

TUGS & TOWING NEWS.

MORAN TOWING NAMES NEWBUILDS IN NEW JERSEY



Two newbuild azimuth stern drive tugs with low-emissions technology have been officially named at a port in New Jersey. Moran Towing has named two of its newbuild low-emissions azimuth stern drive (ASD) tugs at Red Hook Terminals in Port Newark, New Jersey. The Connecticut-headquartered owner took delivery of **Newt Moran**

and **Thomas C Moran** in Q3 2025 after their construction by Master Boat Builders in Coden, Alabama as part of its fleet investment strategy. These 28-m tugs were built to Robert Allan Ltd's RAport 2800 design with more than 80 tonnes of bollard pull. They have a beam of 12 m and 5,050 kW of installed propulsion power coming from two high-speed diesel engines driving twin Z drives. Each Caterpillar-manufactured 3516E engine on these tugs is linked to a selective catalytic reduction (SCR) unit to reduce NOx emissions for US Environmental Protection Agency (EPA) Tier 4 compliance and to attain the ABS notation LEV for low-emissions vessel. Red Hook Terminals handles ships transporting bulk commodities such as stone aggregates and lumber, and containers, including refrigerated units for transporting frozen and perishable products. Since 2021, Moran has added 10 ASD tugs, increasing its fleet to more than 76 ship-assist vessels including 56 ASD tractor tugs, making it one of the largest harbour-based fleets in North America. This included 395-gt, 28-m tugboat **William E Moran**, also built by Master Boat Builders and delivered in Q2 2025 to support ships in the Port of New York. In 2024, Moran welcomed



Paul T Moran and **George James Moran** after their construction by Washburn & Doughty Associates in East Boothbay, Maine, to a design by Crowley Engineering Services with 60 tonnes of bollard pull. According to AIS, **Paul T Moran** is operating in Norfolk, Virginia, and **George James Moran** is in Baltimore, Maryland. These 26-m tugs have a beam of 11 m and 3,800 kW of power. In Q4 2024, **Mary Jane Moran** entered service in Port Arthur, Texas, and **Patricia B Moran** started in Norfolk after their construction by Master Boat Builders with an overall length of 26 m, a beam of 11 m, a bollard pull of 60 tonnes and 3,800 kW of power. These tugs have twin Caterpillar 3512E engines linked to an SCR for EPA Tier 4 compliance, driving two Kongsberg US 205 Z-drives for speeds of up to 12 knots. *(Source: Riviera by Martyn Wingrove)*

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KOTUG FOUNDER AND INVENTOR OF THE ROTORTUG TON KOOREN HAS PASSED AWAY

IN MEMORY OF

TON KOOREN

Founder of KOTUG International
Visionary. Innovator. Pioneer of the maritime industry.

★ 1936
† 2025



Ton Kooren (born 1936), founder of Kotug International, passed away on November 13. The company announced this on LinkedIn. Kooren broke the towing monopoly in Rotterdam and developed the Rotortug. He handed over the CEO role to his son, Ard-Jan, in 2002. "A true pioneer in the maritime world," Kotug writes about its founder. Kooren comes from a true towing family. After working for his father for years, he started his own company in 1977: Ton Kooren International Marine Services BV. The company focused on ocean towing services. In 1986, his father, Adriaan

Kooren, asked Ton if he would take over his company. He merged the two companies to form Kooren International. That company was still primarily involved in wet contracting. Two years later, Kooren began offering harbor towing services under the name Kotug International. With Kotug, Kooren managed to break the towing monopolies in the ports of Rotterdam and Hamburg. He imported tractor-tugboats from the United States. His first customer was the shipping company Sea-Land. With this, Kotug broke Smit's monopoly in the port of Rotterdam. Eight years later, in 1996, he did the same in Hamburg. *Port Man of the Year* In 1999, Kooren was named Port Man of the Year. He received the award for his "pioneering work in towing." That year, Kooren introduced a new type of tugboat: the Rotortug. These tugs had not two, but three propellers. These propellers were arranged in a triangular configuration, resulting in power and maneuverability. With this Rotortug, he also competed with local towing services in Bremerhaven. The fourth Rotortug, the RT Magic, received the prestigious shipbuilding award Ship of the Year in 2000. "His visionary spirit led to the development of the Rotortug. A groundbreaking design that set new standards for safety, maneuverability, and efficiency in towing operations," the company stated. In 2002, his son Ard-Jan Kooren succeeded his father. Ard-Jan also became Port Man of the Year in 2012. Ton Kooren was honored for his career in 2023. He received a Lifetime Achievement Award at Tugtechnology in Rotterdam for his contribution to the towing industry. His innovations will be named "Tugnology." "I am deeply honored to receive this award," Kooren said at the time, "and I encourage the next generation of Kotuggers to continue pushing boundaries, in a sustainable way." (Source: Schuttevaer)

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DP WORLD BEGINS OPERATIONS AT SYRIA'S TARTUS PORT.



UAE port operator DP World has commenced operations at the Port of Tartus in Syria following a formal hand-over from the Syrian General Authority for Land and Sea Ports. This marks the start of a 30-year concession agreement for the development and operation of the Port of Tartus. DP World said the concession is designed to support Syria's economic recovery and

transform Tartus into a highly efficient trade and logistics hub. The company has begun undertaking

a comprehensive assessment of the port's infrastructure including equipment, quay readiness, and yard and warehouse facilities. This phase includes technical surveys, operational studies, and design planning to develop a detailed redevelopment roadmap. In the immediate term, the focus will be on dredging port access channels, basins and berths to achieve optimal design depths and towing services. Along with the rehabilitation and replacement of existing handling equipment, together with the introduction of new specialised assets, these works will enable the port to meet growing demand for bulk and breakbulk cargo. In the medium term, the redevelopment programme will include upgrading port infrastructure and superstructure, expanding handling and storage capacity, and investing in bulk handling systems as well as new containerised and non-containerised facilities. (Source: Baird; photo: tug Al Fath)

GERARD McALLISTER: McALLISTER'S NEWEST NEXT-GEN TUG ARRIVES IN THE PORT OF NEW YORK.

Gerard McAllister, the fifth in a series of six 84-metric-ton bollard pull, low-emission tractor tugs has arrived in the Port of New York following delivery by East Boothbay, Maine, shipbuilder Washburn & Doughty. She is McAllister's 42nd tractor tug and the 13th with over 80 metric tons of bollard pull, underscoring the company's continuation toward a more powerful, hi-tech, and sustainable fleet. Powered by 6,770 horsepower produced by her CAT engines, the **Gerard McAllister** is built to handle the largest ships arriving on the



U.S. East Coast. She joins her sister vessel, the **Grace McAllister** (launched in 2024), as the newest member of the fleet at McAllister's flagship New York operation. With eco-friendly engines and Markey winches, these American-made tugboats rank among the most advanced and capable ship-docking tractor tugs serving the Port of New York. The **Gerard McAllister's** first sailing wasn't just a delivery — it was a career showcase. On her way from the shipyard to New York, she stopped at



Massachusetts Maritime Academy, giving cadets the chance to step aboard, tour the new tug, meet her crew, and ask real-world questions about working in the tugboat industry. For the next generation of mariners, says McAllister, the **Gerard McAllister** is a terrific representation of where the industry is headed: high-tech, low-emission, and mission-critical to global trade. "As vessel sponsor, it's an incredible honor to see this tug bear my name," said Gerard McAllister, the youngest of the fourth generation of

McAllisters descended from company founder James McAllister. "This vessel represents where

McAllister is headed — more power, cleaner technology, and new opportunities for the next generation of mariners. I hope the cadets who walk her decks at Mass Maritime can see themselves building a future in this industry and, one day, standing on a tug like this in New York Harbor.” McAllister Towing is a fifth-generation owned and operated company that has been providing unsurpassed service since 1864. With four new state-of-the-art vessels added in the last two years and a fifth scheduled for delivery in 2026, McAllister is continuing to invest in innovation, sustainability, and safety across its operations on the U.S. East Coast. *(Source: MarineLog)*

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FOURTH IN LINE, BUILT TO INSPIRE: MED MARINE LAUNCHES ANOTHER RAMPARTS 2800 TUG FOR OMMP

Turkey's leading shipbuilder and tug operator, MED MARINE, proudly announces the successful launch of the fourth RAmports 2800 series ASD tugboat, MED-A2800, built for Tunisia's esteemed port authority, OMMP. Taking place at MED MARINE's EREĞLI SHIPYARD in October, the launch marks another important step in the six-vessel fleet program—an ongoing



collaboration built on trust, precision, and shared vision between MED MARINE and OMMP. Measuring 28 meters in length with a 60-tonne bollard pull, the RAmports 2800 tug has been meticulously designed by Robert Allan Ltd. to meet the exacting demands of modern port operations. Powered by twin medium-speed diesel engines and constructed in full compliance with Class FIFI-E standards, the vessel stands as a model of performance, safety, and engineering finesse. With its refined hull form, MED-A2800 offers superior manoeuvrability, stability, and fuel efficiency, even in challenging harbour conditions. Designed for a wide range of operations—towing, mooring, escorting, firefighting, pollution control, and coastal assistance—the vessel embodies MED MARINE's dedication to delivering dependable and versatile solutions to the global maritime sector. The launch of the fourth tugboat signifies the continued momentum of the six-vessel project, reaffirming MED MARINE's commitment to timely, high-quality shipbuilding and OMMP's forward-looking approach to expanding its operational capabilities with future-ready assets. [Technical specifications of the tugboat](#): Length: 28,20 m; Beam: 11,50 m; Depth: 5,49 m; Draft: 5,40 m; Gross Tonnage: 428; Bollard Pull: 60 tons; Speed: 12 knots @ 80% MCR; Crew: 8 *(PR-Med Marine)*

