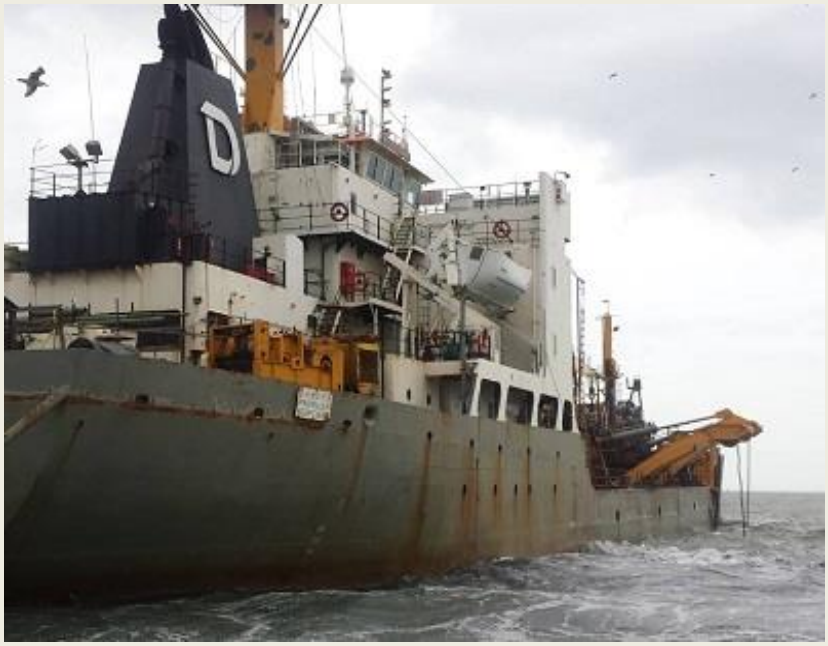
DREDGING NEWS

THE YENISEI RECHTRANS ADMINISTRATION FLEET HAS RECEIVED A NEW DREDGER.

A diesel dredger of the Ts490DM1 design with a capacity of 500 cubic meters per hour has joined the Yenisei Rechtrans Administration fleet. This was announced on September 23 by Rosmorrechflot. The new dredger is designed for hydraulic excavation, transportation, and placement of soil during dredging operations. The dredger will help eliminate bottlenecks and ensure guaranteed

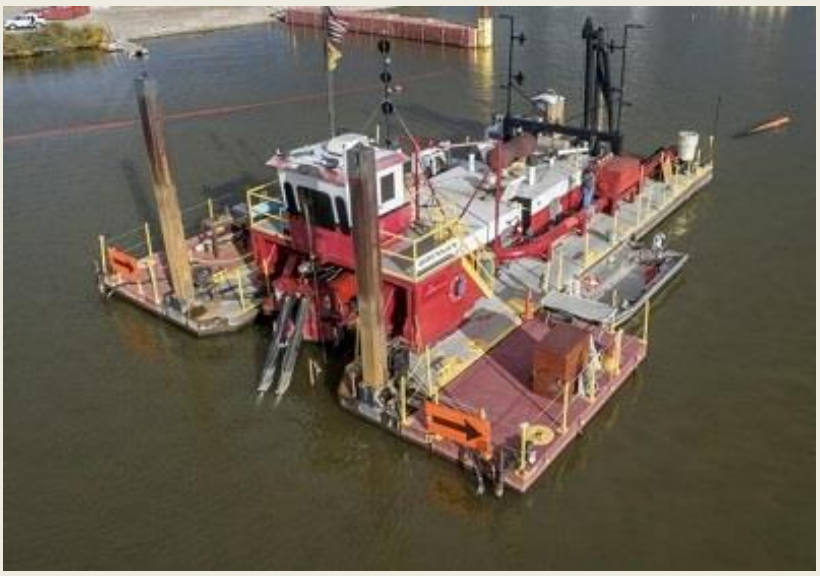
depths for vessel navigation along popular routes on inland waterways. The vessel was built at the Tsimlyansk Shipyard under a preferential leasing program. The Ts490DM1 design is equipped with a milling cutter and hydraulic ripper and is suitable for excavation at depths of 1 to 12 meters. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

