

TUGS & TOWING NEWS.

SAAM TOWAGE PERU CELEBRATES THE ADDITION OF THE CHARRÁN TO ITS FLEET



• The vessel was christened at the port of Callao, where it is already performing ship berthing and unberthing manoeuvres. SAAM Towage, the largest tug operator in the Americas, christened the **Saam Charrán**, a state-of-the-art vessel that joined the company's fleet to provide services at the terminal in Callao, Peru's leading port and one of the most important along the western coast of South America. The celebration not only marked the arrival of the new vessel, but was an

opportunity to highlight the company's growth and future in the country. "The Peruvian market is strategic for us. We are committed to growing and investing to provide the best coverage for our customers in the Pacific," said Hernán Gómez, managing director of the Towage Division. The country manager of SAAM Towage Chile-Peru, Cristián Cifuentes, commented that "the arrival of this new tug reinforces our service of excellence by incorporating state-of-the-art technology and the

highest safety standards in critical berthing and unberthing operations." In keeping with the company's tradition, it was named **Saam Charrán** in reference to a seabird from the Peruvian coast, known for its agility and elegance in flight, which symbolizes the operational efficiency and skill sought by the company. *Technical Specifications* Measuring 24.4 long and 12 wide, the vessel boasts bollard pull of 80 metric



tons and a maximum speed of 13 knots. It is powered by a 2,350 kW Caterpillar engine that achieves 1800 rev/min. Designed by the renowned Canadian firm Robert Allan Ltd. and built at the Sanmar shipyards in Turkey to the highest safety and technology standards, the vessel is highly manoeuvrable and versatile, especially for assisting large vessels in space-restricted harbours. It is Fire Fighting 1 (FiFi 1) certified, which allows it to assist in emergency situations and reinforce safety in port manoeuvres. *(PR-SAAM)*

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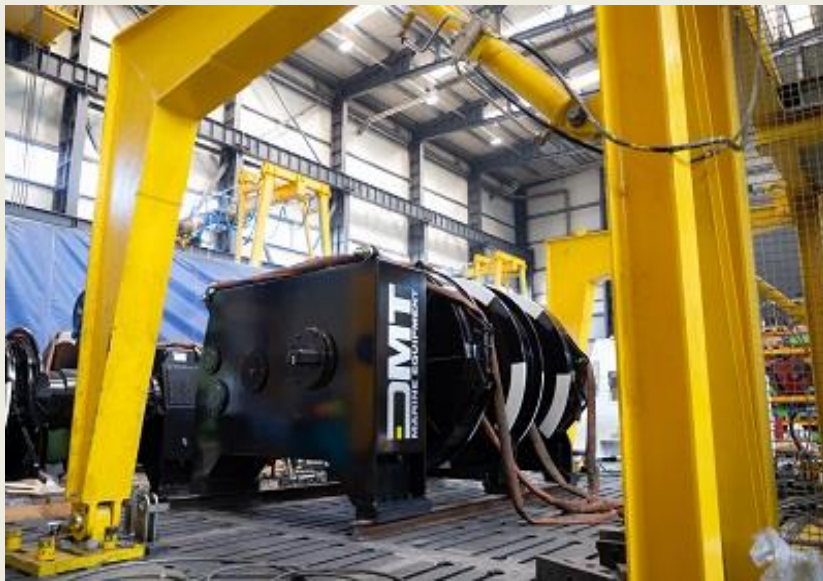
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DMT WINCHES GAIN GROUND IN THE UNITED STATES WITH HARBOR DOCKING AND TOWING



DMT Marine Equipment has further reinforced its presence in the United States with the delivery of two towing winches to Harbor Docking and Towing, a well-established operator in the harbor towage industry. Building on this successful collaboration, Harbor Docking and Towing has since placed two additional orders: one for two towing winches and another for two escort towing winches. These repeat orders highlight the

strength of the partnership and the confidence Harbor Docking and Towing has in DMT's equipment and expertise. Harbor Docking and Towing is known for its reliability, professionalism, and dedication to safe harbor operations. In a recent discussion, John Buchanan, President of Harbor Docking and Towing, shared his thoughts on working with DMT and praised the company's responsiveness and engineering solutions. "I've been extremely happy working with DMT so far. We asked a lot of questions, requested some adjustments to the drawings, and the team was very accommodating. The speed in which things moved was impressive and it has definitely been a positive experience," said Buchanan. The company's technical requirements were met with swift solutions. "We asked for better braking capacity for some escort maneuvers and an integrated level wind on one of the winches. Those engineering changes happened extremely quickly, and we were very happy with the outcome," Buchanan added. Reliability is a critical factor in Harbor Docking and Towing's equipment choices. "On a harbor tug, the winch is the main piece of equipment. If it fails, the boat is out of service. That's why quality and dependability are so important to us," Buchanan

emphasized. *Why DMT?* Since first learning about DMT in 2018, Harbor Docking and Towing has valued the company's quality, price point, and international reputation.

Beyond performance, local service support played a role in the decision to collaborate. "Even though production is located overseas, DMT has partnered with a great company here in the U.S. – OBT International – and that was one of the things that interested us, having local support," Buchanan noted. DMT's success lies in its ability



to combine engineering expertise, customized technical solutions, and reliable equipment with competitive pricing. The company's professional engineering team regularly adapts designs to meet customers' specific requirements, ensuring each winch is optimized for operational needs. Harbor Docking and Towing has four new vessels under construction and two undergoing retrofits. With two DMT winches already delivered and now four more winches on order, the cooperation is set to



deepen as the company expands its fleet and continues bidding aggressively for new projects. For DMT, partnerships like this reflect its commitment to delivering not just winches, but complete solutions backed by technical know-how, dependable service, and long-term reliability. As more American operators look for robust, reliable, and cost-effective solutions, DMT Marine Equipment is steadily gaining ground as a top supplier of winches in the United States.

With proven references, strong local service partnerships, and the ability to engineer tailored solutions at speed, the company is positioning itself as a trusted name for operators who demand both performance and support. (PR-DMT)

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WINCHES

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BOLUDA ACQUIRES ROYAL BOSKALIS BV'S TOWAGE BUSINESS IN AUSTRALIA AND PAPUA NEW GUINEA, CONSOLIDATING ITSELF AS THE WORLD'S LARGEST OPERATOR.

Boluda Towage continues to advance its global expansion strategy with the acquisition of the towage and salvage business of the Dutch company Royal Boskalis BV in Australia and Papua New Guinea. The transaction, valued at 640 million dollars, consolidates Boluda at the top of the maritime towage business, with a presence on 5 continents and the most powerful fleet in the world, made up of more than



850 vessels — including tugs and salvage ships. Boluda Towage will thus have operational capacity in more than 232 ports worldwide, over 8,000 seafarers, and a technical and administrative support team of 1,500 professionals of 35 nationalities, enabling it to provide global service to its clients. According to Vicente Boluda Ceballos, Chairman of Boluda Towage: 'With this acquisition, we improve the service and operational efficiency for our clients, consolidating ourselves as the leading global player in towage, with presence on all continents.' 'Furthermore,' he continues, 'we want to continue supporting the development of port infrastructure where we operate by improving efficiency, safety, and sustainability.' The ports of Sydney, Perth, Botany, Gladstone, Brisbane, Newcastle, Melbourne, Weipa, Mackay, Port Moresby (Papua New Guinea), and Launceston (Tasmania) are industrial docks with high volumes of raw materials such as iron, coal, natural gas, gold, and lithium, essential for the energy, technology, and steel industries. These ports play a key role in the global economy, as they connect Australia's natural resource production with the main world markets, especially Asia, securing its role as an export powerhouse in global maritime trade. With this operation, Boluda Towage positions itself worldwide, strengthening its presence in Asia, where it also operates in Hong Kong, Singapore, Malaysia, and Timor-Leste. *(PR-Boluda)*

SEACONTRACTORS LATEST ACQUISITION SEA EVERTSEN ENTERING MALTA FOR DRYDOCKING




Attached an image of the 2008 built offshore tug/supply ship **SEA EVERTSEN** (former Skandi Trader (2025); Maersk Trader (2024) seen entering Grand Harbour, Malta during her maiden call for drydocking on Wednesday 1st October 2025 few days after she was reflagged at her last port of call - Marseille, France. Hopefully we will see her in Sea Contractors livery.

