

TUGS & TOWING NEWS.

UZMAR GROUP SECURES EUR 28 MILLION FINANCING AGREEMENT WITH AKA EXPORT + TRADE BANK TO EXPAND SHIPYARD FACILITIES LONG-TERM FINANCING SUPPORTS STRATEGIC INVESTMENTS IN PILOT AND TUG VESSEL PRODUCTION



The UZMAR Group has signed a EUR 28 million financing agreement with Germany-based AKA Export + Trade Bank (AKA Bank), strengthening its long-term growth strategy and expanding investments in its shipyard facilities. This is the first tranche of investment. The 10-year Euler Hermes-backed facility was signed by [A. Noyan Altuğ](#) (Chairman of the Board, UZMAR Group),

[Marck Wengrzik](#) (CEO, AKA Bank) and Yücel Yilmaz (Director Export & Agency Finance, AKA Bank). The financing will enable UZMAR Group to significantly increase its capacity for the construction of pilot and tug vessels. This expansion of the company's fleet represents a strategic milestone, reinforcing its leadership in the sector and underlining its commitment to sustainable, long-term investments. “This financing agreement marks a significant step in our growth journey,”

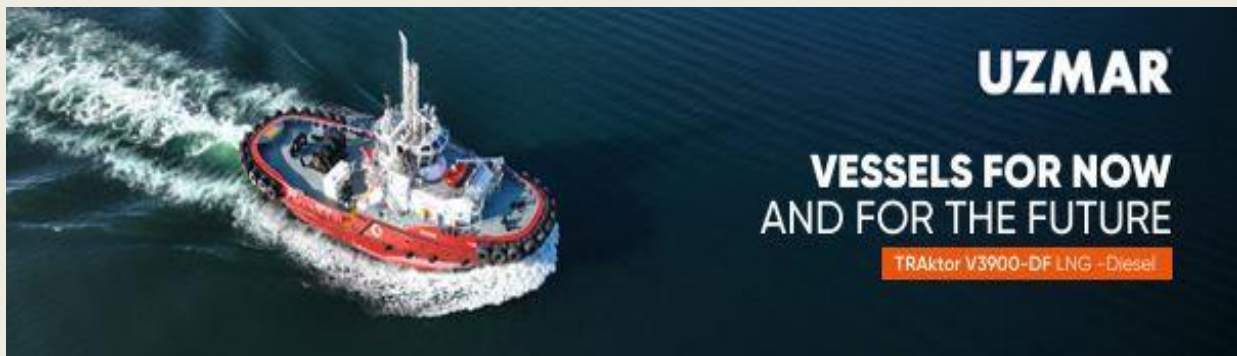
said [A. Noyan Altuğ](#). “With the support of AKA Bank and Euler Hermes, we are well positioned to expand our shipyard capabilities, deliver innovative projects and continue to contribute to the economy and national welfare.” CEO [Marck Wengrzik](#) adds: „We are delighted to support the Turkish shipbuilding industry, a fast-growing and promising industrial sector, by financing UZMAR Group.”



“With this agreement, UZMAR Group is

confirming its determination to advance strategic projects in the future, leveraging its strong financial structure to create added value for the maritime industry and beyond. The transaction was supported by the Turkish consulting firm Danista Capital Partners, based in Is-tanbul (Turkiye), which serves as a strategic partner of AKA Bank in the Turkish market. It was also accompanied by Textima Export Import GmbH, based in Berlin (Germany), which contributed as the packager and acted as the general exporter. *(PR-Uzmar)*

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CROWDS FLOCK TO SEE 113-YEAR-OLD HERITAGE HOME MOVE TO WEST VANCOUVER BY BARGE



If you saw a house being transported by barge in West Vancouver waters over the weekend, it wasn't a dream. Crowds flocked to see a 113-year-old Vancouver heritage house shipped to its new home at 4777 Pilot House Road in West Van's Caulfeild Cove neighbourhood Sunday afternoon (Oct. 19). "People seemed pretty pleased. Who wouldn't want to see a lot of heavy machinery bring an old house up a hill? It was just an

enormous barge, it practically filled the whole cove," Susan Walker, owner of the heritage home, told the North Shore News the day after the move. Workers from Nickel Bros, a company that specializes in residential house moves, loaded up the house on the special barge, tugging it down the Fraser River across Burrard Inlet to make it to the final destination. Dozens of people gathered to watch the move, standing near the coastline to see workers unload the home off the barge onto land using chains and a crane. The home was moved in parts, as it had been cut in half 11 years ago for easier transport. Originally located in Kerrisdale, the heritage house was designed and built in 1912 by Canadian architect William A. Doctor and his Scottish business partner William Fraser Tytler Stewart. Movers worked hard to get the hefty task done, finishing around 10 p.m. Sunday, Walker said. Now, Walker will be waiting on the final touches to get the house to living condition, including a new foundation and plumbing installation. On her end, she will be working on growing plants such as wisteria and roses that once hugged the house at its former location. You can read the full story

about the heritage house and why it moved to West Vancouver here. [HERE](#)

BEER MONEY A MYSTERY ONE

A mystery one – the American flag “**Beer Money**” seen arriving Queenborough on the River Swale this morning. It seems that filming was taking place, and it’s generally felt the tug was the “**MTS Valour**” (as per AIS) that was in disguise. Due to a non-disclosure notice, nobody was willing to say who was going on board. Certainly, strange to see the American flag on a tug around this part of the world. The Tugs Towing & Offshore Newsletter received this photo of the **Beer Money**



today 22nd October. It looks like she might be the **MTS Valour**. Surfing on the internet and came across the name **Beer Monye**, but as a yacht. Then Bureau Veritas was checked. The data has been updated as of October 21, 2025. Owner: Thamescraft Dry Docking Services Ltd. She must have been renamed not so long ago. The question now is whether she is the **MTS Valours** and who is the owner. American flag and New Bedford, Ma. Homeport. If you look closely at the aft deck, it's possible she's used for fishing. Crates and even a lobster cage can be seen. Anyone who knows, please let me know.

(Photo: Geoffrey Watson)

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PORT OF HAMBURG ADOPTS QUANTUM COMPUTING TO ENHANCE TUG SCHEDULING

A European tug owner has teamed up with a research institute to use algorithms to improve tugboat scheduling in a busy German port. German owner Fairplay Towage is working with Fraunhofer’s Center for Maritime Logistics and Services (CML) to use quantum computing to improve tugboat scheduling to better support ships visiting the Port of Hamburg, by improving efficiency, reliability and reducing fuel consumption. Fairplay has joined Soft Park and Fraunhofer CML in the Quantum Tug Scheduling project, which is funded by Investitions and Forderank (IFB) Hamburg. The key aims

of this project are “to improve planning accuracy and speed through realistic modelling and the



integration of innovative quantum computing algorithms,” said Fraunhofer. “This is intended to reduce fuel consumption and delays of the tugboats, but still ensure reliable provision of the tugboats.” Tug dispatch in a busy port is complex and is influenced by components including the location of tugboats and arriving ships, weather and sea conditions, other harbour activities and

ship turnaround at terminals. “Therefore, a hybrid solution methodology using decomposition algorithms is used,” said Fraunhofer. It plans to divide key problems that occur into sub-problems, some of which are solved with classical algorithms and others with quantum-computing algorithms. “By integrating the quantum computing solutions into existing software environments, a user-friendly application will be created for end-users, facilitating access to advanced technologies in the maritime sector.” Fairplay said this project will bring together “state-of-the-art technology to real-world port logistics.” Fraunhofer CML was founded in November 2010 to research and develop technology to improve maritime logistics and services in Europe, including developing solutions for autonomous operations, navigation and uncrewed vessels. As part of this, CML is involved in the SeaClear 1.0 and 2.0 projects using its SeaDragon unmanned surface vessel (USV) along the coastline and in ports in southern France. In Q4 2025, this programme will focus on refining the complex autonomous interaction between surface and underwater drones, aerial vehicles and an underwater grapple to identify and collect underwater waste along a stretch of the Mediterranean coastline. USV SeaDragon will be equipped with a marine waste bay with a payload of 350 kg, which will be filled by another watercraft and a suite of underwater sensors and the underwater grapple. To do this, SeaDragon needs to autonomously dock stern-to-stern onto the collecting vessel. The equipment was loaded and tested in Hamburg in September before SeaDragon was mobilised to Marseille, France. In addition, CML has produced recommendations for developing and testing partially autonomous push convoys to increase the transport capacities of the Elbe-Lübeck Canal; it is running the Sim-Twist project to design concepts for automated terminals by using simulators and new technologies such as automated twist-lock handling; and is developing an innovative solution for the implementation of optical and acoustic information, which uses smart glasses to convert images and speech into precise maintenance reports using artificial intelligence. *(Source: Riviera by Martyn Wingrove)*

THE PILOT VESSEL "VIKTOR KUSKOV" WILL UNDERGO MAINTENANCE IN VYBORG.