DUTRA TO DREDGE CORPUS CHRISTI ENTRANCE CHANNEL



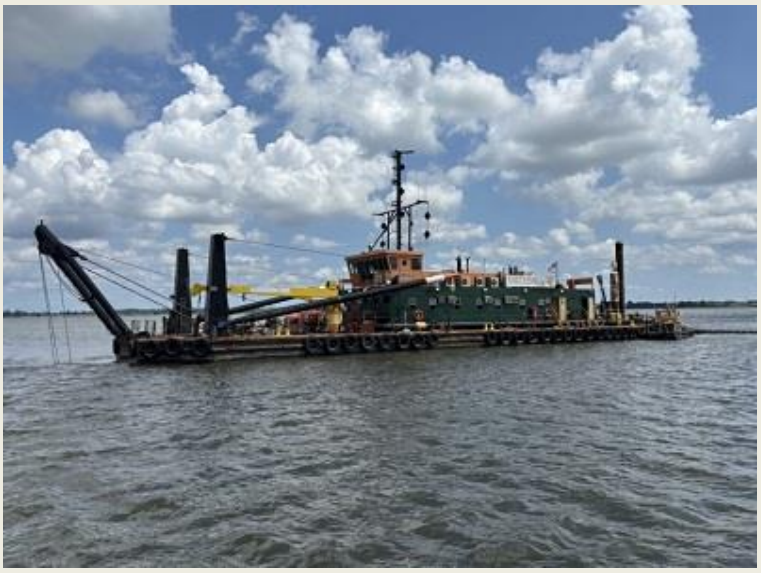
The Dutra Group recently won a $25.7 million USACE contract for maintenance dredging works in Corpus Christi, Texas. The U.S. Army Corps of Engineers, Galveston District awarded the FY 25 Corpus Christi Entrance Channel Hopper Dredging contract to Dutra on September 18, 2025. Under the deal, the contractor will perform maintenance dredging operations to remove shoals from the entrance channel, ensuring the channel remains navigable and operational. The deadline to complete the Corpus Christi dredging project is May 18, 2026. *(Source: Dredging Today)*

J.F. BRENNAN READY FOR THE WARETOWN CHANNEL COMPLEX DREDGING PROJECT



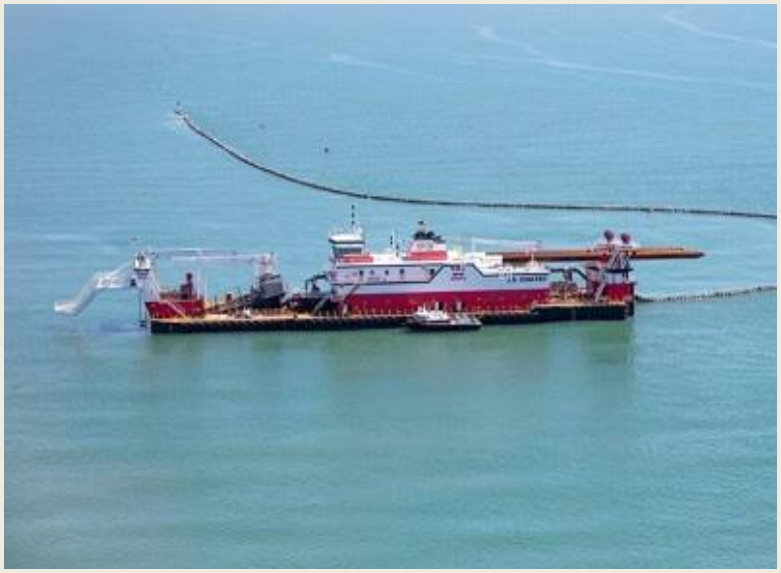
Waretown Channel Complex dredging project is scheduled to begin this month in Barnegat Light Borough and Barnegat, Long Beach, Ocean and Lacey townships in Ocean County, NJ. The $6.2 million project will restore channels to a safe navigable depth. NJDOT's contractor, J.F. Brennan, will dredge approximately 90,000 cubic yards of fine sand and silt from multiple channels within the Waretown Channel Complex. The project will restore safe navigation by dredging the channels to their appropriate depths, between six and nine feet. The dredging, scheduled to begin in September, is expected to be completed in December 2025. Work will be conducted 24 hours a day, seven days a week. All material removed from the channels will be transported via pipeline and discharged into the Oyster Creek Confined Disposal Facility. *(Source: Dredging Today)*

DREDGING ON THE WAY FOR USCG PIER PAPA AND AIWW



Cottrell Contracting of Chesapeake, Virginia, will soon kick off work on an $8.3 million maintenance dredging project in Charleston, South Carolina. The FY25 USCG Pier Papa and AIWW Maintenance Dredging contract includes removal of approximately 895,000 cubic yards of unclassified material from the USCG Pier Papa and the Atlantic Intracoastal Waterway (AIWW), located in Charleston County, South Carolina. Material dredged from USCG Pier Papa will be placed in the Clouter Creek Placement Area, while material dredged from the AIWW will be placed at the Isle of Palms beach template and in the Open Water placement area at Dewees Inlet. The contract, awarded by the Army Corps' Charleston District, has an estimated completion date of March 13, 2026. *(Source: Dredging Today)*

