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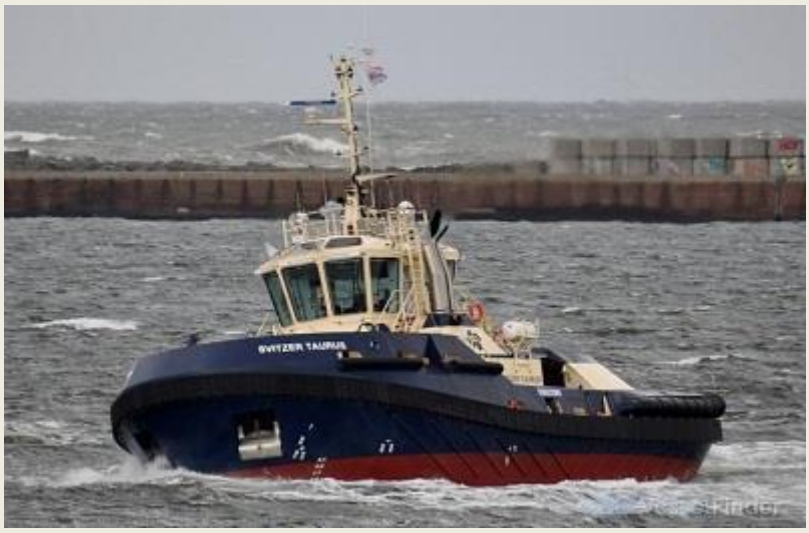
TUGS & TOWING NEWS.

SVITZER TENDERS FOR FOUR MORE BATTERY-POWERED TUGS



AP Moller Holdings subsidiary Svitzer is looking for shipyards to build a fleet of battery-driven harbour tugs. Svitzer has combined its success with TRAnsverse design harbour tugs and battery-based power to consider investing in a new fleet of harbour tugs able to handle ships in ports without any emissions. The AP Moller Holdings subsidiary is celebrating a year of operating its first TRAnsverse and first three months of owning its first battery-electric tug – all in Europe. In its latest LinkedIn post, Svitzer said it wanted to capitalise on these milestones by ordering a new fleet of battery-driven TRAnsverse tugs. It is seeking shipyards to construct these tugs, naval architects to provide designs, while manufacturers will be required to provide energy storage systems and propulsion systems. Svitzer has eight harbour tugs under construction to its TRAnsverse design, which it developed with British Columbia, Canada-based naval architects Robert Allan Ltd. The bulk of these are being built by Cheoy Lee Shipyards in China. The Danish shipowner has benefited from operating its first Sanmar-built, TRAnsverse-design tug, **Svitzer Taurus**, in Ijmuiden, the Netherlands, for a year, where it has completed around 1,200 jobs to date and is currently handling 30-35 jobs per week. "The TRAnsverse tug is unique because it can apply forces with minimum power," said Svitzer Netherlands vessel captain Nick van Dijk. "So far, I have been able to do any job required by the pilots, and doing these jobs faster and safer than other tugs in the port with more capabilities." Svitzer estimates **Svitzer Taurus** has operated with 15% more fuel efficiency than conventional azimuth stern drive tugs during the year. "It has exceptional indirect steering and braking forces due to the hull and staple design," said Capt van Dijk. "For example, when performing a push/pull operation, a typical tug requires considerable power to maintain position and push," he said. "With **Svitzer Taurus**, we can lie alongside the vessel and side push using our two thrusters. We do not need any power to hold our position. So it has truly exceeded my expectations." In addition, two 32-m, Uzmar-built TRAnsverse diesel-powered tugs, **Svitzer Barrington** and **Svitzer Nobbys**, started operating in Newcastle, Australia, in Q3 2025. In Q3 2025, Svitzer received its first battery-powered tugboat, **Svitzer Ingrid**, from Sanmar Shipyards for escorting and towing ships in the Sound between Denmark and Sweden. This was built to Robert Allan Ltd's ElectRA 2500SX design, with a 13-m beam and a draught of 5 m. It has a battery capacity of 1,808 kWh from Corvus Energy, backed up by

generators to drive two Schottel azimuth thrusters, to achieve a bollard pull of 70 tonnes. In 2026, Svitzer will receive a 35-m methanol-fuelled, battery-driven, TRAnsverse tug built by Uzmar to support ships in Gothenberg, Sweden. “Eight more TRAnsverse tugs are under construction. In addition, Svitzer is currently in the market for four additional battery-driven TRAnsverse tugs,” said the tug owner in a LinkedIn post. Watch the YouTube video HERE *(Source: Riviera by Martyn Wingrove)*

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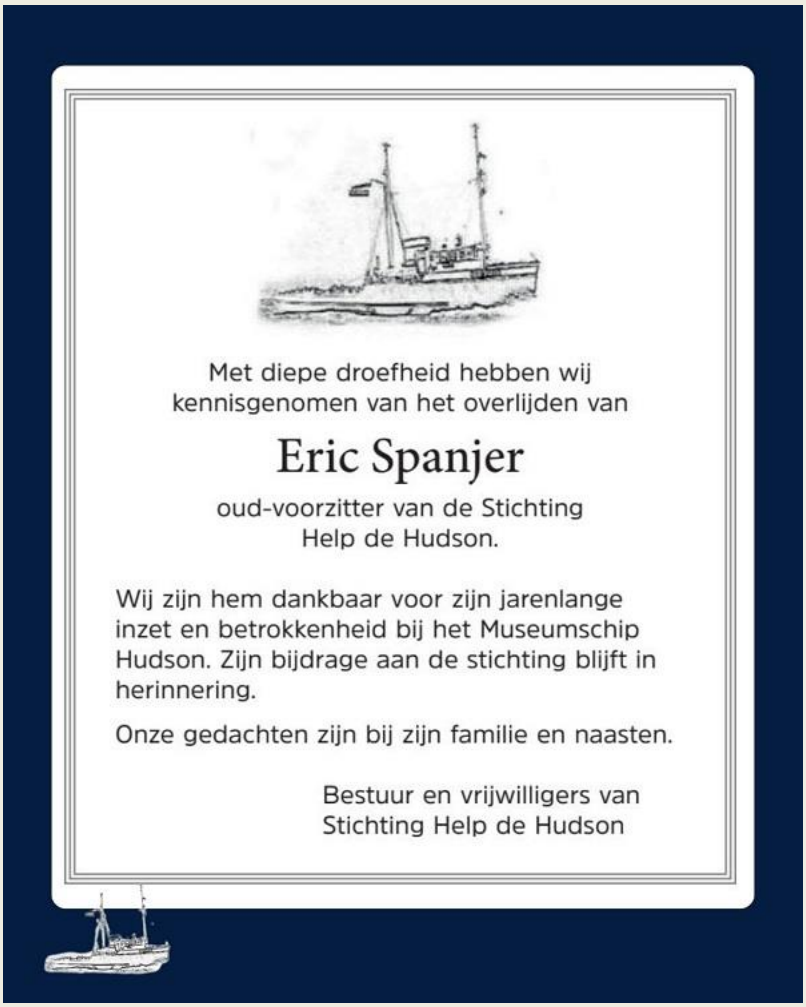
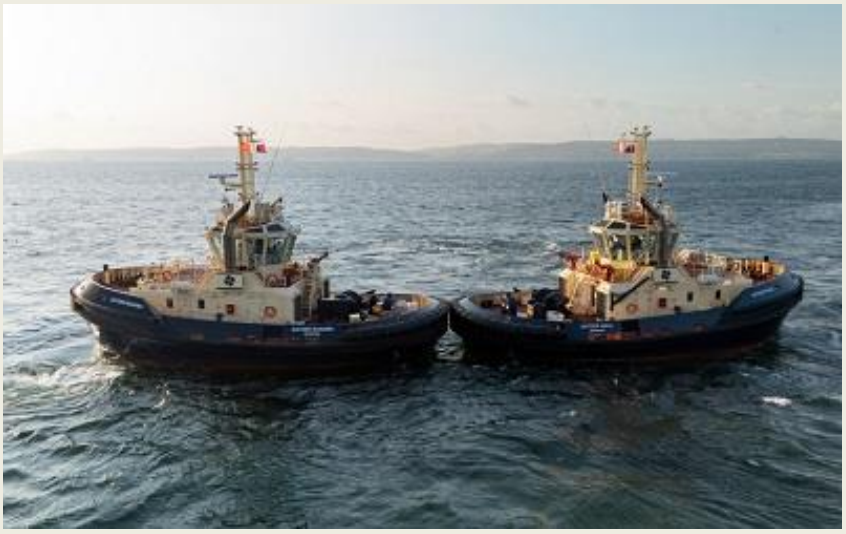


SANMAR DELIVERS TWO HIGHLY MANOEUVRABLE TRACTOR TUGS TO

SVITZER BAHRAIN



Sanmar has delivered two new powerful and highly manoeuvrable azimuth tractor tugs to global operator and long-time customer Svitzer. Both will operate in Bahrain. Known as **DELIÇAY XVI** and **DELIÇAY XVII** while under construction in Türkiye, the tugs have been renamed **SVITZER MANAMA** and **SVITZER AWAL** by their new owner. Both tugs are based on the exclusive-to-Sanmar TRAktor-Z 2500SX design from Canadian naval architect Robert Allan Ltd and have an overall length of 25.3m, moulded beam of 12m, least moulded depth of 4.45m, and extreme draft of approximately 6.55m. Each tug is capable of achieving a minimum of 80 tonnes of bollard pull and has a free-running speed of 12.5 knots. Both vessels are also equipped with Fi-Fi 1 system, further enhancing their operational capabilities and safety performance. The twin Z-drive propeller tugs have been primarily designed for both harbour ship handling and towing duties. They both benefit from being efficient, highly controllable, and manoeuvrable due to a modern hull form and appendage configuration, which is the result of significant effort in model testing and computer-based computational fluid dynamics optimisation during the design process. Sanmar has had a long commercial relationship with Svitzer dating back almost 20 years, which includes many of the most innovative new technologies to appear during the ongoing development of tug design. These include the World's First Remotely Operated tug "**SVITZER HERMOD**" delivered in 2016 and the revolutionary emissions-free all-electric tug "**SVITZER INGRID**" from the exclusive-to-Sanmar ElectRA series, delivered earlier this year. İpek Gürün, Corporate Strategy Director of Sanmar Shipyards, said: "Svitzer operates on a massive scale in 141 ports and 40 terminals across 37 countries with maritime experience that goes back centuries; so, we are delighted that they once again choose Sanmar to provide the modern, technologically-advanced, efficient, and environmentally responsible tugboats they need to bolster their global operations." *(PR-Sanmar)*

TURKISH, CHINESE BUILDERS DOMINATE Q3 2025 TUG DELIVERIES

Owners welcomed newbuild tugs in South America, Asia, Australia and Europe from builders in two nations vying for market share. Shipbuilders worldwide had a busy Q3 2025, delivering around 74

tugboats to owners in global markets for harbour towage in the period. Builders in Turkey and China were especially busy with tugboat completions and deliveries, demonstrating the dominant positions the two nations hold on vessel production. Owners with operations in Europe, Latin America and Australia have turned to the technical engineering and building capabilities of Turkish shipyards, which often use designs from Canadian naval architects at Robert Allan Ltd. Svitzer was one of the biggest fleet investors in terms of new deliveries, welcoming four newbuilds from Turkish shipyards between July and September. Med Marine built two 26-m tractor tugs for the Denmark-based subsidiary of AP Moller Holding. **Isla Popa** and **Isla Uva** sailed to Panama after their construction at the Eregli Shipyard on the north Turkish coast to a Robert Allan TRAktor 2600-Z design. These MED-T2600 series tugs have 65 tonnes of bollard pull, a beam of 13 m, a draught of 6 m, a top speed of 12 knots, a FiFi1 off-ship fire-fighting system and accommodation for six crew. They were built to handle, tow and dock tankers, bulk carriers and container ships at ports in Panama. With newbuild numbers ER173 and ER174, these tugboats were launched and delivered within the planned schedule. Sanmar built Svitzer's first electric-powered tugboat, **Svitzer Ingrid**, using Robert Allan's ElectRA 2500SX design, with Corvus Energy's battery modules installed. This 25-m tugboat operates in the Sound between Denmark and Sweden. It can complete 90% of its operational tasks using electric power sourced from batteries charged using the renewable energy supply at the Port of Helsingborg, Sweden. Svitzer added a second TRAnsverse-design tugboat in the Port of Newcastle, New South Wales, Australia, in Q3 2025. **Svitzer Nobbys** arrived on 16 August to join sister tug **Svitzer Barrington**, after a voyage that crossed two oceans and passed through the Panama Canal. Both were built by Uzmar Shipyard in Turkey to a TRAnsverse 3200 design, developed by Svitzer and Robert Allan, with 80 tonnes of bollard pull. Uzmar is building another TRAnsverse tugboat for Svitzer with dual-fuel methanol-diesel engines and around 6 MWh of battery capacity. Med Marine delivered the first harbour tugs to Tunisia's Office for Merchant Marine and Ports in Q3 2025 as it is building six of these tugs to Robert Allan's RAmparts 2800 design with a bollard pull of 60 tonnes. Sanmar also celebrated with SAAM Towage in Q3 2025, after receiving and naming harbour tugboat **SAAM Charran** in Callao, Peru, marking the growth of the Chile-headquartered owner in the nation. "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," says SAAM Towage managing director Hernán Gómez. **SAAM Charran** was built as a Bogacay-class vessel to Robert Allan's RAmparts 2400SX-MKII design with 80 tonnes of bollard pull and FiFi1 fire-fighting system to support vessels manoeuvring, berthing and undocking at terminals. "The arrival of this new tug reinforces our services by incorporating technology and high safety standards in critical berthing and unberthing operations," says SAAM Towage Chile-Peru regional manager Cristián Cifuentes. This 24-m tug has a beam of 12 m, a maximum speed of 13 knots, and twin four-stroke, high-speed, Caterpillar-manufactured engines that develop 2,350-kW at 1,800 rpm. Another Bogacay-series tug, **SAAM Petrel**, was built to a similar design for SAAM Towage's operations in the port of Arica, Chile. This 24-m tugboat also has an aftertreatment selective catalytic reduction (SCR) unit to minimise NOx from engine exhaust and to comply with IMO Tier III emissions standards. Sanmar also delivered a Bogacay-series tugboat to Italian owner Rimorchitori Napoletani. **Gargano** was originally built as **Bogacay LXXX** with a bollard pull over the stern of 70 tonnes and a free

