Tugs Towing & Offshore Newsletter

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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry

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TUGS & TOWING NEWS.

DAWN SERVICES CHRISTENS ITS NEWEST TUGBOAT

Harvey, La., headquartered offshore towing specialist Dawn Services has christened the newest addition to its growing fleet, the M/V **Captain John J. Charpentier**. Built in Seattle, Wash., by the Marine Power and Equipment Company and completed in Morgan City, La., in 2003, the 8,200 brake horsepower towing vessel delivers 106 tons of bollard pull. It is hull, machinery and ice classed and certificated to work internationally with ISM compliance. The vessel's namesake, Capt. John J. Charpentier, grew up in Algiers Point, La., and started working on tugs and ships as an engineer at an early age. Once he received his captain's license, he quickly achieved pilot status and began working for the Federal pilots navigating deep draft vessels from Southwest Pass all the way to Baton Rouge. Dawn Services got its start in the early 1980s when Captain Charpentier and his son Kenneth Charpentier sold their explosives business and invested in an unfinished tugboat. Over the last 40 years, the company has focused on slow and consistent growth with an emphasis on quality crews and customer satisfaction. Dawn Services continues the vision of Capt. John J. Charpentier now with a next generation of leadership. *(Source: MarineLog)*

QUEENSLAND FAMILY BUSINESS CELEBRATES 60 YEARS

Australia's Pacific Tug Group is celebrating its 60th birthday, marking the anniversary of its accidental start in 1965 when a 45-foot fishing boat was asked to assist a tow that was in difficulty. Two generations of the Peters family have turned that opportunity into a thriving family-owned company providing a range of maritime services. Pacific Tug Group now comprises six arms including its fleet of 28 vessels, Pacific Marine Base Brisbane and Pacific Marine Base Bundaberg, which is opening the Bundaberg port to greater trading opportunities. CEO Chris Peters, who is part of the Pacific Tug Group executive with brothers Robert and Sam, said the company was grateful for the opportunities created across six decades with the promise of more to come. "We're grateful for everyone who has helped a Queensland family-owned company to thrive and grow over 60 years in a challenging market," Chris Peters said. "Pacific Tug has played a role in many elements of Queensland life while also working across the nation, into the Pacific and beyond. "We have played a key marine support role on the developments transforming Brisbane's riverfront in recent years and we also have a strong presence in north Queensland, Western Australia, South Australia and Victoria and the Pacific Islands. "But there are the other memorable moments over 60 years including the day one of our crews pulled a man from the Brisbane River as floodwaters swamped his houseboat. Life in this industry always has unexpected moments." Mr Peters, a Master Mariner who worked on tankers, dredging and offshore work before joining the family business, said Pacific Tug could assist in opening Queensland's port capacity to enable more trade opportunities. This includes realising the potential of Pacific Marine Base Bundaberg, which has plans to finalise a 200-metre-long general cargo wharf that caters for break-bulk shipments that do not fit into standard shipping containers such as mining and agricultural equipment. "When completed, Pacific Marine Base Bundaberg will have the largest load capacity of any port along Australia's east coast. The port has notable advantages when added into a wider mix including Brisbane and Gladstone, which both play critical roles in the state's freight needs. "It will enable vessels to access southeast Queensland's agriculture, manufacturing and industry hubs without having to queue off the coast awaiting a berth." Mr Peters

said Pacific Tug was entering its seventh decade with enthusiasm. The Peters family kept the business, started by brothers Con, George and Mick, when corporate raider Adsteam bought Pacific Tug's assets in the 1980s. Pacific Tug continued on a minor level until it began to expand again from 2005, assisting Queensland's resources boom while working in the likes of dredging, harbour and ocean towage. "The 'blue highway' remains the most efficient trade route in the world and Australia can improve its capacity," Mr Peters said. "Pacific Tug Group wants to help improve that capacity and we're happy to work with governments to ensure the best opportunities for the nation's trade." Pacific Tug Group's work is diverse. Most of the structural components for the Neville Bonner and Kangaroo Point Bridges, now spanning the Brisbane River, went through Pacific Marine Base Brisbane. In December last year, Pacific Tug Group's research vessel P.T. Paluma returned to the Port of Brisbane after a 14-week research program on the Great Barrier Reef for the Australian Institute of Marine Science. *(PR-Pacific Tug)*

MPV SMOKEY

MPV **Smokey** is a state-of-the-art multi-purpose vessel (MPV). With dimensions of 49.89 meters in length and 16.64 meters in width, **Smokey** is equipped to handle a range of demanding maritime tasks. Built with top-tier equipment, **Smokey** features an offshore heave-compensated crane with a capacity for 60m/ per minute, as well as a secondary knuckleboom crane. These robust cranes, along with her 305 m² deck space and heavy-duty deck load capabilities of up to 20

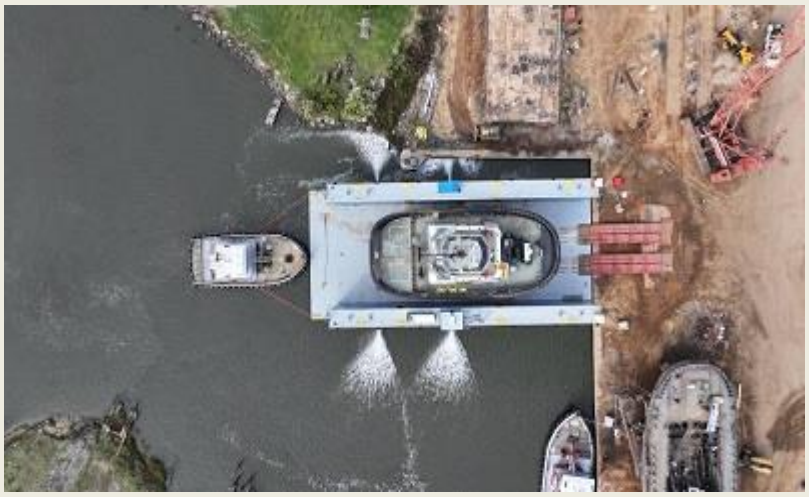
tons per m², make her an ideal choice for lifting and transporting equipment in challenging offshore environments. The Dynamic Positioning (DP2) system by Kongsberg provides exceptional stability, enabling precise operations even in adverse sea conditions. Beyond her functional capacity, **Smokey** is classified to the highest standards, holding Bureau Veritas and Dutch Shipping Inspection certifications. Her DP2 system, combined with state-of-the-art nautical and communication equipment—such as dual ECDIS, Furuno radar systems, and Starlink internet—ensures both safety and operational efficiency. Accommodation on board is designed for comfort having a COMF3 notation, with climate-controlled living spaces compliant with MLC2006 standards, offering ample facilities for up to 34 people, including crew and client cabins. With capabilities for unrestricted service and clean ship status, **Smokey** is ready to support a variety of offshore projects worldwide. *(PR-Herman Sr)*

MASTER BOAT BUILDERS UNVEILS STATE-OF-THE-ART FLOATING DRY DOCK TO BOOST THROUGHPUT

Conrad-designed and built dry dock streamlines launches, increases throughput at Coden, and readies Master Boat for future government work. Master Boat Builders, Inc. ("Master Boat") today announced it has taken delivery of a new, state-of-the-art floating dry dock, giving the company direct control over launch schedules and accelerating vessel deliveries.

Designed and built by Conrad Shipyard, the dry dock measures 155' long x 66' wide with 41' tall wing walls, features a 2,000-ton lifting capacity, and incorporates a barge bow to enable efficient towing. Master Boat will use the dock to launch recently constructed vessels. Previously, Master Boat rolled vessels onto a barge and towed them to third-party facilities in Alabama and Mississippi for launch – forcing Master Boat to be dependent on the availability and schedule of other yards. Now, Master Boat will have the ability to launch directly from its facility along the Theodore Industrial Canal, eliminating external constraints while improving reliability and cadence. "This is about improving our capacity, schedule certainty and cadence of delivery, especially as we begin to take on more work, especially government and defense programs," said Garrett Rice, President of Master Boat Builders. "By modernizing how we launch and bringing that capability under our own roof, we're now able to deliver critical vessels with greater predictability and certainty." The new dry dock complements Master Boat's recently announced strategic partnership with Austal USA. The two companies aim to strengthen the domestic maritime industrial base by increasing the ability of proven, regional shipyards to take on large, complex programs for the U.S. government. Under the MOU, the companies will collaborate on current programs under contract to Austal USA as well as on future efforts, enabling greater flexibility to meet evolving fleet requirements. By distributing work across complementary facilities, Austal USA and Master Boat aim to reduce bottlenecks, shorten production schedules, and create surge capacity for future demand. The companies also intend to co-invest in workforce development initiatives. "This is one more step in de-risking schedules for our customers," added Rice. "When we control launch windows on our term, we protect delivery momentum, reduce bottlenecks, and keep our focus where it belongs – building hardworking boats, on time." *Dry Dock at a Glance* ● 155' L × 66' W × 41' wing walls; ● 2,000-ton

lifting capacity; ● Barge bow for efficient towing. *About Master Boat Builders* Established in 1979,



Master Boat Builders is an internationally recognized vessel and workboat manufacturer. Over the past 45 years, the company has built and delivered over 450 vessels to customers all over the world, including tugboats, offshore supply vessels, fishing vessels, and dive support vessels. The shipyard manufactures boats for major corporations, maritime industry operators, fishing businesses, and individuals with a focus on quality, reliability, utilization, safety, and cost-effectiveness. Watch the YouTube video HERE *(PR-Master Boat Builders)*