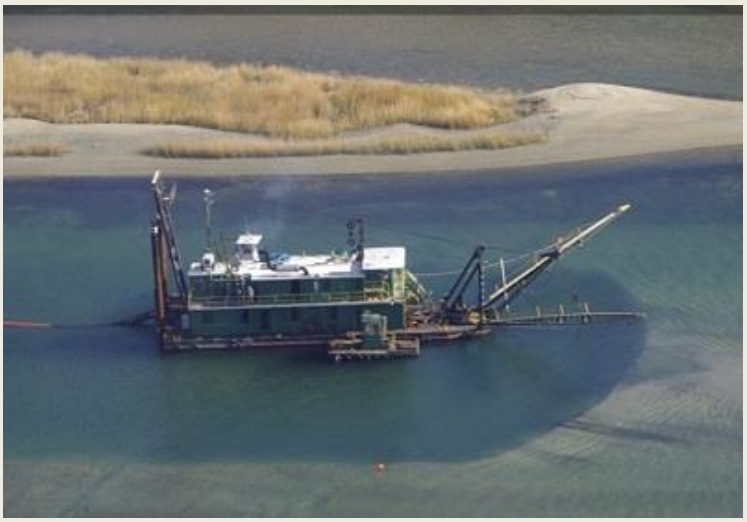
WEEKS MARINE NABS KINGS BAY DREDGING CONTRACT



Weeks Marine Inc., from Covington, Louisiana, has won a $28.1 million firm-fixed-price contract for maintenance dredging of the Kings Bay Entrance Channel in Camden and Nassau Counties. Bids were solicited via the internet with three received, the U.S. Department of Defense (DoD) said. Work will be performed in St. Marys, Georgia, with an estimated completion date of March 30, 2026. According to DoD, fiscal 2025 operation and maintenance, Army funds in the amount of $28,128,150

were obligated at the time of the award. The U.S. Army Corps of Engineers, Jacksonville District, is the contracting activity. *(Source: Dredging Today)*

ALL SET FOR THE DREDGING OF STOUTS CREEK MARSH



New Jersey Department of Transportation (NJDOT) has announced the start of Stouts Creek Marsh dredging project in Lacey and Berkley, Ocean County. NJDOT's contractor, H&L Contracting, will dredge fine sand and silt from multiple channels within the Edwin B. Forsythe National Wildlife Refuge. The project will restore safe navigation by dredging the channels to their appropriate depths, between four and six feet. All material removed from the channels will be transported via pipeline and discharged into Stouts Creek Marsh. According to NJDOT, dredging operations are scheduled to begin this month and are expected to be completed in February 2026. *(Source: Dredging Today)*

TSHD TEUNIS HUIBERTUS READY FOR ITS FIRST PROJECT IN DENMARK

Gebroeders Van der Lee's trailing suction hopper dredger (TSHD) **Teunis Huibertus** is on its way to Aarhus to start work on their first project in Denmark. In Aarhus, approximately 430 meters of new quay will be built to further expand the Port capacity. For this project, the TSHD **Teunis Huibertus** will remove 210,000m³ of sand. According to Gebroeders, the dredger will make about 65 transport trips of 40 nautical miles. The project is being carried out on behalf of MT Højgaard Danmark and is expected to be completed in the course of October. *(Source: Dredging Today)*

YARD NEWS

ASSO.SUBSEA CONTRACTS TRENCHING SUPPORT NEWBUILD AT CHINA MERCHANTS SHIPYARD

Greek offshore contractor Asso.subsea has signed a deal with China Merchants Heavy Industry's

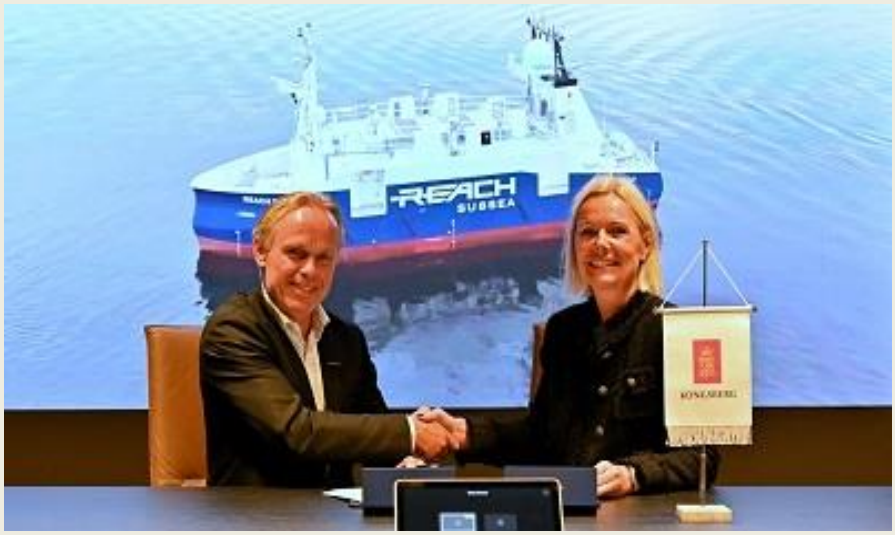
Shenzhen yard for the construction of a new trenching support vessel (TSV). Named **Avra**, the