The **Viktor Kuskov**, a Project BLV04 pilot vessel belonging to the Federal State Unitary Enterprise Rosmorport, arrived in Vyborg from the port of Ust-Luga for maintenance at the Vyborg Shipyard (VSZ) of United Shipbuilding Corporation. The shipyard's press service told Sudostroenie.info on October 23 that the work will last for a month. According to the VSZ, the vessel will be placed in the shipyard's loading dock for a series of technical operations. Shipyard specialists constructed a slipway and prepared the dock for filling, ensuring the vessel's safe hoisting. The necessary maintenance will be carried out at the VSZ's shore site for a month, after which the vessel will be re-floated. The self-

propelled twin-screw motor vessel **Viktor Kuskov** is a specialized vessel designed for use in port waters and approach channels. Its primary purpose is the installation, removal, and maintenance of floating aids to navigation. In addition to buoyage, the vessel is capable of carrying general cargo on deck, with the ability to load and unload cargo using port facilities or a ship's crane. The buoy vessel "**Viktor Kuskov**" is a multifunctional technical vessel used to ensure safe navigation. The "**Viktor Kuskov**" was built in 2017 at the Sosnovsky Shipyard with the participation of the Onega Shipbuilding and Ship Repair Yard. (Source: Sudostroenie; Photo: VSZ)



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SIR HENDRIK SPOTTED AT QUEENBOROUGH



On the morning of October 22, 2025 the tug **Sir Hendrik** was seen at Queenborough on the River Swale this morning. The **Sir Hendrik** was built in 1951 by Werf Voorwaarts - Theun Van Den Beldt - West Graftdijk; Netherlands under yard number 365 and delivered to H. Engelhart & Zonen - Beverwijk; Netherlands as **Hendrik**. In 1956 sold to J. Heida - Sas van Gent and J. Liemberg - Groningen. In 1958 to To J.

Heida at Sas van Gent. In 1970 sold to Sleepdienst Fr. van Aerde BV - Sas Van Gent and renamed

HENDRIK 1. In the same year re-engined with a 6cyl K.H.Deutz type F.6M.517, 116 bhp-85 kW at 1350rpm. In 1983 re-engined again now with 6cyl Scania type ds11/Ao2, 212bhp-156kW. In 1998 sold to Carolcraft Ltd. (Alan Jubb) - Chatham and renamed **SIR HENDRIK**. In 1994 sold to Derek Collins at Sheppy; UK, In 2012 sold to Dave Price – Queenborough; UK. She has a length of 11.02 mtrs a beam of 3.56 mtrs and a depth of 1.84 mtrs. *(Photo: Geoffrey Watson)*

PARKER TOWING CHRISTENS TWO TOWBOATS HONORING FAMILY NAMESAKES

Parker Towing Company, Tuscaloosa, Ala., christened two new towboats, the M/V **Olive Parker** and M/V **Callaway Parker**, on October 14, further expanding its modern fleet serving inland waterways across the Southeast. The M/V **Olive Parker** was built in 2021 by C&C Marine in Belle Chasse, La. The 147.5-by-34-foot vessel primarily operates on the Black Warrior, Warrior-Tombigbee and Tennessee rivers, transporting export coal, steel and grain products. Powered by twin Caterpillar 3516 diesel engines delivering a combined 4,400 horsepower through Reintjes reduction gears, the



Towing Company. The M/V **Callaway Parker**, built in 2025 by Verret Shipyard in Plaquemine, La., joins Parker Towing's Liquid Division. The 86-by-30-foot vessel is powered by twin Caterpillar C32 diesel engines that generate a combined 2,000 horsepower through Reintjes reduction gears. She is assigned to Hunt Refining and will operate primarily on the Black Warrior and Warrior-Tombigbee rivers. The vessel is named in honor of six-year-old Callaway "Callie" Parker, the youngest daughter of Tim and Megan Parker and the younger sister of Olive. Parker Towing Co. is a family-owned marine transportation company that operates across the

Olive Parker underscores the company's role in supporting industry and commerce along America's inland waterways. The **Olive Parker** is named in honor of Olive Parker, the eight-year-old daughter of Tim and Megan Parker. Tim serves as president and CEO of Parker



U.S. inland waterway system. The company provides logistics and transportation services for bulk commodities such as steel, aggregates, coal, forest products, grain, cement, asphalt and petroleum products. (Source: MarineLog; Photo's: Alison Parker)

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GİSAŞ REDUCES ITS CARBON FOOTPRINT WITH ELECTRIC TUGBOATS



Operating in the shipyards area in Tuzla Aydınlı Bay, GİSAŞ prevented 210 tons of carbon and 9 tons of nitrogen oxide emissions annually thanks to the electric tugboat project it launched in 2019 to create a sustainable model in maritime traffic. Türkan Manasır Öz, General Manager of Shipbuilding Industry Inc. (GİSAŞ), stated that the electric tugboats they produced in 2019, the first of which was entirely domestic and national, prevented 210 tons of carbon

and 9 tons of nitrogen oxide emissions annually, an amount equivalent to removing 150 vehicles from traffic or saving 9,500 trees from carbon sequestration. GİSAŞ, operating in the shipyards area in Tuzla Aydınlı Bay, launched the electric tugboat project in 2019 with the aim of reducing carbon emissions and creating a sustainable model in maritime traffic. As part of the project, four electric tugboats have been developed to date, all by Turkish engineers using domestic technology. Currently, eight tugboats—four electric and four diesel—are used in the Port of Tuzla to push, pull, and manoeuvre large vessels. The company aims to electrify all vessels and decarbonize the port area. Türkan Manasır Öz, who is also a Board Member of the Turkish Shipbuilders' Association (GISBİR) and President of the Environmental Commission, said that they have been providing tugboat and pilotage services since 1995 under the authority granted by the Ministry of Transport. Öz stated that they carry out this service 24/7 with the naval personnel and pilots in Tuzla, and that they carry out the docking and unloading operations of the ships in the shipyard area in Tuzla-Aydınlı Bay. Öz explained that tugboats provide direction and power during port manoeuvres by pushing and pulling large ships, and that there are models with different power capacities ranging from 30 to 75 tons of

bollard pull (pulling or pushing power). *"The aim is to reduce carbon emissions in shipping"* Regarding the origins of the electric tugboat idea, Öz said, "Today, the world is grappling with the climate crisis. As a multi-partner company operating at sea, we thought, 'How can we reduce carbon emissions?' Under the leadership of our President, Murat Kıran (GISBİR President Murat), we set out with the goal of producing a world's first. We asked, 'Is this possible?' We tested it, and we succeeded." Öz, emphasizing the great importance they attach to their efforts towards decarbonization, continued: In 2019, we produced our first zero-emission, fully battery-powered tugboat, essentially a kind of 'electric vehicle at sea.' This was a completely national and domestic project. We built the first electric tugboat, developed with Turkish engineers in our own industry and facilities. This tugboat has a 30-bollard pull capacity, operates completely zero-emission, smokeless, fuel-free, oil-free, rust-free, and silent, and is a truly environmentally friendly vessel. Following the initial production run, we built three more, one each year. Öz, who reported that they operate four fully electric and four conventional diesel-fuelled tugboats in Tuzla-Aydınlı Bay, emphasized that they had calculated the environmental impact of electric tugboats and that they were able to measure the difference directly because they had an equal number of both conventional and electric tugboats. Öz said, "Each electric tugboat prevents 210 tons of carbon emissions and 9 tons of nitrogen oxide emissions annually. This means a gain equivalent to removing 150 vehicles from traffic or the carbon sequestered by 9,500 trees in a year." *Fossil-fueled marine vessels* Öz stated that their goal is to carry out all operations in Tuzla-Aydınlı Bay with zero-carbon electric tugboats, and concluded his remarks as follows: "Given the carbon market and support mechanisms, we need support for this transformation, but our goal is ambitious. A few more shipyards in our country have begun producing electric tugboats. However, ports are not yet obligated to do so. However, it's clear that fossil-fuelled vessels are unsustainable in combating the climate crisis. The entire industry needs to transition to zero-emission or low-carbon systems." (Source: *Deniz Haber*)

MALAYSIA'S STRAITS ENERGY UNITS TO SELL TWO TUGS FOR \$2M

Indirect subsidiaries of Straits Energy Resources, **Victoria 1** and **Victoria 3**, have entered into separate memorandum of agreements (MOA) with Sealion for the disposal of two tugs, the **Victoria 1** and **Victoria 3**. The MOAs were signed on October 21, 2025, for a total aggregate consideration of \$2,012,500. The Victoria 1, built in 1992, was sold for \$826,500, while



the Victoria 3, built in 2001, was sold for \$1,186,000. Both vessels are Malaysian-flagged. The consideration was arrived at on a willing-buyer, willing-seller basis, taking into account market valuations and an independent valuation report which indicated the agreed price is at a premium. Delivery of the tugs is expected by October 30, 2025, in Singapore. The rationale provided for the disposal includes a lack of viable business opportunities for the vessels, significant cost savings for the group on operating costs, and the desire to streamline non-core assets. The proceeds are expected to be used for the repayment of bank borrowings, settlement of amounts owing to suppliers, and related companies within twelve months. The disposal is expected to be completed by December 2025 and does not require shareholder approval. (Source: *Baird*)

HARMKE DREDGING IN NAVAL HARBOR



In addition to the plough boat **Fenna**, Beens Dredging has also recently sent a dredging combination to Den Helder. This consists of the 20-meter-long push/plough boat **Harmke** and the 63-meter-long bottom unloader **KB 1649**, converted into a hopper barge. The combination is being used to maintain the naval harbour and harbour entrance at the required nautical depth. Beens Dredging previously signed

a ten-year contract with the Central Government Real Estate Agency for this purpose. The bottom unloader deployed was converted in 2017 and has a hopper capacity of 950 cubic meters. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

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THE FISHING VESSEL "SUNBEAM" ARRIVES UNDER TOW IN LAS PALMAS ON ITS LONG JOURNEY FROM VIETNAM TO NORWAY.