SVITZER'S NEW TUGBOAT WILL SUPPORT FSRUs



'Svitzer Copacabana' is the first of a series of 3 units that will be built at the Rio Maguari Shipyard. The company plans to operate 23 tugboats in the country by the end of 2025. Svitzer in Brazil announced, this Wednesday 12 November, the incorporation into its fleet of the tugboat **Svitzer Copacabana**, which will be used in support operations for large FSRU type vessels, specialized in storing natural gas. The boat is 23.2 meters long, has a speed of up to

13 knots, a towing capacity of up to 70 tons and has an external fire fighting system. The company reported that the **Svitzer Copacabana** is the first of a new series of three tugboats ordered from the Rio Maguari Shipyard (PA) as part of its strategy to expand its operational capacity in the country with vessels prepared to serve different types of terminals and contracts. The company's forecast is that, by the end of 2025. It will operate 23 tugboats in the country. The president of Svitzer in Brazil, Daniel Reedtz Cohen, explained that operating large vessels, including LNG carriers, requires precision, preparation, and technology, and that, therefore, in addition to increasing its fleet with its own vessels, the company invests in crew training. "The **Svitzer Copacabana** represents our long-term commitment to the Brazilian market and our confidence in the potential for expansion of port and energy operations in the country," he said. (Source; *Portos e Navios*)

SALVAMENTO PLANS TO BEACH THE BS "DON INDA" DURING WINTER STORMS IN GALICIA

The Maritime Rescue Directorate (Sasemar) has scheduled the dry-docking of the rescue vessel "**Don Inda**" (IMO 9938010) from October 20th to December 3rd at the Metalships shipyard in Vigo, which in maritime circles in Galicia is interpreted as a reckless act in case of need in the face of an emergency arising from winter storms. It is not true, as has been reported, that the Galician coast is without tugboats or rescue vessels during the height of storm season, since Maritime Rescue has other vessels, albeit smaller and with



less capacity, that are fully operational. However, winter experience in Galicia suggests having powerful resources such as the vessel "**Don Inda**," with considerable capabilities to respond to any contingency. The absence of the rescue ship "**Don Inda**" coincides in these days of November with

bad weather that has forced the cancellation or forced arrivals of tourist cruises or ships of various types that seek refuge in the Ares estuary until the storm subsides. In the absence of the grounding of the ship “[Don Inda](#)”, Maritime Rescue has the tugboats “[María Pita](#)” and “[María de Maeztu](#)” —the rescue ship “[Alonso de Chaves](#)” has also been repositioned in La Coruña, although not in Brens— and they are joined by other smaller units and the tugboats “[Sebastián de Ocampo](#)” and “[Ría de Vigo](#)”, of the Galician Coast Guard. (*Source: Puente de Mando*)

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AMERICAN ICON - IN THE U.S., THE McALLISTER NAME GOES HAND IN GLOVE WITH TOWING.



"Our mission is to provide safe, sustainable and quality services to our customers and keep the flag flying for generations to come," says Buckley ("Buck") McAllister, the company's fifth-generation president. "Ultimately, we strive to be the best boat company in the business." And that, in a nutshell, is the driving force behind the family's success. "We have a great family legacy," McAllister adds, "and it takes elbow grease to measure up to that tradition." Okay, include hard work in that formula. There are many storied names in the shipping business, but few have the staying power of the McAllisters.

They're a legend in and around New York harbor, and the company's distinctive red-and-white striped stacks are a familiar sight in ports up and down the East Coast and as far away as Puerto Rico. And it all started with a single vessel that didn't even have a stack. It had a sail. [Back Story](#) That vessel was a so-called "sail lighter," purchased by the company's founder, Captain James McAllister, in 1864. At the time, he was a mate on a coal collier, and when he arrived in New York harbor, he looked around at all the bustling activity and thought, "Boy, it's a lot easier to find a job here than back in Ireland, where people are starving to death." So he stayed. It's a familiar story – the Graces, the Morans, the Crowleys, the McAllisters – all Irish families fleeing the potato famines and setting up shop in America. And while the Grace family is no longer in the shipping business, the other three very much are and compete head-to-head in a number of ports. As for the sail lighter, it was the "pickup truck" of its day, going out to ships at anchor and offloading parcels for delivery elsewhere in the harbor. As the business grew and thrived, James McAllister brought over family members from Ireland to work with him, ensuring a workforce he knew and could trust. The lighterage business was soon augmented with towing, and the company's first steam tug, the [R.W.](#)

Burke, was acquired in the 1880s, at the time the Brooklyn Bridge was being built. More vessel acquisitions followed along with several mergers. When Captain James died in 1916, his four sons assumed control of the now much larger company, which by 1918 had moved into the ocean towing business. Always an innovator, the company inaugurated one of the first deep sea tug-barge combinations with the 156-foot tugboat **C.W. Morse**, carrying molasses from Cuba to New Orleans. And in 1927, it installed a 375-horsepower diesel engine in the **Daniel McAllister**, making it the first diesel-powered tug in New York harbor. The third generation – Anthony, James and Gerard McAllister – took the helm in 1936 and helped guide the company through the Great Depression. During the 1940s and 50s, they began expanding the company to include operations in Pennsylvania, Virginia and Canada. The 1960s saw further growth and expansion, and in 1974 the fourth generation of McAllisters – including Buck McAllister's father, Captain Brian – took over. It was not an easy transition as the company was prospering and Wall St. firms were interested in acquiring it and the fourth generation had to come up with a lot of cash to keep it out of unfriendly hands. There were more challenges to come – the oil price collapse of the 1980s, an ownership issue and legal battles in the 1990s – but the company powered through and kept growing and innovating. It had helped pioneer the development of the Kort-nozzle, flanking-rudder tugs that dominated the 1960s and '70s. In the 1980s and 1990s, it further modernized its fleet by building Z-drive tractor tugs with the latest firefighting equipment and capabilities. Today, the fleet stands at more than 70 vessels, 41 of them tractor tugs. Its operations have expanded to include 14 ports up and down the East Coast and Puerto Rico including Eastport and Portland, Maine; Providence, Rhode Island; Bridgeport, Connecticut; New York; Philadelphia, Pennsylvania; Camden, New Jersey; Baltimore, Maryland; Norfolk, Virginia; Wilmington, North Carolina; Charleston, South Carolina; Jacksonville and Port Everglades, Florida; and San Juan, Puerto Rico. It also owns and operates a ferry business across Long Island Sound – the Bridgeport & Port Jefferson Steamboat Company, established in 1883. It runs four passenger-car ferries between Bridgeport, Connecticut and Port Jefferson, New York: the Grand Republic, Long Island, Park City and P.T. Barnum, each capable of carrying 1,000 passengers and 100 automobiles. *Fifth generation*

When Buckley McAllister and the fifth generation took the helm in 2013, the company was on solid footing. It had weathered the financial collapse of 2008 and celebrated its 150th anniversary in 2014 with, among other notable events, the publication of a company history, McAllister



Towing: 150 Years of Family History. The fifth generation brought with it a different style of management – more disciplined, more detail-oriented, less swashbuckling. The traditional family values of loyalty, trust, hard work and accountability remain, but the organization is more structured with general managers in the field handling most of the day-to-day operations and corporate taking care of sales, engineering, accounting, insurance, HR and legal matters. After all, Buckley McAllister is a lawyer who thinks like a CEO. He says the key is "having a management system that incorporates best practices on safety, health, security, and the environment." To support those goals, he's long been a board member of the Steamship Mutual P&I Club, the Seamen's Church Institute and the Coast Guard Foundation, to name a few. He's also a member of the Maritime Association of the Port of New York & New Jersey and the American Bureau of Shipping and served as Chairman of the American Waterways Operators (AWO) in 2013-14. "McAllister Towing is fundamentally in the ship

assist business," he says. "A tug's main mission is to physically assist another vessel. Our company acts in that same way, taking care of other company's vessels and businesses. That's why I support



industry organizations." He further elaborates: "The Seamen's Church Institute provides ministry and training to mariners that build and support our workforce. The AWO is a powerful advocate for the workboat industry and a key partner on improving safety, environmental and regulatory standards. The Coast Guard Foundation takes care of the folks who keep our harbors safe, secure and efficient. The Steamship Mutual P&I Club provides resources and expertise for situations where things don't go as planned. All of these organizations

have at their core the mission of taking care of vessels and crew, which is central to what we do as a company." *Partner of Choice* Despite all the emphasis on new equipment and tug technology ("I could really nerd out about boat technology," he quips), McAllister says, "The real horsepower is in the wheelhouse." It's the people who make it all work, he explains: "At the end of the day, the tugboat business is really all about the quality of your people and the quality of the service you provide. That's why we're constantly thinking about how to provide better training to our mariners and better service to our customers." Sounds like a surefire formula for success now and into the foreseeable future. "We're confident that investing in our business and our people will ensure McAllister is primed for the future and remains the partner of choice for the next generation of shipping," he concludes. Amen to that. (Source: Tony Munoz, *The Maritime Executive's* founder, publisher and editor-in-chief.) Enclosed is a fleet list of the company compiled by Jasiu van Haarlem up to and including July 2022. Click on the link [HERE](#)

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MARIAM BOUND FOR ALGERIA

Today, the [Mariam](#) (Imo 9971068) departed for Algeria. The MultiCat 3313 was built by the Damen Shipyard group under yard number 571833. The anchor handling, offshore support tug is owned by Mariam Co. - Dubai and is registered under the flag of Saint Kitts and Nevis with call sign V4WB6

and home port Basseterre. She has a overall length of 32.70 mtrs and between PP of 30.92 mtrs a Beam of 12.50 mtrs a depth of 3.46 and a draught of 2.16 mtrs. She has a grt 69 of 361 tonnes and nrt of 108 tonnes. The three Caterpillar engines develops a total output of 1599 kW (2,172 bhp). She performed a free sailing speed of 10 knots and a bollard pull of 28 tons. The Multicat **Mariam** is classed Bureau Veritas 40268W Notations: Anchor handling, Offshore support vessel, Tug, standardized design bollard pull with Navigation Notations: Unrestricted navigation. (Photo: Arie Boer)



