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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

DAMEN DELIVERS ASD TUG 2111 ARGO TO WUZ PORT AND MARITIME SERVICES



On 23rd October, Damen Shipyards Group delivered an ASD Tug 2111 to WUZ Port and Maritime Services in the Port of Rotterdam. The vessel **Argo** is the eighth Damen tug to set sail in the WUZ Port and Maritime Services fleet. The company is growing its fleet in order to support the development of the Port of Gdansk, Poland. As a result of this expansion over the years the company has become Poland's largest towage company and now operates eighteen vessels and a range of

different Damen tug models. The ASD 2111 is one of the latest models in Damen's Compact Tugs series. With 21 metres in length and up to 50 tonnes of bollard pull, the vessel is ideally suited to operations in the port's inner harbour. The vessel was constructed at Damen Shipyards Changde in China, following the signing of a contract in September last year. Although built to the standard ASD Tug 2111 design, Damen has customised the vessel to meet the specific requirements of WUZ. Prior to the handover in Rotterdam, the tug's capabilities were thoroughly tested and showcased alongside one of



Damen's fully electric RSD-E 2513 Tugs. Following a company tradition, the vessel's name draws on Greek mythology. The ASD Tug 2111 is named **Argo**, after the ship famously sailed by Jason and the Argonauts in their pursuit of the Golden Fleece. Damen Sales Director Vadim Akimov said, "We were honored to celebrate the handover in Rotterdam, a nice tradition between our companies, even though this time the weather was typically 'Dutch autumn'. We are confident that the new tug Argo will play a vital role in supporting WUZ's growth in Gdansk and we look forward to continuing our strong relationship." (PR-Damen)

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THE FIRST OF THREE MULTI-PURPOSE VESSELS FOR DIXSTONE NAMED AT HOLLAND SHIPYARDS



With the naming of the **Men Cren**, Holland Shipyards in Hardinxveld-Giessendam has delivered the first of three new offshore support vessels for Dixstone. The Dutch company will primarily use the shallow-water vessels for oil and gas operations of its parent company Perenco in coastal areas of West Africa. Following the **Men Cren**,

the **Men Goes** and **Men Skey** will also be built at Holland Shipyards. The three vessels, named after small islands off the coast of Brittany, are 52 meters long, 15 meters wide, and have a deadweight capacity of 1,000 tons. They are specifically built for use in shallow waters. Dixstone is headquartered in Hoofddorp, has approximately 2,000 employees, and its own shipyards in the Netherlands and Gabon. It operates in ten countries, primarily in Africa. For the Franco-British parent company Perenco, the vessels built by Holland Shipyards will be deployed for offshore support. Designed for versatility and built to perform in demanding environments, Men Cren is a robust multipurpose support vessel with a length of 52 metres and a beam of 15 metres. With a bollard pull capacity of 72 tons, DP0 station-keeping capabilities, and a range of deck equipment including a 1000-metre towing wire and a hydraulic shark jaw system, the vessel is fully suited for anchor handling, towing, and supply operations. *The vessel also features:* • A 420 m² working deck with 10 t/m² deck strength. • Accommodation for up to 14 persons; • A FiFi system with two monitors; • A full HVAC-equipped interior for tropical operations; • And a hybrid propulsion layout with two main engines, a bow jet thruster, and a central electrically driven azimuth thruster, enabling flexible operational profiles. This project highlights the versatility of our portfolio and our proven expertise in delivering vessels that

are built to perform in challenging and shallow water environments. We thank Dixstone for their trust and collaboration throughout the project and look forward to seeing Men Cren, Men Goe, and Men Skey in full operation soon. (*Source: Schuttevaer*)

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MULTIPURPOSE WORKBOAT – AUXILIA

The current flow of vessels transiting through South African ports, especially those who are doing so for no other reason than the Houthi idiocy risk is too high for a Red Sea transit, is not merely limited to those vessels, commercial or otherwise, that are built for long oceanic voyages. Some of those vessels that arrive are anything but designed and built to take on whatever weather comes their way when out at sea. The casual maritime observer sometimes



tends to forget that there are some classes of vessels that are designed purely for harbour or close coastal work. Harbour development, and near shore construction projects, take place all around the world, and for some nations they simply do not have the work vessel infrastructure to complete the works themselves, hence why some of the big dredgers, and work barges, are regular callers to South African ports whilst en-route, on behalf of various clients, from one harbour project to the next. And yet, the big dredgers, themselves capable of long oceanic voyages, are not the only kind of work vessel required when undertaking a major harbour construction project. These projects also need much smaller construction support vessels, for the project to succeed. On 19th October, at 11:00 in the late morning, the multipurpose workboat '[Auxilia](#)' (IMO 9855537) arrived off Cape Town, from Port Louis in Mauritius. She entered Cape Town harbour, proceeded into the Duncan Dock, and was placed alongside one of the outer berths of the Eastern Mole. She did not look like a vessel that had just completed a major oceanic crossing, but her call being clearly for the usual logistical requirements of bunkers, stores, and fresh provisions, clearly indicated that there was more ocean crossing still to come. With her keel laid in 2018, and delivered in 2019, '[Auxilia](#)' was built by the Damen shipyard at Hardinxveld in Holland. She is a Damen Multi Cat 3515 design, and is 34.7 metres in length, with a beam of 14.7 metres, and a draft of just 2.8 metres, with a freeboard of just 1.14 metres. Her draft

allows her to access very shallow water to conduct her operations. She has a gross registered tonnage of 497 tons. She is powered by three Caterpillar C32 TTA generators producing a total of 3,954 bhp (2,910 W), and each driving a Promarin fixed pitch propeller, with each of the three propellers being nozzled and connected to its own fishtail rudder, to give her a seaspeed of 11 knots. Her auxiliary machinery includes a further Caterpillar C32 TTA generator, downrated to 830 kW, for domestic power requirements, and supported by two Caterpillar C7.1 generators each providing 150 kW each. For added manoeuvrability she has a single bow transverse thruster providing 400 kW. She has a working deck area of 275 m², with a deck strength of 15 tons/m², and a container carrying capacity of 11 TEU. For any required works 'Auxilia' is fitted with two HS Marine AKC 850/18 HE3 deck cranes, one forward, and one aft, and each with a lifting capacity of 55 tons. Whilst officially listed as a tug, 'Auxilia' has a bollard pull of 51 tons, and is fitted with a Kraaijeveld KA-20/2-H-TR towing winch, and drum holding 1000 metres of 48mm towing cable. However, she is also listed as providing not only towing services, but can also be utilised for construction projects, plough dredging, a supply



platform, wind farm support, and for anchor handling. For anchor handling she is fitted with a Kraaijeveld KA30/4-H-TR anchor handling winch, and drum holding 1,000 metres of 64 mm towing cable, all of which confirms her Damen design of a true multi-category (Multi Cat) vessel. Being an effective barge shape, with a flat bow, shallow draft, and her equally low freeboard, allows her to work both in very shallow water, and right up alongside her target

workplace. Although both her draft and freeboard would be a negative feature when out at sea, and make her seakeeping qualities rather uncomfortable, especially in a head sea, beam sea, or with anything like a moderate sea swell from any direction. Due to her low freeboard, and to improve the possibility of having her decks being continuously awash during ocean passages, she is fitted with a temporary wooden breakwater bulwark, stretched across her bow and covering her forward working roller ramp. All of which probably makes an oceanic voyage on 'Auxilia', during adverse weather, a true roller coaster ride. She has accommodation for up to 12 persons, and generally operates with a working crew of 7. Due to her low, flat design, other than her raised bridge, her entire accommodation is located forward, and below her main deck, and thus below the waterline. Although nominally owned by Auxilia BV, she is owned, operated, and managed, by Herman SR. BV, of Zwijndrecht in Holland, whose entire fleet specialises in all aspects of offshore support, and marine construction, and whose SR house flag is displayed on the side of the 'Auxilia' bridge block. Her voyage to Cape Town did not originate in Mauritius, but began back on 10th September when she sailed from Hamriya, in the Dubai UAE, on completion of a major construction and development project in the adjacent Abu Dhabi UAE. Her entire voyage to Cape Town was over a deep oceanic route, avoiding the risks from Somali pirates, and took her first to Duqm, in Oman, where she arrived on 15th September for a six day stopover. She then headed due south remaining well out to sea, and to the east of Madagascar, arriving at Port Louis on 3rd October for a two day logistics stop, before her last voyage leg to Cape Town. Her departure from Abu Dhabi came at the conclusion of the part 'Auxilia' played in the US\$3.8 billion (ZAR66.16 billion) electrification project to connect the Abu

Dhabi National Oil Company (ADNOC) offshore facilities in two locations, namely between Mirfa and Al Ghallan Island, and between Shuweihat and Das Island. The project ran from March 2023 to August 2025. The role of '[Auxilia](#)' was that of cable laying support vessel, and her time in Abu Dhabi was long enough to allow her to complete her five year classification renewal survey, which took place in March 2024, at the Synchrolift located at the Damen Albwardy shipyard in the Sharjah UAE. The main purpose of the offshore electricity link is to provide clean power to the ADNOC oil and gas production operations, by replacing the company's current offshore power, which comes from gas turbine generators, with a green onshore power source, provided by two power stations of the Abu Dhabi National Energy Company (TAQA), thus reducing its environmental impact and CO2 emissions by 50%, with the project being a key pillar of the UAE's 'Net Zero by 2050' strategic initiative. The entire power-from-shore project will comprise two High Voltage Direct Current (HVDC) power links, which will connect two clusters of offshore oil and gas production facilities to the mainland power grid, a distance of up to 140 kilometres for each cluster.

