Tugs Towing & Offshore Newsletter

26th Volume, No. 93 *1963 – "62 years tugboatman" - 2025* Dated 23 November 2025

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

Distribution twice a week 22.450+

TUGS & TOWING NEWS.

ADVANCED TUGBOAT FLEET INTRODUCED AT MAJOR SAUDI RED SEA PORT

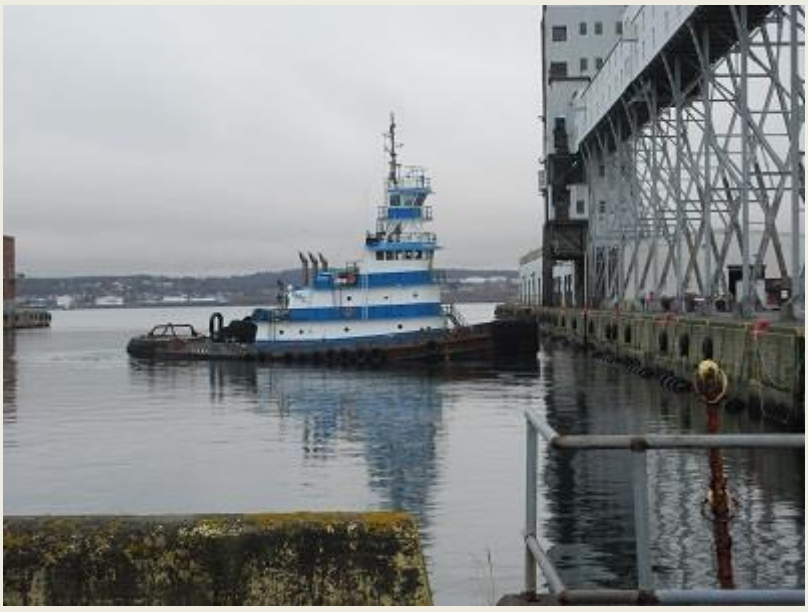
A new tugboat fleet has started handling ships at a Red Sea port after an investment campaign in Saudi Arabia. Five new azimuth stern drive (ASD) tugs have entered service in Jeddah Islamic Port during 2025 to enhance seaport services to the rising number of vessels calling at the harbour. Zamil Group subsidiary Western Coast Port Services has welcomed 28-m tugboats built by Damen Shipyards, **Sahel 281**, **Sahel 282**, **Sahel 283**, **Sahel 284** and **Sahel 285**, at the port in October following their construction in China and mobilisation during Q2 and Q3 2025. "Arrival of the tugs reflects our keenness to enhance our seaport services fleet and support the efficiency of operations," said Western Coast Port Services, which was established in 2024 and operates Saudi Arabia's west coast ports of Jeddah and Jazan. These highly manoeuvrable tugs have a beam of 13 m, a crane on the aft deck, a bollard pull of up to 83 tonnes, supported by 5,050-kW of installed power coming from two high-speed, diesel, four-stroke engines driving two azimuth thrusters at the stern, and have D-shaped fendering on the bow and stern, "giving them exceptional towing and maritime support capability, and reinforcing our commitment to providing port services with high efficiency and reliability," said Western Coast Port Services. "We look forward to continuing this success in developing and improving the maritime operations of Jeddah Islamic Port." Two more ASD tugs have been ordered "to provide reliable performance in various maritime operations," said the tug owner. Jeddah Islamic Port is the largest gateway for Saudi Arabia's imports and exports and the Red Sea's top re-export point, with 75% of the country's exports and inbound transhipment going through it and around 5,000 vessels received annually. Two container terminals offer a combined capacity of 7.5M TEUs at the port, with 62 berths for handling ships carrying passengers, containers, general cargo, livestock, bulk grains and vehicles. Jeddah Islamic Port is a logistics zone for bonded storage and re-export providing handling equipment, warehouses, open storage, refuelling, truck terminals and two ship repair berths. *(Source: Riviera by Martyn Wingrove)*

JINAN SHIPYARD SIGNALS INTENT TO BUILD AND REPAIR TUGBOATS

A vessel repair yard in a Qatar free zone has signed a memorandum of understanding with a classification society to inspect and certify tugs. Jinan Shipyard in Hamad Port, Qatar is preparing to build and repair tugboats and workboats with support from a European classification society. It has signed a memorandum of understanding (MoU) with Lloyd's Register to collaborate on the development, classification, inspection, and certification of marine vessels including tugs. Jinan Shipyard, located in a Qatari free zone, has experience in building yachts up to 80 m and repairing commercial vessels. It now wants to develop its facilities to build, maintain and repair workboats and tugs. Under the MoU, Jinan Shipyard will align its construction and repair activities with Lloyd's Register's classification requirement. Lloyd's Register will assign qualified surveyors, offer technical guidance and issue certification after completing inspections and assessments throughout 2026. Jinan Shipyard sees this agreement as a significant step forward in enhancing its shipbuilding capabilities. "This agreement with Lloyd's Register is a testament of our ambition to set new benchmarks in shipbuilding excellence," said Jinan Shipyard chairman Jumah Abdulla JA al-Muraikhi. "By leveraging Lloyd's Register's global expertise and our advanced facilities in a Qatar free zone, we are creating a foundation for innovation and growth that will benefit the entire maritime ecosystem in the region." Jinan Shipyard is located over a 28,000 m2 plot at Um Al Houl Free Zone in the northern section of Hamad Port, near Doha, with a purpose-built marine factory and yacht warehouse covering 2,049 m2 and an outside area and docks for work on multiple vessels. It has 24 outdoor storage bays, a 300-tonne travelling crane and a 2,300-tonne synchro-lift system. Jinan Shipyard can create detailed designs and 3D models based on client requirements and uses them to build bespoke vessels. Hulls and components are assembled, and engines, systems and interiors installed using modern technology, before inspections and sea trials to ensure compliance with class. "Our collaboration represents an important milestone in our efforts to strengthen Qatar's maritime ecosystem," said Lloyd's Register business development manager for

Qatar, Kuwait and Bahrain, Kamal El Fassi. “By combining our global expertise with Jinan Shipyard’s growing capabilities, we are helping to shape a future of safer, smarter and more sustainable shipbuilding across the region.” A joint steering committee will guide the implementation of the MoU for collaboration and transparency throughout the partnership. The agreement, which runs until December 2026, includes provisions for renewal by mutual consent. *(Source: Riviera by Martyn Wingrove)*

THREE TOWS.



Day to day tug activity in the Port of Halifax rarely attracts much attention. Docking, undocking and escort work appear to be routine and are carried out with quiet skill. Today, November 13 there were several ship arrivals and departures that used the tugs of Atlantic Towing Ltd in those typical functions. Large ships, such as the 149,525 gross tons 15,000 TEU container ship **Zenith Lumos** took two tethered stern escorts both inbound and outbound as required by Port of Halifax regulations. Seeing tugs with tows is rare, but today there were two of note. The first saw the US flag tug **Ezra Sol** finally getting underway after a long stay in port. It arrived initially on September 21 towing the bulk carrier **AP Revelin**. That ship lost its prop (or a blade) and was unable to proceed on its own. The ship transloaded its grain cargo to another bulker the **Eva Bright** then awaited favourable weather. Calm conditions are expected for the next week and the tow was able to get underway this morning. Tugs from McNally Marine are busy in the harbour with dredging and construction of the new pier face at Halifax Shipyard. Some of that work has been completed and the company will move some equipment back to its base in Point Tupper. Today their very capable tug **Mister Joe** (*Russel Brothers*, 1964, 750 bhp), which arrived from Cape Breton November 10, towed out a derrick barge. Built as the Churchill River and renamed in 2001, tug was extensively rebuilt in 2019. "Worth its weight in gold", the tug has worked all over eastern Canada including Hudson Bay

and Newfoundland and Labrador. The trip to Point Tupper will take about 36 hours at 4.9 knots. Tugs of the Royal Canadian Navy's auxiliary fleet are not commissioned naval vessels and are crewed by civilians. However they work for the Navy doing a variety of chores, including berthing naval vessels. Today's operation for the **CNAV Glenside YTB 644** was a little out of the ordinary. It moved the long retired World War II Corvette **Sackville** from its summer berth, where it is open to the public, to its winter berth within the HMC Dockyard, the RCN's eastern base. The **Glenside** and two more sister tugs, the **Glenbrook** and the **Glenevis** were built in 1976 and are rated at 1750 bhp, 19 tons bollard pull. They are VS cycloidal drive boats, very adept at working within the confines of the Dockyard finger piers. When the time comes to move the **Sackville** next year the task may fall to a new tug, as the RCN is in the process of retiring these tugs and replacing them with two ASD tugs. The first of the new tugs, the **CNAV Canso** is fitting out in Quebec City and may be delivered this fall or more likely by next spring. [The wisdom of building only two tugs to replace three tugA and a fireboat, and ASDs at that for a growing RCN must be questioned. More on that another time.] It is worth noting that between the time when the **Mister Joe** was built and the Glenside was built Canada instituted a requirement that all sleeping accommodation on new tugs was to be above the waterline. Older vessels were "grandfathered" as conversion was likely impossible. The regulation came into effect after several lives were lost when tugs sank, trapping crew below. The rule also applied to tugs, no matter their age, purchased abroad and brought under Canadian flag. If they had sleeping quarters below the waterline it had to be removed and new accommodation provided or the boat had to be a day boat, with no sleeping aboard. *Bonus Round - Dominion Diving* Tugs and work boats from Dominion Diving Ltd are constantly busy in the harbour shifting barges, providing line handling services and carrying out small tows. The smallest tows seen recently include: Dominion's as yet unnamed aluminum hulled workboat was spotted towing a former Coast Guard boat: And to outday, their venerable **Halmar** (built in 1960, rebuilt in 2009) won the prize for smallest tow. **Halmar** works as a crew boat for pilot delivery, goes well to sea for survey and sampling work, and acts as a diving tender. The small inflatable was used for some unknown, possibly diving, work in Bedford Basin. Legend has it that the **Halmar** was built by Halifax Shipyard apprentices. It operated as a workboat at

the old Dartmouth Marine Slip until it moved next door to Dartmouth Cove and was rebuilt by Dominion Diving. *(Source & Photos: McMackay)*