THE TUGBOAT WORLD TRADER WAS SPOTTED LAST WEEK ON THE RIVER MAAS BOUND FOR CASABLANCA

The 1970 built tug **World Trader** left today for Casablanca after spending several years in the Rotterdam area. Initially placed under arrest as **World Tug 1**, then sold to a broker, laid up and sold again earlier this year. She spent a few months at the Firma Van Grevestein's a shipyard – Krimpen aan de Lek, to bring her up to specs again. Built in 1970 as **Inigo Lopez Tapia** for Spanish owners. Other names were **Raices**, **Edurne**, **Mendexa** and then **World Tug 1** for Dutch owners. *(Source & Photo: Hans Hoffmann)*

CORVUS ENERGY TO SUPPLY BATTERY SYSTEMS FOR ELECTRIC TUGBOAT FOR NYK

Project marks a major milestone toward zero-emission ports and the future of sustainable maritime operations. Corvus Energy, the world's leading provider of zero-emission solutions for the maritime industry, has been selected to supply the battery systems for an electric tugboat, to be built by Japanese shipyard Keihin Dock Co., Ltd. for Nippon Yusen Kabushiki Kaisha (NYK Line). The environmentally friendly harbor tug will be powered by Corvus Energy's Orca Energy battery systems, with a total capacity of 2,712 kWh. The concept design is led by the NYK Line, Project Engineering Team with further detail design finalized by Keihin Dock. *Tugboat of the Future* The new electric tugboat represents a major advancement in Japan's efforts to achieve carbon-neutral ports. Equipped with batteries and Japan's first domestically manufactured large-capacity motor drive system supplied by TMEIC Corporation, as well as a Dynamic Positioning System (DPS), the vessel will combine powerful zero-emission propulsion with enhanced crew comfort and safety. As part of NYK's "Co-Creating the Future" initiative, the electric tugboat symbolizes Japan's transition toward greener and smarter maritime operations. The project has been selected under the Ministry of Land, Infrastructure, Transport and Tourism's Support Project for the Development of Technologies to Promote Transformation in Coastal Shipping, reflecting its importance in advancing maritime innovation and sustainability. "This vessel is the result of our collective innovation—a 'Tugboat of the Future' that cares for both people and the planet. It will lead the way in Japan's next-generation maritime industry. said Satohiko Kodama, Manager of Project Engineering Team at NYK Line and continues: "By integrating advanced electric propulsion from our domestic partners and state-of-the-art energy storage technology from Corvus Energy, we are taking an important step toward realizing zero-emission ports." From concept design to construction and operation, this project unites expertise across the NYK Group to advance domestic know-how in electric propulsion vessels. The full-scale adoption of battery-based power systems represents a significant contribution to Japan's maritime decarbonization goals and highlights Corvus Energy's growing role in enabling zero-emission solutions worldwide. "We are proud to collaborate with NYK and Keihin Dock on this innovative electric tug project," said Ole Jacob Irgens, EVP and Head of Regional Sales for Europe and Asia at Corvus Energy. "This project further strengthens Corvus Energy's position as the leading provider of zero-emission battery technology in Japan, where more than ten vessels are already sailing with Corvus battery systems." *Batteries are ideal for tugs* He added: "Batteries are ideally suited for tugboats because they enable zero-emission operations during idling and low-power manoeuvres, with diesel engines only needed when maximum thrust is required. This hybrid approach significantly reduces fuel consumption, emissions, noise, and maintenance—while enhancing efficiency and responsiveness. We strongly believe energy storage will become the standard for all tugs going forward." The battery system will be supplied in partnership with Sumisho Marine Co., Ltd, Tokyo, Japan and is scheduled for delivery in June 2026 and the tugboat is expected to begin operation by the end of 2026 under NAIKAI TUG BOAT SERVICE CO.,LTD., part of the NYK Group company. *(PR-Corvus Energy)*

ITS 2026 DROPS ANCHOR IN SCANDINAVIA FOR THE FIRST TIME

Gothenburg, Sweden to host the 28th International Tug & Salvage Convention, Exhibition & Awards. For the first time, the International Tug & Salvage Convention, Exhibition & Awards (ITS) is heading to Scandinavia – and there's no better host than Gothenburg, Sweden. Proudly presented in association with Caterpillar, the 28th edition of International Tug & Salvage (ITS) Convention will take place from 19-21 May 2026 at the Svenska Mässan Gothia Towers in central Gothenburg. This landmark event will bring together the global tug, towage, and salvage community for three days of expert discussion, sector insight, and high-impact networking. Set against the backdrop of Sweden's second-largest city, the venue combines a prime location with a proven track record of hosting world-class events. ITS 2026 will feature a comprehensive, three-day conference programme renowned for its depth and relevance. Delegates can expect informed debate and expert analysis across a wide range of commercial, operational, regulatory, and technical topics driving the industry forward. From cutting-edge tug design and automation to decarbonisation, emergency response, AI integration, and digital innovation, the agenda will address both immediate challenges and long-term opportunities. Sessions will include carefully vetted technical papers, real-world case studies, keynote addresses, interactive roundtables, and live audience engagement through polls and Q&As. Attendees will gain exclusive insights into state-of-the-art tug operations, market trends, safety culture, alternative fuels, workforce development, and much more. With strong competition to present, only the most original and impactful submissions are selected, maintaining the high standards for which ITS is known. The accompanying exhibition provides an ideal space for companies to showcase innovations, build brand visibility, and engage directly with clients and partners. Informal networking will be fostered during coffee breaks, lunches, and between sessions, while sponsors will host a variety of social events – from receptions and hospitality suites to tug presentations, partner programmes, and late-night gatherings. A key highlight is the ITS Gala Dinner & Awards, taking place on 21 May 2026, celebrating excellence in tug and salvage operations. The ITS Awards honour

outstanding vessels, operators, innovators, and individuals for achievements in safety, sustainability, and technical leadership – selected by industry peers. Nominations are now open for the ITS Awards. Have your say and nominate here. Four ticket tiers are now available: general access to the exhibition, bronze level including the Gala Dinner, silver with added networking and hospitality, and gold for full access to the complete ITS Convention experience. Register before 30 January 2026 to take advantage of early bird discounts and save up to 15% with group bookings. Limited sponsorship and exhibition opportunities remain for companies looking to align with the world's largest gathering of tug, towage, and salvage professionals. Whether launching new products, expanding into new sectors, or increasing brand awareness, ITS offers unmatched access to a targeted, engaged global audience. ITS is a truly international event, held every two years in a leading maritime hub. Since 1969, it has welcomed over 10,000 delegates and 1,350 exhibitors from more than 70 countries. Reconnect with familiar faces and forge new partnerships through our popular partner and social programmes. Secure your place at this unmissable industry gathering using this link.

SVITZER, COCHIN SHIPYARD SHAKE HANDS ON ELECTRIC TUG MANUFACTURING IN INDIA

Denmark-based towage service provider Svitzer has signed a letter of intent (LoI) with Cochin Shipyard to construct a new generation of electric tugs in India. The agreement will see Svitzer and Cochin Shipyard collaborate on plans to build electrical TRAnsverse tugboats at Cochin Shipyard's facilities in India. According to Svitzer, the collaboration marks a step forward in its electrification roadmap and in strengthening India's role as a global maritime manufacturing hub. The deal also signals Svitzer's long-term commitment to 'Make in India' and to bring to market "one of the most advanced and environmentally progressive tug designs" to support India's green port and green towage ambitions. The electrical TRAnsverse vessels are intended for Svitzer's global fleet renewal and growth markets, and to create the opportunity for a locally built design to be deployed in Indian port and terminal operations. "With this LoI, we are taking a decisive step on our electrification journey. India's shipbuilding ecosystem—and CSL's proven track record—make Cochin a great place to further develop and build the TRAnsverse," said Kasper Nilaus, CEO of Svitzer. "We see strong alignment with the Government of India's Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047. By pairing Svitzer's nearly 200 years of towage experience with Indian engineering and manufacturing strength, we aim to deliver cleaner, safer and more efficient harbour operations for customers in India and around the world." Madhu S Nair, Chairman and Managing Director of Cochin Shipyard Limited, added: "We look forward to working closely with Svitzer to make plans for building the next generation TRAnsverse tug in India. This collaboration will showcase CSL's world class capabilities, deepen local supply chains and talent, and accelerate the availability of green, high performance tugboats for ports at home and abroad." *(Source: Offshore Energy)*

"LARGEST" SHORE POWER FACILITY INSTALLED ON RIVER THAMES

UK's builder and operator of renewable and shore power systems Net Zero Marine (NZM), in collaboration with towage services provider Svitzer, has installed "the largest shore power facility" on the River Thames. The installation of the 0.55 MW shore power system at Denton Wharf was completed on October 21, representing "a significant achievement" in green energy transition for NZM and Svitzer, as the new facility is expected to reduce CO2 emissions by over 280,000 kg annually. At the same time, the project is described as one of the largest, non-subsidized shore power installations in the UK. The facility will supply zero-emission power to the Svitzer tug fleet operating from the wharf using a 100% renewable tariff from TotalEnergies, directly supporting the DfT Maritime Decarbonisation Strategy (2025). Miles Cole, Head of Origination, Net Zero Marine Limited (NZM), commented: "NZM are focused on improving air quality in the UK maritime sector. We are very proud to be part of this project, and our ambition is to roll out many more of these projects over the coming years." Michael Paterson, Managing Director of Svitzer, UK, Svitzer, added: "At Svitzer, we've set ambitious yet achievable targets to decarbonise our global operations together with our customers and the communities we are part of. This is another important step in becoming net zero by 2040." This installation on the River Thames is part of NZM and Svitzer's larger shared vision to deliver shore power and charging infrastructure. To this end, Svitzer welcomed the first of its electric tug fleet in 2025, which is projected to cut CO2 emissions by 600-900 tons, compared to an existing tug. *(Source: Offshore Energy)*