BULLA REGIA BEGINS HER JOURNEY: MED MARINE COMPLETES THE FIRST DELIVERY FOR OMMP



Turkey's leading shipbuilder and tug operator, MED MARINE, proudly announces the successful delivery of **BULLA REGIA**, the first of six state-of-the-art RAMParts 2800 series ASD tugboats built for Tunisia's prominent port authority, OMMP. The delivery, completed in early October, marks a significant milestone in the ongoing fleet program established under the contract

signed between OMMP and MED MARINE in November 2023. Named after the ancient Tunisian city renowned for its enduring strength and heritage, **BULLA REGIA** embodies the same spirit of resilience and excellence. Measuring 28 meters in length and designed by the internationally acclaimed naval architecture firm Robert Allan Ltd., this next-generation tug delivers a 60-tonne bollard pull ahead and meets Class FIFI-E standards—ensuring both power and safety in every operation. Powered by twin medium-speed diesel engines and equipped with an open aft deck designed to accommodate two 10-foot containers, **BULLA REGIA** is tailored for a wide range of demanding missions including towing, mooring, escorting, pushing, and firefighting. Her advanced design and superior manoeuvrability make her a



reliable asset for OMMP's expanding port operations across Tunisia. The delivery of **BULLA REGIA** not only represents the successful completion of the first vessel in this six-tug program but also reaffirms the enduring partnership between MED MARINE and OMMP—two maritime forces united by a shared vision of progress, safety, and innovation. *Technical specifications of the tugboat:* Length: 28,20 m; Beam: 11,50 m; Depth: 5,49 m; Draft: 5,40 m; Gross Tonnage: 428; Bollard Pull: 60 tons; Speed: 12 knots @ 80% MCR; Crew: 8. Watch the YouTube video [HERE](#) (*PR-Med Marine*)

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ACCIDENTS – SALVAGE NEWS

CARGO SHIP RUNS AGROUND IN BAD WEATHER IN BATANGAS, PHILIPPINES



A cargo ship ran aground off the coast of Batangas province in the Philippines as Typhoon Fung-Wong swept through the northern portion of the country over the weekend. The Belize-registered landing craft **Felicity 8** had gone adrift after attempting to seek shelter from the approaching typhoon near the municipality of Calatagan on Sunday, November 9. The

Philippine Coast Guard said that adverse sea conditions had caused the vessel to drift towards shallow waters until it finally ran aground just off the municipality of Lemery later in the day on Sunday. Personnel from the coast guard and the Lemery Municipal Disaster Risk Reduction and Management Office immediately proceeded to the area to assess the vessel's condition following the incident. The coast guard said that upon inspection, the vessel was found to be stable with no significant structural damage. All crewmembers are meanwhile confirmed safe and in good physical condition. No oil spill or marine pollution has been observed in the surrounding waters. **Felicity 8's** operating company has since been advised to request for tug assistance to facilitate towing operations. However, the vessel was still aground off Lemery as of Wednesday, November 12. The coast guard is set to conduct a marine casualty investigation to determine the circumstances surrounding the grounding and to assess whether the vessel's crew had complied with safety and navigational protocols. (*Source: Baird*)

DERELICT TUGBOAT FOUND SINKING NEAR KITSAP

A derelict tugboat that broke loose and began sinking near Washington State's Kitsap Peninsula has been recovered, according to the Washington Department of Ecology. The agency said it responded Thursday to the 64' vessel [Mollusk](#), which lost engine power, broke free of its anchor, and started breaking apart against a marina breakwater in Kingston, Wash. The Coast Guard also responded and towed the runaway vessel to Appletree Cove, where it is now safely anchored and being defueled. The



Washington Department of Ecology said it estimates that the [Mollusk](#) had more than 1,500 gals. of fuel on board. [No injuries or pollution have been reported.](#) Built in 1942 by Sacramento River Lines, Sacramento, Calif., as the [Plumas](#), the tug changed hands several times, becoming the Sovereign in 1984 and later the [Mollusk](#) after a 2006 sale to a private owner. From 1970 onward, the vessel operated mainly under Seattle-based ownership. Derelict and abandoned vessels have become a significant concern in Washington, posing risks to public safety and the health of the region's marine ecosystem. In September, a World War II era tugboat, [Dominion](#), sank in a Bremerton, Wash., marina, spilling thousands of gallons of diesel and oil. "This story is all too familiar. Please, if you have a vessel that isn't seaworthy anymore, dispose of it safely before it becomes something the state



and federal government have to clean up," the Washington Department of Ecology said in a social media post announcing its response to the [Mollusk](#) incident. "Oil spills are bad for fish, other wildlife, and the environment, and they are very expensive to clean up. Don't let your problem become everyone else's problem." (Source: *Workboat* by Eric Haun) History by tugboatinformation: Built in 1942 by Sacramento River Lines at Sacramento, California as the Plumas for in-house use. In 1970 she was acquired by the Seattle

Disposal Company of Seattle, Washington, where the tug retained her name. In 1984 the tug was acquired by the Fremont Tugboat Company of Seattle, Washington, where she was renamed as the Sovereign. In 2006 she was sold to an individual and transferred to Washington State Registration under the name [Mollusk](#).

FIRE AT SHIPYARD ON ZOMERDIJK

A fire broke out during work on the ship **Schrootbaron XL** at the Poppen shipyard. The fire raged beneath the ship's hatches. Firefighters from Zwartsluis, Hasselt, and Giethoorn responded quickly and quickly brought the fire under control. The fire produced a significant amount of smoke, which is now being removed with a fan, allowing safe boarding. (Source: Zwartsluis Actueel; Photo: Henry Wallinga)



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FINNLINES CARGO SHIP SUFFERS ENGINE FIRE NEAR EASTBOURNE



A large cargo vessel issued a distress call after an engine fire broke out. Rescue services rushed to the scene after the Finnlines cargo ship, about 12 miles off the coast of Eastbourne, reported the fire. The incident took place in the early hours of November 12, with the RNLI Eastbourne lifeboat crew responding promptly. The RNLI Eastbourne said: "At 5.21am on November 12, our all-weather

lifeboat **Esme Anderson** launched to assist a 33,000-ton 'roll-on/roll-off' cargo vessel, 11 miles south-east of Eastbourne, after the ship issued a distress call reporting an engine fire. "Our crew made best speed in moderate seas and force five winds. "En route, it was confirmed the vessel's crew had successfully extinguished the fire but had lost engine power." Upon arriving at the stricken vessel, RNLI Eastbourne volunteers confirmed that no one required evacuation. The RNLI team was

requested to stand by the drifting 217-metre vessel while the crew worked to deploy their anchor. "The lifeboat stood by for over an hour in challenging sea conditions until the anchor was deployed and holding", the RNLI spokesperson continued. "Once the vessel was safely anchored, Solent Coastguard released the lifeboat, and our crew returned to station." A 'roll-on/roll-off' cargo vessel is a type of ship that transports wheeled cargo such as cars, trucks, and trailers, by driving them on and off the ship using built-in ramps. A spokesperson for HM Coastguard said: "At 5.14am, HM Coastguard was made aware of a pan-pan distress signal from a vessel reporting a fire on board 12 nautical miles off Eastbourne. "RNLI Eastbourne lifeboat was sent and stood off from the anchored vessel to provide support while the fire was extinguished. "The lifeboat was later stood down and the vessel was able to recommence safe passage to its destination." A spokesperson for Finnlines said: "A small fire occurred in the engine room of M/s **Finnwave** while the vessel was en route from Zeebrugge to Rosslare (Dover Strait). "The fire was quickly extinguished, and the vessel anchored safely outside the traffic separation scheme to assess the damages. "Once confirmed that the vessel was able to safely proceed by own means, M/s **Finnwave** heaved the anchor and proceeded to Zeebrugge for repairs." (Source: *The Argus*; Photo: Ryan Needham / RNLI)

OFFSHORE NEWS

FT400 – JAPAN'S FUDO TETRA ACQUIRES CRANE VESSEL WITH SECONDARY DISASTER RESPONSE CAPABILITY

Japanese civil engineering specialist Fudo Tetra (FTCL) has placed a new crane vessel into service. **FT400** was built by Kosei Construction to support port maintenance activities throughout Japan. She is due to replace 2001 Tetra, an older crane vessel in the FTCL fleet. *Two vessels operating as one unit* **FT400** consists of two vessels operating as one. The



crane is mounted on a barge with a length of 68.5 metres (225 feet), a beam of 25 metres (82 feet), a maximum draught of 3.7 metres (12 feet), a depth of 4.5 metres (15 feet), a displacement of 2,033 tons, and an open deck that can accommodate payloads totalling 4,011 tons. Providing propulsion for the whole unit is a pusher tug with a length of 14.25 metres (46.75 feet), a beam of six metres (20 feet), a draught of only 1.3 metres (4.3 feet), and a depth of 2.07 metres (6.79 feet). The tug is powered by a Yanmar 6EY17W main engine with a rated output of 837 kW (1,120 hp). The fully rotating crane supplied by SKK has a maximum lifting capacity of 400 tons while a dynamic positioning system operates in conjunction with electrically driven pump jets. This arrangement ensures stability and accurate station keeping when the vessel is conducting lifting operations while being subjected to moderate winds, waves, and currents. **FT400** boasts a 450kWh energy storage system (ESS), and FTCL expects that this configuration can help reduce the vessel's CO2 emissions by as much as 60 per cent. The ESS can also supply electrical power for up to 72 hours while the vessel is anchored, thus providing adequate power for hotel loads for extended periods. *AI-enabled systems and ample crew facilities* The onboard facilities include a female-only cabin with its own toilet, shower and laundry facilities; a mess; a sauna; a conference room; and a 100-

square-metre (1,100-square-foot) space that can also be used as an evacuation shelter following



disasters. Also fitted is an AI-enabled navigation support system to help minimise labour requirements and to enhance collision avoidance during transits to and from work sites. **FT400** will initially be deployed to support maintenance activities at the ports of Kinoura and Shimizu. The vessel's secondary functions will include disaster response, a role that was also performed by her predecessor 2001 Tetra in the wake of the magnitude 9.1 earthquake that struck Japan's

