

26<sup>th</sup> Volume, No. 78    **1963 – “62 years tugboatman” – 2025**    Dated 01 October 2025

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

*Distribution twice a week 22.300+*

MIDWEEK – EDITION

## TUGS & TOWING NEWS

### TRADEWINDS TOWING EXTENDS LIFE OF 43-YEAR-OLD TUGBOAT



A Louisiana, US-based tug owner has invested in an existing vessel to extend its life and enhance its towage capabilities. TradeWinds Towing has extended life of its 1982-built tugboat, **Miss Lis**, to prepare it for tackling more advanced coastal and offshore towage work in the US Gulf. This 24.9-m tug visited Main Iron Works in Houma, Louisiana, during Q3 2025 for

life-extension work and renewal of its fendering and towage equipment. According to TradeWinds Towing president Dominique Smith, the shipyard replaced old towage equipment with a SMATCO 46/34 anchor-handling winch and added a new doghouse, pop-up pins and fenders from Schuyler Maritime, and renewed tonnes of steel on **Miss Lis**. It sailed from the shipyard to Morgan City at the end of September to restart contract work. "It is good to have Miss Lis back working. It is a shallow-draught anchor-handling machine now," said Capt Smith. He thanked Main Iron Works and Southern Marine & Repair for work on this 147-gt, US-flagged vessel. **Miss Lis** has a beam of 8.6 m, a loaded draught of 2.7 m, plus equipment for emergency response, salvage and firefighting. New Orleans-headquartered Tradewinds Towing oversees a fleet of seven tugs built between 1970 and 1985 with bollard pulls ranging from 22 tonnes to 82 tonnes. These operate within the US Gulf, Caribbean and Latin America. *(Source: Riviera by Martyn Wingrove)*

### MED MARINE INTRODUCES LATEST RAMPARTS 2300-W TUGBOAT DESIGN

MED MARINE proudly announces the successful launch of its latest **RAmparts 2300-W** series tugboat, completed at EREĞLİ SHIPYARD on 19 September 2025. The launch adds another modern and efficient vessel to MED MARINE's growing portfolio, reinforcing its role as a trusted partner for operators worldwide. Designed with MED MARINE's renowned engineering expertise, the new harbour tug measures 23.4 meters in length and delivers an impressive 50 tonnes of bollard pull. Built to Class FIFI-I standards, the vessel is equipped to perform a wide range of operations—

including ship handling, towing, pushing, mooring, and firefighting—while ensuring maximum safety and reliability. The tug is fitted with a forward towing winch for effective ship assistance and an aft towing hook for flexible line towing operations. This configuration, combined with its powerful propulsion, guarantees superior manoeuvrability and efficiency in the most demanding harbour environments. Its robust



welded steel hull is reinforced with watertight bulkheads, dividing the forepeak, tanks, accommodation, and engine room to provide additional strength, endurance, and stability. With modern onboard systems and comfortable accommodation for up to seven crew members, the vessel is purpose-built for continuous, dependable service. Technical specifications of the tugboat: Length: 23,40 m; Beam: 11,90 m; Depth: 4,60 m; Draft: 5,10 m; Bollard Pull, ahead: 50 tons; Speed: 11,4 knots; Crew: 7 persons. Watch the YouTube video [HERE](#) (PR-Med Marine)

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## *A NEW BOLUDA-BRANDED TUGBOAT FOR MSC HAS ARRIVED IN GENOA.*



The first blue vessel, recently delivered by Med Marine, has moored at Ponte Parodi and is contributing to the even more distinctive colour of Ponte Parodi in Genoa. The arrival of the new tugboat **VB Insignia**, recently built by the Med Marine shipyard and shipped from Turkey, has not gone unnoticed in the port of Genoa. Besides the novelty of this new arrival in Liguria, it's

also worth noting that it's the first tugboat to bear the Boluda Group's insignia, the Spanish towage



giant with which MSC has merged its harbour towage operations, which until a few months ago were grouped under the umbrella of Medtug. The aesthetic result is that today in Ponte Parodi, home to the fleet of tugboats operating in the historic port of Genoa, one can see orange vessels dating back to the management of Rimorchiatori Riuniti, yellow and black vessels attributable to MedTug (MSC), and now a first blue vessel with the insignia of the Boluda group. The new vessel, which just arrived at the Lanterna, is 32 meters long and 13 meters wide. It is believed to be built based on the Rastar 3200X design by renowned Canadian designer Robert Allan Ltd., and is equipped with two Caterpillar 3516E main engines, generating a total power output of approximately 6,800 BHP for a bollard pull of 82 tons. MSC has not confirmed or provided further details regarding the vessel's arrival in the fleet. *(Source: Shipping Italy)*

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### LAUNCHING OF ANOTHER ONE OF 4854kW ASD TUGBOAT

On 28th September. 2025, one of 2×2427 kW ASD Tugboat, which was designed and built by our Jiangsu Zhenjiang Shipyards for Taicang Port Changhai Shipping Co. LTD and named “**TAI GANG TUO 18**” has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyards)*



### AWO WELCOMES THREE NEW MEMBERS TO NATIONAL GROUP

The American Waterways Operators (AWO) recently announced that the organization has welcomed three new members: • Host Towing LLC – Host operates in the Lower Mississippi River. It is composed of ship agents and marine terminal owners and operators. • Howden US Specialty LLC – Howden US Specialty was started in August to further the building of Howden Group, the world's 10th-largest insurance brokerage firm. With over 20 U.S.-based marine insurance professionals,

Howden US works with clients across the full spectrum of the marine industry, including vessel



operators, terminals, shipyards, fleeters, ship assist and more. • No More Carbon USA – No More Carbon USA's EPA Tier 1 fuel additive/catalyst immediately optimizes fuel efficiency and minimizes emissions upon application. The fuel catalyst, originally developed by the National Aeronautics and Space

Administration (NASA), is utilized globally, including by entire countries, with headquarters based in the United States. (Source: *Professional Mariner*)

## LSZ PELLA HAS BEGUN MANUFACTURING HULLS FOR A NEW LINE OF PE SERIES TUGS.

The Leningrad shipyard "Pella" has begun manufacturing hulls for a new line of PE-series tugs. Currently, the hulls of the PE-80 project tugs, in Acr5 and PE-50 configurations, are assembled on the shipyard's slipways. Both hulls are ready for equipment loading. The shipyard is also completing construction of a Project PE-50 tugboat for the Griffon company. Most of the equipment, including the main engines, has already been installed on the vessel, and the tug will soon be launched. The company's



press service reported this to Mediadubba. Earlier, at the NEVA 2025 exhibition, the Pella Shipyard signed an agreement with Industrial Components KAMAZ and the Chinese manufacturer Advance to supply propulsion systems for the construction of a new line of PE-series tugboats and multifunctional boats, with the potential for localizing production at the shipyard's facilities in Otradny. The Leningrad Shipyard



"Pella" is located in Otradnoye, Leningrad Oblast. Since 1992, the yard has successfully built vessels for various purposes, from tugboats and speedboats to fishing vessels and naval vessels. Over the past 20 years, the company has built more than 100 tugboats. In 2025, the shipyard introduced a line of new multifunctional PE series tugs—the PE-50, PE-60, and PE-80. These included a modernized version of the proven Project 90600 tug and an Arc6 ice-class escort tug with a bollard pull of 80 tons. This year, the plant also unveiled two new multifunctional high-speed boat designs, which utilize a universal platform that allows for the creation of boats for various purposes, depending on customer needs. You can learn about the company's new projects at the NEVA 2025 exhibition at the company's stand, number G3 333. (PR- Promreg)

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## REMOTE FLOATING LNG RAISES MORE MARINE CHALLENGES

Deployment of floating LNG facilities and storage, regasification units in more remote locations creates greater maritime and competency challenges for providers of marine services and tanker handling. Deployment of floating LNG (FLNG) facilities and floating storage regasification units (FSRUs) continues to



accelerate as developers seek faster timelines, lower environmental footprints and better adaptability to global energy market needs. These projects are introducing rising demand, for specialised tugs for supporting LNG carriers docking at these offshore and coastal terminals and ship-to-ship (STS) transfers. "We see growing demand for LNG-specific towage solutions, especially in areas with floating units where sea conditions are variable," said Smit Lamnalco LNG business and project development director, Andrew Brown, as he addressed the tug and terminal interface. Smit Lamnalco provides marine support services to LNG terminals, including FSRUs, and has been involved in new projects offshore Africa and the eastern Mediterranean. "In these environments, mooring and unmooring operations must be conducted quickly, safely and often in tandem with STS transfers," Mr Brown said. *"Retaining high competency levels is challenging"* He added that having the right equipment on standby is critical. "We work closely with terminal operators and shipowners to ensure the tugs are not just present but optimally positioned and outfitted. LNG