VIDEO: SVITZER'S VIEW OF THE FUTURE OF TOWAGE

TRAnsverse tugs demonstrate how they can expand the operating envelope and reduce fuel consumption during ship escort and manoeuvring. As editor of International Tug & Salvage, I have had the opportunity to see firsthand the advances in tug design, engine technology and propulsion development. In a recent interview, Svitzer chief operating officer Kasper Karlsen shared with ITS the forward-leaning initiatives the Danish owner is taking in terms of alternative fuels, electrification and tug design. This includes operating its first TRAnsverse tugs, **Svitzer Taurus** in Amsterdam, the Netherlands, and **Svitzer Barrington** and **Svitzer Nobbys** in Newcastle, Australia. Two of these TRAnsverse tugs are operating side by side, providing a significant uplift in towage and shiphandling capabilities in demanding operations within the second-busiest port in Australia. **Svitzer Barrington** and **Svitzer Nobbys** were built by Uzmar Shipyard in Turkey to a TRAnsverse 3200 design, which was jointly developed by Svitzer and Robert Allan Ltd. "The TRAnsverse represents a generational step forward in tug design," said Mr Karlsen. "It is not just about more power, but is about smarter, safer and more efficient operations." TRAnsverse design tugs can undertake dynamic operations including side-stepping speeds of up to 8 knots and lateral push, all while maintaining stability and control. "The innovation of this tug lies in how it can adapt safely and

responsively to pilot orders, for a variety of manoeuvres, in different and often difficult operating sea states and weather," said Mr Karlsen. By operating these three tugboats in two ports, Svitzer has demonstrated how the TRAnsverse design has expanded the operating envelope by up to 50% compared with conventional tugs, while improving fuel efficiency by up to 15%. "The outcome and priority underpinning everything, of course, is to help our customers navigate the world's largest vessels safely, reliably and sustainably – and to keep trade moving," said Mr Karlsen. Svitzer has produced a short documentary to complement its technical paper on TRAnsverse tugs, detailing the indepth research and development, testing and trial process that underpin TRAnsverse tug performance in operations. These illustrate how Svitzer continues to move towage forward safely, efficiently, and responsibly. More details will be presented to the towage industry at Riviera's ITS Convention in Gothenburg, Sweden, in May 2026. The Mega Machines video is available on Svitzer's Global YouTube channel alongside the full white paper. Watch the YouTube video HERE *(Source: Riviera by Martyn Wingrove)*

THE TUGBOAT ARGO UNDER THE WHITE AND RED FLAG

On November 18, at the Oliwskie Quay in the Port of Gdańsk, a ceremonial ceremony took place to raise the white and red flag on the tugboat **Argo**, which joined the fleet of WUŻ Port And Maritime Services Ltd. a few weeks ago. **Argo** was built at Damen Shipyards Changde in China according to the standard ASD Tug 2111 design, but as highlighted, Damen tailored it to the specific requirements of the client. The new unit is 21 m long, has a bollard pull of 50 tons and is Fire-Fighting Class 1, which also enables it to work at the LNG terminal. The name Argo refers to Greek mythology. The Argo was the first Greek sailing and oaring ship—a monera built by Argos with the help of Athena for Jason, who was sailing to Colchis to retrieve the Golden Fleece. Its crew consisted of Argonauts. "WUŻ" Port and Maritime Services Ltd. Sp. z o. o. was established in June 1991 as a result of the transformation of the Shipping Services Department of the Port of Gdańsk. The company provides port and maritime services to both Polish and foreign contractors. The core business of the company, which includes 15 tugboats, includes port towing, mooring, and offshore towing. Watch the YouTube video HERE *(Source: PortalMorski; Photo: Sławomir Lewandowski)*

SEAGOING TUGS TO TOW SEAFOX 7

Early yesterday morning, the **Eraclea** and the **Farmar Arion** arrived in our port to pick up the jack-up platform Seafox 7, moored at Nieuwediepkade. The 50-meter-long **Eraclea**, owned by the Italian shipping company Augustea from Naples, had sailed from Rotterdam to Den Helder. This tug, delivered in 2010 by the Rosetti Marino shipyard in Ravenna, has a bollard pull of 120 tons. The **Farman Arion**, owned by the Norwegian shipping company Farman Towage from Farsund, had departed from its regular base at Thyboron in Denmark for Den Helder. This tug was delivered in

1993 as the **Thorax** by the Simek shipyard in Flekkefjord, Norway, and can tow 87 tons. After initially sailing under the names **Thor** and **FFS Arion**, the **Farman Arion** received its current name on March 1, 2024. Around 3:00 PM, the aforementioned tugs tied up at the front of the Seafox 7. The **Silex** then tied up as a pilot boat at the stern. This Norwegian tug had already been moored in our harbor for some time. It wasn't until 8:00 PM that the transport departed Den Helder, bound for the P6D platform in the Dutch sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

ACCIDENTS – SALVAGE NEWS

THREE SUNK IN CALETA OLIVIA

On November 17, 3 fishing vessels would sink in the South Atlantic Ocean in the port of Caleta Olivia, Argentina. A severe storm struck the area with heavy swells and wind gusts reaching 120 kilometers per hour. The 9.88 meter long fishing vessel **Yakisa** (Registration 03168), 9.89 meter long fishing vessel **Barracuda** (Registration 02645) and the 9.88 meter long fishing vessel **Alborada I** (Registration 03129) capsized and sank at their moorings in port. The vessels had been ordered to be moored to avoid the impact of the severe storm. However, all 3 fishing vessels were exposed to heavy swells and strong

crosswinds causing them to lose stability. The fishing vessels would end up capsizing and partially sink. Authorities reported that the 2 security guards onboard were rescued. There were no reports of injuries. A visual inspection found there were no signs of oil pollution. Watch the short YouTube video HERE *(Source: Shipwreck Log)*

NTSB: LOOSE ELECTRICAL WIRE LED TO DALI HITTING FRANCIS SCOTT KEY BRIDGE

A simple oversight in labeling an electrical wire was a likely causal factor in the blackout aboard the boxship **Dali**, resulting in the vessel's allision with a bridge pier and the destruction of the Francis Scott Key Bridge, according to the National Transportation Safety Board. The **Dali's** main switchboard was constructed with spring-grip terminals for each wire connection. To make a connection, the spring is pushed back with a tool, the bare tip of the wire is inserted down into the terminal block, and the spring is released, forcing the wire against a contact - where it should stay for the rest of the life of the ship. Aboard the **Dali**, each individual wire had a cylindrical label with the wire number on it for easy tracing and troubleshooting. The label was supposed to be placed above the bare tip of the wire, up on the insulation. Instead, someone clamped at least some of the wires' labels too far down towards the tip of the wire, NTSB found. On wire 1 of terminal block 381, the label's incorrect position and its larger diameter prevented the bare tip of the wire from being inserted all the way down into the terminal block, the NTSB alleged. The safety agency determined that the improperly-placed plastic label hit the top of the terminal block and stopped the wire from going in any further. Because of this, the wire's tip was barely held by the clamp at the time of assembly. It then rattled free of the clamp at some point in service, and thereafter it made a poor, intermittent connection with the contact, according to NTSB's investigators. In the early hours of March 26, 2024, the loose wire ceased making contact with the terminal, causing a fault that shut down the Dali's auxiliary power, NTSB found. In a cascade of events, this cut out the vessel's propulsion and steering, leaving **Dali** helpless and adrift. Without tug assist, and unable to restart successfully, Dali drifted into a pier supporting the Francis Scott Key Bridge and destroyed it, collapsing the structure and killing six people. NTSB Chair Jennifer Homendy said Tuesday that the crew would have had a hard time finding the loose wire. NTSB only located it after a forensic examination of the switchboard and a series of tests aided by the shipbuilder. "It's high with miles of wiring and thousands of electrical connections. Locating a single wire that is loose among thousands of wires is like looking for a loose bolt in the Eiffel Tower," she said. NTSB's wire-label finding echoes a claim made previously by the vessel's owners and operators. In late July, owner Grace Ocean and operator Synergy Marine filed a lawsuit alleging that the shipbuilder "defectively designed the switchboard in such a manner that wiring connections were not secure, could not be verified as secure, and could lose connection" because the "labeling band identifying the wire was installed too close to the ferrule crimped on the end of the wire." NTSB also concluded that the Francis Scott Key Bridge was vulnerable to catastrophic failure if hit by a modern boxship, as has been previously observed. The Key Bridge suffered a similar incident in 1980 when it was hit by the small containership **Blue Nagoya**, and it

survived with little damage. **Dali** was 10 times larger than the **Nagoya**, reflecting the upsizing of containerships over the decades. Ships had changed, but the bridge had not, and the outcome was much different. Watch the YouTube video HERE click on the link HERE to read the NTSB report *(Source: Marex)*