On its long voyage from Vietnam, where the hull was built, via the Cape of Good Hope, and following the wake of the ocean-going tug "**Centaurus**," the fishing vessel "**Sunbeam**" is making a technical stopover in the port of Las Palmas. Designed by Salt Ship Design and built to order by Sunbeam Fishing, it is on its way to the Myklebust Verft shipyard, where it will complete its final outfitting and undergo sea trials. (Source: *Puente de Mando*; Photo: Nicolás Arocha)



HERMAN SENIOR STARTS BUILDING MULTIPURPOSE VESSEL AT UAE SHIPYARD



Steel has been cut on a multipurpose vessel for a Dutch owner seeking to expand its fleet to support more offshore and marine construction projects. Netherlands-headquartered owner Herman Senior has ordered multipurpose vessel (MPV) **Smokey** from Middle East shipbuilder Albwardy Damen. The 50-m MPV will be built at its shipyard in Sharjah, United Arab

Emirates where a steel-cutting ceremony has been held. **Smokey** will have a DP2-class dynamic positioning system from Kongsberg, a beam of 17 m, an offshore heave-compensated crane and a secondary knuckle-boom crane. Its 305-m² deck space and heavy-duty deck load capabilities of up to 20 tonnes per m², will make it ready for lifting and transporting equipment in challenging offshore environments. Delivery is scheduled for Q2 2027. “**Smokey** is designed to support a wide range of offshore operations,” said Herman Senior. “With a strong focus on DP2 positioning performance, efficiency, versatility and sustainability, this vessel represents the next step in Herman Senior’s fleet expansion.” Once constructed, **Smokey** will have Bureau Veritas and Dutch Shipping Inspection certifications, accommodation for 34 people in crew and client cabins, an integrated bridge system with Furuno radar and dual ECDIS and satellite communications to SpaceX’s Starlink constellation, as well as L-band back-up. Herman Senior currently operates six Shoalbuster and six multicat vessels supporting marine construction, shallow water towage, salvage and offshore projects. Its latest addition to this fleet, **Brutus**, was delivered in May 2021 by Damen Hardinxveld in the Netherlands and was the first Shoalbuster to be built with DP2, according to the Dutch shipowner. (*Source: Riviera by Martyn Wingrove*)

EVERYTHING IS READY FOR THE CONTROLLED SINKING OF THE “KYOKKO RÚA”

In Mar del Plata, they are waiting for a window of good weather to move the tugboat to the bank outside the Cristo Rey Submarine Park, where it will be sunk at a depth of 25 meters. This would be the fourth vessel in less than five years, following the **Simbad**, the **Sirius**, and the **Ribazón Dorine**. Cleaned of hydrocarbons, its hull lightened after part of its internal structures were scrapped at the Naval Base, the tugboat “**Kyokko Rúa**” awaits a window of good weather, which could open after the weekend, for its



final transfer to the Cristo Rey Submarine Park, where a controlled sinking will take place. The vessel, which has been idle for two years, is 32 meters long and 8.30 meters wide. It had arrived at the port almost ten years ago from the port of Quequén. Its double variable-pitch propeller and 42-ton thrust kept it busy with large grain vessels. Its arrival in Mar del Plata occurred in a context where the port, following dredging, had returned to the container ship route, and a backup vessel was needed for the tasks performed by the "[Cuarteador](#)." The level of vessel traffic increased in the last year following the arrival of CMA, the French shipping company, which joined the Maersk vessel's calls. However, for [Kyokko Rúa](#), the company that owns the ship, renewing the certificate



proved too expensive and they decided to donate it to be transformed into a new underwater attraction. Sinking vessels in the Underwater Park, located a couple of miles off the coast near the Punta Mogotes Lighthouse, is an alternative the Port Consortium has found to free up operational space at the inland docks, in addition to the scrapping that takes place at the Naval Base dry dock and on private shipyard slipways. The

sinking plan was approved by the Argentine Naval Prefecture, which supervised the cleaning of hydrocarbons from the tanks, dismantling of equipment and engines, and the cutting of the hull to lighten its structure, carried out by Navaltec. According to what was anticipated by members of the Thalassa Diving Club, which will participate in the sinking operation, the "[Kyokko Rúa](#)" will be placed on the Bank Outside the Park, between 24 and 25 meters deep. In recent years, the Underwater Park has added several fishing vessels that had been idle and occupying space on the port's inner docks. The "[Simbad](#)," "[Sirius](#)," and "[Ribazón Dorine](#)" were the latest in a lineup that had been inaugurated by the "[Kronomether](#)" back in 2014. (Source: *Revistapuerto*)

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CONRAD DELIVERS MV. LINDA LITTLE TO CROUNSE

Crouse Corporation, headquartered in Paducah, Ky., recently took delivery of the 6,034 hp. mv. [Linda Little](#) from Morgan City, La.-based Conrad Shipyard. The [Linda Little](#) is the third 6,034 hp. vessel Conrad has delivered to Crouse, following the mv. [Sandra Holt](#) in 2021 and the mv. [Alice](#) in 2023. The mv. [Linda Little](#), which measures 166 feet by 48 feet with a 12-foot depth, is powered by a pair of General Electric (GE) Tier 4 main engines coupled with Reintjes gears from Karl

Senner LLC. The vessel also features Cummins generators and a P.E.-certified alarm system. The **Linda Little** offers accommodations for up to a 12-person crew, along with guest quarters. “We have been pleased with the performance of the previous like-size vessels delivered by Conrad and are excited to add the mv. Linda Little to our growing fleet,” said Matt Ricketts, president and CEO of Crounse Corporation. “I thank Conrad Shipyard and all of our vendor partners for, once again, executing another successful construction project.” Crounse Corporation, in business since 1948, operates a fleet of 40 towboats and more than 1,200 barges. The company maintains offices in Paducah and Maysville, Ky. Conrad Industries operates five shipyards scattered across Louisiana and Texas. The company has built dredges and other dredge support equipment, ferries, towboats, offshore support vessels, tank and specialty barges, liquified natural gas vessels and tugs. “We are honored to deliver the mv. **Linda Little**, our third 6,034 hp. vessel for Crounse Corporation,” said Conrad Shipyard executive chairman Johnny Conrad. “It is a privilege to collaborate with a company that shares a commitment to safety, integrity and strong family values. We deeply value our longstanding partnership and sincerely appreciate Crounse’s continued trust and confidence in our team.”

(Source: The Waterways Journal)



ACCIDENTS – SALVAGE NEWS

PRODUCT TANKER LEAKS 2000 LITRES OF PHOSPHORIC ACID IN THE PORT OF SAINT-MALO, FRANCE



The product tanker **NQ Rosa** leaked around 2000 litres of phosphoric acid while docked at the Port of Saint-Malo, France. Reports indicate an injured security guard, but fortunately, there have been no casualties or pollution from the incident. The incident occurred at around 5:30 a.m. local time on 20th October, as the vessel was unloading its cargo of phosphoric acid while

moored at the Jacques Cartier Quay in the Port of Saint-Malo. According to reports, a ruptured hose caused the leak, spilling around 2000 litres of phosphoric acid into the retention tank. Although there was no runoff into the port's waters, splashes of acid reached the quayside. A security guard on rounds during the incident was rushed to the hospital due to acid exposure. Twenty-four firefighters specialised in chemical hazards were deployed to the scene and arrived around 9:00 a.m. By 1:00 p.m. that day, the emergency response was complete, and security perimeters were lifted. The shipment of

phosphoric acid was headed to Phosphea, a company owned by the Roullier Group. The group has stated there was no contamination of port waters, and a quayside cleanup is already underway. The **NQ Rosa** is a Maltese-flagged Chemical tanker that was built in 2004. The vessel has a length of 112.02 metres, a beam of 19.03 metres, and a gross tonnage of 5,451. (*Source: Maritime News*)

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THE MINISTRY OF EMERGENCY SITUATIONS MONITORED PREPARATIONS FOR THE OPERATION TO REFLOAT THE CHINESE VESSEL AN YANG 2 IN SAKHALIN.

