

Tugs Towing & Offshore Newsletter

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

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MIDWEEK-EDITION

TUGS & TOWING NEWS

STEEL CUTTING CEREMONY – MPV “SMOKEY”



Last Thursday, October 16, our company directors attended the official steel cutting ceremony for our newest vessel, MPV “**Smokey**,” at Albwardy Damen in the UAE. This milestone marks the official start of construction for our new Multi Purpose Vessel, scheduled for delivery in April 2027. The “**Smokey**” will be a state-of-the-art DP2 Multi Purpose Vessel, designed to support a wide range of offshore operations. With a strong focus on exceptional DP2

positioning performance, efficiency, versatility, and sustainability, this vessel represents the next step in Herman Senior’s fleet expansion. We are proud to continue our long-standing partnership with Damen and look forward to following the build progress in the coming months. *(PR-Hermansr Sr.)*

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SCRAPPING OF THE TUGBOAT "POMPEU FABRA", FORMERLY "JOAQUIM MIR", AFTER 47 YEARS OF SEAFARING LIFE

The veteran tugboat "Joaquim Mir," later "Pompeu Fabra," has reached the end of its long seafaring life, registered in Panama and renamed "Horoz" since June 2012. On October 16, it was stranded in Aliaga (Turkey) for scrapping, reports our contributor Captain Manuel Hernández Lafuente. She leaves the sea for good after 47 years of seafaring. Construction number 059 of the Unión Naval de



Levante shipyard, Nuevo Vulcano Workshops, Barcelona factory, launched on June 13, 1978, and delivered on August 1 of that year under the name "Joaquín Mir", during her first stage she flew the password of the SA Remolcadores de Barcelona. In 1988, it was renamed "Pompeu Fabra" and a decade later passed into the ownership of Remolques y Servicios Marítimos (REYSER). Sold in June 2012 to Linoplus Alliance Ltd. (the management company of Gulfstream Solution Ltd., based in Istanbul), it embarked on a new era that has lasted thirteen years. Weighing 129 gross tons and 60 deadweight tons, she measured 26.45 m in length, 7.51 m in beam, 3.10 m in depth, and 2.20 m in draft. Powered by two Guascor E318TA.2SP engines, with a power of 1,626 hp, she maintained a service speed of 11 knots and had a pulling power of 24 tons. IMO 7610830. (Source: *Puente de Mando*; Photo: Manuel Hernández Lafuente)

TK TUZLA SHIPYARD DELIVERED MESUT KOCABAŞ TO BOTAŞ



The sea cleaning and oil collection ship **Mesut Kocabaş**, built at the TK Tuzla Shipyard within the scope of the contract signed between ASFAT and BOTAŞ, was delivered to Botaş. Mesut Kocabaş, a BOTAŞ marine cleaning and oil recovery vessel built at TK Tuzla Shipyard, has been delivered to BOTAŞ. Designed by NAVTEK Naval Technologies, the vessel's equipment, rigging, propulsion, and maneuvering systems were assembled by Arel Makina Gemi. The highly equipped ship,

whose sheet metal cutting ceremony was held in July 2024, will soon begin serving in the BOTAŞ fleet. Classified by the Türk Loydu Foundation, the vessel is 23.95 meters long, 7.30 meters wide, and has a draft of 2.20 meters. Powered by two 250 kW engines, the vessel can reach a speed of 10 knots. Mesut Kocabaş, which will be used in environmental protection missions with its capacity to respond to oil spills and collect waste from the sea surface, stands out as the product of a sustainability-

oriented engineering approach. This environmentally friendly vessel will collect and transfer ship-borne waste such as bilge, sludge, slop, dirty oil, garbage, and sewage. It will also contribute to environmental safety with its oil spill response capacity. (Source: *Denis Haber*)

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CT MARINE DESIGNS ALL-ELECTRIC HARBOR VESSEL

With rapid battery swap at crew change and around-the-clock monitoring, CT Marine's new all-electric vessel is designed to provide harbor service while also reducing fuel and crew costs. CT Marine debuted the details and concept art for the vessel, the equivalent of a 1,500 hp. boat, at the Inland Marine Expo, held May



28–30 in Nashville, Tenn. Christian Townsend, CT Marine's owner and CEO, said that, while the company has studied the idea of adding alternative fuels to a vessel for decades, the concept for the all-electric vessel came about five years ago. David Sehrt, the now retired chief engineering officer of Ingram Barge Company, asked him to co-write a report with Ingram and Vanderbilt University for an American Waterways Operators meeting in Pittsburgh, Pa. The small, five-page design presented at AWO got Townsend thinking. He never liked the idea of having batteries down inside a boat because of the possibility of fire and thermal runaway, so what if they were placed somewhere else? "We wanted to have the batteries outside of the living space and not underneath it, so the only place we could put it is forward of the house," he said. With this idea, a partnership took place with Brent Perry and his team, pioneers of marine energy storage known for founding Corvus Energy and SHIFT Clean Energy. They now lead NetZero USA. They introduced Townsend to the concept of battery swapping and demonstrated how it could be applied effectively to harbor vessels. Ideally, it would be best to have batteries located where they could be moved on and off the boat, swapped out for recharging at the end of each shift, Townsend thought. That vision aligned with the work Perry and his team at NetZero were pursuing. In 2024, NetZero engineered a solution to package the energy required for a working harbor boat into a single, 20-foot container. The container can be swapped in about 25 minutes, quick enough to fit within a crew change. It also delivers the power needed for a full, 12-hour shift. Together, the containerized batteries, the swap-and-change infrastructure and the vessel design make all-electric harbor operations practical, Townsend said. "For the first time, operators can match diesel performance with a cleaner, safer and

more cost-effective alternative built for continuous service,” he said. *Short Delivery Time* Townsend expects the first of the 70-foot by 33-foot boats, each with an 8-foot draft, to go into service in the Houston Ship Channel in as little as 18 months. Build time is short, with almost all components sourced and assembled in the United States, he said. Townsend expects to have at least a half dozen of the fleeting boats in the region within the first few years. The battery containers will be leased by the kilowatt-hour, giving operators the benefit of an energy source without ownership costs. Fuel savings are projected at 5 to 12 percent, depending on fuel prices, while Townsend estimates the cost to be about 14 percent lower than a comparable conventional build. Townsend also expects maintenance costs to be reduced by about 65 percent “because we have so much less equipment running with an electric system over a diesel system.” *Safety-First Concept* The first thing companies want to know about battery-powered vessels is how safe they are. “One big advantage of our system is that our batteries are water-cooled,” Townsend said. “They’re not air-cooled, which is what most people are using. They are safer, and they will run longer.” With all the batteries enclosed in a specially designed container built to rugged standards, air and water circulation and fire protection are all enhanced, he said. While customers will order the vessel to be built at a shipyard, NetZero will build and install a specially designed control room, designed to blend into the boat, at the rear of each vessel, ensuring proper installation and maintenance. “Everything’s been built to basically hospital cleanliness, and it’s been tested and painted,” Townsend said. “NetZero delivers a totally integrated system that can be assembled and delivered to the shipyard.” “The goal was to take the responsibility for the electrification of the vessel away from everything else,” he added. “The NetZero team will deliver the turnkey systems, with a full support staff for the propulsion system and the battery, partnering with our customers to certify their staff in service and support as well.” Each boat’s system will be remotely monitored 24 hours a day, with that information shared with the operators so that everyone can use real-time data to optimize vessel performance and operations, Townsend said. Redundancy is key, he said, noting if there is a problem in the control room, a whole new control room can be dropped in. “We are simplifying the operation of the vessel to reduce costs and need for crew on the vessels,” he said. “It is a partnership approach to vessels and vessel operations that will help each operator improve its business.” *‘Pit Bull Tough’* “For the last five years we’ve been discussing with fleeting companies, what’s the ultimate boat?” he said. Feedback from those conversations helped CT Marine develop a heavily built boat with a low center of gravity that is purpose built for fleeting. “It’s like the body of a pit bull,” Townsend said. “It’s low and strong and incredibly nimble with CT Marine’s TwinDIFF Steering.” The vessel is offered in open-wheel, CT28-sI nozzle or L-Drive. CT Marine is known on the inland waterways as being the company that has designed every towboat on the Mississippi River more powerful than 6,600 hp. since 1988. With the guidance of Perry, whose work in electrification has already transformed ferries, tugs and offshore support vessels, Townsend sees pushboats as the ideal next step and the future of this class of vessel. Summing up, he concluded, “I think it’s the most significant boat we’ve ever done.” (Source: *The Waterways Journal*)

THE KERCH STRAIT VESSEL IS PREPARING FOR SEA TRIALS.