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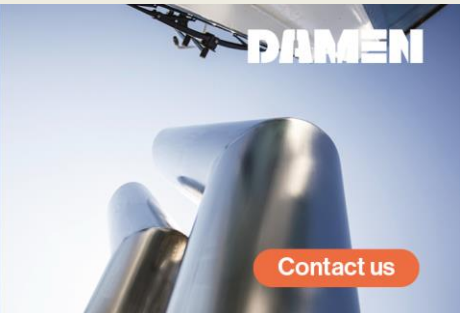
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RAVENNA TUGBOATS ON STRIKE FOR A PROLONGED PERIOD

Uiltrasporti is challenging the MSC Group company for anti-union behavior. The strike will last nine days and will involve supplementary work, overtime, and flexible shifts. Tensions continue between Uiltrasporti and Sers following skirmishes in recent months. The union has just called a nine-day strike, from October 13 to 22, 2025, for all workers at the Sers tugboats in Ravenna (MSC Group). The strike will involve all overtime, extra



hours, and flexible shifts, maintaining only the standard 6:00–16:00 hours. "The strike was called," Uiltrasporti said in a statement, "due to the company's attitude. Despite the ongoing cooling-off period, the company chose to preclude its continuation by excluding the undersigned, despite repeated requests, from meetings to renew the Company-wide Integrated Contract. This was without having identified any solutions, in previous meetings, to the concerns raised by Uiltrasporti. Furthermore, the company effectively refused to sign the minutes of the August 27, 2025, meeting, despite having shared them via email." Furthermore, "the undersigned's multiple requests to be summoned have been unsuccessful," the union criticized, denouncing "SERS's blatant violation of the most basic labor relations rules. In fact, the company's refusal to engage with the undersigned has not only precluded the possibility of obtaining minutes signed by the parties regarding the August 27, 2025 meeting, but also makes it impossible to produce minutes of a failed agreement, following the fruitless cooling-off and conciliation process, which in fact ended with a negative outcome, that can be attached to this letter. Uiltrasporti confirms in full the reasons for the strike declaration as expressed in the declaration of state of unrest." (Source: *Shipping Italy*)

MORAN TOWING CORPORATION ACQUIRES BISSO TOWBOAT, STRENGTHENING OPERATIONS ALONG THE LOWER MISSISSIPPI RIVER

Long-term investment in growth of the region unites two historic, family-owned maritime leaders. Moran Towing Corporation announced today that it has acquired Bisso Towboat Co., Inc, as a long-

term investment in the ongoing growth of New Orleans and the lower Mississippi River region.



Moran was founded in 1860 and is privately owned and operated. It offers ship assist services in 17 ports along the U.S. East and Gulf Coasts and has operated in New Orleans since 2006. In addition to its ship assist business, Moran also services LNG terminals, and transports liquid and dry bulk cargo with its fleet of liquid and dry bulk barges. Bisso was founded in 1890 in New Orleans, and its headquarters remain in the area to this day. It is known in the region for its well-maintained, modern fleet of ASD

tractor tugs, and its focus on reliable operations for its customers. Like Moran, it is also privately owned and operated. “Bisso has deservedly earned a reputation as a high-quality operator who deeply values its long-term customer relationships, and treats its employees with respect,” said Ted Tregurtha, CEO & President of Moran Towing Corporation. “We are thrilled to welcome Bisso to the Moran team. This acquisition reflects our commitment to serve the growing needs of New Orleans and the Lower Mississippi River communities where we operate for decades to come.” Both Bisso and Moran have long histories of family-run ownership and longstanding partnerships with like-minded customers. Scott Slatten, President of Bisso, added, “when we first explored this opportunity with Moran, we were struck by our many shared values: prioritizing our employees, providing safe and reliable operations to customers and partners, and continuous investing in the long-term health and growth of the business.” *(PR-Moran)*

SAAM NOW OWNS 100% OF INTERTUG AND REINFORCES ITS LEADERSHIP IN THE AMERICAS

- The deal represents an investment of US\$ 30.5 million.
- SAAM already owned 70% of the companies operating in Colombia and Mexico. SAAM, a leading towage services company in the Americas, announced today the signing of an agreement to purchase 30% of Intertug's companies operating in Colombia and Mexico, giving it 100% ownership. The deal represents an investment of US\$ 30.5 million and is part of SAAM's



strategy to further consolidate its towage operations and strengthen its leadership in both countries. The 2021 purchase of 70% of these companies enabled it to enter the Colombian market and complement its presence in Mexico. Except for one of the Mexican companies where the closing is

subject to regulatory approvals, the transaction will be completed within a maximum of 30 days. SAAM Towage has a fleet of more than 200 tugboats operating at over 100 ports in the Americas. Annually, these vessels perform more than 150,000 manoeuvres, providing crucial support to a wide range of vessels (container ships, Ro-Ro vessels, tankers, LNG carriers, bulk carriers, etc.) and assisting in offshore exploration activities and in the growing segment of natural gas terminals. (PR-SAAM)

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Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels,

please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. Important notice: While care is taken in the preparation of Worlwide Tug & OSV News the editors cannot accept any responsibility for the accuracy of data published. The editors have attempted to contact all photographers to obtain permission to publish their photos. In some cases this was unsuccessful because e-mail addresses were no longer up-to-date. Financial compensation has never been paid to any photographer. Should there nevertheless be any photographer who believe that they have been wronged, please contact the mentioned e-mail address. The editors regrets that the e-magazine is unable to supply photographs published in Worldwide Tug & OSV News. To read the free magazine click on the link [HERE](#) (Source: Leen van der Meijden compiler of the magazine; Photo: Hans Hoffmann)

TURKUAZ PILOTAGE COMPANY WON THE TENDER FOR PILOTAGE SERVICES IN ISKENDERUN

Turkuaz Kılavuzluk A.Ş., with Yaman Şen as Chairman of the Board, won the 20-year pilotage

operation right in the İskenderun Regional Service Area. A tender was held for the transfer of the pilotage service operating rights for 20 years in the İskenderun Regional Service Area of the Ministry of Transport and Infrastructure. The tender for the transfer of operating rights for the İskenderun Regional Service Area Pilotage Service was held by the Ministry of Transport and Infrastructure through a negotiated auction within the scope of Law No. 4046. The tender, held today



(October 1, 2025) at the General Directorate of Maritime Affairs, was won by Turkuaz'a Kılavuzluk A.Ş., chaired by Yaman Şen, with an 88% public share. Kılavuzluk A.Ş., DEKAŞ and Markaş. submitted bids to Urkuaz for the tender, which started with a share ratio of 40 percent increase. It started with a 79 percent auction. Urkuaz'a Kılavuzluk A.Ş. became the winner by increasing the public share from 79 percent to 88 percent. The provisional guarantee amount in the tender was announced as 8,604,000 TL. (Source: *Deniz Haber*)

BEST MEDIUM ESCORT TUG – SIGNET SIRIUS – ROBERT ALLAN LTD



The Robert Allan Ltd (RAL)-designed **Signet Sirius** is a cutting-edge escort tug for navigating large crude tankers through the Port of Corpus Christi's channels. The 31.48-metre-long, 31.86-metre-wide vessel features a triple-drive propulsion system with three engines, each delivering 1,920 kW, and thrusters, achieving a

90.5-ton bollard pull for superior towing in congested waters. Its innovative design ensures exceptional omnidirectional maneuverability, redundancy, and precise close-quarters handling for ships up to 300,000 DWT. "The structure was designed in 3D and ABS approved the 3D model as opposed to traditional 2D drawings," Hongling Zhang, Project Manager/Senior Naval Architect at RAL, told Baird Maritime. "This successful model-based design project opened an avenue for 3D projects. The approach is widely accepted now by class societies, shipyards, and operators." Zhang added that the tug also incorporated the patented triple Z-drive propulsion layout and is capable of omnidirectional maneuverability. The construction also applied a new lightweight fendering system and chemically strengthened windows to reduce weight and enhance efficiency and safety. "USCG

tonnage regulations required consultation and clarification of the rules and their application at a very early stage in the design development process," said Zhang. "Significant effort was put into making the structure easier and faster to build." In the end, compromises were made to stay under the tonnage limits. She added that operator Signet had set high expectations for outfit and arrangement. In particular, the tug was designed in accordance with Signet's requirements covering sourcing, lifecycle, economical operation considerations, and emissions reductions. "The client also wanted spacious crew accommodation areas, which has a significant effect on tonnage. In the end, compromises were made to stay under the tonnage limits." Zhang explained that the tug must meet the stability requirements, resulting in a hull form with a broad beam, a wide sponson and a deep draught, but again staying within the tonnage limits. Lawren Best, RAL's Director of Design Development, said 2024 was another strong year for the company with almost 100 vessels built to its designs, the vast majority being high performance ship assist and escort tugs. "We continue to be thankful for the continued trust from our strong relationships with shipyards and operators and our investments in escort tug safety, increasing vessel performance and decarbonization continue to drive growth and provide us the opportunities to support their business," Best told Baird Maritime. There are still some opportunities for battery electric vessels [under] the right conditions. "The tug industry continues to adopt high bollard pull compact ship assist/escort tugs to support the large ships visiting ports. Over the next few years, the tug industry is poised for continued transformation driven by technological innovation, environmental regulation, and evolving operational demands." Best said decarbonization will remain a prominent trend with the continued shift toward greener propulsion systems, including use of biofuels and hybrid and fully electric tugs. He also expects increased investment by operators in new vessels and technologies that bring operational efficiencies and increased reliability and safety. In Zhang's view, the North American workboat market appears focused on supporting the large number of potential new terminals and terminal expansion projects as well as fleet renewal efforts to replace ageing lower power tonnage. "Most of these vessels look to be diesel-fuelled, but there are still some opportunities for battery electric vessels [under] the right conditions (i.e., support, power availability, etc)." *(Source: Baird)*