Tohoku region in 2011. In addition to employing her crane for lifting debris, the vessel can be equipped to supply electricity in disaster-stricken areas pending the availability of dedicated power generation facilities. *Specifications* Type of vessel: Crane vessel; Flag: Japan; Owner: Fudo Tetra, Japan; Builder: Kosei Construction, Japan; Length overall: 68.5 metres (225 feet); Beam: 25 metres (82 feet); Draught: 3.7 metres (12 feet); Depth: 4.5 metres (15 feet); Main engine: Yanmar 6EY17W, 837 kW (1,120 hp); Batteries: 450 kWh; Other electronics: Navigation support system; Crane: SKK; Accommodation: Cabins; mess; sauna; conference room; evacuation shelter. (Source: Baird)

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WITH LIMITED NEW CAPACITY AVAILABLE, OSV OWNERS GET CREATIVE WITH QUICK CONVERSIONS

Green Parrot Marine performs two quick retrofits, adding W2W capabilities on one vessel, and transforming another into an IMR vessel. While newbuild activity in the OSV sector has slowed this year, there have been some notable quick conversion projects of high-spec tonnage. Two recent retrofits were highlighted by Singapore-headquartered owner



and operator Green Parrot Marine – a new joint venture company formed of Verde Maritime, set up by the founder of E-NAV, Diego Aguilar, and Spanish project management contractor Blue Parrot Offshore. One retrofit has transformed 2018-built **Island Sapphire** (ex *Martha's Pride*) from a platform supply vessel to a high-spec inspection, maintenance and repair (IRM) vessel. Performed in 105 days in Cádiz, Spain, the conversion saw the Marshall Islands-flagged vessel fitted with a 160-tonne capacity lattice-boom crane, a helideck certified for medium-lift Sikorsky S-92 helicopters, a 23-m motion-compensated gangway, and its accommodation capacity was increased from 90 to 202. ABS records indicate the DP2-class vessel was built by Guangdong Yuexin Ocean Engineering in China, and has an overall length of 86 m and beam of 20 m. The IMR vessel was sailing from Las Palmas towards the Gulf of Guinea in West Africa in early November, according to AIS tracking information. Green Parrot Marine also reported, in a social media post, a second retrofit project involving the conversion of the accommodation vessel **Safeen Athena 2** to a walk-to-work vessel. Key upgrades for the conversion involved the removal of a 64-tonne offshore crane, installation of an Ampelmann E-type motion-compensated gangway, and repainting and rebranding under Green Parrot Marine. Following its conversion, **Safeen Athena 2** was deployed to Brazil to support local independent oil company PRIO. “Brazil is the most exciting market today,” Mr Aguilar told OSJ in an interview on the side lines of the Offshore Support Journal Conference, Asia, in September. He said offshore oil and gas activity led by the likes of Petrobras and IOCs is generating significant opportunities for PSVs and walk-to-work projects. “Rates are increasing and a lot of foreign owners, including ourselves, are starting to work there.” Mr Aguilar described Brazil as “an exciting market,” but also “not an easy market” to operate in, noting requirements around local crew and content and taxes. “There is a lack of tonnage in the market, so older vessels are getting long-term charters – 25-year-old vessels – it’s quite a tight market.” (Source: *Riviera* by John Snyder)

DEEPOCEAN AWARDED INSTALLATION WORK ON GAS PROJECT BY EQUINOR



Ocean services provider DeepOcean has been awarded a contract by Equinor to provide various subsea construction and installation activities as part of the Snorre Export and Import Gas Project (SNEIG) for offshore execution in 2026. The SNEIG project is part of the broader Snorre Expansion Project, which aims to extend the production life of the Snorre oil and gas field – originally discovered in 1979 and operational since 1992 – beyond

2040. The Snorre field is located in the Tampen area of the northern North Sea, in water depths of 300–350 meters. DeepOcean’s scope of work includes installation of a subsea safety isolation valve (SSIV), a subsea umbilical, and tie-in to the existing pipeline using connectors and associated tooling from the Pipeline Repair and Subsea Intervention (PRSI) pool. DeepOcean will also provide preparatory subsea construction activities include isolation pig tracking, pipeline coating removal and cutting operations. Suitable crossings for the new umbilical will also be prepared and installed at the field before various mechanical completion and commissioning activities are performed. “This is a complex subsea project that underlines Equinor’s dedication to responsible resource utilisation

through life-of-field extensions. Through our in-depth knowledge of the specialised tooling from the PRSI pool, matched with our highly capable construction vessel fleet, I am confident that our skilled project team will ensure a safe and successful project execution in close cooperation with Equinor,” says Olaf A. Hansen, managing director of DeepOcean’s European operation. The award also includes the provision of onshore engineering, procurement and project management services. DeepOcean will manage the project out of its office in Haugesund, Norway. Offshore operations will be executed during the summer season of 2026 using a subsea construction vessel from DeepOcean’s chartered fleet. *(PR-DeepOcean)*

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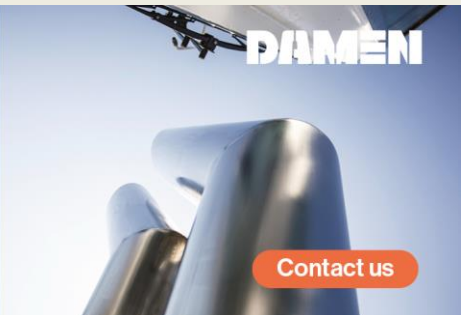
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SOLSTAD BAGS THREE-YEAR CSV CONTRACT WITH DEEPOCEAN

Norwegian offshore vessel owner Solstad Maritime has won a contract for one of its **Normand Ocean** construction support vessels (CSV) with compatriot ocean services player DeepOcean. The contract has a firm duration of three years, plus two one-year options, and is scheduled to commence in the first quarter of 2027. Solstad announced a five-year firm contract with Prysmian



for the **Normand Ocean** in June 2024. Another CSV from the company’s fleet will instead cover this contract. Both vessels will then have firm commitments from long-term clients into the next decade. Solstad did not reveal the financial details for the contract. However, the deal was described as a very large contract, which places it in the \$50m to \$100m range. On Thursday, DeepOcean secured a contract from Equinor for subsea construction and installation work on the Snorre export and import gas project, with offshore execution set for 2026. The development forms part of Equinor’s wider Snorre expansion project, designed to extend the production life of the Snorre oil and gas field in the Tampen area of the North Sea beyond 2040. *(Source: Splash24/7)*

SOLSTAD LANDS NEW CSV CONTRACT

Norwegian offshore vessel owner Solstad Maritime has won a contract for one of its construction support vessels (CSV). The deal was awarded to the 2015-built CSV **Normand Sentinel**. The firm contract will commence in early 2026 and will keep the vessel fully committed until the end of 2027. The agreement also includes a one-year option. As part of the charter party, Solstad Maritime will

deliver two work-class ROVs with full manning, along with tooling, survey services, and project



personnel, with support from Omega Subsea. The CSV is equipped with two active heave-compensated subsea cranes, moonpools, a 1,800 sq m deck, and accommodation for 130 persons. The client, as well as the contract's commercial terms and conditions, have been kept undisclosed under a confidentiality agreement.

(Source: Splash24/7)

PROSAFE FLOTEL SECURES FURTHER EXTENSION IN UK NORTH SEA

Prosafe has landed another extension for the accommodation unit **Safe Caledonia** after Ithaca Energy opted for an additional seven weeks of work at the Captain field in the UK North Sea. The latest extension — worth about \$6.4m — will keep the 1982-built, 2012-upgraded semisubmersible on site through early February 2026. It follows a two-week option exercised earlier, leaving Ithaca with three weeks of remaining options under the existing deal. Prosafe chief executive Reese McNeel said the repeat extension demonstrated the unit's reliability during winter operations.