operations demand a higher level of co-ordination than conventional oil terminals.” Mr Brown noted that automation and remote diagnostics are entering the LNG towage space, with increased use of integrated mooring systems that communicate directly with shore-based control. He also highlighted the importance of joint training and education for seafarers involved in providing marine services and STS transfers for these FLNG and FSRU projects. “Retaining high competency levels is challenging,” he said. “We need more training, such as side-by-side training for pilots, tug masters and LNG carrier captains in simulators, so they can see what is happening.” More of these FLNG and FSRU projects are being installed further from shore in challenging environments, where wave heights can exceed 3 m, bringing more operational challenges. “Remote locations mean higher operating expenditure in marine services and pilotage and logistics,” said Mr Brown. There are also more challenges with emergency response and facility safety. “Emergency response planning is needed for each facility. The role of marine services should be interlocked into these emergency response plans.” Similar challenges and marine services are required for offshore oil production and export in deepwaters, such as off West Africa and South America, where new facilities are being deployed and larger tankers require assistance. Smit Lamnalco has gained a multi-year contract from ExxonMobil to provide offshore terminal support services at the US oil major’s deepwater floating production storage and offloading (FPSO) vessels in the Stabroek block, in Guyana. For this contract, Smit Lamnalco has ordered four terminal tugs with DP2-class dynamic positioning from Turkey’s Uzmar Shipyard to support tankers and FPSOs. These 60-m vessels will provide terminal support activities, including operational, maintenance and logistics support, and static towage during tanker lifting operations. Based on Robert Allan Ltd’s RAmpage 6000-DE design, each tug will have a bollard pull ahead exceeding 130 tonnes, and astern of 120 tonnes bollard pull, FiFi1 fire-fighting capabilities and equipment for emergency response. Smit Lamnalco anticipates the first of these towing and anchor-handling tugs would be delivered in Q1 2028, with subsequent quarterly deliveries thereafter. ExxonMobil has four FPSOs, leased from or operated by, SBM Offshore and Modec, in the Stabroek block. In August, One Guyana FPSO producing from the Yellowtail field, joined FPSOs Destiny, Unity and Prosperity, bringing total installed capacity in Guyana to above 900,000 barrels of oil per day. Uzmar has built tugboat fleets for Smit Lamnalco in the past, with the latest deliveries supporting the Coral Sul floating liquefied natural gas (FLNG) project offshore Mozambique. Three RAstar 4200, Bureau Veritas-class tugs – [SL Macaloe](#), [SL Matemo](#), and [SL Ibo](#) – were completed in Q1 2022. They have an overall length of 42 m, a moulded beam of 16 m, a depth of 6.9 m, and FiFi1 fire-fighting systems and oil recovery equipment. *(Source: Riviera by Martyn Wingrove)*

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### **ROSMORPORT IS READY TO PAY MORE THAN 81 MILLION RUBLES FOR THE REPAIR OF ENGINES AND DIESEL GENERATORS OF THE TUGBOATS ALEUT AND KHASAN.**

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Up to 90 calendar days are allocated for the work. Rosmorport, a federal state unitary enterprise, has announced an online auction for repairs to the SAT 3512B main engines No. 1 and No. 2 and the SAT 3056T diesel generator No. 1 and No. 2, as part of the next Russian Maritime Register of Shipping (RS) inspection of the tugboats "[Aleut](#)" and "[Khasan](#)." The auction will be divided into two lots. The starting (maximum) price for each contract is 40.7 million rubles, according to data from the unified procurement information system. Applications for participation can be submitted until August 4, and the results will be announced on October 14, 2025. According to the procurement materials, the period for completing the work for each lot should not exceed 90 calendar days from the date the parties sign the vessel acceptance certificate for repair. As previously reported by IAA PortNews, in June 2025, Rosmorport announced an auction for repair work on the tugboats Aleut and Khasan in



the scope of the next inspection by the Russian Maritime Register of Shipping (RS, Register) with a



contract value of up to 89 million rubles. The Project 90600 tugs "Aleut" and "Khasan" were built in 2010 at the Pella Shipyard in Otradny (Leningrad Region). Class: KM O Arc4 R3 AUT3 FF3WS Tug. The tugs are registered in Vladivostok. Characteristics of the tugboat "Aleut": overall length - 23.39 m, width amidships - 8.8 m, side height - 4.3 m, draft light bow/stern - 3.57/4.29 m, full displacement - 416.2 tons, dry dock weight - 333 tons, gross tonnage - 188

register tons. Characteristics of the tugboat "Khasan": overall length - 25.39 m, width amidships - 8.8 m, side height - 4.66 m, draft light bow/stern - 3.57/4.29 m, full displacement - 416.2 tons, dock weight - 333 tons, gross tonnage - 188 register tons. (Source: PortNews)

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## TUGBOATS JOIN NORTHERN EUROPEAN FLEETS

Three northern European owners have taken delivery and named newbuild tugs and workboats in three different countries. Two Neptune Marine-built workboats were named, one in the Netherlands and the other in the UK, while two harbour tugs arrived in France in mid-September. In the Netherlands, Neptune Marine named its latest newbuild multipurpose tug, **Neptun**



**Power**, following its construction by the Dutch designer and shipbuilder. This 34.2-m vessel was built to Neptune's EuroTug 3413 design with a bollard pull of 70 tons, a beam of 13.4 m and a shallow draught. It has DP1-class dynamic positioning and hybrid propulsion including three main

diesel engines, and **Neptun Power** is prepared for installation of an energy storage system. According to automatic identification system (AIS) information **Neptun Power** was in Hardinxveld, the Netherlands on 22 September. In the UK, Neptune-built EuroCarrier, **Willdiscover** was named by Williams Shipping in Southampton, during mid-September. This 24-m workboat was built to Neptune's Eurocarrier 2495 design with equipment supporting various towage, harbour, dredging,



marine construction and offshore operations, including winches, an A-frame, a Heila deck crane and a plough. **Willdiscover** has two Volvo Penta D16 main engines compliant with IMO Tier III regulations, each developing 625 kW at 1,900 rpm, two 1,650-mm diameter propellers in nozzles and an 80-kW bow thruster. An anchor handling and towing winch, split-drum winch with a pull of 70 tonnes at the first layer, a tugger winch and a 25-tonne towing hook are fitted on

**Willdiscover**. In France, Thomas Maritime Services (TSM) has welcomed tugboats **TSM Brest** and **TSM Dieppe** after their delivery on AAL Shipping's heavy lift ship **AAL Hamburg** at the Saint-Wandrille quay on the lower Seine. These two tugs were built by Damen with 83 tonnes of bollard pull at its Song Cam shipyard in Vietnam. Rouen, France-based TSM is also preparing to welcome newbuild tugboat, **TSM Bergen**, to its fleet in October 2025 after it is completed by Neptune Marine at its shipyard in Aalst, the Netherlands. This 39-m vessel has a beam of 12 m, DP2 and three main diesel engines linked to an exhaust aftertreatment system for compliance with IMO Tier III emissions standards. *(Source: Riviera by Martyn Wingrove)*

## CHALLENGE

**Challenge** was in steam last week on the River Medway at Rochester to celebrate the arrival of the last sea-going paddle steamer "**Waverley**". History: In 1931 built by A. Hall and Co Ltd. - Aberdeen under yard number 633 and delivered to Elliott Steam Tug Co Ltd, and managed by J. Page - London. In 1940 she participated in the Dunkerque evacuation 'Operation Dynamo'. In 1965 sold to William Watkins Ltd and managed by Ship Towage (London) Ltd. - London. In 1968 sold to London Tugs Ltd - London. In 1974 sold to St. Katherine Haven Ltd. moored during





19 years in the dock close to the Tower Bridge. In 1993 for preservation to The Dunkirk Little Ships Restoration Trust - Warsash. She has a length of 30.48 mtrs a beam of 7.95 mtrs and a depth of 4.12 mtrs. The Triple Expansion Engine develops a 1,100 ihp. Watch the video [HERE](#) (Source & Video: Geoffrey Watson)

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## NEW BLOUNT-BUILT TUGBOAT TO SERVE NY STATE CANAL SYSTEM



The New York Power Authority (NYPA) and New York State Canal Corp. on Monday announced the christening of the newest addition to the corporation's marine fleet, the tugboat **Thomas X. Grasso**. This significant investment marks the first major enhancement of the corporation's maintenance fleet in decades and is named in honor of the late Tom Grasso, longtime president of the Canal Society of New York State, who passed

away in 2022. The christening ceremony occurred along the Erie Canal in Fairport, with Grasso's family and friends in attendance. "Tom Grasso's vision and commitment to the New York State Canal System have left an indelible mark on our waterways," said Bea Gonzalez, NYPA and canal corporation trustee and Syracuse area canal recreationist. "The christening of the **Thomas X. Grasso** tugboat is a fitting tribute to his life's work and the enduring impact he made on our community. We are proud to honor his legacy with this new addition to our fleet." The tugboat represents a milestone in the modernization of the canal corporation's operations, enhancing its capacity to support maintenance and operations across the historic 524-mile New York State Canal System. Grasso's legacy and dedication to preserving and promoting the canal system as the president of the canal society for more than 40 years will be commemorated through this vessel, ensuring his contributions are remembered for generations to come. "This tugboat represents not only a significant investment in our marine fleet but also a celebration of Tom Grasso's passion for the canals," said NYPA President and CEO Justin Driscoll. "His leadership and dedication have inspired many, and this vessel will continue to support the vital work of the canal corporation for years to come. We are honored to name this tugboat after him." Staffed by canal corporation tugboat captains and floating plant personnel, the tugboat will be stationed on the Erie Canal in Waterford, N.Y. The

new steel inland tug, at 64.5 feet long, will support operations required to maintain navigation along the canal system. Some of this work includes buoy placement and retrieval, movement of spoils in hopper scows, transporting of dredge pipe, and mobilizing hydraulic and mechanical dredge units. In addition, the new tug has icebreaking capabilities built in with thicker steel and tighter-spaced framing in the bow. The tugboat was built by Blount Boats of Warren, R.I. Three additional tugs now in production at Blount's facility are scheduled to be delivered in 2026 and 2027. These new tugs will be placed into service alongside Syracuse, a 1934 tugboat built by the state of New York that has been the workhorse of the canal corporation's maintenance fleet since its launch. In addition to the tugboat christening Monday, Grasso's family and friends unveiled a new monument and pocket park named in his honor along the Erie Canal in Fairport. The new park features a structure built with stones from an earlier generation of the Erie Canal as well as new landscaping and benches. *(Source: Professional Mariner; Photo: New York Power Authority)*