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STEEL CUTTING CEREMONY OF AMPRA 3600 TUG FOR TIANJIN PORT

On September 9, 2025, a steel cutting ceremony was held by Zhenjiang Shipyard at their facility in

Jiangsu Province, China to mark the construction of an electric battery-powered tugboat, designed by



Robert Allan Ltd. for Tianjin Port Towing Company. This vessel is the towing company's first to feature electric battery propulsion. This will be the first AmpRA series tug developed by Robert Allan Ltd. for operation in China. The pure battery-electric tug is designed to be equipped with a battery system of 7,315 kWh, establishing a new benchmark for battery capacity among tugs under 500 gross tons. As the third generation of smart ships in the fleet, the tug will carry smart ship

notations: i-Ship(M) for advanced machinery systems, i-Ship(E) for energy efficiency, i-Ship(I) for integrated platform capabilities, and i-Ship(T) for towing operations. (PR-Robert Allan)

ACCIDENTS – SALVAGE NEWS

NETHERLANDS CALLS ON EU TO SANCTION YEMEN'S HOUTHIS AFTER SHIP ATTACK


The Netherlands called on the EU on Wednesday to sanction Yemen's Houthis as a terrorist group, after the organisation claimed responsibility for an attack on the Dutch-flagged general cargo ship **Minervagracht** in the Gulf of Aden. The Iran-aligned group has launched numerous assaults on vessels in the Red Sea since 2023, targeting ships they deem linked to Israel in what they describe as solidarity with Palestinians over Israel's war on Gaza.



"The Houthis have long posed a serious threat to freedom of navigation," the Dutch Foreign Ministry said in a statement. Countries including the United States, Israel, Canada and Australia have labelled the Houthis, formally known as Ansar Allah, as a terrorist organisation. *EU decision would imply economic sanctions* A potential EU decision to add the group to its terrorist list — which currently includes 13 individuals and 22 groups or entities — would imply economic sanctions and the freezing of funds and assets. Monday's strike on the **Minervagracht** injured two sailors and forced a helicopter evacuation of 19 crew members, according to the EU maritime mission Aspides and the vessel's operator. The Houthis' military spokesperson said the attack was carried out by a cruise missile. Amsterdam-based operator Spliethoff said **Minervagracht** was in international waters in the Gulf of Aden when it was hit, suffering substantial damage and a fire. The Houthis said they attacked **Minervagracht** because its owner violated "the entry ban to the ports of occupied Palestine". It was the first Houthi attack on a commercial ship since September 1, when they targeted Israeli-owned tanker Scarlet Ray near Saudi Arabia's Red Sea port city of Yanbu. In July, the Houthis attacked and

sank the Magic Seas bulk carrier and Eternity C cargo ship in the Red Sea. The last significant Houthi attack in the Gulf of Aden was on the Singapore-flagged Lobivia container ship in July, 2024. (*Source: gCaptain*)

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FIREFIGHTERS AGAIN RUSHED TO THE NAVAL SHIP ZR.Ms. EVERTSEN



A smoldering transformer caused smoke on Thursday morning on the naval vessel [HNLMS Evertsen](#), the Ministry of Defence reported. No crew members were injured. The [Evertsen](#) was moored in the Nieuwe Haven in Den Helder at the time the incident occurred. This is the second time in a relatively short period that the naval fire department has been called out to the De Zeven Provinciën-class air defense and command frigate. In August, a fire broke out in one of the diesel generators. The cause of that fire

remains unclear. No one was injured then either. According to a Navy spokesperson, the two incidents are likely unrelated. "Smoke was generated by a smoldering transformer. Afterward, the protocols were implemented as planned, just as they were after the incident in August. There was no actual fire. The ship wasn't destroyed, only the transformer. That's the only damage." [HNLMS Evertsen](#) was recently renovated. The outdated cannon was replaced with a new, improved one. Two months ago, the ship was one of the Royal Netherlands Navy's showpieces at the well-attended Sail Amsterdam. (*Source: NoordHollands Dagblad*)

USCG ACCIDENT INVESTIGATION REPORT ON THE TITAN SUBMERSIBLE

In June 2023, the submersible [TITAN](#), operated by OceanGate Expeditions, catastrophically imploded during a dive to the wreck of the [RMS Titanic](#), killing all five people on board. The incident occurred in the North Atlantic, approximately 3,800 meters below the surface. When contact with the vessel was lost, approximately 1 hour and 33 minutes into the dive, an extensive international search and rescue (SAR) effort was launched, involving the U.S. Coast Guard,

Canadian authorities, naval assets, aircraft, and specialized deep-sea equipment. Despite rapid mobilization and global media attention, debris from the **TITAN** was located on the seafloor approximately 480 m from the **Titanic** wreck site, confirming the submersible's destruction and the loss of all five occupants. The more than 300-page USCG report, outlines key findings and contributing factors in the casualty and includes 17 safety



recommendations aimed at strengthening oversight of submersible operations, improving coordination among federal agencies and closing gaps in international maritime policy. "This marine casualty and the loss of five lives was preventable," said Jason Neubauer, Titan MBI chair. "The two-year investigation has identified multiple contributing factors that led to this tragedy, providing valuable lessons learned to prevent a future occurrence. There is a need for stronger oversight and clear options for operators who are exploring new concepts outside of the existing regulatory framework. I am optimistic the ROI's findings and recommendations will help improve awareness of the risks and the importance of proper oversight while still providing a pathway for innovation." The board determined the primary contributing factors were OceanGate's inadequate design, certification, maintenance and inspection process for the Titan. Other factors cited in the report include a toxic workplace culture at OceanGate, an inadequate domestic and international regulatory framework for submersible operations and vessels of novel design, and an ineffective whistleblower process under the Seaman's Protection Act. The board also found OceanGate failed to properly investigate and address known hull anomalies following its 2022 **Titanic** expedition. Investigators determined the Titan's real-time monitoring system generated data that should have been analysed and acted on during the 2022 **Titanic** expedition. However, OceanGate did not take any action related to the data, conduct any preventative maintenance or properly store the Titan during the extended off season before its 2023 **Titanic** expedition. MBI recommendations include

Part of Titan sub wreckage on sea floor




Image: US Coast Guard


restricting the Oceanographic Research Vessel designations for submersibles, expanding federal and international requirements to all submersibles conducting scientific or commercial dives and requiring Coast Guard documentation for all U.S. submersibles. The board also recommended adding Coast Guard personnel capacity at Coast Guard Headquarters to support new construction oversight and field inspections involving submersibles and vessels of novel design. Further recommendations include requiring operators to submit dive and emergency response plans to the local Coast Guard


officer in charge, marine inspection; evaluating the Coast Guard's subsea search and rescue


capabilities; and working with the International Maritime Organization to define passenger submersibles and expand international safety requirements for submersibles operating on the high seas. The board also called for a new Occupational Safety and Health Administration and Coast Guard agreement to clarify whistleblower investigative protocols and improve interagency coordination. Read the investigation report [HERE](#). Watch the YouTube video [HERE](#) (Source: *Maritime Cyprus*)


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LEENDERT MULLER PRESIDENT INTERNATIONAL SALVAGE UNION

We are proud to share that Multraship Towage & Salvage Managing Director Leendert Muller was confirmed as President of the INTERNATIONAL SALVAGE UNION (ISU) at the ISU Annual General Meeting held today in Cape Town, South Africa. Mr. Muller succeeds Mr. John Witte Jr. of Donjon Marine, USA, who has served with distinction over the past two years and will continue as a member of the ISU Executive Committee. Muller brings decades of hands-on experience in marine salvage, having served as principal salvage master and led operations across all key departments. His deep commitment to the industry and the ISU is well known, and we are confident that under his leadership, the ISU will continue to strengthen its vital role in supporting shipowners and insurers in meeting ESG goals and navigating industry challenges. We also congratulate Mr. Richard Janssen, Managing Director of Smit Salvage, The Netherlands, on his appointment as ISU Vice President. Please join us in celebrating this milestone and wishing Mr. Muller every success in his new role! (*PR-Multraship*)



