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The superyacht LOVE on yard trials navigating the Rotterdam-Beercanal
Photo : Willem Holtkamp (c)

The De Voogt Naval Architects designed LOVE Is a motor yacht with an overall length of 79.75 m. The yacht's builder is Feadship from Netherlands, who launched LOVE in 2026. The superyacht has a beam of 13.5 m, a draught of 3.3 m and a volume of 2,450 GT LOVE has a steel hull and an aluminium superstructure. She is powered by 4 Caterpillar Inc engines. In the world rankings for largest yachts, the superyacht, LOVE, is listed at number 218. She is the 30th-largest yacht built by Feadship.

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Boskalis Ships 18 Fish Farm Cage Sections From China to Norway

By: Robertha McDonald



Boskalis is transporting 18 prefabricated fish farming cage sections from China to Norway aboard its semi-submersible heavy transport vessel **MIGHTY SERVANT 3**. The shipment will support the construction of six closed fish farming cages scheduled to enter operation before the end of 2026. The cargo, manufactured in China by Norwegian aquaculture company Seafarming Systems, represents an unusual assignment for a vessel more commonly associated with offshore platforms, drilling rigs and large energy infrastructure. According to Boskalis, the completed installations are expected to become the world's largest closed fish farming cages once assembled and operational.

Modular Transport Reduces Shipping Complexity

The 18 sections were loaded aboard **MIGHTY SERVANT 3** for transport to Norway, where they will be assembled into six individual cages. Rather than shipping the completed structures, the project uses a modular approach. The sections effectively travel as a flat pack, allowing the large installations to be transported in separate components before final assembly. This approach demonstrates how heavy transport vessels can accommodate industrial structures that do not fit conventional shipping arrangements. Boskalis has not disclosed the weight or dimensions of the individual sections, the Chinese loading port, the Norwegian discharge location or the commercial value of the transport contract.

Heavy Transport Fleet Enters Another Aquaculture Project

The shipment marks the second major aquaculture transport project highlighted by Boskalis involving its semi-submersible fleet. In 2020, the company's heavy transport vessel **BOKA VANGUARD** transported **HAVFARM 1**, a 385-metre-long offshore fish farming installation.



That operation demonstrated the application of heavy marine transport capabilities beyond traditional offshore oil, gas and renewable energy projects. The latest shipment involves a different logistical approach, with smaller prefabricated components transported for assembly at their destination rather than moving a completed installation.

Norwegian Fish Farming Project Targets 2026 Operations

Seafarming Systems plans to assemble the transported sections into six closed fish farming cages in Norway, with operations expected to begin towards the end of 2026. Closed cage systems differ from conventional open net fish farms by providing a physical barrier between farmed fish and the surrounding marine environment. For the project cargo sector, the shipment adds another example of specialist marine transport supporting aquaculture infrastructure. Boskalis confirmed that **MIGHTY SERVANT 3** had loaded the sections in China. **Source : Breakbulk.News**

EU extends Mediterranean naval mission to 2029 with focus on Russian "shadow fleet"

The EU naval operation in the Mediterranean adds maritime domain awareness and undersea infrastructure tasks.

The Council of the European Union has renewed the mandate of the EU naval operation EUNAVFOR MED IRINI until March 31, 2029. The operation announced the renewal on October 13. The previous mandate was due to expire on March 31, 2027. Under the extension, IRINI takes on three additional responsibilities.

It will help limit the Russian "shadow fleet", strengthen the maritime domain awareness of the EU and its member states, and support efforts to protect critical maritime infrastructure. "The Mediterranean is a key transit and transfer area for Russia's 'shadow fleet', linking Russian oil exports to international markets and exposing European coastlines to maritime safety and pollution risks," the operation said. It added that its ships could contribute to constraining these activities, where applicable, through flag-verification boardings conducted under Article 110 of the United Nations Convention on the Law of the Sea (UNCLOS).

IRINI's flagship, the Italian Navy's **ITS THAON DI REVEL**, boarded the EU-sanctioned tanker **TOA PAYOH** west of Pantelleria on August 2. The tanker was not detained. Russia's Foreign Ministry later accused the operation of unlawful inspections. On August 4, IRINI and the Italian Navy signed a technical arrangement covering coordinated monitoring of undersea cables and pipelines in the Central Mediterranean. The renewed mandate retains IRINI's original tasks. The operation will continue to bring to light breaches of the UN arms embargo on Libya, as well as illicit oil smuggling, and will keep supporting regional capacity building and training. **Source : Baird Maritime News**

Bigger ships, new terminals, cargo trends drive tugboat market

By : Frank McCormack

Deepened channels, new or expanded LNG and cargo terminals, and the massive ships that call on them may garner many of the national headlines related to the maritime industry, but behind all those vessel movements are the tugboats that help maneuver and escort ships throughout the deepwater ports and waterways of the United States. To meet market demands, the nation's tugboat fleet is changing, whether through newbuilds, acquisitions, or repowers. With regional market pressures determining individual fleet dynamics, builders, owners, and operators generally agree that the near- and long-term outlooks for the nation's tugboat fleet are strong.



Shaver Transportation's **Samantha S**, built by Diversified Marine in Portland, Ore., delivers 8,400 hp and more than 100 tons of bollard pull. The company is also extending the life of older tugs through repowers with new Z-drives and Tier 4 engines. **Shaver Transportation photo.**

THE LNG FACTOR

A key driver in the South is liquefied natural gas and the liquefaction terminals where LNG is loaded onto vessels for export. Gulf Coast terminals include Plaquemines LNG on the Mississippi River and Calcasieu Pass LNG and CP2 LNG on the Calcasieu River, owned by Venture Global; Sabine Pass Liquefaction and Corpus Christi Liquefaction, owned by Cheniere; Cameron LNG and Port Arthur LNG, owned by Semptra Infrastructure; Golden Pass LNG, a joint venture of QatarEnergy and ExxonMobil; and privately held Freeport LNG. Several additional terminals — including Woodside Energy's forthcoming Louisiana LNG near Lake Charles, La. — and terminal expansions are in various stages of planning. Beyond the Gulf Coast, Cove Point LNG, owned by Berkshire Hathaway Energy, is an import and export facility on the Chesapeake Bay near Lusby, Md. As LNG terminals ramp up production and global energy markets rely more heavily on U.S.-sourced natural gas, increased LNG carrier traffic is translating into greater demand for tugs. "LNG terminals create increased tug demand because LNG carriers require specialized support during arrival, transit, standby, docking, and departure when requested," said Ron Droop, senior vice president of Moran Towing Corp. "These operations may require additional assets with qualified crews to meet the safety and operational requirements of the terminal and vessel." Louisiana Gov. Jeff Landry welded four coins into the keel — one representing each project partner — C&C Marine and Repair, the state of Louisiana, Woodside Energy, and Green Tug Towing. Governor Jeff Landry's office photo. It's not just the sheer size of LNG carriers. In some cases, tug availability may be factored into an LNG terminal's permit application or a requirement of the channels where LNG carriers operate. "LNG carriers have different ship-assist considerations than containerships or conventional tankers," Droop said, "because there may be designated escort requirements during portions of a vessel's transit, particularly in areas with regulated safety zones or where the consequences of an incident are considered significant." Docking and undocking also require highly maneuverable,

powerful tugs capable of performing to pilot requirements,” Droop added. In many cases, tugboat construction projects are directly tied to LNG terminals. C&C Marine and Repair in Belle Chasse, La., is amid an eight-tug build program managed by Harbor Docking & Towing (HDT). Four of those tugboats will support Woodside Energy's forthcoming Louisiana LNG terminal. Woodside signed a \$300 million contract with Green Tug Towing, which will provide towing services for LNG carriers calling on Louisiana LNG under a 20-year agreement. Green Tug is a joint venture between HDTowing and Saltchuk Marine Terminal Services. Tony Cibilich, president of C&C Marine, said the eight tugboats for HDT and Green Tug Towing will break new ground for the shipyard's portfolio. “We've built diesel-electric vessels before, but these will be our first diesel-electric escort tugs,” Cibilich said. “They're Robert Allan-designed vessels with 88 metric tons of bollard pull, accommodations for six, ABS escort tug classification, and FiFi 1 firefighting capability.” Cibilich added that the hybrid system aboard the Woodside vessels will allow them to operate in four different power modes based on demand. “It's a more complex system than a traditional towboat, but we're comfortable building complicated vessels,” he said. “It gives our team a chance to apply what we already know while expanding into a new part of the market.”