Shipbuilders at Amur Shipyard (USC) are preparing the multifunctional rescue vessel "**Kerch Strait**" (MPSV06) for sea trials. This was announced in a statement on October 20. In preparation for the sea trials, mooring trials were conducted and the bow thrusters were commissioned. Furthermore, in collaboration with specialists from contractors, the Amur shipbuilders tested the operability of the thruster control system, both from local control stations and from the central control station. The service systems were also tested, and remote control from the navigation console was configured. Construction of the multifunctional rescue vessel "**Kerch Strait**" (formerly "*Spasatel Petr*

Gruzinsky"), a Project MPSV06 vessel, began at Amur Shipyard in 2010. The vessel was launched in



November 2020. The order was transferred to the outfitting base in Vladivostok in October 2024. The Kerch Strait is being built by order of the Federal State Budgetary Institution "Government Customer Directorate" for the Federal State Budgetary Institution "Morresluzhba." The Project MPSV06 vessel is designed for patrolling, keeping watch, and providing emergency assistance to ships in distress, including

evacuation and accommodation of people in areas of shipping, fishing, offshore oil and gas fields, and providing assistance with towing. The vessel is not limited to navigation areas and can also operate along the Northern Sea Route. *Multifunctional emergency rescue vessel of Project MPSV06* Project developer - Marine Engineering Bureau; Overall length - 86 m; Overall width - 19.1 m; Draft - 6 m; Power - 7 MW; Speed - 15 knots; Ice class - Icebreaker6. (Source: Sudostroenie; Photo: ASZ)

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FUNDING SECURED FOR MARITIME SAR E-LEARNING PLATFORM

An international federation has gained funding to develop e-learning courses for search and rescue personnel. The International Maritime Rescue Federation (IMRF) intends to develop online training and has produced guidance on mental health for maritime emergency services. IMRF has secured a grant worth US\$450,000 from the TK Foundation to create the world's first free global e-learning facility for the search and rescue (SAR) sector. It plans to close training



gaps for personnel involved in saving lives at sea with an e-learning platform under a three-year programme, with the first training modules launched in early 2026. SAR services, including tugs, patrol boats, lifeboats and coastguard vessels save seafarers, ferry passengers, fishermen and migrants who have fallen overboard. They will be able to access free and interactive training from digital devices wherever they operate under this initiative. This e-learning platform will be based on manuals produced by International Aeronautical and Maritime Search and Rescue (IAMSAR). Content will include core SAR principles such as planning, co-ordination and communications, and will address emerging challenges such as climate change, the evolving demands of humanitarian mass rescue operations and the mental health and wellbeing of SAR personnel. To boost the mental-health services IMRF provides to seafarer and SAR providers, the federation has formed the #SARyouOK? campaign, which seeks to improve the understanding of mental health in SAR and promote better support for the wellbeing of all personnel involved in maritime emergencies. “Building the capability and confidence of those involved in rescue operations is vital to saving lives at sea,” said IMRF chief executive Caroline Jupe. “TK Foundation funding will enable us to create a global learning platform that strengthens the knowledge and practical experience of SAR personnel and commercial shipping crews worldwide, giving them the skills and confidence they need to respond effectively when every second counts.” The TK Foundation is a maritime philanthropic organisation supporting programmes that advance maritime education, improve seafarer welfare and strengthen community resilience. “The IMRF’s e-learning initiative is an innovative and practical response to one of the most pressing challenges in maritime safety,” said The TK Foundation maritime programme officer Dennis Treleven. “By investing in training, we are investing in people, the rescuers, crews and communities who depend on these vital skills to save lives.” In addition, IMO and the International Civil Aviation Organization’s joint working group on SAR (SAR-JWG) has begun advancing work toward new guidance on the psychology of emergency for possible inclusion in the IAMSAR manual. Mental health provisions are being developed for potential inclusion in a future edition of the IAMSAR manual, which is expected around 2028, although details are still being finalised. There are plans to introduce interim guidance to SAR services worldwide, once they are agreed, at an earlier stage.

(Source: Riviera by Martyn Wingrove)

TRAPANANDA – SAAM’S NEW ELECTRIC TUG TAKES ON TERMINAL SUPPORT IN SOUTHERN CHILE



Chilean operator Saam Towage recently welcomed a new electric ship assist tug into service. The new tug has been christened **Trapananda** after the ancient name of Chilean Patagonia. Its main area of operations will be in Southern Chile, particularly the waters around the Puerto Chacabuco oil terminal in the Aysén region. The tug will support

the activities of Chilean state-owned petroleum company Enap by providing berthing and unberthing assistance for ships. The new tug has a length of 25.4 metres (83.3 feet), a beam of 12.86 metres (42.19 feet), a draught of 5.6

metres (18 feet), a bollard pull of 70 tons, a speed 12.5 knots, and space for seven crewmembers. The propulsion setup consists of two 2,100kW electric azimuthing thrusters and a 3,616kWh lithium-ion battery pack distributed in two compartments. *Durable battery propulsion with remote monitoring feature* The batteries are remotely monitored by manufacturer Corvus Energy and have an estimated service life of 10 years, allowing for continuous operation on electric mode even with heavy duty use. Battery propulsion was selected for its low noise, making it ideal for installation on vessels that operate near coastal communities in Chile. Saam said the tug's design, which was developed by Canadian naval architecture firm Robert Allan Ltd (RAL), is optimised to reduce hull resistance while maximising energy efficiency. RAL meanwhile expects the tug will be able to eliminate 1,700 tonnes of CO₂ per year, thus resulting in total annual savings in excess of 5,000 tonnes compared to modern diesel-powered alternatives. For backup power, the tug will rely on the onboard diesel generators, which will otherwise primarily be used for firefighting and for extending operating endurance. *Part of a growing low-emission towage fleet in the Americas* **Trapananda** is the first electric tug to enter service in Latin America, according to both Saam and Enap. She is also the third electric tug to join Saam's fleet following two earlier vessels that are currently operating out of the Port of Vancouver in Canada. The acquisition of the electric tugs is in line with Saam's goal of reducing up to 65 per cent of the greenhouse gas emissions that are generated by the operation of its fleet. *Specifications:* Type of vessel: Terminal support tug; Flag: Chile; Owner: Saam Towage, Chile; Designer: Robert Allan Ltd, Canada; Length overall: 25.4 metres (83.3 feet); Beam: 12.86 metres (42.19 feet); Draught: 5.6 metres (18 feet); Propulsion: 2 x 2,100 kW; Maximum speed: 12.5 knots; Bollard pull: 70 tons; Batteries: Corvus Energy lithium-ion, 3,616 kWh; Firefighting equipment: Monitors; Type of fuel: Diesel; Crew: 7; Operational area: Southern Chile. (*Source: Baird*)



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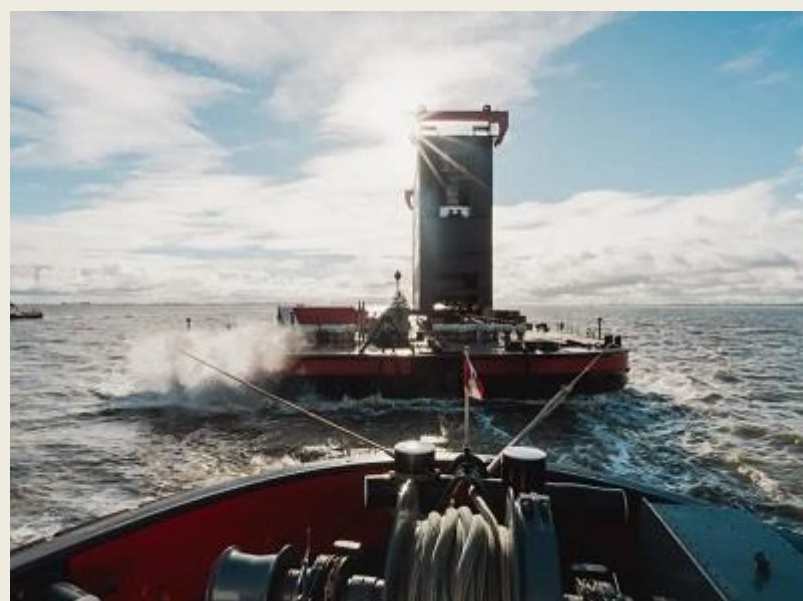
LAUNCHING OF ONE UNIT OF TUGBOAT



On October 21, 2025, our Jiangsu Zhenjiang Shipyard company successfully launched the fifth batch of one unit of 2,646 kW tugboat **"YICK TUG 113"** for the "Belt and Road" project of COSCO Shipping Bulk Cargo Transportation Co., LTD. - Guinea Bauxite project. (Source: Jiangsu Zhenjiang Shipyard)