SLOW PROGRESS FOR SALVAGE OF FIRE-DAMAGED WAN HAI 503 CONTAINERSHIP

Salvage teams continue to make slow progress in their efforts to clear the fire-damaged containership **Wan Hai 503**. Two months after the hulk was permitted to dock in the port of Jebel Ali, UAE, the salvage operations continue to face challenges after having removed approximately two-thirds of the containers from the vessel. Vessel operator Wan Hai posted its latest update, reporting that 1,148 containers have been discharged from the vessel in a slow and challenging operation, with an additional 574 containers still aboard. At the end of October, salvage teams had removed 638 containers, and by the end of the first week of November, it had risen to 987 containers. The shipping line highlights that the first challenge was that carbon monoxide remained in some of the unopened cargo holds despite the fire, which began on June 9, being largely extinguished by early July. The operation required careful ventilation of the below-deck spaces. The boxes were waterlogged and suffered extensive fire damage as well as damage to the structures holding the containers. Heavy machinery and grab units were being used to remove each box, but they noted that lifting paths needed to be constantly revised. Dewatering has also continued, with some 5,000 tonnes of firefighting water having been discharged. The efforts to remove the remaining water, however, have become increasingly difficult due to the amount of cargo residue that is blocking the pump pipes or the hold openings. Entry into the cargo holds has also been complicated by the deformation of the hatches. They report the hatches were severely deformed by the fire, requiring the salvage teams to cut the hatches into segments before they could be lifted. The remaining containers are among those that were the most deformed, melted, and structurally weakened during the fire. Wan Hai reports that it is becoming increasingly difficult to identify the individual containers as they are being discharged. The fire began while the containership was approximately 54 nautical miles west of India in the Arabian Sea and was finally brought under control by early July. It was finally declared fully extinguished by the end of July, and then more

than a month was spent searching for a port of refuge before it was decided to tow the vessel to the Middle East. Four seafarers, two from Taiwan and one each from Indonesia and Myanmar, were reported missing when the vessel was abandoned on June 9. The remaining 18 crewmembers were evacuated with the assistance of the Indian Navy and Indian Coast Guard, with six admitted to hospitals in India with injuries from the explosion and fire aboard the vessel. *(Source: Marex)*

US COAST GUARD RESPONDS TO VESSEL GROUNDING IN US VIRGIN ISLANDS

A US Coast Guard Boat Forces US Virgin Islands 33-foot (10-metre) special purpose craft surface unit responded to a vessel grounding in the vicinity of Christmas Cove, St Thomas, US Virgin Islands, on Thursday, November 20. Sector San Juan Rescue-Subcenter watchstanders received a VHF channel 16 marine radio communication at 08:00 local time on Thursday from the sailing vessel **Starlight** reporting having a visual of the recreational vessel **Cool Change**, a 42-foot (13-metre) catamaran, which appeared to be aground and partially submerged. **Cool Change's** captain, the sole occupant on board, was assisted by the recreational vessel **Aquarius**. No injuries were reported in this case. Once on scene, the Boat Forces Unit crew confirmed the vessel **Cool Change** has remained hard aground, partially submerged, and had sustained major damage to the port bow. They also reported sheening in the water around the vessel covering an area of approximately 100 by 50 yards (90 by 45 yards). The vessel operator reported that the fuel tanks had approximately 260 combined gallons (980 litres) of diesel fuel on board. The Boat Forces Unit crew embarked the captain of **Cool Change**, who was then transferred to a nearby ferry. Sector San Juan Incident Management Division personnel have been coordinating with the responsible party/vessel representative, who is planning arrangements to contract a vessel salvor to address the pollution threat and vessel removal. *(Source: Baird)*

SOUTH KOREAN FERRY CARRYING 267 PASSENGERS RUNS AGROUND NEAR JINDO

A South Korean passenger ferry carrying 267 passengers and crew ran aground on Wednesday off the southwestern tip of the Korean peninsula, triggering a rescue operation and stirring memories of a major ferry disaster in 2014. President Lee Jae Myung, who is currently traveling in the Middle East, ordered a swift rescue of all on board to prevent casualties and for details of the operation to be made public as they occur, the Yonhap News Agency reported. Authorities were deploying all possible resources in the rescue operation, the coast guard said in a statement. It said it believed there were no casualties so far from the incident and the boat was not taking on water. *Rescue boats deployed* The 26,000-tonne ferry, the **Queen Jenuvia 2**, was traveling from Jeju Island to Mokpo, according to the coast guard. The boat's Mokpo-based operator, Seaworld Ferry, lists the vessel as having a capacity of 1,010 passengers, as well as multiple lower decks for large vehicles and passenger cars. A coast guard official said the ferry had struck a rocky island near Jindo. Video footage showed passengers wearing life vests awaiting transfer to rescue boats, which were

approaching the ferry. The vessel's bow appeared stuck on the edge of a small island, but it appeared to be upright and the passengers appeared calm. Weather conditions at the scene were reported to be fair with light winds. Prime Minister Kim Min-seok has ordered all available vessels and equipment to be mobilized to rescue passengers, his office said. *Previous sinking was one of country's worst disasters* Memories are still fresh in South Korea of the sinking of the **Sewol** ferry in 2014, one of the country's worst disasters in which more than 300 people died, mostly school children heading for a school trip to Jeju. The **Sewol** was sailing from the west coast port of Incheon when it sank near the site of Wednesday's incident, though further off the island of Jindo. The ferry, which was later found to have been overloaded with cargo and illegally modified to carry more than designed, went into a turn too fast and began listing. It then lay on its side as passengers awaited rescue, which was slow to come, before sinking as the country watched on live television. Many of the victims were found in their cabins, where they had been told to wait by crew while the captain and some crew members were taken aboard the first coast guard vessels to arrive at the scene. Watch the YouTube video HERE *(Source: gCaptain)*

IRAN RELEASED THE SEIZED PRODUCT TANKER!

The Marshall Islands-flagged product tanker **Talara** was released by Iranian forces. The Marshall Islands-flagged product tanker **Talara** has been released by Iranian forces, ending a brief seizure that began last weekend near the Strait of Hormuz. All 21 sailors on board are reported safe. Columbia Shipmanagement , which manages the 73,371 dwt vessel , announced that the **Talara** was rescued at 04:42 local time on November 19. After reestablishing communication with the crew, all crew members were confirmed to be in good condition. Families have been informed, and the company is preparing for the ship to resume normal operations. The **Talara** was en route to Singapore with a cargo of high-sulfur kerosene when communications were cut off around 8:22 a.m. local time on Friday, about 20 nautical miles off the coast of Khorfakkan, UAE. Iranian forces later diverted the ship to waters near Bandar Abbas, where it remains anchored. The ship was held at anchor off Iran's

main naval base while authorities investigated alleged cargo violations. The director emphasized that no charges had been filed against the ship, its crew or its owner. This incident marks Iran's first confirmed seizure of a commercial vessel this year . The last such hijacking occurred in April 2024, when Islamic Revolutionary Guard Corps forces used a helicopter boarding party to seize control of the **MSC Aries** in international waters. *(Source: DenizHaber)*

OFFICER WAS DISTRACTED ON CELL PHONE AS FERRY GROUNDED SAYS COAST GUARD

The Korean Coast Guard held a briefing on yesterday's grounding of a passenger car ferry, reporting a litany of failures and saying it is pursuing charges, including gross negligence. It said the first officer, who was responsible for navigation, was distracted by his cell phone and failed to perform his duties, while the captain and helmsman are also under investigation. The first officer of the ferry, identified as a Korean in his 40s, was in charge of the vessel as it was completing its four-hour run from the popular tourist destination on Jeju island. He initially told the Coast Guard the steering had malfunctioned, but later admitted he had been reading the news on his cell phone. During the final 45 minutes of the voyage, the ferry **Queen Jenuvia 2** was traveling through a narrow navigation channel, and according to the Coast Guard, the vessel should have been under manual control. Instead, the vessel's automatic pilot had remained engaged as it approached a nearly 90-degree bend in the channel. The vessel overshot the turn by approximately two to three minutes, or 1,500 meters, and was approximately 100 meters from an uninhabited island when the error was detected. The bow of the vessel was holed as it hit the island. A total of 27 passengers were taken to the hospital after the vessel was evacuated, suffering from a range of minor injuries. The Coast Guard said the first officer, along with the helmsman, is being detained and facing arrest on charges of gross negligence. If convicted, they would face up to five years in jail. The investigation into the incident is ongoing, with the Coast Guard reporting that it was seizing cell phones to conduct forensic analyses. It is also reviewing closed-circuit TV camera video from the ship, as well as the voyage data recorder. The master of the vessel, a Korean in his 60s, is also under investigation because he was not on the bridge at the time of the incident. He is facing charges for a failure to fulfill his duties. The helmsman, who is from Indonesia, was being interviewed through the use of an interpreter. The operators of the ferry, Sea

World Express Ferry Co., issued a formal apology and suspended service. It said it was working with the authorities while noting it had arranged shelter for the passengers after they were evacuated. The company said it was working to determine the circumstances and promised to "comprehensively reorganize our safety management system across all ship operations to prevent a recurrence." The ferry was refloated overnight at high tide and was brought to the dock in Mokpo for further investigation. It had 246 passengers and 21 crewmembers aboard and was carrying 118 vehicles. Arrangements were being made for the vehicles to be offloaded along with the cargo from the ship. *(Source: Marex)*

OFFSHORE NEWS

DEEPOCEAN AWARDED SUBSEA TIE-BACK CONTRACT IN THE UK

Ocean services provider DeepOcean has been awarded a contract to provide subsea construction and tie-in work at a subsea field development on the UK continental shelf. The field is being developed as a subsea tieback to an existing host facility. DeepOcean's scope of work includes the installation of a flexible production riser and flowline, and an umbilical connecting the host facility to the subsea xmas tree. The scope also covers the protection of the flowline and umbilical, as well as the commissioning of the newly installed infrastructure. "We're delighted to announce the award of this subsea tie-back project. This award acknowledges our significant track record in subsea construction and, at a time where there is a huge focus on homegrown energy solutions, we're proud to support our client with our specialist engineering, operational excellence and delivery certainty to realise this key project for the life extension of the existing infrastructure," says Robin Mawhinney, managing director, DeepOcean UK. DeepOcean's Aberdeen office will lead the engineering and project management for the subsea construction and tie-in work scope. Offshore operations will be executed in two phases: subsea construction and tie-in activities initially, followed by commissioning performed by a second offshore construction vessel from DeepOcean's chartered fleet. *(PR-DeepOcean)*