RESCUE EFFORTS BEGIN FOR THE SHIP THAT RAN AGROUND IN KANDIRA

Work is expected to begin shortly to remove the dry cargo ship that ran aground in the Kandira district of Kocaeli on September 18 from the area where it is located. After the Tanzanian-flagged 81-meter dry cargo ship named "**RAPID**" ran aground off the coast of Kefken due to adverse weather conditions, the failure to initiate rescue efforts was influenced not only by the weather conditions but also by the process of determining the operation's road map. While the insurance

company has taken precautions against possible fuel leaks by building a barrier around the ship, the



planned work primarily envisages the evacuation of 2,135 tons of plaster on the ship. The road map of the operation is planned to be determined and the work is planned to begin shortly, provided the weather is suitable. Following a report that the Tanzanian-flagged 81-meter-long dry cargo ship named "**RAPID**" had drifted ashore off the coast of Kefken on September 18, the teams launched operations and rescued the seven crew

members, including six Ukrainians and one Iranian, with the help of a helicopter. (Source: *Deniz Haber*)

'ATTACKED MINERVAGRACHT IS BEING TOWED AWAY'

The Dutch ship **Minervagracht** is currently being towed to safety, NU.nl reports. The Spliethoff ship was attacked by Houthis on September 29 while sailing through the Gulf of Aden. It is unknown where the ship is being towed. The identity of the salvage crew is unknown. The ship is being towed to "safe waters," a spokesperson for the Amsterdam-based shipping company told NU.nl. The Houthis have also commented on



the reason for the attack. The ship's owner allegedly violated the ban on access to ports in occupied Palestine. The ship was hit while sailing empty in the Gulf of Aden, causing a fire to break out on board. The 19-member crew was rescued by naval units from the EU mission Aspides. From that moment on, the ship was rudderless. One crew member remains in the hospital in Djibouti with serious injuries, but their condition is stable. The ship's owner, the Spliethoff shipping company, is trying to repatriate the rest of the crew as soon as possible. Records have since surfaced showing the extensive damage on board. (Source: *Schuttevaer*)

OFFSHORE NEWS

ALLSEAS AND DOF AWARDED CONTRACTS FOR \$125M SINGAPORE CRUDE TRANSFER REVAMP

Swiss contractor Allseas and Norway's DOF have clinched contracts from Aster Chemicals & Energy

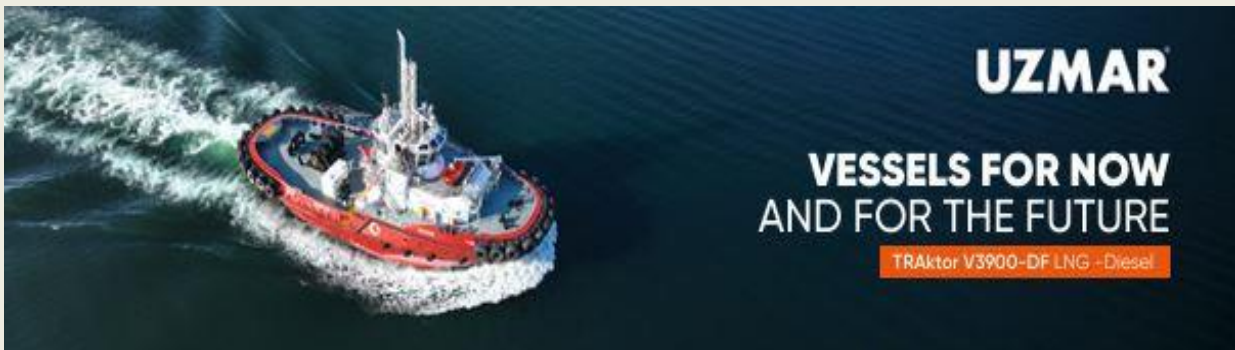


to renew the single buoy mooring (SBM) and subsea pipeline system serving Bukom Island, Singapore. The scope includes engineering, installation and commissioning of new infrastructure linking the offshore facility — located around 5 km from Aster's assets — to the company's onshore refinery and storage hub. Allseas will deploy its shallow-water construction barge Sandpiper for

the project. Aster confirmed it is committing \$125m to the multi-phase programme, designed to secure long-term crude transfer capacity, relieve pressure on jetty space, and support future expansion of its refinery and condensate splitter unit. The Bukom SBM is a key link in Singapore's refining and petrochemical supply chain, enabling crude transfers from VLCCs directly to shore. The rejuvenation is expected to extend the system's operational life by more than 20 years. Mashhad Dohadwala, Aster's director for projects and technology, said: "We believe that robust infrastructure is the backbone of economic progress. The upgraded SBM pipeline is projected to provide more than 20 years of reliable service, supporting Singapore's growth, competitiveness, and laying the groundwork for continued economic development of Singapore as a vital energy and logistics hub."

(Source: *Splash24/7*)

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AUSTRALIAN ICEBREAKER NUYINA TO VISIT HEARD AND McDONALD ISLANDS IN ANTARCTICA

The Australian Antarctic Division (AAD) will make its first dedicated environmental management visit to Heard Island and McDonald Islands (HIMI) in Antarctica in more than two decades. The AAD will conduct the visit using the research icebreaker **Nuyina**, which Serco has been operating on its behalf since 2021. The HIMI campaign will be delivered over two voyages, totalling 35 days on and around Heard Island. HIMI is an Australian external territory comprising World Heritage-listed remote islands in the Southern Ocean. Serco said the HIMI region teems with globally significant ecology and geoheritage values, being one of the most intact sub-Antarctic ecosystems left on Earth. To ensure the AAD can safely venture as far as needed and achieve as many campaign objectives as feasible during the voyages, Serco's onshore support teams and the ship's crew have worked

collaboratively with the AAD to deliver vessel upgrades and logistical planning. These include safety measures and biosecurity planning to ensure biosecurity procedures can be effectively implemented. The HIMI campaign is part of **Nuyina's** 2025/26 season, also including stops at Casey – Australia's busiest Antarctic research station – and Australia's most southerly Antarctic research station, Davis. These stops will cover a diverse range of resupply and research activities in addition to the ship-supported field campaign at HIMI, from personnel changeovers to cargo resupply and refuelling provisions. (Source: Baird)



DOF NETS \$60M NORTH AMERICA CONTRACT HAUL



Norwegian offshore vessel owner and services player DOF Group has picked up a string of new contracts in North America worth more than \$60m, securing over 300 vessel days with further options attached. The work will be carried out by vessels already positioned in the region, covering subsea, mooring and walk-to-work operations. Anchor handling vessel **Skandi Skansen** has been fixed for a mooring job offshore Guyana starting October 2025. The project is expected to run for

around six weeks, with options to extend. Subsea construction vessel **Skandi Implementer** has secured two projects in Mexico with international oil companies. The jobs, focused on subsea cable repair and installation, will be executed in the final quarter of 2025 with a combined duration of more than two months. In addition, US-flagged third-party vessel Cade Candies will support walk-to-work operations off the US East Coast starting in the second quarter of 2026. The contract runs for about eight months, with extension options available. DOF chief executive Mons Aase said the contracts underscore strong regional momentum. "I am especially pleased that **Skandi Implementer** has been working non-stop in the region after we terminated her original long-term contract in Mexico in early 2025," he said. (Source: Splash24/7)

LIANSON FLEET SELLS ACCOMMODATION WORKBOAT FOR \$22M

Malaysia's Lianson Fleet Group (LFG), formerly known as Icon Offshore, has sold one of its accommodation workboats for RM92.57m (\$22m). Lianson sold the 2013-built Malaysian-flagged DP2 accommodation workboat **Kayra** to MAG Offshore Investments. The vessel has a deadweight

tonnage of 3,500 tonnes and can accommodate 200 people. The deal was done via Lianson's indirect wholly owned subsidiary Icon Biru 1 Inc. "This also aligns with Lianson's rebranding and long-term strategy to diversify from being a pure-play offshore support vessel player into other vessel asset classes, supporting our pivot towards new markets and strengthening our long-term growth and operational flexibility," the Malaysian firm said in a Bursa Malaysia filing.