vessel, due for delivery at the end of 2027, is being billed as the most powerful purpose-built TSV to date, with 24 MW of installed hybrid power and more than 180 tonnes of bollard pull. The newbuild is designed primarily for trenching operations in floating wind and subsea cable markets but will also be equipped for cable laying and repair work, the company said. It will be fit to operate two trenching vehicles at once, even in harsh weather, a capability the owner said will speed up project execution and improve reliability. The ship will carry a 4,000-tonne underdeck cable carousel, twin working decks, a 150-tonne offshore crane and dual A-frames to support a broad range of subsea energy tasks. The design is methanol- and biofuel-ready, fitted with battery hybrid systems and cold-ironing to cut emissions. The order follows Asso.subsea's earlier fleet investment in the new cable layer Althea for delivery also in 2027. "The contract signing for the construction of the **Avra** is a strategic milestone," said Ioannis Togias, executive director of marine technology at Asso.subsea, adding that the vessel has been designed to give the company's clients "a clear advantage in efficiency and project execution." *(Source: Splash24/7)*

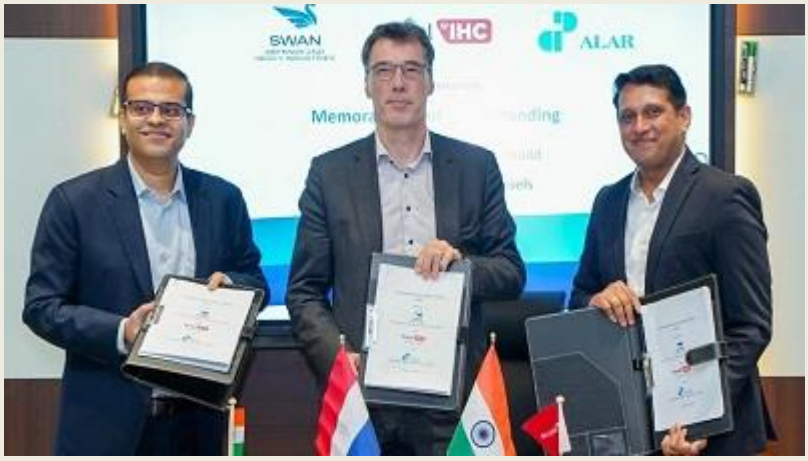
DELIVERING TWO MORE UNCREWED VESSELS TO REACH SUBSEA

We have signed a contract with REACH Subsea ASA for the design, construction and delivery of two additional unmanned surface vessels (USVs), expanding the pioneering REACH REMOTE fleet. The vessels will be based on our UT5208 design, a purpose-built 24-metre platform engineered for remote and autonomous offshore operations. This agreement follows the success of **REACH REMOTE 1** and **REACH REMOTE 2**, with the first vessel recently completing a series of fully remote-controlled offshore deployments off the coast of Norway. **REACH REMOTE 1** was also named "Ship of the Year 2024" at the maritime exhibition SMM, highlighting its role as a