GEPETROL, MERMAID MARITIME FORM SUBSEA SERVICES JOINT VENTURE

An African state-backed oil company has formed a joint venture with an Asian support vessel owner to provide diving services and ROVs to the energy sector in Equatorial Guinea. Mermaid Maritime has formed a joint venture with state-run energy company GEPetrol to provide subsea services to the oil and gas industry in Equatorial Guinea. With demand rising for offshore operations in the country, Mermaid EG will provide diving services, supply vessels and remotely operated vehicles (ROVs). Mermaid Subsea Oil and Gas Services DMCEST holds a 50% share, while GEPetrol holds 45% of this joint venture, with the other 5% held by Alogo Law Firm as a proxy for GEPetrol at its request. Thailand-headquartered Mermaid Maritime said its investment in this joint venture "is funded from internal resources." It added, "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." Mermaid Subsea has subsidiaries, ventures and affiliates in Singapore, the United Arab Emirates, Saudi Arabia, Malaysia, Thailand and the UK. The group's fleet consists of three diving support vessels, two multipurpose support vessels for ROV services and two construction and pipelay barges, all classed by ABS or DNV. Its derrick lay barge **Resiliant** has restarted operations after it had class surveys and its engines overhauled in a shipyard in Batam, Indonesia. Work included inspecting the hull, tanks, cranes and pipelay equipment, renewing anchor and stinger wire, maintenance on engines and generators and post-inspection reactivation. It went back to laying offshore pipelines at the start of November 2025. *(Source: Riviera by Martyn Wingrove)*

BATTERY-POWERED PSV DEVELOPMENT SUPERCHARGED BY ENOVA FUNDING

US$25M in funding awarded for the development of two zero-emissions PSVs and onshore charging infrastructure. Norway's Enova has awarded a grant of Nkr250M (about US$25M) to Northshore to support the development of two battery-powered platform supply vessels (PSVs) and shoreside charging infrastructure. Northshore chief executive, Østen Mortvedt called the grant "a big step towards zero-emissions offshore logistics" in a social media post. The Tromsø-based shipping company plans to deploy the 4,500-dwt, battery-powered vessels offshore in the Barents Sea. Each 89-m vessel will be fitted with enough energy storage capacity to transit an estimated 1,200 km. The vessels will replace existing diesel-powered units. According to Enova, the

PSVs will be operational in 2028, and calculations show a reduction of 3,759 tonnes of CO2 per ship each year compared with a diesel-powered vessel. The project, which has been developed in close collaboration with the Green Shipping Programme, was submitted in the September 2025 funding round. Of the total support, Nkr200M (about US$20M) will go to the battery solutions for two PSVs, and Nkr50M (about US$5M) to establish shoreside charging infrastructure, provided by Plug Onshore Power Supply (OPS). The project is funded in collaboration with Silver Sea. According to Mr Mortvedt, the OSVs are designed by Naval Dynamics and "will be the first of their kind in the world – an important step towards emissions-free operations in the offshore segment, especially with operations adapted to the Barents Sea." OPS technology engineered by Bergen-based Plug will make it possible to charge the ships while they are docked at Polarbase in Hammerfest. "When battery operation works offshore, it shows that the technology is ripe for demanding conditions and longer operating times without access to charging," said Enova acting head of maritime transport, Andreas Forsnes Jahn. *(Source: Riviera by John Snyder)*

DERECKTOR DELIVERS NEXT-GENERATION OFFSHORE CREW BOAT

Derecktor Shipyards has announced the delivery of CREST's DC1, a high-performance offshore crew vessel developed in collaboration with Chartwell Marine and powered by Volvo Penta. Built at Derecktor's New York shipyard, the 40-foot catamaran is a next-generation platform for offshore energy, research and other commercial operations across the U.S. maritime market. Delivered under contract to CREST, the U.S.-built boat will support crews operating aboard a service operation vessel (SOV). From this, Derecktor and Chartwell Marine are establishing a scalable model for American-built vessels serving a wide range of offshore and coastal missions. DC1 is engineered for reliability, safety and endurance in challenging conditions. Designed by Chartwell Marine, a United Kingdom pioneer of next-generation vessel design, the catamaran hull delivers stability, while twin Volvo Penta IPS D6-500 systems provide maneuverability, speed and fuel efficiency. The result is a platform that combines intelligent design with American craftsmanship, purpose-built to support transfers between larger assets and offshore

structures, platforms or work sites. “This vessel represents the best of what happens when world-class design meets proven U.S. shipbuilding,” said Erik Derecktor, commercial manager, Derecktor Shipyards. “The collaboration among CREST, Derecktor, Chartwell and Volvo Penta has created a durable, efficient crew boat that sets a new standard for versatility and performance across the offshore energy and commercial markets.” Accommodating two crew and eight passengers, DC1 is fully certified by the U.S. Coast Guard under Subchapter T. Its layout and systems are optimized to support technicians and crews working on inspection, maintenance, and operational tasks – whether alongside offshore energy infrastructure, research platforms or other commercial vessels. “This vessel is critical for CREST’s safe and efficient offshore operations,” said Andy Page, managing director of Chartwell Marine. “Designed to maintain station alongside SOVs and offshore structures in challenging conditions, this vessel combines stability, maneuverability and practical functionality. By partnering with Derecktor Shipyards, we’ve translated our performance-led designs into a repeatable, high-quality U.S. build model that can scale with market demand.” Building on decades of Subchapter T vessel experience, Derecktor and Chartwell are leveraging DC1 as the foundation for a semi-custom production line. The platform can be adapted for a range of missions – including offshore energy support, research, patrol and fast-response commercial workboats – balancing tailored configurations with the efficiencies of series production. *(PR-Derecktor)*

FEDERAL STATE INSTITUTION "RECHVODPUT" RECEIVED TWO SITUATION VESSELS "EVGENY PETROV" AND "NIKOLAY CHALOV" OF PROJECT 3050.1A.

The State Commission signed the acceptance certificates for two Project 3050.1A vessels. The new vessels, "Yevgeny Petrov" and "Nikolay Chalov," named after veteran railroad workers from the Krasnoyarsk and Angarsk districts, will begin operations in the Yenisei River basin during the next navigation season. A total of 13 survey vessels of this series are being built by order of the Federal State Institution "Rechvodput." Nine vessels in this series are already in service with inland waterway administrations. The vessels are used to service floating and coastal navigational signs, control the depth of shipping lanes, and move barges with a displacement of up to 400 tons. The support vessels are equipped with the latest ship power plant control systems, devices for maintaining the shipping situation on inland waterways, and modern communication and navigation equipment. *(Source: Paluba Media)*

TGS SECURES SEISMIC WORK IN INDIA’S ANDAMAN BASIN

Oslo-listed seismic data specialist TGS has won a new multi-client 2D-cubed project covering the Andaman region offshore India. The project is planned to cover 640,000 sq km, providing insights into the siliciclastic shallow and deepwater sediment basins of this region. The project area covers four of the OALP-X Bid Round blocks in the Andaman-Nicobar basin. A recent gas discovery offshore Andaman Island, as well as ongoing deepwater well campaigns and recent gas discoveries on the Indonesian side of the Andaman basin, highlight the significant potential of this region. The 2D-

cubed type of project is a structurally conformable interpolation technology that transforms 2D seismic data into a regional-scale 3D volume. It enables interpreters to utilise the full capabilities of their 3D interpretation software on 2D datasets, enhancing geological analysis and facilitating teams' communication of subsurface plays with greater clarity. "With demand for hydrocarbons growing at roughly 3% annually, India's rapid economic growth underscores the need for continued investment in exploration, and this dataset supports companies as they assess new opportunities and plan future programs more efficiently," said David Hajovsky, EVP for multi-client at TGS. *(Source: Splash24/7)*

WELL INTERVENTION VESSEL DUO GETS GO-AHEAD FOR OPS ACROSS AKER BP'S OIL & GAS ASSETS

Norwegian oil and gas company Aker BP has received consent from the country's offshore safety regulator to use two of Island Offshore's mobile offshore units (MOU) for work on its operated portfolio off the coast of Norway. The Norwegian Ocean Industry Authority (Havtil) has granted Aker BP consent to use **Island Constructor** and **Island Wellserver** for riserless light well intervention (RLWI) operations across all operated production licenses. The 2008-built **Island Constructor** multi-purpose offshore vessel, which is of Ulstein SX 121 design, can accommodate 90 people. The ship received

an Acknowledgement of Compliance (AoC) from the PSA in April 2010. The other vessel, **Island Wellserver**, was delivered the same year. The 116-meter-long ship is capable of performing light well intervention and associated services, construction and subsea installation work, securing of wells, trenching, tower and module handling, P&A and crane work, inspection, maintenance and repair (IMR), supply duties, as well as X-tree installation. Island Offshore secured two more years of light well intervention work for **Island Wellserver** in May 2023 on the Norwegian Continental Shelf (NCS), with options for extension. The **Island Constructor** ship obtained a similar consent in 2023 for light well intervention without risers in three production licences: 359, 338 C, and 028 B. Island Offshore is actively working on expanding its fleet. Recently, VARD held a keel laying ceremony for the firm's second hybrid power ocean energy construction vessel (OECV). *(Source: Offshore Energy)*

EQUINOR TO KEEP HAVILA SHIPPING'S PSV BUSY FOR ONE MORE YEAR

Equinor has extended the contract for Havila Shipping's platform supply vessel (PSV) **Havila Charisma**. Equinor has exercised one year option for Havila Charisma until December 2026. According to Havila Shipping, Equinor has an option for one year thereafter, until December 2027. **Havila Charisma** is 2012-built PSV of Havyard 833L design. The PSV is 92.8 meters long, with a breadth of 19.6 meters. *(PR-Havila)*

EVENT NEWS

SINT KIEST VOOR VERVOER OVER WATER

Zaterdag 15 november werd Sinterklaas warm onthaald in Zwijndrecht. Ondanks de kou stonden ruim 1.200 bezoekers de Sint en Pieten op te wachten: het Maaspleinstond vol met blije kinderen, ouders en opa's en oma's. Rond 10.15 uur was het moment daar: de aankomst van de Sint! Na een paar aankomsten bij het gemeentehuis arriveerde Sinterklaas dit jaar weer als vanouds aan de kade. Het werd een passende entree in dé binnenvaartgemeente van Nederland, want de goedheiligman uit Spanje kwam niet alleen met zijn stoomboot, maar ook met een containerschip.