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### LAUNCHING OF ONE UNIT OF 3676kW ASD TUGBOAT

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On 30th September, 2025, one unit of 3,676 kW ASD tugboat named "**CHENGGANG TUO 7**", built by our Jiangsu Zhenjiang Shipyard company for Jiangyin Chengang Tug shipping Co., LTD, was successfully launched. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



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## ACCIDENTS – SALVAGE NEWS

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### ISRAELI DRONE STRIKE HITS LPG TANKER AT YEMEN'S PORT

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27 crew members aboard, including 24 Pakistanis, authorities successfully contain fire. Pakistan's Interior Minister Mohsin Naqvi said on Saturday that an Israeli drone attacked a petroleum gas (LPG) tanker at Yemen's Ras al-Esa port on September 17. This port is under the control of Houthi rebels. There were 27 crew members on this tanker, including 24 Pakistani, 2 Sri Lankan, and 1 Nepali citizen. The tanker's captain, Mukhtar Akbar, is also Pakistani. Naqvi stated on the American social media platform X that due to the drone attack, an LPG tank on the tanker exploded, causing a fire. The crew immediately took action and brought the fire under control. However, after this, Houthi rebel boats surrounded the tanker and took the crew hostage on the ship. Naqvi said that after long efforts, the tanker and its crew have been released by the Houthis, and they have now safely exited the Yemeni territory. Pakistan's Ministry of Foreign Affairs also stated on Sunday morning that the 24 Pakistani nationals on board the tanker are completely safe and are moving forward. The Ministry of Foreign Affairs stated that as soon as information about the tanker catching fire off the coast of Yemen on September 17 was received, Pakistani embassies contacted Yemeni



authorities. Immediate steps were taken to ensure the safety of the crew and to re-dispatch the



tanker. The embassies also maintained constant contact with the crew's families and provided them with updates. Naqvi said, Release happened due to efforts of security agencies. Naqvi appreciated Home Ministry Secretary Khurram Agha, Pakistani Ambassador to Oman Naveed Bokhari and his team, colleagues in Saudi Arabia, and especially the officials of security agencies for the safe release of the crew. He said, "I sincerely thank all of them who worked tirelessly day and night during difficult

times. When we were surrounded by despair, they ensured the safe release of our citizens" (*Source: Bashkar English*)

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## OIL FILM ON THE DANUBE STOPS SHIP IN REGENSBURG LOCK

An oil slick was discovered on the Danube at the Regensburg lock on Sunday afternoon. A passenger ship had leaked small amounts of oil due to a technical defect. The ship had to be temporarily stopped. An oil film had already been detected in the Geisling lock at midday. However, the source could not be identified. The ship was eventually stopped in Regensburg and secured with an oil sluice in the upper water of the lock. This prevented further



oil leakage. *Ban on sailing the ship* According to police , only two to three liters of oil leaked into the water. The passenger ship was banned from sailing until repairs were completed. (*Source: Mittelbayerische*)

## DUTCH CARGO SHIP ATTACKED NEAR YEMEN: 2 INJURED, 19 MEN EVACUATED



A Dutch cargo ship was attacked in the Gulf of Aden. Two people were injured, and the nineteen-person crew is being evacuated, according to the Dutch company Spliethoff. The attack on the MV *Minervagracht* took place approximately 200 kilometers southeast of the Yemeni port city of Aden. According to Spliethoff, significant damage was caused to the ship. *Injuries* The crew is being transferred

to other ships by helicopter. The severity of the injuries to the two injured is still unclear. MarineTraffic radar indicates the ship's destination was the Indian city of Mumbai. The British maritime organization UKMTO reports that the ship was hit by "a projectile." A fire has also reportedly broken out. The AP news agency, citing Yemeni media, reports that a ballistic missile was likely launched from an area controlled by the Houthis. EOS reports "at least one anti-ship missile." UKMTO advises ships in the Gulf of Aden to exercise caution. According to the British maritime intelligence company Ambrey, the same cargo ship was also targeted in an attack last Tuesday when an explosion was recorded nearby. The ship was en route to Djibouti at the time. In recent times, Houthis have regularly attacked international ships. It is unknown whether the group is behind the attacks this time. It usually takes hours, or sometimes days, for them to claim responsibility for an attack. The Houthis have been attacking ships since the outbreak of the war in Gaza, claiming they are in solidarity with the Palestinians. At the end of last year, Nieuwsuur reported that Dutch ships had received threatening emails from Houthis. These emails stated that they were on their "hit list" because they had visited the Israeli port of Haifa. (*Source: NOS*)

## FEHMARN: A RESTAURANT SHIP HAS SUNK IN THE MARINA OF BURGTIEFE

It remains unclear why the ship ran aground overnight into Saturday. Divers are now investigating the cause. The fire department placed oil booms around the ship to prevent contamination of the Burg marina. The Burg fire department on Fehmarn's new telescopic mast was also deployed. *Ship sunk aground* From the outside, only trained eyes can see that the ship has sunk about half a meter to the bottom of the marina. "The ship has a draft of two and a half meters, and the bottom is about three meters deep here," said fire department operations manager Mirco Busch. Emergency services were alerted by the water police because it was unclear whether fluids were leaking from the ship.



The fire department therefore placed oil booms around the ship to prevent water pollution.

*Telescopic mast in use for the first time*

The Burg fire department on Fehmarn has a new and impressive tool at its disposal. A telescopic mast, replacing the 20-year-old turntable ladder, was also in use at the marina on Saturday afternoon. With the help of the vehicle, the emergency services were able to lift their rescue boat into the water. Using the boat, they were able to place the oil booms directly onto the ship.



Divers will assess the damage later today, as water is believed to have entered the ship from the outside. (Source: MSN; Photo: Arne Jappe)

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*THE SHIP "RAPID", WHICH RAN AGROUND IN KANDIRA, IS WAITING TO BE RESCUED..*



The **RAPID** Ship, which ran aground in Kandira, is awaiting rescue due to environmental risks. The 81-meter-long dry cargo ship named "**RAPID**" flying the Tanzanian flag ran aground in the Pembe Kayalıklar area off the coast of Kefken in the Kandira district of Kocaeli at 05:55 on the morning of September 18, 2025. The seven crew members on board ,

six of whom were Ukrainian and one Iranian , were safely evacuated thanks to the intervention of Coast Guard boats, helicopters, and the Diving-Safety-Rescue Team (DEGAK). There were no casualties. *Load and initial measures* The ship was reportedly carrying approximately 2,135 tons of plaster destined for Ukraine. Following the incident, floating barriers were installed in the area to

protect the sea surface from any possible fuel leaks. *Fuel warning from experts* Maritime experts have warned that a serious environmental disaster could occur if the ship's fuel tanks are damaged. Speaking to Habertürk, the experts warned, "The fuel transfer must be carried out as soon as possible; the risk increases as the ship is exposed to adverse weather conditions." *The recovery process may take months* Technical analyses and planning for the ship's salvage efforts are ongoing. The ship's entrapment in the reef, the risk of structural damage, and adverse weather conditions make the operation challenging. Authorities estimate the process could take two to three months. *The area is under surveillance* The Kocaeli Governor's Office and Coast Guard Command are monitoring the incident, and regular inspections are ongoing to protect the environment and marine ecosystem. Fishermen and local residents have been informed of the measures being taken. (Source: DenizHaber)