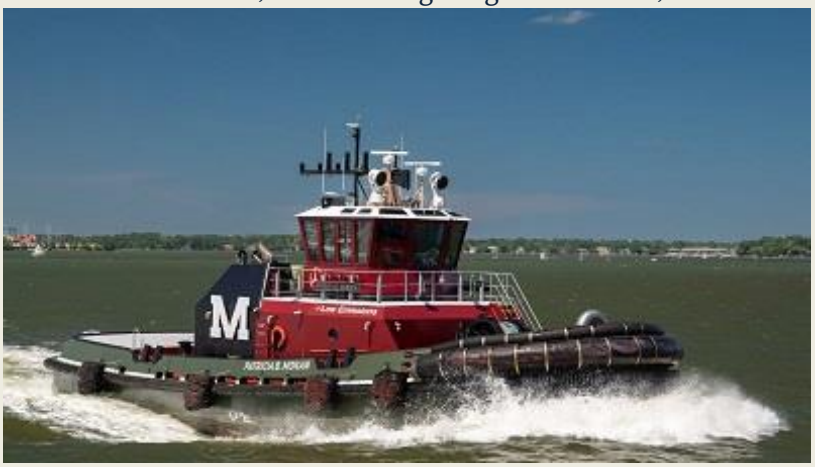
running speed of at least 12 knots. It supports ships in the Port of Naples, Italy, and has an SCR for IMO Tier III compliance and an off-ship FiFi1 fire-fighting system. In Q3 2025, Port Flot Burgas in Bulgaria took delivery of a new Bogacay-class harbour tug from Sanmar. **Mars** is providing maritime services around Burgas, the second-largest port in Bulgaria, and the surrounding coastline, including harbour and coastal towage, salvage work, ship mooring and unmooring. It also acts as a stand-by around tankers and assists in offshore and deepsea operations. This 24-m vessel was built as **Bogacay LXXXI** with two Caterpillar diesel engines connected to an SCR for compliance with IMO Tier III emissions standards, and 70 tonnes of bollard pull, accommodation for six crew and a FiFi1 fire-fighting system. And Sanmar built tugboat **Almog** with 73 tonnes of bollard pull for Ashdod Port - the fifth vessel it has constructed for the Israeli port. Bogazici Shipyard built tugboat **Manda** for the Kenya Ports Authority as part of a contract with Kenya Shipyards. This 27-m vessel has a bollard pull of around 35 tonnes, a FiFi-E fire-fighting system and has been deployed in the Port of Mombasa. Bogazici also built a new pilot boat for Kenya Ports Authority. *Chinese deliveries* Several newbuild tugs produced by Cheoy Lee Shipyards have sailed across the Pacific Ocean to Latin America in 2025, including two for CPT, two for Boluda Towage, and one each for PSA Marine and Svitzer. During September, **Teja** and **Titan** arrived in Chile to operate in San Antonio and Valparaiso after their construction at Hong Kong-headquartered Cheoy Lee's shipyard in China. **Tita** was built to Robert Allan's RAstar 2800-CL design as an escort and harbour tug with two of Caterpillar's Cat 3516-C main engines and a bollard pull of 75 tonnes. This 28-m tugboat has a beam of 13 m, a depth of 4 m, a top speed of 12 knots and a bollard pull of 75 tonnes, while 25-m **Teja** was built to a RAmparts 2500-CL design. Jiangsu Zhenjiang Shipyard delivered four harbour tugs and launched several others for domestic owners in Q3 2025. At the end of August, it delivered two 38-m ASD tugs, **Hua Xi Tuo 7** and **Yang Zi Tuo 8**, to Jiangyin Chengang Tug Shipping Co. These each have 3,676 kW of power, a bollard pull of 56 tonnes, and a speed of 15 knots. Also in this period, it delivered **Qing Dian Tuo 1** to Qingdao Port and **Jin Gang Tuo 01** to Nantong Jingang Tug Co, while launching tugs for Taicang Port Changhai Shipping, Jiangyin Chengang Tug Shipping and COSCO Shipping Bulk Cargo Transportation. According to broker reports, Fujian Baozhong Ocean Engineering delivered **Shun Da Tou Yi** to Rong Chuangda Trading and Haidong Shipyard built Caribe and Maraca for Fujairah-UAE headquartered Emepco FZE. *(Source: Riviera by Martyn Wingrove)*

MORAN EXPANDS FLEET WITH LOW-EMISSIONS NEWBUILDS

ABS-class escort tugs are handling large container ships in US East Coast ports and gas carriers in Gulf Coast LNG terminals. Moran Towing Corp has rapidly expanded its US tugboat fleet in the past two years in response to the rising demand for handling larger ships, especially ultra-large container ships and LNG carriers. The Connecticut-headquartered owner has taken delivery of seven new azimuth stern drive (ASD) tractor tugs into its commercial fleet and another into its joint venture with other

owners since July 2024. Four were delivered in H2 2024 and the other four in 2025, with several more under construction in what is one of the largest fleet renewals in the company's 165-year history. Moran has evolved over the decades into one of the largest marine service providers in the US. Its operations include ship assist, transporting liquid and dry bulk cargo and servicing LNG terminals, plus environmental and industrial services, commercial diving and marine construction. As of the end of September 2025, Moran's ship-assist fleet supports operations in 17 ports and seven LNG terminals, and its nine oceangoing liquid barges and five dry bulk barges operate within the US Jones Act trade area. Moran has more than 1,900 employees across approximately 50 locations in North America. Its latest newbuilding campaign started with shipyard contracts signed in 2021 when it became clear a fleet enhancement programme was required to meet higher power and lower emissions requirements for harbour tugs in the US. Since 2021, Moran has added 10 ASD tugs, increasing its fleet to more than 76 ship-assist tugs, which includes 56 ASD tractor tugs, making it one of the largest harbour-based fleets in North America. Moran continually invests in its fleet and, as of September 2025, it has seven tugs under construction. Six are designated for its joint ventures; four are for Moran's managed joint ventures. One will be added to its wholly owned commercial fleet, with deliveries expected into late 2026. In Q2 2025, Moran welcomed **William E Moran** to its fleet operating on the US East Coast, followed in Q3 2025 with the delivery of **Newt Moran** and **Thomas C Moran**. All three 28-m tugboats were built by Master Boat Builders in Coden, Alabama, to Robert Allan Ltd's RApport 2800 design with more than 80 tonnes of bollard pull. They have a beam of 12 m and 5,050 kW of power coming from two high-speed diesel engines driving twin Z drives. "These tugs represent a leap forward in our ongoing commitment to providing best-in-class maritime solutions," says Moran chief operating officer for maritime services Sean Perreault. "We are building these new vessels with a clear purpose: to make things better for our crews, customers and communities," he tells Riviera. "By teaming up with trusted partners, we are incorporating innovative, sustainable technologies that not only meet our customers' unique needs but also keep our crews safe and comfortable. Each Caterpillar-manufactured 3516E engine on these tugs is linked to a selective catalytic reduction (SCR) unit to reduce NOx emissions, for US Environmental Protection Agency Tier 4 compliance and to attain ABS notation LEV for low-emissions vessel. "Through our collaboration with Master Boat Builders and Robert Allan, we have leveraged our design expertise to create vessels that deliver exceptional performance and compliance while offering the adaptability to meet our customers' evolving demands," says Mr Perreault. According to automatic identification system (AIS) data, **William E Moran**, **Thomas C Moran** and **Newt Moran** are active at Moran's New York and New Jersey operations. In 2024, Moran welcomed **Paul T Moran** and **George James Moran** after their construction by Washburn & Doughty Associates in East Boothbay, Maine, to a design by Crowley Engineering Services with 60 tonnes of bollard pull. According to AIS, **Paul T Moran** is operating in Norfolk, Virginia, and **George James Moran** is in Baltimore, Maryland. These 26-m tugs have a beam of 11 m and 3,800 kW of power. In Q4 2024, **Mary Jane Moran** entered service in Port Arthur, Texas, and **Patricia B Moran** started in Norfolk after their construction by Master Boat Builders with an overall length of 26-m, a beam of 11 m, a bollard pull of 60 tonnes and 3,800 kW of power. These tugs have

twin Caterpillar 3512E engines linked to an SCR for EPA Tier 4 compliance, driving two Kongsberg US 205 Z-drives for speeds of up to 12 knots. These newbuilds are low-emissions, high-power tractor tugs built to handle large ships with ABS class LEV and escort notations, compliance with US Coast Guard sub-chapter M, and a high-performance hawser winch from Markey Machinery on their bow with superior line handling capabilities. "We believe operational excellence starts with supporting our crews," says Moran senior vice president for ship assistance Ron Droop. "These new vessels bring advanced technology and performance that help us work safer, smarter, and more efficiently on the water, while delivering for our customers." In Q1 2025, Gulf LNG Tugs took delivery of **Bahia Gulf** after the 30-m tug was completed by Master Boat Builders. This company is a joint venture between Moran and Houston, Texas-headquartered Bay-Houston Towing and Suderman & Young Towing. **Bahia Gulf** was built to Robert Allan's Z Tech design and ABS class with a bollard pull capacity of more than 85 tonnes, FFV1 fire-fighting certification, and LEV notations. Its propulsion includes two



Caterpillar 3516 E diesel engines, compliant to EPA Tier 4 requirements, with total power of 5,220 kW, driving two Kongsberg US-255 Z drives, each with a fixed-pitch propeller in a nozzle. This tug was outfitted with a Markey DESF-48-100 electric, class III hawser winch. **Bahia Gulf** is part of a series of eight tugboats ordered under this joint venture from US facilities Sterling Shipyard and Master Boat Builders, all being built to two Robert Allan designs. Other vessels in this series are expected to be delivered within the next 18 months. *Moran acquires Bisso Towboat* Moran Towing Corp has acquired Louisiana-headquartered Bisso Towboat to increase its fleet of tugs operating in southern US states. This transaction provides Moran with a fleet of azimuth stern drive (ASD) tractor tugboats that assist and dock ships at terminals along the lower Mississippi River. Founded in 1890 in New Orleans, Bisso operates 11 tugboats including Mr Brian which entered service at the end of 2024 after its construction by Main Iron Works in Houma, Louisiana. "Bisso has deservedly earned a reputation as a high-quality operator," says Moran Towing chief executive and president Ted Tregurtha. "This acquisition reflects our commitment to serve the growing needs of New Orleans and the lower Mississippi River communities where we [will] operate for decades to come." Bisso provides services for ships navigating between the mouth of the Mississippi River and Baton Rouge. For the Moran acquisition, Bisso was represented by Legacy Capital and Phelps, Dunbar. *(Source: Riviera by Martyn Wingrove)*

GUIDANCE SERVICES IN KOCAELI-1 ARE ENTRUSTED TO TURKUAZ KILAVUZLUK A.Ş.

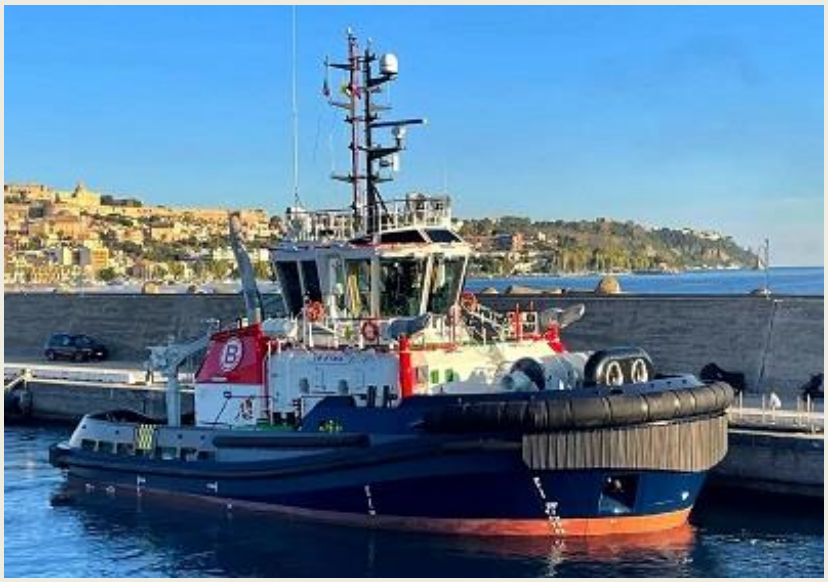
The Ministry of Transport and Infrastructure's Kocaeli-1 Regional Service Area guidance service tender has been concluded. Turkuaz Kılavuzluk A.Ş. won the tender. The Kocaeli-1 Regional Service Area Pilotage Service Operating Rights Transfer Tender was won by Turkuaz Kılavuzluk A.Ş., whose Chairman of the Board is Yaman Şen, with an 80% share offer. The tender for the 20-year transfer of pilotage services to the Kocaeli-1 Regional Service Area of the Ministry of Transport and Infrastructure was held at the General Directorate of Maritime Affairs. Turkuaz Pilotage Inc. won the tender. While Turkuaz Kılavuzluk A.Ş. submitted the highest bid with an 80 percent public share, DEKAŞ Denizcilik and Has Kılavuzluk Hizmetleri submitted a 79 percent public share and a 69 percent public share, respectively. *(Source: DenizHaber)*