“This significant extension reflects the excellent operational capabilities of the **Safe Caledonia**, especially in the harsher North Sea months,” he said. “We look forward to continuing to provide industry-leading gangway connectivity.” Prosafe, which operates a fleet of six accommodation units, originally signed the Captain field contract with Ithaca in August last year. (Source: Splash24/7)

OTTO CANDIES LANDS \$450M TO ADVANCE US GULF FLEET EXPANSION

Otto Candies has secured a \$450m loan to support its fleet growth and strengthen its position in the Jones Act and offshore support markets, following its recent purchase of four large multipurpose support vessels (MPSVs) from Harvey Gulf. The Louisiana-based operator closed the financing with Beal Bank USA, giving it the balance-sheet capacity to refinance existing debt and fund the newly acquired subsea and construction support tonnage. The deal ranks among the largest offshore support vessel financing moves seen in the US Gulf in recent years. CEO Otto Candies III said the loan was critical in allowing the company to move quickly on the acquisition. “This marks a major milestone for us,” he said. “Having clear, committed financing on a tight timeline made all the difference.” The

four MPSVs — **Harvey Blue-Sea**, **Harvey Sub-Sea**, **Harvey Deep-Sea**, and **Harvey Intervention** —



were built between 2012 and 2017 and give Otto Candies a significant lift in subsea, IMR and construction support capability. The vessels join a diversified fleet of 16 units spanning supply, service operation, dive support and barge segments. Andy Longhurst, head of shipping at CSG Investments, which arranged the facility for Beal Bank, said the acquisition

strengthens an established US operator at a time when demand is rising across both oil and gas and emerging offshore wind work in the Gulf. (Source: *Splash24/7*)

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AFTER TAIWAN, MERMAID MARITIME CREATES JOINT VENTURE IN EQUATORIAL GUINEA

Thailand-headquartered subsea and offshore drilling services company Mermaid Maritime Public Company Limited has established a joint venture company in Equatorial Guinea with the African country's national oil company GEPetrol S.A for services in the oil & gas industry. The primary activity of the joint venture company named MERMAID EG S.A is the provision of offshore services to the oil & gas majors operating in



Equatorial Guinea, including diving services, vessel supply, remotely operated vehicle (ROV) and all other associated services. Mermaid Subsea Oil and Gas Services DMCEST (UAE), an indirectly owned subsidiary of Mermaid Maritime, held through Mermaid Subsea Services (Thailand) Co., Ltd., holds a 50% share. GEPetrol S.A holds 45% and 5% is held by Alogo Law Firm S.L. as a proxy for GEPetrol at its request. According to Mermaid Maritime, the investment is funded from internal resources and

the transaction is not expected to have any material impact on the net tangible assets and earnings per share of the company for the current financial year. The company this summer also established a joint venture in Taiwan with ATE Energy International, a Taiwanese company specializing in the energy engineering sector. The entity's primary activities include energy technical services, cable installation and offshore construction projects. *(Source: Offshore Energy)*

SEABIRD VESSEL TO STAY ON OBN WORK THROUGH 2026



Marine seismic specialist SeaBird Exploration has won an extension for OBN source work in the Western Hemisphere. The initial contract for OBN work was signed in August this year, using the 2009-built survey vessel **Fulmar Explorer**. It started in mid-September and is set to last for three months. The deal has nine months of extension options. This extension will keep the vessel

busy until mid-March 2026. The client, which was left unnamed, has additional options to further extend the contract to mid-June 2026. The contract extension brings the firm contract period to commercial terms that are the same as the initial contract. *(Source: Splash24/7)*

SEASpan DELIVERS CANADIAN COAST GUARD RESEARCH VESSEL

Seaspan Shipyards has officially delivered the Offshore Oceanographic Science Vessel (OOSV), **CCGS Naalak Nappaaluk**, to the Canadian Coast Guard (CCG). The OOSV is the fourth large vessel, and second class of ship, to be built and delivered by Seaspan under the National Shipbuilding Strategy (NSS). **CCGS Naalak Nappaaluk** is named after a well-respected elder from Nunavik who was a renowned



promoter of Inuit language and culture. The ship will replace **CCGS Hudson**, which was decommissioned in 2022 following 59 years of dedicated service. The new OOSV will be Fisheries and Oceans Canada's primary oceanographic science platform, outfitted for habitat management, marine surveys and scientific research on ocean currents and the seabed, while also being able to serve the needs of the Canadian Coast Guard, aiding in operations such as Search and Rescue. This highly complex ship is a floating laboratory, with specialized equipment that includes several advanced wet and dry labs, an ocean sampling room, a scientific seawater system for studying oxygen levels, temperature and salinity, and a state-of-the-art drop keel and sensor suite for

collecting and analyzing data on everything from water current velocities to underwater acoustics. The OOSV will sail to Patricia Bay for Canadian Coast Guard training and familiarity before starting its voyage to the Bedford Institute of Oceanography in Halifax, Nova Scotia, the ship's home port. The OOSV's delivery follows a number of other shipbuilding milestones at Seaspan over the last year, including the launch of [HMCS Protecteur](#), cutting steel on the CCG's new heavy Polar Icebreaker, a successful Functional Design Review for the Multi-Purpose Icebreakers and the design award for six U.S. Coast Guard Arctic Security Cutters. (Source: [MarineLink](#))

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MUSEUM NEWS

NIEUWE TENTOONSTELLING VANAF 22 NOVEMBER 2025 IN NATIONAAL SLEEPVAART MUSEUM

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OPENINGSTIJDEN: WO. 13.00 - 17.00 UUR

Opening nieuwe tentoonstelling in het Nationaal Sleepvaart Museum: *“De zee geeft, de zee neemt”* Het Nationaal Sleepvaart Museum in Maassluis opent op zaterdag 22 november 2025 de tentoonstelling *“De zee neemt, de zee geeft”*. Deze tentoonstelling belicht de diepgewortelde relatie tussen mens en zee. De zee is van oudsher bron van bestaan, inspiratie en avontuur, maar ook van dreiging en verlies. *“De zee neemt, de zee geeft”* toont deze tweeledigheid aan de hand van scheepsmodellen, maritieme objecten, historische documenten en persoonlijke verhalen van hen die hun leven verbonden hebben met de zee. De tentoonstelling nodigt bezoekers uit stil te staan bij de kracht, schoonheid en onvoorspelbaarheid van de zee, en bij de veerkracht van de mensen die dagelijks met haar leven en werken. De officiële opening vindt plaats in aanwezigheid van vertegenwoordigers van het museum, genodigden en belangstellenden. Dhr. Piet Heijstek, ex-voorzitter van het Redding- en Veerdienst Museum ‘Jan

Lels’ te Hoek van Holland, zal de opening verrichten. *Praktische gegevens* Datum opening: zaterdag 22 november 2025. Locatie: Nationaal Sleepvaart Museum, Hoogstraat 1-3, Maassluis *Over het Nationaal Sleepvaart Museum* Het Nationaal Sleepvaart Museum, gevestigd in het historische centrum van Maassluis, vertelt sinds 1979 het verhaal van de Nederlandse zeesleepvaart. Het museum beheert een unieke collectie modellen, documenten, kunstwerken en persoonlijke herinneringen, en

biedt met wisselende tentoonstellingen inzicht in de rijke maritieme sleepvaart geschiedenis van Nederland.

DANIEL ADAMSON PRESERVATION SOCIETY ANNOUNCES NEW LEADERSHIP AMID CHALLENGING CONDITIONS

Daniel Adamson Preservation Society Announces New Leadership Amid Challenging Conditions, Strategic Plan in Development to Reverse Revenue Decline and Build on Educational Success- Northwest UK – 12 November 2025 The Daniel Adamson Preservation Society (DAPS) today acknowledges a period of significant trading and operational challenges while announcing a renewed leadership team committed to steering the



charity toward recovery and long-term sustainability. *Facing Adversity in the Heritage Sector* Like many heritage organisations, DAPS has been impacted by mounting economic pressures, including rising operational and regulatory costs. These factors, compounded with income loss due to external infrastructure issues outside our control, have contributed to a decline in revenue, placing strain on the Society's finances. In response, DAPS launched an online fundraising campaign earlier this year, which has so far raised nearly £18,000 of the target of £150,000 to support continued operations. The Society's two staff members and Board of Trustees remain fully committed to transparency and resilience during this turbulent period. The broader challenges facing the sector were highlighted in the Heritage Alliance's 2024 report, *Heritage on the Brink. Leadership Renewal and Strategic Vision* To address these challenges head-on, DAPS is proud to announce the appointment of Andy King as Chair of the Board. Andy, a naval architect and maritime consultant specialising in maritime decarbonisation, brings 40 years of expertise and a passion for maritime heritage. He is joined by four *new Board members*: • Dr Emma Roberts, Programme leader: Museum Studies and History of Art and Reader at *Liverpool John Moores University* • Dr Charuni Dissanayaka, STEM Technical Lead, Hugh Baird College and civil engineer • Councillor Sam Naylor, Town and County Councillor from Northwich • Lewis Roberts, Political Researcher. The Maritime Heritage – Maritime Futures pilot programme, a two-year Lottery-funded youth initiative, has expanded significantly—from 134 participants in 2024 to 258 in 2025, with 446 taking part in this academic year. It supports and showcases schools, colleges, universities, apprentices and specialist support settings, and recently saw Hugh Baird College win an Engineering Changemakers Award at Liverpool's Brilliant Festival for their work on the project last year. The programme builds young people's skills, confidence, and knowledge, especially those outside mainstream education, while promoting careers in Merseyside's maritime sector. The team is totally committed to ensuring the success of the June 2026 showcase. Andy King commented "I fully appreciate the challenges ahead and the work required to return the Danny's financial situation to an even keel. It's an honour to work alongside such a dedicated team, especially our volunteers who give 110%. We're laying the groundwork for a robust strategic plan to stabilise the charity and restore confidence among our stakeholders." Outgoing Chair Stuart Wood has accepted the honorary role of President of the Society, a position last held by the late Tony Hirst OBE. *Strategic Path Forward* The refreshed Board, staff, and volunteers are undertaking a

comprehensive review of operations, with immediate priorities including: • Enhancing operational efficiency and reducing unnecessary costs • Reinvigorating service offerings while maintaining accessible education and community *programmes* • Exploring new opportunities beyond traditional markets • Strengthening stakeholder engagement through a refreshed membership scheme • A focus on grants and award applications to be supported by the Board “Our priority is to build a resilient organisation capable of weathering external pressures. While ticket sales are down and costs have risen, our education and community work continues to be a beacon of success in the sector.” *Commitment to the Future* DAPS assures all stakeholders of its unwavering commitment to the continued operation and preservation of the 122-year-old steamship, the **Danny**. Since returning to service in 2016 thanks to generous donations and Lottery support, the vessel has become a symbol of heritage and transformation. Regular updates on progress and plans for 2026 will be shared in the coming months. To donate to The **Danny’s** fundraising campaign please visit the website [HERE](#) (PR)

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WINDFARM NEWS - RENEWABLES

BIBBY MARINE UPGRADES CONNECTIVITY ON WAVEMASTER FLEET



The UK offshore support vessel owner has set out plans to retrofit its assets with satellite communications and 4G/5G network connectivity. Bibby Marine will upgrade communications on its fleet of walk-to-work and operations-support vessels (SOVs) to enhance operational reliability, and

elevate the digital experience for crew and passengers as it focuses on improving safety, efficiency and wellbeing at sea. The Liverpool, UK-headquartered owner will install flat-panel terminals to connect with SpaceX's Starlink low Earth orbit satellites and antennas for communications over 4G, 5G and long-range networks. These will be deployed on its **WaveMaster** vessels that have previously relied on very small aperture terminals (VSATs) to connect with geostationary orbiting satellites. Bibby's vessels support maintenance and ongoing services within offshore windfarms, oil and gas production platforms and other installations. "We are always looking for ways to make life better for our customers and crew on board all our vessels," said Bibby Marine chief executive Nigel Quinn.