LOCK GATE SUCCESSFULLY TRANSPORTED FROM EMDEN TO EEMSHAVEN

Following the successful RoRo loading operation of a massive lock gate in Emden earlier this month, Wagenborg has now completed the next milestone in this complex infrastructure project. Today, the lock gate was safely transported from Emden to Eemshaven aboard the **Wagenborg Barge 10**. *Tug expertise in action* The transport



was executed with precision by the Wagenborg tugboats **Waterstraat** and **Waterstroom**, showcasing the strength of our towage capabilities. With years of experience in project logistics and port operations, our towage crews ensured a smooth and secure voyage across the river Ems. *Preparing for testing at Wagenborg terminal* Soon, the lock gate will be carefully discharged at the Wagenborg terminal. Here, it will undergo a series of tests to ensure full functionality before being integrated into its final location in the new Brunsbüttel lock

facility. This phase is critical in guaranteeing the long-term reliability and accessibility of the Kiel Canal. *Proof of project strength and synergy* This operation underlines Wagenborg's ability to deliver complex maritime logistics solutions by combining towage, heavy transport, and terminal services. It also reflects our strategic focus on growing project volumes, strengthening our position in the infrastructure market. (PR-Wagenborg)

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ACCIDENTS – SALVAGE NEWS

WEST JUTLAND CUTTER MET RUSSIAN SHIP – THEN ALL ELECTRONICS WENT OUT



Skipper Jens Søndergaard has no doubt that the cutter was subjected to jamming. The Danish Defence will neither confirm nor comment on the incident. The crew of the **Thyborøn** cutter L237 Dorte Rixen got an unpleasant surprise when they were fishing for cod in the Skagerrak on Sunday. Skipper Jens Søndergaard tells TV MIDTVEST. He says that the cutter was lying still in Norwegian waters – about 50

nautical miles from Thyborøn – when it was passed by an older Russian tugboat, which – according to the skipper – was equipped with a number of antennas. And he goes on to say that at that moment all the electronics on the cutter went down. – All the screens on board were flashing like a huge light show, says Jens Søndergaard. He has no doubt that the cutter was subjected to jamming – a kind of noise transmission that blocked the cutter's communication. The skipper also says that the area was overflighted by a military helicopter almost at the same time that the **Thyborøn** cutter was, in his opinion, jammed. He therefore wonders whether the jamming was actually directed at the helicopter. But at the same time, he has also heard of several other Danish fishermen who have been exposed to something similar. – We have heard of several colleagues who have been exposed to it in the Baltic Sea and Kattegat, says Jens Søndergaard. The skipper has not reported the incident. He says he did not find it necessary because of the military helicopter he spotted at the scene. *Had to sail home without radar* When the tugboat was 500–600 meters away, the cutter's electronics started working again – except for the two radars, so the skipper had to sail home without the use of radar. – Fortunately, it happened during the day, so there were no major problems. But if your radar and communication equipment disappear at night, it can be a bit unsafe, because it is difficult to see what is around you. You cannot judge the distance to other ships, explains Jens Søndergaard. He says that one radar is now working again, while the other is still causing problems. – It has cost us a few days of fishing because we have been forced to stay in port. But now we are aiming to go out again tomorrow. – What do you think about all this backstage stuff? – It's a strange thing to be exposed to. It gives food for thought, but there's really nothing we can do about it, says Jens Søndergaard. *Defence: - No comments on jamming* TV MIDTVEST has asked the Danish Armed Forces whether they are aware of Sunday's incident, where Jens Søndergaard's cutter was allegedly jammed. Here is the comment from the Defence Press Office that "they have no comments on jamming". The defense

will neither confirm nor deny whether it is aware of the incident. The defense will also not confirm or deny whether there was a military helicopter in the area - as skipper Jens Søndergaard says. (Source: *Nyheder*)

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EXPLOSION SETS LPG CARRIER ON FIRE OFF YEMEN

A Cameroon-flagged LPG carrier caught fire in the Gulf of Aden on Saturday following an onboard explosion, leaving two Indian seafarers missing and prompting an international rescue effort. The 1994-built 35,100 cu m **Falcon**, operated by India's Tanker Expert Ship Management, was sailing west about 60 nautical miles south of Ahwar, Yemen, when it reported an explosion and issued a distress call. The



Ukrainian master and 23 Indian crewmembers abandoned ship and were rescued by a nearby vessel, which was later escorted by the Hellenic Navy frigate **HS Spetsai** under the EU's Operation Aspides, to Djibouti, where the crew were handed over to local authorities. Aspides said two crewmembers remain unaccounted for, of which one is onboard the LPG carrier. French air assets and Greek naval units have joined the search and rescue operation in the area. Maritime security firm Ambrey said the **Falcon** was on a voyage from Sohar, Oman, to Djibouti, and was not believed to be linked to Houthi targeting. The Houthi defence ministry has denied any involvement in the incident, according to the Saba news agency. The tanker had been listed in 2022 by United Against Nuclear Iran for alleged sanctions-evading activities. Satellite imagery and vessel data from TankerTrackers.com suggest the ship was carrying Iranian LPG, likely bound for Yemen, and is part of the so-called Iranian shadow fleet operating without known insurance. The vessel was signalling for Djibouti but may have been ultimately bound for Ras Isa, a Houthi-held port on Yemen's Red Sea coast. Initial reports suggested around 15% of the vessel was on fire after the blast. The cause remains unclear, though early assessments point to an onboard accident rather than an attack. The **Falcon** remains adrift in the Gulf of Aden, and ships transiting the area have been advised to exercise caution. A private salvage company has been appointed to take control of the stricken vessel. (Source: *Splash24/7*)

PREPARING FOR SCRAPPING



The insurance company responsible for the wrecked "Havella" in Berlevåg is now preparing a major job. The 15-meter-long aluminum boat sank early last week, in the shallow waters east of the breakwater at Berlevåg Sea. The Coast Guard was unable to pull the boat off the ground, and the situation went from bad to worse over the week. The boat was pushed

further and further in, where the rocks protruding from the sandy bottom tore up the hull so that it now appears to be a total wreck. Head of Marine at Granne Insurance, Erlend Strand Farstad, tells Kyst og Fjord that in recent days they have been cleaning up loose objects that have come from the boat, as well as picking off some loose equipment from the boat. – We are cleaning it up and trying to pull it further up on land. It has come a little further up, but we hope to go a little further. It is difficult to work with machinery down there now, says Farstad. – As the situation is now, a salvage from the sea would not be realistic, would it? – It has to be removed from land, yes. So we are now preparing and making a plan together with local companies. The question is what kind of equipment we will get our hands on, it is an ongoing job, says Farstad, who says the plan is to cut the boat up where it is. Considering the time of year we are in Hi, and weather conditions that are not exactly looking to improve, Farstad says that they are working to get the job done as quickly as possible. – There have been many “expert comments” on social media about the rescue operation, that the boat was not able to be towed out while it was still floating. Do you, as



an insurance company, have any opinions on the course of events? – No, we have no idea how this was handled from the start, it was the coast guard that was responsible for it. But there are extremely tough bottom conditions and weather conditions at the site. This is frustrating for all parties, concludes Farstad. Kyst og Fjord has still not succeeded in getting the boat's owner to speak. (Source: Berlevaagnytt by Erik Jenssen)

FIRE ON BOARD A SHIP IN THE BAY OF SEINE

Late in the morning of Tuesday, October 21, 2025, the Jobourg Regional Operational Surveillance and Rescue Center (CROSS) received a distress message from the fishing vessel " F/V **Nominoë** ", fishing in the Bay of Seine with four people on board. The ship's captain announced that a fire had

broken out in the engine room. The crew took initial steps to contain the fire. The CROSS quickly



engaged the French Navy H160 helicopter and the SNS 17-11 "Philippe Kieffer" patrol boat based in Ouistreham (14), to bring the crew to safety. Three crew members were evacuated aboard the SNS 17-11. The effective containment of the incident to the engines and the absence of imminent danger allowed the captain to remain on board in contact with the emergency services, who were ready to evacuate him if

necessary. In the early afternoon, three firefighters from the Cherbourg firefighters company were preparing to be airlifted onto the ship to conduct an assessment of the incident in conjunction with the captain. Further information will be provided in a press release "report" to be released later today. (Source: *premar-manche.gouv*)

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FIVE NEW JOINEES AMONG SEVEN MISSING AFTER CREW BOAT CAPSIZES OFF MOZAMBIQUE

Seven people are missing after a crew transfer vessel overturned while approaching the Scorpio-managed oil and chemical tanker **Sea Quest** at Beira's outer anchorage in Mozambique on 16 October 2025. According to preliminary reports, the small service boat was carrying 21 people, including new crew members joining the 2012-built MR2 tanker, formerly known as **STI Ruby**, when it overturned near the anchored vessel. 14 people were rescued from the water, while seven, including five



signing-on crew members, remain missing. The Maritime Rescue Coordination Centre (MRCC) was immediately informed, and several nearby ships, along with the [Sea Quest](#), joined in the ongoing search and rescue efforts. Three survivors who sustained injuries are being treated on board the tanker, and arrangements are being made for additional medical support. Per reports from local maritime authorities, one technician and one crew member are also among those still missing. While some of the rescued personnel required medical assistance, details about the severity of their injuries have not yet been disclosed. Scorpio Marine Management, which operates the [Sea Quest](#) under the Marshall Islands flag, said it is in close contact with the families of the missing crew and local authorities as rescue efforts continue. The company stated that a thorough investigation will be conducted to determine the cause of the incident and that updates will be shared as more information becomes available. The [Sea Quest](#), a 49,990 DWT product tanker built in 2012, was reportedly anchored off Beira since the end of last week after arriving from the United Arab Emirates. Scorpio Marine Management, part of the global Scorpio Group, provides technical, commercial, and crewing services across its fleet. Search and rescue operations are still underway off Beira as authorities and nearby vessels continue efforts to find the seven missing people. (*Source: MarineInsight*)

A CANOE RESCUES THE CREW OF A BURNING GALICIAN FISHING BOAT IN ANGOLA.