FLEET RENEWALS, EMISSIONS REDUCTIONS DRIVE NEWBUILD CONTRACTS

Owners continue to order tugboat fleets from shipyards, with many sporting technologies to reduce emissions in harbours and powerful engines for higher bollard pull. Modernising workboat and tugboat fleets accelerated in Q3 2025, as vessels were ordered with technology to reduce emissions in

harbours worldwide. Owners are reacting to market demands for higher power tugboats to handle large container ships, bulk carriers, tankers, naval ships and LNG carriers in ports that have opened more terminals and quayside space. More tugboats have been ordered with high-efficiency hulls, stronger winches, more engine power and exhaust aftertreatment systems or energy storage systems. According to data collated by International Tug & Salvage (ITS), shipyards worldwide received orders for 62 newbuild tugs in Q3 2025, up from the 53 reported in Q2 2025 and 30 in Q3 2024. These orders boosted the global orderbook for tugs to 403 at the end of September 2025, up from 380 at the start of this year, according to data from BRL Shipping Consultants. Orderbook and shipyard contract data can vary from quarter to quarter and is swayed by large one-off orders. This was the case in Q3 2025 when Serco contracted Damen Shipyards to build a fleet of 24 vessels, including tugs and pilot boats, to support the UK Royal Navy in three UK ports. As part of this contract, Damen will construct azimuth stern drive (ASD) and reverse stern drive (RSD) tugs from its shipyard in Vietnam and China for deliveries going into 2027. Another sizeable contract came from Curtin Maritime for a fleet of hybrid-electric tugboats to assist ships in major ports in California, USA, in a deal valued at US$160M. Up to eight newbuild tugs will be built, designed by Arc Group, with energy storage systems and generators driving azimuth thrusters at a cost of around US$20M each vessel. They will be assembled at Snow & Co's Seattle shipyard and deployed in the Ports of Los Angeles and Long Beach, with the first scheduled to enter service in 2027. In Asia, China continues to dominate tug newbuilding orders with Jiangsu Zhenjiang Shipyard a major builder for domestic owners and increasingly for export. In Q3 2025, the Jiangsu province shipyard cut steel on the first of four tugs it is contracted to build for Indonesian owner Sinarmas LDA Maritime. In the past three months, it has also cut steel on tugs for Tianjin Port, Nantong Lusi Port Tugboat Co, National Hazardous Chemicals Emergency Rescue Gulei and Shanghai Hudong-Zhonghua Shipbuilding (Group) Co. Offshore operations are becoming a growing requirement for tugboats built for port operations. Zhenjiang Shipyard has started building six tugboats to handle ships and anchors for port and offshore applications for Britoil Offshore Services with deliveries in 2026 and 2027. In Q3 2025, Smit Lamnalco contracted Turkey's Uzmar Shipyard to build offshore tugs to support a new multi-year contract it received from ExxonMobil Guyana. And in October, Chomex Marino signed a contract with Albwardy Damen Shipyard in Sharjah, United Arab Emirates, for two offshore support tugs to support Woodside Energy's deepwater operations in Mexico. India is becoming an important country for tugboat construction with Cochin Shipyard, Mandovi Drydocks and Shoft Shipyard picking up contracts from domestic owners. Previous orders, and builders' strategies to construct for their own stock and fleets, have bolstered tugboat deliveries this year. Data accumulated by ITS indicates there were 74 tugs delivered by shipyards worldwide in Q3 2025. Of these around 19% were built in China and 16% in Turkey, plus 12% in Malaysia and another 12% in Vietnam. These additions mean there have been over 250 tugs delivered in the first nine months of 2025. At this rate, it is likely that tugboat deliveries in 2025 will match that of 2024, which ITS reported at 348. (Source: Riviera by Martyn Wingrove)

NEWBUILDS EXPAND SINARMAS' INDONESIAN FLEET

Indonesia-headquartered Sinarmas LDA Maritime is expanding its tugboat and barge fleets with newbuilds delivered and launched in Malaysia. Sinarmas LDA Maritime (SLM) is growing its fleet of tugboats and barges with several delivered in Malaysia from two shipyards. The Indonesian shipowner and logistics provider, with corporate links with the Louis-Dreyfus family in France, took delivery of the tugboats from Tuong Aik Shipyard in Sibu, Malaysia. It celebrated the delivery of **SLM Herakles 3** on 25 September 2025, **SLM Herakles 6** and **SLM Apollo 3** on 2 October and **SLM Apollo 5** and **SLM Herakles 5** on 14 October. Tuong Aik is building six twin-screw tugboats with onboard power of 1,790 kW for SLM. All are due to be completed this year, with the first delivered on 25 June 2025 at the shipyard in Sarawak. In the latest delivery ceremony, **SLM Apollo 5** and **SLM Herakles 5** were handed over to SLM newbuilding director Thierry Escarabajal by Tuong Aik executive director Simon Lau and on 7 October, SLM took delivery of 100-m barge SLM Thetis 1 at Palma Progress Shipyard. "The arrival of these new vessels marks another significant step in SLM's ongoing commitment to enhance the efficiency and reliability of its tugboat fleet within the maritime industry," said SLM. Deliveries of SLM Herakles series tugs started in July 2025 and SLM Apollo series tugboats in 2024. In Q3 2025, SLM ordered a series of azimuth stern drive tugboats from Jiangsu Zhenjiang Shipyard in China for delivery in 2026, with the steel cut on the first of these on 30 July. Also in Indonesia, Karya Teknik Utama (KTU) Shipyards launched twin-screw tugboat **Pegasus 678** using a Cimolai MBH 450 mobile crane at its facilities in Marunda. This is similar to 27-m **Pegasus 578,** which KTU delivered in August 2025 after its construction to a Robert Allan TRA2700 design, with a beam of 8 m and a hull depth of 4 m. This preceded the launch in October of four tugboat and barge sets KTU is building for Pelayaran Bahtera Adhiguna, which KTU called an achievement in its shipbuilding. An example of these tugs is 2025-built 27-m **Karya Pacific 2280**, with a beam of 8 m and a hull depth of 4 m, which was filmed by KTU towing 64-m jetty barge Banyuasin Delta, with a width of 12 m and depth of around 4 m. Another example of a KTU 2025-built tug is **Giat Aktif 2004**, which has an overall length of 27 m, twin propellers, a beam of 8 m and a hull depth of 4 m. In September, KTU delivered 27-m tugboat **Sarah 1** and barge Kumala 3001 to Pelayaran Nasional Lautan Kumala at a ceremony in Batam, Indonesia. **Sarah 1** has a beam of 8 m, a bollard pull of 26 tonnes and a top speed of 12 knots. Also in September,

KTU handed over 27-m tug **Zahran 88** and 100-m barge Mahalona 3301 to an unnamed Indonesian owner. And in August, KTU delivered 27-m **Emperor 3** tugboat, with a beam of 8 m, and 91-m Dinasti 3003 barge to an unnamed owner. *(Source: Riviera by Martyn Wingrove)*

FORTH PORTS LAUNCHES SECOND HYDROGEN DEVELOPMENT PROJECT

The Scottish ports group intends to run another hydrogen-fuelled power generation project in its harbour to supply electricity to berthed vessels. British group Forth Ports has secured funding and approval under a UK government-backed demonstration programme to start another trial generating hydrogen from renewable resources in a UK harbour to feed power to berthed tugs. Tugs from its subsidiary Targe Towing will be used in the pilot project to demonstrate the feasibility of supplying clean power to port vessels over the long term. The trial will be carried out under a Clean Maritime Demonstration Competition (CMDC6) project with support from the UK Department for Transport. Forth Ports and Targe Towing will partner with Logan Energy and PlusZero in this project to advance green hydrogen production for shore power and vessel refuelling at the Port of Leith, near Edinburgh, Scotland. In Q1 2025, Forth Ports, Waterwhelm, Logan Energy and PlusZero demonstrated technology using wastewater and renewable energy to produce hydrogen that was then pushed through a generator for electricity, which was cabled to a berthed Targe tug in Leith. "Targe Towing is once again at the forefront of maritime innovation, joining Forth Ports as partners in the CMDC6 project," said Targe Towing commercial director Alasdair Smith. "Building on the success of our hydrogen shore power demonstrator at the Port of Leith [in Q1 2025], this next phase will push boundaries even further," he said in a social media post. "We will be exploring hydrogen refuelling for vessels and new ways to eliminate diesel emissions in port operations." In the first phase, Waterwhelm technology was used to convert wastewater from the treatment works site in Seafield, Edinburgh, into fresh re-use water to be used to produce hydrogen. Logan Energy and PlusZero provided electrolysis to manufacture hydrogen using the purified water and the gas was fed into an internal combustion engine. The resulting electricity was supplied to a berthed 2019-built tugboat, Targe's 340-gt azimuth tractor **Balmerino**. "Collaborations like this show what is possible when port operators, energy specialists and tug operators work together towards a zero-emissions future for shipping," said Mr Smith. "Targe Towing's involvement reflects our commitment to innovation, operational excellence, and supporting customers in meeting their net-zero goals, from harbour towage to offshore operations." This pilot project will again be conducted in Leith and will consider various technologies for delivering green energy to vessels in harbours. It aims to reduce greenhouse gas and other pollutants, such as NOx and particulates, that derive from diesel engines otherwise used in ports to generate onboard power. *(Source: Riviera by Martyn Wingrove)*