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The first cable cluster, connecting Das Island to shore, comprises three 400 kV subsea cables of 135 km each. The second cluster, connecting Al Ghallan Island to shore, concerns four 320 kV submarine cables of 125 km each. Total power transmitted will be 3.2 GW, and with that capacity the two HVDC links will be by far the most powerful power-from-shore solution in the Middle East and North Africa (MENA) region to date. Transmitted power will be 2 x 1000 kW for Mirfa and Al Ghallan stations and 2 x 600 kW for Shuweihat and Das stations. This project is the first HVDC power-from-shore solution outside Norwegian waters. There are four converter stations (two HVDC links) between Mirfa and Al Ghallan, and between Shuweihat and Das. The four converter stations, which convert AC power to DC power for transmission in the subsea cable out to the offshore locations, and then reconvert it back to AC from DC, for use in the offshore power systems, with project commissioning due in 2025. For the casual maritime observer who tinkers with electrics, the technical description for the electrification project is as follows. The Al Ghallan Island (off-shore station) and Mirfa (on-shore power station) are symmetrical monopoles, and part of Zakum offshore oilfield Cluster. Das Island (off-shore station) and Shuweihat (on-shore power station) are bipole, and part of the Das Export Terminal Cluster. The symmetrical monopole stations will operate at ± 320 kV, and the bipole stations will operate at ± 400 kV. As expected, the time in Cape Town for '[Auxilia](#)' was not long, spending just 22 hours alongside, and at 09:00 in the morning of 20th October, with the completion of the uplift of her required bunkers, stores, and fresh provisions, she sailed from Cape Town, with her AIS now showing that she was about to embark on another long ocean passage, now with her destination set for the port of Dakar in Senegal. Her destination was based on her being redeployed by her owners onto another big marine construction project. Dakar, as a major West African port, is in many ways like Durban. It is pretty much hamstrung in terms of development as, like Durban, it is also completely surrounded by city infrastructure, and there is no real potential for increasing the area of the harbour for commercial shipping. The container terminal in Dakar has

grown considerably since DP World took over the management and running of the port, with an increase of container movements from 300,000 TEU when they started operations, to over 800,000 TEU today. The issue is that the DP World container terminal in Dakar harbour has almost reached saturation point, but is incapable of growing due to it being surrounded by urban, industrial and domestic, sprawl and encroachment. The answer lies in the construction of a brand new container port, and further commercial container terminal, to be located some 50 km south of Dakar at Ndayane, rather similar to the proposed Durban Airport dig out project which never came to fruition. The new Ndayane port project is to cost US\$1.2 billion (ZAR20.89 billion), and will be financed jointly by both DP World and British International Investment (BII), which is the UK Government development finance agency.

Work began on the new port at Ndayane back in December 2024 with the arrival of the large cutter suction dredger which was to dredge out the new 5 km long port access shipping channel, turning basin, and berthing channel. The first stage of the port infrastructure development will be to construct a container terminal with a quay length of 840 metres, capable of handling two mega container vessels at the same time. This will be followed by a second stage which will add a



further quay length of 410 metres, to allow for continuous operations on a third mega container vessel. Further development is planned, for both non container traffic, and potentially for a new fishing port. This outcome of the new container terminal will allow an increase in the Dakar port TEU annual movements total up to 1.2 million TEU, from the current 800,000 TEU, which will remove the current saturation issues that the current port faces. When completed, the new port at Ndayane will add a further US\$15 billion (ZAR261.11 billion) in trade to Senegal by 2035, and result in an increase in GDP by 3%. The development of the new port by DP World and BII is expected to be completed by 2028, with 'Auxilia' playing a major part in the construction, and marine support work, planned for the new Ndayane container terminal. (Source: *African Ports* by Jay Gates; Photos: *Dockrat & Herman Sr*)

INTERNATIONAL WORKBOAT SHOW 2025: NAVIGATING THE FUTURE OF MARITIME INNOVATION

The 2025 International WorkBoat Show is set to take place December 3-5 at the Morial Convention Center in New Orleans, Louisiana. As the premier event for the U.S. commercial maritime industry, the show will bring together thousands of professionals to explore cutting-edge technologies, discuss industry trends, and forge valuable connections. The show is produced by the team behind WorkBoat Magazine and WorkBoat.com and serves as a trade-only platform for vessel owners, operators, builders, and the vendors and suppliers that support them. This year's show will feature the WorkBoat Conference Program, offering educational sessions on vessel electrification, U.S. shipyard market trends, dredging technologies, and future vessel designs. The Underwater Intervention program will provide specialized technical sessions on the latest challenges and

technologies in underwater operations, co-hosted with the Association of Diving Contractors



International and the ROV Committee of the Marine Technology Society. Special events will include the Women in Maritime Summit, focused on networking and advancing women in the maritime industry, as well as the Maritime Breakfast and Luncheon, which highlight industry trends, workforce development, and the current state of the U.S. WorkBoat sector. The show will also feature award presentations recognizing the most

innovative vessels of the year, hands-on Industry Interaction Day activities for students, and the competitive Maritime Throwdown event. "Each year, the International WorkBoat Show brings together the people and technologies driving the maritime industry forward," said Lauren Streeter, Event Director. "This year, we are excited to offer a mix of educational programs, hands-on experiences, and networking opportunities that truly showcase the innovation and resilience of the commercial maritime sector." Registration for the event is now open at workboatshow.com. Register today for 25% off any conference pass + a free exhibit hall pass by using code CONF25 in registration or by [clicking here](#).

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BELLAIRE HARBOR SERVICE CELEBRATES TWO DECADES OF GROWTH.

Built on a love for family and the river, Bellaire Harbor Service has grown steadily over the past 20 years. Capt. Bob Harrison took over the business at Bellaire, Ohio, (Ohio River Mile 92) on October 1, 2005. He bought the business with his late wife, Julia. Their first employee was Julia's sister, Michele Lay. At that time, the service had five boats, a marine ways and a couple of cranes, Harrison said. Now with 19 boats, two drydocks and 10 material handlers of various sizes, the company has grown into a large harbor fleet, barge repair and linehaul business on the upper Ohio. While the main fleet is still located at Bellaire, the company now also has fleets at Follansbee, W.Va., and St.

Marys, W.Va. It unloads cargoes at seven different locations, with frac sand, steel products, limestone, gravel, talc, baryte, gypsum and even scrap barges of pig iron all among the products handled. Harrison said the company now services all the major barge lines, as well. Bob's brother, Capt. Ron Harrison, works for Bellaire as port captain. Together, they comprise the fourth generation of their family working on the river. Their great grandfather, Llewellyn "Babe"



Harrison, worked at a shipyard on Eastern Avenue in Cincinnati, where he helped build packet boats, including the Queen City. Their grandfather, George Harrison Sr., had a boat harbor and bought the steamer Chris Greene in 1950. Bob and Ron's father, George Jr., later sold pleasure boats and also loaded barges. "I grew up around the boat harbor and always wanted to be on the towboats," Harrison said. The first boat he climbed aboard was the twin-screw, 350 hp. mv. [Hawk](#), owned by Tucker Marine and later renamed the [Aly Savannah](#). Five years ago, he had a chance to buy that vessel to use as a harbor boat, so he did. "That's the one that started it all," he said. Harrison also vividly recalls getting on the mv. [Clara Beatty](#), a towboat owned by John Beatty, when he was in seventh grade. He also recalled helping with work for his grandpa's harbor. "That was the end of it," Harrison said. "That's where I wanted to be." Harrison went to work for Carlisle Construction between his junior and senior years of high school and then took over his dad's boat harbor after he passed away. He later owned his own company, Harrison Inc., which unloaded barges and operated fleet services at Silver Grove, Ky., before having an opportunity to sell it to Maxim Crane. He managed that company's river division for five years. Bellaire Harbor Service has expanded its services in accordance with customer needs, carefully assessing opportunities and focusing on controlled growth. That's how the company got into barge unloading and also specifically into handling frac sand, Harrison said. The company now has two 974 Liebherr, two 870 Sennebogen, a 600 Komatsu and five or six 954s, Harrison said. The company has unloaded more than 2 million tons of cargo this year, Harrison said. Along the way, Bellaire has also expanded its payroll from 30 employees up to about 140. Recently, the company bought the mv. [Samuel J](#), a twin-screw, 4,000 hp. towboat, from Florida Marina. The 120- by 35-foot boat was built in 1977. Harrison is also in the process of buying another boat, which will further expand the company's capabilities. While always keeping an eye on his customers' ever-evolving needs, Harrison is also interested in preserving river history. He owns two vintage paddlewheel towboats, both of which recently took part in the America's River Roots Festival in Cincinnati. The Standard is 102 years old. The [Sewickley](#), at 95 years old, was previously named the [Reed Lee](#) and was owned by Nelson Jones. The [Sewickley](#) was tapped to lead the opening parade of the festival and was on display throughout, with visitors invited to climb aboard and take a look. Harrison also has the roof bell off the steamer [Chris Greene](#), his grandfather's boat, and has an extensive collection of steamboat whistles. His son, George Joseph Harrison, rode down to Cincinnati with his father on the [Sewickley](#), which towed the Standard. At 21, George also has his eye on the river. So far, he has been involved mostly in transporting crews and cleaning barges. "He's starting at the bottom and working his way up," Harrison said. George already has a boat named after him, the mv. [George J. Harrison](#). With the fifth generation of Harrison men now exploring his own passion for the river, it appears Bellaire Harbor Service has even more opportunity for growth in the decades ahead. (Source: *The Waterways Journal*)

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INDIA, SOUTH KOREA JOIN ELECTRIC TUG REVOLUTION



Integrated electric power and automation systems enable zero-emissions tugs to be constructed in Asian nations. Battery-electric tugboats in South Korea and India will be built with integrated energy, power, propulsion and automation technology to offer low- or zero-emissions towage in ports. The two countries are the latest to build tugs with an energy

storage system (ESS) to cut

emissions when manoeuvring ships in harbours. South Korea welcomed its first hybrid-electric tug in H2 2024 when DongSung shipyard built **Meta 7** for Meta Tug to assist ships at Busan Port. A further two are being built in South Korea for other ports. India has also begun constructing electric tugboats, with the first to be built by Mandovi Drydocks in partnership with Ripley Group to a NavNautik design with 60 tonnes of bollard pull, for deployment in Q4 2026 at Deendayal Port, in Gujarat. This is part of India's green-tug transition programme (GTTP) and represents the world's first full electrical tug integration. Kongsberg Maritime supplied systems and components for the **Meta 7** project and will supply systems this India electric tug. For **Meta 7**, the Norwegian technology integrator supplied the hybrid-electric propulsion comprising 646 kWh of batteries and two 2,560-kW diesel engines to generate electricity running twin Kongsberg US 255 S P30 azimuth thrusters with electric induction motors, plus a K-Power DC electrical system, transformer, connection for shore charging and K-Chief 700 automation and controls. Kongsberg Maritime senior vice president for tug sales Nils-Reidar Valle says the group has supplied integrated systems for three other hybrid-electric tugs scheduled for delivery in South Korea. "There are other opportunities in South Korea we are working on to supply Kongsberg equipment," he says. Feedback from the operation of **Meta 7** has been positive, with the hybrid tug exceeding expectations and reducing fuel consumption. "**Meta**