Once the preparatory work is completed, a vessel will be used as a tugboat. The refloating of the Chinese bulk carrier **An Yang 2** near the port of Nevelsk is under the control of the Main Directorate of the Russian Ministry of Emergency Situations for the Sakhalin Region. The stricken vessel and the surrounding waters are



being monitored for oil contamination, according to the directorate's press service. "On Monday, a task force from the Main Directorate of the Ministry of Emergency Situations of Russia for the Sakhalin Region traveled to the scene of the emergency, using a UAV to further survey the coastal zone, the sea, the stricken vessel, and the progress of preparatory work," the statement said. It is noted that work to install fasteners on the vessel's hull has been completed. Commissioning work has been completed on a pre-dug pad: a winch has been installed and secured, cables have been stretched, and blocks have been laid. Once the preparatory work is complete, the vessel will be used as a tugboat. "There are 14 crew members on board. The vessel is stable, the oil tanks are intact, and there is no threat to the crew's lives or health. The crew has been provided with water, food, and essential household items," the statement added. *For reference* As reported by PortNews, the vessel "**An Yan 2**," loaded with 1,000 tons of coal, approximately 700 tons of fuel oil, and 100 tons of diesel fuel, ran aground 200 meters from the shore, 2 kilometers south of the port of Nevelsk. There were 20 crew members on board, all Chinese citizens. The bulk carrier has the following dimensions: length - 190 m, width - 32 m, side height - 18 m. An inspection of the condition of the dry cargo ship "An Yan 2" showed that the shipowner will be able to use the vessel after refloating. (*Source: PortNews*)

BREAKDOWN, COLLISION AND LEAK: SAILORS FROM A DIEPPE

TRAWLER RESCUED IN ROUGH SEAS



The Dieppe trawler *Perle d'Albâtre* suffered engine failure on the evening of Wednesday, October 22, 2025, off the coast of Ouistreham. The four sailors were evacuated by helicopter after a particularly delicate rescue operation carried out in very difficult weather conditions. A night of misery for the four sailors of the *Perle d'Albâtre*, a trawler registered in Dieppe, belonging to the Coq marée

fleet. Their fishing boat, which had engine failure off Ouistreham, was rescued after an impressive operation, during the night of Wednesday 22 to Thursday 23 October. It all started early Wednesday evening. The *Perle d'Albâtre*, with four people on board, suffered engine failure. The Regional Operational Surveillance and Rescue Centre (CROSS) in Jobourg was immediately alerted. A second boat from the same shipowner, the *Avenir*, went to the area to provide assistance. But the sea was very rough and the wind was blowing strongly. "The difficult weather conditions prevented the tow from passing and led to a collision between the two vessels," said the Maritime Prefecture of the English Channel and the North Sea. The accident caused a breach in the bow of the *Perle d'Albâtre* and a leak above the waterline. *"The four fishermen take refuge in the gangway."* Faced with the situation, the CROSS engaged the SNSM Philippe Kieffer patrol boat, based in Ouistreham. The commercial vessel Olga was diverted to shelter the small trawler from the waves and allow a tow to be put in place. "The four fishermen took refuge on the gangway and the towing began around one o'clock in the morning," the maritime prefecture further stated. But at daybreak, the sea was still raging. The boat's movements raised fears of capsizing. The CROSS then decided to send the French Navy's H160 helicopter, based in Maupertus. A first attempt at a helicopter rescue failed due to the weather. *"Its positioning made it possible to evacuate the four sailors."* In a rare scene, the Mont Saint-Michel ferry, usually on the Ouistreham – Portsmouth route, is diverted to accommodate the *Perle d'Albâtre*.

"Its positioning helps to reduce the boat's movements and makes it possible to evacuate the four sailors by helicopter." The fishermen were taken care of upon arrival on shore by the maritime emergency services (SAMU) and the firefighters from the Sdis 76 (Science and Defence Service), and are safe and sound. Meanwhile, the SNSM patrol boat continues to tow the damaged boat to Ouistreham. The convoy arrived there around noon on Thursday. Thanks to the responsiveness of the emergency services and the coordination of the CROSS (French Maritime Rescue Service), the operation was completed without any injuries,



despite the particularly difficult conditions in the English Channel. *Fire breaks out on the Nominoë* On Tuesday, October 21, the **Nominoë**, another Dieppe trawler, was rescued at sea after a fire broke out in the engine room, with four sailors on board. Once again, the French Navy's H160 helicopter and the **Philippe Kieffer** patrol boat were dispatched to the area. Three crew members were then evacuated on board the patrol boat, while the captain, who remained on board, supervised the initial efforts to contain the fire. In the early afternoon, three firefighters from Cherbourg were airlifted onto the **Nominoë** and, with the support of the SNSM team, they managed to extinguish the fire. While the vessel remained structurally intact, it was unable to manoeuvre. The shipowner then sent another vessel, Le Dieppois, to tow the **Nominoë** to Dieppe. The four fishermen were transferred aboard the tug, while the firefighters returned to dry land by helicopter. Again, no one was injured. The shellfish arrived in Dieppe on Thursday. (Source: *Paria Normandie*; Photo: *SNSM Ouistreham*)

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SWEDISH COAST GUARD BOARDS BULK CARRIER SUSPECTED OF DUMPING WASTE IN BALTIC SEA



Swedish authorities have boarded a Liberian-flagged bulk carrier off the coast of Gothenburg following reports that the vessel dumped waste in the Baltic Sea near Fårö. Sweden's Civil Defence Minister Carl-Oskar Bohlin confirmed the action in a post on X, stating: "I have received information this afternoon that @Kustbevakningen, in Swedish waters, has boarded a Liberian-flagged bulk

carrier off the coast of Gothenburg, which was reportedly observed dumping waste in the Baltic Sea off Fårö." Bohlin characterized the boarding as "a clear example of how the Coast Guard conducts active maritime surveillance to combat environmental crimes." The minister did not name the vessel in his statement. The incident occurred in Swedish territorial waters, with the Coast Guard (Kustbevakningen) conducting the enforcement action. The Baltic Sea has been subject to increasing environmental protections in recent years due to concerns about pollution and its impact on the marine ecosystem. Illegal waste dumping by commercial vessels remains a persistent enforcement

challenge for Baltic nations. (Source: *gCaptain*)

HAMNAVOE SUFFERED CARGO SHIFT

On the morning of October 22, the 112 meter long, 1200 dwt ro-ro passenger ferry **Hamnavoe** (IMO: 9246061) suffered damage while crossing the Pentland Firth off Scotland. The Hamnavoe was en route to Scrabster from Stromness when it suffered a cargo shift. Two vans and 3 cars on the vehicle deck sustained damage, but there were no injuries on board. The ferry was able to proceed with a starboard list and reached Scrabster under its own power. There the passengers and undamaged vehicles were unloaded. No reports if the



Hamnavoe had sustained any damage caused by the cargo shift. Reports state the crew carried out a full review after the incident. The UK Marine Accident Investigation Board stated they were making enquiries to determine if an investigation was warranted. There were no reports of pollution released. The Hamnavoe returned to service later the same day. (Source: *ShipwreckLog*; Photo: *inverness-courier.co.uk*)

RADOCHÉ TERCERO SANK



On the early morning of October 22, the 35 meter long fishing vessel **Radoche Tercero** (IMO: 8968519) suffered water ingress in the Irish Sea some 55 nautical miles southwest of Castletown, Ireland. The flooding, possibly caused by a hull breach, could not be controlled by the vessel's pumps. The **Radoche Tercero**

sent out a distress call before abandoning ship. The Irish Coast Guard dispatched vessels along with the nearby 36 meter long fishing vessel Puenteareas Uno (IMO: 9194189) responded. The Puenteareas Uno safely rescued all 12 crew members of the **Radoche Tercero** and transport them to Castletown. No reports of injuries. Reports on October 22 stated the **Radoche Tercero** had later sunk. (Source: *ShipwreckLog*; Photo: *farodevigo.es*)

DEATH ROW ON TURKISH SHIP IN SRI LANKA

The Turkish-owned general cargo ship **INTEGRITY STAR** has been adrift in Sri Lanka for five days. The ship is in danger of sinking. A general cargo ship named **INTEGRITY STAR**, belonging to a Turkish shipowner, with 14 crew members, 5 of whom are Turkish and 9 of whom are Indian

citizens, experienced an engine failure and began drifting uncontrollably off the coast of Sri Lanka. While our reporters were trying to reach the ship's owner, Sri Lankan Coast Guard boats called for the crew to abandon ship. The ship's captain instructed the crew to abandon ship at these hours. The life-and-death market continues in the open sea. Off the coast of Sri Lanka, the Turkish-owned general cargo ship **INTEGRITY STAR** experienced engine failure, dragged anchor, and began drifting. The ship, carrying 14 crew members, five of whom



were Turkish, was in a state of near-death struggle. Drifting off the coast of Sri Lanka for five days, the ship's captain, Oğuz Ali Yılmaz, along with nine Indian sailors, including Turkish nationals Abdullah Muhammet Kaya, Savaş Kırbaş, and Serhat Sarıçayır, remained aboard until the last moment, waiting for help from the Sri Lankan authorities. When the expected aid did not arrive, Sri Lankan Coast Guard boats and crew members urged the sailors to abandon ship. Oğuz Ali Yılmaz, captain of the **INTEGRITY STAR**, owned by Turkish shipowner Gökay Mutlu, which has been waiting for help for 5 days and is in danger of sinking, also asked the sailors to abandon the ship. Reached by phone for an update on the ship, the ship's owner, Gökay Mutlu, said the ship was in danger of sinking and that the Sri Lankan authorities had not sent a tugboat to the ship, which has been drifting for five days. He also added that the ship was loaded with rolled sheet metal. Built in 2009 and in danger of sinking in Sri Lanka, **INTEGRITY STAR** carries the Vanuatu flag and is 122 meters long and 34 meters wide... (Source: *Deniz Haber*)

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OFFSHORE NEWS

TERNA EXTENDS AND UPDATES THE TENDER FOR ITS FUTURE CABLE-LAYING VESSEL.