WORK ON THE SCHELDT TUNNEL IS PROGRESSING: FIFTH OF EIGHT COMPONENTS SINKS TO THE BOTTOM ON FRIDAY EVENING

The lowering of the previous tunnel sections of the new car and bicycle tunnel between Antwerp's

left and right banks was occasionally delayed, but the fifth section should be lowered smoothly to the Scheldt River bed Friday evening. The spectacle can be witnessed near Sint-Anna beach. However, the tunnel will not fully open until 2030 at the earliest. Immersing the tunnel elements is no easy task, as there's little leeway and changing weather conditions and the Scheldt's tides must be taken into account. For example, a sand buildup previously forced the resurfacing of one tunnel element, and the pilot strike caused a further delay in the immersion of the fourth tunnel element. However, according to Lantis, the client for the Oosterweel works, everything is on schedule for the immersion of section five of the tunnel. The four sections on the right side of the Scheldt are already in place, so now the other four on the left will follow. Therefore, the viewing point, from which the spectacle can be safely observed, is also being moved to the left bank, near Sint-Anneke Plage. The immersion will take place Friday evening, when shipping will be temporarily suspended on that section of the river. *Timing* The new Scheldt tunnel between the Left Bank and Antwerp-North will open to car traffic no earlier than 2030. The separate tunnel for cyclists is expected to be put into use as early as 2028. *(Source: PZC)*

ACCIDENTS – SALVAGE NEWS

SANCTIONED RUSSIAN TANKER BREAKS DOWN IN SUEZ CANAL

A sanctioned Russian crude oil tanker traveling as part of the southbound convoy in the Suez Canal broke down on Tuesday, October 28, briefly interfering with transits. The Suez Canal Authority is emphasizing its quick response to get the tanker, which had grounded, back underway. The ship, which is currently trading under the name **Komander**, is another flagrant example of the tactics of the shadow fleet. Built in 2004, the 150,580-dwt tanker has had four names and six flags in the past three years. It passed in 2023 to Gatik Shipmanagement, well-known for its operation of Russian shipping, and reported its flag in 2023 as Gabon, 2024 in Panama, and in 2025 it listed Guyana (which was believed to be false), Comoros, and since September it lists Russia. During these times, the vessel has identified as **Heracles**, **Krishna 1**, **Prudence**, and since September **Komander**. It is listed in the databases as being owned by a Hong Kong company and managed from Russia. The

United States, the UK, and the EU have all listed it in their sanction packages for transporting Russian oil above the G7 price cap. It is a Suezmax class tanker with the Canal Authority reporting an 80,000-ton cargo. The vessel is 274 meters (899 feet) in length. The tanker is believed to have loaded its current cargo in Murmansk and is likely bound for China. It was part of the Suez Canal convoy heading south today, and the authority reports it received a report at midday that the tanker's engine was malfunctioning. It drifted out of the lane and grounded at kilometer 47. The Suez Canal Authority dispatched five tugs, and they began a towing operation to refloat and realign the tanker in the channel. The authority says the first part of the operation was completed in just 30 minutes. They then began towing the tanker south to the lakes area. The Suez Canal Authority said all traffic has resumed normal operations. They reported that a total of 34 vessels were making the transit in both directions today, representing a total of 1.4 million net tons. Reports said the **Komander** was the last ship in the 19-vessel southbound convoy. *(Source: Marex)*

SECOND BODY RECOVERED AFTER COLLISION IN AMSTERDAM

Police found the body of a missing man from a collision in Amsterdam's Afrikahaven harbor overnight Monday night. The man is a 24-year-old from Haarlem. The body of a missing 30-year-old man from IJmuiden was also found earlier. Around 6:00 PM on Sunday, a flat-bottomed boat belonging to the harbor service De Koperen Ploeg and an inland vessel collided. The De Koperen Ploeg workboat disappeared underwater, along with the two men. A sonar boat was deployed in the search for the missing persons and the vessel. An investigation is ongoing into how the collision occurred. *(Source: Schuttevaer)*

SHIP TAKES ON WATER: COAST GUARD RESCUES 5 CREW MEMBERS FROM GUARD VESSEL SEAFORCE

Glomar Offshore's Guard Vessel **Seaforce** ran into trouble just off the Wadden Islands overnight Sunday to Monday. The vessel took on water, and the Coast Guard decided to evacuate five people from the ship by helicopter. The ship was en route for a crew change when it was discovered that it was taking on water for an unknown reason. The captain reported this to the Coast Guard, who

arrived on the scene. Because it was difficult to stop the influx, it was decided to disembark five crew members and leave the captain behind. *Rederij Noordgat* The Coast Guard helicopter picked up the five crew members from the foredeck without any problems. A strong wind of 30 to 35 kilometers per hour was blowing. The tugboat **Hurricane**, owned by the Noordgat shipping company, had by then made mooring and brought the **Seaforce** to Oudeschild. The crew spent the night there and reboarded on Tuesday. As of Monday, the cause of the ship taking on water was still unknown, according to general manager Jan-Wouter Thijssen of Glomar Offshore. *(Source: Schuttevaer)*

SALVAGE EFFORTS PREPARE GROUNDED MSC BALTIC III FOR WINTER

Salvage efforts are continuing eight months after the containership **MSC Baltic III** went aground in a remote cove on the west shore of Newfoundland, Canada. While the majority of the fuel and cargo have been removed from the vessel, they are focusing on additional cleanup as the vessel is prepared for the onset of winter weather in the region. The 207-meter (679-foot) vessel (33,767 dwt) was driven ashore in a fierce winter storm in February 2025 with a daring helicopter rescue of the crew. It came to rest in Cedar Cove, and surveys later showed cracking in the hull, which led to the determination that the approximately 1.7 million liters of heavy fuel and marine gas oil onboard and 470 containers, half of which were empty, needed to be removed from the ship. As of October, the Canadian Coast Guard reports that nearly all the fuel has been pumped from the ship's tanks. The operation required heating and pumping it to a tank on deck and then again to a barge that was positioned alongside. The fuel was ultimately transferred to

other MSC containerships when they called at Corner Brook. The efforts are continuing to focus on cleaning the tanks to remove as much residual oil as possible from the ship. Also, the contents of the slop tanks have been pumped to the deck to be offloaded. The effort is focusing on flushing the tanks. Bruce English, who is overseeing the salvage operation for the Canadian Coast Guard, told The Telegram newspaper that they would not be able to complete the flushing 100 percent because time is running out before the arrival of winter weather. The salvage team hired by MSC has also removed 407 containers from the ship. Some of the containers that remain in the holds have water that entered the holds, and the contents have become soaked. Some of the containers are also misshapen the newspaper reports, and with the water, have become too heavy to lift to the deck with the ship's crane. Also, some of them contained food products that decomposed and are generating noxious gases. English told the newspaper that if the weather permits, the salvage team might cut open some of the 65 remaining containers. However, he said the oil remains the top priority. Removing the containers would also require a barge with splash guards to contain anything that might leak during transport. In an effort to winterize the vessel, they also flooded some of the tanks to add ballast. However, they want the vessel to continue to be able to shift, or they fear winter waves and storms could cause more damage to the hull. The weather has continued to be a problem and limits the times crews can get aboard the vessel. Work was being completed on a cableway from the shore to the vessel. It will be able to transfer personnel and improve access to the vessel. English told The Telegram that the fate of the ship remains undecided and that it will be staying in the cove till at least spring. He said it was still possible the ship might be able to be refloated, or it could eventually be dismantled in the cove. *(Source: Marex)*

THE SHIP "MUNDAKA NM" GROUNDED ON A SANDBANK AT THE ENTRANCE TO THE PORT OF ALCUDIA.

Sandbanks at the entrance to the port of Alcudia caused the vessel "**Mundaka NM**" to run aground at dawn on October 12th, requiring the assistance of a tugboat to free it. A hull inspection revealed no damage, and it docked at the commercial pier for unloading from Caronte, southern France. The Balearic Islands Port Authority (APB) has a pending issue with the dredging of the area,

according to maritime media. The ship "**Mundaka NM**" (IMO 9956501) belongs to the new generation of Naviera Murueta, built in the Erandio factory and in service since 2023. *(Source: Puente de Mando; Photo: Manuel Aguilera Panadero)*

SALVAGE CREWS RECOVER SUNKEN TUG OFF MAINE COAST

Salvors have refloated and recovered a small tugboat that sank nearly a year ago just off the shores of Ogunquit, Maine. The 25'x14' tug **Georgie** was under tow and uncrewed when it sank near Perkins Cove on the Southern Maine Coast, on Dec. 8, 2024. The vessel had an estimated 400 gals. of diesel on board, according to a NOAA incident report. Last week, crews from Determination Marine LLC, Portland, Maine, and Fuller Marine Services Inc., Boothbay, Maine, began dewatering efforts to raise the stricken vessel, according to a social media post from the Ogunquit Fire Department. "They're working hard to get her afloat tonight," the fire department wrote on Saturday. "Conditions are challenging, but determination is high." Photos shared by the fire department on Sunday showed the tug had been refloated using inflatable lift bags. A Fuller liftboat and Determination's 44' workboat New Ledge assisted in the recovery efforts. Built in 2008 by Progressive Industrial Inc., Palmetto, Fla., as the McDevitt Boys for Acushnet Marine Inc., Boston, the tug was sold in 2020 to Patriot Marine Corp., Winthrop, Mass., and renamed Georgie. The twin-screw vessel was powered by two Cummins ISB-6.7 diesels and rated at 600 hp. *(Source: Workboat)*