7 has performed very well during the first year of operation,” says Mr Valle. “From the collection of operational data, which has been verified by the customer, fuel savings have been over 25%.” On the Indian electric tug project, Kongsberg will supply and integrate permanent magnet (PM) driven azimuth thrusters, advanced electrical systems including an ESS, K-Chief automation, controls and power management, and Vessel Insight digital solutions. “We are working with NavNautik on the design to ensure our equipment fits into this tug, and we have



done technical developments, especially on the ESS, to ensure it meets the expected operational profile,” says Mr Valle. “Under the GTTP India programme, there could be 16 electric-power tugs with tenders out for different ports and areas.” Kongsberg is working shipyards and owners in India on these tenders. “We have the correct technology solutions, and we are setting standards, working in India to secure other tenders and working with operators and owners to be ready under a local set up,” Mr Valle adds. “A full solution, based on Kongsberg’s portfolio, is an optimised whole energy system. This has positive effects in reducing capital and operational expenditure.” Kongsberg has previously worked with Damen Shipyards, providing azimuth thrusters for battery-electric propulsion reverse stern drive tugs – **Sparky**, **Bu Tinah** and **Volta 1** – which feature 2,784 kWh batteries and twin US 255 L-drive thrusters, each with a PM and a fixed-pitch propeller in a nozzle. “We are working on several hybrid and electric-propulsion tugs, using experience from existing projects and proven technology on Damen-built tugs and on offshore vessels,” says Mr Valle. Tugs with emissions-reduction technologies cost more than conventional tugs running on diesel, but there are ways to reduce these high costs. Integrated solutions “enable traditional mechanical yards with limited electrical power and automation control capabilities to offer more sophisticated tugs,” he continues. “Tug owners benefit from the lower cost steel and outfitting while still being able to procure integrated propulsion, power, and control systems.” Kongsberg manages deliveries to ensure this equipment is installed and commissioned to the tug owner’s specifications. *(Source: Riviera by Martyn Wingrove)*

CURTIN MARITIME REPOWERS DEBRA C TUG WITH MITSUBISHI S12R-Y3

Covington, La.-based Laborde Products distributor Windward Power has completed a repower of the tugboat M/V **Debra C**, replacing its Cat 3508 engine with a Mitsubishi S12R-Y3 rated at 1,100 hp at 1,800 rpm. The 144-foot by 34-foot by 13.7-foot vessel, owned and operated by Long Beach, Calif.-based Curtin Maritime, was built in 1971 and is powered by two EMD 16-645 E2 main engines producing a combined 3,900 horsepower. The repower involved more than a simple engine replacement. Windward Power selected the Mitsubishi S12R-Y3 for its compatibility with the **Debra C**’s long-haul Mid-Atlantic operations. The engine, rated at 1,100 hp at 1,800 rpm, is designed to provide consistent torque and ease of maintenance. For vessels operating in coastal waters—where shifting tides, heavy traffic and variable weather can strain equipment—reliability and serviceability

remain key considerations. “On the **Debra C**, the S12R-Y3 gave us exactly what we needed,” said



Gary Eleniefsky, vice president of Windward Power. “And that is dependable power and a clean install. Since commissioning, uptime has been consistent, and our service plan keeps the vessel on schedule without surprises.” “Reliability is everything out here,” said Capt. James Martins of the M/V **Debra C**. “These

Mitsubishi engines keep us moving without any headaches.” The **Debra C** repower highlights the growing presence of Mitsubishi engines on the East Coast, combining mechanical durability with the advantage of a local distributor who knows the region’s waters and schedules. *(Source: MarineLog)*

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BLESSEY MARINE SELECTS RAYMARINE PATHFINDER RADAR FOR TOW, BARGE FLEET NAVIGATION

Raymarine, a leader in marine electronics, announced that its Pathfinder Radar System has been selected by New Orleans-based Blessey Marine to support the company’s inland tow boat and barge fleet operating across the United States. As required on new and refitted vessels, Blessey Marine’s full fleet will be outfitted with Raymarine Commercial radars and displays in the coming months. These radar systems will help the Blessey Marine fleet transport its customers’ wide array of bulk cargoes safely and efficiently



throughout the navigable inland waterways of the U.S., including the Mississippi and Ohio River valleys, and along the Gulf-Intracoastal Waterway. Operating since 1978, Blessey Marine Services, Inc. owns and operates one of the largest inland tank barge and vessel fleets in the United States, transporting a full product line of liquid cargoes, such as residual fuels, asphalt, lubricating oils, petroleum feedstocks, refined petroleum products, petrochemicals, alcohols and liquified natural gas. (Source: *MarineLink*)

19 TECHNICAL VESSELS OF THE VOLGA-DON ADMINISTRATION HAVE UNDERGONE REPAIRS.



The Volga-Don Administration summarized the interim results of the 2025 navigation season. Details were provided in a statement from Rosmorrechflot on October 27. It was noted that 19 vessels of the Volga-Don Administration's technical fleet were repaired. The agency currently operates 104 vessels. Since the start of navigation, 9 million tons of cargo have been transported along the Volga-Don basin's waterways, 7,253 vessels

have navigated, and 41,793 lock crossings have been performed. The Volga-Don Administration services 2,117.5 km of inland waterways, along which 113 hydraulic structures are located, including 19 shipping locks. (Source: *Sudostroenie*; Photo: *Volga-Don Administration*)

AQUA LARES SPOTTED

The history of the yacht now called **Aqua Lares** began in 1974 when it was built as a Soviet icebreaker **Giant** by IHC Verschure. After a long service life, it was converted into a luxury expedition yacht named **Legend**, a project completed in 2016. Recently, Aqua Expeditions acquired the vessel, renaming it **Aqua Lares** and undertaking further refurbishment, with plans to launch its new expedition voyages in 2026. (Photo: *Willem Holtkamp*)



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ACCIDENTS – SALVAGE NEWS

TANKER DAMAGED IN NORTH SEA COLLISION SOLD AND REACHES TURKEY FOR REPAIRS



Stena Bulk confirmed today, October 24, in a brief statement that the company has sold the fire-damaged tanker **Stena Immaculate**, which was involved in a fiery collision in the North Sea in March 2025. The 49,729-dwt tanker burned for days after being hit by a small containership while it was anchored off the English coast. The tanker had been laid up in

the UK for months before departing in late September, with reports that it was being towed to Malta. Earlier this week, on October 21, it was spotted arriving in Tuzla, Turkey. The company responded to inquiries with a brief statement. Stena Bulk denied speculation that the **Stena Immaculate** was being recycled, saying that the tanker has been sold to a buyer who will undertake repairs at Desan Shipyard. Around the time the vessel left the UK, it had been reflagged from the United States to Malta. Crowley replaced it in the U.S. tanker program with another chartered tanker. President & CEO of Stena Bulk, Erik Hånell, again thanked all the parties involved in the salvage and cargo transfer operations. One of the ship's tanks was ruptured when the containership **Solong** struck it nearly broadside, but the crew's fast action saved a large portion of the cargo. Stena Bulk and operator Crowley arranged for the repatriation of the crew, which survived without serious injury, and chartered another vessel to offload the jet fuel cargo. Hånell noted that the authorities continue to investigate the circumstances of the incident. The **Solong** also burned for days and was finally towed to Scotland for the first phase of a salvage operation. It was sold for recycling and arrived in Belgium in August. UK officials have been critical of the lack of lookouts on the containership, noting that there was patchy fog at the time of the incident. Stena Bulk and Crowley asserted that the tanker had the appropriate watches for a vessel at anchor. One crewmember aboard the **Solong** was missing after the containership struck the tanker, but while the others were successfully rescued in part by crew transfer vessels operating in the area for the offshore wind farms. *(Source: Marex)*

THE REFLOATING OF THE WRECKED MURMANSK CARGO SHIP HAS BEEN DELAYED FOR A YEAR.

The dry cargo ship [Alexander Gusev](#) will be refloated by November 1, 2026. The [Alexander Gusev](#), a vessel that foundered in the Korelinskaya Bay of the Barents Sea in 2023, will not be refloated for the time being, according to PortNews. InArktika SZ, the owner of the bulk carrier, was unable to complete the necessary work due to difficult sea conditions. The operation to refloat the vessel has been postponed until



November of next year, according to a statement from Eduard Bezukladov, captain of the Murmansk port. The [Alexander Gusev](#), which was carrying 200 tons of cargo, foundered on October 17, 2023. There were eight crew members on board. The shipowner was initially instructed to begin removing the object in November 2024. The deadline was later revised and extended. It was previously reported that polar explorers from the drifting research station had nearly reached the North Pole on an ice floe. (Source: PortNews)

WRECKED HAVELLA PULLED ASHORE



On Thursday morning, several players, from Berlevåg Maskin and Hydraulikk Finnmark, were busy finishing the rigging and making another attempt to get the boat onto dry land. After a few hours of work, 3 wheel loaders and 2 excavators, the boat was completely up on the shore around 2 pm, and cutting the boat can begin later. Here are

some photos we took, all with permission from the tower at Berlevåg Airport. (Source: Berlevaagnytt)

RETIRED BARGE SUNK TO CREATE ARTIFICIAL REEF OFF GEORGIA COAST.

A 130' retired steel barge has found a new home on the seafloor off Georgia's coast, where it will serve as an artificial reef supporting marine life and recreational fishing. The Georgia Department of

Natural Resources' Coastal Resources Division (CRD) deployed the vessel on Oct. 21 to Artificial Reef A, located about seven nautical miles east of Little Cumberland Island in roughly 40' of water. Before deployment, CRD said the barge was thoroughly cleaned and inspected by the U.S. Coast Guard to ensure that all pollutants and hazardous materials were removed. The structure now rests on the ocean floor, where it will provide habitat for snapper, grouper, sea bass, and other reef-associated species, CRD said.