Among the potential bidders is a company under English law, while the company clarifies that the successful tenderer will not be able to participate in the procedure for the construction of the unit. The deadline for submitting bids for the €5.45 million tender announced by Terna for a series of services preparatory to the future construction of its cable-laying vessel has been extended to

November 17 (from October 27). For the vessel—currently scheduled for delivery in 2030, with the



tender process launching in June of next year—the national electricity grid management company had in recent weeks initiated a process to secure engineering, technical support, and construction supervision. At the same time, the scope of these services has also been further defined, both through responses to questions raised by potential interested parties and directly

through updates to the tender specifications and the technical specifications, which have now been republished in new versions. A joint reading of the documents in question reveals several key points, first and foremost the potential interest in the tender from an operator describing itself as "a company incorporated under English law, part of a group of companies operating internationally in the maritime design sector." Terna also clarified that "some of the activities covered by the contract may be performed in Italy," but also that "it is not necessary to have an office" in Italy to participate in the procedure. Nor, it emphasized, is it necessary for the required professionals (from Machinery Surveyors to Cable Repair Experts) to have knowledge of Italian (fluent English is, however). The documentation then clarifies, among other things, that compared to the "design of the equipment" for cable repair, what is actually required is only the "drafting of the technical specifications and the definition of the preliminary layout of the specialized equipment" on board, therefore without a great level of detail. It should also be noted that one of the questions was submitted by a company that stated it had a "strong interest" in the construction of the same vessel and therefore in the related future procurement process. Referring to the updated tender specifications, Terna highlighted the incompatibility between the two services. "Considering that the operators involved in this tender procedure are required to provide services such as drafting technical documentation, technical support, and engineering supervision for the construction and testing of the vessel," it states, "there is a clear incompatibility between the services covered by this tender procedure and the separate, subsequent tender for the 'construction of the vessel.'" As mentioned, Terna expects this to be launched next June. The timetable then calls for completion in June 2027, with construction starting in September of that year and delivery of the vehicle in February 2030.

(Source: *Shipping Italy*)

AURORA HORIZON AT MALTA

The 2016 built Norwegian registered with call sign LEFU3 offshore supply ship **AURORA HORIZON** (Imo 9747493) was seen berthed at Grand Harbour, Malta with offshore support vessel **TRAPICHE EMERALD** in the background last Friday 10th October, 2025. The **Aurora Horizon** has a length of 81



meters a beam of 18 meters and a summer draft of 6.50 mtrs. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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ALLSEAS, TAQA ACHIEVE NORTH SEA DECOMMISSIONING MILESTONE



One of the world's largest heavy-lift construction vessels has removed topsides from an oil production platform in the UK sector of the North Sea representing a significant achievement for TAQA. Allseas heavy-lift construction vessel **Pioneering Spirit** has lifted the 11,600-tonnes topside structure in one lift from TAQA UK's Eider Alpha

platform, marking the first of the operator's northern North Sea platforms to be lifted and dismantled. The topsides were then transported by the 2014-built vessel to the AF Environmental Base in Vats, Norway, for dismantling, recycling and disposal. TAQA has targeted recovering and recycling 97% of materials from this structure in its sustainability strategy for decommissioning activities. "The removal of Eider heralds a new phase for TAQA UK as we enter the dismantling stage of our northern North Sea portfolio," said TAQA UK managing director Sandy Hutchison. "It underlines our expertise and leadership in safe and efficient late-life operations and decommissioning and speaks volumes for the efforts of our teams and suppliers who have delivered this project safely and responsibly." Since its installation in 1988, the Eider Alpha platform has produced 175M barrels of oil equivalent, peaking at 55,000 barrels of oil per day. It supported production from the nearby Otter field, which required several wells tied back to the platform through subsea infrastructure. Since assuming operatorship in 2008, TAQA UK invested in extending the platform's economic life and ensuring safe operations until ending production in 2018. Until 2024, Eider supplied power generation to the North Cormorant platform and the subsea controls and utilities for Otter. Removing the topsides has reduced TAQA's operational emissions from maintaining the platform and is part of a wider contract Allseas has with the operator. In what TAQA claims to be the largest single UK decommissioning contract awarded to date, Allseas is responsible for engineering, preparation, removal and disposal of Eider and decommissioning programmes for the North Cormorant, Tern and Cormorant Alpha platforms. Dismantling contracts for Cormorant Alpha and Tern topsides have been

awarded to Able's Seaton Port facility in the UK. TAQA's first major decommissioning project, Brae Bravo, was undertaken in 2022. This involved removing, disposal and recycling of the 36,000-tonne topsides and 11,000-tonne upper section of the steel jacket – with 95% reuse or recycling achieved. Work has started on decommissioning TAQA's Brae Alpha platform in the central North Sea with [Pioneering Spirit](#) selected to remove the 33,000-tonne topside and 12,000-tonne upper jacket in two separate campaigns. TAQA has approvals to remove the topsides and upper jacket of the East Brae platform in the central North Sea after it halted production in 2025, and for the subsea infrastructure of the Braemar, Otter and Devenick fields. Its plans for decommissioning and removing the upper jacket and subsea facilities of the Tern field and upper jacket of the North Cormorant platform are still under public consultation. *(Source: Riviera by Martyn Wingrove)*

DOF SECURES ONE-YEAR EXTENSIONS FOR TWO VESSELS IN GUYANA

Norwegian offshore vessel owner DOF has been awarded extensions for two of its multi-purpose support vessels (MPSV) operating in Guyana. The company said in an Oslo Bors filing that the contracts of the 2009-built [Skandi Nomad](#) and [Skandi Constructor](#) had been extended by one year each. Financial details were not revealed. Following the extensions, the [Skandi Nomad](#) is



contracted until the fourth quarter of 2026, while the [Skandi Constructor](#) will be kept busy until the second quarter of 2027. Both vessels have been supporting ExxonMobil during its operations in the country. The [Skandi Constructor](#) was even used to provide bunker fuel to vessels chartered by the US supermajor. *(Source: Splash24/7)*

VANTRIS ENERGY LANDS SEVEN-YEAR OFFSHORE SERVICES AGREEMENT WITH ARAMCO



Malaysian offshore services company Vantris Energy, formerly known as Sapura Energy, has signed a long-term deal with Saudi giant Aramco. The company said in a Bursa Malaysia filing that the long-term agreement covers the provision of diving support vessels with crew, ROVs, and the deployment of highly skilled diving and technical personnel to support Aramco's

offshore operations. The contract, which takes effect from May 1, 2027, and runs through April 30, 2034, entails a wide range of activities, including inspection, survey, photography, non-destructive

testing, structural maintenance, and repair works. Financial details of the deal were left undisclosed. The Malaysian firm added that the contract is expected to contribute positively to the group's earnings and enhance its order book. "This achievement validates our strategic direction to strengthen our operations and maintenance portfolio while expanding beyond Malaysian waters," said Vantris Energy CEO Muhammad Zamri Jusoh. *(Source: Splash24/7)*

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HARVEY GULF SELLS MPSV FLEET TO OTTO CANDIES TO FOCUS ON PSVs

Otto Candies, a Louisiana-based maritime transport and support services company, announced that it has acquired the MPSC fleet from Harvey Gulf International Marine. It is a fleet expansion for the company, while Harvey reports it will be focusing on its OSV fleet going forward. Four ships were involved in the transaction, and they officially became part of the Otto Candies fleet on October 23. The ships include the 2012-built **Harvey Intervention** (3,912 GT), the 2013-built **Harvey Deep-Sea** (4,645 GT), and the sister ships **Harvey Blue-Sea** and **Harvey Sub-Sea** (8,417 GT), each built in 2017. The acquisition represents a "meaningful step forward," Otto Candies said, in its continued growth and commitment to support the evolving needs of the offshore energy industry. They highlighted that the four vessels bring proven subsea capabilities and operational versatility, which align with the company's mission to deliver safe, reliable, and efficient marine services. Otto Candie, which traces its origins to the 1940s, serves the offshore oil and gas and gas industry in the Gulf of Mexico. The company has also expanded to provide services to the offshore wind/new energy industries on the U.S. East Coast. Its website lists a fleet of 16 vessels in the inspection maintenance and repair, supply, Service Operation Vessels, dive support, and deck barge sectors. "As we move into this next chapter, we remain grounded in the values that have guided our company for generations," said Otto Candies, commenting on the acquisition. "The addition of these vessels strengthens our ability to meet the highest standards of performance while



expanding our service offerings in both traditional and emerging offshore markets.” Harvey, which lists a fleet of 28 PSVs on its site, said it remains focused on new vessels and supporting the oil and gas industry. The company in recent years has pioneered in the U.S. industry, adding PSVs powered by LNG and batteries. In 2022, it completed the refit of its third vessel to become a tri-fueled platform supply vessel, while highlighting that the plan was to operate primarily utilizing the LNG and battery power. *(Source: Marex)*

THE CRANE VESSEL SSCV “BALDER,” THE LARGEST OF ITS KIND IN THE WORLD, ARRIVES IN LAS PALMAS.