SALVAGE CARRIES OUT BY VIGO

The pushed barge' **Tim II**' (ENI: 02331190), loaded with coal, broke free from the inland vessel **'Tim'** (MMSI: 244700399), sailing upstream on the Rhine, on the afternoon of Oct 27, 2025, at around 33 p.m. near the "Bankeck" (bank corner) off St. Goar, drifted approximately 500 meters downstream and ran aground on the opposite right river bank in St. Goarshausen. Navigation was closed in both directions between St. Goar and Kaub for approximately three hours. The salvage was being carried out by the Dutch barge **'Vigo'**, en route from Zwijndrecht, which received a call from the insurance company asking if it could help. The barge wasn't lying too high on the rocks and wasn't sucked

onto a sandbank either. The **'Vigo'** was manoevred alongside the barge. After it was detached, the

'Vigo' with the alongside tow moved about 500 meters downstream to reach the **'Tim'**, which had also moved a kilometer, because it couldn't stay in the bend, and was waiting at the Rheinfels harbour in St. Goar. The whole operation took about one hour. The **'Vigo'** then continued on its way to Karlsruhe. On Oct 28 at 5.30 a.m. the voyage of the **'Tim'/'Tim II'** was continued. Watch the FB video HERE *(Source: Vesseltracker; photo: Weinsheimers Welten)*

SRI LANKA NAVY RESCUES CREW FROM MYSTERIOUS SHIP THAT IS DRIFTING EASTWARD

What started as a successful maritime rescue has turned into a mystery for Sri Lankan officials. The ship is now drifting eastward into the Bay of Bengal and toward the Andaman Sea, while Sri Lanka attempts to unravel its ownership, determine if it has insurance, and figure out exactly what is aboard. The Navy received reports of a distress call on October 25, which, according to the Sri Lanka Guardian newspaper, was relayed by a third party. The Navy deployed its vessel **SLNS Samudura** for a search and rescue mission, and the merchant ship MV **Morning Glory** in the region also responded to the distress call. The general cargo ship, identifying as **Integrity Star** (8,276 dwt), was located approximately 100 nautical miles south of Sri Lanka with 14 crew aboard from India, Turkey, and Azerbaijan. They reported that the vessel, built in 2009 and registered in Vanuatu, suffered a major engine failure. The crew was evacuated to the Sri Lankan Navy vessel and transferred to Colombo. The ship's AIS signal shows it departed Ho Chi Minh City, Vietnam, on September 6 and was bound for the Suez Canal. Databases, however, also list the ship under the name **Feng Da** and managed by a company in Hong Kong. Officials reportedly believe the ship has presented falsified insurance papers, and according to the Sri Lanka Guardian report is accused of being in violation of 50 IMO regulations. Further, the newspaper says the captain refused to identify the cargo aboard the ship, and it is believed that although the ship was in Sri Lankan waters, the captain contacted Indian and Turkish officials for assistance when the ship was disabled. The newspaper quotes unnamed sources as saying there are "too many inconsistencies" in the ship's story. They are still attempting to determine the owner of the vessel. The newspaper reports the crew is in Colombo under supervision as the investigation proceeds. The ship, which was reportedly last spotted having drifted by approximately 70 nautical miles, is abandoned and heading towards East Asia. It has a spotty history, having been cited for four safety violations and oil accumulation in the engine room in an August 2025 Port State inspection in Vietnam. In June 2025, China cited the

ship for 22 deficiencies ranging from safety to structural issues. The newspaper speculated whether the vessel could have been involved in illegal activity such as smuggling or insurance fraud. They also question if there could be illegal goods aboard because of the failure to declare the cargo. *(Source: Baird)*

OFFSHORE NEWS

DEEPOCEAN ENGAGED FOR WESTERN AUSTRALIAN DECOMMISSIONING PROJECT

Ocean services provider DeepOcean has been appointed to support the decommissioning of subsea infrastructure at oil and gas fields in Western Australia. DeepOcean's scope of work includes suspension of subsea trees, removal of flowlines, riser and dynamic umbilical, and removal of a disconnectable turret-mooring buoy (DTM). The work is scheduled for 2026 and will be performed from one of the company's regional vessels. The fields are off the coast of Western Australia, in water depths between 300-400 metres. DeepOcean will manage the project out of its office in Perth, Australia. "We are honoured that DeepOcean has been entrusted with the delivery of this significant project. It builds on our extensive regional and international experience in decommissioning and reinforces our long-term commitment to supporting the energy sector in Australia," says Colin McGinnis, managing director of DeepOcean's Asia Pacific operation. Earlier this year, DeepOcean acquired Shelf Subsea – an independent provider of subsea services with a strong position in the eastern hemisphere, including Australia. Founded on a robust industrial fit, the acquisition created a global subsea services player with an extensive portfolio of solutions, covering the Asia-Pacific and Middle East regions too through Shelf Subsea. "DeepOcean is already one of the market leaders within subsea decommissioning in the mature North Sea region. This project demonstrates that we are already managing to combine the local Shelf Subsea expertise with our North Sea decommissioning competence. The end-beneficiary is our clients in the region," adds Colin McGinnis. DeepOcean has not disclosed the value of the contract. *(PR-DeepOcean)*

HAVILA LANDS MORE WORK FOR 2009-BUILT VESSEL

Norwegian offshore vessel operator Havila Shipping has struck a deal with the Netherlands-headquartered oil and gas player for a platform supply vessel (PSV), which is part of its fleet. Thanks to a new contract on market terms, the PSV **Havila Borg** has been hired for work with Peterson Den Helder. This assignment is in direct continuation of the existing contract and for a firm period until late fourth quarter 2026, with further options for extension, stretching the job up to two years. The 2009-built **Havila Borg**, which is of a Havyard 832 design, was built by Havyard Tomrefjord and can accommodate 23 people. Peterson previously hired **Havila Borg** in March 2025. Havila recently won a contract extension for a subsea vessel with Brazil's OceanPact. *(Source: Offshore Energy)*

OCEAN INSTALLER KEEPS SOLSTAD CSV FOR ANOTHER YEAR

Marine construction contractor Ocean Installer, a Moreld subsidiary, has exercised an option to keep the 2014-built construction support vessel **Normand Vision** for one more year. The extension will kick off in direct continuation of the current agreement. This extension secures operations for the Solstad Maritime-owned vessel through the end of 2027. Additionally, the agreement has been amended to include another annual option. The contract now includes two annual options for the years 2028 and 2029. Furthermore, the parties have included a mechanism that could allow for further extension of the contract until 2031. "With this extension, Ocean Installer can sustain support for their current operations, and it positions them to take advantage of emerging opportunities across global energy markets," said Geir Austigard, CEO of Moreld. *(Source: Splash24/7)*

EIDESVIK'S VESSEL DUO REMAINS ON DUTY WITH NORWEGIAN OIL & GAS PLAYER

Norwegian offshore vessel owner Eidesvik Offshore is continuing its assignment with Aker BP, a compatriot oil and gas company, thanks to extensions of deals for two of its platform supply vessels (PSVs). While explaining that Aker BP has declared an option to extend the contract for the PSV **Viking Lady**, Eidesvik elaborated that the contract extension runs from February 2026 in direct

continuation of the current contract, widening the firm period to February 2027. Constructed by Westcon Yard in Norway, the 2009-built LNG-fueled PSV has four Wärtsilä 32DF dual-fuel engines with advanced vessel automation and Wärtsilä's Low Loss Concept for minimization of electrical losses. Aker BP has also prolonged the firm period for the PSV **Viking Prince** for approximately three months, to the end of February 2026. The company secured the existing three-year contract for the ship in 2022. The 2012-built PSV **Viking Prince** was upgraded with a battery hybrid system and a shore power system in January 2022. This vessel, which is of a VS489 PSV LNG design, was built by Kleven Verft yard in Ulsteinvik. This set of contract extensions comes shortly after the delivery of a subsea vessel was bumped to 3Q 2026. This ship is being built at the Turkish Sefine Shipyard for delivery to Eidesvik and Agalas. *(Source: Offshore Eneregy)*

OLYMPIC TRITON AT NIEUWEDIEPKADE

The **Island Diligence's** berth at Nieuwediepkade was almost immediately occupied last Tuesday by another large Norwegian offshore vessel. It was the **Olympic Triton**, owned by Olympic Subsea from Fosnavaag, which had arrived in Den Helder from Husoya, Norway, for the installation of a water-to-water (W2W) system. This 95-meter-

long and 20-meter-wide diesel-electric offshore support vessel is notable for its large helicopter deck on the bow and the 150-ton heave-compensated offshore crane on the stern. The 940-square-meter work deck houses a 7.2-by-7.2-meter moonpool. The vessel is also equipped with underwater robots and offers accommodation for 100 people. The **Olympic Triton** is an Ulstein P101 type and was delivered in 2007 by the Ulstein shipyard in Ulsteinvik. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