“Artificial reefs like this one play a critical role in supporting Georgia’s coastal fisheries,” said Paul Medders, lead for CRD’s Habitat Enhancement and Restoration Unit. “They not only improve fish habitat but also create exciting new opportunities for anglers and divers.” CRD said the project was funded through the sale of Georgia recreational fishing licenses and the Federal Aid in Sport Fish Restoration Act, a national program that channels excise taxes from fishing equipment and motorboat fuel into conservation and public access initiatives. Artificial Reef A is one of more than 30 permitted reef sites managed by CRD along Georgia’s coast. CRD said each site is planned and monitored to promote marine biodiversity while enhancing fishing and diving opportunities for the public. The coordinates for the new reef site are 30.94898°N, 81.24750°W (30° 56.939’N, 81° 14.850’W). *(Source: Workboat)*

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TWO MISSING AS CHINESE BULKER SINKS AFTER COLLIDING WITH WAN HAI BOXSHIP

Chinese officials in Guangzhou report that a search and rescue mission was underway for two missing seafarers after a small Chinese bulker sank. The vessel had collided with the [Wan Hai A17](#) containership (144,572 dwt) in the Pearl River Estuary on the evening of October 25. Wan Hai reported that its vessel immediately activated its emergency measures, including dropping lifebuoys and emergency signalling devices after the collision. It also launched a rescue boat, while the Guangzhou Maritime Safety Administration also commenced a search and temporarily suspended vessel traffic in the region. According to the company’s statement, the containership was inbound

when the 8,000-ton bulker lost power. They report that the [Hai Li 5](#) struck the containership and



immediately began sinking. The containership, which is one of the company's largest with a capacity of 13,100 TEU, was the tenth in a series of vessels built by Samsung Heavy Industries. When the vessel was delivered in August 2024, the shipping company highlighted that the series of vessels had obtained the "Smart Ship Notation" certification, which it reported

enables the use of various monitoring systems and communication equipment to collect real-time ship navigation data and equipment operation conditions, ensuring safe and reliable maritime transportation services. Chinese officials report a total of 13 seafarers were rescued from the water. The search was ongoing for the two missing individuals. The [Wan Hai A17](#) was detained and anchored in the Lingding Channel at the Pear River Estuary. The 23 crewmembers aboard the containership reported no injuries. Singapore's Maritime and Port Authority reported as the flag state of the containership, it had been advised of the accident. It said it would be conducting an investigation in addition to the Chinese efforts. (Source: *Marex*)

DREDGE BARGE SINKS IN PORT OF SAINT-MALO

A serious maritime accident occurred off Saint-Malo earlier this month, when a dredge barge tragically capsized at sea. According to local media, the dredge workers barely had time to leap into the freezing water as the vessel flipped and vanished beneath the surface. The officials haven't confirmed yet what caused the barge to overturn. Reports say that everyone made it out safely. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)



INDIAN COAST GUARD RESCUES 31 FISHERMEN AFTER 11 DAYS ADRIFT

The Indian Coast completed a successful search and rescue mission in the Arabian Sea that saved 31 fishermen who had been adrift for 11 days. The Coast Guard says that locating the fishermen was complicated by bad weather, causing rough seas and strong winds across the region. The fishing boat

Sant Anton-1, which operates out of Goa, was last reported 100 nautical miles off New Mangalore.



The vessel was reported missing on October 24, and the Coast Guard launched the search operation. A Coast Guard plane based in Kochi was tasked with the aerial search for the missing boat. At the same time, the **ICGS Kasturba Gandhi**, which was on its normal patrol in the Arabian Sea, was ordered to divert toward the boat's last reported position. The Coast Guard reports that its operations center used real-time weather data to plot the probable drift of the boat. They directed the search to

the updated location, and on October 25, the Dornier aircraft sighted the fishing boat. The **Kasturba Gandhi** was directed to the location, confirming that the boat had drifted significantly due to the adverse weather. The Coast Guard evacuated the fishermen and provided assistance to the boat. A damage assessment determined that the boat's steering gear had failed. The Coast Guard assisted with repairs and ensured the watertight integrity of the fishing boat. They aided another fishing boat in taking the disabled boat in tow to Honnavar fishing harbor. (Source: Marex)

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THE GEO BOARDS THE SHIP "LITTLE GIRLS" 600 MILES FROM THE CANARY ISLANDS WITH A CARGO OF 4,000 KILOS OF COCAINE.

Agents from the National Police's Special Operations Group have boarded the ship "**Little Girls**" (IMO 7417202) 600 miles from the Canary Islands, with the support of the Navy's offshore patrol vessel "**Atalaya**" (P 74). The vessel was carrying a gross weight initially estimated at 6,500 kilos of cocaine in its holds (after the count on land it was 4,000 kilos) and was heading for the port of Vigo. Thanks to international police cooperation mechanisms, on October 8th, information was received from the US Drug Enforcement Administration (DEA) alerting them to the activities of an international criminal organization planning to transport a large quantity of cocaine across the Atlantic Ocean. The mother ship was a Tanzanian-flagged supply ship that had departed from the Panamanian port of Cristóbal for Spain. From Spain, the National Police, under the direction of the Special Anti-Drug Prosecutor's Office of the National Court and with the support of the Navy,

coordinated the operation to try to locate the vessel. Based on the alert received, the route provided, and the modus operandi, an operation was designed to prevent the drugs from reaching Spanish shores. At approximately 9:30 p.m. on October 22, with the support of the Spanish Armed Forces, a boarding operation was launched on the merchant ship, 600 miles off the Canary Islands, carried out from a Navy vessel by GEO personnel. Once on board, the nine crew members were arrested, and an initial security search was conducted to locate structures and buildings unrelated to what was believed to be a cargo ship, which were believed to be storing the narcotic. (Source: *Puente de Mando*; Photo: *Nicolás Arocha*)



TOKAJ 1 RAN AGROUND NEAR KOBLENZ



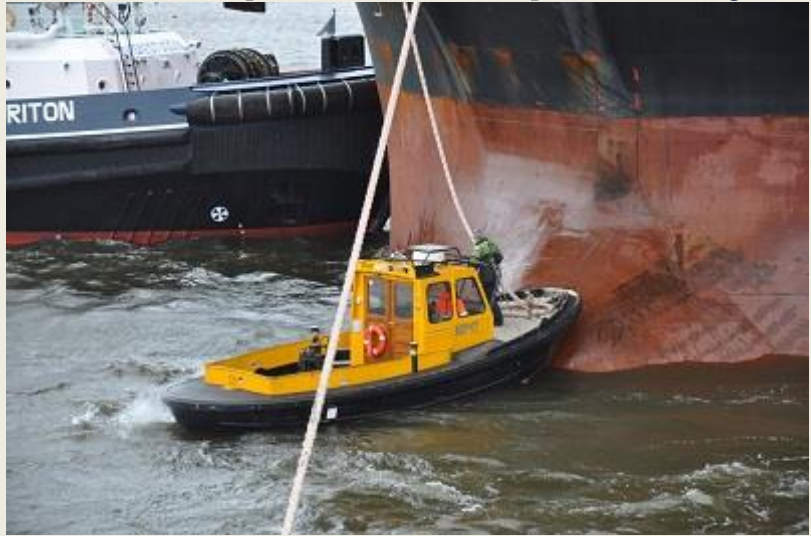
On the morning of October 25, the 77 meter long self-propelled barge **Tokaj 1** ran aground on the Moselle River near Koblenz, Germany. The **Tokaj 1** departed from Frankfurt with a cargo of 980 tons of talc when it attempted to maneuver and struck the river bank with its bow. The bow hull sustained a 20 cm

hole allowing uncontrolled water ingress. The **Tokaj 1** was able to proceed to a nearby pier where it moored. The Koblenz Fire brigade was alerted and proceeded to the scene. Fire fighters brought pumps to dewater the vessel. Divers could not make repairs due to the strong current. Authorities have stated another vessel will be used to lighter the cargo off the **Tokaj 1** then repairs can be made to the bow. No reports of injuries or pollution released. (Source: *ShipwreckLog*)

TWO MISSING AFTER COLLISION BETWEEN BOAT AND BARGE IN AMSTERDAM

Two crew members of a work vessel have been missing since Sunday afternoon after a collision with an inland vessel in Amsterdam's Afrikahaven. Divers searched for the missing persons for a long time but suspended their search after several hours. Emergency services are still searching from ships and the shore. The accident occurred around 5:45 PM. The work vessel sank after the collision. The two missing persons were the only people on board that vessel. At 8:40 PM, the safety region

announced that the underwater search had been suspended due to the "expiration of the golden hour." This is the period after a serious incident when rapid medical assistance is crucial. The above-water search continues. Drones, the quay, and moored boats are being used to search for the missing persons and the sunken boat. How the boat collided with the inland vessel is not yet known. Whether the vessel sustained any damage is also unknown. It will be brought to shore. The Afrikahaven is located on the North Sea Canal.



(Source: Nu.nl) **27 October Update** Search for missing Amsterdam crew resumes, boat not found. Police continued their search on Monday for two crew members of a work vessel who went missing in Amsterdam's Afrikahaven. The missing persons' boat collided with an inland vessel on Sunday. The vessel sank and has not yet been recovered. The Amsterdam-Amstelland Safety Region announced that the rescue operation has been suspended. This means it is highly likely that the missing persons are no longer alive. Since Monday morning, police have been searching with a special team for both the missing crew members and the boat they were traveling on. "The goal is to find the boat that was run over as quickly as possible," a police spokesperson told the ANP news agency. "We may also find the victims there." The accident occurred around 5:45 PM on Sunday. Divers suspended the search for the crew members after several hours. According to the Safety Region, this was due to the "expiration of the golden hour." This is the period after a serious incident when rapid medical assistance is crucial. The surface search continued. Drones, the quay, and moored boats were used to search for the missing persons and the sunken boat. How the boat collided with the barge is not yet known. The two missing persons were the only occupants of the utility vessel. The Afrikahaven is located in the North Sea Canal. *(Source: Nu.nl)*

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USC COMMENTED ON THE INCIDENT WITH THE FLOATING CRANE AT SEVMORZAVOD.