The Panamanian-flagged SSCV crane vessel "Balder" (IMO 7710226) is in the port of Las Palmas. Until a few days ago, it was scheduled to call at the port of Santa Cruz de Tenerife. It remains the largest semi-submersible vessel of its type in the world in full operation. It is owned by Heerema, one of the largest offshore companies, which is already familiar with the port of Tenerife. Apparently, Heerema decided to change destination, according to the consignee, due to uncertainty about various conditions for confirming the port

of call in Santa Cruz de Tenerife. This is somewhat surprising, considering the consignee's relationship with ASTICAN. These include difficulties in obtaining the necessary authorizations, as well as potential restrictions from the Maritime Authority, uncertainty regarding authorization for dynamic positioning (DP) and fuel supply, as well as difficulties in crew boarding and/or disembarking, and the location of the berth. In the port of Las Palmas, the first ship repair center in the Atlantic, there are no such problems as those mentioned in the port of Santa Cruz de Tenerife.

(Source: Puente de Mando; Photo: Nicolás Arocha)

FUGRO VESSELS RETURN TO PORT

Last weekend, two more Fugro survey vessels were moored behind the Blue Port Centre. They were the 72-meter **Fugro Meridian** and the 83-meter **Fugro Voyager**. The former had already arrived in Den Helder earlier this month and was joined on October 17th by the **Fugro Voyager**, originally from Kristiansand. This survey vessel is a striking sight due to its towering drilling rig on its working deck. Both vessels sail under the flag of the Bahamas. The **Fugro Voyager** set sail again yesterday, bound for IJmuiden. *(Source:*



)

www.maritiemdenhelder.eu; Photo: Wim Albers)

EVENT NEWS

**OPERETTEVERENIGING VEENDAM-WILDERVANK BRENGT
'VOORTVARENDE VROUWEN'. EEN MUZIEKTHEATERREIS OVER MOED,
LIEFDE EN DE KRACHT VAN HET WATER**



Veendam krijgt dit najaar een bijzonder muzikaal eerbetoon aan haar maritieme verleden. Operettevereniging Veendam-Wildervank presenteert de muziektheatervoorstelling Voortvarende Vrouwen: een ode aan de vrouwen die ooit letterlijk én figuurlijk aan het roer stonden. De voorstelling is gebaseerd op het boek 'Voortvarende vrouwen' van

Hendrik Andries Hachmer, directeur van het Veenkoloniaal Museum Veendam. *Aleida en Harm* Het verhaal voert het publiek mee naar het midden van de negentiende eeuw met een ontmoeting met Aleida, een schippersvrouw die niet aan wal bleef wachten, maar samen met haar man Harm het ruime sop koos. In een weefsel van spel, zang en Strauss-melodieën ontvouwt zich hun levensreis – van Veendam tot Venetië, van afscheid tot hereniging. *Regisseur Miranda Bolhuis* „Het zijn verhalen van moed, liefde en eigenzinnigheid”, zegt regisseur Miranda Bolhuis. „Aleida en de vrouwen van haar tijd waren geen bijfiguren, maar hoofdpersonen van hun eigen leven. Hun kracht verdient een podium – en muziek geeft die kracht vleugels.” *Humor en herkenning* De voorstelling maakt deel uit van de viering van 200 jaar Strauss en combineert klassieke melodieën met nieuw geschreven teksten over de Veenkoloniale scheepvaart. Een sprankelend en ontroerend verhaal vol humor, herkenning en geschiedenis in één adem. De voorstelling vindt deels plaats in de theaterzaal van vanBeresteyn en deels in het Veenkoloniaal Museum, beide onder één dak in Veendam. *Drie voorstellingen* De première vindt plaats op vrijdag 14 november. Wie dan is verhinderd, krijgt een herkansing op zaterdag 15 en zondag 16 november. Tickets zijn te reserveren via de website www.vanberesteyn.nl

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WINDFARM NEWS - RENEWABLES

MAERSK OFFSHORE WIND TAKES SEATRUM TO ARBITRATION OVER \$475M CONTRACT ROW

After rejecting Maersk Offshore Wind's notice of termination of a contract for the construction of a near-complete wind turbine installation vessel, Singapore shipyard group Seatrrium was hit with a notice of arbitration. Seatrrium received the notice of termination for the \$475m contract on October 9. Upon completion, the 98.9% completed vessel was set to be



deployed on Equinor's Empire Wind project in the US. Maersk Offshore Wind awarded the contract to Sembcorp Marine Rigs & Floaters, now known as Seatrrium Energy International, in March 2022. On October 12, Seatrrium rejected the termination notice and pointed out in its response that Maersk Offshore Wind was in repudiatory breach of the contract and that it "reserved all its rights against the buyer for wrongful termination". On October 20, Seatrrium notified the Danish firm that it would deliver the vessel by January 30, 2026, in accordance with the contract. Just one day after that, the Singapore shipbuilder received a notice of arbitration from Maersk Offshore Wind. The notice of arbitration claims that disputes have arisen between the two parties, and that such disputes are to be referred to arbitration in London in accordance with the current London Maritime Arbitrators Association terms. Seatrrium stated that the notice did not contain any particulars of the alleged disputes, claims, or reliefs. The company added that it would "vigorously prosecute its position and defend any claims" that may be brought by Maersk Offshore Wind. (Source: *Splash24/7*)

JAN DE NUL LAUNCHES THE WORLD'S LARGEST CABLE-LAYING VESSEL FLEEMING JENKIN



Jan De Nul launches its newest cable-laying vessel: the **Fleeming Jenkin**. The company will use it to install subsea cables for the transmission of renewable energy. The vessel has a loading capacity of 28,000 tonnes, making it the world's largest of its kind. Delivery is scheduled for the second half of 2026. The launch took place by flooding the dry dock at the CMHI Haimen

shipyard in China. The final vessel construction phase now begins, including sea trials. Wouter Vermeersch, Director Subsea Cables Offshore Energy at Jan De Nul. The **Fleeming Jenkin** combines all the cable installation expertise we have built up over the past fifteen years. The entire vessel and the technologies on board were designed by our in-house specialists. The result is a vessel that operates very efficiently, reducing both the cost price and the ecological footprint of our projects. First assignment: 2,800 kilometres of subsea cables for TenneT's 2GW projects. Once operational, the Fleeming Jenkin will immediately start her first assignment: the 2GW Program by TenneT, the grid operator for the Netherlands and large parts of Germany. This 2GW Program introduces a new generation of offshore grid connection systems that can each transmit up to two gigawatts. This is more than double the capacity of existing connections, usually between 700 and 900 megawatts. For comparison, an average nuclear power plant typically generates between 1 and 1.6 gigawatts. Fleeming Jenkin will install export cables on four of these 2GW connections, bundling and laying four cables together. This results in a total of more than 2,800 kilometres of cable being installed over a distance of more than 700 kilometres. *(PR-Jan de Nul)*

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FUGRO UST21 COMPLETES GEOTECHNICAL WORK FOR ØRSTED ON SOUTH KOREA'S LARGEST OFFSHORE WIND PROJECT

Fugro UST21 has completed offshore geotechnical site investigations for Ørsted's 1.4 GW Incheon offshore wind project in early August 2025, located approximately 70 km off the coast of Incheon, South Korea. The project is set to become the largest offshore wind farm in the country and plays a pivotal role in Korea's transition to net-zero emissions by 2050.