TSUNEISHI DELIVERED THE JAPAN'S FIRST HYDROGEN DUAL-FUELLED TUGBOAT

TSUNEISHI SHIPBUILDING has announced the delivery of '**TEN-OH**,' Japan's first tugboat powered by a BEH2YDRO hydrogen-powered internal combustion engine (ICE). The vessel was officially delivered on 15 October 2025 at the TSUNEISHI Factory in Hiroshima. BEH2YDRO high-output hydrogen dual-fuel internal combustion engine, featuring a large-capacity, high-pressure hydrogen gas system with large-capacity and supply system developed by JPNH2YDRO, a joint venture between TSUNEISHI Group and CMB.TECH. Hydrogen fuel is a clean fuel which emits no carbon dioxide when burned and is regarded as a key contributor to achieving carbon neutrality. This vessel was developed and built under The Nippon Foundation's "Zero Emission Ships Project", which aims to develop vessels with zero CO_2 emissions. Tugs play a vital role in assisting large vessels to safely and smoothly manoeuvre when entering or leaving port. For this reason, they must combine high manoeuvrability with strong engine output. The newly delivered tug is powered by twin 12-cylinder hydrogen-blended engines (4,400 horsepower class) and stores around 250kg of hydrogen in high-pressure tanks. This ensures operational performance

equivalent to conventional fuel use, whilst enabling significant CO2 reductions. In the unlikely event of a hydrogen fuel system failure, the vessel can continue to operate solely on marine fuel, maintaining safety as the same standard as conventional vessels. TSUNEISHI SHIPBUILDING will continue to promote the development and construction of next-generation fuel vessels, contributing to the realisation of a decarbonised society. Mr OKUMURA Sachio, Representative Director, President & Executive Officer of TSUNEISHI SHIPBUILDING Co., Ltd. commented: "It is a great honour to deliver Japan's first hydrogen dual-fuelled tugboat. Across our domestic and overseas operations, we are developing vessels powered by next-generation fuels such as methanol and LNG. By building on the expertise gained through this project and leveraging the collective strength of the Group, we will continue to drive innovation and contribute to a more sustainable future for the maritime industry." *Hydrogen Dual-Fuel Tug 'TEN-OH,' Specifications* Length Overall: 38.0m; Breadth: 9.6m; Draft: 4.2m; Gross Tonnage: less than 300; Main Engine: BEHYDRO Twin 12-cylinder hydrogen dual-fuelled ICE (4,400-horsepower class); Fuel Used: Hydrogen and traditional marine fuels. *(PR-Tsuneishi)*

THE NEW TUGBOAT VB ETNA HAS ARRIVED AT THE PORT OF MILAZZO



Built in Türkiye by the Med Marine shipyard, it was delivered to the company owned by MSC and Boluda. Another tugboat renamed "VB" (or Vicente Boluda) has just arrived at the port of Milazzo in Sicily. This is the **VB Etna**, a new vessel just built in Türkiye at the Med Marine shipyard and delivered to its new owner in Southern Italy. As happened in Genoa with the recent delivery of the **VB Insignia**, the new tug's renaming with the initials VB is explained by the fact that MSC's Medtug company was recently merged into the Spanish group Boluda Towage. The latter recently announced the acquisition of Royal Boskalis's towage operations in Australia and Papua New Guinea. The last delivery of a new tugboat to the port of Milazzo dates back to March of last year when the **San Vitale** (24.4 metres long, 12 metres wide and with a bollard pull of over 70 tonnes) arrived from the Turkish shipyard Sanmar. *(Source: Shipping Italy)*

SEA EVERTSEN WEARING SEACONTRACTORS COLOURS LEAVING MALTA

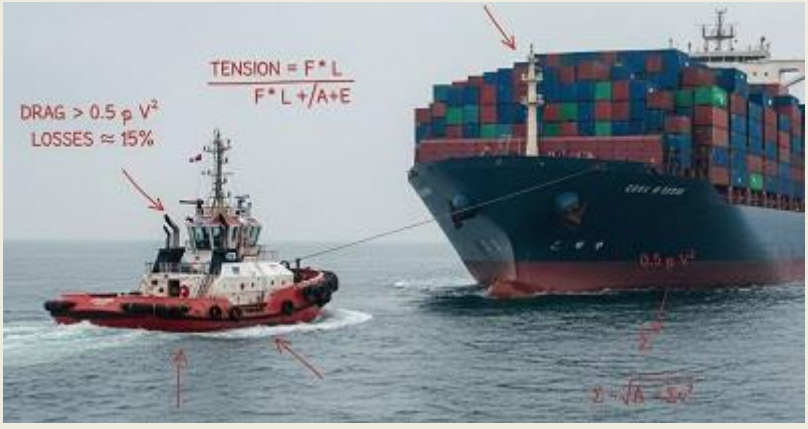
Image of the 2008 built offshore tug and supply ship **Sea Evertsen** (ex *Skandi Trader*) wearing fresh Seacontractors Livery after drydocking at Palumbo Malta Shipyard leaving Grand Harbour last Monday 13th October on a rainy morning for her first assignment. Last year August Seacontractors announced the acquisition of the **Skandi Trader** from DOF Group ASA and renamed her Sea Evertsen and reflagged under the Dutch flag *(Photo by Capt. Lawrence Dalli - www.maltashipphotos.com)*

PORT OF NAMIBE RECEIVES FOUR NEW HARBOUR CRAFT, INCLUDING TUGS AND PILOT BOAT, UNDER MOÇAMEDES BAY DEVELOPMENT

The Port of Namibe in southern Angola has officially taken delivery of four new harbour craft to support operations at its container terminal and the adjacent Saco Mar Mineral Port. The vessels — two ASD 2813 tugboats, a Stan Pilot 1905 pilot boat, and a Pushy Cat 1004 workboat — were procured under the Moçamedes Bay Integrated Project, a strategic initiative aimed at modernising Angola's southern maritime infrastructure. The acquisition follows a financing agreement between the Angolan government and Japan, with Damen Shipyards Group and Toyota Tsusho Corporation overseeing construction and delivery. The contract with Damen was signed in mid 2024. All four vessels are designed for high-performance coastal and port operations. At the handover ceremony, Angola's Minister of Transport, Ricardo Viegas D'Abreu, emphasised the importance of maritime infrastructure in reducing logistics costs and enhancing national development. He noted that the new vessels will strengthen import and export capabilities, particularly in support of mineral exports and containerised trade. Provincial governor Archer Mangueira echoed these sentiments, stating that the port's expansion will catalyse growth across southern Angola, enabling new services and economic opportunities. The event was attended by senior officials from the transport, defence, and security sectors, alongside traditional and ecclesiastical leaders and members of the community consultation council. Located on the Atlantic coast near the city of Moçamedes, the Port of Namibe is Angola's third-largest port and a key node in the country's southern logistics corridor. It handles a mix of containerised cargo, bulk minerals, and general freight, and is increasingly positioned as a regional alternative to Namibia's Port of Walvis Bay. The Moçamedes Bay Integrated Project includes upgrades to port infrastructure, dredging, and terminal expansion, with the goal of transforming Namibe into a competitive gateway for southern and eastern Angola. The new harbour craft are expected to improve vessel handling, pilotage, and

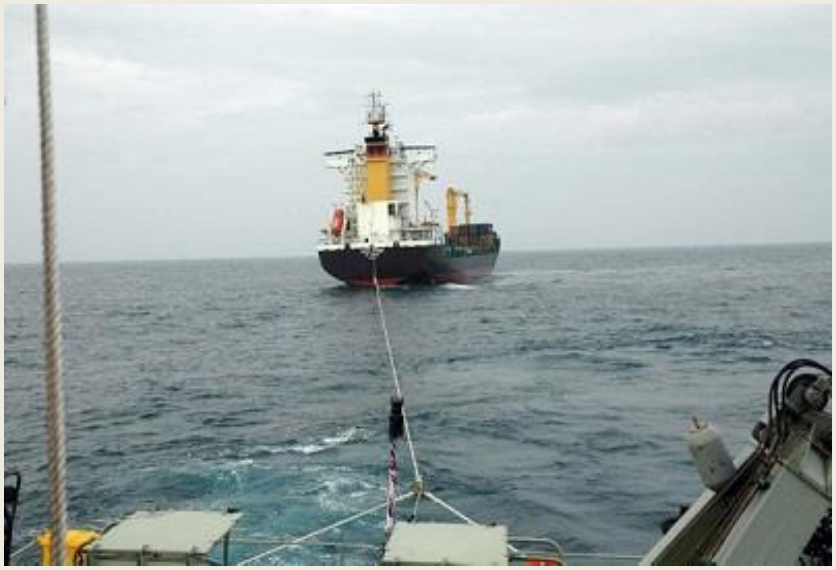
towage operations, enhancing safety and efficiency across the port's growing footprint. *Vessel Specifications: Port of Namibe's New Harbour Craft* The four new vessels delivered to the Port of Namibe under the Moçamedes Bay Integrated Project include: *ASD Tugboats (2 units)* • Model: Damen ASD 2813; • Bollard Pull: ~60 tonnes; • Length: 28.7 metres; • Capabilities: Advanced ship-handling, escort duties, firefighting, coastal towage; • Propulsion: Azimuth thrusters for high manoeuvrability. *Pilot Boat (1 unit)* • Model: Damen Stan Pilot 1905; • Length: 19 metres; • Speed: Up to 25 knots; • Features: Reinforced hull, climate-controlled cabin, boarding platforms; • Role: Safe and rapid transfer of pilots to/from vessels. *Workboat (1 unit)* • Model: Damen Pushy Cat 1004; • Length: 10 metres; • Function: Line handling, light towing, general port duties; • Design: Compact, shallow-draft for in-port versatility. These vessels are built for durability and high performance in coastal and port environments, and will significantly enhance Namibe's towage, pilotage, and support operations. *(Source: African Porst & Ships by Terry Hutson)*

MARITIME COMPLIANCE: IMO REVISED GUIDELINES ON EMERGENCY TOWING PROCEDURES



The International Maritime Organization (IMO) Circular MSC.1/Circ.1255/Rev.1 represents a significant update to the global standards for marine safety and emergency preparedness. Approved by the Maritime Safety Committee (MSC) at its 110th session, these Revised Guidelines for Owner/Operators on Preparing Emergency Towing Procedures supersede the previous 2008 version. The document is designed to assist ship owners and operators in complying with SOLAS regulation II-1/3-4 by creating robust, ship-specific plans for emergency towage. Its fundamental purpose is to remove the need for deliberation during a crisis, ensuring that the crew has an efficient, predetermined course of action ready to execute the moment an emergency—such as a power shortage or imminent grounding—requires assistance from a salvage or towing vessel. *Core Requirements for Emergency Towing Procedures* The Revised Guidelines mandate a three-part structured approach to creating effective Emergency Towing Procedures (ETP): Evaluation, Documentation (The ETB), and Development. *Ship Evaluation (The Inspection)* A thorough inspection must be carried out by knowledgeable personnel to determine the ship's "towability." This involves reviewing: ● Structural Adequacy: Assessing the layout, strength, and safe working loads (SWLs) of all connection points, including fairleads, chocks, winches, bitts, and bollards. ● Procedural Readiness: Evaluating line handling procedures for passing and receiving

messenger lines and towlines from both the bow and stern. ● Equipment Inventory: Identifying the location and characteristics of all necessary tools and equipment, such as chains, cables, shackles, stoppers, and line-throwing apparatus. ● Power and Communication: Confirming the availability of power for winches and deck lighting, and identifying the characteristics of radio equipment for clear bridge-to-deck and ship-to-salvage communication. *The Emergency Towing Booklet (ETB*) The ETB is the ship-specific, ready-to-use document containing all vital information. It must be presented clearly and concisely, including: ● Ship Particulars: Key identification data (Name, IMO number, Call Sign) along with detailed technical specifications (anchor/cable details, draft/displacement ranges, and the Equipment Number (EN)). ● Diagrams and Data: Comprehensive sketches showing assembly and rigging diagrams, the location of all towing equipment and strong points, and their certified capacities and SWLs. ● Accessibility and Distribution: A minimum of three physical copies must be maintained on board in readily accessible locations: the bridge, a forecastle space, and the ship's office or cargo control room. A common electronic file format must also be kept by the owners/operators for rapid distribution to salvage companies. *Procedures Development (The Action Plan)* The final step is establishing the action protocols, which must cover, at a minimum: ● Decision Matrix: A quick-reference guide summarizing options based on various emergency scenarios, such as weather severity, on-deck power availability, and grounding risk. ● Organizational Plans: Clear plans for the distribution of deck crew, necessary equipment, and the precise organization of tasks. ● Rigging Safety: Diagrams illustrating how to assemble and rig bridles and tow lines for both fore and aft arrangements, emphasizing the need to lead lines away from sharp corners and points of stress concentration. ● Dead Ship Protocol: Specific procedures that account for power shortages and dead ship situations, particularly regarding the heavy effort required for heaving across towlines. ● Communications Plan: A detailed checklist of essential information the ship's Master must communicate to the salvage vessel, including damage status, steering/propulsion status, onboard towing equipment inventory, SWLs of strong points, and the status of any emergency rapid disconnection systems. *Commitment to Proactive Preparedness* The Revised Guidelines are more than a compliance checklist. They are an essential component of the International Safety Management (ISM) Code's requirement for emergency preparedness. By standardizing and detailing the preparation of ship-specific procedures, the circular encourages owners and operators not only to document their capacity for emergency towage but also to ensure that procedures are practised beforehand. This proactive approach, coupled with the mandate for clear documentation and knowledge of equipment location, ensures that when minutes matter, the crew is prepared to act swiftly, safely, and efficiently. The issuance of MSC.1/Circ.1255/Rev.1, which formally supersedes its predecessor, signals the IMO's ongoing commitment to marine safety by adapting procedures to modern operational realities. For more information, download HERE the IMO Guidelines for Owner/Operators on Preparing Emergency Towing Procedures *(Source: Maritime Cyprus)*



THE RESCUE TUG "FAVOR" ARRIVED AT ITS HOME PORT OF

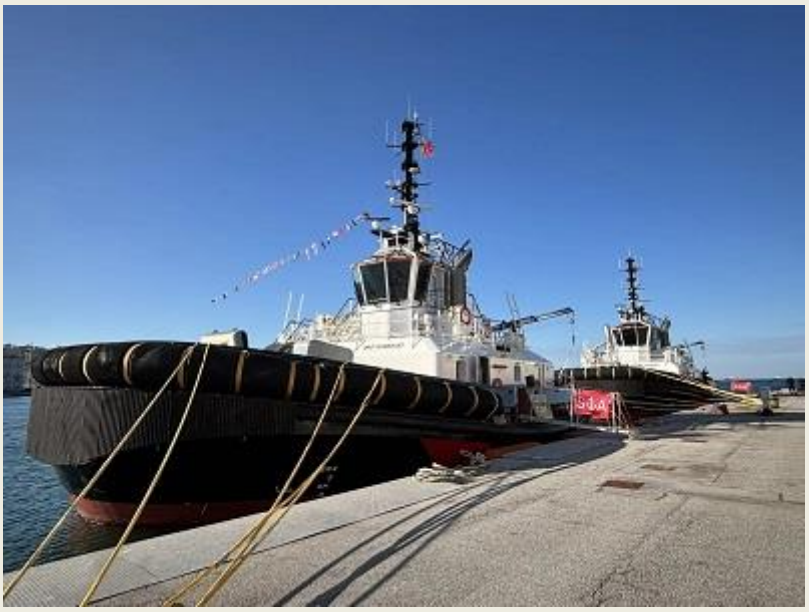
ARKHANGELSK.