trailblazer in sustainable maritime innovation. In a shift from traditional shipbuilding models, we will again deliver the vessels to REACH Subsea under a full shipbuilding contract. We have subcontracted the construction of the USV to a shipyard subject to our design, supply chain management, systems integration, commissioning, and final delivery. This new way of working is particularly well-suited to projects with fleet-scale potential, offering greater efficiency, quality assurance, and speed to market. Lisa Edvardsen Haugan, President of Kongsberg Maritime, said: "This contract reflects a growing industry confidence in remote and autonomous technologies. The success of REACH REMOTE 1 has proven that remote operations are not only viable, but they're also transformative. By delivering these vessels, we ensure seamless integration of our advanced systems and a streamlined path to deployment. The REACH REMOTE concept is not just a technological achievement; it's a glimpse into the future of offshore operations." Ronny Pål Kvalsvik, VP Sales Ship Design, at Kongsberg Maritime, added: "We are proud to continue our collaboration with Reach Subsea - a repeat client for ship design and a company at the forefront of maritime innovation. Their pioneering work with Uncrewed Surface Vessels, such as the Reach Remote platform, exemplifies the future of sustainable and remote offshore operations. Partnering with a visionary organisation like Reach Subsea reinforces our shared commitment to safer, smarter, and more efficient marine solutions." "This project is part of a broader industry shift toward smarter, greener, and more autonomous maritime operations. The REACH REMOTE fleet demonstrates how Norwegian innovation is transforming offshore services, reducing environmental impact while enhancing operational capability." Reach Subsea holds several exclusive options for additional vessels under the REACH REMOTE programme, supporting long-term cooperation to develop a future where ocean robotics is fully integrated into subsea operations. Jostein Alendal, CEO of REACH Subsea, added: The Reach Remote programme is a cornerstone of our strategy to redefine subsea operations. By combining our subsea expertise with the naval capabilities of Kongsberg Maritime and Massterly, we are delivering real-world solutions that are safer, smarter, and more sustainable. With vessels 3 and 4 now confirmed, we are entering the scale-up phase—ready to meet global demand and shape the future of remote subsea services." The scope of supply from Kongsberg Maritime is extensive, with a wide range of integrated systems and technologies. This includes advanced automation and navigation systems, situation awareness solutions, manoeuvring and thruster control, low-voltage switchboards, energy storage modules, and equipment for ROV and hydrographic operations. The delivery also covers ship design and engineering, project management, and telecom systems including ship-to-shore connectivity. Massterly, a joint venture between Kongsberg Maritime and Wilhelmsen, will manage the remote navigation and vessel operations from Remote Vessel Operations Centres. Reach Subsea will manage the subsea mission execution, including remote control of ROVs, data collection and processing. These operations are supported by a remote architecture developed by Reach Subsea in close collaboration with clients, integrating ocean robotics technologies to enable safe and efficient subsea services from shore-based control centres. *(PR-Kongsberg)*



ROYAL IHC SIGNS MOU WITH SDHI FOR BUILD OF OFFSHORE CONSTRUCTION VESSELS



Royal IHC and Swan Defence and Heavy Industries Limited (SDHI), India's largest shipbuilding and heavy fabrication company, have signed a Memorandum of Understanding (MoU) to work together in the build of Offshore Construction Vessels. The agreement, signed in collaboration with Alar Infrastructure, Royal IHC's representative in India, marks a pivotal step in expanding Royal IHC's footprint in Asia and supporting India's maritime ambitions. The partnership will focus on the design, construction, and retrofitting of Offshore Construction Vessels, Pipe Laying Vessels, and Multi-Purpose Offshore Support Vessels at SDHI's advanced shipyard located at Pipavav Port, Gujarat. This initiative aligns with the Government of India's Make in India and Atmanirbhar Bharat programs, promoting indigenous manufacturing and enhancing cost competitiveness in the global shipbuilding market. "We are delighted to partner with Royal IHC at a time when the industry is witnessing a growing demand for offshore vessels capable of serving both oil & gas and renewable energy markets. This collaboration positions us to address these emerging opportunities with world-class capabilities and competitive solutions," commented Vivek Merchant, Director, Swan Defence and Heavy Industries on the MoU signing. "This agreement marks a significant step in strengthening our presence in Asia by partnering with India's largest shipyard," said Derk te Bokkel, CEO of Royal IHC. "Together with SDHI's infrastructure and capabilities, we can deliver reliable and advanced offshore solutions to meet the evolving needs of the global energy market." Royal IHC will contribute its world-class expertise in vessel design, engineering, mission equipment integration, and project management. SDHI brings to the table its expansive infrastructure, skilled workforce, and strategic location. The Pipavav shipyard features India's largest dry dock (662m x 65m) and a fabrication capacity of 144,000 tons per annum, offering unmatched capabilities for large-scale maritime projects. This partnership underscores Royal IHC's commitment to delivering sustainable and innovative maritime solutions and reinforces its role as a trusted global partner in the offshore energy sector. *(PR-Royal IHC)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *UZMAR Delivers Hybrid Offshore Tugboat to Norway's Buksér og Berging AS: A New Generation at Sea*
   - *Sanmar Tug for Ultratug Proves Its Strength in Successful Sea Trials*
   - *Med Marine delivers two next-generation TRAktor 2600-Z tugboats to Svitzer for Panama operations*
   - *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*
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)
   - *For Sale: Q Adventurer (new)*

   (pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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

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