The '[Noruego](#)', owned by shipowners from Ribeira, A Coruña, had four Spaniards in its crew. The fishing vessel "[Noruego](#)" was built in 2003 at the Asturian shipyard Armón Navia and equipped to operate with surface longline fishing gear. For years, it was dedicated to catching swordfish in the waters of the Pacific, the Azores, and Cape Verde, registered for this purpose with ICCAT (International Commission for

the Conservation of Atlantic Tunas), IATTC (Inter-American Tropical Tuna Commission), and other regional fisheries management organizations. But this year, its owners decided to make a radical change of course, changing its flag and even its target species. This Thursday, it suffered a virulent fire in Angolan waters, as Faro de Vigo reported. All its crew members were rescued, assisted by a cayuco, and are in good condition, now on land. On board were four Galician sailors from the O Barbanza region, according to government sources : two of them were on the bridge—both from Ribeira (A Coruña)—and belong to the shipowner company, and another two were in the engine room. The fire was visible from a long distance, with flames several meters high that consumed the structure of the fishing vessel from stern to bow, devouring the wheelhouse in its wake. The last AIS position recorded was on the 10th, when the vessel was sailing north of Luanda. The evacuation to the cayuco—used for traditional fishing along much of the African coast— was carried out without injury to all crew members, except for an Angolan sailor who suffered burns and has been treated for a broken leg. The fishing vessel is owned by shipowners from Ribeira , specifically Pesca Noruego SL —at least until this August—with its registered office in the fishing port of the same

town. The "**Noruego**" was removed from the Ministry of Agriculture, Fisheries and Food's vessel registry on August 6, when it began flying the Angolan flag. It was modified to operate in the octopus fishery, as this newspaper was able to confirm from various sources. The sector also pointed out that the shipowners were also the owners of the **Runo** (formerly Maral), another 30-meter longliner built in 1988 in Cardama (Vigo). This accident occurred just one month after the fatal collision of the fishing vessel "**Tafra 3**," owned by the Vigo-based shipping company Baipesca, which resulted in five deaths off the coast of Mauritania. In this case, the vessel was struck by the "**Right Whale**," a large pelagic trawler. *The exits* The "**Noruego**" was the latest Galician ship in a long list of ships exported to Africa. It was preceded by the "**Praia de Rodeira**," which left Spain in July for Mauritania; the "**Curbeiro**," also exiled to Angola in June; the "**O Argentino**" (Mauritania), the "**Cova Balea**" and "**Santo do Mar**" (South Africa), and the "**María del Carmen**" (Cape Verde). The complex regulations facing surface longline vessels, the decline in catches, and the fall in demand have brought this segment of the fleet to a crossroads, and a large number of shipowners have called on the central government to implement an orderly scrapping plan. (Source: *El Correo Gallego*)

CARTAGENA FIREFIGHTERS EXTINGUISH A FIRE ON A CARGO SHIP IN ESCOMBRERAS PORT

The fire on the ship broke out in the port of Escombreras at 12:50 p.m. this Saturday. It was a fire in some tarps covering the ship's cargo, possibly due to cutting work being carried out with oxyacetylene. The fire was located in two adjacent areas, one separate from the other, in the ship's interior hold. The vessel, named **Sloman Dispatcher**, is a cargo ship docked in Cartagena, carrying engines. The vessel is 138 meters long and 21 meters wide, and flies the flag of Antigua and Barbuda. Officials from the Cartagena City Council's Fire and Rescue Service responded to the dock along with Port Police and the Civil Guard. Upon arrival, ship personnel had deployed two hose lines, attempting to control the blaze from the outside. Following the intervention of the Cartagena Fire Department, the fire was declared extinguished at 3:00 PM, with no injuries reported. (Source: *Cartagena Diario*)



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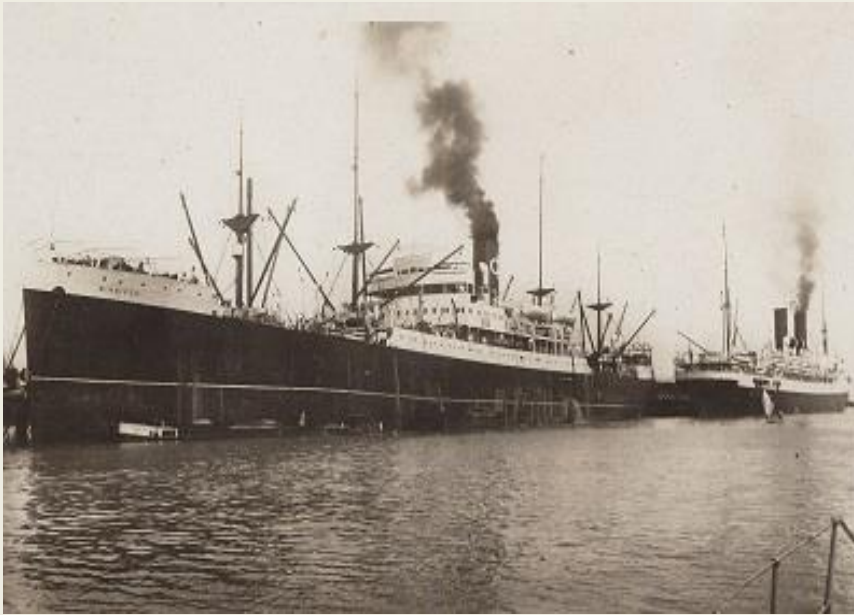
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REMEMBER TODAY

S.S. WINNIPEG – 22ND OCTOBER 1942



SS **Winnipeg** was a French steamer notable for arriving at Valparaíso, Chile, on 3 September 1939, with 2,200 Spanish immigrants aboard. The refugees were fleeing Spain after Franco's victory in the Spanish Civil War (1936–1939). The Chilean President Pedro Aguirre Cerda had named the poet Pablo Neruda Special Consul in Paris for Immigration, and he was charged with what he called "the noblest mission I have ever undertaken":

shipping the Spanish refugees, who had been housed by the French government in internment camps, to Chile. *History* After the end of the Spanish Civil War, Pablo Neruda noticed that many Spanish Republicans had fled in exile to France where they were detained in squalid camps in miserable conditions. The poet, who was then living in Chile, decided to organize their travel to Chile. He first worked as Chilean consul in Spain, before being named consul in Paris. The ship was an old French cargo ship which ordinarily could not take more than 250 persons, but it was adapted so it could carry the 2,200 refugees. Neruda actively worked in this endeavour, reuniting families separated by the war. Beside the assistance of his friends artists and writers, he was helped by his wife Delia del Carril. On the night when **Winnipeg** set sail, on 4 August 1939, in the port of Trompeloup - Pauillac, Pablo Neruda wrote: *The critics may erase all of my poetry, if they want. But this poem, that today I remember, nobody will be able to erase.* **Winnipeg** arrived at the port of Valparaíso on 3 September 1939. On the following day, the Spanish Republicans were officially received by the Chilean authorities. Some of them had already landed, a few days before, in the port of Arica, in northern Chile. In a gesture of gratitude, the refugees attached to the ship's mast a large canvas with the face of the Chilean president painted on it. Most of the immigrants who landed in Chile stayed there. Among them were the historian Leopoldo Castedo, the typographer Mauricio Amster and the painters Roser Bru and José Balmes. Victor Pey, who boarded the ship after being a prisoner of war in France, became one of the closest advisors to Salvador Allende. SS **Winnipeg** remained under French flag after the fall of France in 1940 and sailed under orders of the Vichy government. She was captured on 26 May 1941 by the Dutch sloop **HNLMS Van Kinsbergen** in the Caribbean Sea and confiscated by the British government. Among the 732 passengers were eight Jewish photographers who were saved from internment and persecution in France by the Emergency Rescue Committee headed by Varian Fry: the Belgian Charles Leirens, the French portrait photographer of Ukrainian-Jewish origin Boris Lipnitzky, the Hungarian animal photographer Ylla (Camilla Henriette Koffler), the Germans Ilse Bing, Josef Breitenbach, Charlotte "Yolla" Niclas-Sachs, Fred Stein and Simon Tannenwald. The ship was eventually purchased by a Canadian company, Canadian Pacific Steamships, some months later and renamed Winnipeg II. She was torpedoed and sunk by the German submarine **U-443** on 22 October 1942 while en route from Liverpool to Saint