The net proceeds from the disposal will be partially used for the early prepayment of an existing financing facility, for general corporate purposes, and to support Lianson's future growth and strategic initiatives. In August, the company acquired a supramax bulk carrier, moving beyond its traditional offshore support vessel base. (Source: *Splash24/7*)

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NAVICULA STAR PAYS A VISIT



Last Friday, the **Navicula Star** was spotted moored at one of the jetties behind the Blue Port Centre. A day earlier, the 26-meter-long vessel, owned by the Texel-based company Freestar Subsea Services, had sailed from IJmuiden to Den Helder. On Saturday, the vessel set sail again. The **Navicula Star** is the former survey vessel **Navicula**, which served the NIOZ research institute, also located on Texel, from 1981 to 2024. When there's

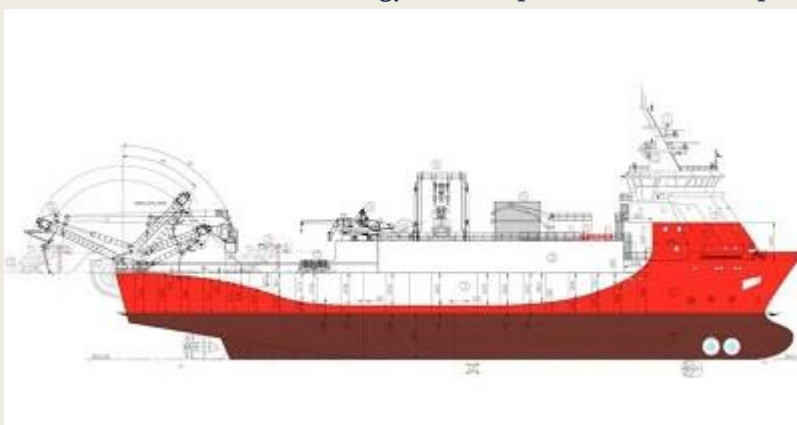
no work available, this survey vessel regularly moors in the Helder Industrial Harbor. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

PAXOCEAN CONVERTS PSV INTO CLV 'BENTANG BAHARI' FOR TRIASMITRA

Triasmitra, a pioneer in Indonesia's telecommunications infrastructure sector, has reached a landmark moment with the official handover of the Cable Laying Vessel (CLV) **Bentang Bahari** from PaxOcean in Batam. The **Bentang Bahari**, the first Indonesian-flagged cable laying vessel, is set to transform the nation's digital landscape by enabling the



installation and maintenance of subsea cable networks that power connectivity across the archipelago. The arrival of the CLV **Bentang Bahari** carries profound strategic significance for Indonesia's telecommunications infrastructure. This vessel not only strengthens national technological independence but also opens up opportunities for expansion into the Asia-Pacific regional market. With world-class operational capabilities, **Bentang Bahari** positions Indonesia as a major player in the regional subsea telecommunications industry. The **Bentang Bahari's** transformation began with Triasmitra's strategic acquisition of the Norwegian-flagged Platform Supply Vessel (PSV) **Skandi Sotra**. Rather than building a new vessel from the ground up, Triasmitra chose an efficient conversion strategy to rapidly strengthen national capabilities. PaxOcean was entrusted with the complex task of converting the PSV from its original role in offshore support to a state-of-the-art Cable Laying Vessel (CLV), purpose-built for subsea telecommunications projects. "The **Bentang Bahari** is a testament to the dedication of our teams and a step forward for Indonesia's telecommunications. We are proud to support Triasmitra in building backbone networks that connect Indonesia and drive digital transformation," said Mr. Jerome Chew, COO, PaxOcean Group. "We thank the management for their unwavering support, and the project team for their fast response, professionalism and relentless help throughout this journey," said Mr. Titus Dondi, CEO, Triasmitra. This conversion process resulted in international-standard cable vessel technology with impressive technical specifications. **Bentang Bahari** is 94.65



meters long and has a cable carrying capacity of up to 2,400 tons, enabling the handling of large-scale projects in a single mobilization. **Bentang Bahari** has been certified by DNV as a guarantee of international safety standards. Furthermore, this cable laying vessel is equipped with several advanced technologies, such as the

Dynamic Positioning DP-2, which serves as the backbone of **Bentang Bahari's** operations in carrying out subsea cable installation missions with high precision. This technology enables the vessel to automatically maintain a stable position, even in adverse weather conditions and strong ocean currents. Another technology is the A-Frame, which serves as the main structure for lowering and lifting heavy equipment to the seabed. This system works synergistically with the

Plough system, which creates a groove in the seabed for optimal cable placement, ensures the cable is buried at the correct depth, and protects it from damage caused by fishing activities or other vessels anchoring. Another technological component is the ROV (Remotely Operated Vehicle), capable of operating to depths of thousands of meters and performing inspection and maintenance at sea level. This combination of advanced technologies makes **Bentang Bahari** a strategic asset capable of developing subsea cable infrastructure projects with optimal time and cost efficiency. The presence of the CLV **Bentang Bahari** marks a new era of Indonesian technological independence in the subsea telecommunications sector. For years, subsea cable installation projects in Indonesia have relied on foreign fleets, resulting in high costs and schedules that do not always align with national priorities. Ownership of this Indonesian-flagged vessel provides full control over the timeline and execution of national telecommunications infrastructure projects. (*Source: Workboat365*)

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DEEP BACK AT WORK WITH BREAKER

The **Breaker**, owned by the Amsterdam-based survey firm Deep Hydrography & Geophysics, is regularly moored in our Industrial Harbor awaiting new work. This past weekend, however, the 32-meter-long vessel was spotted at one of the small jetties behind the Blue Port Centre. The Breaker is being used for, among other things, mapping the seabed, taking soil samples, and detecting



unexploded ordnance from the First and Second World Wars. The vessel sails under the Panamanian flag and is currently working just off the coast of North Holland. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)

BOKA TOPAZ BRIEFLY MOORED AT NIEUWEDIEPKADE



In the early morning of Monday, September 29th, the 107-meter **Boka Topaz** moored at Nieuwediepkade. The multifunctional diving support vessel had sailed from Aberdeen to Den Helder. The quay immediately bustled with activity in front of the moored vessel, which has been part of the Boskalis fleet as the **Boka Topaz** since 2021. The vessel is

owned by the Norwegian company Havila from Fosnavaag, which is also the **Boka Topaz's** home port. In 2007, the vessel was delivered as the **Bibby Topaz** by the Norwegian Fosen shipyard to Bibby Marine from Liverpool, and in 2019, it came into Norwegian ownership as the **Rever Topaz**. The vessel is equipped with various underwater robots and diving systems, a 150-ton heave-compensated offshore crane with a lifting capacity of 150 tons, a moon pool, a Class 2 dynamic positioning system, and a large helicopter deck. Last Tuesday afternoon, the **Boka Topaz** set sail again. With its work deck fully loaded with a subsea protection frame and associated covering material, it headed for the A6-A platform in the Dutch sector of the North Sea. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)

BRENNAN HONORS TURNER WITH NAMESAKE BARGE

J.F. Brennan Company (Brennan) has honored the late Michael “Mike” Turner, a former superintendent for the company, with a namesake barge. The 150-foot by 60-foot barge **Michael Turner**, which has a hull depth of 10 feet, was christened September 20 in North Kingstown, R.I. The event brought together Brennan leadership, union members, colleagues, family and friends



for a day to honor Turner. Brennan President and CEO Matt Binsfeld opened the ceremony by explaining why the barge carries Turner’s name and how Turner’s legacy continues to impact the company. “We are a family business made up of incredible families,” Binsfeld said. “We work hard to foster a good and collaborative culture. Mike, by the type of person, leader and family man he was, personified our culture. It frankly hurt us all to lose such a wonderful human being who impacted us in such profound ways. Christening the **Michael Turner** is our opportunity to share Mike’s story with generations of the Brennan team today and decades into the future.” Turner joined Brennan in 2021. He was a veteran of the Marine Corps and a member of the Carpenters Local 326. He was also a devoted husband to his wife, Katie Turner, father and friend. He died unexpectedly on October 26, 2024, at the age of 46. “Mike was one of the greatest men I have ever met in my life,”

friend and colleague Quentin Thorson said. “He was among the most positive, optimistic, honorable and caring individuals I have known. He approached everything he did with the utmost professionalism and truly cared about those around him, always wanting the best for everyone. No matter the task, no matter how challenging, Mike was all in. Words cannot express enough how much he meant to everyone he encountered. He is truly irreplaceable.” As a tribute to Turner, the barge carries the words “Semper Fi” in honor of his time in the Marine Corps and the emblem of the United Brotherhood of Carpenters. Katie Turner addressed the crowd gathered for the christening. The Rev. Eric Hosmer offered a blessing for the barge and presented Katie Turner with a rosary. Katie Turner and the Turner children—Michael Jr., Teresa and Marykate—concluded the ceremony by breaking a bottle of champagne across the bow. The barge **Michael Turner** was built at Feeney Shipyard in Kingston, N.Y., according to a Brennan design. Built to American Bureau of Shipping standards, the barge is classed and load-lined for ocean service, and the interior of the barge is



completely painted to prevent saltwater corrosion. On deck, the barge features a Manitowoc 4100 Series II crane. The crane on the barge is a Manitowoc 4100 Series II. There are three spud wells, each with 60-foot-tall and 30-inch-diameter spuds. Coating throughout is by Carboline. “The christening of the **Michael Turner** ensures that his legacy lives on in the work he loved and the company he helped to

strengthen,” the company stated. “Just as Mike gave his all to every task, this vessel will carry forward his hard-working spirit for years to come.” (Source: *The Waterways Journal*)