BIG SHIPS, BIG NEEDS



Master Boat Builders launched the tugboat **TITAN** at its Coden, Ala., shipyard in May. In August, E.N. Bisso & Son announced it had chartered the tugs Titan and Marauder from Maritime Partners. Master Boat is building eight tugboats for Maritime Partners. **Master Boat Builders photo.**

And while several operators and shipbuilders acknowledged that LNG terminals are a significant driver for tug demand today, that's only part of the picture. New container and general cargo terminals, the overall growth of cargo ships, and the aging tugboat fleet are other factors translating into newbuilds and fleet acquisitions.

“It's a confluence of all those factors,” said Beau Berthelot, senior vice president of corporate affairs for Maritime Partners, Metairie, La. “As we understand it, the LNG terminals want reliable, dedicated ship-assist and escort services, and there is a safety factor embedded as well. There is also the general phenomenon that ships have increased in size over time, and the tugs built 20, 30, or 40 years ago do not have the same power capacity, maneuverability, fuel efficiency, and reduced environmental impact as modern tugs.” Maritime Partners, founded in 2015, specializes in

maritime financing, leasing, and bareboat charters. While the company focused initially on the towboat and barge industry, Maritime Partners has expanded into the Jones Act tanker fleet and the tugboat market. The company owns two tugs on charter with Signet Maritime in Ingleside, Texas, and is building a series of eight tugboats with Coden, Ala.-based Master Boat Builders. To date, Master Boat has delivered two of those vessels, the **MARAUDER** and **TITAN**, which are on charter with E.N. Bisso & Son, New Orleans.

The vessels in the series from Master Boat Builders measure 88'x43' and feature twin Caterpillar 3516E engines that each produce 3,500 hp at 1,800 rpm. The main engines drive Steerprop Z-drives from Karl Senner LLC. The tugs provide more than 90 metric tons of bollard pull and have a top speed of around 13 knots. Garrett Rice, president of Master Boat Builders, said the combination of Caterpillar main engines and Steerprop thrusters — relatively new for tugboats in the United States — meets a need for modern, higher-horsepower, and higher-bollard-pull tugboats in the fleet. “The market conditions are there,” Rice said of his long-term outlook on the demand for new tugboats. “The fleet is still aging. China and Korea are still building larger oceangoing containerships and tankers at a rate faster than we’ve ever seen it. International commerce by water is as high as it’s ever been. Every container terminal or tanker terminal is trying to move ships in and out of there faster. They need and want bigger tugs, and they want more of them where it’s economically feasible.” Droop echoed that market assessment. “The market is not simply asking for more tugs,” he said. “Larger vessels require modern assets with the increased bollard pull and maneuverability to safely and efficiently control, stop, and guide them.” Since 2021, Moran has been pursuing a newbuild program and modernizing its fleet, adding 22 vessels while also expanding through acquisitions, most recently by taking on 11 vessels from Bisso Towboat. “That investment allows us to address both sides of the equation: having the capacity to support growing port and terminal activity, while also having the capability to safely handle larger and more complex vessels,” Droop said. “Ultimately, harbor deepening, terminal expansion, and larger vessels are creating a long-term need for tug operators to invest, not just in fleet size, but in fleet capability.”

NEW LIFE FOR OLD BOATS

In certain circumstances, operators are opting to extend the life of existing vessels in their fleets through repowers. That approach is attractive in the present high-inflation market, especially if the existing vessel is already meeting an operational need, said Steve Shaver, president of Portland, Ore.-based Shaver Transportation Co.

“A new ship-assist tug is pushing \$20 million, whereas you can redo one of the older ones, put in new drives and new engines, for maybe \$5 million,” Shaver said. “It makes a lot of sense to upgrade older vessels, and that’s what we’re doing right now with two of our boats. We’re putting Z-drives and Tier 4 engines in both of them right now.”

Shaver compared it to putting a new LS engine into an older **CORVETTE**. Shaver Transportation also has newer vessels at work in the Pacific Northwest, with the Samantha S, built by Diversified Marine Inc., Portland, Ore., in 2018, offering 8,400 hp, more than 100 tons of bollard pull, and a square bow for facing up with ships. The company’s Heather S, also built by Diversified Marine, debuted last year. It features 7,000 hp and 100 tons of bollard pull. John Buchanan, president of Lake Charles, La.-based Harbor Docking & Towing, said his company is doing the same, though a repower isn’t always feasible.



A pair of Shaver Transportation tugs maneuver the bulk carrier **ANSAC REVERENCE** on the Columbia River. **Shaver Transportation photo.**

“The challenge is finding equipment that can be modernized effectively,” Buchanan said. “A conventional twin-screw tug cannot simply be upgraded by adding thrusters. Its beam and draft often do not support [azimuth stern drive] conversions and may create stability concerns for ship-assist work.” Choosing between a newbuild or a refurbishment depends on a vessel’s market and long-term operational needs, Droop said. “Newbuilds give us the greatest ability to design a tug around the exact capability and mission we need,” he said. “We can specify the horsepower, bollard pull,

propulsion, technology, emissions systems, and crew accommodations from the beginning. That makes newbuilds particularly attractive when we have confidence in long-term demand. The tradeoff is that they are capital intensive, and today's vessels are increasingly complex to design and build, which can mean longer construction timelines and higher costs. "Refurbishment can be attractive when you have a fundamentally sound hull and a platform that still has useful life," Droop added. "It can allow us to extend the life of a vessel, improve its capabilities, and make targeted investments without the cost and timeline of a completely new vessel. But there is a point where you have to recognize that you are putting too much money into an older platform. As the cost of machinery, propulsion, regulatory upgrades, technology, and maintenance increases, there can be a point where a newbuild provides better long-term value."

JONES ACT CONCERNS

Owners, operators, and shipbuilders across the board expressed confidence in the long-term demand for the tugboat fleet from coast to coast. One vector of concern they expressed, though, was the ongoing Jones Act waiver.

"The Jones Act creates a demand floor to maintain domestic shipbuilding capabilities and maintain a pool of merchant mariners," Berthelot explained. "When the law that creates this floor is compromised or called into question, capitalists react accordingly — pausing, reevaluating, and in some cases, redirecting investment. The longer the waiver continues, the worse this uncertainty becomes." "For C&C," Cibilich said, "it really comes down to confidence in the future. Shipbuilding decisions are made years before a vessel enters service. An owner signing a contract today has to believe the rules will still be the same two or three years from now. When domestic trade can suddenly be opened to foreign vessels through executive action, it creates uncertainty and makes the decision to invest in new U.S.-built vessels more difficult." While the full impact of recent Jones Act waivers on the tug industry remains unclear, Droop said he worries about the precedent they set for the broader U.S. maritime workforce. "What concerns me is the idea of waivers becoming a routine tool rather than the exception," Droop said. "If that happens, it doesn't stay contained to one type of vessel. It works its way through the domestic maritime supply chain and ultimately affects the American mariners, shipyard workers, and other professionals whose livelihoods depend on a strong domestic fleet." **Source : Workboat**



Seaspan lays keel for Canada's largest-ever polar icebreaker



Canadian shipbuilder Seaspan Shipyards has laid the keel of **CCGS IMNARYUAQ** in North Vancouver, marking a major construction milestone for what will be the largest polar icebreaker ever designed and built in Canada, according to a company statement.