John, New Brunswick. All people on board were rescued by the Canadian corvette [HMCS Morden](#).
(Source: Wikipedia)

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OFFSHORE NEWS

MINI BUYING SPREE STRENGTHENS MARINE PLATFORMS' SUBSEA PROJECT SUPPORT

Nigerian subsea solutions provider adds majority stake in pipelay and construction vessel and acquires dive support vessel to enhance EPIC and SURF project execution. To bolster its support of engineering, procurement, installation and construction (EPIC) and subsea umbilicals, risers and flowlines (SURF) projects, Nigeria's Marine Platforms



Ltd has gone shopping, adding high-spec subsea assets during a mini buying spree. In its most recent investment announced in July, the Nigerian owner acquired a 51% stake in 15-year-old pipelay and construction vessel [Global 1200](#) from China's DS Global. Ship broker Clarksons and law firm HFW supported the acquisition, which will be finalised before the end of this year. Renamed [African Huan Qiu 1200](#), the 2010-built vessel will be jointly marketed by the partners for global subsea projects. Marine Platforms will focus on projects in the Western Hemisphere, while DS Global will be responsible for the Asian market. Both parties will execute projects together in the Middle East. [African Huan Qiu 1200](#) is a DP-2-class pipelay and heavy-lift construction vessel equipped with a 1,200-tonne crane, 800-tonne abandonment and recovery system, S-Lay pipelay capabilities, and accommodation for 264. This most recent deal follows Marine Platforms' acquisition of dive support vessel (DSV) African Pioneer (ex CM Pioneer and Ultra Deep Matisse). Now flying the Nigerian flag, African Pioneer is purpose-built for deepwater intervention and subsea construction, equipped with a 400-tonne active heave-compensated crane, two work-class ROV systems launched via dedicated LARS, triple moon pools, and a 24-man, twin-bell saturation diving spread rated to 300 m. The DSV has a 1,400 m² deck and accommodation for up to 140. (Source: Riviera by John Snyder)

UK POLAR RESEARCH VESSEL SAILS TO ANTARCTICA USING BIOFUEL



The British Antarctic Survey (BAS) is making major strides in its efforts to decarbonize marine operations as its flagship polar research vessel set sail for a new season in Antarctica. They report the vessel's engines will be running on hydrotreated vegetable oil (HVO) for the five-week voyage. The [RRS Sir David Attenborough](#), which is one of the most

advanced research vessels in the world, departed Plymouth for the new 2025/26 Antarctic field season that will see a team of scientists based in the southern continent for seven months carrying out extensive research expeditions. In making the 6,000 nautical-mile voyage to Montevideo, Uruguay, and onward to Antarctica, the ship will be using HVO. BAS highlighted that using HVO on the voyage is critical in helping the organization decarbonize, considering that emissions from shipping activities account for approximately 60 percent of its carbon footprint. The agency, which is hoping to reach net zero by 2040, contends that HVO has the potential to reduce carbon emissions by up to 94 percent compared to conventional diesel fuel. HVO, commonly referred to as renewable diesel, is produced via hydro processing of oils and fats and can be used as an alternative fuel in diesel engines with no modification of the engine. BAS has previously said that careful consideration is given to the sustainability and availability of HVO, as well as the cost, logistical, and emissions implications of using the fuel source. This includes engagement with potential suppliers to ensure the sustainability of HVO feedstocks. The research vessel is making the journey to Antarctica for the new season in which researchers and operational teams are expected to deliver more than 60 science projects across the five stations operated by BAS. Over the next seven months, the team will showcase a range of climate, ocean, glaciological, and ecological research, including major international collaborations, advanced autonomous technology trials, and a collection of long-term environmental data and observations. Part of the focus will be studying how underwater waves mix ocean heat and nutrients, linking glacier calving to ocean circulation, ice-core drilling to reconstruct 11,000 years of carbon exchange between the Southern Ocean and the atmosphere and investigating how iron and manganese control Southern Ocean productivity and carbon cycling. The team will also undertake a tracking of krill populations at South Georgia, something that is crucial for regional biodiversity and understanding how the Southern Ocean absorbs carbon dioxide from the atmosphere. "With the 2025/26 season underway, research supporting BAS' long-term scientific strategy, Polar Science for a Sustainable Planet, continues. Recent news of global climate tipping points and extreme weather reinforces that research to understand the changing Antarctic is more vital than ever," said Dame Jane Francis, BAS Director. She added that whether through modelling, monitoring or fieldwork, science is central in understanding how the region is changing, with the new knowledge expected to shape more resilient communities in the United Kingdom and across the world. Built at a cost of more than £200 million (\$268 million), [RRS Sir David Attenborough](#) is a central pillar in the organization's strategy of pushing the boundaries in scientific research owing to the fact that the vessel is designed to support science in extreme environments. In the current mission, the ship has 30 crew members and 60 scientists on board. Her cargo includes 1.2 tonnes of

baked beans, 15,000 teabags and two tonnes of bread flour. (Source: Marex)

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NORWEGIAN OSV OWNERS WIN US\$256M VESSEL CONTRACTS

Three Oslo-listed offshore support vessel owners have won long-term charters with a combined value for the firm contracts of more than US\$250M. Sustained demand for offshore support vessels has led to three Norwegian owners securing long-term charters in October with a combined value of US\$256M. The largest slice of this revenue went to DOF Group as it secured contracts in



Brazil from state energy group Petrobras for two support vessels and work-class remotely operated vehicles for four years. 2005-built **Skandi Chieftain** (of MT 6009 design) and 2009-built **Skandi Olympia** (MT 6009 L design) have also been awarded four-year charters with Petrobras, starting in October 2026. These two contracts have a combined value of approximately US\$200M. Solstad Maritime has also been awarded contracts for its anchor handling tug, supply (AHTS) vessels and a construction support vessels (CSV). The Skudeneshavn-headquartered owner said the combined value of the firm period of these contracts, totalling 700 vessel days, is around US\$50M. 2010-built Normand Saracen and 2009-built **Normand Scorpion**, both of UT 731 CD design, have been awarded contracts with an undisclosed operator in the Asia-Pacific region, for a combined firm period of 516 days, starting in Q1 2026, plus a combined optional period of 358 days. **Normand Scorpion** has also been awarded two projects with a tier-one offshore engineering contractor for subsea installation work in the Asia-Pacific region. These two-month projects are scheduled to commence in December 2025. 2008-built, UT 732 CD design **Normand Sapphire** has been awarded a 60-day contract with an undisclosed operator in the Mediterranean Sea, starting immediately. In another deal, 2010-built, STX 06 CD design CSV **Normand Baltic's** current contract has been extended by 100 days until the end of 2025, with further options thereafter. Alesund-headquartered Golden Energy Offshore Services (GEOS) has gained two contracts with a combined value of more than US\$6M for two of its unnamed PX121-design platform supply vessels. One is for 2010 days commencing in December 2025 and the other for 120 days starting in January 2026. (Source: Riviera by Martyn Wingrove)

REACH SUBSEA EXERCISES OPTION TO KEEP OLYMPIC MPSV FOR ANOTHER YEAR



Norwegian offshore services player Reach Subsea has exercised the first one-year option for Olympic's multipurpose supply vessel (MPSV) **Olympic Triton**. The 2007-built vessel has been on charter since February 2023 under a firm three-year agreement with two optional one-year extensions. This option extends the charter through February 2027. The vessel is

well-suited to meet the demands of Reach Subsea's clients across both the renewable energy and oil and gas sectors. The company has also been informed by Eidesvik Offshore of a delay in the delivery of the IMR and light construction vessel **Viking Vigor**. It is now expected to be delivered in the third quarter of 2026, when it will begin its charter with Reach Subsea. The vessel is currently under construction at Sefine Shipyard in Turkey (see yard chapter) and will be managed by Eidesvik Offshore. *(Source: Splash24/7)*

DINA SCOUT HULL INVESTIGATION

The hull of the supply vessel **Dina Scout**, operating from Den Helder under the flag of SNS Pool, recently underwent a special investigation. This study examined the effectiveness of cleaning the hull and propellers in terms of potential fuel savings and reduced emissions. This could result in a reduction in fuel consumption of between five and seven percent, or a saving of €10,800 over a three-month period. Due to fouling, hull resistance can increase by up to



40 percent, resulting in higher fuel consumption and higher CO₂, NO_x, and SO_x emissions. The study was conducted by Peterson Energy Logistics from Den Helder in collaboration with Delft University of Technology and the University of Genoa. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