“Reliable, high-quality internet plays a crucial role in that, as does the right technology and knowledge to enhance our service delivery and experience on board.” Bibby Marine has given Wireless Logic a five-year contract to deliver a comprehensive upgrade to the connectivity and ICT infrastructure on board its **Wavemaster** fleet. Following a successful pilot, Bibby Marine commissioned Wireless Logic to equip these vessels with Starlink LEO, 4G and 5G network and long-range maritime communications terminals. Wireless Logic will construct a local area network on these ships featuring switches, routers and access points to provide high-quality wifi to all on board, and will maintain this infrastructure over the next five years. *(Source: Riviera by Martyn Wingrove)*

COMPLETER BRIEFLY RETURNS TO DEN HELDER

The aluminum catamaran **Completer**, owned by the Swedish shipping company Northern Offshore Services (NOS), made another short visit to Den Helder last week. The 20-meter-long crew transfer vessel was spotted at one of the jetties behind the Blue Port Centre. The catamaran has accommodations for 12 passengers. The Completer departed for Hvide Sande, Denmark, last Saturday. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*



CTV TO BE OPERATED REMOTELY IN PROOF-OF-CONCEPT TRIAL



An as-yet unnamed vessel owner is to conduct trials next year that will see a crew transfer vessel (CTV) operated remotely. The project could lead to the unmanned operation of vessels servicing offshore windfarms. For the trials to take place, Robosys Automation has secured what it described as a ‘landmark’ retrofit deal and

has been awarded a contract to retrofit a 26-m Damen 2610 Fast Crew Supplier (FCS) with its Voyager AI maritime autonomy software. The vessel, built in 2015 to Lloyd’s Register classification standards, is powered by twin Caterpillar C32 engines with direct drives and is equipped with an Alpatron autopilot, Böning control system, Bosch Rexroth ship controls and a Hydrosta bow thruster. The project will be the company’s second use of Robosys’ Voyager AI on a CTV, having first retrofitted a similar Damen 26-m CTV with the Voyager AI in 2019. Responding to questions

from OWJ about the intended use of the vessel, a spokesperson for Robosys Automation described the project as a “proof-of-concept trial before advancing to higher functionality autonomy and then to fully unmanned operation.” The spokesperson confirmed the vessel will be remotely controlled with autonomous route following, with personnel on board. The trials will take place in the Mediterranean and Atlantic. Onboard systems on the CTV will be integrated with Robosys’ Voyager AI, enabling remote control as well as enhanced safe autonomous navigation and safe and smart decision-making capabilities using integrated electronic navigation charts for route/path planning and replanning validation plus COLREGS-based collision avoidance. The contract, awarded by an undisclosed European client, involves a comprehensive retrofit to ensure optimal performance of the Voyager AI platform in real-world offshore support operations, including crew transfers, logistics and dynamic positioning tasks. In a statement about the project, Robosys Automation chief strategy officer Nigel Lee says, “This project is a significant leap forward, not only for Robosys, but for the offshore renewables industry. Integration of Voyager AI into this Damen FCS 2610 highlights confidence in smart vessel technology and its ability to enhance safety, operational efficiency and sustainability in offshore wind operations.” Voyager AI offers scalable levels of autonomy, ranging from decision-support to fully autonomous operations, and is built to integrate with existing vessel control systems with minimal disruption. It can be used to transform a new or existing vessel into a fully autonomous uncrewed vessel that is capable of independent navigation, autonomous collision avoidance, obstacle and anti-grounding with dynamic route optimisation. It uses AI and machine learning algorithms to provide scalable levels of autonomy, from remote control up to and including full IMO degree 4 autonomy. Mr Lee says integrating Voyager AI into the CTV is “a major step forward, enhancing the safety, efficiency and sustainability of offshore operations.” He concludes, “As the offshore wind industry continues to evolve, embracing advanced autonomy is a natural progression to meet future demands, for safer and cleaner seas.” *(Source: Riviera by David Foxwell)*

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ØRSTED TO LICENSE LOW-NOISE MONOPILE INSTALLATION TECH, SIGNS FIRST AGREEMENT WITH LUXCARA

Luxcara has signed a preferred supplier agreement with Ørsted for their low-noise jetting-based monopile installation technology platform called Osonic, which will be used for offshore wind turbine foundations across Luxcara’s offshore wind portfolio in Germany. This is the first preferred supplier agreement for Osonic as well as the first step towards commercial deployment of the technology. Osonic is a patent-pending jetting technology that reduces the soil’s resistance to penetration, enabling foundations to sink more quietly into the seabed with minimal impact on marine life, which should allow for the replacement of conventional pile-driving, said the Danish company. “Already in 2022, Luxcara started looking into different low-noise offshore installation methods. We are pleased to now deepen the collaboration with Ørsted and look forward to

preparing the next steps for the implementation of their low-noise installation technology, which has already been successfully deployed in the German North Sea,” said Holger Matthiesen, Director of Offshore Wind & Green Hydrogen at Luxcara. The implementation of the Osonic installation method at Ørsted’s Gode Wind 3 offshore wind farm resulted in a 99 per cent decrease in underwater noise levels relative to the most commonly used installation method, according to Ørsted. The company added that the noise levels were reduced significantly to a level just marginally above the ambient noise



found in the German Bight in the North Sea. “By reaching an agreement with Luxcara, we’re taking Osonic from concept to commercial offering, which demonstrates Ørsted’s strong track record of innovation as well as Osonic’s potential. We’re seeing increased interest from offshore wind developers across European key markets, and with this landmark agreement, we’re laying the groundwork for broader adoption,” said Patrick Harnett, Executive Vice President and Chief Construction Officer at Ørsted. Ørsted is to license the technology and, under the preferred supplier agreement, will also act as an engineering, procurement, and construction consultant to Luxcara for its deployment. Luxcara is developing the 1.5 GW Waterekke and the 300 MW Waterkant offshore wind farms in Germany. In August, the company signed a capacity reservation agreement with Siemens Gamesa for the delivery of 97 15-MW turbines for the Waterekke project and said it is also considering the same model for Waterkant. (Source: *Offshore Wind*)

THE WORLD’S LARGEST WIND TURBINE WILL SMASH PREVIOUS RECORDS

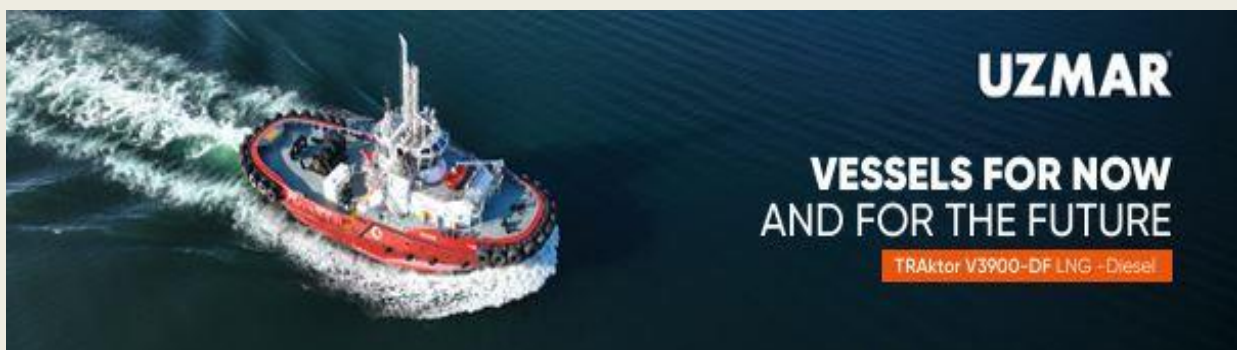


A planned supersized floating wind turbine with two spinning heads will generate nearly double the amount of energy as the current record-holder. The world’s largest wind turbine—currently being tested off the coast of China—has blades that are more than twice as long as a Boeing 777’s wingspan. It can generate 26 megawatts (MW) of energy,

more than double the global average for individual turbines. But its record is about to be smashed to smithereens: another offshore wind turbine that is twice as powerful has been announced by Ming Yang Smart Energy, a company based in southern China. With a capacity of 50 MW, this supersized structure is designed to float on the ocean’s surface and can withstand typhoons, according to the company, which plans to start making the turbine later this year and to deploy it next year. Though Western manufacturers such as Siemens Gamesa are also pushing for bigger and bigger turbines, the