The United Shipbuilding Corporation (USC) commented on the emergency incident involving a floating crane at the Sevastopol Marine Plant. On October 27, an emergency occurred during work on the floating crane, resulting in the vessel's capsizing, the corporation's press service told

Sudostroenie.info. USC has established a commission to investigate the incident. USC's Deputy



General Director for Production Operations has arrived at the scene. "Unfortunately, two corporation employees were killed in the incident. USC expresses its deepest condolences to the families of the victims, and they will be provided with all necessary assistance and support, including financial assistance," the statement reads. "The corporation will also direct all necessary resources to assist the

victims and their family members and will cover all costs related to their health rehabilitation and social support." The corporation is providing comprehensive support to investigative authorities to ensure a prompt and objective investigation into the causes and circumstances of the incident, the press service added. Earlier, Sevastopol Governor Mikhail Razvozhaev reported on his Telegram channel that a vessel capsized on October 27 in Yuzhnaya Bay during work on a floating crane at the Sevastopol Marine Plant. "Emergency and rescue services are working at the scene, working with plant employees and representatives of contractors to address the consequences of the incident," the governor wrote. (*Source: Sudostroenie; Photo: Investigative Committee of Crimea and Sevastopol*)

GRIMALDI CAR CARRIER DISABLED IN ENGLISH CHANNEL BY ENGINE ROOM FIRE

A car carrier transiting the English Channel reported a fire and subsequently requested a tow. Unlike other recent incidents, however, the fire appears to have been limited to the engine room and not involving the cargo aboard the vessel. Grimaldi Euromed's car carrier **Grande Roma** (14,483 dwt) departed Antwerp, Belgium, on October 24,



reporting a destination of Jebel Ali in the United Arab Emirates. The following day, October 25, the captain reported a fire aboard the vessel around 10:00 p.m. local time while it was in the English Channel. The company reports that the crew employed the vessel's CO2 system. They were also cooling the bulkheads. While the fire appeared to be out, the vessel was left without propulsion and was drifting in the Channel. Grimaldi reports the master of the vessel requested assistance. The company hired the rescue tug **Abeille Liberte**, and it was able to reach the disabled vessel on Sunday morning and secured a tow line. The tow was underway, and as of late on Monday, October 27, the tow arrived in Le Havre, France. Grimaldi thanked the French and British authorities for their assistance. Built in 2003, the vessel is one of two 5,379 CEU vessels. She was built in China and is

registered in Italy. The vessel is 196 meters (632 feet) in length. Grimaldi has been pursuing a fleet modernization program. It is building larger, ammonia-ready car carriers in China along with other vessels for its fleet of cargo vessels and passenger ferries. This is the second fire the company has had in the English Channel in 2025. Its vessel **Grande Brasile**, a ConRo, reported a fire in February. At first, the crew thought they had been able to control the fire, but several hours later, a second fire was discovered on one of the car decks. The vessel was abandoned and later towed to Belgium. In April 2025, the **Grande Brasile** was sold for scrap. (*Source: Marex*)

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REMEMBER TODAY

S.S. ROHILLA – 30TH OCTOBER 1914



Rohilla was a passenger steamer of the British India Steam Navigation Company which was built for service between the UK and India, and as a troopship. After becoming a hospital ship in the First World War, she ran aground in October 1914, near Whitby, and then salvaged out of the water by James Weatherill. The wreck resulted in the loss of 83 lives. *History Rohilla* was

ordered in 1905 by the British India Steam Navigation Company (BI) from Harland & Wolff of Belfast, at the same time as sister ship **Rewa** from William Denny & Bros at Dumbarton. They differed mainly in their engines: **Rewa** was triple-screw with steam turbines, while **Rohilla** had a pair of quadruple expansion steam engines, also made by Harland & Wolff, and twin screws. **Rohilla's** engines totalled 8,000 indicated horsepower (6,000 kW), producing 16.6 knots (30.7 km/h; 19.1 mph) on sea trials. Although ordered for the London to Calcutta service, increased competition prompted BI to design the two sisters to be suitable also as troopships. The ship was named **Rohilla** in honour of the Rohillas, Pashtun highlanders who lived in Rohilkhand, east of Delhi, in the modern Indian state of Uttar Pradesh. After entering service, the sisters were soon taken up for trooping, in 1908 for **Rohilla** as "Troopship No.6". Two years later they were the first BI ships to have wireless telegraphy installed, and were both hired in that year for the Coronation Fleet Review,

carrying members of the House of Lords ([Rewa](#)) and House of Commons ([Rohilla](#)). [Loss Rohilla](#) was called up at the outset of the First World War and converted into a naval hospital ship. HMHS (His Majesty's Hospital Ship) [Rohilla](#) had only a short life in that role. On 30 October 1914, sailing from South Queensferry, Firth of Forth for Dunkirk to evacuate wounded soldiers, the ship ran aground on Saltwick Nab, a reef about a mile east of Whitby, North Riding of Yorkshire, during a full North North East gale and with the lighthouses unlit due to the war. The reef is about 400



yards (370 m) offshore and the ship soon broke her back. The conditions made rescue extremely difficult, but six lifeboats the John Fielden, Robert and Mary Ellis (Whitby), William Riley of Birmingham and Leamington (Uppang), the motor lifeboat Bradford Middlesbrough, Queensbury Scarborough, North Yorkshire, but it was the motor lifeboat Henry Vernon Tynemouth that was to take off the final souls and attempted to close on the wreck. Over the next three days, some of those who attempted to swim to safety in the raging seas were rescued, though many were lost, and lifeboats were able to rescue others. In all, 146 of the 229 on board, including Captain Neilson and all the nurses, as well as [Titanic](#) survivor Mary Kezia Roberts, survived. Captain Nielson believed that the ship had struck a mine before grounding. An inquest jury exonerated Nielson from all blame and recommended that all passenger vessels carry rocket apparatus rather than rely on rockets fired to the ship from shore, and also that a motor lifeboat be stationed at Whitby. The Gold Medal of the Royal National Lifeboat Institution, the Institute's highest honour, was presented to Superintendent Major H. E. Burton and Coxswain Robert Smith of the Tynemouth lifeboat Henry Vernon and to Coxswain Thomas Langlands of the Whitby lifeboat. The Empire Gallantry Medal (subsequently changed to the George Cross) was awarded to Burton and Smith in 1924. In 1917 a monument was erected at Whitby Cemetery by the British India Steam Navigation Company, commemorating all those who lost their lives in the tragedy. (*Source: Wikipedia*)



OFFSHORE NEWS

RAWABI SAPURA JV AWARDED 7-YEAR CONTRACT FOR CRITICAL DIVING SERVICES WITH ARAMCO

Vantris Energy Berhad ("Vantris Energy", formerly known as Sapura Energy Berhad) has announced

that its joint venture company, Rawabi Sapura Limited Company (“Rawabi JV”), has been awarded a significant seven-year contract to commence in 2027, to provide vital diving support services for Aramco, one of the world’s leading integrated energy and chemicals companies. Rawabi JV is a joint venture under Vantris Energy’s Operations & Maintenance (“O&M”) division. This landmark agreement, Rawabi JV’s first with Aramco, will include the provision of



comprehensive diving support services, such as diving support vessels (“DSV”) with crew, remotely operated underwater vehicle (“ROV”) and associated personnel, diving equipment, divers, diving management, and supervisory, diving, and onshore support personnel to perform diving services in Saudi Arabia. Effective from May 1, 2027, until April 30, 2034, the scope of work also covers underwater inspections, surveys, photography, material testing, structural repairs, and related activities. Rawabi JV’s diving support services are essential for maintaining and inspecting subsea infrastructure, directly protecting the integrity and longevity of Aramco’s valuable assets in Saudi Arabia. This collaboration combines the strengths and expertise of both partners to deliver world-class offshore solutions. Muhammad Zamri Jusoh, Group Chief Executive Officer of Vantris Energy said, “Securing this seven-year contract with a global leader like Aramco is a strategic milestone for Vantris Energy. It validates our growth strategy, which includes expanding O&M’s portfolio beyond Malaysian shores. This is also part of our effort to rebalance our order book towards long-term, day-rate based contracts, helping us build a stronger, more resilient Vantris Energy for the future.” This contract is expected to contribute positively to Vantris Energy’s earnings and net assets over its seven-year period, supporting the company’s financial stability and growth in the region. Rawabi Sapura is a strategic joint venture between Sapura Saudi Arabia Company (“Sapura Saudi”) and Rawabi Vallianz Offshore Services Company Limited. Sapura Saudi is a wholly owned subsidiary of Sapura Offshore Sdn Bhd, which itself is an indirect wholly owned subsidiary of Vantris Energy.

(Source: Saudi Gulf Projects)

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THE PORT OF DEN HELDER WILL BECOME SAFER, MORE EFFICIENT AND MORE SUSTAINABLE.