The Project NE025 rescue tug "**Favor**" has arrived at its home port of Arkhangelsk. According to a report from the Okskaya Shipyard on October 16, the vessel is in the waters of the Northern Dvina River awaiting a test sailing. As a reminder, the tug "**Favor**" was built at the Okskaya Shipyard for the Morspasluzhba (Marine Rescue Service). The Morspasluzhba fleet already operates four Project NE025 Arctic rescue tugs built by Nizhny Novgorod shipbuilders: two in the port of Murmansk and two in the port of Petropavlovsk-Kamchatsky. Project NE025 rescue tugboats (developed by Nordic Engineering) are designed to participate in emergency response and rescue operations, oil spill response, and to ensure the safe maneuvering of large vessels in challenging areas of the ports and harbors of the Northern Sea Route. The key feature of the project is the optimization of design solutions using predominantly domestic equipment. The localization level is approximately 70%. *Project NE025 tug and rescue vessel* Class – KM ✪ Arc4 (hull, machinery) R1 AUT3 FF3WS Tug; Length – 29 m; Width – 10.0 m; Depth at midship – 4.2 m; Draft at midship slackline – 3.2 m; Main engine capacity – 2 x 694 kW; Crew – 8 persons. *(Source: Sudostroenie; Photo: Okskaya Sudoverf)*

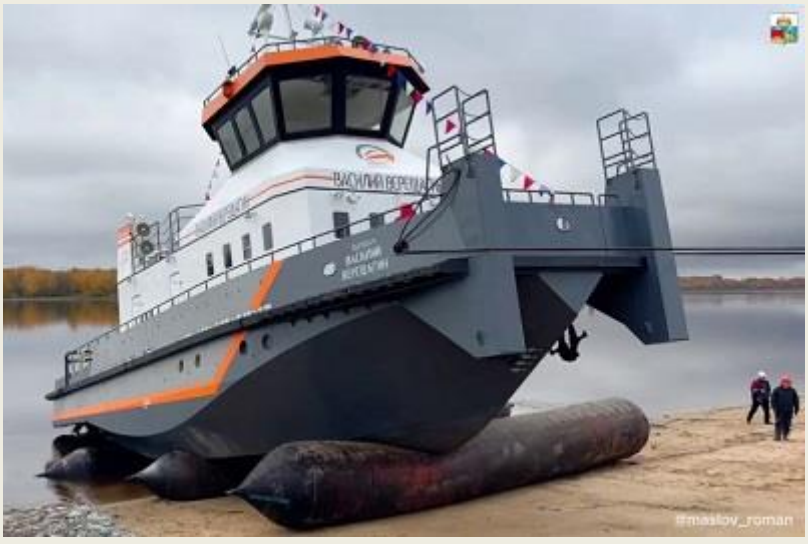
TRIPMARE EXPANDS ITS FLEET WITH THE ARRIVAL OF TWO HIGH-TECH TUGBOATS.

The two new tugs are designed to offer high performance in terms of operational efficiency, control in all conditions and expand the operational capabilities. Tripmare, a concessionaire for towage services in the port of Trieste since 1994, has announced a significant expansion of its fleet with the addition of two latest-generation tugboats, renamed **Captain Cat** and **Med Rigel**. The inauguration of the new vessels, belonging to the Damen RSD Tug 2513 series, took place within the premises of the Trieste Port Authority. A company statement emphasizes that the introduction of the new tugboats directly responds to the challenges posed by evolving maritime traffic, particularly the increasing size of vessels and the growing focus on safety and environmental protection. "The challenges of

navigation and port operations are constantly evolving," said Alberto Cattaruzza, CEO of Tripmare. "With the arrival of **Captain Cat** and **Med Rigel**, we reaffirm our commitment to ensuring the highest standards of safety and sustainability for the port of Trieste. Our operations are aimed at meeting all needs, while constantly pursuing a vision of reducing environmental impact and increasing personal safety." The RSD Tug 2513 models, thanks to their inverted stern propulsion and bidirectional hull configuration, are designed to offer excellent performance in terms of operational efficiency and control in all conditions. The two new tugs not only expand routine operational capabilities, including docking and undocking, but also significantly strengthen the port security system of Trieste, a key port in a complex port environment for the oil, container, and ro-ro sectors. Captain Luciano Del Prete, maritime director of Friuli Venezia Giulia and commander of the Port of Trieste, emphasized the importance of this milestone, "marked by the presentation and entry into service of two new tugboats, cutting-edge vessels that will significantly enhance our port's safety system." The new vessels ensure prompt response in emergencies, such as fires or spills of hazardous substances. *(Source: Shipping Italy)*



THE TUGBOAT "VASILY VERESHCHAGIN" WAS LAUNCHED.

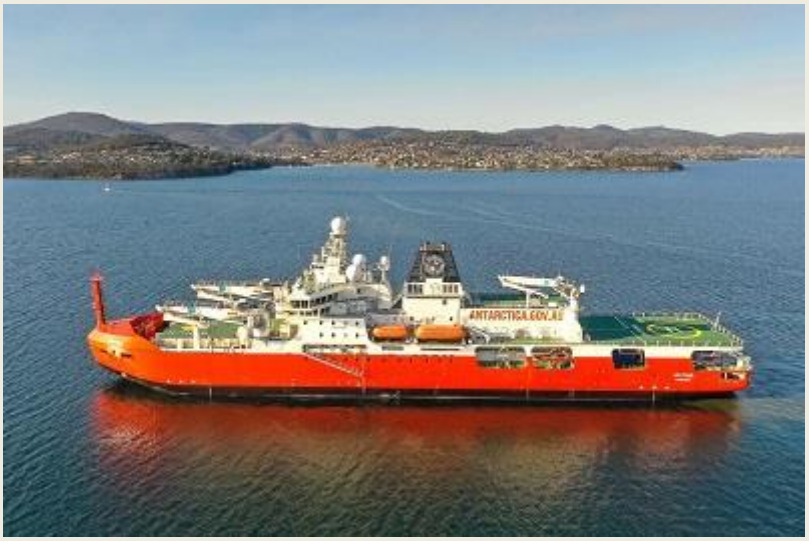


The Cherepovets Shipyard (ChSZ) launched the "**Vasily Vereshchagin**" tugboat, a Project TSK-395M tugboat. Cherepovets Mayor Roman Maslov announced the launch on October 16 on his Telegram channel. "This pusher motor vessel is named in honor of our great fellow countryman, a world-renowned artist and native of Cherepovets—Vasily Vasilyevich Vereshchagin," the mayor noted. Previously, as part of the construction of the Project TSK-395M tugboat series, the ChSZ launched the "**Cherepovetsky Sudostroitel**," "**Ivan Milyutin**," and "*Inzhener Zinger*. " The State Transport Leasing Company (GTLK) clarified that the vessel was built by order of GTLK as part of an investment project to modernize domestic civilian water transport using funds from the National Welfare Fund and with the support of the Russian Ministry of Industry and Trade. The TSK-395M project tugboat is designed to operate in conjunction with barges on routes from Cherepovets to Astrakhan and back. *The TSK-395M project pusher tug:* Vessel class RKO – O2.0 (ice 30); Overall length – 22.55 m; Overall width – 7.20 m; Depth at midships – 2.845 m;

Gross tonnage – 143 t; Total capacity of main engines – 960 kW *(Source: Sudostroenie; Photo: Roman Maslov's Telegram channel)*

ACCIDENTS – SALVAGE NEWS

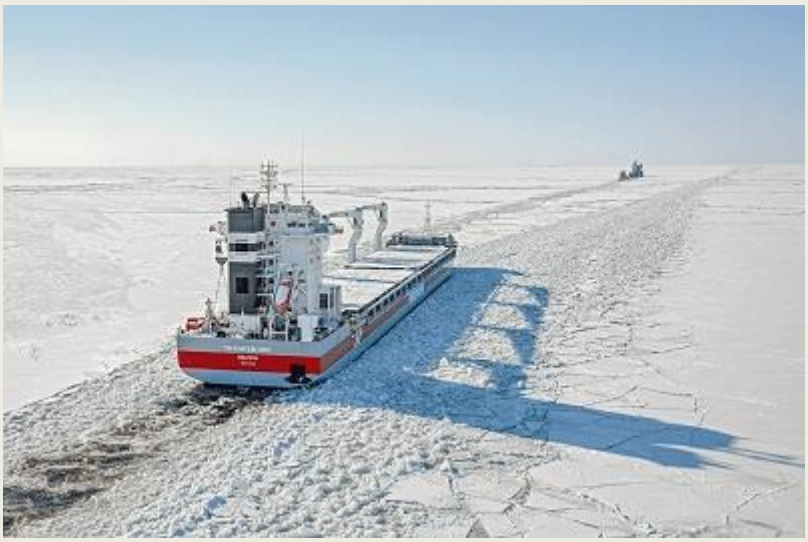
ICEBREAKER NUYINA TOUCHES BOTTOM DURING SURVEY IN SOUTHERN OCEAN



It is not unheard-of for ships to touch bottom and carry on with their voyage, and if the ground is soft enough the contact may cause no harm at all. It is a less desirable outcome, however, for a high-spec research vessel in an ultra-remote location, thousands of miles from aid. On Monday morning, Australia's research icebreaker **Nuyina** "made contact" with the seabed off Heard Island, a remote outcropping in the Southern Ocean some 2,000 nautical miles from the nearest inhabited shore. **Nuyina** is operating near Heard Island as part of a two-month research, conservation and resupply mission to Antarctica. The first stop was at Casey Station, an Australian research outpost, where the ship dropped off an expedition party. Her mission at Heard Island was scheduled to last 10 days, followed by a resupply trip to the Davis Station outpost. On Monday, the **Nuyina** was conducting seabed mapping off Heard Island when the hull "made contact with the ocean floor," the Australian Antarctic Division (AAD) said. Coast survey operations often come with a heightened level of risk, as they are often needed most in poorly-charted areas of variable depth and close proximity to shoaling. This was the activity that the lost Royal New Zealand Navy ship **Manawanui** was engaged in just prior to its grounding and sinking. According to the AAD, the crew aboard felt minor vibrations when the ship made contact with the bottom. No injuries were reported, and all personnel are safe. The icebreaker has moved further offshore so that divers could conduct a hull and underwater equipment assessment, and an evaluation is under way. "As a vessel featuring state-of-the-art design and protections, with Polar Class 3 icebreaking capabilities, initial assessments indicate the damage is superficial and the vessel is safe to continue delivering on its mission of enabling voyage objectives," said contract operator Serco in a statement. "Additional thorough, internal inspections are ongoing to ensure this, as well as shore-side consultation with experts and AMSA." **Nuyina** has had a bumpy start to her operational life.

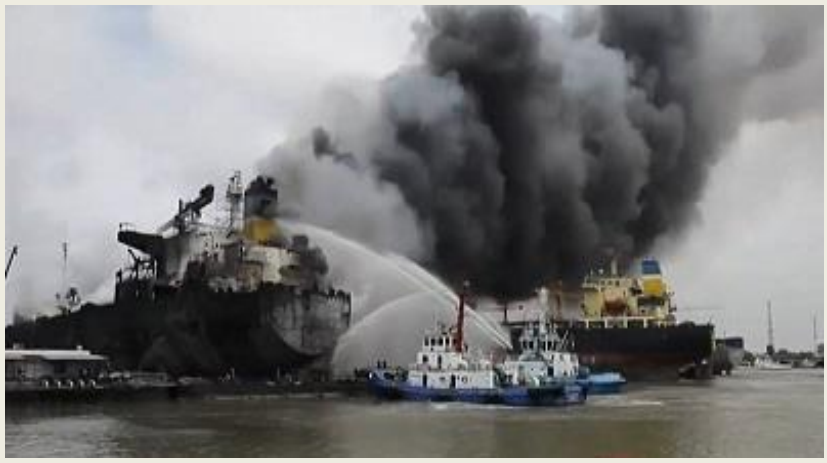
Mechanical issues delayed her entry into service by several years, continuing after formal delivery. In addition, her owners found that the icebreaker would not be allowed under Hobart's Tasman Bridge because of inadequate safety margins in the width of the main span. The bridge had been felled by an errant merchant ship once before, and the harbormaster believed that the risk of **Nuyina** hitting a pier would be too high. This left the ship without access to the bunkering pier in her home port, even though it was just two nautical miles away from her pier. Instead, the ship must transit about 360 nautical miles to the port of Burnie for fueling for each Antarctic voyage, at least until an alternative system is worked out. The Tasmanian government is soliciting proposals for a fuel barge or pipeline system to deliver bunkering services at a reachable location. *(Source: Marex)*