## OSNABRÜCK: SHIP CRASHES INTO BRIDGE - CAPTAIN INJURED

A barge struck a bridge on the Osnabrück branch canal on Tuesday morning. According to police, the driver's cabin was destroyed. The captain sustained minor injuries and suffered shock. He received medical treatment from paramedics. A sailor who was also on board the ship was uninjured, according to police. Römereschstraße, which connects the districts of Westerberg and Haste, was



briefly closed. Because many cars use the route during rush hour, significant traffic disruptions occurred in the port area. *Bridge reopened* After a few hours, the bridge was reopened to traffic. The bridge's structural integrity was not affected, a spokesperson for the Osnabrück police told NDR Lower Saxony. According to the spokesperson, the accident occurred because the ship presumably didn't have enough draft. The driver's cab was severely damaged, and the windows shattered. *Water police take over investigation* A water pipe on the bridge was also damaged. A gas line, which also runs over the canal, is unaffected, according to police. Experts from the city of Osnabrück and the municipal utility company are currently assessing the damage. The Minden Water Police have taken over the investigation into the circumstances of the accident. (Source: NDR)

## RESCUER LOST HIS LIFE DURING RESCUE OPERATION IN LOFOTEN



A 36-year-old chief mate of the Norwegian Rescue Service lost his life on Friday during a rescue operation in Nappstraumen near Lofoten. The 11-year-old girl he was trying to save was later found dead. Rescuer Adrian

Willyson Brask dove down to a capsized motorboat to search for an 11-year-old girl who was still



trapped in the boat, but ended up in a critical condition himself. He was brought to shore by helicopter, but his life could not be saved. "Yesterday, what we fear most happened. Adrian Willyson Brask died while doing the most important thing we in the Rescue Service do – saving another life," says Secretary General of the Rescue Service Grete Herlofson, according to NRK. "He was a highly valued colleague, and the loss feels both unimaginable and unfair. This is the darkest day in the Rescue Service in 100 years," she says. The accident occurred when the boat carrying six Swedish tourists and a Swedish fishing guide capsized. Six of those in distress were rescued, but the 11-year-old girl was later found dead. The Norwegian Rescue Service and the Norwegian Accident Investigation Board have initiated investigations into the accident. *(Source: Maritime Denmark)*

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## SUNKEN VESSEL RAISED NEAR BREMERTON

A 108' vessel that sank earlier this month in Sinclair Inlet has been successfully raised and transported, according to a unified response team. The **Cairdeas**, a World War II-era wooden hull yacht, sank on Sept. 7, near Bremerton, Wash. A unified command consisting of the U.S. Coast Guard, Washington Department of Ecology, and Washington Department of Natural Resources led the recovery effort. On Wednesday, Sept. 24, crews raised the vessel and transported



it to Port Townsend. Responsibility for the vessel and any further actions was officially transferred to the Washington Department of Natural Resources. Approximately 1,200 gals. of diesel fuel was released into the water during the incident. The Coast Guard said it accessed the Oil Spill Liability Trust Fund and contracted an oil spill response company to mitigate environmental impacts and raise the vessel. Fewer than 15 gals. were recovered from the vessel's tanks during salvage operations. In response, crews deployed about 1,600' of containment boom, used absorbent materials, and conducted shoreline assessments to mitigate environmental impacts. "The combined response mitigated impacts to the environment, protected wildlife and removed the threat this vessel posed to the waterway and marine transportation system," said Lt. Cmdr. Sean DiGeorge,

chief of the Coast Guard's incident management division. (*Source: Workboat; Photo: USCG*)

## REMEMBER TODAY

### *S.S. USS TICONDEROGA – 30<sup>TH</sup> SEPTEMBER 1918*



The third **USS Ticonderoga** was a steamship in the United States Navy which served as a cargo ship. She was originally built as **Camilla Rickmers**, a steamer, in 1914 by Rickmers Aktien Gesellschaft, at Bremerhaven, Germany, and operated by Rickmers Reederei & Schiffbau Aktien Gesellschaft. She was seized by United States Customs officials in 1917; turned over to the Navy; fitted out as an animal transport; renamed **Ticonderoga**; and commissioned at Boston in

the Naval Overseas Transportation Service (NOTS) on 5 January 1918. *Service history - Voyages between US and France* **Ticonderoga** departed Boston on 16 January and reached Newport News, Virginia, three days later. There, she loaded a cargo of automobiles, trucks, animals, and sundry other Army supplies before moving north to New York City to join a convoy which sailed for France on 20 February. **Ticonderoga** entered port at Brest on 7 March and began discharging her cargo. She completed unloading operations and departed France on the 23rd to return to the United States. She arrived at New York on 8 April and the following day headed for Norfolk, Virginia, to undergo repairs and take on cargo before returning to New York on the 30th. On 3 May, **Ticonderoga** steamed out of New York harbour once more, bound for Europe. She reached Brest on 18 May and proceeded southeast along the coast of France to the Gironde estuary where she unloaded her cargo and took on ballast for the return voyage. The transport put to sea on 10 June and entered Hampton Roads 15 days later. **Ticonderoga** took on another Army shipment at Newport News and joined an east-bound convoy at New York on 12 July. She delivered her cargo at the Gironde estuary once more, laying over there from 28 July to 21 August before heading home. *Battle with U-152* **Ticonderoga** loaded another Army cargo at Norfolk between 5 and 19 September. She then steamed to New York where she joined a convoy bound for Europe. On 22 September, **Ticonderoga** cleared New York for the last time. During the night of the 29th and 30th, the transport developed engine trouble and dropped behind the convoy. At 05:20 the following morning, she sighted the German submarine SM **U-152** running on the surface; and she cleared for action. For the next two hours, her gun crews fought the enemy in a losing battle. The U-boat's gunners put her forward gun out of commission after six shots, but the 6-inch gun aft continued the uneven battle. Almost every man on board **Ticonderoga**, including her captain, suffered wounds. Eventually, the submarine's two 5.9-inch guns succeeded in silencing **Ticonderoga's** remaining gun. At 07:45, **Ticonderoga** slipped beneath the sea. Of the 237 sailors and soldiers embarked, only 24 survived. Twenty-two of those survivors were in one lifeboat and were picked up by the British steamer SS **Moorish Prince** four days later. The other two, the executive officer and the first assistant engineer, were taken prisoner on board the U-boat and



eventually landed at Kiel, Germany, when **U-152** completed her cruise. **Ticonderoga's** name was subsequently struck from the Navy list. Lieutenant Commander James Jonas Madison received the Medal of Honor for his actions on **Ticonderoga**. (Source: Wikipedia)

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## OFFSHORE NEWS

### DEEPOCEAN AWARDED INSTALLATION CONTRACT BY EQUINOR

Ocean services provider DeepOcean has been awarded a SIMOPRO – simultaneous marine operation and production – installation contract by Equinor on the Norwegian continental shelf. DeepOcean's scope of work entails SIMOPRO installation work on both the Åsgård and Visund fields. The company will undertake onshore project



management, engineering and procurement services as well as offshore operations. A SIMOPRO operation refers to a complex offshore job where marine construction or installation activities are carried out while an offshore facility is producing hydrocarbons. "This type of job requires high-level coordination and safety planning from both the operator and subcontractors to ensure smooth execution. We have successfully delivered such projects in the past for Equinor and are therefore delighted to be chosen once again," says Olaf A. Hansen, Managing Director, DeepOcean Europe. DeepOcean's scope of work on Åsgard includes riser removal at the Åsgard B platform, installation of a new production riser and dynamic umbilical connecting the Berling subsea production assets to Åsgard B. The Åsgard scope also includes installation of two static infield bypass umbilicals, installation of flying leads and protection covers. The Åsgard field is located in the Norwegian Sea, approximately 200 kilometres off the coast of Mid-Norway at water depths ranging from 240 and 300 metres. At Visund, the work scope includes the replacement of a production riser. The Visund field is located in the North Sea, approximately 140 kilometres west of Florø, in water depths of about 335 metres. "These projects require detailed planning of the offshore activities. Our approach is to conduct onshore simulator training of the vessel's marine crew in advance, to ensure safe and controlled operations once we are offshore," adds Olaf A. Hansen. The installation work will be carried out during the main summer season of 2026, utilizing the state-of-the-art construction vessel **Edda Freya**. (PR-DeepOcean)



## COMPLETION LONG-TERM OFFSHORE CAMPAIGN



Cyan Renewables has successfully concluded a long-term offshore campaign, with the **MMA Pride** preparing to demobilise this month after more than two years of uninterrupted operations in support of decommissioning activities in Thailand. The vessel assisted with marine growth cleaning, which is an essential preparatory step in the decommissioning process. It facilitates effective structural access, as marine

growth on subsea structures such as jackets and pipelines must be removed before cutting or welding operations. Cleaning also helps minimise the transfer of biological material to shore or its release into the sea during removal. Furthermore, accurate weight and buoyancy calculations, which are critical for safe lifting operations, depend on the removal of this extra mass. Finally, cleaning facilitates efficient waste management and supports the proper processing, recycling, or disposal of materials onshore. Throughout the project, the **Pride** consistently met and exceeded expectations, delivering high-pressure water jetting, ROV operations, subsea inspections, and debris clearance with excellent reliability and safety. (Source: OER)

## LIEUTENANT COMMANDER CARLOS GARCÍA BARRIOS, FIRST COMMANDER OF THE BAM-IS "POSEIDON" (A 21)

By resolution 631/13768/25 of the Chief of Staff of the Navy (AJEMA), Lieutenant Commander Carlos García Barrios is appointed first commander of the Maritime Action Underwater Intervention Vessel (BAM-IS) "**Poseidón**" (A 21), which will have a parking base at the Cartagena arsenal upon delivery in 2026. The



mentioned officer currently serves as second-in-command of the frigate "**Santa María**". The BAM-IS "**Poseidon**" is under construction at the Navantia Puerto Real shipyard. It will replace the veteran "Neptuno" in diving operations, intervention and rescue in underwater accidents, underwater surveillance, and protection of heritage at sea. (Source: Puente de Mando)

## HAVILA SHIPPING SEALS VESSEL EXTENSION DEAL WITH EQUINOR

Norwegian offshore support vessel owner Havila Shipping has secured a fresh extension with



Equinor for its rescue and recovery vessel **Havila Troll**. The Fosnavåg-based owner said the energy major has exercised a one-year option, extending the charter until November 2026. The 2003-built **Havila Troll** has worked for Equinor for several years and remains a key part of the operator's offshore safety and recovery support capacity on the Norwegian continental shelf.