The ceremony took place on 14 October at Vancouver Shipyards in British Columbia. Canada awarded Seaspan a C\$3.15bn (\$2.22bn) construction contract before tax in March 2025. Three earlier ancillary, construction engineering and long-lead-item contracts were worth a combined C\$1.12bn (\$788m). Delivery is scheduled for 2032. **CCGS IMNARYUAQ** will be 158 metres long and 28 metres wide, with a design displacement of 26,036 tonnes. The Polar Class 2 vessel will have 47 MW of installed power, diesel-electric propulsion with ice-classed azimuthing thrusters and accommodation for up to 100 people. The icebreaker is intended for year-round, self-sufficient operations in the high Arctic. Its roles will include search and rescue, environmental response, resupply of northern communities, maritime security, sovereignty missions and scientific research. Equipment will include scientific laboratories, a moonpool for deploying equipment from inside the vessel, a helicopter flight deck and hangar, a vehicle garage and provision for future remotely piloted aircraft operations. Seaspan cut first steel for CCGS Imnaryuaq in April 2025, with full-rate production starting later that year. It is the seventh vessel the company is designing and building under Canada's National Shipbuilding Strategy. The ship takes its name from Imnaryuaq, a cape at the southern end of Banks Island in Canada's Northwest Territories extending into the Amundsen Gulf. The Inuvialuit name means "big cliff". The name was selected in collaboration with Inuit organisations. Canada is acquiring two new polar icebreakers under the National Shipbuilding Strategy. The second vessel, **CCGS ARPATUUQ**, is scheduled for delivery in 2030. Seaspan Shipyards is a Canadian ship design, engineering, construction, sustainment and repair company with operations in North Vancouver and Victoria, British Columbia. It has participated in Canada's National Shipbuilding Strategy since 2011 and employs more than 5,000 people across its shipyard operations. **Source : portnews**



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Oil prices surge as Middle East and Russian supply jitters mount

Ship attacks disrupt flows, support oil prices

Oil prices gained more than three per cent and were heading for weekly gains on continued uncertainty over Middle East supplies, and as investors kept assessing how much diesel Russia could supply to the global markets.

Brent crude futures were up \$3.41, or 3.2 per cent, at \$109.34 at 12:41 ET (16:41 GMT), while US West Texas Intermediate crude futures rose \$2.74, or 2.8 per cent, to \$100.67, crossing \$100 for the first time since September 21.

So far this week, Brent has risen 4.1 per cent and WTI 8.6 per cent. "Conflict in the Middle East still keeps coming back and I think it's questionable how much diesel fuel Russia can actually deliver to the markets. Those two factors are just continuing to have traders be buyers," said Dennis Kissler, senior vice president of trading at BOK Financial. Supply concerns also increased as attacks around the Strait of Hormuz surged over the past 10 days, with Iran saying it was stepping up strikes in response to the US blockade of its ports and tougher sanctions introduced last month.

Yemen's Houthis also fired missiles at the presidential palace complex in the southern city of Aden on Thursday, killing five people. "Intensified Iranian attacks drove Persian Gulf crude flows sharply lower," Kpler analysts said in a report on Thursday, adding that they expected a slower and more uneven recovery in Hormuz flows in the absence of a comprehensive political deal. Meanwhile, Ukraine struck a Russian oil refinery on Thursday after President Volodymyr Zelenskyy declared that Kyiv was abandoning a ceasefire covering energy sites announced by US President Donald Trump and criticised Trump's willingness to strike deals with Moscow. Russia's Ryazan oil refinery has suspended operations at a primary crude distillation unit following a drone attack in the region on Thursday, two industry sources told Reuters.

The IEA agreed on Thursday to release more than 20 million barrels of fuel to the market. Those margins rose as high as \$95 a barrel in September as diesel supply tightened because of the wars in Ukraine and Iran. Brent crude was little changed on Thursday, while WTI settled up more than three per cent after news that the US was weighing plans to ease

restrictions on the world's "shadow fleet" of tankers and after a big US crude stock draw on hurricane production shut-ins. Source : Reuters (Reporting by Enes Tunagur in London, Sam Li in Beijing and Siyi Liu in Singapore; additional reporting by Stephanie Kelly in London. Editing by Mark Potter, Alexander Smith and Louise Heavens)



The **BOKA VANGUARD** loaded the **TRANSOCEAN ENDURANCE** in Singapore for transportation to Ølen in Norway
Photo's : Andre Korver (c)



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Offshore support vessel **ENERGY SAVANAH** during trials after a short period in dry dock in Gibraltar.

Photo : Daniel Ferro ©

Baltic index stays in the doldrums as Capesize rates slide further



The bulker **ULTRA SPIRIT** departing from Rio Grande Photo : Marcelo Vieira (c)

The Baltic Exchange's main sea freight index fell on Friday, extending losses to a third straight week as weakness in Capesize vessel rates continued to weigh on the market. The main Baltic index fell 34 points, or 1.34 per cent, to 2,511 points, its lowest level since June 30. The index declined about 14 per cent for the week. The Capesize index fell 73 points, or 2.20 per cent, to 3,249 points, its lowest level since early April and posted a weekly decline of 25 per cent. Average daily earnings for Capesize vessels fell \$664 to \$25,961. Iron ore prices rebounded on Friday after touching more than two-year lows the day before, aided by dip buying amid signs of improving steel margins and downstream consumption in top consumer China. The Panamax index lost 42 points, or 1.78 per cent, to reach 2,314 points. Average daily earnings for Panamax vessels fell \$373 to \$20,827. Among smaller vessels, the supramax index edged up nine points, or 0.48 per cent, to 1,865 points. **Source : Reuters (Reporting by Anushree Mukherjee in Bengaluru; Editing by Shailesh Kuber)**



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Tanker **BEST ROTTERDAM** (Ex TORM LAURA).in Gibraltar after a recent renaming.. **Photo : Daniel Ferro ©**

Oil hits \$110 as Houthi strikes, Russia-Ukraine attacks lift supply fears

By : Mia Gindis

Brent oil hit \$110/bbl for the first time since May as prospects for imminent supply relief dwindle, prompting traders to ramp up bets on higher prices ahead of the weekend. The global benchmark rose 3.7%, notching a second straight weekly gain, as bullish sentiment crystallized in the course of a session punctuated by reports of ongoing conflict in major export centers. Iran-backed Houthi rebels continue to pummel Saudi Arabia with missile and drone strikes, while Russia and Ukraine exchange tit-for-tat attacks on energy infrastructure. The last time prices reached these levels was almost five months ago, when paralyzed global crude and fuel flows spurred a fragile, short-lived agreement that briefly reopened the Strait of Hormuz. Now, cargo volumes traversing the key waterway are nearing pre-war levels, topping 100 million barrels of crude last week. Still, prices remain stubbornly high, leaving U.S. President Donald Trump with fewer and fewer options to tame energy costs ahead of the Nov. 3 midterm elections. "After a brief reprieve, the oil market is

having to price risk back in, particularly heading into the weekend,” said Rebecca Babin, senior energy trader at CIBC Private Wealth Group. Diesel and gasoline futures also rose. Diesel settled at \$4.90 a gallon in New York. Contracts for both commodities are trading at the highest-ever levels seasonally. U.S. lawmakers introduced a bill Friday to block Trump’s deal with Moscow to release several hundred million barrels of diesel. Trump has reiterated that Moscow will follow through with a diesel release. But ongoing strikes like the recent attack on Russia’s Ryazan refinery reported by Reuters are amplifying doubts about whether the agreement will deliver as promised. Analysts are closely watching developments in the Persian Gulf for any signs the conflict is worsening. “The conflict is likely to escalate,” Eurasia Group analysts wrote in a note, raising their odds of intensification to 65% from 35%. “The standoff status quo is no longer sustainable for the U.S.” The U.S. has also sought to tame prices by drawing from emergency stockpiles and lobbying other nations to do the same. On Friday, the U.S. offered up to 17 MMbbl from the Strategic Petroleum Reserve. Crude is up more than 75% this year as the wars in the Middle East and Russia disrupt supplies. Physical markets continue to signal tightness as refined products such as diesel have rallied even harder, with European futures for the commodity up more than twofold this year. **Source : Bloomberg**



Damen build **Stan Tug 1706 ice ZHIINOOMOOSHINAANGNIKEYAA** enroute Antwerpen to be loaded on a Spliethoff cargo vessel to be transported to Canada. **Photo : Arie Boer ©**