BAILEY TIDE OPERATING FROM MALTA

The 2011 Vanuatu registered with call sign YJQW2 built offshore tug and supply ship **BAILEY TIDE**



(Imo 9533567) was seen entering Grand Harbour coming from Sabratha Platform, offshore Libya on Friday 19th September, 2025. The Offshore Tug Supply vessel was built by Fujian Mawei Shipbuilding - Mawei, China for Tidewater Marine International - Duala, Cameroon and managed by Tidewater

Marine Australia - Perth, Australia. She is classed American Bureau of Shipping. She has a length of 97.10 mtrs a beam of 18.80 mtrs and a depth of 7.40 mtrs. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

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SEAMAR GROUP 25TH ANNIVERSARY

Earlier this month, logistics service provider SeaMar celebrated its 25th anniversary. In October 2000, Leo Balkema founded this company, which has since grown into a versatile service provider in the maritime and offshore sectors. In addition to being a shipping agency and ship manager, SeaMar has also been active in the oil and gas sector for many years from Den Helder with the multifunctional offshore support vessel **Seamar Splendid** (pictured). Leo Balkema



has since handed over the management of the SeaMar Group to his son, Rory. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

BOS PURPOSE ENTERING VALLETTA BEFORE CASTORO 10



The 2013 built offshore supply ship **BOS PURPOSE** (Imo 9664225) and callsign IBCU, was seen entering Grand Harbour before trench/pipelay barge **CASTORO 10** towage on a rainy afternoon on Wednesday 15th October, 2025. The Offshore Supply Vessel Bos Purpose is the former **VOS Purpose** was built at the Fujian Southeast Shipyard - Fuzhou, China for Vroon Offshore Services

Singapore – Singapore and managed by Vroon Offshore Italia - Genova, Italy. She is classed American Bureau Of Shipping. She has a length of 75 mtrs a beam of 17 mtrs and a draught of 5.3 mtrs. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

EVENT NEWS

VEEL ANIMO VOOR TALL SHIPS RACE: “HELFT VAN DE PLEKKEN GEVULD”

Er is veel belangstelling voor de Tall Ships Race naar Harlingen in 2026. Het evenement vindt pas over negen maanden plaats. Toch is al de helft van de plekken voor trainees gevuld. Jongeren tussen 15 en 25 jaar hebben de mogelijkheid om als trainee mee te varen vanuit Aarhus in Denemarken naar Harlingen. Aan boord van de schepen leren de trainees alles over het varen op zo'n schip en draaien mee als bemanningslid. “De inschrijving loopt goed”, zegt Lieuwe Krol, directeur van de Tall Ships Races Harlingen. “Wie nu inschrijft, is verzekerd van een plek en heeft genoeg tijd om zich voor te bereiden.” [Hulp bij deelname](#) De organisatie helpt jongeren ook om het inschrijfgeld van €1.250,- bij elkaar te krijgen, onder meer met trainingen in fondsenwerving. Volgens Krol kan iedereen meedoen, met of zonder zeilervaring. “We vinden het belangrijk dat alle jongeren kunnen deelnemen, ongeacht hun achtergrond of beperking. Er zijn ook schepen waar minder valide trainees welkom zijn.” [Inschrijven](#) De Tall Ships Races Harlingen vinden plaats van 3 tot en met 6 juli 2026. Wie zich nog wil inschrijven als trainee kan dat [HIER](#) doen.



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WINDFARM NEWS - RENEWABLES

ANOTHER TSO ENLISTS NJORD SURVEY FOR OFFSHORE WIND SUPPORT SERVICES



Swedish firm Njord Survey has entered into a frame agreement with Energinet, Denmark's national transmission system operator (TSO), covering site and route survey services for offshore wind and subsea cable projects. The long-term collaboration reinforces Njord Survey's position as provider of services to the offshore renewable sector. It follows the agreement company signed earlier in October with German TSO 50Hertz to deliver

geophysical and ROV seabed survey service in support of offshore wind developments in Baltic Sea. "This partnership strengthens our role in supporting the energy transition across Northern Europe, providing high-quality, carbon-neutral survey data essential for safe and efficient infrastructure development," said Martin Wikmar, CEO of Njord Survey. *(Source: MarineLink)*

CEMRE SHIPYARD LAUNCHES WIND KING, A SWATH SERVICE OPERATION VESSEL

Cemre Shipyard has launched NB1095 '[Wind King](#)', an innovative SWATH Walk-to-Work Service Operation Vessel (SOV) developed by GC Rieber Shipping, a Norwegian offshore shipping company and LMG Marin, a leading naval architecture company based in Norway. The successful launch marks an important milestone in the advancement of offshore wind vessel technology. The [WindKeeper](#) Walk-to-Work Service Operation Vessel is based on Small Water Area Twin Hull (SWATH) design principles, delivering exceptional seakeeping, improved operability, ultra-low fuel consumption, and the potential for fully electric operation. Purpose-built for offshore wind support, 'Wind King' combines high efficiency with comfort and safety for offshore personnel. The hull's characteristics ensure operability second to none, with gangway performance in +4.0m Hs. Further

the design ensures comfortable living spaces for 40 technicians, all in single cabins. At 57 metres in length, the **Wind King** SOV is built to DNV class rules and carries Walk-to-Work and DPS(2) notations. Its hybrid diesel-electric propulsion system enhances safety, reduces operating costs, and minimizes environmental impact, supporting the offshore industry's transition to sustainable energy operations.

(Source: *Workboat365*)



FUGRO COMPLETES SITE INVESTIGATIONS FOR TENNET'S OFFSHORE GRID CONNECTION PROJECTS



Fugro has completed comprehensive land and marine site investigations for TenneT Germany, a leading European transmission system operator, to support the development of the LanWin1 and LanWin2 offshore grid connection projects. These projects are part of TenneT Germany's 2 GW programme, a major initiative that aims to connect at least 14 offshore connection systems to the onshore electricity grid,

delivering clean energy to up to 35 million European households. The LanWin2 cable route required a range of onshore and nearshore investigation activities to support project development. Fugro's new GroundIQ® service enabled low-impact geophysical surveys, including electrical resistivity profiling and patented 3D ambient noise tomography, a technique that uses naturally occurring vibrations to map subsurface conditions without intrusive methods. The geotechnical phase involved borehole drilling and cone penetration testing (CPT) at 15 locations, including four in nearshore intertidal zones. Fugro's ARAN® 250 jack-up platform was specially configured for shallow operations, reducing seabed disturbance and minimising environmental impact in these sensitive areas. At sea, Fugro deployed four specialist survey vessels to meet TenneT Germany's need for detailed engineering data to guide cable routing and installation. The **Fugro Frontier**, **Fugro Pioneer**, and **Scotia** conducted geophysical, unexploded ordnance, and electromagnetic crossing surveys for both LanWin1 and LanWin2. Shallow geotechnical investigations were carried out by the **Fugro Resolve** using Blue Snake®, Fugro's innovative geotechnical system that integrates CPT and sampling technology to acquire high-quality data safely and efficiently in a single deployment. The Geo-data from the land, nearshore and offshore investigations will be delivered to TenneT Germany through Virgeo®, Fugro's secure cloud-based platform. These findings will provide insights to guide cable design, routing, and installation planning, helping ensure the long-term reliability and

environmental integrity of the grid connection infrastructure. “Contributing to a project of this scale allows us to demonstrate how high-quality Geo-data can drive smarter, more sustainable infrastructure decisions,” said Jaco Stemmet, Fugro’s Regional Business Line Director for Land. “Our integrated site investigation approach, combining land and marine expertise with environmentally sensitive operations, will help support the successful delivery of LanWin1 and LanWin2 and contribute to Europe’s sustainable energy future.” This contract builds on Fugro’s long-standing relationship with TenneT Germany and reinforces its commitment to enabling the development of sustainable energy infrastructure across Europe. *(PR-Fugro)*

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BRAVER FROM IJMUIDEN TO DEN HELDER

Last Friday, just after noon, the so-called fast crew supplier **Braver** moored behind the Moorman Bridge. This 21-meter aluminum catamaran sails under the Danish flag and belongs to the B-class FCs of Northern Offshore Services (NSO). This Swedish shipping company also has offices in Denmark and the UK. The catamaran was launched in 2012 at the Norwegian shipyard Batservice Mandal.