CARGOSHIP 'THAMESBORG' DEPARTS ARCTIC NORTHWEST PASSAGE AFTER REFLOAT, CONCLUDING SIX-WEEK RESCUE OPERATION



Around six weeks after running aground in Canada's Arctic waters Dutch cargo vessel **Thamesborg** and its icebreaker and tug escorts have left the waters of the Northwest Passage. The convoy is traveling southward in Baffin Bay towards the Davis Strait and will leave Arctic waters in the next few days. The **Thamesborg** was refloated last Thursday after reloading 5,000 tons of cargo and emptying the flooded ballast tanks with technical equipment delivered by the icebreaker **Botnica**. The vessel and its escorts then traveled to sheltered waters in nearby Wrottesley Inlet for a thorough inspection. A day later the vessels began their week-long journey to exit the Arctic. Based on AIS information **Thamesborg** is expected to reach its original destination Baie-Comeau, Canada by October 24. Rather than traveling through Barrow Strait to the west of Baffin Island the convoy passed through the rarely-used Bellot Strait, likely to avoid early ice buildup further north. Bellot Strait is a narrow 13.5 nautical mile long channel connecting the Gulf of Boothia and Brentford Bay in the Canadian Arctic. The strait is just 1.1 nm miles wide with steep walls rising up to 2,500 feet on either side. Vessels have to time a passage with the high tide and deal with strong and rapidly changing currents. Waters can flow in both east and westward direction through Bellot Strait depending on winds and tidal conditions. **Thamesborg** passed through the strait at around 9 knots. Bellot Strait was discovered as an alternative route along the Northwest Passage to avoid ice buildup further north in 1957 by a Canadian patrol ship. With a depth of at least 50 feet it proved suitable for deepwater vessels. U.S. and Canadian navigators had been searching for a passage to provide an escape route from sea ice for ships that supplied the Cold War's Distant Early Warning (DEW) sites along the northern reaches of the continent. "The route could be used in case the Beaufort Sea ice pack suddenly moved back onto the Alaskan shore, imprisoning the supply ships in Arctic waters," the NY Times reported in August 1957. Nearly 70 years later Bellot Strait still aids vessels, as in the case of **Thamesborg**, to avoid icy conditions further north. It also became the highlight of the U.S.' first transit of the Northwest Passage that same year when three US Coast Guard Cutters, the **Storis**, **Spar**, and **Bramble** crossed the Canadian Arctic. **Storis** went on to serve for nearly 65 years until 2007. The new **Storis** entered into service with the USCG earlier this year. *(Source: gCaptain)*

INDONESIA OIL TANKER FIRE KILLS 10, INJURES 18

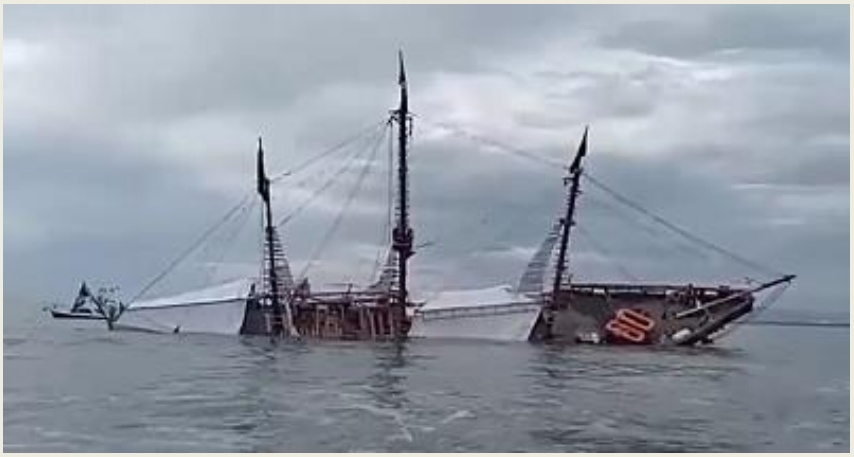


At least 10 people were killed and 18 injured after an oil tanker caught fire early on Wednesday as it was being repaired in Indonesia's Riau Islands province, according to local police. Fire broke out on the vessel, the **MT Federal II**, at around 4 a.m. on Wednesday (2100 GMT Tuesday) at a shipyard in the city of Batam, local police chief Zaenal Arifin said. Batam is around 20 kilometres (12.4 miles) away from Singapore by sea. **MT Federal II** was docked and undergoing repairs when it caught fire, Arifin said, adding that the cause was under investigation and the ship was not carrying oil. As of Wednesday afternoon, 10 people had died and 18 others were receiving treatment in the hospital, Arifin said, adding that all the victims were working to repair the vessel. "Some of them were heavily injured," Arifin said. He added that it was not clear who owns the vessel. In June, a vessel caught fire in Batam while being repaired, killing four people and injuring nine others. In that case, local police have named two people who are suspected of violating standard safety procedures. *(Source: MarineLink)*

REPLICA OF COLUMBUS' SAILING SHIP SANTA MARIA SINKS OFF MEXICO

After 30 years of tourist trips, a famed pirate ship based on Christopher Columbus's vessel has sunk off the coast of Puerto Vallarta in Mexico. The iconic **Marigalante**, which is constructed entirely of wood, rapidly sank on Friday after a system failure. According to Civil Protection and Firefighters of Puerto Vallarta the incident was caused by a mechanical or electrical failure in the bilge pumps. Authorities said: 'Due to the strong waves, it was impossible to rescue the vessel, which unfortunately ended up sinking.' The ship's crew and passengers were safely evacuated before it sank. The **Marigalante** is a staggering replica of the **Santa María** galleon, one of the three ships used by Christopher Columbus when he sailed across the Atlantic in 1492. To commemorate the 500th Anniversary of Columbus's Discovery of America in 1987, it was built and is now used to give tourists a glimpse of life at sea. Tourists can expect a pirate show, featuring sword fights, fireworks and acrobats. 'The incident occurred as the crew was attempting to return to port to carry out

technical repairs,' the company that owned the ship said. 'The system malfunction worsened, and the ship began to slowly submerge into the waters that had been its home for more than three decades. 'Thanks to the immediate and responsible actions of the crew, all passengers were safely evacuated without risk. 'Today, the **Marigalante** rests in the waters that were always her home, and she will forever remain alive in the memory and hearts of all who watched her sail.' In what has been dubbed an exciting new venture, its sister ship will 'continue its legacy of history'. The new vessel is expected to be operational in Banderas Bay within three months. The Secretary of Tourism for the State of Jlisco, expressed deep sorrow over the incident but excitement over the future. She said: 'We hopefully hear the announcement of the upcoming arrival of the **Marigalante's** sister ship to the bay waters, to continue its legacy of history, excitement, and Vallarta pride. 'Rest assured that, from @secturjalmx, we will contribute so that this arrival marks the beginning of a story full of new adventures for our beloved Puerto Vallarta.' Watch the video HERE *(Source: daily Mail)*



SHIP AGROUND UNDER THE SVINESUND BRIDGE

Shortly after 1am on Thursday, a ship ran aground under the Svinesund Bridge on the Swedish side of the border with Norway. The Coast Guard is on site with KBV 310 and has personnel on board the wreck. There are no signs yet that oil has leaked into the water, and no one has been injured. The grounded vessel is loaded with timber, 90 meters long, with destination Halden. On board are approximately 88,000 liters of oil, of which 85,000 liters of diesel in the vessel's fuel tanks. The Coast Guard has asked SSRS to assist in transporting environmental rescue equipment to the scene. The Swedish Transport Agency and the rescue services in Strömstad municipality are informed of the incident and are following developments, as are Norwegian authorities. There is a tugboat on site. There is dense fog which means limited visibility. The Coast Guard has opened a preliminary investigation into negligence in maritime traffic. Coast Guard personnel on board are taking investigative measures, including questioning the crew. It is still too early to say anything about what caused the grounding. There is no suspicion of seasickness. *(Source: Kustbevakningen/Swedish Coast Guard)* *Cargo ship pulled free from the ground at Svinesund Bridge.* The Norwegian cargo ship Hagland Captain, which ran aground at 1 a.m. Thursday under the Svinesund Bridge, located on the border between Sweden and Norway, has now been pulled free of the ground. The grounding occurred on the Swedish side of the border, and therefore the Swedish

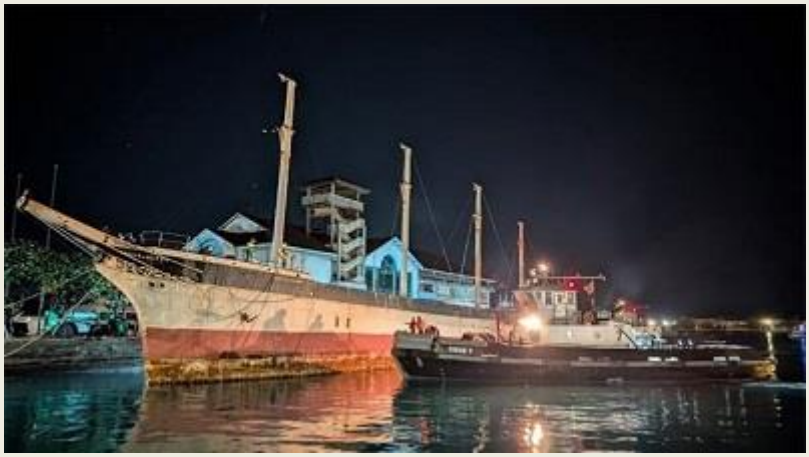
authorities are responsible for the salvage operation. Hagland Captain is currently on its way to Svanesund accompanied by the tugboat **Bob**. There is still no explanation for why the grounding occurred, but Swedish authorities rule out that alcohol played a role. Hagland Captain is loaded with wood and was heading towards Halden. *(Source: Maritime Danmark; Photo: Gotenborg Posten)*

MARINE ACCIDENT BRANCH INVESTIGATES COLLISION BETWEEN CTV AND USV

An investigation has started into the collision of a crew transfer vessel and an uncrewed surface vessel in a UK offshore windfarm. The Department for Transport's Marine Accident Investigation Branch (MAIB) has begun its investigation into the accident involving 2015-built crew transfer vessel **Iceni Legend** and a survey-class uncrewed surface vessel (USV) in a UK offshore windfarm in September. The MAIB said there was a collision between Turner Iceni's **Iceni Legend** and unmanned vessel **X-18** in the Greater Gabbard offshore windfarm in the North Sea, 48 km from Lowestoft, England, on 19 September 2025. UK-flagged **Iceni Legend** was built by South Boats and Alicat Workboats in Great Yarmouth, England, with capacity to carry 12 passengers and three crew, a beam of 8 m and a draught of 1.2 m. This 23-m vessel has two 12-cylinder MAN 12V 1400 main diesel engines, each developing 1,029 kW of power driving an azimuth thruster via Servogear transmission, for a top speed of 32 knots. **X-18** is one of 31 USVs operated by Northern Ireland-headquartered XOcean and was undertaking surveys at Greater Gabbard in September. According to automatic identification system data, **Iceni Legend** operates out of Lowestoft transferring engineers to Greater Gabbard for regular maintenance works. The MAIB investigates marine accidents involving UK vessels worldwide and all vessels in UK territorial waters. In September it also started investigating the flooding and partial sinking of an inflatable boat carrying migrants in the Dover Strait, resulting in a fatality. In August, the MAIB started a preliminary assessment into the fall of a rescue boat from its davit on support vessel **VOS Tracker** during maintenance with two crew members on board while at sea around 145 nautical miles northeast of

Peterhead, Scotland. Other preliminary assessments started in August by the MAIB include the rapid uncontrolled descent to the water of an unmanned rescue boat during a training exercise at Lochboisdale, Scotland; and a fatal accident on board New Zealand-registered pleasure yacht, Mollie, around 2.8 nautical miles northwest of the Needles, Isle of Wight, England. The MAIB also began an investigation in August into how two people were killed on 9-m inflatable boat Peaky Blinder during an allision with a navigation marker in Portsmouth Harbour, England. *(Source: Riviera by Martyn Wingrove)*

HAWAII COMPLETES DISPOSAL BY SINKING HISTORIC SAILING SHIP FALLS OF CLYDE



The Hawaii Department of Transportation issued a statement confirming that the sinking of the famed sailing cargo ship **Falls of Clyde** was completed midday Wednesday, October 15, away from Honolulu harbor. The state had been seeking a solution to have the vessel removed from Honolulu Harbor since it seized the Falls of Clyde in 2016 and repeatedly attempted to sell the ship. The 146-year-old vessel had been docked at Honolulu Harbor but had been closed to the public since 2008. It was first brought to Hawaii in 1963 for restoration and spent its final years berthed at Pier 7, where it once served as a museum ship as part of the Hawaii Maritime Center. The center closed in 2009, and after the owner defaulted on the ship by not moving it, it was impounded in 2016 when its permit was revoked. **Falls of Clyde** was the world's only surviving iron-hulled, four-masted, fully-rigged ship. She was built in Glasgow in 1878, during a shipbuilding boom inspired by increased trade with the U.S., and she made several voyages to American ports while under the British flag. In 1898, she was purchased by Captain William Matson of the Matson Navigation Company and reregistered in Hawaii. From 1899 to 1907, the ship was re-rigged as a bark for sailing with fewer crew, and she made over sixty voyages between Hawaii and San Francisco, carrying passengers, sugar, and general cargo. She was sold San Francisco-based Associated Oil Company, which installed large steel tanks in the hull, allowing her to carry 750,000 gallons of liquid bulk. For decades, the ship would bring kerosene to Hawaii and molasses back from Hawaii to California. At one point, a deal was announced that would have seen the ship returned to Scotland for preservation, but they were unable to finance it and arrange transport for the ship, which was in deteriorating condition. The state attempted to auction the ship in 2019 and posted several requests for proposals. A group of preservationists calling themselves Friends of Falls of Clyde tried diligently to save the vessel. Ultimately, the state concluded that the ship was a safety hazard and, with no buyers, settled on sinking the vessel. Contractor Shipwright LLC received the job and began in July with the removal of debris and efforts to ensure the watertight integrity of the ship's subdivision bulkheads. They also reported that the hull would require strength remediation to prepare the vessel to be safely towed out of the harbor. Sensitive to the ship's loyal following, HDOT reports the group Friends of **Falls of Clyde** conducted a final send-off ceremony for the vessel. Work was completed earlier than anticipated, with the scuttling originally expected by late November. Around dawn on Wednesday morning, two tugs pulled the vessel away from Pier 7 for her final voyage. She was taken to an agreed

position approximately 25 miles south of Honolulu Harbor. She was sunk in a position with a depth of approximately 12,500 feet. HDOT reports that negotiations have begun for the maritime center property. It expects to make repairs to Pier 7 as part of a revitalization project. Artifacts from the **Falls of Clyde** were removed for preservation before the disposal of the ship. Key elements, including the ship's name board, wheel, and bell, will be incorporated into a permanent display. Other artifacts were transferred to the San Francisco Maritime National Historic Park, and some of the rigging tools will be used for maintenance on a three-master square-rigged Scottish-built ship, Balclutha, which is on display in San Francisco. *(Source: Marex)*