Shell to acquire 30 % stake in Equinor's Bay du Nord offshore oil project

Shell has signed an agreement to acquire a 30% interest in Equinor's Bay du Nord offshore oil project in Newfoundland and Labrador, Canada, as the companies advance the estimated C\$14 billion development toward a final investment decision in early 2027. Under the agreement, Equinor will retain a 70% interest and remain operator of the deepwater project, located approximately 500 km offshore Newfoundland and Labrador in the Flemish Pass basin. The initial

development phase includes the Bay du Nord and Cambriol discoveries, with estimated recoverable resources exceeding 400 million bbl of oil. The project is planned as a phased subsea development tied back to a floating production, storage and offloading (FPSO) vessel, with water depths ranging from 600 to 1,170 m. We are pleased to welcome Shell as a partner in Bay du Nord," said Philippe Mathieu, Equinor's executive vice president for Exploration and Production International. "This is a strategic project for Equinor, with a high-quality resource base and the potential to create significant long-term value." The project is nearing completion of front-end engineering and design (FEED), with ongoing work focused on capital efficiency, execution planning and development optimization. Equinor is targeting a final investment decision in early 2027, subject to market conditions, regulatory approvals and internal investment decisions. First oil is currently expected in 2031. The development also includes potential future subsea tiebacks from the Cappahayden, Harpoon and Baccalieu discoveries, providing opportunities for additional production beyond the initial phase. Financial terms of Shell's proposed acquisition were not disclosed. **Source : Worldoil**



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The **EN AVANT 4** passing the Breddiep **Photo : Willem Holtkamp (c)**

Sarter Marine denies responsibility for tug in Wisconsin removal lawsuit

By : Ben Hayden

Sarter Marine Towing Co. has asked a court to dismiss a Wisconsin lawsuit seeking removal of the tugboat **DONNY S.** from Baileys Harbor, denying the state's allegation that it owns the vessel, according to FOX 11 News. The company filed its response Oct. 14 in a case brought by the state and Wisconsin Department of Natural Resources. Other defendants

include Jeremy Schultz, identified in the lawsuit as the tug's owner; Michael Cole; and Iron Works Construction, where the vessel was initially moored. As WorkBoat reported in September, the complaint, filed in Door County Circuit Court, asks the court to declare the grounded tug a public nuisance and order its removal. If the defendants fail to remove it, the state is seeking authorization for the DNR to undertake the work at their expense. Sarter Marine denied knowledge of DNR violations and previous efforts to have the tug removed, FOX 11 reported. The company also disputed the allegation that the defendants failed to remove the vessel despite years of notice. Its response argues that any alleged damages resulted wholly or partly from third parties outside its control. Sarter Marine denied knowledge of DNR violations and previous efforts to have the tug removed, FOX 11 reported. The company also disputed the allegation that the defendants failed to remove the vessel despite years of notice. Its response argues that any alleged damages resulted wholly or partly from third parties outside its control. According to the complaint, Schultz acquired the steel tug in 2021 after it had been permanently laid up. A previous survey described the vessel as being in unsatisfactory condition because hull repairs had not been completed, with its remaining value largely tied to scrap, deck equipment and fittings. The complaint states that Sarter Marine contacted the Coast Guard in March 2021 about towing the disabled vessel from Sturgeon Bay, Wis., to Baileys Harbor. The Coast Guard approved the tow the following month under specified weather conditions. The tug was subsequently brought to a dock associated with Cole and Iron Works Construction. Possible plans cited in the complaint included taking the vessel to a scrapyard or converting it into a floating restaurant and kayak-rental operation.



The tug **DONNY S.** sits grounded in Baileys Harbor, Wis. **Chuck Germain photo.**

Between November 2021 and May 2022, the vessel allegedly broke free from its mooring and grounded about 580' from shore in approximately 4' of water. The state alleges that Schultz failed to move the tug despite repeated DNR requests. The agency began issuing citations for unlawful obstruction of navigable waters in October 2022. According to the complaint, at least 33 citations were issued through February 2024, totaling more than \$20,000. The complaint also identifies potential environmental hazards aboard the vessel, including residual fuel and grease, asbestos-coated piping, lead- or cadmium-based paint, polychlorinated biphenyls and tributyltin-based antifouling agents. It does not establish that those materials are currently leaking from the tug. The DNR began holding stakeholder meetings in 2025 to discuss a solution. The town of Baileys Harbor and Door County passed resolutions this year seeking action on the vessel, with county officials calling for inspections to evaluate hazardous materials and structural and environmental risks. Schultz, Cole and Iron Works Construction had not responded to the lawsuit as of FOX 11's Oct. 15 report. No hearings were scheduled. **Source : Workboat**

US container imports from Asia rise 12.3 per cent

By: Dominic Magli

US container imports from 10 Asian countries and regions reached 1.9 million TEUs in September 2026, up 12.3 per cent year on year. This marked the first time volumes had exceeded 1.9 million TEUs since July 2025. Figures compiled by Descartes Datamyne from US Customs and Border Protection (CBP) data show that imports from the 10 markets increased by 0.4 per cent compared with August. Between January and September, volumes totalled 15.64 million TEUs, up 2.1 per cent year on year. Total US container imports from all origins reached 2.54 million TEUs in September, an increase of 9.7 per cent compared with the same month in 2025. China remained the largest source of US container

imports, with volumes rising by 15.1 per cent year on year to 1.02 million TEUs. Imports from China exceeded 900,000 TEUs for the fifth consecutive month and surpassed one million TEUs for the first time since July 2025.

Other major Asian suppliers also recorded growth. Imports from Vietnam increased by 15.7 per cent to 286,409 TEUs, while South Korean volumes rose by 22.3 per cent to 201,855 TEUs. Imports from India grew by 1 per cent to 85,990 TEUs, while Taiwan recorded a 14.2 per cent increase to 75,610 TEUs. Volumes from Thailand rose by 13.6 per cent to 73,303 TEUs. Japanese shipments recorded one of the strongest increases among the reported markets, climbing by 36.4 per cent year on year to 35,689 TEUs, placing Japan eighth among the Asian suppliers. By commodity, furniture, bedding, mattresses, lighting equipment and prefabricated buildings (HS Code 94) accounted for 266,029 TEUs, up 2.9 per cent year on year. Imports of plastics and plastic products (HS Code 39) rose by 18.9 per cent to 215,374 TEUs. Machinery and mechanical appliances, including parts (HS Code 84), increased by 12.6 per cent to 187,592 TEUs. Electrical machinery and equipment, including sound and video recording and reproduction equipment (HS Code 85), grew by 8.1 per cent to 163,222 TEUs. Toys, games and sporting goods (HS Code 95) increased by 4.1 per cent to 125,649 TEUs.

CSSC (Tianjin) Shipbuilding Delivers Fifth Methanol Dual-Fuel Container Ship to CMA CGM This Year



On October 15, CSSC (Tianjin) Shipbuilding—a subsidiary of Dalian Shipbuilding Industry Corporation (DSIC)—delivered the “**CMA CGM LORENZACCIO**,” a 15,000 TEU-class methanol dual-fuel container ship built for the French shipping group CMA CGM, 16 days ahead of the contractual delivery date. The “**CMA CGM LORENZACCIO**” is the fifth methanol dual-fuel container ship delivered by CSSC (Tianjin) Shipbuilding this year. Measuring approximately 360 meters in length and 51 meters in breadth, the vessel has a design capacity of 16,136 TEU. Equipped with an advanced methanol dual-fuel propulsion system, it offers significant advantages in terms of eco-friendliness, energy efficiency, and environmental protection, making it a key vessel type for the global shipping industry’s low-carbon transition. At the design optimization level, the vessel incorporates multiple energy-saving and low-carbon technologies: it adopts a refined hull line optimization design, combined with high-efficiency propellers, energy-saving rudder bulbs, and other appendage energy-saving devices, effectively reducing navigation resistance and main engine fuel consumption; it is equipped with a full-process energy efficiency management system, intelligent engine room monitoring, and a cargo hold management system. While ensuring container carrying capacity, it further optimizes the vessel’s operational energy efficiency, helping the shipowner control route operating costs and avoid global carbon tax and carbon emission compliance risks. Furthermore, the vessels are constructed in strict accordance with the latest international classification society standards, featuring comprehensive upgrades in structural safety, navigational stability, and cargo suitability; they are capable of accommodating a diverse range of deep-sea transport requirements, including standard containers, refrigerated containers, and containers for hazardous materials. The successful delivery of this vessel marks a significant achievement for CSSC (Tianjin) Shipbuilding in advancing its commitment to green development and high-end shipbuilding. The

company has now successfully implemented a “two-in-one” sea trial model for this series of vessels, signaling a new phase in the batch construction of eco-friendly ships and further strengthening its competitive edge in the global market for large, methanol dual-fuel container ships. **Source : IMarine**