Equinor holds three additional one-year options, giving the charterer flexibility to keep the vessel employed until late 2029 if required. Havila Shipping currently operates a fleet of around 10 offshore units spanning subsea construction, platform supply, and multi-field rescue recovery vessels.

(Source: *Splash24/7*)

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## DINA POLARIS RETURNS TO VISIT

On Friday, September 26, the **Dina Polaris** moored again at the Nieuwediepkade. This time, the 99-meter-long geotechnical survey vessel had sailed from Esbjerg, Denmark, to Den Helder. The vessel still operates for the survey company Geoquip Marine, based in St. Gallen, Switzerland. A striking feature of the vessel is the towering GMTR120 drilling rig with a top drive





on the work deck. This rig is heave-compensated and can reach a drilling depth of 2,500 meters. The drilling rig stands above a 7.2 by 7.2-meter moonpool. Furthermore, the **Dina Polaris** is equipped with a Rolls-Royce Class 2 dynamic positioning system. The charter contract for the vessel was recently extended until 2030. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Paul Schaap)

## SOLSTAD SECURES DEEPOCEAN CSV EXTENSION



Norwegian offshore vessel owner Solstad Maritime has landed a fresh contract extension with subsea services player DeepOcean for the construction support vessel (CSV) **Normand Ocean**. The Oslo-listed company said the new deal will run for 12 months starting January 2026, continuing directly from the vessel's current charter. The 2014-built CSV has been employed with DeepOcean since

delivery and remains a key part of the contractor's North Sea operations. Solstad already has future cover in place for the **Normand Ocean**. Last year, the vessel was fixed to Italian cabling specialist Prysmian on a five-year firm contract starting in 2027, with options that could extend employment until 2034. (Source: *Splash24/7*; Photo: Solstad)

## BOSKALIS: 1,800 METERS BELOW THE SEADBED

Many offshore operations take place partly above the waterline – like installing foundations for offshore wind farms or transporting heavy cargoes. However, through our subsidiary Gardline Limited, we also perform work deep below the surface: subsea drilling. Taking boreholes in an offshore wind farm or in an oil and gas field is necessary to map the seabed for our clients, so that they can further develop their plans. We recently did just that with our geotechnical survey vessel **Horizon Geodiscovery**



in the North Sea. In a large oil and gas field, we drilled a total of 43 holes with an average depth of about 40 meters. With a total drilled depth of 1,800 meters – a record for Gardline on a single oil and gas project – we were able to present a total data set to the client. We thank the client for their trust and the Horizon Geodiscovery crew and Gardline's project team for their hard work. (Source: *DredgeWire*)

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## AN ECO-FRIENDLY VESSEL FOR VLADIVOSTOK WAS LAUNCHED IN PETROZAVODSK.



On September 30, the Onega Shipyard (OSSZ, operated by Rosmorport) in Petrozavodsk launched a new environmental vessel, the MNMS Lebed, of Project NE028. This was announced in a statement by the company. The oil debris collector and boom-laying vessel, the MNMS Lebed, is being built for the company's Far Eastern Basin Branch and will operate in the seaport of Vladivostok. The MNMS Lebed will ensure environmental safety in the area of the oil

loading terminal. The vessel is fully equipped to eliminate hydrocarbon pollution in port waters and coastal zones. Rosmorport also added that the branch will use the environmental vessel to clean up floating debris during floods, typhoons, and rains. Rosmorrechflot, in turn, clarified that a series of two Project NE028 vessels is being built at the OSZY on order from Rosmorport for the company's Far Eastern Basin Branch. (*Sudostroenie*; Photo: Rosmorport)

## TRNC REACTS STRONGLY TO GREEK CYPRIOT ADMINISTRATION'S UNAUTHORIZED MARITIME ACTIVITIES

The Norwegian-flagged vessel, [Ramform Hyperion](#), was reportedly operating south of the island without approval from the TRNC. The TRNC demanded that the vessel leave the continental shelf immediately. The TRNC Ministry of Foreign Affairs reacted to the Greek Cypriot Administration of Southern Cyprus (GCASC) carrying out unauthorized activities in the south of the island. In a written statement, the ministry stated that the Norwegian-flagged [Ramform Hyperion](#) vessel was operating in licensed areas allocated by the TRNC to the Turkish Petroleum Corporation (TPAO) without the TRNC's approval. It was noted that the NAVTEX messages issued by the Greek Cypriot Administration of Southern Cyprus (GCASC) in this regard were being protested. The statement



demanded that the ship immediately cease operations and leave the continental shelf. The TRNC Ministry of Foreign Affairs stated, "The Turkish Cypriot people have equal rights in all steps to be taken on the island and its surrounding areas. The Greek Cypriot Administration's unilateral actions have no legitimacy." In his statement, Turkish Foreign Ministry Spokesperson Öncü Keçeli stated that they support the justified reaction put forward by the TRNC authorities and invited third parties to encourage dialogue and cooperation. (Source: *DenizHaber*)



## EVENT NEWS

### FURIADE MAASSLUIS



Dit jaar wordt de 44e editie van de Furiade 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 Furiade 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 Furiade, zonder onze maritieme opdracht te vergeten, een stadspromotiefest 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.

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## WINDFARM NEWS - RENEWABLES

### HALF OF WIND TURBINES UP AT RWE'S NEW UK OFFSHORE WIND FARM

More than half of the total 100 wind turbines are now in place at RWE's Sofia offshore wind farm site in the UK. The project's SG 14-222 DD wind turbines are being installed by Cadeler's vessel **Wind Peak**, which put the first turbine in place in March. **Wind Peak**, operating from the port of Hull, is carrying components for six turbines per each trip, and has installed 51 turbines by



25 September, according to the project's latest Notice to Mariners concerning wind turbine installation activities. Each of the wind turbines stands over 252 metres above sea level, with blades measuring 108 metres that sweep an area of 39,000 square metres, and half of the turbine blades to be installed on the Sofia project will be recyclable, according to RWE. The 1.4 GW Sofia offshore wind farm is expected to be commissioned in 2026, when it will be capable of generating enough electricity to power the equivalent of 1.2 million UK homes. (Source: *Offshore Wind*)

### AESEN AND DOC LAUNCH JV IN SINGAPORE TO DELIVER SUBSEA CABLE LOGISTICS SOLUTIONS

Aesen Pte. Ltd. (Aesen) and Dutch Offshore Contractors Holdings B.V. (DOC) have officially announced the formation of Aesen DOC Cable Logistics Pte. Ltd., a joint venture established to address the growing global demand for subsea cable transport, storage, and logistics solutions. With global electrification and offshore wind expansion accelerating, demand for high-voltage subsea cables is surging. The joint venture addresses critical industry gaps such as supply bottlenecks,



limited storage capacity, and the need for reliable end-to-end logistics. As part of its investment



strategy, Aesen DOC Cable Logistics is investing in a fleet of carousels ranging from 5,000MT - 12,000MT, strengthening its ability to meet the demand of large-scale offshore wind and interconnector projects. With a proven track record in delivering complex cables solutions with owned equipment and in house project management,

engineering, operators and spooling crew, Aesen DOC Cable Logistics is able to support the increasing subsea cables demand. Combining Aesen's marine expertise with DOC's subsea cables handling capabilities, the joint venture will operate as a standalone provider with the largest combined transportation barge and carousel fleet globally. With strategic logistics bases in Asia, Middle East and Europe, this joint venture offers the flexibility to adapt to project timelines requiring mid to long term storage at cable manufacturers' location, project site or intermediate logistics base. With this combined expertise and capacity, Aesen DOC Cable Logistics is ready to support developers and operators in delivering the next generation of offshore energy projects. *(PR-Aesen)*