Propulsion consists of two 749 kW MAN engines, and there are accommodations for 24 passengers on board. Later that afternoon, the **Braver** departed again, bound for IJmuiden. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

DREDGING NEWS

TSHD GALILEO GALILEI IN BRAZIL, BABITONGA BAY DREDGING IN FULL SWING

The Babitonga Bay dredging program, conducted by Jan De Nul’s giant trailing suction hopper dredger (TSHD) **Galileo Galilei**, is moving forward. During the project, a portion of the dredged material will be used for beach nourishment in Itapoá – one of the largest coastal engineering projects ever carried out in Brazil. In March this year, the Ports of São Francisco do Sul and Itapoá

signed a contract for the dredging and deepening of the access channel to Babitonga Bay. “This will



have an extraordinary impact on the economy. By increasing the channel’s depth and width, we will become as competitive as the Port of Santos. This will enable the arrival of 366-meter-long vessels, significantly boosting container throughput. It’s a win for everyone—shippers, sellers, the city, and job creation,” said Governor Jorginho Mello. With an investment of R\$324 million (around \$52 million),

the project will allow vessels up to 366 meters in length to berth and operate, making Babitonga Bay the first port complex in Brazil capable of accommodating ships of this size at full capacity. Currently, the bay can only handle vessels up to 336 meters, with a maximum capacity of 10,000 TEUs (twenty-foot equivalent units). The dredging project is set to increase this capacity to 16,000 TEUs. *(Source: Dredging Today)*

DCI LAUNCHES DREDGE GODAVARI AT COCHIN – INDIA’S MOST SOPHISTICATED DREDGER

Dredging Corporation of India Limited (DCI) has made history with the launch of its latest vessel – **Dredge Godavari** – at Cochin Shipyard Limited (CSL) today. According to DCI, this giant is the first-ever 12,000 m³ Beagle Series dredger constructed anywhere in the world, setting a new benchmark for the global dredging industry. “Designed with cutting-edge technology and modern engineering



features, the vessel represents the next generation of dredgers – delivering unmatched efficiency, precision, and environmental sustainability,” DCI said. “Constructed by Cochin Shipyard Limited in collaboration with international design and technology partners, the Godavari features advanced automation, highly efficient dredging mechanisms, and enhanced safety and environmental systems, exemplifying India’s growing shipbuilding expertise.” Developed in collaboration with Royal IHC from the Netherlands, the DCI **Dredge Godavari**, is India’s most sophisticated dredger to date. *(Source: Dredging Today)*

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KILKEEL HARBOR DREDGING PLAN UNVEILED



Northern Ireland Fishery Harbor Authority has unveiled a plan to carry out the yearly maintenance dredging of the outer harbor area at Kilkeel Harbor. The objective of the works is to maintain sufficient water depth within the outer harbor area at low tide for boats to access the Harbors' quay, slipway and pontoons. "The works will involve the dredging of recently deposited sands and silts. It is anticipated that suitable dredge material will be disposed

of at sea," the Authority said. The proposed dredge area is approximately 6,600m² in plan area. Also, it is expected that a total of circa 50,000 metric tons of dredge material will be removed and disposed of at sea over the 3 year license period. *(Source: Dredging Today)*

1ST DREDGING FOR SUSTAINABLE INFRASTRUCTURE COURSE IN ASIA

The "Dredging for Sustainable Infrastructure" course is coming to Asia for the first time, scheduled for 18-20 November 2025, in Singapore. The primary focus of the course is on achieving dredging projects that not only meet functional requirements but also contribute positively to natural and socio-economic systems. During the course, attendees will learn how to implement the sustainability principles into dredging project



practice, through answers to the following questions: • What is the role of dredging in the global drive towards more sustainable development? • How can water infrastructure be designed and implemented in a more sustainable and resilient way while aligning with the natural and socio-economic systems? • How can the potential positive effects of infrastructure development be assessed and stimulated as well as compared with potential negative effects? • What equipment and which sediment management options are available today? • A brief introduction to the question “What knowledge and tools are available to make sound choices and control the project?” Experienced lecturers from companies, such as Van Oord, Boskalis and DHI will describe the latest thinking and approaches, explain methodologies and techniques as well as demonstrate how to implement this information in practice by engaging workshops and case studies. The “Dredging for Sustainable Infrastructure” course will be held at the Holiday Inn Atrium Hotel in Singapore from 18-20 November 2025. *(Source: Dredging Today)*

VISHWA SAMUDRA GROUP ORDERS ROYAL IHC'S BEAGLE® 8 TSHD



Royal IHC is to build a Beagle® 8 TSHD for India's Vishwa Samudra Group. The trailing suction hopper dredger will have a hopper capacity of 8,000 m³ and will be built at Royal IHC's shipyard in Kinderdijk, the Netherlands. Delivery is scheduled for summer 2027. This will be the latest addition to the dredging fleet of Vishwa Samudra, one of India's fastest growing infrastructure

companies. The company had previously selected two Beavers® to help support its growing operations. One of the main reasons for choosing the Beagle® was its proven technology, class-leading efficiency and short delivery times. "We are committed to making a lasting impact in the infrastructure sector. The Beagle® 8, combined with the knowledge and experience of Royal IHC in the dredging industry, will help us to strengthen this ambition," said Mr Shivdutt Das, Group Managing Director of the Vishwa Samudra Group. Derk te Bokkel, CEO of Royal IHC, said: "We are proud that Vishwa Samudra has once again chosen Royal IHC. This will enable us to build a trailing suction hopper dredger at our yard in Kinderdijk. Vishwa Samudra's order reflects the success of our renewed shipbuilding strategy of building complex and time-sensitive vessels in the Netherlands, while supplying projects with a lower risk profile through our partner shipyards. Our customers appreciate this flexibility and the reliability that we are able to offer". *About the Beagle®* The Beagle® is a platform of standardised trailing suction hopper dredgers with hopper capacities ranging from 4,000 to 12,000 m³. It combines a proven design with the latest dredging technologies. Key features include an optimized hull design for reduced resistance and maximum payload carrying capacity. Combined with best-in-class fuel efficiency, this results in minimal greenhouse gas (GHG) emissions, making the Beagle® a future-proof solution for a wide range of dredging projects around the world. The proven performance of this modular platform makes the Beagle® series a compelling solution for the Indian dredging market. Royal IHC is delivering its third Beagle® 8 to India with this new order. *(PR-Royal IHC)*

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YARD NEWS

BOLLINGER CELEBRATES CONSTRUCTION OF USNS LENNI LENAPE (T-ATS 9) WITH HOUMA KEEL LAYING CEREMONY

USNS Lenni Lenape is the sixth Bollinger-Built T-ATS. Joined by senior U.S. Navy officials and more than 20 officials from the Lenape Nation at Bollinger Houma, Bollinger Shipyards (Bollinger) today officially laid the keel for the future **USNS Lenni Lenape**, the ninth Navajo-class Towing, Salvage, and Rescue Ship (T-ATS) and the sixth T-ATS vessel being constructed by Bollinger since acquiring the program in April of 2021.



“Bollinger is grateful for the Navy’s continued confidence in our team to build the Navajo-class Towing, Salvage and Rescue Ships,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “The keel laying of the future **USNS Lenni Lenape** marks another significant milestone in our partnership, and we are honored to support the Navy’s fleet modernization efforts through the T-ATS program.” The keel authenticators were the Hon. Susan Cade, Elder of the Delaware Tribe of Indians, the Hon. Deborah Dotson, Committee Member of the Delaware Nation, and the Hon. Shannon Holsey, President of the Stockbridge-Munsee Community. Named to honor the Lenape Nation of Pennsylvania, the future **USNS Lenni Lenape** (T-ATS 9) will be the first naval vessel to carry the name of the Lenni Lenape tribe, which was the first tribe to sign a treaty with the United States in 1778. The Navajo class provides ocean-going tug, salvage, and rescue capabilities to support fleet operations. T-ATS replaces and fulfills the capabilities that were previously provided by the Powhatan-class Fleet Ocean Tug (T-ATF 166) and Safeguard-class Rescue and Salvage Ships (T-ARS 50) class ships. In addition to T-ATS 9, Bollinger is constructing **USNS Navajo** (T-ATS 6), **USNS Cherokee Nation** (T-ATS 7), **USNS Saginaw Ojibwe Anishinabek** (T-ATS 8), and **USNS Muscogee**

Creek Nation (T-ATS 10). About the Navajo-class Towing, Salvage and Rescue Ship Platform. The Navajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV). The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the US Military Sealift Command. *(PR-Bollinger)*