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The **HMM OSLO** outbound from Antwerp passing Kruiningen Kruseveer sailing into a rainbow

Photo : Rob van den Houten (c)

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CMA Terminals takes 49 % stake in Morocco terminal

French terminal operator CMA Terminals has completed its entry into Nador Container Terminal with 49% of the capital and voting rights, while Moroccan port operator Marsa Maroc retains 51%, according to a company statement. The transaction closed after the required regulatory approvals and completes a partnership agreed in October 2025. Nador Container Terminal is the concessionaire for the West Container Terminal at Morocco's Nador West Med port. The facility is due to enter service in 2027 with 900 metres of quay, an 18-metre draft and 37.5 hectares of container yard. It will have eventual annual handling capacity of 1.8 million TEU. Full build-out plans provide for a total terminal area of 60

hectares and eight ship-to-shore cranes. Nador Container Terminal had been consolidated at 100% in Marsa Maroc's accounts at 30 June 2026 ahead of CMA Terminals' planned 49% entry. Marsa Maroc is a Moroccan port operator managing 36 terminals across 21 ports and handling more than 67 million tonnes of cargo annually. CMA Terminals is a French container-terminal developer and operator wholly owned by CMA CGM. It has a portfolio of 66 assets worldwide and handled about 52 million TEU in 2025. CMA CGM is a French shipping and logistics group.**source: Portnews**



WYRE SANDS navigating the river Forth. **Photo : Jim Prentice (c)**

5,000 Tonnes: Maersk Completes World's Largest Ethanol Bunkering in Singapore

By : Yang Chen Xinde Marine News- Managing Director/Chief Editor

Singapore has completed its first ethanol bunkering operation, supplying approximately 5,000 tonnes of bioethanol to **MAERSK HALIFAX** in what the Maritime and Port Authority of Singapore (MPA) described as the largest single ethanol bunker delivery globally to date. The operation took place on 17 October 2026 at PSA Singapore's Pasir Panjang Terminal. Maersk, Singapore-based marine fuel supplier Golden Island and PSA Singapore carried out the delivery with MPA's support, while container loading and unloading continued alongside bunkering.

The Singapore-registered dual-fuel containership received bioethanol certified under the International Sustainability and Carbon Certification (ISCC) scheme from Golden Island's Singapore-registered IMO Type II chemical tanker **GOLDEN CENTAURUS**. A mass flow meter (MFM) was used to measure the delivery.

The operation extends a sequence of ethanol trials and bunker deliveries across Europe and the Americas. Alongside engine development and newbuilding projects involving Chinese shipowners and shipyards, it adds further evidence that ethanol is moving into the practical procurement and operating decisions of deep-sea shipping. The Singapore delivery represents a substantial increase in the quantity supplied in a single operation.

In July, Spanish energy company Repsol supplied 2,800 tonnes of bioethanol to Antonia Mærsk at the Port of Barcelona. The approximately 5,000-tonne Singapore delivery was about 79% larger than that previously disclosed operation. Larger quantities bring greater demands on the supply chain. A supplier must assemble sufficient fuel of the required specification within a ship's port window. The supplying and receiving vessels must complete a safe transfer and a

reliable quantity handover, while the terminal coordinates bunkering with other activities. For containership operators working to fixed schedules, these arrangements are central to whether a new fuel can become part of routine operations. At Pasir Panjang, bunkering took place simultaneously with container handling, an arrangement known as SIMOPS. The operation therefore provided experience in integrating ethanol delivery into a working container terminal, with the potential to reduce the additional time a vessel might otherwise need for a separate bunkering operation.

Before the transfer, participating parties conducted Hazard Identification (HAZID) and Hazard and Operability (HAZOP) studies. MPA also worked with stakeholders to ensure that crew members received training in fuel handling and emergency response, drawing on experience gained from methanol bunkering. Golden Island Managing Director Johnny Tan said the crew and **GOLDEN CENTAURUS** built on lessons from previous methanol operations to complete the delivery safely and on time. The project brought together three requirements for wider adoption: delivery at scale, integration with cargo operations and reliable measurement.



Building on methanol infrastructure

The operation will also support the development of ethanol bunkering standards and procedures. MPA said the findings would help assess how Singapore's existing methanol bunkering technical reference, TR 129, could be adapted for ethanol. The data will also inform whether existing MFM systems can be used for future ethanol deliveries. MPA Chief Executive Ang Wee Keong said the project would test how Singapore's methanol bunkering experience and infrastructure could support another emerging marine fuel, helping develop the standards and procedures needed for safe and efficient operations.

A similar connection exists onboard ships. Methanol and ethanol are both alcohol fuels and share several handling and combustion characteristics. Suitable methanol propulsion systems can be adapted to broaden their fuel options. Classification society DNV has indicated that methanol dual-fuel engines can operate on ethanol following relatively minor modifications. Each application still requires an assessment of the engine configuration, fuel supply system and relevant approval requirements. This creates an opportunity for owners and suppliers to extend existing investments. Ships approved for several fuels can adjust procurement according to availability, cost and emissions requirements, while ports can examine how existing capabilities could support additional products.

From blends to deep-sea deliveries

Ethanol's recent development has followed a progressive expansion in fuel concentration, vessel size and supply locations. In October and November 2025, Maersk tested a blend of 10% ethanol and 90% e-methanol aboard Laura Mærsk, a vessel originally designed to use methanol as its alternative fuel. In December, the company announced a further trial using a 50/50 ethanol-methanol blend. The Port of Barcelona subsequently confirmed that the vessel had completed voyages using both neat ethanol and ethanol-methanol blends. Testing expanded to a larger ship in July 2026, when Repsol supplied 2,800 tonnes of bioethanol to Antonia Mærsk. The Port of Barcelona said the delivery took place under commercial conditions. Maersk described it as its first ethanol trial aboard one of its large dual-fuel vessels, intended to deepen its understanding of the fuel's potential at scale. CMA CGM has also advanced its own programme. On 12 July, the 13,000-TEU CMA CGM IRON received bioethanol at Brazil's Port of Santos. Brazilian sugar and ethanol trader Copersucar supplied the fuel, with marine fuel supplier Bunker One undertaking ship-to-ship delivery.

As previously reported by Xinde Marine News, the operation involved 500,000 litres of anhydrous ethanol. It connected Brazil's established ethanol industry with port storage, marine delivery and a deep-sea containership. On 28 September, Maersk announced the first commercial ship-to-ship ethanol bunkering of a deep-sea containership in the United States. Tangier Maersk received U.S.-produced corn ethanol. U.S. bioethanol producer POET confirmed that the operation took place in Houston and used 100% bioethanol. Singapore now adds another supply location and a larger single delivery to

that operating experience. In the announcement, Maersk Head of Energy Markets Emma Mazhari reiterated the company's commitment to a multi-fuel strategy, recognising that several fuel pathways will be needed to decarbonise global shipping.

Chinese shipowners and shipyards support long-term projects

Ethanol development also extends into large ore carriers, supported by long-term transportation arrangements and engine orders. In April, Brazilian mining company Vale and Shandong Shipping confirmed a project covering two second-generation, 325,000-dwt Guaibamax ore carriers under 25-year contracts, with deliveries expected from 2029 and options for additional vessels. The ships will be able to use ethanol, methanol and conventional marine fuel oil. In May, Swiss marine power company WinGD announced orders for ethanol-fuelled engines for the two vessels, to be built by Beihai Shipbuilding in Qingdao. The X-DF-M/E engines will be optimised primarily for ethanol use, including changes to fuel supply and injection pressures to accommodate differences between ethanol and methanol.