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WINDFARM NEWS - RENEWABLES

TIDAL TRANSIT SETS SAIL FOR SOUTH KOREA

Representatives from Tidal Transit, the leading supplier of purpose-design crew transfer vessels (CTVs) for the offshore wind industry, will travel to Busan this month to accelerate the company’s expansion into South Korea. This follows the recent signing of a Memorandum of Understanding (MoU) between Tidal Transit and South Korean marine and offshore specialist, Sky Offshore. The MoU was formulated to develop, fund, build and operate offshore support vessels across the region and help the signatories more quickly and effectively respond to upcoming tenders as the country’s

offshore sector expands. As part of the visit, Tidal Transit directors Leo Hambro and Adam Wright will attend two leading maritime events: Asia Offshore Wind Day, hosted by the Asia Wind Energy Association (20 October); and Kormarine International Maritime & Energy Exhibition (21-24 October). Alongside fellow MoU signatory Sky Offshore, Tidal Transit will meet with prospective offshore wind developers, shipyards and maritime technology suppliers to help strengthen the company's footprint in Asian markets and



explore pathways for supplying crew transfer solutions to South Korea's growing offshore wind sector. Leo Hambro, commercial director at Tidal Transit, commented: "At Tidal Transit, we're looking forward to taking the next vital step towards expanding our operations into Asia. The combination of Sky Offshore's invaluable marine and offshore capabilities with our expertise in energy efficient, safe and reliable crew transfer solutions makes for a very compelling offering." Adam Wright, director at Tidal Transit, added: "Our visit to Busan marks a major new milestone for Tidal Transit. We've already supplied our solutions to some of the largest names in UK and European offshore wind, and with our move into South Korea's rapidly expanding offshore sector, we're truly entering a major new chapter of international expansion." Following the pair's visit to Busan, Hambro and Wright will also travel to Singapore to meet Penguin International, the shipbuilder behind some of the latest additions to Tidal Transit's fleet of efficient, multi-purpose CTVs – [Arabella Jane](#), [Imogen Rose](#) and [Anthea Luna](#) – and key pillar of the company's long-term growth ambitions in Asia. (PR-Prova)

NB 963 DELIVERED TO WINDWARD OFFSHORE ON TIME



VARD has delivered the Commissioning Service Operation Vessel (CSOV) NB 963 - [Windward Athens](#) - to Windward Offshore, once again demonstrating our ability to deliver on time. *Tailor-made* The vessel arrived at Vard Brattvaag from Vard Shipyards Romania – Tulcea for commissioning and final outfitting before taking to the sea for trials. Measuring 87.5 meters in length with a

19.5-meter beam, the CSOV is tailored for efficient and safe offshore wind farm operations. With NB 963, VARD once again demonstrates our ability to deliver complex vessels for the offshore wind sector on time. My sincere thanks to Windward Offshore and to everyone who contributed –

your efforts have made it possible to deliver another high-quality vessel, ready to support Windward Offshore's operations for years to come. VP Project Manager at VARD Martin Ingjerd. *VARD 4 19 design* The vessel is designed by Vard Design in Ålesund Norway. The VARD 4 19 design is a highly all-round platform for sustainable offshore windfarm support operations, focusing on onboard logistics, security, comfort, and superior operability. The delivery of **Windward Athens** is a defining moment for Windward Offshore. The on-time delivery of **Windward Athens** is not only a testament to the strong commitment and excellent work of the Windward team but also the professionalism of VARD and the equipment makers selected for our four vessels. Being the first vessel in our fleet, she is the anchor stone for the high-quality and reliable services we will provide to the offshore wind industry. Dr. Benjamin Vordemfelde, Managing Director, Windward Offshore. *Contributions from our integrated value chain* • Seaonics delivered a Electric Controlled Motion Compensated (ECMC) 3D Crane designed for offshore operations. It features a fully electrical controlled motion compensation system, ensuring smooth and precise movements even in challenging conditions. • Vard Electro delivered a comprehensive SeaQ package, integrating energy, automation, and control systems for smarter and more sustainable operations. • Vard Interiors supplied HVAC-R and interior solutions, ensuring excellent working and living standards for up to 120 people on board. *Makes complex projects possible* This delivery marks an important milestone in the collaboration with Windward Offshore and highlights how VARD's integrated expertise, from design to technology and outfitting, makes complex projects possible. - **Windward Athens** is now being prepared to service and support major offshore wind projects in Europe. The vessel is currently being readied for her first charter, which will commence immediately and mark the beginning of Windward Offshore's operational activities. We are proud to commence a charter right after delivery of the vessel and work for RWE as the top tier global developer of Offshore Wind in our collaboration with North Star Renewables in the future, Bastian Hagebeuker, Managing Director, Windward Offshore added. Congratulations to everyone across the VARD organization and our partners for making this achievement possible. (PR-Vard)

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DEME TO INSTALL INTER-ARRAY CABLES ON NEW GERMAN OFFSHORE WIND FARM

DEME has secured a contract for the transport and installation of inter-array cables on the 900 MW Nordseecluster B offshore wind farm in the German North Sea, owned by RWE (51 per cent) and Norges Bank Investment Management (49 per cent). Under the contract, the Belgian offshore construction specialist will transport and install a total of 124 kilometres of inter-array cables that will connect all 60 wind turbine foundations to the project's offshore substation. The scope of work for DEME includes all the engineering, preparation and supporting activities. The work will start

towards the end of 2027, when DEME will deploy its cable installation vessel [Living Stone](#), as well as additional supporting equipment. The company said on 2 October that this was a “sizable” contract, which at DEME means a contract value between EUR 50 million and EUR 150 million. Nordseecluster B is the second phase of the 1.6 GW Nordseecluster project in Germany, located some 50 kilometres north of the island of Juist. The first phase, the 660 MW Nordseecluster A, is already under construction



with foundation installation underway. Both phases will feature Vestas 15 MW wind turbines. Installation of 44 Vestas V236-15.0 MW wind turbines on the first phase is expected to start in 2026, with Nordseecluster A beginning commercial operation in early 2027. Wind turbine installation for the 900 MW Nordseecluster B is expected to commence in 2028, with commercial operation planned for the beginning of 2029. Once completed, the 1.6 GW Nordseecluster is planned to generate enough green electricity to supply the equivalent of 1.6 million German households.

(Source: Offshore Wind)

SLEIPNIR READYING TO INSTALL EAST ANGLIA THREE OSS TOPSIDE



The world's largest semi-submersible crane vessel (SSCV), Heerema Marine Contractors' [Sleipnir](#), is scheduled to place the offshore substation (OSS) topside on top of the jacket foundation that the vessel recently installed at the East Anglia Three offshore wind farm site in the UK. In August, [Sleipnir](#) completed the installation of the jacket foundation for the offshore substation and was expected to return to the UK project site in

November to install the topside. However, according to the latest Notice to Mariners from Scottish Renewables' project, the vessel is expected to be on site around 17 October to perform the topside installation work. According to the vessel's AIS data available online, Sleipnir left the port of Stavanger in Norway on 30 September and arrived in the port of Newcastle upon Tyne, UK, on 2 October. Offshore construction of the 1.4 GW East Anglia Three, located 69 kilometres off the coast of Suffolk, started in April this year, when the first of the project's 95 monopile foundations was installed. The offshore wind farm will comprise 95 Siemens Gamesa 14+ MW wind turbines and is scheduled to enter initial operation in the fourth quarter of 2026. East Anglia Three is owned by ScottishPower Renewables, the UK company of the Spanish renewable energy developer Iberdrola,

and UAE-based Masdar, which became a co-owner of the 1.4 GW UK offshore wind farm after signing an agreement with Iberdrola to co-invest in the project in July. *(Source: Offshore Wind)*

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DREDGING NEWS

USACE AWARDS CONTRACT FOR MAINTENANCE DREDGING OF ROLLINSON AND SILVER LAKE HARBOR

Cottrell Contracting Corp., from Chesapeake, Virginia, has won an \$11.7 million firm-fixed-price contract for maintenance dredging of Rollinson and Silver Lake Harbor, North Carolina. Bids were solicited via the internet with one received, the U.S. Department of Defense (DoD) said. Work will be performed in Hatteras, and Ocracoke, North Carolina, with an estimated completion date of June 30, 2026. “Fiscal 2022, 2023, 2024, and 2025 civil operation and maintenance funds in the amount



of \$11,778,000 were obligated at the time of the award” DoD said. The U.S. Army Corps of Engineers, Wilmington District, is the contracting activity. *(Source: Dredging Today)*