MUSEUM NEWS

CROWDFUNDING MOET JENNI BAYNTON REDDEN

Het radiolichtschip **Jenni Baynton** ligt al jaren trots in de haven van Harlingen, maar heeft nu een grote werfbeurt nodig. Sietse Brouwer vertelt over de geschiedenis, het belang van het schip en de crowdfunding. “Lichtschepen worden al jaren niet meer gebouwd. Vroeger werden ze gebruikt als je op zee een vuurtoren nodig had, maar daar kun je natuurlijk geen toren neerzetten,” legt Brouwer uit. “Dan zetten ze de vuurtoren op een boot en legden die neer waar hij nodig was. Dat maakt dit schip uniek.” De **Jenni Baynton** heeft een kleurrijk verleden. “Het is een Engels lichtschip dat altijd in de monding van de Theems lag, op weg naar Londen,” vertelt Brouwer. “Eind jaren tachtig, begin jaren negentig is het buiten gebruik gesteld. Toen heeft een Rotterdammer het schip gekocht en er een discotheek van gemaakt in de Wijnhaven. Dat ging goed totdat na de brand in Volendam de regels voor horecazaken strenger werden. Toen kon het niet meer en verdween het schip uit beeld. Uiteindelijk hebben wij het in een uithoek van de Rotterdamse haven gevonden.” Rond Pinksteren 2025 was het alweer 20 jaar geleden dat het stuk maritieme historie de haven van Harlingen binnenliep. In die periode is er ongelooflijk veel tot stand gebracht, maar is de conclusie ook dat er nog erg veel werk in het verschiet ligt. Door de inzet van vele vrijwilligers is door de jaren nagenoeg alle onnodige ballast verwijderd en zijn veel van de verdwenen onderdelen teruggeplaatst. Generatoren zijn geïnstalleerd, de ankerlier hersteld en zelfs het meest in het oog springende onderdeel, de vuurtoren, werkt weer. Gedurende vele jaren kon het schip drijvend gehouden worden door inkomsten die afkomstig waren van de verhuur van faciliteiten aan verschillende radiobedrijven die van de zenders en/of de studio´s gebruik maakten. Regelmatige projecten waarbij het schip op de Waddenzee voor anker ging brachten de rest van het benodigde geld binnen. *Bakens verzetten* Doordat het radiolandschap de laatste 10 jaar ingrijpend is veranderd, zijn de inkomsten van radio-uitzendingen sterk teruggelopen. Zoals het spreekwoord zegt, als het getij verloopt verzet men de bakens. De stichting “Vrienden van het Lichtschip” heeft, nu de wereld aan het veranderen is, ook besloten voor meerdere ankers te gaan liggen om de continuïteit van het schip te waarborgen. Allereerst is het tijd voor groot onderhoud. “Het onderwaterschip moet worden aangepakt,” zegt Brouwer. “We hebben veel vrijwilligers, maar die werken vooral boven de waterlijn. Daaronder kunnen we niet bij. Het is al sinds 2009 dat ze op de werf is geweest, dus het wordt weer eens tijd. Er zitten een paar kleppen op het vlak, afsluiters waar vroeger koelwater doorheen ging. Die willen we eruit halen en dichtlassen, want we gebruiken ze toch niet meer. De verzekering vraagt ook regelmatig of het niet weer tijd wordt, en eerlijk gezegd hebben ze wel

gelijk." *Crowdfunding* De crowdfunding is bedoeld om dit werk te bekostigen. "We hebben veel steun," vertelt hij. "Mensen komen helpen, geven geld, en de gemeente probeert ons te faciliteren. We voelen ons hier hartstikke welkom. Alleen, het bedrag voor een werfbeurt is gewoon zo groot, dat kunnen we niet bij elkaar krijgen met rondleidingen of koffie verkopen. Dus proberen we het via crowdfunding. Het komt langzaam op gang, maar ik heb hoop dat er nog wat grotere stappen volgen. Bedrijven die wat meer kunnen geven, willen we straks ook graag bedanken tijdens de Tall Ships Races, als de schepen hier aanleggen." *Maritiem erfgoed* Waarom het volgens Sietse Brouwer zo belangrijk is dat de **Jenni Baynton** blijft bestaan? "Het is maritiem erfgoed," zegt hij zonder aarzelen. "Het schip is van 1949 en bijna helemaal nog geklonken. Zo'n schip wordt niet meer gemaakt. Elke keer dat er eentje verdwijnt, is die voorgoed weg." "We hebben hier een functie in de haven: we huisvesten radiozenders, geven tentoonstellingen en concertjes, er worden colleges gegeven en onderwijs. We hebben een maatschappelijke rol. En het is belangrijk om dat in stand te houden." *Doneren?* Klik hier om een eenmalige donatie te doen of een doorlopende machtiging. Onder de donateurs wordt elk jaar een aantal overnachtingen aan boord van het schip verloot en bij evenementen van de stichting geeft het donateurschap recht op korting. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

TENNET COMPLETES 700 MW OFFSHORE WIND PROGRAM WITH HOLLANDSE KUST (WEST BETA)

Grid operator TenneT has completed seven standardized 700-megawatt (MW) grid connections for offshore wind farms in recent years. Starting in 2019, a connection was completed annually. Now that Hollandse Kust (west Beta) has also received the grid readiness certificate from DNV, the 700 MW project has been completed – five months ahead of schedule. With this certificate, DNV confirms that the connection meets all high-voltage grid standards and is ready for use. Under the Electricity Act, the Dutch government designated TenneT as the operator of the offshore grid in 2016. The task: to connect the offshore wind farms to the national high-voltage grid and to transport sustainable

electricity. To this end, TenneT has built "offshore sockets," which are connected to the onshore high-voltage grid via electricity cables buried in the seabed. *Milestone* "In just under ten years, with the rollout of the 700 MW program, we have demonstrated, together with our partners and the market, that we can move mountains," says Marco Kuijpers, Director of Offshore at TenneT. "With grid readiness for Hollandse Kust (West Beta), we have now delivered all seven projects on time and budget, entirely in accordance with our plan. A great milestone for the energy transition." *Enough power for a large city* In 2026, operator RWE and TotalEnergies will begin construction of the OranjeWind wind farm, with an installed capacity of 795 megawatts. Upon full commissioning, the wind turbines are expected to produce approximately 3 terawatt hours annually—enough green energy to supply a city the size of Amsterdam with electricity for almost a year. *Partnership* TenneT constructed the last three 700 MW power outlets for the Hollandse Kust (North), Hollandse Kust (West Alpha), and Hollandse Kust (West Beta) wind zones off the coast of North Holland. This was done in close collaboration with, among others, the contractor consortium Equans/Smulders, which built the platforms in the Netherlands and Belgium. Martin Gelling, Financial Project Director at TenneT: "We value long-term relationships and invest heavily in long-term contracts with our partners. This helps us execute projects better and sometimes faster." *2 GW Program* With these 700 MW connections, there will be a total installed capacity of 6.1 GW in the Dutch part of the North Sea by 2028. The national government aims to expand this capacity to 21 GW by 2032. To this end, TenneT, in collaboration with the market, developed the 2 GW program as a new standard. These new offshore wind farms will be connected via direct current (DC) connections, as they are located further offshore. Direct current connections ensure lower energy losses over longer distances than alternating current connections. *Clean, stable, and independent* Gelling: "The new 2 GW standard enables us to transport large amounts of sustainable energy more efficiently from sea to land, using fewer cables and platforms. This saves time and resources and minimizes the ecological impact. Between now and 2032, we will build thirteen of these new connections in the Dutch and German North Sea. This way, we are continuing our journey towards a clean, stable, and independent energy supply for the future." *(PR-Tennet)*

NEW U-MING–PURUS JV TO ADD TWO HYBRID CSOVS AS TAIWAN RAMPS UP WIND PUSH

Taiwan's U-Ming Marine Offshore and Singapore-headquartered offshore energy maritime services firm Purus have formed a new joint venture aimed at expanding offshore wind operations in Taiwan and the region. The new joint venture, named UPO Holdings, has ordered two VARD 419 CSOVs, each 88 m long and designed explicitly for operations off Taiwan. Deliveries of the vessels are scheduled to begin in 2027. The vessels will be equipped with all-electric walk-to-work, enhanced DP2 dynamic positioning, hybrid propulsion systems to reduce emissions and improve fuel efficiency, as well as accommodation for up to 120 personnel. "Together, we are not only launching vessels; we are

initiating an effort to promote green energy adoption and demonstrate that U-Ming, Purus, and FEG are dedicated to leading the transformation and modernisation of Taiwan's energy sector and beyond," said Jeff Hsu, Chairman of UPO. The JV will help Taiwan reach its offshore wind targets. Taiwan's goal is to reach 5.7GW of offshore wind capacity by the end of 2025. The offshore wind target was extended in 2019 to 10GW between 2026 and 2035, and again in 2021 to 15GW by 2035. At the end of 2024, offshore wind capacity totalled 2.5GW. *(Source: Splash24/7)*

FIRST EXPORT CABLE IN AT CHINA'S NEW 1 GW OFFSHORE WIND FARM

Fulan Offshore Engineering's cable-laying barge (CLB) **Ai Lan Yi Hao** (AL-1) has completed the installation of the first circuit of the 500 kV export cable for the Yangjiang Fanshi 1 offshore wind farm in Guangdong, China. The 1,176 MW offshore wind project, developed by CGN Wind Energy, includes two circuits of 500 kV export cable between the offshore substation and the interim compensation station, with the length of each circuit about 80 kilometres, according to a social media post by Fulan Offshore. The company says this broke the record of the longest 500 kV AC subsea cable in the industry and set a new benchmark for the deep-water development vision for China's domestic offshore wind market. For Fulan Offshore, this is the first time to install a 500 kV HVAC subsea cable, the company highlighted. With the first export cable in, the second circuit has been loaded onto a cable-laying vessel with a more powerful DP2 system to handle the severe conditions in the winter season, Fulan Offshore said on 29 October and added that the goal for the project is to reach commissioning before the end of 2025. The Yangjiang Fanshi 1 offshore wind

farm is being built in the South China Sea, off Nanpeng Island, Yangjiang City. CGN Wind Energy is also building Yangjiang Fanshi 2, a 1 GW offshore wind farm next to the first phase. For the second project, ZTT recently delivered the first batch of 500 kV three-core AC subsea cables. The offshore construction on Yangjiang Fanshi 2 is expected to begin in 2025, with commercial operation anticipated in 2029. *(Source: Offshore Wind)*