## EIFFAGE WINS €1.5 BILLION CONTRACT FOR FRENCH OFFSHORE SUBSTATIONS

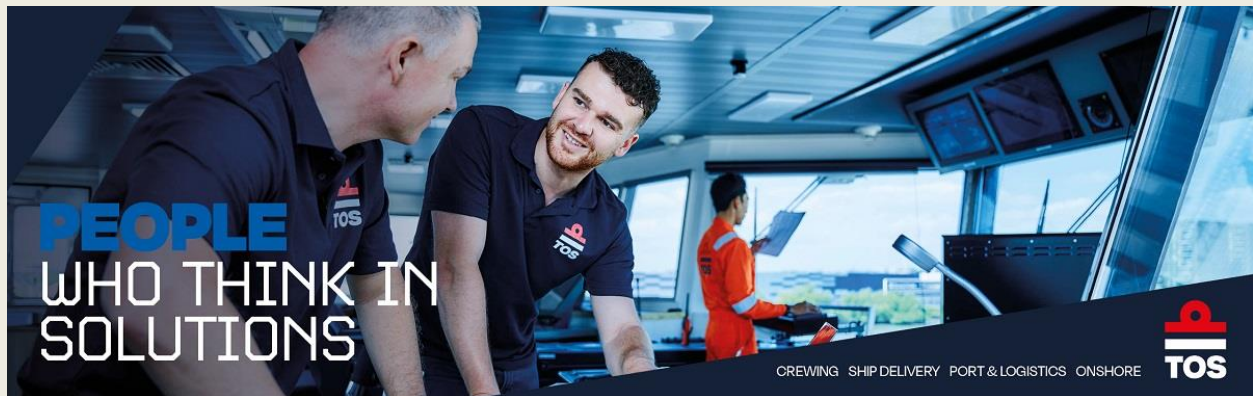
Eiffage, through Smulders, has been awarded a contract by the French transmission system operator (TSO) to develop and build three substations for the Bretagne Sud, Narbonnaise Sud-Hérault, and Golfe de Fos French offshore wind farms. Overall, the engineering, procurement, construction, installation, and commissioning contract is worth more than EUR 1.5 billion. The contract covers the construction



of jacket foundations and their topsides, which house the electrical equipment. The jackets will be 115 metres high, 25 metres wide, and 35 metres long for the Bretagne Sud project, and approximately 110 metres high, 45 metres wide, and 50 metres long for the Narbonnaise Sud-Hérault and Fos projects. The topsides will weigh approximately 5,000 tonnes and measure over 20 metres high, 35 metres wide, and 70 metres long. The various components of these substations will be entirely manufactured in the factories of Smulders and its industrial partners in France and Europe. The jackets will be assembled at Eiffage Métal's site in Fos-sur-Mer (France), and the topsides will be assembled at the site in Vlissingen (Netherlands). Each substation will have a 750

MW capacity. Overall, these three substations will handle the connection to the power transmission grid of more than 2 GW of decarbonised electricity. In May 2024, a consortium between Elicio and BayWa r.e. won the AO5 tender for the development of a 250 MW floating offshore wind project off the south coast of Brittany. The winners of the AO6 tender, which offered two 250 MW floating wind sites in the Mediterranean Sea, are a consortium comprising Ocean Winds and Banque des Territoires and a consortium between EDF Renewables and Maple Power. The AO9 tender offers four new sites for offshore wind development. *(Source: Offshore Wind)*

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## NEW VESSEL TO PROTECT CRITICAL SUBSEA INFRASTRUCTURE



There is a growing global demand for the protection of subsea infrastructure that supports the production and transmission of energy and data. To meet that demand, Jan De Nul orders a new dedicated vessel for subsea protection: the **George W. Goethals**. Thousands of kilometres of subsea cables lie on the ocean floor, transporting electricity between countries, connecting offshore wind farms

to the mainland, and carrying the bulk of international data traffic. But they are vulnerable to damage and, due to their strategic importance, potential targets for sabotage. With a new state-of-the-art rock installation vessel, Jan De Nul is taking action to enhance the protection of this critical infrastructure. *Reliable energy system* The new vessel, named **George W. Goethals**, will primarily focus on projects in the energy sector. With numerous energy projects under development in the North Sea and Southeast Asia, these regions will form the core of her operational activity. The vessel has a capacity of up to 37,000 tonnes. With a state-of-the-art flexible vertical fall pipe and an inclined fall pipe system, she can install extra-large rocks to water depths of up to 400 meters. *Designed in-house* The **George W. Goethals** will become the third rock installation vessel above 30,000 tonnes in the fleet of Jan De Nul. Designed entirely in-house, the vessel reflects the company's vast experience in protecting offshore infrastructure. Philippe Hutse: "Decades of hands-on experience have given us deep expertise in subsea rock installation. We have applied this



knowledge throughout the vessel's design. The collective capacity of our subsea rock installation fleet now surges beyond 100,000 tonnes. This investment will strengthen our leading position in the industry." "A cutting-edge vessel like this represents a major investment and a carefully considered decision. As World Builders, we are fully committed to create a reliable energy system worldwide. Protecting the infrastructure that supports offshore energy production and transmission is essential to achieve this goal. With this new vessel, we are shifting into a higher gear to meet that challenge head-on." *Interconnecting energy grids* Besides the new rock installation vessel, Jan De Nul is also building two extra-large cable-laying vessels, the *Fleeming Jenkin* and the *William Thomson*. Each vessel will have a cable-carrying capacity of 28,000 tonnes—more than any other vessel currently on the market. They are designed to install cables over longer distances with fewer subsea connections, making them ideal for interconnector cables that link energy grids across the globe. These cables enable electricity to flow quickly from areas of surplus to areas of demand, enhancing the reliability of renewable energy. *Ultra-low emissions and alternative fuel* • The vessel will be an Ultra-Low Emission vessel (ULEv). ULEv is a highly advanced dual exhaust filter system which removes up to 99% of nanoparticles from emissions using a diesel particulate filter and a reduction system for nitrogen oxides (NOx). The system also significantly reduces exhaust gas pollutants. With this technology, the vessel complies with the strict European Stage V emission standards for inland waterway vessels. Moreover, the NOx emissions are reduced to such an extent that this vessel meets the even stricter EURO VI emission limits. • The engines of the vessel can run on biofuel and green methanol, which significantly reduces CO<sub>2</sub> emissions. The hybrid power plant on board also contributes to the reduction of CO<sub>2</sub> emissions and optimal fuel usage. It combines the generators with a battery and drive technology, designed for peak shaving, load smoothening, spinning reserve and optimized engine loading. • The vessel will be equipped with four electric excavators. Among other applications, they will be used for loading large size rocks, enabling efficient operations without the need for a dedicated conveyor belt or crane on shore. *George W. Goethals – What's in a name?* George Washington Goethals (1858–1921), the son of Belgian immigrants, was an American military officer and civil engineer best known for overseeing the construction and opening of the Panama Canal. The Panama Canal connects the Atlantic and Pacific Oceans and is therefore an important trade route. From 2009 to 2016, Jan De Nul took part in the construction of the third set of lock complexes in the Panama Canal. (PR-Jan de Nul)

## TYÖVENE DELIVERS NEXT-GENERATION SWATH CREW TRANSFER VESSEL

In September 2025, Uudenkaupungin Työvene OY delivered MCS SWATH 3 – a state-of-the-art Crew Transfer Vessel built on Small Waterplane Area Twin Hull technology – to Maritime Craft Services (Clyde) Ltd. The new vessel represents a major step forward in safe, efficient, and comfortable offshore crew transport and is the first of a series of three units under construction. Engineered for the demanding requirements of offshore wind, the Small Waterplane Area Twin Hull (SWATH) Crew



Transfer Vessel (CTV) minimizes motion in rough seas, offering industry-leading stability, ride comfort, and safe transfers to offshore installations in much higher waves than conventional CTVs. By dramatically reducing vertical acceleration, the vessel ensures that technicians and crew arrive on-site rested, secure, and ready to work – regardless of weather conditions. The design is a result of a close cooperation with the shipyards design partner Ad Hoc Marine Designs, based on the experiences gained by MCS in operating two similar designs. Especially feedback from crews operating these units for years helped optimizing the design for better workflow, easier maintenance, and thus more economic operability of the new SWATHs. “Delivering this vessel is a proud moment for our team,” said Juha Granqvist, CEO at Työvene. “Together with the MCS site team we are setting a new benchmark for offshore crew transfers. Our focus has always been on safety, efficiency, and reliability, and this vessel delivers all three.”

**Key features of the new SWATH CTV include:**

- **Exceptional Stability:** SWATH design reduces sensitivity to waves, ensuring smoother transits and safer transfers.
- **Futureproof Propulsion:** Installation of a Power Take In (PTI) on each drivetrain allowing for hybrid operation.
- **Enhanced Safety:** Advanced navigation, redundancy systems, and optimized boarding arrangements maximize operational security.
- **Operational Efficiency:** Capable of maintaining high service availability, reducing downtime for offshore installations.
- **Crew Comfort:** Improved seakeeping and noise-reduction measures for a more comfortable offshore experience.