NMDC TO UNDERTAKE LARGE-SCALE DREDGING/LAND RECLAMATION PROJECT IN THE PHILIPPINES

NMDC Group is about to embark on a massive dredging and land reclamation project in Manila Bay, Philippines. Under the \$610.1 million contract with Pasay Harbor City Corporation (PHCC), NMDC will undertake a thirty-month project encompassing approximately 130 hectares of island reclamation as part of a groundbreaking development project to build a new eco-friendly, waterfront city. The scope covers sand supply, dredging and reclamation, vertical drains installation, vibro compaction, and rock placement. Eng. Yasser Zaghloul, Group CEO of NMDC Group, commented: “By entering the dynamic Philippines market, NMDC Group continues to expand its operational presence in

Southeast Asia as part of its strategic push towards diversified, global growth.” Manuel S. Gonzales,



President of Pasay Harbor City Corporation, added: “We are delighted to work with NMDC Group, a globally renowned entity that has an unparalleled multi-jurisdiction track record of successful, innovative projects. We look forward to partnering with NMDC to fulfill our vision of creating a new eco-friendly, waterfront city.” The collaboration closely follows a series of announcements by NMDC Group

and marks its first large-scale project in the Philippines; adding to its growing project portfolio of activities in Asia which have included several projects across Taiwan, Vietnam, and Malaysia. (*Source: Dredging Today*)

GREAT LAKES WINS SEVEN CONTRACTS WORTH OVER \$130M

Great Lakes Dredge & Dock Corporation (GLDD) announced yesterday the receipt of seven work awards totaling over \$130 million. *The awarded work includes:* • Mississippi River, Baton Rouge to the Gulf, Head of Passes Project (Maintenance, Louisiana, \$27.9 million); • South Atlantic Division (SAD) Regional Harbor Dredging Contract (Maintenance, North Carolina, \$26.9 million); • Baltimore Harbor and Channels



Cape Henry (Maintenance, Virginia, \$25.5 million); • Delray Beach Renourishment (Coastal Protection, Florida, \$19.2 million); • East Rockaway Inlet (Maintenance, New York, \$14.0 million); • McLellan-Kerr Arkansas River Navigation System Station Dredging Project (Maintenance, Arkansas, and Oklahoma, \$11.7 million); • Indian River Inlet North Beach Renourishment (Coastal Protection, Delaware, \$8.7 million). Lasse Petterson, President and Chief Executive Officer commented, “These awards position Great Lakes as a key contributor to strengthening the resilience and sustainability of our nation’s environment, coastlines, and essential infrastructure. The seven newly awarded projects expand our 2025 dredging backlog, reinforcing revenue visibility through the rest of this year and well into 2026. Despite the current government shutdown, our operations remain unaffected. We continue to conduct business as usual, maintaining full schedules without interruption. Our support to the Corps will proceed without disruption, and our backlog of projects are fully funded and not at risk.” Mississippi River, Baton Rouge to the Gulf, Head of Passes, Hopper Dredge Disposal Area project, which was won and awarded in the third quarter of 2025, involves dredging previously placed river maintenance material from the disposal area and placing the material nearby to contribute to marsh development. In addition, there is an option for additional

work which has yet to be exercised. Work is expected to start in the fourth quarter of 2025. SAD Regional Harbor Dredging maintenance project, which was won and awarded in the third quarter of 2025, involves maintenance dredging of the Brunswick and Morehead City Navigation Channels. Work is expected to start in the fourth quarter of 2025. Baltimore Harbor & Channels Maintenance Dredging Cape Henry Channel project, which was won and awarded in the third quarter of 2025, involves dredging from navigation channel near the mouth of Chesapeake Bay. Work is expected to start in the fourth quarter of 2025. Delray Beach Renourishment project, which was won and awarded in the third quarter of 2025, involves dredging material near shore and depositing the material to the beach along the Florida coast. Work is expected to start in the fourth quarter of 2025. East Rockaway Inlet maintenance project, which was won and awarded in the third quarter of 2025, involves maintenance dredging with disposal of sand to Rockaway Beach. Work is expected to start in the fourth quarter of 2025. The McLellan-Kerr Arkansas River Navigation System Station Dredging Project entails dredging to return navigation channels to authorized depths. Work is expected to commence in the fourth quarter of 2025. Indian River Inlet North Beach Renourishment project, which was won and awarded in the third quarter of 2025, involves dredging material from the Indian River Inlet Ebb Shoal and depositing the material to construct a beach berm and dune system along the Delaware coast. Work began in the third quarter of 2025. (*Source: Dredging Today*)

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WATERMASTER PROTECTS UNESCO-LISTED LAKE NEUSIEDL IN AUSTRIA



Watermaster/Aquamec Ltd. was involved recently in a restoration project at Lake Neusiedl – a UNESCO World Heritage site on the border between Austria and Hungary. Spanning 315 km² with an average depth of one meter, it supports local communities as both an ecological and recreational hub. Yet sediment build-up and excess eutrophication due to nutrient overload threaten its delicate ecosystems and recreational use.

The Burgenland government has established Seemanagement Burgenland GmbH to shift from occasional restoration action to a systematic management with a dedicated organization. The lake's unique geography and protected status required Seemanagement to find smart water restoration and maintenance equipment, that is both effective and environmentally sensitive. For this project, the Seemanagement team acquired two units of the most powerful Classic V model and a Watermaster booster pump from Wellink GmbH, the local reseller. Multipurpose Watermaster's heavy-duty work attachments enable Seemanagement to do various tasks such as suction dredging, excavating, clearing vegetation by raking, and pile driving with a single machine. According to Watermaster, this versatility reduces the need for several single-purpose machines and assisting equipment, lowering operational costs, increasing efficiency, and minimizing the overall operational footprint. *(Source: Dredging Today)*

BOSKALIS NEW MEGA TSHD SEAWAY HITS THE WATER DREDGING

The new dredger will be more than just a vessel; it is the largest newbuild in the Boskalis' history, and above all, the largest trailing suction hopper dredger (TSHD) ever built at a Dutch shipyard. The giant TSHD will have a hopper capacity of 31,000 cubic meters, making it not only one of the largest trailing suction hopper dredgers in the world but also one of the most modern, thanks in part to its energy-efficient design.



Also, thanks to the application of various technological innovations – such as a fully diesel-electric system, an Azipod™ propulsion, and an advanced automation system – the vessel will have significantly lower fuel consumption than older vessels of comparable size. The vessel is also being prepared for the use of (green) methanol as an alternative fuel. According to Boskalis, the dual-fuel main engines are equipped with two stage turbochargers and can be powered by both conventional fuels and more sustainable alternatives such as biodiesel and methanol, resulting in a significant reduction in CO2 emissions. The TSHD is equipped with two suction pipes with a submersible pump and two delivery pumps with a combined delivery capacity of 15,000 kW. This enables the vessel to dredge sand and pump it over long distances to a reclamation area. *(Source: Dredging Today)*

VAN OORD NETS \$81M CONTRACT TO DREDGE THE PORT OF RIO GRANDE

Eduardo Leite, Governor of the State of Rio Grande do Sul, Brazil, has signed the order and contract for the dredging works in the Port of Rio Grande. The \$81 million project (432.2 million BRL), which was awarded to Van Oord, will deepen the harbor's access channel, ensuring safe and efficient navigation in the Port of Rio Grande. The signing of the documents took place during a visit by the governor to the Rio Grande Shipyard this Wednesday, October 1. "This is the largest dredging investment ever made in the state's history and aims to ensure reliable cargo movement, without leaving ships waiting," commented Leite. "Ensuring the best navigation conditions for the port is essential for retaining and attracting investment, generating jobs, and developing it." The

dredging will take place in the outer channel, the inner channel, and the berths of the Port of Rio Grande. Over the next 15 months,



Van Oord will remove around 15 million cubic meters of sediment over a 30-kilometer stretch, ensuring a 15-meter draft in the main sections of the access channel and the port. This will ensure adequate conditions for the safe navigation of large vessels, strengthen logistical capacity for the flow of Rio Grande do Sul's production, boost efficiency, reduce operating costs and increase competitiveness. (Source: *Dredging Today*)

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TIME FOR THE NEXT SOUTHSEA BEACHFILL CAMPAIGN

Starting on the October 1st 2025 as part of vital coastal defense improvements, around one million tonnes of beach material will be added to the beach between the Pyramids and the Coffee Cup at Eastney. The significant increase will see the beach double in size when shingle is dredged locally from the Solent near the Isle of Wight and deposited onto the beach by a pipeline from the dredger. A one meter diameter pipeline has been laid across the beach to the west of South Parade Pier.