A separate development involves Everllence, formerly MAN Energy Solutions. On 2 September, the company announced that its ethanol-capable G80 engine had completed research and development testing at HD Hyundai Heavy Industries in South Korea.

The engine is intended for the third vessel in an earlier series of 10 very large ore carriers ordered by Shandong Shipping for service with Vale. That ship is scheduled for delivery in early 2027. The engine can operate on fuel oil, methanol, ethanol or blends of the two alcohol fuels. These projects belong to different vessel batches and stages of development. They illustrate both the adoption of ethanol in newbuilding specifications and the expansion of fuel capabilities on established methanol engine platforms.

Brazil's combination of iron ore exports and an established ethanol industry is particularly relevant. For ships carrying ore from Brazil to China, fuel procurement can potentially be organised around the cargo-loading region. Experience gained at international bunkering hubs such as Singapore could broaden the supply options available along those trading routes.

Turning supply capacity into commercial value

Ethanol enters shipping with an established production and distribution base, particularly in the United States and Brazil. POET alone reports annual production of more than 3 billion U.S. gallons across 35 bioprocessing facilities.

Existing production, transport and distribution infrastructure provides a starting point for marine supply. Compatibility with suitable methanol propulsion systems could also widen the pool of potential customers. Sustained adoption will depend on whether suppliers can deliver the required fuel consistently, within vessel schedules and at commercially workable costs. Owners must assess energy requirements, system adaptation, port delivery costs and the value of recognised emissions reductions. A comparison based only on the purchase price per tonne cannot establish voyage economics. The Singapore announcement did not disclose the purchase price, feedstock, production origin or specific lifecycle carbon intensity of the bioethanol supplied. More data will be needed to assess the operation's cost and emissions performance. Environmental performance depends on the production pathway. Vale has said that second-generation ethanol could reduce well-to-wake emissions by up to approximately 90% compared with heavy fuel oil. That estimate is subject to specific fuel and lifecycle assumptions and cannot be applied directly to the Singapore delivery.

ISCC certification provides assurance against the scheme's sustainability, traceability and greenhouse gas requirements. Quantified savings must still be assessed using the documentation for the particular fuel and the applicable accounting framework. Maersk has previously emphasised lifecycle emissions, traceability, certification and responsible sourcing in its assessment of ethanol, including the need to avoid contributing to land conversion or deforestation, or competing with food and feed supplies.

Singapore prepares for a broader fuel mix

The ethanol operation forms part of Singapore's wider preparations to supply several marine fuels. On 14 October, MPA, CMA CGM and Singapore LNG Corporation (SLNG) signed a memorandum of understanding to explore the supply and use of liquefied biomethane as a marine fuel. The work includes assessing how existing gas infrastructure could support supply and how sustainability attributes and emissions savings could be accounted for when biomethane is mixed with natural gas in shared facilities. Three days later, the approximately 5,000-tonne bioethanol delivery was completed. The two initiatives draw respectively on existing LNG and methanol capabilities to explore additional lower-emission fuel options. In Xinde Marine News' assessment, the significance of the ethanol operation lies in the combination of delivery scale, simultaneous cargo handling and practical measurement experience. It also generates data for the standards and procedures that could support further operations. The next indicators will be repeat deliveries, longer-term procurement commitments and accumulated operating data. These will determine how effectively ethanol can serve ocean-going fleets on a sustained basis. Singapore's latest operation adds an important Asian supply location to that process and gives shipowners another practical reference as they develop more flexible fuel strategies. **Source : Xinde Marine**

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LARA 1 successfully supported Essar Energy Transition during maintenance works on a loading arm at the Stanlow Terminals in Liverpool. Thanks to the excellent cooperation between all parties involved, the operation was completed safely and fully in accordance with the project schedule. We would like to thank Essar Energy Transition and everyone involved for their trust and the pleasant cooperation. We look forward to working together again on future projects. Want to learn more about our crane vessel **LARA 1** [Click at the advert below](#)

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Keyfield is pleased to announce that they have taken delivery of **INAI KENANGA**, a mega Trailing Suction Hopper Dredger (TSHD) and the largest vessel in their fleet to date, marking their first foray into the dredging industry. With a hopper capacity of 32,205 m³, the vessel is equipped to support large-scale dredging works, land reclamation, waterway maintenance as well as coastal development projects. The acquisition of **INAI KENANGA** represents another step in the expansion strategy beyond the oil and gas sector, strengthening our marine capabilities as we continue to evolve into a multi-spectrum marine solutions provider across the region and beyond.



Arriving from Leith, the three-masted barque rigged Norwegian flagged sail training **STATSRAAD LEHMKUHL** moored at the Nieuwediepkeade in Den Helder. **Photo: Wim Albers (c)**

Friese binnenschippers teleurgesteld dat oude spoorbrug bij Leeuwarden voorlopig niet vervangen wordt

By : Leonie van Noort



De spoorbrug over het van Harinxmakanaal bij Leeuwarden wordt toch niet vervangen door een aquaduct. Er is te weinig geld om alle infrastructuur aan te pakken en de brug bungelt onderaan de prioriteitenlijst. "Een gemiste kans." Ze vragen er al jaren om: geld voor een nieuwe spoorbrug in Leeuwarden. Vandaag werd de lijst van minister Vincent Karremans van Infrastructuur en Waterstaat bekend. En wat blijkt; tot groot verdriet van bestuurders en binnenschippers komt het geld er weer niet.

Extra vaartijd

Ramon Winia kwam in het voorjaar van 2023 hard in aanvaring met de oude spoorbrug. "De brug ging dicht toen ik halverwege was en toen kwam ineens de stuurhut naar bedenen." Hij kon nog maar net op tijd wegduiken. Op foto's is te zien dat het dak eraf is geschoven. Overal ligt glas en verwrongen staal. Ook al was de aanvaring niet de reden dat de spoorbrug vervangen zou gaan worden, toch is Ramon teleurgesteld. "Het kost je als schipper sowieso tijd dat je die spoorbrug door moet, zeker een half uur extra want je moet wachten tussen de brugdelen." De spoorbrug stond mede daarom sinds 2022 op de lijst om vervangen te worden. Geld was er ook al gereserveerd: 80 miljoen euro door de Rijksoverheid en nog eens 25 miljoen vanuit de regio. De argumentatie van CDA en VVD was destijds dat de brug een 'knelpunt' vormde in de verbinding tussen Leeuwarden en de Randstad. Met een nieuw aquaduct zouden er meer treinen kunnen rijden en voor de scheepvaart zou alles soepeler gaan verlopen.

Maar het gaat voorlopig niet gebeuren. Het kabinet trekt weliswaar 18 miljard euro uit om bruggen, sluizen en andere infrastructuur te renoveren of vernieuwen maar Leeuwarden bungelt met de spoorbrug onderaan de lijst.

'Een gemiste kans'

De Leeuwardense Wethouder Evert Stellingwerf is teleurgesteld, ook omdat het vervangen van de spoorbrug veel voor de regio kan betekenen. "Ik vind het een gemiste kans. Dit is een vrij kwetsbaar punt in het spoornet van Noord-Nederland." "Als er een schip komt, dan moet die brug open. Dat gebeurt een paar keer per uur, dus dat maakt dat de dienstregeling hier heel kwetsbaar is."

Lastig varen

Jan Snoei kan daarover meepraten. Hij vaart al tientallen jaren met zijn binnenschip ms. Ambitie door het Van Harinxmakanaal. Het stoort hem dat het aquaduct op de lange baan wordt. "In principe varen wij eronderdoor maar het is lastig", zegt hij. "Als de brug opengaat terwijl je eronder vaart dan gaan er delen schuiven waarbij je echt moet uitkijken."