Het was de (pakjesboot) Vigo van Bosman Shipping Group, met containers vol cadeaus. Dat zorgde voor flink wat open monden en grote ogen op de kade! Toen hij eenmaal aan wal stapte, barstte het feest écht los. De pieten deelden pepernoten uit, Sinterklaas begroette iedereen persoonlijk en nam met plezier alle tekeningen in ontvangst. Op het podium werd de hij nog eens groots welkom geheten, onder meer door burgemeester Leon Anink en kinderburgemeester Daan. Na de vrolijke openingsshow trok de hele stoet in optocht verder richting Winkelcentrum Walburg, waar het feest nog de hele middag duurde. *Sponsors en vrijwilligers* De intocht werd dit jaar voor de derde keer georganiseerd door Stichting Sinterklaas aan de Maas. Achter deze stichting staat een groep enthousiaste vrijwilligers, lokale ondernemers en betrokken inwoners van Zwijndrecht. De inzet van vrijwilligers speelde een grote rol bij de intocht. “Dit evenement wordt echt door en voor de gemeenschap gemaakt,” zegt Joost Voetée, voorzitter van Stichting Sinterklaas aan de Maas. “We werken met een grote groep betrokken vrijwilligers: chauffeurs, pieten, opbouwers, techniek en mensen die achter de schermen alles draaiend houden. Dat maakt deze intocht zo bijzonder. We doen dit samen voor de kinderen in Zwijndrecht.” Ook Lisanne de Jong, organisator namens Buro Ruw en veiligheidscoördinator, is trots op de samenwerking: “Het is elke keer weer mooi om te zien hoe we als organisatie, gemeente, lokale ondernemers en vrijwilligers één team vormen. Iedereen pakt zijn rol en dat maakt dat het evenement warm, veilig en goed georganiseerd verloopt. We zijn enorm trots op het resultaat.” De organisatie bedankt daarnaast alle lokale sponsors en partners die het festijn mogelijk maakten. “Dankzij hun bijdrage kunnen we dit evenement ieder jaar weer gratis en toegankelijk houden voor alle gezinnen in Zwijndrecht”, aldus De Jong. *(Source: Binnenvaartkrant)*

WINDFARM NEWS - RENEWABLES

CABLE INSTALLATION WORK UNDERWAY AT ØRSTED’S TWO US OFFSHORE WIND FARM SITES

Ørsted has completed the 2025 foundation installation campaign at the Sunrise Wind offshore project site in the US and is now commencing cable installation works on both its projects under construction in the Northeast US, Revolution Wind and Sunrise Wind. According to the latest Notice to Mariners from the developer, **Bokalift 2** and **Bokalift 1** have concluded foundation installation for the 2025 season, which was underway at Sunrise Wind, while the wind turbine installation vessel (WTIV) Scylla continues work at the Revolution Wind site. Offshore substations are in place at both offshore wind farm sites and are now undergoing commissioning. Currently, the vessel Hydra is stationed within the Revolution Wind area for offshore substation commissioning, while Leviathan is deployed for the same work on Sunrise Wind, where the substation was recently installed. **Seaway Aimery** has begun seabed preparation and cable installation for Revolution Wind’s 2025 inter-array and inter-link cable campaigns, with the vessel Volantis deployed for cable trenching. At the Sunrise Wind site, export cable work has begun. **Northstar Commander** is

conducting seabed preparation beginning along the nearshore section of the export cable. Soon, a lift boat will also arrive at the HDD exit pit to prepare for the export cable pull-in. Located approximately 30 miles (approximately 48 kilometres) east of Montauk, New York, Sunrise Wind will comprise 84 Siemens Gamesa 11 MW wind turbines and will connect to the state's electricity grid at the Holbrook substation in Brookhaven, Suffolk County. The 924 MW Sunrise Wind is the first offshore wind project in the US to use a high-voltage direct current (HVDC) system, which is being delivered by Siemens Energy and Aker Solutions under a contract with the developer signed in 2021. The 704 MW Revolution Wind, which will comprise 65 Siemens Gamesa SG 11.0-200 DD wind turbines, is set to provide power to Connecticut and Rhode Island from 2026. *(Source: Offshore Wind)*

DEME AWARDS DOGGER BANK TERMINATION & TESTING CONTRACT

DEME has awarded SPIE Wind Connect, a subsidiary of SPIE, a contract for the full scope of cable termination and testing works on Dogger Bank C, the third phase of the 3.6 GW Dogger Bank offshore wind project in the UK. Under the agreement, SPIE Wind Connect will carry out 66 kV inter-array cable termination and testing on the remaining 87 Haliade-X 14 MW turbines, marking the final phase of the Dogger Bank Wind Farm project. The company has secured contracts from DEME Offshore NL B.V. to deliver the termination and testing works across all three project phases. "Being selected to deliver inter-array cable termination and testing across all three phases of Dogger Bank is a strong endorsement of our capabilities and commitment. We are proud to play a vital role in this record-breaking project, which will set new standards for offshore wind and accelerate the transition to renewable energy in the UK and beyond," said Sam Dowey, Managing Director at SPIE Wind Connect. Located more than 130 kilometres off the northeast coast of England in the North Sea, Dogger Bank is a joint venture between SSE Renewables (40 per cent), Equinor (40 per cent), and Vårgrønn (20 per cent). DEME Offshore won the engineering, procurement, construction and installation (EPCI) contract for the inter-array cables at the Dogger Bank C offshore wind farm in 2021, after previously being awarded the same work on Dogger Bank A and B. For the third phase of the UK's Dogger Bank Wind Farm,

DEME's scope of work includes the supply of approximately 250 kilometres of 66 kV inter-array cables and all related accessories, as well as their installation. The cables are supplied by the Greece-based subsea cable manufacturer Hellenic Cables, under a contract the company signed with DEME in 2022. *(Source: Offshore Wind)*

BOSKALIS' BOKA FALCON COMPLETES FIRST PHASE OF BALTICA 2 SEABED CLEARANCE

Boskalis reported that its construction support vessel **BOKA Falcon** has completed the first phase of work on the Baltica 2 project in Poland. The vessel was fitted with a large T-rex plough to remove boulders from the seabed along the planned export and inter-array cable routes of the offshore wind farm. The operation required the removal of hundreds of boulders over the past few months. Before cable installation begins, the **BOKA Falcon** is expected to return to the route equipped with a different tool, the Megalodon. Unlike the dragged T-rex plough, the Megalodon is designed for trenching and is capable of digging up to two meters into the seabed to loosen sand and form a trench for future cable installation and burial. The trenching work is scheduled for next year, together with dredging activities Boskalis plans to conduct in the offshore wind farm area. The company intends to deploy both a trailing suction hopper dredger and a backhoe dredger to remove sand dunes and prepare pits for installation vessels working on Baltica 2. Boskalis is a Dutch publicly traded dredging and marine services company formally known as Koninklijke Boskalis Westminster N.V. It operates globally in maritime infrastructure, offshore energy services, and salvage activities. *(Source: PortNews)*

DREDGING NEWS

PORT OF GRANGEMOUTH DREDGING UNDERWAY

Dredging operations in the Port of Grangemouth are underway, Forth Ports Limited said in its latest announcement. "Mariners are advised that the UKD Orca is conducting dredging operations in the

Port of Grangemouth and its approaches until approximately November 22, 2025," Forth Ports said.

"These activities will require the vessel to transit to and from the Bo'ness deposit site several times per day." This **UKD Orca** has been designed especially for port maintenance environments. Therefore a dual suction dredging pipe has been installed on portside as well starboard. Discharging of the hopper load is established by six bottom doors or by dredging pump via a shore connection portside or starboard. The **UKD Orca** is also equipped with a de-gassing installation, drag head jets and underwater overflow via an adjustable weir. *(Source: Dredging Today)*

THE SECOND CSD DELIVERED TO ROSMORPORT, ONE TO GO

FSUE Rosmorport took delivery of a new non-self-propelled cutter suction dredger (CSD) last week. According to Rosmorport, the CSD **Nikolay Grichanovsky** belongs to the Project FPDG3 series of three CSDs. The **Nikolay Rusanov**, the first dredger in the series, was handed over to Rosmoport in 2024. This new CSD, built by Stroyliderplus for the Astrakhan branch of FSUE Rosmorport, has a steel hull, an LOA of 55m, a beam of 12.5m, a maximum draught of only 2.1m, and a maximum dredging depth of 15m. Rosmorport said that the dredging equipment consists of a pump with a dedicated 1,820kW motor, a 500kW cutter, and suction and discharge pipes each with a diameter of 800mm. Stroyliderplus will deliver the third vessel in the series, named **Petr Vedernikov**, to FSUE in 2026. *(Source: Dredging Today)*