OFFSHORE NEWS

TGS CLINCHES STREAMER CONTRACT IN AFRICA

Oslo-listed seismic data specialist TGS has won a new streamer acquisition contract in Africa. According to the company, the acquisition is scheduled to commence in the fourth quarter of this year, with the contract having a duration of approximately 50 days. The client was left undisclosed. "By leveraging the Ramform acquisition platform, coupled with our proprietary GeoStreamer technology, we are well equipped to deliver the highest data quality to our client," said Kristian Johansen, CEO of TGS. *(Source: Splash24/7)*

DEEPOCEAN CHARTERS NEAR-SHORE SURVEY AND IMR-VESSEL

Ocean services provider DeepOcean expands its service offering to the offshore renewables and oil and gas industries by entering into a time charter agreement for the multipurpose support vessel **Glomar Supporter**. DeepOcean will utilise the Glomar Supporter to enhance its offering in survey, inspection and light IMR (inspection, maintenance and repair) markets to developers and operators of offshore wind farms and in the oil and gas sector. "We already have a large fleet of offshore vessels, but we have actively been looking for smaller vessels that can provide an even more cost-effective offering, particularly in the offshore renewables space. We decided to seize the opportunity when we heard that the **Glomar Supporter** became available," says Øyvind Mikaelsen, CEO of DeepOcean. The **Glomar Supporter** will join DeepOcean's extensive vessel fleet in January 2026 with its first operations planned in Europe. DeepOcean has chartered the vessel from Glomar Offshore B.V. Built in 2009, the **Glomar Supporter**, which has a proven track record in safe and efficient operations, underwent an extensive rebuild and refurbishment in 2021. The 60-metre vessel is equipped with DP2 station keeping capabilities, a carrying capacity of around 1,395 tonnes DWT and a combined deck space of 497 square metres. Additionally, the vessel features a main stern A-frame for the deployment and towing of multiple sensor types, including seismic equipment. The vessel also features a number of survey sensors and additional technologies, including multibeam echo sounders (MBE). The vessel has a dedicated launch area for geotechnical equipment and a mezzanine deck configured for a launch and recovery system (LARS), suitable for work-class ROV operations. DeepOcean will mobilize one of its work-class ROVs (WROV) on the vessel. In addition, the company will consider mobilizing an observation-class ROV (OROV). "Survey, inspection and IMR work are growing segments of the offshore market. We look forward to providing our clients with this additional vessel capacity and service offering in this market," says Robin Mawhinney, Managing Director of DeepOcean UK. Operations are scheduled to commence in the first quarter of 2026, following the completion of DeepOcean's mobilisation of the vessel. *(PR-DeepOcean)*

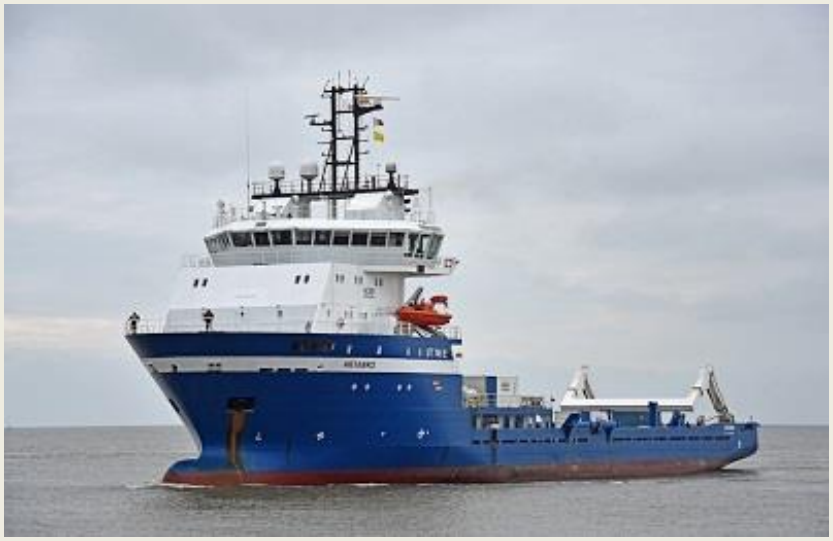
VERSATILE SSCV BOOKED FOR SHELL'S $5B DEEPWATER PROJECT OFF NIGERIA

A semi-submersible crane vessel (SSCV) from the fleet of Bluewhale Offshore, a Singapore-headquartered offshore drilling contractor and service provider and member of CIMC Group, has been picked to work on a project offshore Nigeria being developed by the Nigerian subsidiary of the U.K.-based energy giant Shell. As reported by Bluewhale, the SSCV **Blue Gretha** secured an accommodation and heavy lift contract with the EPC provider for Nigeria's Bonga North project. The $5 billion project, which is being developed by Shell Nigeria Exploration and Production Company (SNEPCo), was greenlighted in December. The service contract includes a firm period of 15 months plus optional periods. According to the Singaporean player, the contract was secured through joint efforts with OOS International. Formerly known as **Huadian Zhongji 01**, **Blue Gretha** is being refurbished and prepared at Bluewhale's shorebase, CIMC Raffles Shipyard, in Yantai. Equipped with two 1,800 MT Huisman cranes, the unit measures 81 meters in length and can accommodate 618

persons. Having worked with Petrobras at oil fields in Brazil, as well as in China's offshore wind sector, this versatile vessel is now poised to leverage its cross-sector expertise to deliver services for Shell's Nigerian operations. SNEPCo operates the Bonga field in partnership with Esso Exploration and Production Nigeria (20%) and Nigerian Agip Exploration (12.5%). TotalEnergies previously held a 12.5% stake in the field, which was purchased by SNEPCo in May. In addition to Bonga, Shell is working on another project offshore Nigeria – the HI field. The U.K. giant and its partner Sunlink Energies and Resources announced a final investment decision (FID) for the project yesterday. *(Source: Offshore Energy)*

THE SPANISH OSV VESSEL "ÁRTABRO" IS REINFORCING THE ELECTRIC CABLE BETWEEN LA GOMERA AND TENERIFE.

The Spanish-flagged OSV vessel "Ártabro" is operating in the Juan Prim Channel, which separates La Gomera and Tenerife, supporting the work of laying the power cable between the two islands. Specifically, according to puentedemando.com , it is placing stone sacks to act as cradles in areas where there is no support on the bottom, with the help of an ROV, or underwater robot. We must point out another significant fact in these times of decline for the Merchant Navy: this is a Spanish-flagged vessel, registered in the Santa Cruz de Tenerife naval registry, owned by the ACSM company, headed by shipowner José Cubeiro and based in Vigo. This vessel is of the UT 745-E



design, with its hull built at the SC Aker Tulcea shipyard in Romania and completed at the Aker Langsten A/S shipyard in Tomrefjord, Norway. Its keel was laid on January 27, 2003, and it was launched on July 2, 2003. It entered service on April 30, 2004, under the name "Bourbon Opale." In its initial phase, it operated as a FPSO, chartered by the Mexican company Marítima de Ecología SA de CV. Since May 2021, it has been known as "**Ártabro**," and among its most significant actions is the location of the wreck of the fishing vessel "**Villa de Pitanxo**." With a weight of 3,757 gross tons and a deadweight of 3,000 tons, she measures 90.70 m in length, 18.85 m in beam, 7.60 m in depth, and 5.50 m in maximum draft. She is powered by four Bergens C25 33L6A engines, producing a total of 9,464 horsepower. She maintains a service speed of 13.5 knots and is equipped with a 7-ton crane and DP2. IMO 9297785. *(Source: Puente de Mando; Photo: Paul Gowen)*

NEW MOORING METHOD IN DEN HELDER PORT

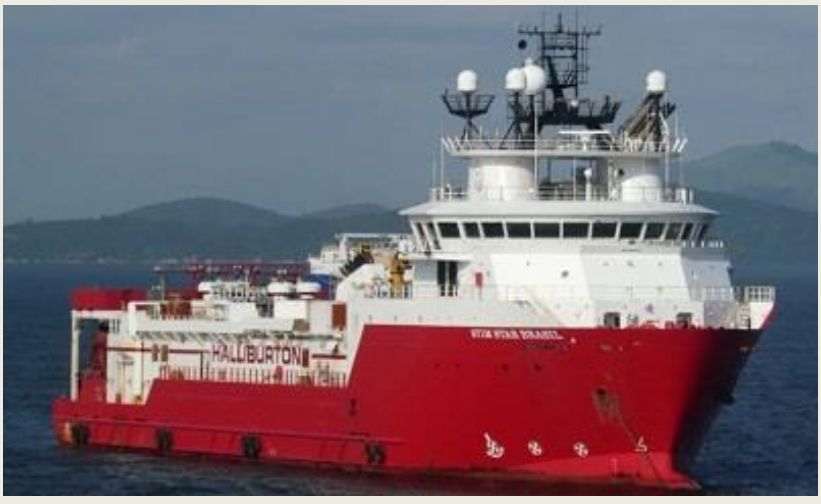
It's not common practice everywhere for ships to moor alongside the quay. In the Mediterranean, for example, you sometimes encounter ports where ships are moored perpendicular to the quay. This allows for many more vessels to be handled simultaneously. Last week and this week, however, this was also the case in the Koopvaardersbinnenhaven at the ActaJifmar shipyard. There, moored perpendicular to the quay from left to right were the aluminum catamarans Offshore Phantom and Verdi and the multifunctional offshore support vessel **Sara Maatje X**. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SAIPEM WINS THREE NEW $600 MILLION OFFSHORE CONTRACTS IN AZERBAIJAN.

The main vessels employed for offshore operations will be the **Khankendi** and the pipe-laying barge **Israfil Huseynov**. Saipem announced that it has been awarded, in a consortium with Bos Shelf LLC and Bos Shelf International FZCO (both affiliates of the State Oil Company of the Republic of Azerbaijan, SOCAR), three new offshore contracts for the Shah Deniz Compression project operated by bp in Azerbaijan. The total value of the contracts is approximately $700 million, with Saipem's share amounting to $600 million.

Saipem's scope of work includes the transportation and installation (T&I) of a new 19,000-ton compression platform in the Azerbaijani Caspian Sea area, as well as the engineering, procurement, construction and installation (EPCI) of approximately 26 km of offshore pipelines to connect the new compression platform to existing facilities and all major permanent subsea structures. The main vessels deployed for offshore operations will be the **Khankendi**, a state-of-the-art subsea construction vessel owned by the Shah Deniz consortium, and the pipelay barge Israfil Huseynov, owned by the closed joint-stock company Azerbaijan Caspian Shipping. Both vessels will be managed and operated by Saipem for the project. The use of local vessels and the integration with Azerbaijani partners confirm the commitment to leveraging the country's expertise and technologies and contributing to local content. Offshore operations are scheduled to begin in the third quarter of 2026, with completion expected in 2029. *(Source: Shipping Italy)*

HALLIBURTON WINS WORK ON THREE DEEPWATER FIELDS FROM PETROBRAS



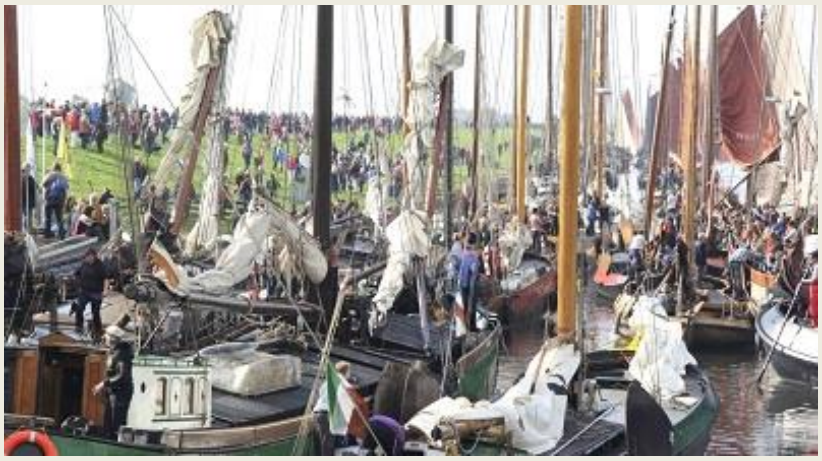
Houston-headquartered energy services giant Halliburton has been awarded multiple contracts to provide vessel stimulation, intelligent completions, and safety valves in Petrobras' deepwater fields in Brazil. In the Búzios field, Halliburton will deploy its SmartWell intelligent completion technology to enable real-time reservoir management and actionable insights to optimise production. For the Séepia and Atapu fields, Halliburton will provide the EcoStar electric tubing retrievable safety valves to improve the safety and efficiency of this project. Additionally, Halliburton's vessel **Stim Star Brasil**, tailored for Petrobras activity, will deliver stimulation services that focus on reservoir productivity and improve asset performance. These contracts are expected to begin in 2026. "These awards demonstrate our longstanding relationship in Brazil and support our global strategy to improve asset value and safety through our completions services," said Shawn Stasiuk, SVP of the completion and production division at Halliburton. *(Source: Splash24/7)*