Fugro's Geo-data will support the design of foundations and cable routes across the whole development area of Incheon offshore wind project. The work covers a comprehensive scope of

marine geotechnical services, including seabed cone penetration testing, downhole sampling, pressure metre testing, and laboratory analysis. “We are proud to support Ørsted in launching South Korea’s largest offshore wind project,” said Robert Shapcott, General Manager, Fugro UST21. “Our work will provide the critical Geo-data needed to inform safe and efficient foundation design, helping Ørsted deliver on its sustainability commitments and local economic development goals.” “We would like to extend our sincere thanks to Fugro for their exceptional contribution to the Incheon offshore wind project. Their technical expertise and dedication to safety and quality, and careful consideration of all stakeholders, have played a vital role in the success of this campaign. We truly value their expertise and the professionalism they brought to the project,” said Kasper Mortensen, Ørsted’s Site Investigation Project Manager. *(PR-Fugro)*

VALARIS ADDS NORTH SEA WORK WITH NEW OFFSHORE WIND AND OIL CONTRACTS



US-listed offshore drilling contractor Valaris has secured a series of contract awards and extensions in the UK North Sea, including a new offshore wind support deal with GE Vernova. The latest commitments add more than \$57m to the company’s contract backlog, which now stands at around \$4.5bn as of October 23, 2025. The Houston-based driller said the **Valaris 248** jackup rig will

provide accommodation support for an offshore wind project under a 120-day contract with GE Vernova, expected to start in November 2025. The deal is valued at over \$8m and includes six priced options with a total duration of 104 days. Elsewhere, Shell has extended its use of the **Valaris 121** and **Valaris 122** jackups in the UK sector. The **Valaris 121** secured a 194-day extension starting in February 2026, worth over \$25m, while Valaris 122 picked up two 28-day extensions valued at more than \$6m combined to continue providing accommodation support for the supermajor. In addition, Valaris Norway has been awarded a 150-day contract extension with Ithaca Energy, commencing in August 2026, adding roughly \$18m to the backlog. The new work reinforces Valaris’ position as one of the most active rig operators in the North Sea, with growing crossover activity between traditional oil and gas and the offshore wind sector. The company said its current contract backlog excludes lump sum payments such as mobilisation fees and capital reimbursements. *(Source: Splash24/7)*

OCEAN WINDS SELLS 20% STAKE IN FRENCH OWF TO ALLIANZ

Ocean Winds, the 50:50 joint venture between Portugal’s EDP Renováveis and France’s Engie, has agreed to sell a 20.25% stake in its 500 MW Îles d’Yeu et Noirmoutier offshore wind farm in France to Allianz Global Investors for \$232 million. Located in Vendée on France’s Atlantic coast, the Îles d’Yeu and Noirmoutier offshore wind farm features 61 Siemens Gamesa turbines, each with an 8.2 MW capacity. It is supported by a 20-year inflation-linked feed-in tariff, ensuring stable long-term revenue. According to EDP, which holds a 71.3% stake in EDP Renováveis, the transaction implies an enterprise value-to-megawatt ratio of \$6.5 million. Following a final investment decision in

April 2023, construction has reached its final phase. Power generation is expected to begin in June 2025, with more than half of the turbines already installed and supplying electricity to French households. The wind farm is expected to be fully operational by the end of 2025. Following the sale, ownership of the project will be divided between Ocean Winds (40%), Allianz Global Investors (20.25%), Sumitomo Corp (29.5%), Banque des Territoires (9.75%), and Vendée Energie (0.5%). (Source: OER; Photo: Ocean Winds)



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FIRST EXPORT CABLE IN AT INCH CAPE OFFSHORE WIND FARM



The first of the two 85-kilometre export cables for the Scottish Inch Cape offshore wind farm has been installed by Enshore Subsea using the cable laying vessel (CLV) CMOS Installer. Operating from the Port of Blyth, the vessel laid the 220 kV, three-phase cable manufactured by Ningbo Orient Wires & Cables (Orient Cable) in three roughly 28-kilometre sections. Offshore joints were completed using the vessel [North Sea Giant](#), and the cable

will soon be buried beneath the seabed. Once operational, the export cable will connect the Inch Cape offshore substation to a new onshore facility under construction at Cockenzie in East Lothian. The second export cable, also 85 kilometres long, will be installed during a separate campaign in

2026, again led by Enshore Subsea. Offshore construction at the Inch Cape site, located 15 to 22 kilometres off the Angus coast, began earlier this year. The offshore substation platform was installed this August. The project has also received its first shipment of XXL monopile foundations at the Port of Leith, ahead of the start of foundation and jacket installation next year. At Montrose Port, work is underway on the project's operations and maintenance base, which will support the wind farm during its 25-year operational life. The onshore substation at the former Cockenzie power-station site continues to progress toward completion in 2026. The 1.1 GW Inch Cape will comprise 72 Vestas V236-15 MW turbines. Once fully operational, the wind farm is expected to generate about 5 terawatt-hours of electricity annually, enough to power around half of Scotland's homes. First power is targeted for late 2026, with full commercial operations scheduled the following year. Inch Cape is owned by a 50/50 joint venture between ESB and Red Rock Renewables. *(Source: Offshore Wind)*

DREDGING NEWS

TAMAR IOSELIANI: FIRST VESSEL TO REACH ANAKLIA DEEP-SEA PORT BY 2029

She revealed this information during a panel discussion at the Silk Road Forum in Tbilisi, earlier this week. "We consider the Anaklia Deep Sea Port as the main gateway for the Middle Corridor, which will allow Georgia to receive larger vessels. The total depth of the port will be 16 meters," Ioseliani said. According to Ioseliani, receiving large vessels at the port will reduce the transit time and costs to Georgia, increase the efficiency of the transport



system, and attract high-value cargo to the corridor. Also, this will effectively save cargo turnover costs, accelerate processes within the framework of the Free Trade Agreements, and create opportunities for the establishment of Free Trade Industrial Zones. "In 2024, our ports actually received approximately 1,7 thousand vessels and processed nearly 600 000 TEU and 5,6 million tons of cargo, almost reaching their full capacity. It is important to note that container throughput was increased by 20% compared to the first nine months of last year," she added. At the moment, preparatory work is continuing under state funding. Jan De Nul has been contracted to handle seabed dredging and construct the port's main breakwater. Ioseliani said that mobilization work has been completed and that "construction activities will begin very soon." *(Source: Dredging Today)*

GOVERNOR MEYER URGES WHITE HOUSE TO AUTHORIZE EMERGENCY COASTAL RESTORATION FUNDS

Governor Matt Meyer sent a letter to President Donald Trump yesterday, urging immediate federal action to restore Delaware's beaches and critical coastal protection systems following significant coastal damage from recent nor'easters. "Our beaches are part of Delaware's critical infrastructure

that protects homes, roads, and jobs,” Governor Meyer said. “On top of revenue losses and increased



costs to the state due to federal legislation, Delaware has been hit hard by recent nor'easter weather. We cannot wait for another storm to hit or for our bridges and highways to collapse to make improvements that will keep our communities safe. We need swift federal action to repair the damage, strengthen our shoreline, and ensure that our coastline is safe and resilient whenever the next storm hits.” In his letter, Governor Meyer requested that

the President direct USACE invoke its emergency restoration authority under Section 8327 of the Water Resources Development Act of 2022. The law allows the Secretary of the Army, using existing emergency response funding, to restore the federally authorized storm damage reduction projects along the Bay and Atlantic Coast when damaged by nor'easters that reduce their ability to protect against erosion, flooding, or coastal storm impacts. Delaware's coastline serves as both a natural barrier against storms and a foundation of the state's economy, supporting tourism, agriculture, and local businesses. Recent storms have caused significant dune erosion, coastal breaches, and infrastructure damage that threaten public safety, transportation networks, and the long-term stability of coastal communities. In his letter, Governor Meyer said that the duration and force of these storms have caused damage equal to, and in some cases worse than, a hurricane. (*Source: Dredging Today*)

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GLDD HOSTS NAMING AND CHRISTENING CEREMONY OF TSHD AMELIA ISLAND

Great Lakes Dredge & Dock (GLDD) held a naming and christening ceremony yesterday at Pier 21 in Galveston, Texas, for the company's 2nd newest trailing suction hopper dredger (TSHD) **Amelia Island**. The TSHD **Amelia Island** is the sister vessel to the Galveston Island – launched in 2023. The dredgers were designed by C-Job Naval Architects and built by Conrad Shipyard in Morgan City, La. “Brenda Smith Weber’s designation as the ‘Godmother’ of The **Amelia Island** added a special touch to the ceremony, and her christening of the state-of-the-art trailing suction hopper

dredge was flawless,” said Galveston Regional Chamber of Commerce President, Gina Spagnola, at the ceremony. “Congressman Randy Weber, Rodger Rees and Mike Fossum spoke about the importance of Great Lakes Dredge & Dock and complimented their outstanding contributions and importance of their remarkable work.” The dredger is approximately 346 feet in length, 69 feet in breadth, 23 feet in depth with 16,500 total horsepower installed. Also, the TSHD features two 800mm trailing suction pipes capable of dredging depths up to 100 feet



with a hopper capacity of 6,330 yd³. The main engines and generators are EPA Tier IV rated for low emissions. According to GLDD, the Amelia Island is specially designed for efficient and safe operations along shallow and narrow waters throughout all U.S. coastlines. (Source: *Dredging Today*)

MANDALAGAN RIVER DREDGING KICKS OFF



The Bacolod City government has started clearing a major waterway by using an amphibious dredger borrowed from the Philippines Department of Public Works and Highways (DPWH). Mayor Greg Gasataya said that the massive clearing and desilting of the Mandalagan River is ongoing to restore and rehabilitate the waterway to its full capacity. “When the river is restored, it will have an immediate impact in reducing risks of water build-up in a large portion of Bacolod City,

especially in the north,” Gasataya said. Located in the northern part of the city, the Mandalagan River serves as the main catchment for eight tributary creeks across Barangays 1, Mandalagan, Estefania, Bata, Villamonte, and Montevista. The dredging work is expected to remove 20,000 cubic meters of silt from the river. (Source: *Dredging Today*)

COASTAL DEFENSE WORK UNDERWAY AT EAST CLIFF IN BOURNEMOUTH

Work is underway on the next stage of a two-year coastal defense project, the Bournemouth, Christchurch and Poole (BCP) Council said. At the moment, engineers are replacing two existing timber groynes at the beach below East Cliff in Bournemouth. “Funded by central government, this

project protects our coastline from erosion and is being delivered by Suttle Projects,” BCP Council said. Also, the Council warned the public to keep dogs on leads during the project, which will see parts of the beach restricted while excavations of up to 5m (16ft) are dug. This phase of work is expected to last until December. Another two existing groynes will be replaced between January and March at Boscombe Beach East, while work on the three walls west of Boscombe Pier will begin in the autumn/winter period of 2026.