On October 6th, the Den Helder City Council adopted the new Port Bylaws for Den Helder. The

existing bylaw, which had been in effect since 2013, was no longer in line with current legislation



and regulations. The updated bylaw fully complies with the legal framework, including the Environment and Planning Act, and is more user-friendly for both users and port administrators. With the entry into force of the new bylaw, the Port of Den Helder Management Bylaw 2013 will be repealed. The Port of Den Helder is a dynamic environment where shipping,

fishing, recreational users, and businesses converge. Clear and up-to-date regulations are necessary to ensure safety, order, and efficient use of the port. The new port regulations govern shipping activities, the use of facilities, and environmental protection, among other things. This ensures the port continues to function efficiently and reliably as a gateway for shipping and the economy in the region. *Major Changes* Compared to the old regulations, there are several important changes: • The methodology is now more closely aligned with European directives and the regulations of other Dutch seaports, such as Amsterdam and Rotterdam. • The permit requirement has been replaced by a notification requirement. This makes the port more accessible and welcoming to users. • From "no, unless" to "yes, provided": in line with the Environment and Planning Act, the basis is now that activities are permitted provided the conditions are met. • There are additional rules regarding safety and sustainability, such as those for the bunkering of fuels and auxiliary materials, the transshipment of hazardous substances, and mobile degassing facilities. *Ready for the future* Port Alderman Fotigui Camara is pleased with the new regulations: "With these regulations, the Port of Den Helder will not only become safer and more efficient, but also more sustainable. This will allow the Port of Den Helder to continue operating optimally, and port users will have a well-organized and reliable location to conduct their activities." (Source: Rodi.nl)

ISLAND DILIGENCE AT NIEUWEDIEPKADE

Coming from Esbjerg, the **Island Diligence**, owned by Island Offshore in Aalesund, moored at Nieuwediepkade on Wednesday, October 23rd. An Uptime telescopic gangway has been installed on the work deck of this 86-meter-long multifunctional offshore support vessel. This allows offshore workers to be safely transferred to a platform. Furthermore, the **Island Diligence** is equipped with a



large, heave-compensated MacGregor offshore crane, a Class 2 dynamic positioning system, and underwater robots. Accommodation for 100 people is available on board. The vessel, delivered in 2018 by the Vard shipyard in Brevik, Norway, sails under the Norwegian flag and is homeported in

Aalesund. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

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ROYAL NAVY STARTS TRIALS WITH REPURPOSED PSV TRANSFERRED FROM RFA



The former commercial vessel that was repurposed in 2023 by the Royal Fleet Auxiliary as a “mothership” to host various autonomous minehunting systems has now resumed operations for the Royal Navy. **HMS Stirling Castle** sailed for the first time under the trademark White Ensign as a Royal Navy warship after a difficult period with the RFA. The United

Kingdom government acquired the ship in 2023 at a cost of \$50 million from the Norwegian company Island Offshore. She had begun life as an offshore support vessel named MV **Island Crown**, built by Vard in 2013. Measuring 317 feet, the ship offered services in the oil and gas and wind sectors. Following her acquisition by the Ministry of Defence, she underwent conversion at HM Naval Base Devonport, where she was transformed into a vessel dedicated to support mine hunting missions under the operations of RFA, a civilian-manned naval auxiliary fleet that provides logistical and operational support to the Royal Navy and Royal Marines. Due to insufficient manpower as well as reports in the media of mechanical problems, **Stirling Castle**, however, only completed a few missions and spent much of her time idle. Navy Lookout reported in August 2024 she had been idled due to problems with her deck crane. In July 2025, she was formally commissioned into Royal Navy service. According to the Royal Navy, the past four months have been instrumental in preparing the ship for her new role. Her 55 crew, alongside RFA personnel, are said to have worked tirelessly to prepare the ship for sea, conducting essential maintenance, safety checks, and training to ensure she was ready for operations. With those checks and sea safety training now complete, she was ready to take on her role in the Royal Navy as a minehunter. “Taking **Stirling Castle** out of lay-up and getting her back into service in just four months has demanded extraordinary things from my team,” said Commanding Officer, Commander Phillip Harper. **Stirling Castle**, he notes, recently sailed for the first time for the Royal Navy. She is undertaking a series of trials and assessments, as well as conducting training. When fully operational in the coming weeks, the ship is expected to significantly enhance the Royal Navy’s mine hunting capabilities. Specifically, she will be carrying high-tech equipment, including autonomous surface and underwater vehicles, for specialist mine

hunting operations primarily in UK waters. **Stirling Castle** was part of an effort launched by the Royal Navy to move away from traditional minehunting. A year ago, the Royal Navy disbanded its autonomous systems testing team and folded its functions into the fleet, ending a decade of R&D effort. **Stirling Castle** will now use cutting-edge technology and act as a mothership for an array of remotely operated and autonomous systems that will scour the vast UK waters looking for mines. Later this year, **Stirling Castle** will undertake operational sea training, including with the vessel's autonomous surface and underwater vehicles. Currently, the ship is still in her original blue and white colors, but the Royal Navy reports there are plans in the future to have the ship repainted in gray, the color of Royal Navy ships for more than a century. *(Source: Marex)*

FLOATTEL EXTENDS BRAZIL RUN WITH FRESH VESSEL DEAL

Oslo-based offshore accommodation specialist Floatel International has secured another letter of intent (LOI) for the **Floatel Victory**, extending the unit's upcoming campaign offshore Brazil. The 2013-built semisubmersible accommodation unit has been lined up to provide maintenance and safety unit (MSU) services for a 6–7-month assignment starting in autumn 2026, the company said. The



latest deal follows an earlier LOI announced in July, also covering MSU work for the same rig offshore Brazil. That earlier contract is scheduled to begin in the first quarter of 2026 for a 3–4-month period, with options for extension. Floatel said the new commitment underscores its strong position in Brazil's offshore support market and its focus on delivering high-quality accommodation and safety services to energy clients in the region. The group operates a fleet of four semisub flotels built between 2010 and 2016, with two cleared for operations in the Norwegian sector, while the entire fleet is approved for work in the UK and global offshore markets. *(Source: Splash24/7)*

16-YEAR-OLD BOURBON OFFSHORE AHTS SELLS ABOVE LISTED PRICE



AHTS is the latest of a dozen laid-up Bourbon Offshore OSVs to be sold by Chinese online auctioneer. 16-year-old anchor handling tug supply (AHTS) vessel **Bourbon Liberty 206** became the latest Bourbon Offshore OSV to sell at auction, drawing a winning bid of US\$2.53M, slightly above its listed price. The AHTS, laid up in Abidjan, Côte d'Ivoire,

was listed at US\$2.43M and drew five bids from two bidders in an auction on 23 October. The vessel had been listed in a previous auction, but the price was reduced from US\$2.7M at the owner's request. The transaction was reported by online auctioneer, Shipbid.net, which has now completed the sale of 12 laid-up OSVs for ICBC Leasing. Shipbid.net spokesperson told OSJ that some of the vessels have been "sold at the starting price, while others were acquired after competitive bidding process. This is a significant milestone," he said. OSJ has reported on previous sales from the auction platform. "As you know, this batch of vessels have been laid-up mostly for a quite long time, and the locations of them mostly in West Africa (Abidjan), South America (Curacao), southeast Asia (Batam), which will cause huge cost for the buyers to shift or transport the vessels. These are a main factor that affects the value of this batch of vessels," noted the spokesperson. The 1,478-dwt AHTS vessel has an overall length of 59.78 m, beam of 15 m and a bollard pull of 83 tonnes. *(Source: Riviera by John Snyder)*

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STORM BENJAMIN CAUSES TRAFFIC

Due to Storm Benjamin, which swept across the Netherlands on Thursday evening, a significant number of vessels sought refuge in the harbour and roadsteads. The service operation vessel **Bibby Wavemaster 1** and the suppliers **Dina Merkur**, **Havila Borg**, **Seacor Nile** and **Seacor Ohio**, **BOS Base**, and **BOS Pool** were anchored offshore. They were later joined by the Norwegian tanker **Bergstraum**, the multifunctional offshore



support vessel **EDT Prometheus**, and the trailing suction hopper dredger **Scelveringhe**. The suppliers **Highland Knight**, **Dina Supplier**, **Dina Scout**, and **Dina Supporter** were moored at Paleiskade, and the offshore vessels **Glomar Patriot**, **Island Diligence**, **Boka Topaz**, **Go Electra**, **Fugro Meridian**, and **Kasteelborg** were moored at Niewediepkade. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

ASTRO OFFSHORE INTRODUCES NEW MULTIPURPOSE SUPPORT VESSEL

Astro Offshore, an Adani Group Company, announced the addition of [Astro Achernar](#), its 50th



vessel, marking a defining moment in the company's journey of rapid expansion and continued success. The 88-meter DP2 Diesel Electric Multipurpose Support Vessel (MPSV) is equipped with accommodation for 222 personnel and a 100-ton ACH crane, enhancing Astro's offshore support and subsea capabilities. The milestone follows a period of growth for Astro Offshore. Over the past six

weeks, the company has added seven new vessels to its fleet, with [Astro Achernar](#) becoming the eighth, bringing the total to 50 vessels. Astro's recent expansion includes the addition of multiple Platform Supply Vessels (PSVs) and workboats, reinforcing its ability to deliver comprehensive offshore services to clients worldwide. The company's growing fleet of modern DP2 vessels enables it to maintain flexibility, efficiency, and operational excellence across complex offshore environments. *(Source: Offshore Engineer)*

HAVILA VESSEL GETS MORE TIME WITH OCEANPACT

Norwegian offshore vessel owner Havila Shipping has secured a contract extension with OceanPact for its subsea vessel [Havila Harmony](#). The 2005-built vessel will remain with the Brazilian offshore vessel owner and services provider on a bareboat charter until the end of 2026. The financial terms of the latest deal are said to be in line with the current market. OceanPact also has options to extend the deal. Havila Shipping, which operates 14 vessels, including six for external owners, announced the initial bareboat deal in July 2020. *(Source: Splash24/7)*



MUSEUM NEWS

STICHTING CARLOT KOOPT DIRECTEUR A.J.M. GOUDRIAAN

Naast zijn grote zus [Carlot](#) lijkt de [Directeur](#) haast een speelgoedbootje. De twee liggen zij aan zij in de Oude Veerhaven van Terneuzen. Allebei oude, historische reddingboten. [Directeur A.J.M. Goudriaan](#), zoals het kleine reddingbootje officieel heet, is de nieuwste aanwinst van de Stichting Carlot. Voor de leden van Stichting Carlot is de [Directeur](#) ook echt een leuk speeltje, maar de nieuwe aanwinst heeft ook een belangrijke taak: laten zien dat de stad een rijk, maritiem verleden heeft. Frank Pot neemt plaats achter het roer van de kleine reddingboot. Achterop wappert de Nederlandse vlag in de wind. Op de zijkant prijken de naam [A.J.M. Goudriaan](#) en de letters ZHMRS. Zo wordt duidelijk dat de boot ooit is gebruikt door de Zuid-Hollandsche Maatschappij tot Redding

van Schipbreukelingen. De **Goudriaan** is gebouwd in 1954 en had als standplaats Hoek van Holland.