SCRUBBING THE DECK: TIDAL TRANSIT ROLLS OUT SUSTAINABLE VESSEL CLEANING SOLUTIONS FROM TERRAFEND



Maritime electrification pioneer Tidal Transit has deployed a range of innovative, eco-friendly maritime cleansers from sustainable cleaning solutions specialist Terrafend to help maintain its expanding fleet of crew transfer vessels (CTVs). Designed to replace the multiple hazardous, solvent, caustic and acid-based cleaning products which dominate the current market, Terrafend's NEMO range of water-based cleansers will help transform Tidal Transit's vessel cleaning

process with just two powerful, all-purpose solutions. NEMO's Super Concentrate and Power Gel are non-flammable, non-toxic, non-carcinogenic, non-bioaccumulating and contain very few volatile organic compounds (VOC), vastly improving crew and passenger safety while eliminating the risk of dangerous chemical leakage and damage to aquatic biodiversity. The two products act together as a universal solution that can be used to tackle a range of contaminants, such as heavy rust and staining, unwanted coatings, hard carbon deposits, oil grease and fuels; and across all areas of the vessel, including tanks, the engine room, workshop, deck, galley, mess, cabins and common areas. Crucially, replacing dozens of separate chemicals with just two safe alternatives means simpler purchasing, greater efficiency and more convenient transport and storage. Leo Hambo, Tidal Transit commercial director commented: "At Tidal Transit, we prioritise sustainability throughout the entire crew transfer pipeline, from the way we design and construct our vessels to how we operate and maintain our fleets. Terrafend's multi-purpose, sustainable cleaning solutions will prove vital for further reducing our environmental impact, without compromising on performance, as we roll out the company's innovative NEMO technology across our ever-growing fleet." Tom Sands, Terrafend CEO, added: "We're delighted to be working alongside Tidal Transit to bring the environmental and safety benefits of our NEMO products to the offshore wind sector. This marks a major new milestone for Terrafend as we strive to disrupt the maritime industry by replacing harmful maritime cleaning chemicals with cleaner, safer, high-performance alternatives. Tidal Transit's low-carbon crew transfer solutions, in conjunction with our sustainable cleaning technologies, will together help drive the maritime industry into a cleaner, greener era." *(PR-Prova)*

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STEEL CUTTING OF ONE UNIT OF 4414kW ASD TUGBOAT

On 18th October, 2025 one unit of 4414 kW ASD tugboat, built by our Jiangsu Zhenjiang Shipyard company for Jiangsu Hengyao Shipping Co., LTD, was successfully steel cutting. Shipowners attended the cutting ceremony. (Source: Jiangsu Zhenjiang Shipyard)



PORTO DO AÇU AND JAQ SIGN AGREEMENT TO ENABLE HYDROGEN-POWERED VESSELS



The Port of Açú and JAQ Apolo Marítimo, a business unit of the Náutica group, signed a memorandum of understanding (MoU) this week to study ways of partnering and raising funds for the development of vessels powered by hydrogen produced on board, in addition to research, development and innovation projects. The agreement seeks to jointly prepare technical, commercial, environmental, financial, legal and accounting

feasibility studies necessary for the advancement and eventual implementation of this type of vessel. *Green hydrogen on board* The use of fuel on board is the result of a partnership between the Náutica Group, JAQ, Itaipu Parquetec, and GWM. The companies plan to operationalize ship-based production starting in 2027. The project, called **Explorer H2**, is the second stage of an initiative to be presented by the companies during COP30. **Explorer H1** is the first phase of the plan: early next year, the vessel will gain hydrogen hybrid propulsion, and in 2027, Explorer H2, the project's second vessel, will enter service, with its own hydrogen production on board. According to a statement, the H1 will head to the Port of Açú next year. The 36-meter-long vessel is being built at the Arpoador shipyard in Guarujá. Currently, 80% of the construction is complete. The **Explorer H2** will be 50 meters long and will be powered by 100% hydrogen. According to JAQ, the project will extract the gas directly from seawater through desalination, electrolysis, and fuel cells. (Source: *MegaWhat*; Photo: *Divulgação*)

BRUNVOLL TO POWER NORTH STAR'S TWO NEW CSOVs

Brunvoll has entered into an agreement with VARD for the delivery of complete propulsion and manoeuvring systems for two Commissioning Service Operation Vessels (CSOVs). The owner of these new vessels is North Star. Each of the two CSOVs will be equipped, from aft to bow, with two azimuth propulsion thrusters, a retractable azimuth thruster, a tunnel thruster, and a combined retractable azimuth/tunnel thruster. Together with Brunvoll's Propulsion and



Thruster Control system, BruCon PTC, this will ensure highly efficient and capable vessels. North Star's Chief Technology Officer, James Bradford, says: "Choosing Brunvoll's complete propulsion and manoeuvring package for our new CSOVs ensures we deliver ships that are reliable, efficient, and future-ready. This partnership supports our commitment to safe and sustainable operations, providing the flexibility and performance needed to help our clients deliver offshore wind projects successfully." The azimuth propulsion thrusters are equipped with Brunvoll's latest energy-efficiency innovation, the DL1-nozzle, also known as the "Dragless". While traditional nozzles experience an efficiency drop at transit speeds, the DL1 maintains favourable hydrodynamic characteristics across a broader operating range. More information about the nozzle and its features can be found [HERE](#) "We have a long-standing relationship with North Star and we are deeply grateful for the continued trust they have shown in us. On the technical side, it is especially rewarding to see the offshore wind industry embracing our combined retractable azimuth and tunnel thruster, a solution we strongly believe in for making vessels more efficient and versatile," says Bernt Rune Riksfjord, VP Sales at Brunvoll. The vessels are based on VARD's 4 19 design, with the following main particulars: length of 87.5 meters, beam of 19.5 meters, and accommodation capacity for 120 persons, along with all equipment required for a CSOV. North Star has secured a long-term charter agreement with RWE for both vessels, which are scheduled for delivery in 2028

and 2029. RWE is one of the world's largest operators and constructors of offshore wind farms, currently operating 19 wind farms worldwide. *(PR-Brunvoll)*

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DELIVERY OF NEXT-GEN SUBSEA VESSEL FROM TURKISH SHIPYARD HITS DELAY



The delivery of the next-generation construction support vessel (CSV), under construction at Turkish Sefine Shipyard for Norway's Eidesvik Offshore and Agalas, has been delayed for later in 2026. The delivery of the CSV, which will feature a battery hybrid system and be capable of operating on methanol, has been rescheduled from early 2026 to the third quarter of the same year. The vessel, named **Viking Vigor**, will be owned by an entity to be named Eidesvik Agalas AS, where Eidesvik will be the majority owner with

50.1%. The newbuild will be equipped to perform inspection, maintenance and repair (IMR) work for subsea and offshore wind markets. The vessel will span 99.9 meters in overall length, with a breadth of 21 meters, and will be able to accommodate 100 people. It will be equipped with a 150-metric tonne heave-compensated crane and a spacious deck area of approximately 900 square meters. Upon delivery, it will embark on a three to five-year time charter with Reach Subsea. To remind, Eidesvik Offshore, Agalas, and Reach Subsea partnered up to build another CSV for subsea and offshore renewables operations, placing an order to Sefine Shipyard earlier in 2025 for the similar vessel as **Viking Vigor**. The delivery of that vessel is scheduled for spring 2027. Upon delivery, it will enter into a five-year time charter with Reach Subsea, with options for two extensions of one year each. The vessel will be two-thirds owned by an entity owned by Eidesvik and Agalas, controlled by Eidesvik, and one-third owned by Reach Subsea. *(Source: MarineLink)*

VARD SELECTS SMST MISSION EQUIPMENT AGAIN FOR NORTH STAR'S NEW SOV FLEET

SMST has secured a new contract from Norwegian shipbuilder VARD for the delivery of two sets of

mission equipment to be installed on an additional two of North Star's newbuild Service Operation Vessels (SOVs). These vessels are part of a long-term charter agreement between shipowner and operator North Star and energy company RWE. SMST previously supplied similar equipment for the first two CSOVs, the [Grampian Eagle](#) and [Grampian Kestrel](#), which are also set to operate for RWE. With this latest delivery, the total number of North Star vessels



outfitted with SMST equipment rises to six. For these new hybrid-powered SOVs, safe and efficient transfer of technicians working offshore is ensured through the integration of SMST's Telescopic Access Bridge (TAB) L2, a motion compensated gangway equipped with advanced automation packages. Additionally, the inclusion of a 5t Motion Compensated Crane will enable streamlined and reliable cargo handling operations. "We are proud to contribute to such a significant collaboration between two leading industry players," says Jochem Tuinstra, Sales Manager at SMST. "Above all, we value the continued partnership with North Star and VARD's ongoing trust in SMST, now reflected in the selection of our equipment for a fifth and sixth vessel." James Bradford, Chief Technology Officer at North Star comments: "Delivering world-class operational performance remains our top priority, and we consider SMST a valuable technology partner in achieving this goal, thanks to their innovative and reliable offshore equipment. We are therefore pleased to extend our partnership for the next two hybrid-powered Service Operation Vessels." (PR-SMST)

WEBSITE NEWS

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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)

(pls contact jvds@towingline.com)

- [Te koop: Q Adventurer \(new\)](#)

3. *Several updates on the Newsletter – Fleetlist page posted last week*

- *Ocean Group - Triest* by Jasiu van Haarlem (*new*)
- *The Great Lakes Towing Company Ltd.* by Jasiu van Haarlem
- *Britoil Offshore Services Pte. Ltd.* by Jasiu van Haarlem
- *Remolques Unidos S.A.* by Jasiu van Haarlem
- *Fastnet Shipping* by Jasiu van Haarlem

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