CNOOC 512 – CHINESE ENERGY COMPANY'S NEW CATAMARAN FOR WIND TURBINE MAINTENANCE DUTIES

China's Pinghu Huahai Shipbuilding has completed construction of a new maintenance vessel that will serve customers in the offshore wind industry. The catamaran vessel has been named **CNOOC 512** (海洋石油512; Haiyang Shiyou 512) and will be operated by China National Offshore Oil Corporation (CNOOC) as a platform from which technicians can perform maintenance and repairs on offshore wind turbines. The newbuild has an LOA of 36.40 metres (119 feet), a beam of 10.4 metres (34.1 feet), a draught of two meters (6.6 feet), and a service speed of 18 knots. The catamaran design ensures stability when operating in and around offshore wind farms and navigating in harsh environments. *Design ensuring ease of access to turbines at sea* Fendering at the bow will prevent impact damage to wind turbines when approaching them. A cutout at the bow will allow technicians on the vessel's foredeck to directly access a wind turbine tower's boat landing without the need for an additional gangway. The vessel is also fitted with CNOOC's energy management platform, which is capable of intelligent decision-making. The platform can generate ship scheduling plans based on different needs such as the shortest time, lowest cost, and highest efficiency. *Advanced monitoring system for proper scheduling of turbine maintenance* The operation and maintenance team selects the operation window period based on the sea conditions and weather data of the target operation area, takes corresponding safety special inspections and preventive measures, and uses staggered operations to reduce the frequency and risk of going out to sea in extreme weather. Boasting improved wave resistance (thanks to its catamaran design) as well as high transit speeds, the vessel can facilitate maintenance of wind turbines and replacement of associated equipment more efficiently. *CNOOC 512 Specifications* Type of vessel: Wind turbine maintenance vessel; Flag: China; Owner: China National Offshore Oil Corporation; Builder: Pinghu Huahai Shipbuilding; Length overall: 36.40 metres (119 feet); Beam: 10.4 metres (34.1 feet); Draught: 2.0 metres (6.6 feet); Cruising speed: 18 knots. *(Source: Baird)*

DONG FANG AND GO OFFSHORE JOIN FORCES ON WIND AND OIL PROJECTS

The two companies have signed a memorandum of understanding that sets a framework for collaboration across three key areas — vessel deployment, technical exchange, and joint project development — as the duo seeks to position itself for growth in Asia-Pacific's expanding offshore energy sector. Under the deal, DFO will supply vessels to GO Offshore for projects in Australia,

combining its fleet of construction and support vessels with GO's established local presence. The

two companies will also share technical expertise on offshore wind ships, including service operation vessels (SOVs), and explore future newbuild opportunities tailored to the Australian market. The partnership further opens the door to joint tenders outside Australia, including in Taiwan, leveraging both firms' operational experience and regional reach. "This cooperation will create new opportunities not only in Australia but also across Asia-Pacific and worldwide," said Polin Chen, CEO of Dong Fang Offshore, adding: "By combining GO's local position with our fleet and offshore wind expertise, we are well-placed to support both renewables and oil and gas." GO Offshore CEO Garrick Stanley said the collaboration aligns with the growing overlap between traditional and renewable energy sectors. "Australia's offshore oil and gas sector remains vital, but southern Australia's offshore wind potential is enormous," he said. "This partnership combines our local knowledge with DFO's international capability to serve both markets safely and efficiently." A subsidiary of Hung Hua Construction, Dong Fang Offshore manages a fleet of nearly 20 ships, including three SOVs under construction at Vard in Norway for Taiwan's offshore wind market, while its West Perth-based partner lists a similar number of units in its diversified OSV fleet. *(Source: Splash24/7)*

DREDGING NEWS

GULF COAST AUTHORITY ONCE AGAIN OPTS FOR MUD CAT

Ellicott Dredge Enterprises today announced the delivery and start-up of a brand-new Mud Cat MC 40E electric remote-controlled dredge at Gulf Coast Authority (GCA) in Texas. According to Ellicott, this marks the third successful launch of a Mud Cat dredging system at GCA over the past two decades. The new unit will be deployed at the 40-Acre Facility, which treats regional wastewater from two chemical plants and a marine terminal. In addition to wastewater, the facility processes stormwater and carriage water from the 40-Acre land farm, which receives sludge generated by the treatment operations. On this particular project, the MC 40E will dredge to depths of up to 14 feet

(4.2 meters) and pump sludge over a distance of 2,640 feet (805 meters) through an 8-inch (203-millimeter) discharge line. Its horizontal auger cutterhead, equipped with liner protection wheels, removes sludge in uniform layers – maintaining a consistent bottom profile throughout the dredging process. Ellicott said that this method provides greater efficiency and control than hanging pump dredges, which often create uneven holes in the sludge bed, complicate tracking, and risk damaging plastic or concrete lagoon liners. *(Source: Dredging Today)*

BOSKALIS' DREDGER SOSPAN DAU WRAPS UP EASTOKE PROJECT

Coastal Partners said that they have completed the Eastoke dredging works – as part of the Autumn beach management plan. According to the latest update, Boskalis' **dredger Sospan Dau** delivered two loads during each high tide (both day and night), extracting material from the entrance of Chichester Harbor and depositing it ashore to improve the beach levels. "This work helps to safeguard the community and reduce the risk of flooding," Coastal Partners said. "We work with nature to reuse this material to rebuild the flood defenses, and it is important that this is completed before the winter storm season sets in." Beach management provides greater flood risk protection to over 700 homes and businesses on South Hayling, with the Environment Agency fully funding this work. *(Source: Dredging Today)*

YAMUNA RIVER CLEANUP: GOVERNMENT OF DELHI OPTS FOR WATERMASTER ECO-DREDGER

The Honorable Mr. Parvesh Sahib Singh Verma, Minister for Irrigation & Flood Control, Government of Delhi, and his engineering team visited Finland last week to inspect the Watermaster **Eco-Dredger**, which will soon begin cleaning the Yamuna River in Delhi. The Yamuna River has long struggled with pollution and sediment buildup. This dredging program will help restore its natural flow, reduce flood risks, ease pressure on regulator drains, and improve water quality throughout Delhi, Watermaster/Aquamec Ltd. said. During the visit, the Minister

Verma said: "This machine will help us clean the Yamuna faster and more effectively than ever before. By adopting world-class tools and techniques, we are ensuring that Delhi's future is cleaner, greener, and safer from floods." According to the Finish company, 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)*

ITALDRAGHE'S OCTOPUS RAISES THE BAR IN MUGGIA

The dredging operations at the entrance of the Rio Ospo in Muggia are moving forward according to schedule. Adriacos S.R.L. said that the main goal of this dredging program is to improve navigability of the waterway. This decades-long effort is set to restore a suitable depth for the vessels in the area. This very important dredging project is being undertaken with an Italdraghe multifunctional dredger – model Octopus. According to Italdraghe, this dredger is specifically designed for multi purposes work with only one machine – water work, for working from the land side, suction dredging, excavating, raking and pile-driving. *(Source: Dredging Today)*

GRAND HAVEN DREDGING PROJECT TO FINISH EARLIER THAN PLANNED

The U.S. Army Corps of Engineers, Detroit District dredging operations are underway in the Grand Haven Inner Harbor and expected to conclude earlier than previously scheduled. The Army Corps project is removing about 43,000 cubic years from the federal channel under a modified $1.095 million contract awarded to The King Co. of Holland, Michigan, in August and amended to increase the total volume. About 14,600 cubic yards was dredged at the entrance of the Grand River in June, but operations in the inner harbor of Grand Haven were delayed as the Detroit District sought a 401 Water Quality Certification from the Michigan Department Environment, Great Lakes and Energy. After the state reviewed water quality concerns related to possible PFAS contamination, crews were ordered to avoid areas identified as having potentially higher PFAS levels. Placement of the dredged material is occurring at the Verplank Trucking Company property in Ferrysburg, Michigan. Dredging operations were originally scheduled to conclude in mid-November but, pending weather, the project will conclude in early November. *(Source: Dredging Today)*

TSHD VOX ALEXIA KICKS OFF BOULOGNE DREDGING PROJECT

The Van Oord's trailing suction hopper dredger (TSHD) **Vox Alexia** started dredging operations in the Port of Boulogne, France, and nearby waters earlier this week. According to the Port, the TSHD will remove sediment from the harbor and discharge it around five kilometers offshore. Each year, maintenance dredging campaigns account for an average annual volume of 630.000 m3 immersed in offshore catchment areas. The Port of Boulogne is the leading fishing port in France in terms of tonnage (36,000 tons / year). It concentrates in a single location all the activities in the fishing industry, from catching, to processing, marketing, retailing, etc. *(Source: Dredging Today)*

VAN OORD CHRISTENS NEW WATER INJECTION DREDGER THOR

Van Oord christened its new Water Injection Dredger (WID) **Thor** yesterday. According to the company's official announcement, guests gathered at the quay of Van Oord's head office in Rotterdam to celebrate this festive occasion. "**Thor** marks an exciting new step in WID development with low emissions and high manoeuvrability," said Van Oord. "Its compact and modular design makes it very efficient for smaller operations, such as the maintenance of small ports and marinas." Thor is designed and built by Kooiman Marine Group. *(Source: Dredging Today)*