“Hij is altijd gebruikt als bijboot om wandelaars van de pier af te halen of in de Maasvlakte te varen waar andere reddingboten niet bij konden.” Hoeveel redden hij precies heeft verricht, is niet bijgehouden. Maar bijzonder is hij wel: “Er zijn niet veel boten van de zuidelijke reddingmaatschappij in omloop. Maar we werden getipt dat er in Sneek één te koop lag. Dus die zijn we gaan

halen.” **Verlanglijstje** Pot is blij dat de stichting eindelijk een ‘zuid-boot’ in handen heeft. Tot 1989 waren er twee reddingmaatschappijen in Nederland. De Zuidelijke (Rotterdam) en de Noordelijke (Amsterdam). De **Carlot**, de eerste boot van de stichting, is een ‘noord-boot’. “Een zuid-boot stond al heel lang op ons verlanglijstje”, aldus Pot. Na zijn carrière bij de reddingmaatschappij is de **Goudriaan** flink verbouwd en kreeg zelfs een overkapping. Die gaan de leden van de stichting er weer afhalen, waarmee de boot in ere wordt hersteld. Varen doet ze nog prima. “De oude techniek zit er nog wel in”, zegt voorzitter Danny Dieleman trots. Hij is blij met de verdubbeling van het aantal boten van de stichting. “Terneuzen wordt in mijn ogen onderschat als het gaat om nautische geschiedenis. Terwijl hier toch veel is: binnenvaart, zeevaart en er heeft hier ook een schippersinternaat gezeten”, zegt hij. **Erfgoed, geen ‘sterfgoed’** Door meerdere historische boten naar de haven te halen, worden mensen die langslopen herinnerd aan die maritieme geschiedenis. “Als er geen mensen opstaan die daar wat aan doen, wordt het geen erfgoed, maar sterfgoed. Dat zou zonde zijn.” Ook vindt hij het belangrijk dat er iets is waar zeelui op terugvallen. “De vrijwilligers bij ons hebben vaak gevaren of hebben een andere maritieme achtergrond. De zee blijft altijd trekken. Zo vinden ze elkaar hier en wordt er ook kennis overgedragen aan jongeren die zich interesseren in de scheepvaart.” De komende tijd zijn de leden nog wel bezig met het herstellen van de **Goudriaan**. Ze zijn nog op zoek naar oude tekeningen van de boot die daarbij kunnen helpen. Het is de bedoeling dat hij daarna, net zoals zijn ‘zus’ **Carlot**, waarmee het allemaal ooit begon, gaat varen en geïnteresseerden meeneemt. **Wishlist** Toch wordt er ook al gefantaseerd over de volgende boten die de stichting op de kop wil tikken. Zowel Pot als Dieleman heeft een verlanglijstje. “Een grote zuid-boot”, zegt Pot. Voor Dieleman hoeft het niet per se redding-gerelateerd te zijn. “We hebben in Terneuzen ook een werf gehad”, doelend op de Terneuzensche Scheepsbouw Maatschappij (TSM). “Het zou mooi zijn om een TSM-boot te hebben, of een sleepboot, patrouilleboot... als het maar karakteristieke schepen zijn.” (Source: *Scheepspost*)

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WINDFARM NEWS - RENEWABLES

VERDI RENAMED JIF PROTIS

The **Verdi**, owned by OEG Renewables, has been acquired by the Jifmar Group and renamed the **Jif Protis**. The 26-meter aluminum catamaran is moored at the ActaJifmar facility in the Koopvaardersbinnenhaven. The Jifmar logos are already displayed on the wheelhouse. The **Jif Protis** is a Damen Fast Crew Supplier 2610 from 2016, equipped with two 895 kW



diesel engines. This allows it to reach a speed of 26 knots. Accommodation for 24 passengers is available on board. This type of catamaran is frequently used to transport personnel to and from offshore wind farms. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

SLEIPNIR INSTALLS EAST ANGLIA THREE OFFSHORE SUBSTATION TOPSIDE



The offshore substation topside for the East Anglia Three offshore wind farm has been installed, with commissioning work expected to start at the beginning of November. According to a weekly notice of operations issued by ScottishPower Renewables, which is building the 1.4 GW offshore wind farm, the semi-submersible crane vessel (SSCV) **Sleipnir** departed from the port of Rotterdam on 14 October and arrived at the project site in the UK, where it completed the

installation of the topside on 18 October. The same vessel installed the jacket foundation for the East Anglia Three substation in August. In one of its latest Notices to Mariners, the East Anglia Three project team notified of the upcoming arrival of Jack-Up Barge's self-elevating unit **JB 120** to the offshore wind farm site, where it will jack up alongside the offshore substation. **JB 120** is expected to mobilise from the Port of Schiedam between 1 November and 4 November, and to commence offshore operations within the East Anglia Three area between 4 November and 8 November, subject to weather conditions. The offshore converter platform for the 1.4 GW offshore wind farm

was built by Aker Solutions. Offshore construction on East Anglia Three, located 69 kilometres off the coast of Suffolk, started in April this year, when the first of the project's 95 monopile foundations was installed. The 1.4 GW offshore wind farm will comprise 95 Siemens Gamesa 14+ MW wind turbines and is scheduled to enter initial operation in the fourth quarter of 2026. (*Source: Offshore Wind*)

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DREDGING NEWS

LIQUID HYDROGEN DREDGERS – A REAL REVOLUTION OR AN EXPENSIVE FUTURE?

Emissions from dredgers maintaining the Dutch coastline account for 20% of annual CO₂ emissions, according to the Dutch Ministry of Infrastructure and Waterways (Rijkswaterstaat), and the share of NO_x and particulate matter emissions is even higher. In response to environmental challenges, Rijkswaterstaat launched an Innovation Partnerships (IPS) budget in 2019 to stimulate



innovative solutions in the

dredging sector. One of the projects being implemented under the IPS is the LEAF-Hopper, a trailing suction hopper dredger (TSHD) developed by the Royal IHC shipyard. This model not only utilizes an innovative design but, above all, relies on liquid green hydrogen power combined with fuel cells. The project was developed in response to the specific requirements of the Dutch coastal maintenance sector, assuming a weekly autonomy and a capacity of approximately 5 million m³ of extracted sand per year with a hold capacity of 4,300 m³. From the outset, Royal IHC designers focused on maximizing energy efficiency. Traditional dredgers focused on maximum production

capacity, often at the expense of fuel consumption, which now accounts for a growing share of operating costs. The LEAF-Hopper's generous beam and shallow draft (5.5 m) allow for more frequent use of the lower door for unloading sand without having to maneuver the entire vessel. The use of a submersible dredge pump allows for denser sand-water mixtures, reducing the volume of water pumped and increasing energy efficiency. *Green hydrogen and fuel cells* The decision to use liquid green hydrogen as an energy source was the result of an analysis of available technologies in 2019. At that time, dual-fuel engines running on methanol or ammonia were not commercially available. Life-cycle analyses confirmed that combining liquid hydrogen with fuel cells was the optimal solution, providing both high power and operational flexibility. Fuel cells play a key role here, converting hydrogen into electricity, heat, and water, with an efficiency of around 50 percent, significantly higher than dual-fuel engines powered by e-methanol. Additionally, the system uses supercapacitors to smooth out sudden power fluctuations typical of dredging operations, increasing battery life and operational stability. The entire system is controlled by an advanced Energy Management System that predicts energy demand at every point during the dredging cycle, and the energy is supplied via a 1 kV DC grid. *Alternative synthetic fuels* The design team also considered

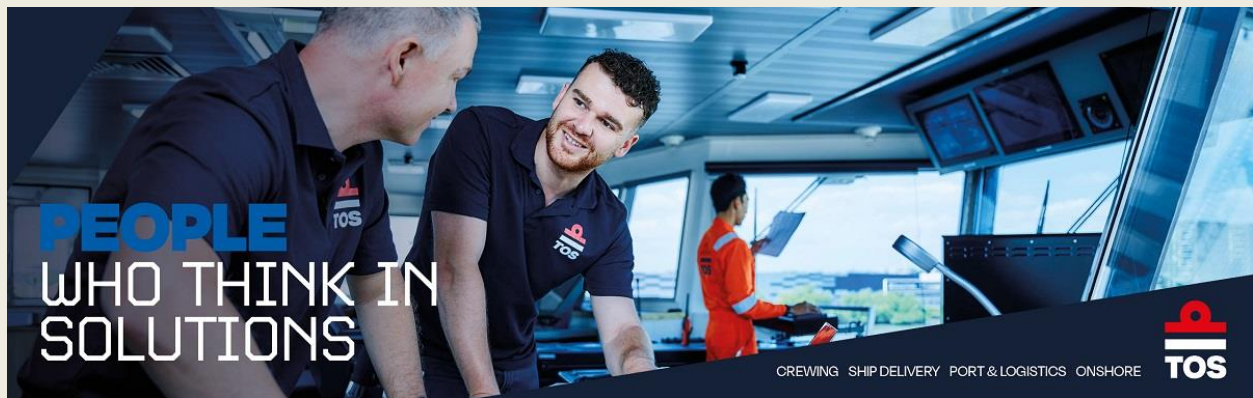


the use of e-methanol and e-ammonia. E-methanol, a combination of hydrogen and captured CO₂, can be bunkered under normal operating conditions and is preferred by some contractors due to its ease of use and ability to operate with dual-fuel engines. However, its unit energy cost is higher than liquid green hydrogen, and fuel cells do not achieve the same efficiency. E-ammonia, on the other hand, is currently not practical for dredgers

operating near populated areas due to its toxicity and low technological readiness. *Technical and economic feasibility* Technically, the H2-Hopper is fully feasible. Royal IHC has completed all basic engineering work, and the design has been approved by Bureau Veritas. To maintain weekly autonomy while extracting approximately 6 million cubic meters of sand per year, the vessel must bunker approximately 20 tons of liquid hydrogen once a week. This fuel is already commercially available, and production is expected to increase in the coming years. However, operating and capital costs remain significant. Despite its energy-efficient design, the H2-Hopper dredger will be approximately 60 percent more expensive per cubic meter of sand extracted than a traditional diesel-powered vessel. These costs include fuel, investment in cryogenic tanks, and reduced production compared to conventional vessels. Liquid hydrogen is stored in two vacuum-insulated tanks on board, at a temperature of -253°C. The bunkering process is similar to LNG – initially, it will be handled by trucks, with bunker barges expected in the future, reducing delivery costs. The system ensures complete operational safety and a stable energy supply for all consumers on the ship. *Market prospects* The main challenge is the sales market. Large dredging contractors often operate globally, while the H2-Hopper was optimized for Dutch conditions. Nevertheless, experts point out that dedicated vessels, designed for specific coastal tasks, could become a model for the industry's future energy transformation. Subsidies, regulations such as the ETS and FuelEU Maritime, and the growing importance of the RFNBO could tip the scales in favor of green hydrogen. The National Waterways Authority (RIJK) acknowledges that, at this stage, there is no alternative that would enable large-scale, climate-neutral dredging. The investment in the H2-Hopper demonstrates that

implementing low-emission technologies is possible, even if the initial costs are high. Through projects like these, the Netherlands is strengthening its position as an innovation leader in the dredging sector, combining tradition with modern energy transformation. *(Source: PortalMorski by Mateusz Gibała)*