MCDERMOTT FINISHES DEBUT SUBSEA PROJECT IN ANGOLA FOR TOTALENERGIES

U.S. offshore engineering and construction firm McDermott has delivered its first subsea project in Angola, as part of which it worked for TotalEnergies on the Begonia field development. McDermott announced on October 16 the completion of engineering, procurement, construction, installation (EPCI), pre-commissioning and commissioning activities for the development located in Block 17/06, approximately 150 kilometers off the coast of Angola. The project was awarded in 2022 and saw the company's Amazon vessel install over 40 kilometers of rigid pipelines, while its North Ocean 102 vessel completed the project's subsea umbilical scope. "This milestone reflects the strength of our integrated subsea capabilities, executed seamlessly from engineering through offshore installation," said Mahesh Swaminathan, McDermott's Senior Vice President, Subsea and Floating Facilities. "It reinforces the strategic value the Amazon brings to our operations, especially in markets where deepwater infrastructure plays a vital role in advancing energy security. This outcome also speaks to the strength of our partnership with TotalEnergies, the commitment of our local teams and partners in Angola, as well as the strategic importance of West Africa in our portfolio." Begonia consists of five subsea wells tied back to the existing Pazflor floating production, storage and offloading (FPSO) vessel in Block 17. First oil was achieved in July this year, with the new infrastructure expected to add approximately 30,000 barrels of oil per day to Pazflor's existing production capacity. *(Source: Offshore Enegy)*

EVENT NEWS

STRONTWEEK: AVONTUUR EN TRADITIE VOOR JONG EN OUD



In de herfstvakantie, van 17 tot en met 25 oktober, bruist Workum tijdens de Strontweek, waarin de Strontrace, het Beurtveer en de Visserijdagen plaatsvinden. Rondom de haven bij de sluis brengen stoere schippers en jonge vissers oude tradities tot leven. Ook voor de jeugd is er van alles te doen: van klompzeilen tot de traditionele poppenkast. *Visserijdagen: jong geleerd is oud gedaan* Maandagochtend klinkt het startschot en gaan de schepen vol energie richting IJsselmeer. Wie vangt de meeste vis en wint de felbegeerde brijlepel? Support je favoriete vissers door hun vis te kopen bij de afslag op de markt en bij de haven. En leer

alles over duurzaam vissen. *Strontrace & Beurtveer: schippers aan het roer* Maandag om 12 uur storten de schepen zich met overtuiging en enthousiasme in de Strontrace. Het doel van deze legendarische monstertocht is om zo snel als mogelijk heen en weer naar Warmond (in de Bollenstreek vlak boven Leiden) te varen, maar dat is niet de enige opdracht van deze bijzondere oefening onder zeil. Nadat de vrachtbrieven zijn getekend in de havenkom van Workum brengen de bemanningen de zakken met stront aan boord. Als de woorden “En nou oprotten!!!” hebben geklonken en het startsein is gegeven, verlaten de schepen in volgorde van loting de haven. Zeilend, jagend of bomend banen ze zich door It Soal naar het IJsselmeer en dan op weg naar het verre Warmond. Via track & trace volg je jouw favoriete schip live en zie je waar ze allemaal aanleggen. Kort na de start van de Strontrace start het Beurtveer. Een groep van voornamelijk klippers en tjalken vaart drie etmalen lang het water van het IJsselmeer en Markermeer dun. Het doel van deze oefening onder zeil is om zo snel mogelijk van Workum naar Amsterdam en weer terug te zeilen met passagiers aan boord. Maar niet zonder eerst de verplichte en facultatieve ‘Zuiderzee’-havens aan te doen. En dit alles doen zij zonder het gebruik van de motor welteverstaan. Het Beurtveer laat zien hoe mooi ons varend erfgoed nog altijd is. Het is een bijzondere oefening onder zeil waarin historie en jeugd samenkomen. Tot een paar uur voor de start mogen de beurtschippers peinzen via welke route ze naar Amsterdam en weer terug naar Workum willen komen. Deze keuze moeten ze namelijk vooraf al doorgeven aan de wedstrijdorganisatie. De keuze bestaat uit twee routes waarin de havens Workum, Medemblik, Lemmer, Lelystad (sluis), Enkhuizen (sluis) en Amsterdam verplicht zijn. Daarnaast kan er ook een aantal facultatieve havens worden aangedaan, namelijk het Blocq van Kuffeler, Hoorn, Urk en Volendam. *Bijzondere lezing* Gerben Nab, directeur en kapitein van driemast-topzeilschoener Oosterschelde geeft op zondag 19 oktober om 13.30 uur een lezing over de bijzondere reis die het schip de afgelopen twee jaar heeft gemaakt. De Oosterschelde volgde in grote lijnen de route die Charles Darwin bijna 200 jaar geleden met de HMS Beagle voer. *Feest voor iedereen* Tijdens de Strontweek draait het niet alleen om traditie, maar zeker ook om plezier voor jong en oud. Kom luisteren naar shanty’s bij het Liereliet, laat je eigen klomp zeilen of bezoek de maritieme markt boordevol activiteiten. Zet koers naar Workum en ontdek een week vol actie, muziek en zeilavonturen! *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

CSBC-DEME JV Wraps Up Jacket Installation at 300 MW Taiwanese Offshore Wind Project

CSBC-DEME Wind Engineering (CDWE), a joint venture between CSBC Corporation and DEME

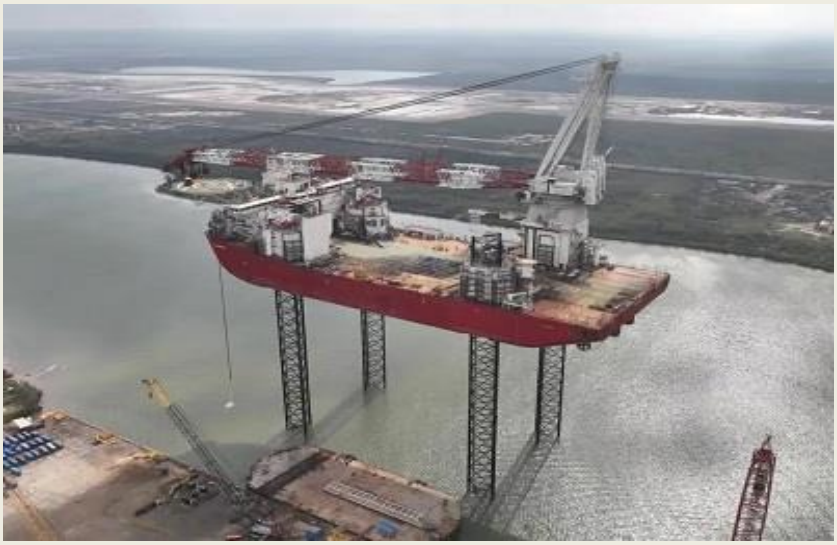
Offshore, has completed the jacket installation campaign for the Taipower Offshore Wind Project Phase II (TPC Phase II) in Taiwan. CDWE announced the completion of 22 jacket installations for the TPC Phase II wind farm. The company's vessel, **Green Jade**, supported and completed the campaign on schedule, according to CDWE's latest social media post. The 300 MW TPC Offshore Phase II was one of the eleven offshore wind projects selected by the Taiwanese government in April 2018. Foxwell Energy, an affiliate of Shinfox, won the tender from Taipower for the development of the wind farm at a total contract cost of TWD 62.88 billion (EUR 2.02 billion) in June 2020. The first jacket foundation, taller than a 20-storey building, was installed by SFE Hercules in March 2025. Three months ago, Shinfox Far East Energy announced that the vessel had installed 76 pin piles and 10 jackets. The project's substation was placed at its location, approximately 14.7 kilometres west of Lukang in Changhua County, in August of this year. The 300 MW TPC Phase II offshore wind farm will feature 31 Vestas V174-9.5 MW turbines. *(Source: Offshore Wind)*

WTIV NORSE WIND JOINS DEME'S FLEET

DEME has officially received its new wind turbine installation vessel (WTIV), **Norse Wind**, from CIMC Raffles Shipyard in China. The vessel is set to begin operations in early 2026. **Norse Wind** is designed for the installation of next-generation offshore wind turbines, capable of handling rotor diameters beyond 300 metres and XXL monopiles up to 3,000 tonnes in water depths up to 70 metres. The WTIV features a 3,200-tonne crane and includes advanced jack-up capabilities, according to DEME. The order for the new WTIV dates back to December 2022, as part of a package that included options for up to three additional units. **Norse Wind** was originally ordered by Norwegian offshore wind contractor Havfram, which DEME acquired in April 2025, with the acquisition bringing its newbuilds into DEME's portfolio. **Norse Wind** was launched into the water at the beginning of this year, and this summer, the WTIV completed a full-height jacking test, lifting its 124-metre legs to full extension as part of its commissioning process. The second vessel of this type, being built for DEME at the CIMC Raffles shipyard, Norse Energi, was launched in July 2025 and is expected to be delivered in early 2026. The vessels will be repainted in DEME's green livery before entering service. The debut project for both **Norse Wind** and Norse Energi is RWE's 1.6 GW Nordseecluster offshore wind project, consisting of two offshore wind farms, both of which will feature Vestas 15 MW wind turbines. "**Norse Wind** represents an important step in strengthening

DEME's position as a leading player in offshore wind installation", said Even Larsen, Business Unit Director Global WTG & O&M at DEME. "This state-of-the-art vessel enables us to deliver even larger and more complex projects, further enhancing our capabilities. We also acknowledge the excellent collaboration and craftsmanship demonstrated by the CIMC Raffles team throughout construction." *(Source: Offshore Wind)*

FIRST US WTIV "CHARYBDIS" ARRIVES IN VIRGINIA FOR COASTAL VIRGINIA OFFSHORE WIND PROJECT



The United States has reached a milestone in its offshore wind ambitions as the **Charybdis**, the nation's first Jones Act-compliant Wind Turbine Installation Vessel (WTIV), has arrived at Portsmouth Port, Virginia, ready to begin operations at the Coastal Virginia Offshore Wind (CVOW) project. The **Charybdis**, commissioned by Dominion Energy, entered Portsmouth Port on 17 September, according to vessel tracking data. Built in the US and designed for heavy offshore construction, the vessel's arrival signals the start of turbine installation at the 2.6 GW CVOW project, one of the largest offshore wind developments in the country. *A Purpose-Built Vessel for a Growing Industry* At 472 feet long (around 144 metres) and 184 feet wide (56 metres), the **Charybdis** is equipped with a 426-foot (130-metre) crane capable of lifting up to 2,200 tonnes. It can accommodate up to 119 crew members, making it a self-sustaining offshore construction base. Earlier this year, the vessel completed a series of sea trials before heading to Virginia. Engineered to handle today's largest offshore turbines—12 MW and beyond—the WTIV will play a central role in installing the next generation of wind technology. The vessel's specifications align with industry trends toward larger, more efficient turbines that reduce the number of foundations and installation campaigns needed per project. *Powering Hundreds of Thousands of Homes* The **Charybdis** will soon begin turbine installation work in the western section of the CVOW lease area, located approximately 43 kilometres off Virginia Beach. Once complete, the project will feature 176 Siemens

Gamesa 14 MW turbines capable of generating renewable energy for roughly 660,000 homes, according to the developer. The CVOW project marks a significant moment not only for the state of Virginia but also for the U.S. offshore wind supply chain. The vessel's compliance with the Jones Act—a law requiring that goods transported between U.S. ports be carried on U.S.-built and U.S.-crewed vessels—underscores efforts to develop a domestic offshore wind industry capable of supporting future large-scale developments across the Atlantic seaboard. *(Source: Dredgewire)*

PRINCESS ELISABETH ISLAND SEES END OF 2025 OFFSHORE INSTALLATION WORKS

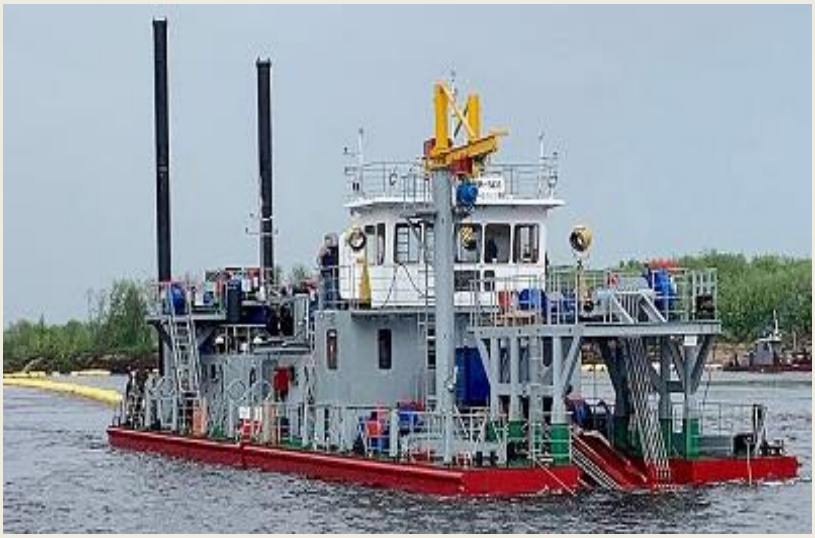
The offshore installation campaign for 2025 at Princess Elisabeth Island in the Belgian North Sea has been completed with the installation of the last caisson for this year's works. The caissons, massive concrete structures weighing up to 22,000 tonnes, form the outer walls of the future island, located 45 kilometres off the Belgian coast. This year's offshore campaign has now concluded, involving a team of more than 300 people and a fleet of 15 specialised vessels, including jack-up vessels, supply vessels, and tugboats. The first two of 23 caissons were submerged at their final location in April 2025. The units were transported from the Vlissingen Port, the Netherlands, via the Western Scheldt and the North Sea to the island site, covering a distance of approximately 53 nautical miles (about 98 kilometres). Developed by Belgium grid operator Elia Group, the project is being built by TM Edison, a consortium including DEME and Jan De Nul. Preparations for the next phase are underway, with offshore activities set to resume in spring 2026, weather permitting. The artificial island will serve as a key connection point for transporting at least 2.1 GW of offshore wind energy generated in the Princess Elisabeth Zone to the mainland. *(Source: Offshore Wind)*