(Source: Dredging Today)



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CDC NETS NEW PASS MAINTENANCE DREDGING PROJECT IN FLORIDA



Coastal Dredging Company (CDC) has secured an \$8.5 million contract with the U.S Army Corps of Engineers to conduct maintenance dredging of the New Pass in Sarasota County, Florida. The New Pass Maintenance Dredging project includes removal of beach compatible sand from New Pass federal navigation channel and placement on the Lido Key beach placement area, located approximately 0.5 miles to

2.5 miles south of New Pass. USACE estimates that approximately 300,000 cubic yards of sand will be dredged from the New Pass and placed along the coastline. The dredging and beach renourishment works are estimated to begin in late 2025, with the completion set for early 2026. *(Source: Dredging Today)*

BATEMANS BAY DREDGING WORK IN FULL SWING

Transport for NSW recently commenced dredging operations in the Batemans Bay which are necessary to keep the Clyde River Bar open and navigable for both commercial and recreational vessels. The dredging work, which started in mid-October, should take about 3 – 4 weeks to complete, depending on the weather. *Key details of the work include:* • dredging at the Clyde River Bar to maintain a navigable channel. • dredging about 40 metres wide and to a depth of - 2.6 metres Lowest



Astronomical Tide (LAT) removing about 30,000 cubic metres. • The dredged sand is being placed offshore, about 600 metres from the Surfside Beach shore, allowing natural processes to reshape the nearby beaches. *(Source: Dredging Today)*

DELHI GOVERNMENT PROCURES WATERMASTER DREDGER TO CLEAN YAMUNA RIVER



The Delhi Government has procured an advanced dredging equipment from Watermaster/Aquamec Ltd. to undertake large-scale dredging, desilting and cleaning operations in the Yamuna River. The amphibious classic 4 multipurpose dredger from Finland, procured for Rs 8 crore (\$910.770,40), will also be used to clean the Najafgarh drain, the Irrigation and Flood Control Minister, Parvesh Verma, said. “This machine

will help us clean the Yamuna River faster and more effectively than ever before,” Verma said. According to an official Government’s statement, this piece of dredging equipment is capable of

operating both on land and in water. The dredger is expected to arrive in India before December and will be operational from January. *(Source: Dredging Today)*

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YARD NEWS

BOLLINGER SHIPYARDS DELIVERS FRC 1161 OLIVIA HOOKER TO U.S. COAST GUARD

USCGC Olivia Hooker is the second of three FRCs to be homeported in St. Petersburg, FL. Bollinger Shipyards (“Bollinger”) today announced the recent delivery of the **USCGC Olivia Hooker** at Coast Guard Sector Key West. This is the 61st Fast Response Cutter (FRC) delivered under the U.S. Coast Guard’s current program and the 187th vessel built by Bollinger for the U.S. Coast Guard over a 40-year partnership. The **Olivia Hooker** will be homeported



in St. Petersburg, Florida. “We are honored to deliver the **Olivia Hooker** to the U.S. Coast Guard, continuing our proud tradition of providing high-quality, mission-ready vessels,” said Bollinger President & CEO Ben Bordelon. “The FRC platform has proven itself time and again as a cornerstone of the Coast Guard’s fleet, excelling in a wide range of operational conditions. We’re confident this vessel will serve its crew well in their mission of defending our nation’s national security interests over a vast and challenging area of responsibility.” The **USCGC Olivia Hooker** is the second of three FRCs to be home-ported in St. Petersburg. Sector St. Petersburg has become one of the Coast Guard’s largest commands, with an area of responsibility encompassing over 400 nautical miles of coastline along Florida’s west coast and the third largest U.S. port for domestic trade. The Sector has responsibility for five primary operational missions: Search and Rescue; Marine Safety; Maritime Law Enforcement; Ports, Waterways, and Coastal Security; and Living

Marine Resources. Last month, Bollinger announced that the U.S. Coast Guard awarded the company 10 additional FRCs. The award was supported by the historic \$25 billion funding included in President Trump's recently enacted One Big Beautiful Bill Act, which provided \$1 billion for additional FRCs and strengthened the Coast Guard in support of its Force Design 2028 initiative. "With this award, the Coast Guard is doubling down on a proven platform and a proven team," said Bordelon at the time of the award. "Our workforce has delivered nearly 200 cutters, including 60 FRCs, in our more than 40-year partnership with the Coast Guard. That performance is no accident. It reflects the dedication, precision and pride of the men and women of Bollinger, and our shared commitment to the Coast Guard's mission." "This decision reflects our unwavering confidence in your capabilities, expertise, and longstanding commitment to excellence within the maritime industry," said the U.S. Coast Guard in its award notification to Bollinger. "We continue to be particularly impressed by your track record in shipbuilding, your innovative approaches to maintaining a sustainable design, and your commitment to adhering to the highest standards of safety and compliance...This contract option award is a testament to the trust we place in your abilities and to the shared vision we hold for the future of our fleet. We look forward to a productive and successful partnership and to the delivery of ten world-class ships that will advance our mission and further strengthen our operational capabilities." To date, Bollinger has delivered 61 FRCs and had been under contract to build 67 vessels, with the final FRC previously scheduled for delivery in 2028. With the most recent award, the total program has increased to 77 vessels, extending the production line by approximately three years and ensuring uninterrupted deliveries to meet operational demand. Earlier this year, to protect the taxpayer and preserve hard-won efficiencies, Bollinger went "at-risk" to sustain production momentum. The company procured long-lead materials and maintained full payroll to avoid costly restarts and schedule gaps. That proactive decision reduced risk, preserved skilled jobs, and enabled the government to stretch its investment further. The FRC program continues to be a powerful economic engine. Since its inception, it has generated over \$2 billion in material spending, directly supports more than 650 jobs in Southeast Louisiana, and has indirectly created 1,690 jobs from operations and capital investment, with an annual GDP impact of \$202 million, according to the U.S. Maritime Administration's data on the economic importance of the U.S. shipbuilding and repair industry. Each FRC comprises over 271,000 distinct items and approximately 282 million components and parts, sourced from 965 suppliers across 37 states, demonstrating the program's broad national industrial footprint. Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. This vessel is named after Dr. Olivia Juliette Hooker (1915–2018), who made history as the first African-American woman to serve in the U.S. Coast Guard, enlisting in 1945 as a member of the SPARs during World War II. Dr. Hooker answered the call to serve, completing boot camp and yeoman training before processing discharges for returning Coast Guardsmen. After the war, Dr. Hooker earned advanced degrees in psychology, becoming a respected professor at Fordham University and a lifelong advocate for education, mental health, and civil rights. Her trailblazing service exemplified the Coast Guard's core values of honor, respect, and devotion to duty, and her legacy endures as the namesake of [USCGC Olivia Hooker](#). *About the fast response cutter platform* The FRC is an operational "game changer," according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state-of-the-art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat. *(PR-Bollinger)*

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NEW DELIVERIES: TWO KEWATEC RESCUE 1700 VESSELS ENTER SERVICE IN THE MEDITERRANEAN



Kewatec has successfully delivered two Kewatec Rescue 1700 vessels, named VS001 and VS002, to CIVIPOL, France. Both vessels have now been officially christened and entered service in the Mediterranean, where they will support critical humanitarian and civil protection missions. The project was completed on schedule and according to the client's accelerated delivery request, demonstrating Kewatec's ability

to meet demanding timelines without compromising quality or reliability. Despite a tight schedule and complex specifications, both vessels were delivered smoothly and successfully — a testament to Kewatec's project management, experienced workforce, and close cooperation with the client.

Kewatec Rescue 1700 – Purpose-Built for Demanding SAR Missions The Kewatec Rescue 1700 is a robust and reliable rescue vessel designed to ensure rapid and decisive response in all conditions. Measuring 17.70 meters in length, the vessel is powered by twin diesel engines combined with dual waterjets, delivering speed, maneuverability, and precise control. With two 2,500-liter fuel tanks, the vessel is built for long operational endurance to ensure safety and resilience even in the harshest maritime environments. ***Capability for Exceptional Professionals*** Whether navigating rough seas or responding to emergencies, the Kewatec Rescue 1700 provides stability and control, enabling crews to perform with confidence and efficiency. Every detail of the vessel is engineered to enhance operational safety and mission readiness — from hull design to onboard ergonomics and system integration. At Kewatec, we believe that on-time delivery is as important as performance at sea. Each vessel we build reflects our commitment to reliability, precision, and partnership — values that ensure every mission begins with confidence. *(PR-Kewatec)*

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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*

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

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