The vessel will be deployed in the North Sea offshore wind sector, where it will support ongoing efforts to expand renewable energy infrastructure. “With offshore wind farms moving into deeper waters and harsher environments, the industry needs vessels that can perform reliably under all conditions,” said Juha Granqvist. “This SWATH CTV is purpose-built for that future.” And Menno Kuyt, Managing Director of MCS, added: “A SWATH does not follow the contours of the waves up to 2.25m Hs and keeps its speed in these conditions.” Työvene continues to push the boundaries of maritime innovation, supporting the global transition toward clean energy with vessels that deliver maximum uptime, safety, and sustainability. Not only in offshore wind but also in other industries when it comes to comfortable sailing and/or safe operations at sea such as transfers of personnel, survey and drone operations etc. (PR- Työvene)

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## DREDGING NEWS

### *SOUTHWIND NETS CONTRACT FOR JUPITER AND ST. LUCIE INLETS DREDGING*

Southwind Construction has secured a \$7.2 million USACE contract for the Intracoastal and Okeechobee Waterway maintenance dredging works. Under the deal, the contractor will perform maintenance dredging of the Intracoastal Waterway channel (IWW) in the vicinity of Jupiter and St. Lucie Inlets in Florida. These two areas are approximately 16 IWW channel miles apart. The



Jupiter Inlet portion of the project consists of maintenance dredging approximately 100,000 cubic yards from IWW Cuts P-1 through P-9. The excavated material will be piped to the beach placement area immediately south of Jupiter Inlet. The St. Lucie Inlet work consists of maintenance dredging approximately 200,000 cubic yards from IWW Cuts M-1 through M-6 and OWW cut-1. Excavated material will be placed in the St. Lucie inshore impoundment basin for future use as beach renourishment fill.

*(Source: Dredging Today)*



## USACE CONSTRUCTING PROTECTIVE ISLAND IN POOL 2

The U.S. Army Corps of Engineers, St. Paul District has just released a video about the construction of a protective island upstream from the embankment at Lock and Dam 2, near Hastings, Minnesota. In the video, St. Paul District project manager, Nick Castellane explained how USACE and its contractor, are constructing a protective island in Pool 2 upstream of Lock and Dam 2. The goal of the Lock and Dam 2 protective island is to protect the



existing embankment from wind and wave erosion. The island is being constructed using dredged material from the 9-foot navigation channel. Work on the multi-million-dollar project in Pool 2 kicked off in early 2025 and is anticipated to be done by the fall of 2027. Watch the YouTube video [HERE](#) *(Source: Dredging Today)*

## DREDGER ARNHEM KICKING OFF BRIBIE ISLAND DREDGING WORKS


The Queensland Government has directed the Coordinator-General to undertake the emergency dredging works at Bribie Island following expert recommendations and community feedback gathered during recent consultation. The works will restore Bribie Island's northern tip and protect the Pumicestone Passage foreshore, improving water quality and marine navigation safety in the Passage ahead of the annual severe weather season. To support delivery of these essential works, a temporary work site compound was established in the northern section of Woorim Park (nearest

Drake Street and Esplanade). Dredging pipes have been transferred from the site compound into the



water, from just north of the Caloundra Power Boat Club and everything is now ready for the start of dredging works. Hall Contracting's dredger, the Arnhem, has also arrived in the Pumicestone Passage adjacent to Golden Beach, in preparation for commencing dredging works from late September. Dredging and associated construction works will take place until April 2026, with most on-land activity occurring between 6am and 6pm, seven days a week. (Source: *Dredging Today*)

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## VERHELST GROUP GETS NEW DREDGER DREDGING

After more than 40 years of loyal service, Verhelst Group's old cutter suction dredger will be replaced by a completely new ROHR-IDRECO Jet-Suction Dredger (Type ISD 200-22). This modern, electrically driven machine is designed and built entirely in the Netherlands by DE Klop (Sliedrecht) in collaboration with IDRECO. "With smart functions such as partly automatic operation and remote control via tablet, we are taking a big step together towards sustainable and efficient dredging," said DE Klop-IDRECO. Completion is scheduled for March 2026, after which the new dredger will be put into use by Terra Cosa, part of Verhelst Group. (Source: *Dredging Today*)





## VAN OORD WINS CONTRACT FOR NEW DEEP-WATER BERTH IN BELFAST



Van Oord, together with its subsidiary Wicks, has won a contract from GRAHAM Group for the development of a new deep-water berth at Belfast Harbour. According to Van Oord, the project entails a new multipurpose deepwater quay which will be able to accommodate vessels up to 350 metres in length. This landmark investment is a key deliverable of Belfast Harbour's Advance Regional Prosperity 2025-2029 strategy. *Van Oord's involvement in this project will*

*include:* • Dredging and offshore disposal of approx. 370,000 m<sup>3</sup> of seabed material • Pre-drilling and installation of 550,000 metres of • Prefabricated Vertical Drains by Wicks Reprofil and protection of existing rock armour revetment. (Source: *Dredging Today*)

## DEME LAUNCHES CAPITAL DREDGING WORK AT PORT OF PATIMBAN

This summer, DEME launched the second phase of capital dredging works in the access channel to the Port of Patimban, Indonesia. Their trailing suction hopper dredger (TSHD) **Brabo** was mobilized to deepen a 3 km stretch to -14 m below the lowest tide level – bringing the total dredged volume to 5.5 million m<sup>3</sup>. “These works follow the successful deepening of the inner basin in 2024 and are carried out in collaboration with the Penta Ocean–Toyo Rinkai–PP–Wika–Jakon consortium,” said DEME. Patimban, located 145 km east of Jakarta, is set to become one of Indonesia's largest ports, with a future capacity of 7.5 million TEUs. (Source: *Dredging Today*)



Patimban, located 145 km east of Jakarta, is set to become one of Indonesia's largest ports, with a future capacity of 7.5 million TEUs. (Source: *Dredging Today*)

## YARD NEWS

### SCHOTTEL UK: NEW SUBSIDIARY INTENSIFIES MARKET DEVELOPMENT IN THE UNITED KINGDOM AND IRELAND

The German propulsion expert SCHOTTEL is further expanding its international network with the opening of a new subsidiary in the United Kingdom. With this strategic move, the company is strengthening its market presence in the UK and Ireland and laying the foundation for closer

collaboration with local costumers. SCHOTTEL UK will primarily focus on newbuild and retrofit



sales. The aim is to intensify on-site costumer support through greater proximity, ensuring direct and tailored assistance for designers, builders, and owners throughout the entire specification and procurement process. **Meeting the demand of the UK market** “The UK market is offering significant growth potential, particularly in the segments of offshore vessels, dredgers, ferries, tugs and naval vessels,” explains Roland Schwandt, Deputy CEO of SCHOTTEL. “As the industry increasingly seeks innovative technologies to support the transition to climate-neutral shipping, demand is rising for hybrid and electric propulsion systems as well as tailored retrofit solutions for fleet modernization.” With its comprehensive portfolio of sustainable, efficient, and

high-performance propulsion systems, SCHOTTEL is ideally positioned to meet this growing demand and contribute to the successful development of the UK maritime sector. **Jordan Soltys remains point of contact** Sebastian Sachs has been appointed Managing Director of SCHOTTEL UK. He joined SCHOTTEL GmbH in 2016 and has since taken on various management positions. Since 1 April 2024, Sebastian Sachs has held the position of Managing Director at SCHOTTEL Nederland, which he will retain alongside his new responsibilities. He is supported by Sales Manager Jordan Soltys, who remains the primary point of contact for customers. A qualified naval architect and marine engineer, he worked for many years as a shipbroker before joining the company in June 2024. **“Statement of our long-term commitment”** “This strategic step is aimed at increasing proximity to our customers, strengthen consulting and support in both newbuild and retrofit projects, and unlock further potential in this dynamic market,” emphasizes Sebastian Sachs. Jordan Soltys adds: “SCHOTTEL UK is far more than just a commercial location – it is a clear statement of our long-term commitment. Our goal is to build trusted, lasting partnerships within the UK maritime sector and to actively contribute to shaping its future.” **Service business remains with Stone Marine Services** While SCHOTTEL UK will mainly focus on newbuild and retrofit projects, aftersales support will continue to be delivered by the long-standing partner Stone Marine Services, located near Edinburgh. “By working closely with the experienced team of Stone Marine Services, we can ensure UK customers receive high-quality local support for service, spare parts and repair – all backed by deep engineering expertise and a longstanding reputation in the UK marine industry,” summarizes Jordan Soltys. (PR-Schottel)

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**BRAZIL'S STARNAV SECURES R\$2.5 BLN FUNDING TO BUILD HYBRID VESSELS AT ITAJAÍ SHIPYARD**