JENKINS WRAPS UP DREDGING AT HASLAR MARINA IN GOSPORT

Jenkinks Marine's large dredge set up, including the backhoe dredger **Doreen Dorward** and 300m3 capacity self-propelled, split hopper barges **Nab** and **Needles**, completed dredging at Haslar Marina in Gosport for Boatfolk Marinas recently. The dredge rig then relocated over to Newhaven, and are now carrying out a number of dredging operations at Cowes on the Isle of Wight. "Our busy dredging program is expected to keep us working hard all winter at a various yacht clubs, marinas and private residents in Cowes, including for Cowes Harbor Commissioners where a dredge of 5,000m3 is required at their marina," Jenkins said. "The dredge team will be working a variety of

shifts, including tidal shifts over 24hrs/day, 7 days per week, to get the jobs completed as efficiently as possible to help minimize the disruption to our clients." Following this, the **Doreen Dorward** and the hopper barges are headed to Portsmouth Offshore Group for a 10,000m3 dredge at their marina in Gosport, before moving onwards to regular clients in the Solent area for the rest of the winter period. They will then return to Newhaven for a dredge project in the spring. *(Source: Dredging Today)*

NEWPORT WATERWAYS DREDGING UNDERWAY

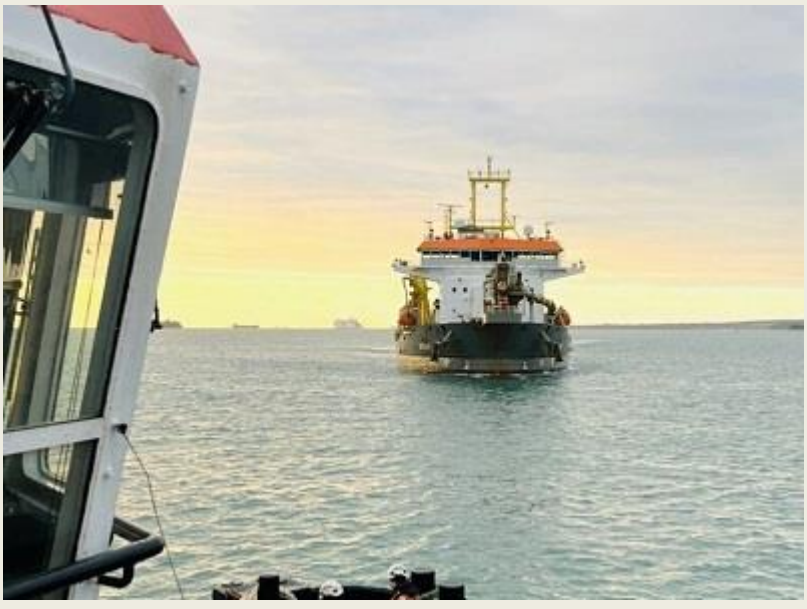
Maintenance dredging works within the Newport Waterways canal estate are underway, Newport Waterways Canal Property Owners Association (NWPOA) said. The project involves the removal of approximately 31,000 cubic meters of sediment from within the canal. Dredged material will be transported via pipeline, placed and treated (as necessary) at Council's Griffith Road Dredged Material Rehandling Facility (Section 19 Pond). Maintenance dredging of the canals is set to improve navigational safety for all canal users, said NWPOA. Works generally occur between 7:00 AM to 6:00 PM, Monday to Saturday, excluding public holidays. Dredging operations will be ongoing for a period of approximately five months, weather permitting. The dredging program will target key sections of the Newport canal

network, including: ● Kingfisher Canal, ● the Northern Marina Basin, ● the intersection of Kestrel and Albatross canals, ● Curlew Canal, ● Skua Canal, and ● Walkers Creek Canal. *(Source: Dredging Today)*

BARRANQUERAS DREDGING WRAPS UP

In Barranqueras, Chaco Province, the dredging works on the local waterway are now completed. According to MERCO VIAL S.A., the main goal of this project was to allow access of fuel barges to the YPF Terminal again, after 5 years without activity. Under the dredging program, 1.3 million m³ of dredge material were removed, reaching the depth of 16 feet. "More than a technical work, it is a huge step for energy logistics and regional development," MERCO VIAL S.A. concluded. *(Source: Dredging Today)*

BOSKALIS' TSHD GATEWAY KICKS OFF SOUTHSEA WORK



Boskalis' trailing suction hopper dredger (TSHD) **Gateway** is adding over a million tons of beach material onto the Southsea beaches between The Pyramids and the Coffee Cup at Eastney. The work started on Tuesday and is being carried out round the clock for about 30 days. After the shingle has been pumped ashore in piles, it will be moved along the beach using dumpers and moved into place using bulldozers and diggers. Southsea Coastal Scheme said: "The shingle comes from licensed dredging zones southeast of the Isle of Wight, selected to avoid sensitive habitats." "It may appear darker than normal but the beach will look the same once complete." The fencing is expected to remain in place until mid-to-late December. *(Source: Dredging Today)*

ROHDE NIELSEN EXPANDS ITS DREDGING FLEET WITH NEW TSHD HERMOD R

Rohde Nielsen is expanding its dredging fleet with a new dredging vessel – the **Hermod R**. This efficient 8,000 m³ diesel-electric trailing suction hopper dredger (TSHD) combines strong performance with low-emission technology, the company said. The TSHD **Hermod R** is already on its first assignment in Portugal supporting a major coastal protection project moving over 3.3 million m³ of sand to rebuild eroded beaches and strengthen local coastlines. "With its advanced DP system & powerful dredge pumps, Hermod R is built for demanding projects worldwide," Rohde Nielsen said. *(Source: Dredging Today)*

MANSON'S HOPPER DREDGE NEWPORT GEARS UP FOR GULFPORT DREDGING

Manson Construction Company's hopper dredge **Newport** will begin maintenance dredging operations in the Gulfport Harbor tomorrow. According to Mississippi Department of Marine Resources, dredging operations will be conducted in the bar channel area, located between buoys 6 – 25. The dredge will be placing material in the Ocean Dredge Material Disposal Site (ODMDS) located along the west side of the navigation channel. Dredging activities are expected to continue for approximately three weeks. *(Source: Dredging Today)*

YARD NEWS

STEEL CUTTING FOR 3,676KW ASD TUGBOAT

On November 19, 2025, the 3,676kW ASD tugboat, which is designed and constructed by our Jiangsu Zhenjiang Shipyard for Yantai Port, has carried out steel cutting. Leaders from Owner company have attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

NEXT GENERATION SHIPYARDS TAKES MAJOR STEP TOWARD ADVANCED AUTOMATION WITH STATE-OF-THE-ART WELDING ROBOT

Next Generation Shipyards in Lauwersoog has taken a significant innovative step in further automating its production process. With the acquisition and implementation of an advanced welding robot, the shipyard aims to make its workflow not only more efficient, but also more sustainable and more attractive for its employees. The company is known for building technically sophisticated, specialized work vessels. The yard primarily delivers one-off, custom-built ships and has distinguished itself in recent years with innovative designs and sustainable solutions. Automating the welding process, however, has long been a challenge due to the unique nature of each vessel. Existing welding robots are typically designed for series production, where standardisation and repetition are essential. *Breakthrough in one-off production* This limitation has now been overcome thanks to a new generation welding robot that is fully automated and controlled using digital work preparation. Manual programming for each welding task is no longer required, a major breakthrough for companies working with single-piece production. After selecting the component or components to be welded, the robot automatically executes the entire welding process. This results in greater production reliability, consistent weld quality, and a more engaging and safer working environment for welders, including reduced exposure to welding fumes and less physical strain. The new method is not only applicable in newly ship constructions but can also be used in ship repair, for example when prefabricating structures during a refit. By applying this advanced production method, the shipyards is able to deliver an even higher level of quality. *Sustainability and strengthening competitiveness* With this

investment, Next Generation Shipyards achieves several goals at once: the production process becomes cleaner and more efficient, employee workload is reduced, and the shipyard strengthens its position in both the national and international market. The new welding robot also supports the company's ambition to combine modern technology with skilled craftsmanship in contemporary shipbuilding. The investment was made possible in part through funding from the JTF programme, under the 'MKB Digitalisering en Robotiserings' programme. *(PR-NGS)*

CANADA, U.S., FINLAND TAKE STEP FORWARD ON ICE PACT PLAN TO BUILD ICEBREAKERS

Canada, the United States and Finland have taken a step toward building new icebreakers together, despite the breakdown in trade talks between Ottawa and the Trump administration. Canada's Ambassador to the United States Kirsten Hillman joined Homeland Security Secretary Kristi Noem and Finland's Minister of Economic Affairs Sakari Puisto to sign a joint statement of intent in Washington on Tuesday to strengthen industrial co-operation and bolster the countries' icebreaker fleets. "There is no doubt that we face an increasingly dangerous world and it is important in these times to build on the relationships with our key allies," Hillman said at the Department of Homeland Security headquarters. The move indicates that U.S. President Donald Trump still supports the Icebreaker Collaboration Effort, known as the ICE Pact, which was signed under President Joe Biden. The future of the ICE Pact was not clear after Trump's election win, when the relationship between Canada and the United States was thrust into turmoil. Trump in January dismissed Canada's role in building the ships necessary for navigating ice-covered waters. The president claimed Canada wanted to "join us in the buying of icebreakers" and said "we don't really want to have a partner in the buying of icebreakers." The Department of Homeland Security said in an October news release that the Trump administration signed an agreement with Finland to purchase four Arctic Security Cutters for the U.S Coast Guard. The ship's design comes from Canadian company Seaspan Shipyards. That same month, Trump called off trade negotiations with Ottawa, citing an Ontario-funded ad quoting former president Ronald Reagan criticizing tariffs. Despite that, Hillman has said she has remained in contact with her American counterparts on many other issues. Security and opportunities in the