YARD NEWS

EUROGUARD PARTNERS ALIGN NEXT STEPS AT ROME WORKSHOP

Partners in the EDF-funded EUROGUARD programme met in Rome from 7 to 9 October to consolidate progress and set the direction for the next phase of work on medium-sized semi-autonomous surface (MSAS) vessels. The workshop brought together more than 80 participants from 10 EU Member States, including representatives from industry and defence organisations. The event combined technology updates with demonstrations of the Generic European Naval System Architecture (GENSA) and the Digital Ship Design Environment (DSDE), which are spearheaded by the Dutch partners. The GENSA and DSDE allow for a standardised and shortened identification, concept exploration and design process for future MSAS vessels. In addition to this a scenario-based wargaming session was delivered by Damen Naval's RD&I Wargaming team. The session applied this methodology to support rapid concept exploration across operations, systems, and vessel configurations. "The EUROGUARD project started in December 2023, and since then, much work has been done on the development of the technology, the prototype, and of course

Damen Naval's input, which is the GENSA," says Marcel Elenbaas, project manager for the Dutch

scope of EUROGUARD. "Because the topic of the project is new and involves rapidly developing technologies, these workshops are used to optimise the collaboration within the consortium and participating member states. The aim for this particular workshop was to define what's next for the project – to set the scene going forward." *Key questions addressed included:* • How future uncrewed naval vessels will operate. • Which systems and system combinations are suitable. • Which maturing technologies are applicable. • Lessons from Ukraine on drones and from the Baltic Sea on subsea cables. • The potential for collaborative European operations in the Baltic, Mediterranean, and North Seas. • The scope for future cooperation projects. The consortium reviewed the EUROGUARD prototype demonstration plan and defined operational scenarios through the wargaming to validate GENSA later in the project. The wargame also helped initiate discussion on topics relevant to developing both the MSAS and the GENSA, such as the questions above. "The GENSA provides a framework and method to stimulate collaboration and innovation across the European defence industry and alignment on needs and operation between its member states," said Koen Droste, technical lead for GENSA." This is to develop MSAS systems faster with a clear identification of where we should develop together within Europe to be able to achieve the larger goals vs where a member state or industry partner needs to innovate on its own to get it done quicker." The Damen Naval RD&I Wargaming team facilitated the scenario work. According to the team, the approach enables rapid and collaborative decision-making in multi-stakeholder settings, aligning with the benefits identified in NATO studies. This was put into practice by the role it played during the workshop. *Outcomes:* • Defined what's next for the project. • Captured relevant operational scenarios and applicable technology during a wargame-based concept exploration. • Identified the scope for future cooperation projects. • Demonstrated how GENSA can contribute to points mentioned above. *(PR-Damen)*

PRYSMIAN'S NEW CABLE-LAYING VESSEL ALESSANDRO VOLTA LAUNCHED IN ROMANIA

Prysmian Group's new cable-laying vessel, built in Romania, is preparing to set sail for Northern Europe, where final fittings will be carried out. Vard, the Fincantieri subsidiary that won the approximately €200 million contract three years ago, announced that it has launched the **Alessandro Volta**, the largest vessel built at its Tulcea shipyard. The project also appears to have evolved since the order was placed, as Vard noted

that the vessel will be over 192 meters long (originally 170 meters). Alessandro Volta, specializing in advanced subsea operations, is destined to be the most high-performance cable-layer in its market, capable of performing complex installation operations at depths of over 3,000 meters. According to Prysmian, "the new vessel will be equipped with advanced cable installation solutions, including three carousels with a total capacity of 19,500 tons, placing it among the vessels with the highest cable loading capacity on the market and enabling reduced transportation times from the factory to the site, resulting in an overall improvement in project efficiency. A fixed-point pull force of over 200 tons will enable the vessel to perform complex installation operations involving simultaneous cable laying and burial (up to four cables) with a variety of ploughs, for unparalleled optimization of offshore operations. The vessel will be equipped with state-of-the-art DP3 positioning and seakeeping systems, is designed for an operational autonomy of 90 days and a maximum speed of over 16 knots, can accommodate 130 people, and will be operational by early 2027." *(Source: Shipping Italy)*

DAMEN SHIPYARDS GROUP REPORTS PROFIT AND FULL ORDER BOOK IN 2024 ANNUAL REPORT

Strong figures for 2024 and a positive outlook. Financially, 2024 was a positive year for Damen Shipyards Group (Damen), the Netherlands' largest shipbuilding group. Revenue remained just above 3 billion euros. Net profit rose from 43 million euros to 58 million euros. The order book was filled with a record 5.9 billion euros in new orders, rising to 10.4 billion euros. Damen expects 2025 to be another financially positive year. In 2024, Damen delivered no fewer than 146 new vessels to clients. This included the Volta 1 and the Bu Tinah. The former is Europe's first fully electric tug, which has been put into service by the Port of Antwerp-Bruges in Belgium. The Bu Tinah is the first fully electric tug delivered in the United Arab Emirates and deployed by SAFEEN Marine Services. “We are pleased with the amount of work we accomplished last year and the resulting financial performance,” says CEO Arnout Damen. “As a shipbuilder, we are doing

well, as is our entire ecosystem of suppliers, innovative smaller companies, and knowledge institutions. Together with them, we are creating technological innovation and high-standard employment opportunities. In this way, we are strengthening the Dutch maritime manufacturing industry, a key pillar of our economy." *Robust Business Model* "We see Damen's profits continue to rise. However, this won't happen on its own. There is fierce competition internationally, and the rising costs of materials and personnel make profitability a priority. Because we operate in various markets, and do so around the world, we have a robust business model. We are less vulnerable to sector-specific economic cycles and local instability. Plus, together with the entire Dutch maritime ecosystem, we remain fully committed to sustainable solutions in areas such as ports, offshore (wind) energy, and passenger transport." *World leader in tug market* At its ship repair yards, the number of completed orders in 2024, at nearly 1,200, was virtually the same as in 2023. In terms of newbuilds, tugs remain the largest category, with more than 60 delivered to clients last year, followed by Cutter Suction Dredgers (CSD), with 15 deliveries. The top five newly delivered vessels also include fast crew suppliers (13 deliveries), cargo vessels for short sea shipping (eleven Combi Freighters), and eight Multi Cat workboats, the so-called maritime "Swiss Army knives." Notable projects completed last year include a second patrol ship (Offshore Patrol Vessel (OPV) 2600) for the Pakistani navy (PNS Yamama) and a floating landing platform for the New Glenn rockets of space company Blue Origin (Jacklyn). *Naval construction and progress of German project* In the naval sphere, the navies of Lithuania and Colombia, among others, trusted Damen with orders last year. However, the focus was primarily on orders in Western Europe. The finalisation of the 2024 annual figures took longer due to ongoing discussions surrounding the construction of the German F-126 frigates. Damen is still in constructive discussions with the German client regarding the progress of this project. Together, we are exploring whether primary responsibility for the project can be shifted to German parties, with Damen remaining an essential partner. These discussions are expected to continue for several more months. During the course of these discussions, it became clear that the Dutch Government's commitment to support the F-126 project with a temporary bridging loan of 270 million euros did not need to be pursued further. Although no longer required, the company highly appreciates the Dutch Government's willingness to provide this temporary financial support to the project. Damen, in close collaboration with the Ministry of Defence of the Netherlands, now wants to focus even more on the ambitious fleet renewal plans of the Royal Netherlands Navy and the Belgian Navy for the strengthening and readiness of their navies. *Electric and Hydrogen* In the non-defense sectors, a notable feature was orders for fully electric-ready ferries in Canada, four for BC Ferries, and two for the City of Toronto. Damen also received an order from Windcat for a sixth Commissioning Service Operation Vessel (CSOV). These vessels will transport personnel to and from offshore wind farms, serving as floating accommodation and workshops. They will be equipped with dual-fuel hydrogen technology, significantly reducing CO2 emissions. *Compliance* Damen is preparing for a lawsuit for allegations of fraud related to several projects between 2006 and 2016, ten to 20 years ago. A second case concerns allegations of violations of sanctions legislation. Damen is confidently awaiting the outcome of these proceedings. Damen has invested substantially in its compliance program and has established a robust and certified framework to support its global operations. No details can be provided about the content of ongoing legal proceedings, other than to say that they have no impact on our current financial position and are not expected to affect our financial outlook in the long term. *Outlook* The future looks bright. Arnout Damen says, "We expect results for 2025 will at least equal those of 2024. Our order book will continue to be strong in 2026 and beyond. Damen is a sustainable and innovative shipbuilder and maritime solutions provider, and in the coming years, we can strengthen our position in Europe and beyond. Together with all our colleagues in the Netherlands and abroad, we aim to be the most innovative and sustainable shipbuilder in Europe. I sincerely thank our employees and clients & subcontractors for their tireless, daily

commitment." *(PR-Damen)* *Financial Key Figures (euros)*

	2024	2023	2022
Turnover	3.02 billion	3.09 billion	2.49 billion
EBITDA	169 million	157 million	85 million
Net profit	58.2 million	43.2 million	14.6 million
Order portfolio	10.4 billion	7.6 billion	6.3 billion

KEEL LAYING OF 4710KW ASD TUGBOAT

On 30th October, 2025, one unit of 4,710 kW ASD tugboat, built by our Jiangsu Zhenjiang Shipyard company for Taixing Port Group Terminal Operation Management Co., Ltd., was successfully keel laying. *(Source: Jiangsu Zhenjiang Shipyard)*

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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*
   - *Sanmar Delivers Cutting-Edge, Eco-Friendly Boğaçay Class Tug to Italian Operator Rimorchitori Napoletani*
2. Several updates on the Broker Sales page posted last week

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

   (pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week

- *SCRA - Casablanca by Jasiu van Haarlem (new)*
- *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
- *Abeille International - Le Havre by Jasiu van Haarlem*
- *ALP - Rotterdam by Jasiu van Haarlem*
- *Bennett - Rochester by Jasiu van Haarlem*

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