This pipe will connect to a large dredging vessel which will discharge the material onto the beach. The material will then be spread along the beach and profiled using heavy machinery, working around the tides. Work will take place from October and is due to be completed by 27 March 2026.

During the shingle discharging, access to the beach will be limited for safety reasons with some stepped access over the pipeline available. Similar work was undertaken on a smaller scale earlier this year during beach import work along the beach in front of Southsea Common. *(Source: Dredging Today)*

FOYLE AND MARINE WINS PORTRUSH AND BALLYCASTLE HARBORS DREDGING DEAL



Causeway Coast and Glens Borough Council has awarded a contract for dredging works at Portrush and Ballycastle Harbors to Foyle & Marine Dredging Ltd. “As the main contractor, this project represents an important milestone for our company and reflects the trust placed in us to deliver essential marine infrastructure works,” Foyle said. “We are delighted to be working

alongside Doran Consulting, which will act as the Client’s Project Manager.” According to Foyle, these dredging operations will play a vital role in: – Ensuring safe and reliable access for harbor users, – Supporting the growth of local marine and fishing industries, – Enhancing facilities that underpin the tourism economy in two of Northern Ireland’s most iconic coastal towns. *(Source: Dredging Today)*

YARD NEWS

FINLAND’S AKER ARCTIC UNVEILS NEXT-GENERATION MEDIUM-CLASS ICEBREAKER AS GLOBAL DEMAND HEATS UP

Finnish icebreaker engineering firm Aker Arctic on Monday released the first renderings of its new B+ class vessel for the Finnish Transport Infrastructure Agency, unveiling a next-generation design as global demand for ice-capable ships accelerates. The vessel, part of Finland’s long-term renewal of its



state-owned icebreaking fleet, is designed to meet tougher environmental standards while ensuring reliable year-round access to Baltic Sea ports. The new B+ type promises enhanced efficiency, lower emissions, and greater icebreaking power compared to existing medium-class models. It will

be significantly cheaper to operate than the largest A-class icebreakers. Aker Arctic, the world's leading developers of icebreaking technology, has previously contributed designs for vessels operating all around the world. The company said the medium-class icebreaker design is tailored to Finland's operational needs, but could also serve as a model for international customers eyeing the rapidly changing Arctic environment. Both the U.S. and Canada are in the process of expanding their icebreaker fleet, with design and contract decisions by the U.S. Coast Guard on the horizon. Aker recently joined a trilateral consortium aimed at delivering the next generation of U.S. Coast Guard icebreakers. The partnership includes American Bollinger Shipyards, Finnish Rauma Shipyards, and Canadian Seaspan Shipyards, with Aker spearheading design and engineering work. Another group led by Canada's builder Davie and its Helsinki Shipyard is similarly vying to secure future contracts. Davie recently announced plans for a \$1 billion "icebreaker factory" in Texas. As for Aker, after concluding the initial design process on the B+ class icebreaker before summer, the firm has now moved on to phase two; model tests in both open water and ice. "Even in this day and age, model-scale testing in an ice tank is still the most reliable method to find out how a new icebreaker — particularly one not quite like anything that has been built before — will perform once it is commissioned," says Aker's chief designer Tuomas Romu. While one can use established criteria to calculate straight-line performance, more complex manoeuvres such as breaking out from an ice channel or freeing a beset vessel are much more challenging. "That's when you call in the test engineers with their little red ships," remarks Romu. Aker's ice basin is directly integrated with the company's design office fostering close cooperation between naval architects and test engineers. "We have a fairly low threshold to use our in-house ice model testing laboratory to try out new ideas and novel icebreaker designs," confirms Romu. In the case of the new B+ icebreaker for the Finnish Transport Infrastructure Agency some of the testing was open to visitors – a rare occurrence as most projects are confidential – who could observe first-hand how the model breaks ice and chunks move along the side of the vessel. With the new medium-class icebreaker Aker has set itself a high goal of designing a "no compromise vessel." The idea is not to design the biggest or most powerful icebreaker that can tackle even the worst ice conditions the Baltic Sea can throw at it. But instead a versatile and cost-efficient vessel that can adapt to changing sea ice conditions over its 50-year design life. "That's why we are paying more attention to seakeeping performance and ability to operate in heavily-deformed icepack rather than maximizing the level ice thickness the new icebreaker can break without stopping," explains Romu. Aker aims to finalize the tender material before the end of the year with shipyard selection and procurement scheduled for 2026. Keeping with Finland's rapid pace when it comes to building icebreakers, the B+ class icebreaker is expected to be delivered in late 2029. *(Source: gCaptain)*

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AUSTAL AND US NAVY REVISE CONTRACT IN PROGRAM BUILDING FIRST STEEL SHIPS

Austal and the U.S. Navy reached an agreement to resolve a pricing issue related to the first steel



hull ships Austal USA is building for the Navy. Nearly a year after the company filed a “Request for Equitable Adjustment,” it reports that they have agreed to build only three of the five contracted ships with limited alteration to the overall original contract value. The program for the vessels known as T-ATS (Towing, Salvage, and Rescue Ship) was originally awarded to Austal

in September 2021 and was largely seen as a trial for the builder, which had worked in aluminum to convert to the Navy’s plan to move back to entirely steel construction. The initial contract was for two vessels valued at \$145 million and followed an initial \$3.6 million for the functional design of the class. Austal noted at the time that it was seeking other steel construction projects and won support from the U.S. Navy for the construction of its new steel capabilities in Mobile, Alabama. The U.S. Navy expanded the project with two more hulls in July 2022, adding \$156 million to the contract price. A fifth vessel was added to the contract in June 2023 at an additional \$79 million. The total project was valued at approximately \$380 million. The shipbuilder reports it had been in discussions with the U.S. Navy for an adjustment due to the additional costs incurred in the program. It says the program “experienced significant challenges, primarily due to late receipt of technical data and design discrepancies.” The T-ATS is an ocean-going tug, salvage, and rescue ship designed to support the United States Navy’s fleet operations, with a multi-mission common hull platform capable of towing heavy ships. The ships are designed to support a variety of missions, including oil spill response, humanitarian assistance, search and rescue, and surveillance. Work began on the program in July 2022. The first vessel, named [USNS Billy Frank Jr.](#), was floated out in Alabama in June 2025. While work was proceeding with the program, Austal and the USN had agreed to suspend work on vessels T-ATS 14 and T-ATS 15, the last two of the five-ship order. As part of the new agreement with the Navy, those two hulls are being cancelled. The company

reports it does not expect a material financial impact on its business. T-ATS 11, Billy Frank Jr., is being prepared for its prepare for her next major milestone, the engine light off, as she gets ready for sea trials and delivery. While it is the first steel construction for Austal, the prize was a \$3 billion contract for seven ocean surveillance ships for the U.S. Navy awarded in 2023. In addition, after committing to its



steel capability, Austal also received a contract for the Navy’s Auxiliary Floating Drydock Medium (AFDM) and, in a contested decision, Austal beat out Eastern Shipbuilding to secure follow-on hulls for the U.S. Coast Guard Offshore Patrol Cutter (OPC) program. (Source: *Marex*)

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RIVERVIEW COMPANIES OPENS REPAIR YARD IN MORGAN CITY



Riverview Companies, Bellevue, Iowa, today announced Riverview Marine Repair, a new repair facility in Morgan City, La. The move marks the company's first shipyard on the Gulf Coast. A company press release said the yard is equipped with a 400-ton drydock measuring 125'x60' and a 250-ton marine travelift capable of handling vessels with a 35' beam. Riverview acquired the assets of LD Marine and rebranded the site as Riverview Marine Repair, which is set up

to service a wide range of inland and coastal vessels, the company said. "We've steadily increased our vessel presence in the Gulf, and it made sense for us to establish a permanent facility here," said Jeremy C. Putman, president of Riverview Companies. "Our commitment to Subchapter M compliance and long-term fleet reliability aligns perfectly with this next step." Founded in Bellevue, Iowa, in 1998, Riverview began as a small operation supplying groceries and provisions to towboats. Over time, Riverview Boat Store grew into a recognized provider of supplies to towboats, supported by a fleet of refrigerated vans. The company later established Riverview Tug Service, operating pushboats such as the Peggy Louise, Mrs. P, and Jean Marie to provide towing and lock assist services along the Upper Mississippi. A Riverview press release said the expansion continues the company's emphasis on Subchapter M compliance, vessel maintenance planning, and investment in equipment to minimize downtime. "This expansion allows us to take the same reliability and service our customers trust upriver and bring it to the Gulf," he said. The company said David Vicknair will oversee the new facility's daily operations. *(Source: Workboat)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Boluda acquires Royal Boskalis BV's towage business in Australia and Papua New Guinea, consolidating itself as the world's largest operator*
 - *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*
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*
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Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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