trend has been particularly dominant in China after the government stopped subsidizing offshore wind farms in 2022, forcing developers to find ways to save money. Using bigger turbines means that fewer of them will be needed to generate the same amount of power, says Zhu Ronghua, director of Yangjiang Offshore Wind Energy Laboratory, a research institute supported by the provincial government of Guangdong in China. “You can save on transport, construction and installation fees, which account for 70 to 80 percent of the cost of building an offshore wind farm,” Zhu says. *Twin-Headed Turbines* In general, a turbine with a larger capacity is also physically bigger. This is because you need longer blades to catch more wind and generate more electricity per sweep. The current record-holding turbine, made by Dongfang Electric, is so enormous that its tower is as tall as a 63-story skyscraper. But Ming Yang is taking a different approach: Its megamachine will have not one but two sets of engines and blades, each capable of generating 25 MW of energy. They are supported by a Y-shaped tower on a single platform. Each of its blades is 145 meters long, roughly three times the height of the Statue of Liberty. The design builds on that of the world’s first twin-headed turbine, a 16-MW version that is currently operating in the South China Sea, and combines the output of two turbines in one. “If successful [at this scale], this model can be a game changer in the floating wind industry,” says Umang Mehrotra, an offshore wind analyst at the Norwegian research firm Rystad Energy. Han Yujia, a researcher of renewable energy at the California-based nonprofit Global Energy Monitor, is most impressed that Ming Yang intends to increase a turbine’s capacity by more than 20 MW in one go, far outpacing the industry’s average rate of increase of 2–3 MW each year. Ming Yang says that the 50 MW turbine will have a “strong ability” to counter typhoons but hasn’t yet provided more details on how it will do so. The 16-MW model, which is supposed to serve as a prototype, has survived multiple typhoons over the past year, including more than 150-kilometer-per-hour winds from Typhoon Ragasa, says Wang Chao, chief designer for this line of models, known as OceanX. Some of its resilience is because of the fact that it is tethered to the ocean floor at a single point, so it can rotate 360 degrees “like a weather vane” and stay balanced during high winds, Wang says. The feature also means that the turbine can be installed in deeper waters, farther away from the shore, where wind is stronger and more consistent. But the new model will be significantly bigger, so there could be “a lot of risks,” Mehrotra says. And there are potential technical difficulties in ensuring that the two rotors generate power smoothly because they are so close together on a single platform compared with the general spacing specifications of side-by-side turbines, he says. A representative of Ming Yang did not respond to requests for comment from Scientific American. (Source: SCIAM)

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DREDGING NEWS

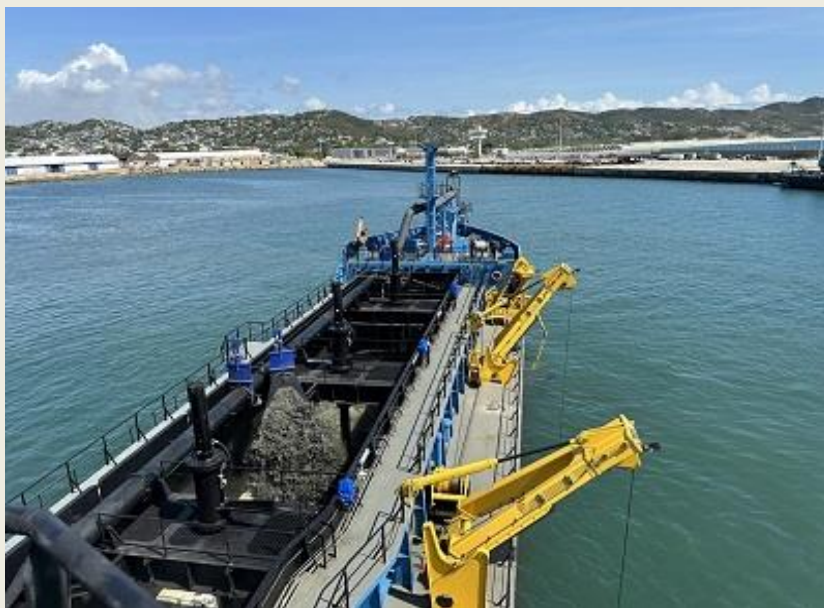
WATER INJECTION DREDGING TRIALS START AT BRIDPORT HARBOR

Bridport Harbor – West Bay said that that they are currently conducting Water Injection Dredging

(WID) trials with the dredging vessel **Doonhamer**. This innovative dredging technique uses low-pressure water jets to loosen and mobilize sediment, allowing natural currents to redistribute it. “WID is a more sustainable and cost-effective approach compared to traditional dredging methods, helping us maintain safe navigation channels while reducing environmental impact,” Bridport Harbor – West Bay said. The dredging vessel Doonhamer will be in Bridport’s inner and outer harbors for about 10 days before the trial continues in Lyme Regis. *(Source: Dredging Today)*



SUCCESSFUL DELIVERY OF DAMEN DREDGING COMPONENT PACKAGES FOR TSHD CONSTRUCTIONS



Damen Shipyards Group is proud to announce the successful delivery of four advanced dredging component packages for Trailing Suction Hopper Dredgers (TSHDs). These vessels, which are being constructed at different shipyards in Central America, where two of them have already successfully undergone various dredge trials and have been accepted by the customer, while the remaining two are expected to be finished in 2026.

The TSHDs are equipped with a state-of-the-art dredge package designed and manufactured by Damen. Each package includes a 700 millimetre trailing suction pipe designed to operate at depths of up to 25 metres, a powerful dredge pump, and a bow coupling unit for efficient material discharge. Additional features such as overflows, bottom dump valves, jet water pumps, nozzles, and advanced dredge monitoring instrumentation ensure optimal performance and reliability during dredging operations. Horacio Delgado Bravo, Damen Sales Manager, commented, “The successful cooperation with all parties involved has been instrumental in the completion of these vessels. We are proud to contribute by delivering fit-for-purpose dredging systems, entirely designed and manufactured in the Netherlands. This high-quality dredging gear ensures the success of the vessels for decades to come. Furthermore, this is another example of Damen Technical Cooperation’s concept, under which Damen contributes to the development of local shipbuilding.” The identical 2,800 m³ TSHDs, though of a non-Damen design, are fitted with complete Damen dredge packages including both hopper loading as well as discharging gear. Discharge operations can be performed using the dump valves, pumping or rainbowing over the bow. These hopper dredgers are set to play a crucial role in

maintaining port access, supporting local economies, and performing essential tasks such as land reclamation and beach replenishment. All dredge packages were manufactured at the Damen Dredging Equipment yard in Nijkerk, the Netherlands, and shipped to the various yards for installation. This international effort underscores Damen's commitment to delivering high-quality and reliable



dredging solutions to its clients worldwide. The successful completion of the TSHDs demonstrates Damen's ability to deliver complex projects on time and to the highest standards, further solidifying its reputation as a leading provider of dredging equipment packages and services. *(PR-Damen)*

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RASMALÉ LAND RECLAMATION IN FULL SWING



Maldives President, Dr. Mohamed Muizzu, visited the Rasmalé land reclamation site yesterday to review progress on the Rasmalé Land Reclamation and Coastal Protection Project. According to the President's Office, this is the largest single initiative undertaken to address the Maldives' housing needs from a single location. The Government is implementing the project in multiple phases to deliver a transformative solution to the national housing challenge.

"Work across three areas is advancing rapidly, with Site J now fully completed, while 25.53pct of Site L and 20.09pct of Site C have been completed," the Office said. Muizzu said that land reclamation works across the Malé region are progressing swiftly, with further acceleration expected in December.

With the deployment of additional dredgers, the overall pace of reclamation will be increased. Located in K. Fushidhiggaru Lagoon, the project started in December 2023 and will see the reclamation of 1,009 hectares to develop Rasmalé as an environmentally sustainable eco-city. *(Source: Dredging Today)*

ENHANCING BIODIVERSITY AT HENGISTBURY HEAD BY BOSKALIS

Enhancing biodiversity in a given area is never an exact science. Even with a well-considered plan for installing artificial reefs or shelters for marine life and shellfish, there is always a degree of uncertainty about whether species will truly make it their home. According to Boskalis, this was the case at Hengistbury Head in the south of the United Kingdom, where 98 artificial reefs and rocks were installed as part of the construction of a long groyne. Just one year later,



the results speak for themselves. During a recent field study, Boskalis' teams observed starfish, mussels, crabs, and other shellfish thriving in the new habitat. A bird species that is on the red list was even spotted. According to Boskalis, "the project is a strong example of how coastal protection can go hand-in-hand with ecological enhancement – safeguarding the shoreline while giving nature and marine life a huge boost. In short: the coastal defense of the future." The Hengistbury Head project was supported by Boskalis' Artificial Reefs Program. *(Source: Dredging Today)*

EASYDREDGE 700S READY FOR HER NEW OWNERS



Royal IHC is ready to deliver another hopper dredger of the standardized **Easydredge 700S** series. According to the company, the stock vessel is ready for immediate delivery, with final trials to be executed with the client. This **Easydredge 700S** is IHC's smaller-sized hopper dredger with 500m³ hopper volume and a 400mm suction tube reaching 15m dredge depth. The new dredger is designed for maintenance dredging in small harbors and ports with its length of 50m and maximum draught of

3.5m. The vessels classed unrestricted navigation together with the 10 persons (single cabin) accommodation and can be deployed 24/7 anywhere. Find out more about the **Easydredge 700S** series! *(Source: Dredging Today)*

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THE HISTORIC "JAIZKIBEL" DREDGE, BASQUE MARITIME HERITAGE IN A STATE OF ABANDONMENT

Thirty-two years have passed since the dredger "[Jaizkibel](#)" was declared a Cultural Heritage Asset in 1992 by the Basque Government's Heritage Board. This decision saved it from being scrapped, and a restoration was undertaken in 2012. However, for years it has been abandoned on the slipway of the Ondartxo shipyard in Pasaia, where our contributor Eloy Ferreiro Nieto, who witnessed the launching of the carrack "[San Juan](#)," recently



photographed it. According to [puentedemando.com](#), it appears that to this day there is no project from the Basque Government's Heritage Board for this dredger, and it continues to deteriorate without anyone doing anything about it. Built at the Euskalduna shipyard, it was in service between 1934 and 1984 dredging the port of Pasaia. It is a 60-meter-long chain dredger, and today it is one of the few remaining examples of maritime and port heritage that have survived the demolition. At least for now. (Source: *Puente de Mando*; Photo: Eloy Ferreiro Nieto)

KING CO. SECURES GRAND HAVEN DREDGING CONTRACT



The King Co. of Holland, Michigan, has once again won USACE contract for maintenance dredging and beach nourishment works in Grand Haven. Similar to previous campaigns, the FY26 Grand Haven (Outer) dredging and beachfill project will take place within the stationing: -25+00 to -14+00, targeting 40,000 CY. The 2026 campaign also includes beach nourishment activities with placement to take place in a permitted, designated State Park area South of the harbor. The contractor will start the work in Grand

Haven as soon as weather allows in the spring using hydraulic dredging for speed and cost. (*Source: Dredging Today*)

YARD NEWS

DAMEN ACQUIRES UK-BASED I.M.E GROUP

Next step in development of UK services offering.