DREDGING NEWS

PECHORSKY-501 – SUCTION DREDGER FOR DEPTH MAINTENANCE IN RUSSIAN INLAND WATERS

The Russian Federal Agency for Maritime and River Transportation (Rosmorrechflot) has placed a new river dredger into service. **Pechorsky-501** (Печорский-501) belongs to the Project Ts490DM1 series of non-self-propelled cutter suction dredgers (CSDs) designed for extracting hard soil types. This makes the vessels ideal for dredging inland waterways, particularly in maintaining navigable depths in channels and near dams. *Optimised for hard soil extraction* The dredger was built according to a domestic project using mainly Russian-manufactured components. The main function of the vessel is the development of soils at depths of between one and 12 meters (three and 39 feet). The vessel has an LOA of 65.56 metres (215.1 feet), a beam of 10.89 metres (35.73 feet), a displacement of 1,005 tonnes, and diesel generators. The CSD is equipped with a milling and hydraulic cutter. The drive power of the main pump is 746 kW (1,000 hp), and this will permit extraction of soil at a rate of

500 cubic metres (18,000 cubic feet) per hour. *Part of a growing inland dredging fleet* Pechorsky-501 was built by Tsimlyansk Shipbuilding Plant. The CSD will be operated by Rosmorrechflot's office responsible for the Dvina and Pechora Rivers in northwestern Russia while ownership will remain with State Transport Leasing Company (STLC). Six additional dredgers from the same series are scheduled to be delivered to STLC within the next two years. The acquisition of the Project Ts490DM1 CSDs is part of a broader initiative by the Russian Government to upgrade the domestic civil water transport sector. *Project Ts490DM1 dredger Pechorsky-501 – Specifications* Type of vessel: Cutter suction dredger; Flag: Russia; Owner: State Transport Leasing Company, Russia; Operator: Rosmorrechflot, Russia; Builder: Tsimlyansk Shipbuilding Plant, Russia; Length overall: 65.56 metres (215.1 feet); Beam: 10.89 metres (35.73 feet); Displacement: 1,005 tonnes; Auxiliary engine: 746 kW (1,000 hp); Dredging equipment: Cutter; Type of fuel: Diesel; Operational area: Northwestern Russia. *(Source: Baird)*

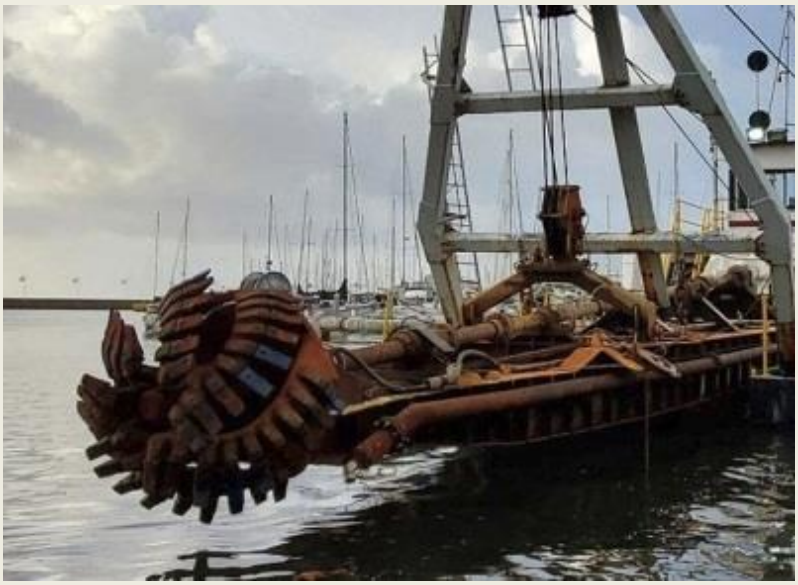


HALL CONTRACTING REMOVES SEDIMENT FROM BA RIVER

With the township of Ba in Fiji experiencing an average of one major flood every four years, Fiji's Ministry of Agriculture and Waterways engaged Hall Contracting to remove sediment build-up from the Ba River, improving its ability to discharge excess water during rain and storm events. Hall was tasked with dredging more than 300,000m3 of silt, sand and gravel from a 3.6km stretch of the river. The cutter suction dredger (CSD) **Kikilu** conducted the works, dredging the river to a depth of

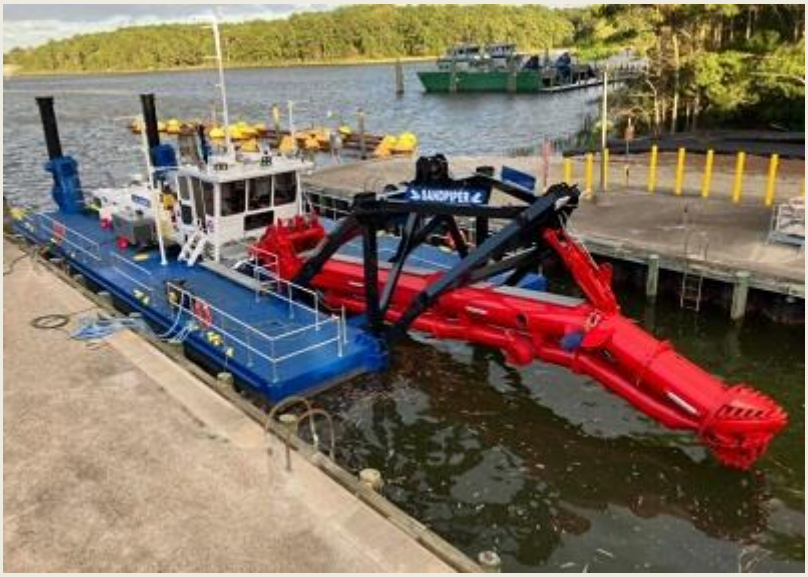
around three meters below mean sea level. Watch the YouTube video HERE *(Source: Dredging Today)*

USACE TO DREDGE AIWW, REACH 1 IN NASSAU COUNTY



The U.S. Army Corps of Engineers, Jacksonville District has issued a proposed Finding of No Significant Impact (FONSI) and Environmental Assessment (EA) for the maintenance dredging of the federally authorized Atlantic Intracoastal Waterway (AIWW) within waters of the Nassau Reach 1 channel in Nassau County, Florida. The AIWW Reach 1, as defined by FIND, is approximately 10.25 miles long, beginning near Fernandina Beach and extending through the unincorporated community of Nassauville just north of Black Hammock Island. The purpose of the project is to provide safe and efficient vessel navigation within the federal AIWW channel. The EA analyzes the potential effects of dredging the Reach 1 channel to maintain the authorized depth of -12 feet mean lower low water (MLLW), as well as potential placement of beach quality material on Amelia Island State Park and placement of non-beach quality material in Dredged Material Management Areas (DMMA) NA-1 and DU-2. The proposed FONSI and EA are available for 30 days on the Jacksonville District's Environmental planning website *(Source: Dredging Today)*

ELLICOTT DELIVERS NEW DREDGER TO CITY OF VIRGINIA BEACH



Ellicott Dredges recently delivered a new Ellicott® Series 1870 G2 Dragon® dredge, the **Sandpiper**, to the City of Virginia Beach. According to Ellicott, the Sandpiper combines the robust, trusted design of the original 1870 series with advanced modern features, including upgraded hydraulics, operator controls, and the latest EPA-compliant engines. "The effort was no small feat. The entire process – from sales and engineering to production, testing, and delivery – was a true company-wide effort. It touched nearly every department and required close collaboration between Ellicott's Baltimore and New Richmond sites," the company said. This new Ellicott 1870 G2 dredge will replace the aging Ellicott 970 (Rudee Inlet II), which has served its community reliably since 1983. *(Source: Dredging Today)*

BOSKALIS' DREDGERS SHOREWAY AND TERRA PLANA BUSY IN TAIWAN

Boskalis has just released a very interesting photo from Taiwan – the dredging operations for the development of the Hai Long Offshore Wind Project are in full swing. For this project, their water injection dredger (WID) **Terra Plana** is preparing the seabed by injecting water into the sand dunes off the coast, after which it is the turn of Boskalis' giant trailing suction hopper dredger (TSHD) **Shoreway** to actually remove the many cubic meters of sand. "This way, the two vessels work together as a perfect tandem to make space for the future cable pull-in for the offshore wind farm," the company said. According to Boskalis, this is not the first time the **Terra Plana** and the Shoreway are working together so intensively – in the recent past, this was the case during **several** projects in Taiwan and Singapore. *(Source: Dredging Today)*

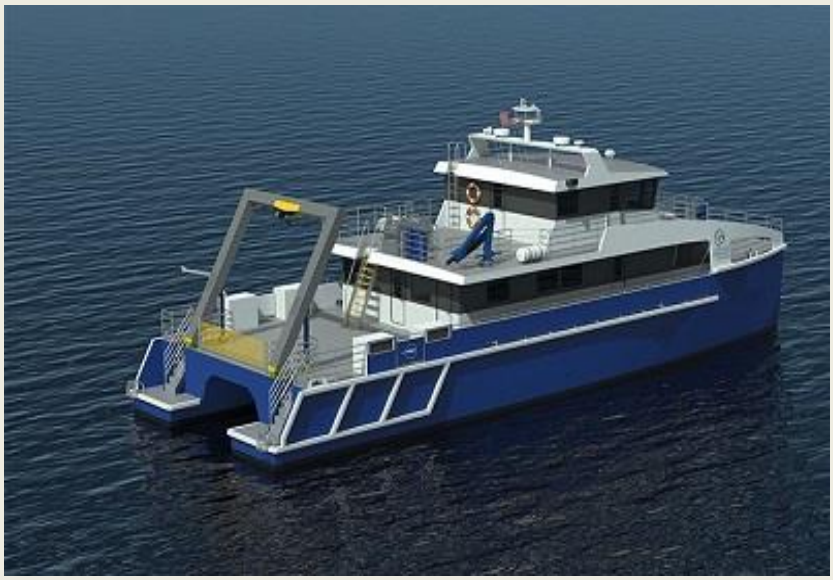
MANSON WINS ST. LUCIE COUNTY CSRM PROJECT

Manson Construction has just won a $14.7 million USACE contract for the St. Lucie County, FL Coastal Storm Risk Management Project. The CSRM project calls for the construction of a dune and beach berm along approximately 3.4 miles of shoreline in southern St. Lucie County. This includes beach and dune nourishment from Florida Department of Environmental Protection (FDEP) Range Monument R-98 in St. Lucie County to the Martin

County line. Beach compatible sand will be dredged from borrow area A1 and A2 is the St. Lucie Shoals, located approximately 3.5 nautical miles offshore in Federal waters. *(Source: Dredging Today)*

YARD NEWS

NEW CUSTOM RESEARCH VESSEL UNDER CONSTRUCTION FOR CAPE FEAR COMMUNITY COLLEGE



A 26-meter catamaran research vessel is now under construction for the Cape Fear Community College (CFCC) in Wilmington, N.C., at the Midship Marine shipyard in Harvey, La. Custom designed by Incat Crowther, it has a robust aluminum structure that allows it to be used by CFCC's marine technology program for extended multi-day and week-long on-water research and education activities throughout the Cape Fear River system and up to 100 nautical miles offshore. The research vessel's operational flexibility is enhanced by a heavy-duty retrieval system with an A-Frame capable of lifting a wide range of research equipment up to 8,000 lb. A telescopic davit and heavy-duty winches are also included for further operational efficiency across the upper and main decks. The vessel also features a stern platform for providing quick access to the water for divers or for researchers taking water samples. The multifunctional vessel can accommodate up to 24 people on multi-day missions or 40 people on single-day missions across two decks. The vessel's main deck features one four-person berth, two six-person berths, three bathrooms, a large galley and mess area as well as large dry and wet labs for scientific and educational activities. Ample storage lockers are also available on the vessel's foredeck. The upper deck features two four-person berths, a large bathroom and the vessel's ergonomically designed bridge. The vessel's bridge optimizes daily operations and provides the captain with excellent vision, including wing stations for maximum visual manoeuvrability. "Incat Crowther is excited to be working on this project following a competitive tender process undertaken by the Cape Fear Community College," said Grant Pecorino, Incat Crowther's managing director North America . "We have a strong track record of designing award-winning, bespoke research vessels here in North America and our team of naval architects has been working closely with the team from Cape Fear Community College to ensure this vessel is optimized for their operations, as well as the local environment. With construction now underway, we're looking forward to seeing the vessel hit the water in 2026." "The purchase of this new research vessel represents an investment in the future of our marine technology program," said Jim Morton, president, CFCC. "By equipping our students with a reliable, modern vessel for hands-on learning, we are ensuring the program's long-term success and preparing graduates to thrive in the maritime industry. We are also excited to be working with Incat Crowther and Midship Marine on the design and construction of this vessel. Their strong reputation in the maritime industry gives us confidence that our students will benefit from a world-class training

platform." Shawna Rowe, program director – marine technology, CFCC, said "For more than 60 years, CFCC's Marine Technology program has prepared students for careers in marine scientific support across offshore, nearshore, and inshore environments. The new research vessel will carry on this legacy, serving as a floating classroom and laboratory where students will gain practical experience in biological sampling, hydrographic surveying, and the deployment of oceanographic instrumentation. With modernized technology and equipment, the vessel will support immersive learning experiences that mirror the challenges and expectations of the marine industry today. This investment underscores CFCC's dedication to meeting the growing demands of the marine industry by preparing highly skilled professionals who are ready to support environmental stewardship, scientific discovery, and technological innovation on the water. Our new research vessel will provide Marine Technology students with the tools and training they need to succeed in an ever-evolving industry, and it reinforces CFCC's reputation as a leader in marine technology education." Technical particulars HERE *(Source: MarineLink)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar delivers two highly manoeuvrable tractor tugs to Svitzer Bahrain*
   - *TSUNEISHI Delivered the Japan's First Hydrogen Dual-Fueled Tugboat*
   - *Sanmar Celebrates Delivery of First Tug to Ultratug*
   - *Damen signs with Chomex Marino for two next-generation Offshore Support Tugs*
   - *Sanmar Delivers Cutting-Edge, Eco-Friendly Boğaçay Class Tug to Italian Operator Rimorchitori Napoletani*
2. Several updates on the Broker Sales page posted last week

   (New page on the website. If you are interested to have your sales on the website)
   - *For Sale: Q Adventurer (new)*

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

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