Arctic have long been priorities for Trump. Noem said Tuesday "the Arctic is the world's last most wild frontier and our adversaries are racing to claim its strategic position and its rich natural resources." To thrive in the Arctic, Noem said, America needs icebreakers. She said that requires securing supply chains and reshoring manufacturing to the United States. Noem said the ICE pact pools all three countries' experience and resources to ensure icebreakers can be built quickly and on budget. Noem pointed to Canada's Chantier Davie, which announced in June plans to invest $1 billion in Texas shipyards. Davie also has operations in Quebec and Finland. Ottawa said in a news release that by pooling expertise and resources, Canada, the U.S. and Finland are expanding their icebreaker fleets to bet address Arctic challenges. Canada is also boosting its Arctic capabilities. It is building two new polar icebreakers for the Canadian Coast Guard. Hillman laid out other ways that Canada and the United States work together to safeguard the North American perimeter, citing boosted border funding and a "generational" investment in defence. To hit Canada with economywide tariffs, Trump declared an emergency at the Canada-U.S. border over the flow of deadly fentanyl. Those tariffs do not apply to goods compliant with the Canada-U.S.-Mexico Agreement on trade. U.S. government data shows a tiny volume of fentanyl is seized at America's northern border compared to the border with Mexico. When asked about Ottawa's increased security efforts at the border, Noem said Canada has made strides but did not say whether it would be enough to end Trump's tariffs. "We have had some good progress and I appreciate their focus on that while we build on our national security partnerships," she said. *(Source: Kelly Geraldine Malone, The Canadian Press; Photo: Justin Tang)*

DUTCH OFFSHORE GIANT ALLSEAS BETS ON SMALL NUCLEAR REACTORS

Allseas has released findings from an independent impact study suggesting that its Small Modular Reactor (SMR) technology could transform the Netherlands' economy while simultaneously decarbonizing global shipping and heavy industry. The study, conducted by strategic consultancy Roland Berger over seven weeks between September and October 2025, projects that Allseas' SMR technology could contribute up to €130 billion to the Dutch economy by 2050 while creating between 35,000 and 40,000 new jobs. The economic boost would come from direct investments by Allseas and its supply chain, as well as indirect growth across Dutch industrial and maritime sectors. At the heart of Allseas' plan is a 25 MWe / 70 MWt reactor based on high-temperature gas-cooled reactor (HTGR) technology. The company launched a five-year development plan in June 2025, targeting initial operations by 2030 in collaboration with NRG PALLAS, TU Delft, and other partners. "This study demonstrates our small modular reactor is technologically innovative and strategically valuable for the Netherlands," said Stephanie Heerema, Project Manager Nuclear Developments at Allseas. "With this technology, we can meet the urgent demand for stable, clean, and affordable energy, while creating an export product that accelerates the global energy transition. "The compact design makes the reactors suitable for deployment across diverse applications, from offshore vessels and commercial shipping to industrial sites including chemical clusters, steel plants, refineries, and data centers. Roland Berger estimates

potential deployment of up to 110 units on land in the Netherlands and 700 across the global maritime sector. Beyond economic benefits, the technology addresses critical infrastructure challenges. By generating power directly at the point of use, the SMRs could reduce strain on the Netherlands' electricity grid, potentially saving up to €12 billion in planned high-voltage grid investments through 2050.On emissions, Allseas projects its SMR technology could cut up to 10 megatons of CO? annually from Dutch industry and 55 megatons from the global maritime sector by 2050—together equivalent to the annual emissions of 3.5 million Dutch homes.The reactor also promises competitive economics, delivering industrial heat up to 650°C at prices 30% cheaper than gas turbines and 80% cheaper than renewable alternatives, according to the study. Roland Berger validated its findings with leading Dutch institutions including TNO, COVRA, Urenco, and the Port of Rotterdam. "As a responsible family-owned company, we always take a long-term view," Heerema added. "The conclusions of this study show exciting potential for our technology to address today's challenges and strengthen our commitment to executing our five-year plan." *(Source: gCaptain)*

NOAA TO HOLD KEEL-LAYING CEREMONY FOR NEW CHARTING, MAPPING VESSEL

NOAA Marine and Aviation Operations will celebrate the keel-laying for Navigator, the second of two new charting and mapping vessels being constructed for NOAA. The vessel is being built by Thoma-Sea Marine Constructors, LLC., in Houma, Louisiana. The keel-laying is a centuries-old maritime tradition that formally recognizes the start of a ship's construction. During the ceremony, the initials of the ship's sponsor will be welded onto a steel plate that will be incorporated into the ship during construction. *Background* NOAA is adding two new charting and mapping vessels to the NOAA fleet: Surveyor is expected to be completed in 2027 and Navigator in 2028. The ships will be used

primarily for ocean mapping and nautical charting as part of NOAA's mission to deliver tools and information to help mariners safely navigate the nation's ports and harbors. *When* Dec. 4, 2025, 1:30 p.m. CST *Where* International WorkBoat Show Ernest N. Morial Convention Center. 900 Convention Center Blvd, New Orleans, LA 70130. *Who* Rear Admiral Chad Cary, director, NOAA Commissioned Officer Corps and NOAA Marine and Aviation Operations Additional speakers invited. *RSVP* Media interested in attending must contact Keeley Belva no later than Dec. 2. *(Source: MarineLink)*

THE KEEL OF THE NUCLEAR ICEBREAKER "STALINGRAD" WAS LAID.

On November 18, 2025, the keel of the nuclear-powered icebreaker "**Stalingrad**" was laid at the Baltic Shipyard of the United Shipbuilding Corporation (USC). Sudostroenie.info reports the details. **Stalingrad**" (yard construction number 05714) is the seventh (sixth serial) universal nuclear-powered icebreaker of Project 22220. The nuclear-powered icebreaker was named in honor of the heroic defense of Stalingrad during the Great Patriotic War. Participants in the ceremony included Alexey Likhachev, Director General of the Rosatom State Corporation; Andrey Puchkov, Director General of the United Shipbuilding Corporation (USC); Igor Rudenya, Presidential Plenipotentiary Envoy to the Northwestern Federal District; and Pavel Petrovich Vinokurov, a participant in the battles of Stalingrad and 103-year-old veteran of the Great Patriotic War. Russian President Vladimir Putin also participated in the ceremony via videoconference. "I am confident that the new icebreaker **Stalingrad** will bear this proud name with dignity. Working in the harsh Arctic conditions, blazing a path through the ice, it will become yet another symbol of the talent, strength, and creative energy of our people, their ability to set and implement the most daring plans, and to persevere in the most difficult times," the head of state noted. As noted during the ceremony, 83 years ago, on November 19, 1942, the Soviet counteroffensive, codenamed "Uranus," began near Stalingrad. As a sign of the continuity of tradition, a capsule containing soil from Mamayev Kurgan was presented to the crew of the future icebreaker. Children whose futures are tied to Arctic exploration and the development of domestic shipbuilding also participated in the ceremony. Among them were representatives of the Baltic Shipyard dynasties, the children of Rosatom employees, and participants in the "Knowledge Icebreaker" project. The traditional consecration ceremony for the future nuclear-powered icebreaker was performed by Archpriest Alexei Sklyarov, rector of the St. Nicholas Naval Cathedral of the Epiphany. The keel board for the future Arctic conqueror was laid by Igor Rudenya, Alexei Likhachev, Pavel Vinokurov, and Daniil Kononov, a participant in the "Icebreaker of Knowledge" project. The keel-laying act for the nuclear-powered icebreaker "**Stalingrad**" was signed by Oleg Yashenkin, Director of the Nuclear Vessel Branch of the Russian Maritime Register of Shipping (RS), Alexander Konovalov, General Director of the Baltic Shipyard of USC, and Yakov Antonov, General Director of FSUE Atomflot (part of the Rosatom State Corporation). "Today, we laid the keel of more than just a vessel. We laid a symbol of the

connection between times, the memory of a great past, and faith in our future. By naming this mighty icebreaker "Stalingrad," we honor the fortitude and courage of our ancestors," said General Alexander Konovalov. Project 22220 was developed by the Iceberg Central Design Bureau (part of the shipbuilding cluster of the oil company Rosneft). The main characteristics of the Project 22220 vessel: length - 173.3 m, width - 34 m, depth - 15.2 m, power - 60 MW (at shafts), speed - 22 knots (in open water), draft - 10.5/9.3 m, icebreaking capacity - up to 3 m, displacement - 33,540 t, estimated service life - 40 years. Currently, the construction of the Project 22220 nuclear-powered icebreakers Chukotka and Leningrad, as well as the Project 22770 multifunctional nuclear technological service vessel Vladimir Vorobyov continues for Atomflot at the Baltic Shipyard of USC. Shipbuilders plan to deliver the nuclear-powered icebreaker "Stalingrad" to the customer in 2030. *(Source& Photo: Sudostroenie)*

KNRM Places Largest Lifeboat Order in Its 201-Year History

The Royal Netherlands Sea Rescue Institution (KNRM) has announced the commissioning of thirteen new lifeboats, marking the largest vessel order in the organization's 201-year history. Construction will begin in 2026 at the Frisian shipyard Dok en Scheepsbouw Woudsend BV, located in Woudsend. These are all-weather lifeboats measuring over 19 meters, the largest class of lifeboats in the KNRM's fleet. All lifeboats are funded by donations, bequests, and contributions from KNRM sponsors. The name of each lifeboat is determined by the sponsor who contributed the majority of the construction costs. "We are immensely proud that, after a long and careful development process, we have been able to award this contract to a Dutch shipyard," says Jacob Tas, director of the KNRM. "This new series of lifeboats, with all possible improvements and innovations, will ensure that we can rescue people and animals under all circumstances: safely and reliably, now and especially in the future." After a careful tender process, the contract for the construction of the lifeboats has been awarded to Dok en Scheepsbouw Woudsend BV, a shipyard that has been building and maintaining lifeboats for the KNRM (Royal Netherlands Sea Rescue Institution) for many years. This shipyard previously received the contract for the construction of ten Van Wijk-class lifeboats, seven of which are still