Gevolgen voor het land

Dat de oude spoorbrug wordt 'vergeten', is niet alleen jammer voor Leeuwarden. Maar voor een groot deel van het land, benadrukt de Wethouder Stellingwerf: "Qua infrastructuur is hier heel veel te winnen." Hij verwijst daarbij naar de Lelylijn, de snelle verbinding tussen Noord-Nederland en de Randstad waar al heel lang over gesproken wordt. "Als we verder willen ontwikkelen met infrastructuur en met woningbouw, dan zullen we op dit kritieke punt wel stappen moeten zetten. Leeuwarden is onlangs aangewezen als grootschalige woningbouwlocatie." **Bron : eenvandaag.avrotros.**

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NAVY NEWS

INDIAN NAVY COMMISSIONS INS SAMARTHAK, THE FIRST INDIGENOUS MULTI-PURPOSE VESSEL



Indian Naval Ship **SAMARTHAK**, the first of class Multi-Purpose Vessels (MPVs), was commissioned into the Indian Navy on 16 Oct 2026. The ceremony was presided over by the Hon'ble Vice President of India, Shri Chandrapuram Ponnusamy Radhakrishnan, in the presence of Adm Krishna Swaminathan, Chief of the Naval Staff. The Hon'ble Minister for Labour and Employment, Govt of Karnataka, along with senior naval and defence officials and dignitaries from the Ministry of Defence, also graced the occasion. Key representatives of Larsen & Toubro Ltd (L&T) and OEMs associated with indigenous equipment were also present during the commissioning ceremony.

Designed and constructed by L&T Shipyard, INS **SAMARTHAK** marks a significant milestone in India's indigenous shipbuilding journey as the first major warship to be built by an Indian private shipyard. The commissioning is a powerful testament to the growing maturity and capability of the nation's private shipbuilding industry and reflects the deepening synergy between the Indian Navy and the Indian shipbuilding industry in advancing the national vision of Aatmanirbhar Bharat. Conceived as a versatile platform for trials and evaluation, INS Samarthak embodies the enhanced technological and operational capabilities of the Indian Navy in the 21st century. With over 75% indigenous content, the Ship

incorporates extensive modular construction and pre-outfitting, significantly optimising the build process and construction timelines. The project has also contributed to employment generation, capability development and plough back into the Indian economy.

Aptly named **SAMARTHAK**, meaning 'The Proponent', the ship represents the spirit of a dependable enabler, capable of supporting multiple missions and has been designed with inherent versatility and adaptability, enabling it to undertake diverse range of operational and developmental tasks. True to its name, INS **SAMARTHAK** is capable of undertaking maritime surveillance and reconnaissance, offshore patrolling, and Humanitarian Assistance and Disaster Relief operations, as required. Addressing the gathering, the Chief Guest underscored the strategic significance of indigenously built naval platforms in strengthening the country's maritime capabilities and enhancing the Indian Navy's ability to undertake an increasingly wide spectrum of operational and testing missions. The commissioning of INS Samarthak reinforces the nation's commitment to maritime security, regional stability and cooperative engagement across the Indian Ocean Region. The ship epitomises India's sustained pursuit of a self-reliant and resilient domestic defence industrial ecosystem. The induction of INS Samarthak significantly strengthens India's ability for testing and training new sensors and weapons developed indigenously by domestic industry. The ship's versatility is an advantage in an unpredictable maritime environment, given the rise of non-traditional maritime threats.

BOUBOULINA (ex PIETER FLORISZ) TO SINK AS TARGET



The S-class frigate **BOUBOULINA**, formerly known as **HNLMS PIETER FLORISZ**, was towed out of Athens . According to well-informed Greek journalist Dimitris Mitsopoulos, the ship is being sunk. Thus, following the start of the scrapping of the submarine Walrus, another report about the end of one of the units that characterized the navy for years emerges just a day later. The **BOUBOULINA** had already been decommissioned in 2013. It was not the first S-class frigate to be decommissioned. Sister ship Piet Hein was sold to the United Arab Emirates and decommissioned in 2005, after which it was converted into a yacht. To date, no S-class frigates have been scrapped. The **BOUBOULINA** will, however, become the first S-class frigate to be sunk. At present, the Greek Navy still operates several Standard frigates, alongside German-made MEKO frigates. The Bouboulina therefore did not sail for very long. The ship was taken out of service in Den Helder in 2001 and transferred to Greece in 2002. Since its decommissioning in 2013, the ship has languished. Recently, the former Philips van Almonde, sister ship of the Piet Hein and Pieter Florisz, was also decommissioned. It is not known when and with what weapons the Pieter Florisz ship will be sunk. The so-called SINKEX is expected to take place sometime in the coming days or week. With the impending sinking of the Dutch S-frigate, another chapter of Dutch naval history is closing. Yesterday, the Walrus was towed from Den Helder to Amsterdam to be scrapped . Both the Walrus and the Bouboulina are being replaced by French-made units. **Source : marineschepen.nl**

SHIPYARD NEWS



EU Hits Russian Shipbuilding with Sweeping Sanctions, Blacklisting 23 Shipyards and Repair Facilities



On October 12, the EU announced that it had blacklisted 826 Russian companies and 743 executives, adding them to the EU sanctions list. This marks the largest single expansion of the sanctions list since the Russia-Ukraine conflict began in February 2022. This 930-page sanctions list includes dozens of shipyards, ship repair yards, ship design agencies, and marine equipment suppliers. Overall, the list covers the vast majority of business activities in the Russian shipbuilding industry. The report noted that the EU's latest sanctions list includes 23 Russian shipyards and ship repair facilities, many of which are affiliated with the United Shipbuilding Corporation (USC). The corporation is Russia's largest shipbuilding conglomerate, accounting for approximately 80 percent of Russia's total new shipbuilding tonnage, and has already been subject to severe sanctions. The Russian shipyards most recently sanctioned include: the Admiralty Shipyards in St. Petersburg, the Sevmash Shipyard in Severodvinsk, the Amur Shipbuilding Plant in the Russian Far East, and Severnaya Verf (a large shipyard in St. Petersburg). The sanctions list is not limited to major Russian naval shipyards; it also encompasses Vyborg Shipyard, Sredne-Nevisky Shipyard, Nevsky Shipbuilding and Ship Repair Plant, and Vympel Shipbuilding Plant—facilities that handle both commercial and defense shipbuilding projects. At the same time, several Russian shipyards—including Zvezdochka (a major base for submarine maintenance and modernization), Dalzavod (responsible for support services for the Russian Pacific Fleet), and the 13th, 33rd, and 82nd Ship Repair Yards in Sevastopol—have been added to the list of sanctioned entities. Given that several major shipyards in Russia's shipbuilding industry serve both military and commercial markets, the scope of the EU's latest sanctions list is particularly noteworthy. For instance, Sevmash serves as the core facility for Russia's nuclear submarine construction program; Admiralty Shipyards focuses primarily on building conventionally powered submarines; Severnaya Verf is responsible for constructing naval surface combatants; the Amur Shipbuilding Plant builds vessels for the Russian Pacific Fleet; Vyborg Shipyard specializes in icebreakers and offshore equipment; and the Nevsky Shipbuilding and Ship Repair Plant constructs both commercial vessels and government-service ships. The sanctions measures announced by the EU mandate the

freezing of assets belonging to the relevant entities and prohibit EU individuals and companies from making funds or economic resources available to the listed entities. However, the sanctions themselves do not impose a blanket ban on the use of Russian-built vessels, nor do they entirely prohibit the construction and delivery of civil commercial ships by sanctioned shipyards. The sanctions announced by the EU provide for the freezing of assets of the entities concerned and prohibit EU individuals and companies from making funds or economic resources available to the listed entities. However, the sanctions themselves do not impose a comprehensive ban on the use of Russian-built vessels, nor do they comprehensively prohibit civilian commercial ships built and delivered by sanctioned shipyards. Unlike the EU's sanctions against Russia's "shadow fleet"—which primarily target vessels involved in transporting Russian oil and circumventing Western restrictions—the latest measures are aimed at Russia's shipbuilding and naval maintenance infrastructure, including facilities responsible for building, repairing, and maintaining military vessels. The sanctions regulation was published in the Official Journal of the EU on October 12 and entered into force on the same day. **Source : Imarine**

From bridges to ships: another Chinese bridge builder is entering the shipbuilding supply chain.