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NJDOT KICKS OFF SHREWSBURY CHANNEL COMPLEX DREDGING PROJECT

Work on the Shrewsbury Channel Complex dredging project is now underway, according to the New Jersey Department of Transportation (NJDOT). The channels were impacted by Superstorm Sandy and continued to be shoaled in throughout the years. The project, worth approximately \$6.2 million, will restore state channels to authorized depths by dredging approximately 100,000 cubic yards. NJDOT's contractor, H&L Construction will dredge



sediment from 13 channels within the Shrewsbury Complex, restoring the channels to their individual authorized project depths which range between five to seven feet at mean low water. According to NJDOT, the dredging operations are expected to be completed in December 2025. Work will be conducted 24 hours a day, seven days a week. All channels are expected to remain open throughout the duration of the project, but temporary impacts may take place. The material removed from the channels will be transported via pipeline to the Shrewsbury Dredged Material Management Facility. *(Source: Dredging Today)*

ML DREDGING CONDUCTING MAINTENANCE WORKS IN COWES

Dredging operations for the new Marina have commenced within Cowes Harbour as part of ongoing

maintenance to ensure safe navigation and effective harbour management. Work is currently taking place in the area off East Cowes Esplanade, located to the east of the Main Fairway and south of the Eastern Channel. The programme began on Friday, October 10th and is expected to continue for approximately 16 weeks. ML Dredging's backhoe dredger **Witton** will be operating within the dredge area, supported by barges (**Split 2** and **Split 3**) transporting material to the designated spoil ground via the Eastern entrance, weather and traffic permitting. On occasion, the main entrance may be used.



Operations will run on a 24-hour tidal basis, and every effort will be made to minimise noise and light disturbance during nighttime hours. In addition, Cowes Yacht Haven, Cowes Corinthian Yacht Club, Tides Reach and Shepards Marina will undertake a short programme of dredging which began on Monday, October 20, and could last up to six weeks. (*Source: Dredging Today*)

PORT HOUSTON FINISHES ITS PORTION OF THE PROJECT 11 DREDGING WORK

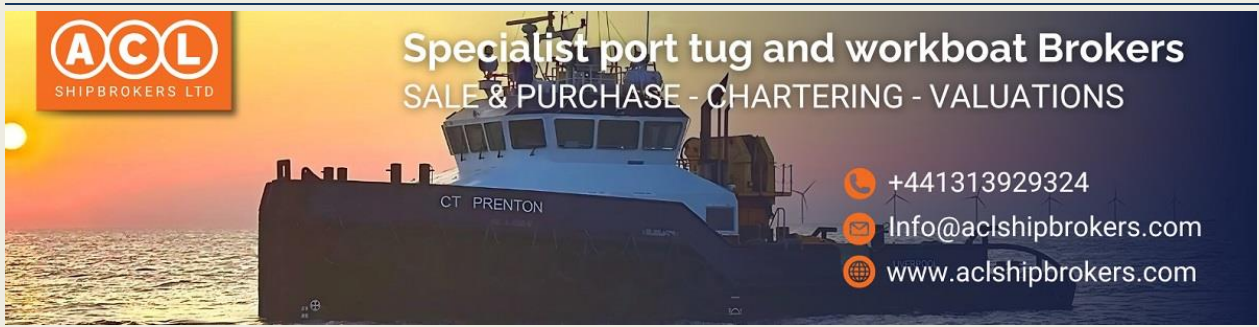
Port Houston, working in partnership with the U.S. Army Corps of Engineers, has completed its portion of the Houston Ship Channel Expansion — Project 11. Construction of channel improvements began in 2022, and now the project has reached its most important milestone dredging completion of the widening of the Galveston Bay reach from Bolivar Roads to Morgans Point. With this work done, Port Houston-led project dredging of the Houston Ship



Channel is complete. Port Commission Chairman Ric Campo commented: "This collaborative achievement is truly a testament to the hard work of all the individuals involved in the project and reminds us of the importance of the Houston Ship Channel to the nation." Widening of the channel through Galveston Bay, from 530 feet to 700 feet, represents a physical transformation that allows for improved safety, greater efficiency, and increased economic benefit of this critical economic artery of the region, state, and nation. As vessels continue to grow in length, beam, and tonnage across a variety of vessel types, the widened Galveston Bay reach will help keep the facilities relying on the channel competitive and dynamic, both today and into the future. While Port-led dredging is

now complete for navigation, some beneficial use aspects of the project remain under construction, including marsh areas that are being built with dredged material. To the extent possible, all Project 11 dredged material in the Galveston Bay area was used to construct environmental features, which will ultimately include approximately 10 acres of bird islands, 276 acres of marsh, and 324 acres of oyster reefs. In addition to these environmental benefits, Project 11 channel expansion is expected to provide air quality benefits, as vessel nitrogen oxide emissions are expected to be reduced by between three percent and seven percent. Also, the dredges contracted for the first three segments of the project were equipped with either Tier 3 or Tier 4 engines or scrubbers, which efficiently remove pollutants from exhaust gases. The Houston Ship Channel Expansion Project 11 has been honored with multiple awards, including the 2025 Environmental Excellence Award from the Western Dredging Association (WEDA) and the 2025 Texas American Society of Civil Engineers (ASCE) Outstanding Civil Engineering Achievement Award (OCEA). The USACE will lead the remaining portions of the project, which are scheduled to be completed in 2029 and will generate further benefits along the channel. *(Source: Dredging Today)*

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YARD NEWS

ROLLS-ROYCE SUCCESSFULLY TESTS FIRST PURE METHANOL MARINE ENGINE – MILESTONE FOR MORE CLIMATE-FRIENDLY PROPULSION SOLUTIONS



- World first: first high-speed 100 percent methanol engine for ships successfully tested;
- Cooperation: Rolls-Royce, Woodward L'Orange and WTZ Roßlau are developing sustainable propulsion technology in the meOHmare research project;
- Green methanol: CO₂-neutral, clean and safe marine fuel;
- Dual-fuel engines as a bridging technology

on the road to climate neutrality. Rolls-Royce has successfully tested the world's first high-speed marine engine powered exclusively by methanol on its test bench in Friedrichshafen. Together with their partners in the meOHmare research project, Rolls-Royce engineers have thus reached an

important milestone on the road to climate-neutral and environmentally friendly propulsion solutions for shipping. “This is a genuine world first,” said Dr. Jörg Stratmann, CEO of Rolls-Royce Power Systems AG. “To date, there is no other high-speed engine in this performance class that runs purely on methanol. We are investing specifically in future technologies in order to open up efficient ways for our customers to reduce CO₂ emissions and further expand our leading role in sustainable propulsion systems.” Rolls-Royce’s goal is to offer customers efficient ways to reduce their CO₂ emissions, in-line with the ‘lower carbon’ strategic pillar of its multi-year transformation programme. The project also aligns with the strategic initiative in Power Systems to grow its marine business. The joint project meOHmare is funded by the German Federal Ministry for Economic Affairs and Energy and combines the expertise of Rolls-Royce, injection system specialist Woodward L’Orange, and the WTZ Roßlau technology and research center. The goal is to develop a comprehensive concept for a CO₂-neutral marine engine based on green methanol by the end of 2025. *Innovative technology for a new fuel* Methanol provides new challenges for engineering: unlike diesel, liquid alcohol does not ignite spontaneously and requires a completely new injection technology. “We have fundamentally redesigned the combustion process, the turbocharging, and the engine control system – and even adapted our test bench infrastructure,” explained Dr. Johannes Kech, Head of Methanol Engine Development in the Power Systems division at Rolls-Royce. “Initial tests show that the engine is running smoothly – now it’s time for fine-tuning.” *Signal to the industry: Methanol technology reaches important development milestone* “With this successful test run, we are sending a clear signal: green methanol is a future-oriented fuel – and the technology for it is here,” emphasized Denise Kurtulus, Senior Vice President Global Marine at Rolls-Royce. “The single-fuel methanol engine is an attractive solution, especially for operators of ferries, yachts or supply vessels who want to reduce their carbon footprint. The task now is to create the framework conditions for wider use.” At the same time, Rolls-Royce is working on a dual-fuel concept that can use both methanol and diesel – a bridging technology until green methanol is widely available. *Background: Why methanol?* Green methanol is considered one of the most promising alternative fuels for shipping. If it is produced using electricity from renewable energies in a power-to-X process, its operation is CO₂-neutral. Compared to other sustainable fuels, methanol is easy to store, biodegradable, and causes significantly fewer pollutants. “For us, methanol is the fuel of the future in shipping – clean, efficient, and climate-friendly. It burns with significantly lower emissions than fossil fuels and has a high energy density compared to other sustainable energy sources,” said Denise Kurtulus. Watch the YouTube video [HERE](#) (PR-Rolls Royce)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Damen delivers ASD Tug 2111 Argo to WUZ Port and Maritime Services*
 - *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*
- 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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