Damen has announced the acquisition of Southampton-based I.M.E Group Ltd. The acquisition follows close collaboration between the two parties since the opening of Damen Services' UK Service Hub in 2021. This investment in the UK industry supports Damen's strategic goal of providing full lifecycle support, expanding the range of services available



to clients throughout the UK in their day-to-day operations. With this step, Damen's UK customers are assured of access to prompt on-site support, mechanical and electrical engineering, docking services, parts supply, and maintenance for both Damen and non-Damen vessels. *The next step* Edwin van der Poel, Director at Damen Services UK, said: "This development demonstrates the close synergy between our two organisations during the past years. We have cooperated well together, growing our relationship and aligning our values and standards. By bringing I.M.E into the Damen Services family, we take the next step in the development of our services offering to our UK-based clients, ensuring them of seamless, round-the-clock support they can count on." Paul Langford, Founder and Managing Director of I.M.E, said: "From the very beginning, our collaboration with Damen Services and Michael Nolan, Service Hub Manager UK, has felt like a natural fit. We share a commitment to quality, responsiveness, and putting the customer first. Becoming part of the Damen Services family is a great step for us at I.M.E, and we're excited to continue delivering exceptional service, now with even greater reach and resources behind us."

Global support network Damen opened its UK Service Hub in 2021 with the aim of providing lifecycle support to operators of Damen vessels in the region. The company operates a global network of such hubs, offering its clients fast and reliable local services. When planning to open its UK Service Hub, Damen Services selected the strategic location of Southampton due to its proximity to the marine traffic and large number of work boats in the English Channel area. *Local*

collaboration As is the practice of Damen Shipyards Group in its international operations, the Service Hub aimed to work, wherever possible, with local suppliers. This brought Damen Services into frequent contact with I.M.E, the two parties sharing a number of clients in common. Founded in 2006, I.M.E specialises in the provision of 24/7 repair and maintenance support to clients in the maritime and energy sectors. Its services cover everything from day-to-day breakdowns to turnkey projects. In 2023, the close cooperation between Damen Services and I.M.E led to the two companies signing an MoU. With this, Damen Services received access to I.M.E's facilities, including office space, workshop, yard and equipment, and was able to grow its service operations in the UK. Damen Services UK has further expanded its support to UK clients with the recent opening of an office in Portchester. The new office is located adjacent to a docking site with

synchrolift facilities. *(PR-Damen)*

STEEL CUTTING OF ONE UNIT OF 3680kW ASD TUGBOAT



On 12th November, 2025, one unit of 3,680kW ASD Tugboat built by Jiangsu Zhenjiang Shipyard for Ningbo Oil Handling & Tug(Barge) Co., Ltd has been steel cutted successfully. Leaders from Ningbo Oil Handling & Tug(Barge) Co., Ltd attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

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EASTERN SHIPBUILDING GROUP LAUNCHES FALCON FOR FISHER ISLAND COMMUNITY

Eastern Shipbuilding Group, Inc. is proud to announce the successful launch of the vehicle-passenger ferry **FALCON**, being constructed for the Fisher Island Community Association (FICA). The launch marks the next major milestone in the partnership, positioning **FALCON** to provide reliable and modern transportation service to the Fisher Island community. The state-of-the-art ferry is designed to meet the unique needs of the Fisher Island route, combining enhanced vehicle capacity and passenger comfort with ESG's proven vessel-construction expertise. **FALCON** is scheduled for delivery in Spring 2026 and is being constructed at ESG's Allanton facility in Panama City, Florida. "Completing the launch ahead of schedule speaks volumes about the talent and commitment of our workforce. Their drive keeps this project moving forward and ensures **FALCON** will serve Fisher Island with the reliability its community deserves. Our longstanding

partnership with FICA continues to be a source of pride for our team, and this milestone reflects the shared commitment we bring to every phase of the project," said Joey D'Isernia, CEO of Eastern Shipbuilding Group, Inc. "**FALCON** will set a new benchmark for our community's ferry service—delivering higher vehicle capacity, smoother operations, and a more comfortable experience for residents and guests," Roberto Sosa, President



& CEO of the Fisher Island Community Association. "We thank Eastern Shipbuilding Group and EBDG for their continued partnership and collaboration." "Elliott Bay Design Group is honored to partner with Fisher Island Community Association on another addition to their ferry fleet," said Steve Carlson, Principal in Charge at Elliott Bay Design Group. "Our relationship with Fisher Island is built on trust and collaboration, and we're proud that their fleet continues to grow with vessels designed by EBDG. As engineers, it's incredibly rewarding to see our designs come to life,



and this new ferry, currently being built at Eastern Shipbuilding Group, represents the strength of that partnership and our shared commitment to quality and innovation." Last fall, ESG commenced steel-cutting for **FALCON** at its Allanton yard, marking the start of physical construction. With launch now complete, the vessel will proceed through

outfitting, systems integration, sea trials and final commissioning ahead of delivery to FICA. (PR-Eastern Shipbuilding)

KEEL LAYING FOR 4420kW ASD TUGBOAT

On 12th of November, 2025, one unit of 4,420kW ASD Tugboat Which is designed and built by our Jiangsu Zhenjiang Shipyard for Nantong Lvsu Port Tugboat Co. , Ltd. was keel laid successfully.

(Source: Jiangsu Zhenjiang Shipyard)



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TRONDS MARINE SERVICE AS ANNOUNCES CONTRACT FOR NEW SEMI-SUBMERSIBLE HEAVY CARGO DECK BARGE.



Tronds Marine Service AS is proud to announce that we have officially entered into a ship building contract with Panjin Dajin Offshore Engineering Co. Ltd for the construction of a new Semi-submersible Heavy Cargo Deck Barge. The Newbuild, is developed together with Salt Ship Design and will be among the largest barges of its kind.

Designed for exceptional capability with an extreme submerging capacity of up to 23 meters of water above deck, enabling it to handle and launch exceptionally large and heavy cargo. Delivery of the Newbuild is scheduled for Q4 2027 and is available for charter worldwide. **Key Specifications** Length Overall: 150 m; Breadth Overall: 60 m; Depth moulded: 9.5 m; Deadweight (DWT): 43,000 t; Deck Strength: 35 t/m²; Submerging capacity: 23 m of water above deck. **Removable Aft Towers** Tronds Marine Service AS has over the past decades gained extensive experience in semi-submersible barge operations through the successful operation of “**Tronds Barge 33**”, which was a key asset in the construction and launching of caissons for the Port of Nador in Morocco and is currently on charter in Italy for the construction of the new Genova Breakwater. Additionally, “**Tronds Barge 30**” continues to play an active role in complex launching operations across Europe. “The addition of this Newbuild to our fleet further strengthens our position as one of the leading operators of semi-submersible heavy cargo barges,” says Kjartan Mehammer, CEO of Tronds Marine Service. “This expansion enhances our capabilities and reaffirms our commitment to delivering reliable, high-quality solutions to our clients.” “Behind these achievements stands a dedicated and experienced team whose hands-on expertise and unwavering commitment to quality have been instrumental in delivering successful marine operations time and again,” Mehammer adds. In addition to the semi-submersible barges, Tronds Marine Service AS operates a versatile fleet of support equipment, including flattop cargo barges, tugboats, floating crane and other specialized marine assets — enabling the company to offer tailored solutions for a wide range of maritime projects. Please don’t hesitate to contact our Chartering team to discuss chartering opportunities and your project needs! <https://trondsmarine.com/contact-us/> Thanks to Fearnley Offshore Supply and Simonsen Vogt Wiig for their valuable contributions and support in facilitating this newbuild contract. (PR- Tronds Marine Service)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Bulla Regia begins her journey: Med Marine completes the first delivery for OMMP*
 - *Fourth in line, built to inspire: Med Marine launches another RAmports 2800 tug for OMMP*
 - *Strengthening Africa's Maritime future: Med Marine signs a newbuild contract with Namport for a high-performance tractor tug*
 - *Damen delivers ASD Tug 2111 Argo to WUZ Port and Maritime Services*
 - *Sanmar delivers two highly manoeuvrable tractor tugs to Svitzer Bahrain*
2. Several updates on the Broker Sales page posted last week
(*New page on the website. If you are interested to have your sales on the website*)
 - *For Sale: Q Adventurer (new)*
(*pls contact jvds@towingline.com*)
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *SCRA - Casablanca by Jasiu van Haarlem (new)*
 - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
 - *Abeille International - Le Havre by Jasiu van Haarlem*
 - *ALP - Rotterdam by Jasiu van Haarlem*
 - *Bennett - Rochester by Jasiu van Haarlem*

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

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