under construction. This new contract concerns a class of 19 meters in length. Gert-Jan Bleeker, director of Dok en Scheepsbouw Woudsend, is proud to begin construction of the largest KNRM lifeboats: “For a project of this size and significance, we can only say: It giet oan!” The thirteen lifeboats to be built are a further development of the two existing all-weather lifeboat types: the Arie Visser class and the NH1816, which is over 19 meters long. The NH1816 has been in service since April 2014. The lifeboat was christened by Her Majesty Queen Máxima and was a donation from the NH1816 insurance company’s charitable foundation. The NH1816 was extensively tested in practice until 2018, after which it was decided to reconsider and develop it further. Therefore, development of a successor began in 2021. A unique aspect of this is that naval architects from Gaastmeer Design BV and the MARIN research institute are working closely with a delegation of volunteers from the lifeboat stations that will operate the new lifeboat class. Together, they ensured that the NH1816-2 will be a lifeboat class that combines the best features of the NH1816 and the Arie Visser class. The NH1816-2 class will have a top speed of 60 km/h, be operational in all weather conditions, and be able to return to its original state after capsizing. The thirteen lifeboats are intended for the lifeboat stations in Eemshaven, Schiermonnikoog, Ameland, Terschelling, Vlieland, Den Helder, Scheveningen, Hoek van Holland, Stellendam, Neeltje Jans and Breskens, plus two lifeboats for the reserve fleet, which are used as replacements during maintenance. It’s worth noting that the name of the first lifeboat, a reserve boat, was announced by His Majesty King Willem-Alexander on October 11th of last year. This lifeboat will be called **Prince Johan Friso**, named after His Majesty’s deceased brother and son of Her Royal Highness Princess Beatrix, the patroness of the KNRM (Royal Netherlands Sea Rescue Institution). Traditionally, KNRM lifeboats are named by the donor or testator who donated the construction costs or bequeathed them to the KNRM in their will. Names have already been found for nine of the thirteen new lifeboats to be built. The remaining four are expected to receive proud names in the coming years. John van Doorn (founder of Sail Amsterdam) and his wife are jointly donating the new NH1816-2 to KNRM Ameland. Van Doorn’s connection to the KNRM spans several areas. As a member of the Dutch Cape Horn Sailors’ Association, I read about this history and discovered how many sailors perished on that route in the 18th century: 100,000. That struck me deeply. It made me realize how valuable it is that the Netherlands has a rescue society that rescues people in distress from the North Sea and other waters. I’ve always had a connection to water. I’ve been sailing since I was twelve and have owned both small and large sailing ships. Now we sail a 12-meter sailing yacht. I was also a merchant navy officer for two years before starting my studies. And as chairman of the Amsterdam Harbor Choir, I sing many songs about people who perish at sea or are rescued at the last minute. All of this connects me to the KNRM (Royal Netherlands Sea Rescue Institution). And of course, that time the volunteers towed me from a sandbank in Zeeland. Our condition was that it be a seaworthy lifeboat. Such a large ship has to sail at sea, for rescues or training purposes. With 75 lifeboats along the coast, the KNRM is available day and night for emergencies at sea and on the wider inland waters. The lifeboats range in length from 5 to over 19 meters. Some of these boats can even be deployed in winds of force 12. Therefore, these vessels must meet the highest standards and be in

top condition. A large portion of the current rescue fleet consists of lifeboats from 1991 and later. The vessels are well-maintained and safe for the volunteers, but maintenance costs are increasing and the risk of breakdowns is increasing. Since the start of the fleet renewal in 2021, the 75 lifeboats will be replaced by new ones until 2035. The KNRM is a rescue organization that exists solely thanks to the work of over 1,500 volunteers at its 45 rescue stations and the voluntary contributions of over 135,000 donors. Rescue work is free and funded by donations from individuals, businesses, and foundations. The KNRM has been rescuing and providing aid since 1824 without government subsidies, but it fulfills its role on behalf of the government, primarily for anyone experiencing difficulties on the water. The total fleet renewal of 75 lifeboats by 2035 will cost €120 million. Almost 70% of this has already been pledged by donors and bequests, but the Rescue Society still needs to raise funds for the remaining 30%. The KNRM is confident that donors will be found for these boats in the coming years. With this investment, the KNRM is investing in the future of a safe sailing area in the Netherlands and the safety of its volunteer crews. Jacob Tas is pleased with this important decision: "It's fantastic that the KNRM is able to take this enormous step forward and ensure that volunteers can carry out rescue work safely and effectively for the next 25 years. Thanks to the KNRM's unique structure—free rescue by volunteers, privately funded—the KNRM will continue to be the best voluntary rescue organization in the Netherlands."

FREIRE SHIPYARD CELEBRATES THE KEEL-LAYING OF THE DANA V RESEARCH VESSEL FOR DTU

● Designed to operate in the Arctic and North Atlantic, the vessel will be a platform for a wide range of marine and maritime research tasks including biodiversity studies and oceanography, while also contributing to surveillance of living and geological resources and compliance with European environmental regulations.

● The ship will be capable of running on both biodiesel and electric batteries, switching between propulsion systems depending on mission requirements. Freire Shipyard has celebrated the keel laying of the new flagship research vessel for the Danmarks Tekniske Universitet (DTU -Technical University of Denmark). Measuring 70 meters length and 16 meters beam, with accommodation for 38 people, the **Dana V** is set to become a world-class platform for research and education. "It is a great pleasure that we can now mark the beginning of the physical construction of **Dana V**. With the construction of **Dana V**, Denmark will have a research vessel at the latest and most advanced technical level, which can sail almost silently in Oceans and Arctic water. **Dana V** will be a crucial platform for a wide range of research tasks in the Danish Realm," says DTU Director Claus Nielsen. "This keel laying of **Dana V** is an important milestone, and I am looking very much forward to the final delivery of **Dana V** in the fall of 2027. With **Dana V**, we will be able to conduct multidisciplinary research including advanced hydroacoustics is noise reduced and having a polar-class, says Fritz Köster professor at DTU. "The **Dana V** represents a major leap forward for Danish marine research. Equipped with state-of-the-art technology, it combines long-range navigation capabilities with a strong focus on marine ecosystem preservation, allowing it to operate in the most demanding Arctic conditions. This vessel reflects our commitment to innovation and marine science," said Marcos and Guillermo Freire, general managers at Freire Shipyard. *Cutting-Edge Technology for Marine Research*

Successor to the **Dana IV**, the **Dana V** was designed by the Knud E. Hansen A/S consortium, Odense Maritime Technology A/S and Naval Architects, with environmental sustainability at its core. The vessel can operate on either biodiesel or electric batteries, switching between propulsion systems as mission requirements dictate, particularly for operations demanding silent navigation.

Dana V will be a multidisciplinary research platform including research on fish stocks, marine ecosystems, ocean currents, and biodiversity variations. The design allows for studies on the interactions between biology, physics, and climate, as well as geological conditions of the seabed and water column. To support these missions, the Dana V will be equipped with advanced systems ensuring high-quality data collection and documentation. Its instruments include cutting-edge scientific sonars, sound velocity meters, trawl control systems, and other specialized marine research equipment. *(PR-Freire)*

SCHOTTEL TO EQUIP SERIES OF ELECTRIC FERRIES FOR CMAL

SCHOTTEL will supply rudder propellers for a new series of seven electric double-ended ferries by Scotland's state-owned Caledonian Maritime Assets Limited (CMAL). The vessels will be constructed by the Polish shipyard Remontowa Shipbuilding S.A, with the first delivery scheduled for 2027. Designed to operate across nine routes on Scotland's West Coast, the ferries will contribute to more sustainable regional transport. "For the new Loch-class ferries, our focus was on achieving excellent manoeuvrability, redundancy and high efficiency," says Jim Anderson, Director of Vessels at CMAL. "Moreover, as part of Scotland's critical transport infrastructure, these vessels must deliver maximum reliability. With SCHOTTEL's modern propulsion systems, we are confident that all these requirements are fully met." *SCHOTTEL propulsion concept for maximum efficiency and safety* The propulsion system selected consists of four SCHOTTEL RudderPropellers type SRP 100 L per vessel. Thanks to this configuration, a high level of redundancy is achieved, significantly enhancing reliability and operational safety of the ferries. In line with CMAL's focus on efficiency and sustainability, each SRP features the L-Drive variant which eliminates the upper gearbox to further reduce mechanical losses and thus lower maintenance costs. Additionally, the L-Drive contributes to enhanced passenger comfort by minimizing vibration and noise levels. During transits at higher speeds, the ferries also benefit from top free-running efficiency thanks to the high-performance SDC nozzle with hydrodynamically optimized anode technology ProAnode. *Reliable operation under demanding conditions* To ensure dependable ship operation even under the demanding weather

conditions off Scotland's west coast, the SRPs will be specially equipped for this project with a fast-reacting azimuth steering system. This allows the vessels to achieve a higher positioning accuracy and extend operating times. Operational readiness of the ferries is further supported by the monitoring system SCHOTTEL MariHub which enables condition-based maintenance and helps to optimize service intervals. *Supporting connectivity and sustainability in Scotland's ferry network* The newbuilds will play a key role in enhancing connectivity for islanders, businesses and communities. Six of the ferries can each carry 150 passengers and 24 cars, while one additional ferry can accommodate up to 250 passengers and 16 cars. Thanks to their electric propulsion system, the ferries are capable of zero emission operation with overnight battery charging. As part of CMAL's "Small Vessel Replacement Programme", the ships are central to a broader initiative aimed at renewing the small vessel fleet and associated port upgrades to accommodate the new vessels. *(PR-Schottel)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar Delivers Ninth Tugboat to Global Operator P&O Maritime Logistics*
   - *Multraship expands Black Sea presence with powerful new tug MULTRATUG 30*
   - *Bulla Regia begins her journey: Med Marine completes the first delivery for OMMP*
   - *Fourth in line, built to inspire: Med Marine launches another RAmparts 2800 tug for OMMP*
   - *Strengthening Africa's Maritime future: Med Marine signs a newbuild contract with Namport for a high-performance tractor tug*
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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