With resources from the Merchant Marine Fund, Starnav Serviços Marítimos signed a R\$2.5 billion financing contract with the National Bank for Economic and Social Development (BNDES) for the construction of eight vessels at the Detroit Brasil shipyard. The vessels to be built include four Platform Supply Vessels (PSVs) and four Oil Spill Recovery Vessels (OSRVs), all equipped with hybrid propulsion systems (diesel-



electric with battery banks). The expectation is to reduce greenhouse gas emissions by around 18% compared to the current fleet, while expanding support capacity for offshore oil and gas operations. The Minister of Ports and Airports, Silvio Costa Filho, emphasized the strategic role of the Merchant Marine Fund (FMM) for Brazil's naval sector. "The Fund is essential to support shipbuilding in the country. This signing reinforces our commitment to the growth of the naval and port sector, with the generation of jobs and income for the region, and it contributes to technological innovation and sustainability," he said. The Ministry of Ports and Airports is responsible for managing the Fund. During the construction phase, the Detroit Brasil shipyard is expected to generate 4,500 direct jobs, boosting the local economy and strengthening the national supply chain. Once completed, the ships will be chartered by Petrobras under 12-year contracts. For the National Secretary of Waterways and Navigation, Dino Antunes, the project will strengthen and create jobs for the naval sector. "Investments like this strengthen navigation infrastructure, increase transport efficiency, generate jobs, and promote more sustainable operations. This project, in partnership with BNDES, represents an important step toward consolidating the shipbuilding industry and improving Brazilian logistics," the secretary highlighted. The president of BNDES, Aloizio Mercadante, stressed the importance of the Merchant Marine Fund (FMM) in driving investment in Santa Catarina's shipbuilding industry. "We are approving R\$2.5 billion for the construction of eight vessels at the Detroit Brasil shipyard, which will feature hybrid diesel and lithium-battery technology. This initiative reinforces the federal government's effort to strengthen the shipbuilding industry and the state's infrastructure," Mercadante concluded. *(PR-Datamar News)*

## ROBOSYS AUTOMATION SECURES LANDMARK OFFSHORE WIND VESSEL RETROFIT CONTRACT

Robosys Automation, a global leader in maritime autonomy, vessel control systems, and smart shipping solutions, has announced that it has secured a new contract to retrofit a 26-metre Damen 2610 Fast Crew Supplier (FCS) Twin Axe High Speed Support Vessel (HSSV), with its flagship **VOYAGER AI** advanced maritime autonomy software. The vessel, built in 2015 to Lloyd's Register classification standards, is powered by twin Caterpillar C32 engines with direct drives and is equipped with an Alphasat autopilot, Böning control system, Bosch Rexroth ship controls, and a Hydrosta bow thruster system. This integration will be the second such type using of Robosys' **VOYAGER AI** into a CTV (Crew Transfer Vessel) having first retrofitted a similar Damen 26m CTV with the **VOYAGER AI** Autonomous Navigation System (ANS) in 2019. These onboard systems will



be seamlessly integrated with Robosys' **VOYAGER AI**, enabling Remote Control as well as enhanced



safe Autonomous Navigation and safe and smart decision-making capabilities using integrated Electronic Navigation Charts (ENCs) ie. ECDIS for route/path planning and re-planning validation plus COLREGS based Collision Avoidance. The contract, awarded by an undisclosed European client, involves a comprehensive retrofit to ensure optimal performance of the **VOYAGER AI** platform in real-world offshore support

operations, including crew transfers, logistics, and dynamic positioning tasks. Nigel Lee, Chief Strategy Officer at Robosys Automation, commented: "This project represents a significant leap forward not only for Robosys but for the offshore renewables industry. The integration of **VOYAGER AI** into this Damen FCS 2610 vessel highlights the confidence in remote and autonomous smart vessel technologies to enhance safety, operational efficiency, and sustainability, within offshore wind operations." **VOYAGER AI** offers scalable levels of autonomy, ranging from decision-support to fully autonomous operations, and is built to integrate with existing vessel control systems with minimal disruption. Lee continues: "The integration of Robosys' **VOYAGER AI** into the Damen 2610 marks a major step forward in enhancing the safety, efficiency, and sustainability of our customer's offshore operations. As the offshore wind industry continues to evolve, embracing advanced autonomy is a natural progression to meet future demands, for safer and cleaner seas." This adaptability was key in securing the retrofit contract, with **VOYAGER AI** complementing the vessel's legacy systems while opening the door to remote and autonomous operations. With global demand for offshore wind accelerating, this deployment demonstrates how intelligent autonomy solutions can play a critical role in future-proofing vessel operations and supporting net-zero ambitions. Robosys Automation is a provider of advanced maritime autonomy, vessel control systems, and smart shipping solutions. Its **VOYAGER AI** software suite supports a wide range of surface and sub-surface vessel operations, from ports and naval defence to offshore energy and commercial shipping. (PR-Robosys)

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## DMC CONTRACTED TO DELIVER EQUIPMENT PACKAGES FOR 14 VESSELS UNDER CONSTRUCTION AT INDIAN SHIPYARDS

Udupi Cochin Shipyard: 8 x Scandinavian Owner / Mazagon Dock Shipyard: 6 x Navi Merchants. Damen Marine Components (DMC) has been contracted to supply rudders, steering gear and nozzles to two major newbuilding projects in India. The contracts cover a total of 14 multi-purpose vessels (MPVs), and are constructed at two shipyards: Udupi Cochin Shipyard and Mazagon Dock Shipbuilders. Both end-clients chose for DMC equipment. *First-ever collaboration with Udupi Cochin Shipyard* The first project involves eight 6,300 DWT MPVs being built by Udupi Cochin Shipyard (UCSL) for a Scandinavian customer. These vessels mark the very first order placed at DMC by this yard, which is part of Cochin Shipyard Ltd. The Dutch company will deliver its Piston-type steering gear and Atlantic-type rudders for these ships. The rudders will be tailored to this specific vessel design. All equipment will be built at, and delivered from, DMC's own factory in China: DMC Jiangyin. *DMC Sales Manager Bogdan Mocanu says:* "We have been active in India for 20 years and growing our footprint with this project for Udupi Cochin Shipyard makes us very proud. It shows our capability to work worldwide, tailoring our in-house designed equipment to the client's wishes. It's nice to

see that our mutual relationship with Udupi is smooth; there's good communication and collaboration across the board." *Six 7,500 DWT MPVs for Navi Merchants* The second project consists of six vessels for Danish shipowner Navi Merchants, built at Mazagon Dock Shipbuilders Ltd. in Mumbai. Again, this project marks a first-time collaboration. The DMC scope includes: • Rudder systems (Atlantic-type) and hydraulic steering gear (Piston-type); • Propeller nozzles for propulsion efficiency. While the steering gear will come directly from DMC's head office and



production location in the Netherlands, the rudders and nozzles are manufactured at DMC Gdansk in Poland. *Bogdan:* "We're proud to be part of these newbuilds and grateful for the trust that Navi Merchants has given us. The same goes for our first-time client Mazagon Dock Shipbuilders. This high-tech shipyard is well-known for its naval vessels – destroyers,

frigates, submarines. Hence, when building commercial vessels, you know one thing for sure: this will be a demanding project to the highest standards. Personally I see this contract as a milestone for DMC in the Indian maritime market." All components will be manufactured to meet the latest class standards and are scheduled for phased delivery starting later this year. (PR-DMC)

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*LSZ PELLA SIGNED AN AGREEMENT TO SUPPLY PROPULSION SYSTEMS FOR A NEW LINE OF PE SERIES TUGS WITH THE PROSPECT OF LOCALIZING PRODUCTION.*

At the NEVA 2025 exhibition, the Leningrad shipyard Pella signed a trilateral agreement with Industrial Components KAMAZ and the Chinese manufacturer Advance for the supply of propulsion systems for the construction of a new line of PE-series tugboats and multifunctional boats. Under the agreement, KAMAZ Industrial Components is responsible for supplying engines, while



Advance is responsible for manufacturing gearboxes, azimuth thrusters, and control panels. The Chinese company is also responsible for the integration of the entire system and software. Additionally, companies provide a full range of services for commissioning and maintenance of their products. Thus, propulsion systems will be continuously supplied to all projects in Pella's portfolio, primarily to the new line of multifunctional PE-series tugs—the PE-50, PE-60, and PE-80. These include a modernized version of the proven Project 90600 tug and an Arc6 ice-class escort tug with a bollard pull of 80 tons. In the lead-up to the agreement, the parties completed a significant amount of work: the Chinese side supplied Pelle with rudder propellers for a tugboat being built for the Navy, as well as a propulsion system for the Katran cutter. Furthermore, the delivery of a propulsion system for a tugboat being built for the Griffon company is currently nearing completion. This joint experience paved the way for the signing of the agreement. The signatories note that Advance-produced azimuth thrusters have successfully replaced Western equivalents, and this agreement could be the first step toward establishing localized production of propulsion equipment at the plant's facilities in Otradny. The Leningrad Shipyard "Pella" is located in Otradnoye, Leningrad



Oblast. Since 1992, the yard has successfully built vessels for various purposes, from multipurpose tugs and high-speed boats to fishing vessels and naval vessels. Over the past 20 years, the Pella Shipyard has built more than 100 tugs. Also in 2025, the plant presented two projects for new multifunctional high-speed boats, which represent a universal platform that allows the creation of boats for various purposes depending on customer needs. (PR- Promreg)

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1. Several updates on the News page posted last week:
  - *Med Marine introduces latest RAmparts 2300-W tugboat design*
  - *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*
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](mailto:jvds@towingline.com))

  - *Te koop: Q Adventurer (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*
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