By : Yang Chen (陈洋) Xinde Marine News- Managing Director/Chief Editor

On 13 October, Guangzhou Shipyard International (GSI) signed a framework agreement with China Railway Shanhaiguan Bridge Group for outsourced ship-block fabrication. The partnership supports GSI's growing production requirements, with newbuilding deliveries now scheduled through 2031. The move follows two similar projects this year. China Railway Baoji Bridge Group's Yangzhou subsidiary began manufacturing hull blocks for a 73,000 dwt deck carrier in June, while Jingjiang Heavy Industry started block fabrication for a 40,400 dwt bulk carrier in September. Jingjiang also plans to progress towards complete vessel construction. These partnerships offer a practical route for established steel fabricators to enter shipbuilding, drawing on existing workshops, skilled workers, heavy-lifting equipment and waterfront facilities. For shipyards, they provide access to additional manufacturing resources as construction programmes expand. For international shipowners, the value will depend on execution: turning that additional capacity into consistent quality, timely block deliveries and reliable vessel handovers.

ROUTE, PORTS & SERVICES



Worley Rosenberg wins Subsea7 contract for Northern Lights CCS project

Worley Rosenberg has been awarded a fabrication contract by Subsea7 for subsea structures and spools supporting Phase II of Norway's Northern Lights CCS project. The scope includes fabrication of subsea spools and structures for the expanded carbon dioxide transport and storage system. Worley Rosenberg previously delivered similar equipment for Phase I in 2023. The infrastructure will support the transport of captured CO2 for permanent storage beneath the North Sea seabed. Northern Lights Phase II is expected to increase the project's annual CO2 transport and storage capacity from 1.5 million tonnes to more than 5 million tonnes by 2028. The expansion follows a final investment decision in March 2025 and builds on Phase I, which began operations at the Øygarden terminal outside Bergen, Norway, with the first CO2 volumes transported and stored in 2025. Northern Lights is part of Norway's Longship CCS initiative, which is intended to provide infrastructure for transporting and storing CO2 captured from industrial facilities. The expanded capacity is designed to support additional carbon storage volumes from emitters in Norway and other European

countries. "This award strengthens our position in the growing subsea market and further expands our role in delivering infrastructure that enables large-scale CO2 reduction," said Jan Narvestad, managing director of Worley Rosenberg.

Source : [Worldoil](#)

EUROGATE secures €82m for terminal automation

By : Margherita Bruno

KfW IPEX-Bank is providing EUROGATE with an €82 million (\$91.7 million) loan to fund an automation and digitalisation pilot at its Wilhelmshaven container terminal. The project will test software and autonomous technologies intended to improve the flexibility and efficiency of terminal operations. Its findings will help determine whether the handling system is ready for wider deployment across EUROGATE's German terminals. Under the pilot, autonomous terminal trucks (ATTs) will transport containers between the quay and automated stacking cranes (ASCs). EUROGATE will also develop its own software for automated container terminal operations, with the aim of preparing it for practical use. The project targets measurable efficiency improvements, including lower production costs through automated handling. Electrification of container movements is also intended to substantially reduce fossil fuel consumption. Aida Welker, member of the Management Board of KfW IPEX-Bank, said: "Together with EUROGATE, we are sending a clear signal in favour of modernising port logistics and the associated strengthening of Germany as a business location." The Wilhelmshaven results will contribute to an assessment of the planned handling system's operational readiness. They will inform decisions on a potential rollout, initially at Hamburg and subsequently across all German EUROGATE sites. Kristian Ludwig, CFO of the EUROGATE Group, said: "With its profound understanding of our industry and the innovations involved in the project, KfW IPEX-Bank is the ideal financing partner, enabling us to implement a bespoke financing concept." Founded in 1999 and headquartered in Bremen, EUROGATE operates container terminals from the North Sea to the Mediterranean in partnership with Italian terminal operator Contship Italia. The group also provides intermodal and cargomodal services alongside its terminal operations. Source : [porttechnology](#).

Canada focus: tugboats ordered, delivered for expanded energy export terminals

by Martyn Wingrove



Seaspan's joint venture, HaiSea Marine, and SAAM Towage have contracted shipyards to build new tugs, while Kotug Canada is celebrating the arrival of its latest newbuild

Construction of new LNG export ports and the expansion of the main existing terminal in British Columbia has driven Seaspan ULC's joint venture with the Haisla Nation, HaiSea Marine, to order new harbour tugs from different shipbuilders. HaiSea Marine contracted Turkey-headquartered Sanmar Shipyards and Dutch construction group Damen Shipyards to build these tugs to escort, manoeuvre and dock gas carriers at these LNG export hubs at Riviera's 28th ITS Convention in Gothenburg, Sweden, in May 2026. Damen Song Cam Shipyard, in Vietnam, will build two 388-gt azimuth stern drive (ASD) tugs for harbour operations to Damen's ASD 2813 design and with a bollard pull of up to 70 tonnes, coming from twin four-stroke high-speed diesel engines driving two Z-drive thrusters on the stern. These 28-m tugs will have a beam of 13 m, a draught of nearly 4 m, capacity to store 89.2 m3 of diesel, accommodation for 10 people, a FiFi1-class firefighting system and a package for operations during winter conditions. HaiSea also ordered a 40-m tug with a bollard pull of up to 100 tonnes from Sanmar for escorting and towing LNG carriers to and from the terminals in western Canada. This 997-gt vessel will be built to Robert Allan Ltd's RAStar 4000 design with twin four-stroke high-speed diesel main engines, a beam of 16 m, and a navigational draught of 7 m. It will have a full speed of 14.5 knots, capacity to store

357 m³ of diesel, maximum accommodation for nine workers, but a regular complement of six or seven crew members. HaiSea currently provides ship-assist and escort towing services to LNG carriers under a contract with LNG Canada in Kitimat, British Columbia. The five tugs, all designed by Robert Allan, include three fully-electric ElectRA 2800SX-design tugs and two dual-fuel LNG-powered RAsstar 4000DF tugs. The 40-m RAsstar 4000-DF escort tugs have around 100 tonnes of bollard pull, making them some of the most powerful of their type in Canada.



Sanmar-built **SD AISEMAHT** is the world's first methanol dual-fuel escort and rescue tug (photo : Kotug Canada)

SD AISEMAHT has twin ABC 16V DZM methanol-diesel dual-fuel engines

In September, Shell and joint venture partners agreed to invest between US\$21Bn and US\$23Bn in Phase 2 of LNG Canada to double its production capacity in Kitimat to 28 mta. "We are putting LNG Canada on a trajectory to become one of the largest LNG facilities in the world," said LNG Canada president and chief executive, Chris Cooper, adding, "and helping move Canada toward becoming one of the world's top five LNG exporting nations." LNG Canada exported its first LNG cargo to South Korea on 30 June 2025, aboard the LNG carrier Gaslog Glasgow and assisted by the HaiSea tugs. Phase 2 will add two LNG liquefaction trains, more LNG storage tanks, a condensate tank, a loading berth, and expanded utility and process systems and a gas transportation pipeline. Other LNG projects on Canada's west coast, including Ksi Lisims LNG, Woodfibre LNG, Cedar LNG, and Tilbury Phase 2 LNG, are underpinning the country's objective of reaching 50 mta of LNG by the early 2030s, with the potential to grow up to 100 mta by 2040, and adding additional demand for tugboats. SAAM Towage will be expanding its tugboat fleet in British Columbia in 2027 when a new 32-m vessel is completed by Chilean shipbuilder Asenav. Chile-headquartered SAAM signed the contract with Asenav at the 28th ITS Convention for a Robert Allan RAsstar 3200W-design escort tug with IMO Tier III-compliant propulsion that includes two high-speed four-stroke diesel engines driving two thrusters on the stern. It will have a constant-tension winch for escort operations, speeds of up to 10 knots and a FiFi1 firefighting system. This contract is the second signed by the parties for a RAsstar 3200W escort tug in 2026. Under the previous contract, announced in January, Asenav will deliver a similar tug from its shipyard in Valdivia, Chile, in H1 2027.

Dual-fuel methanol

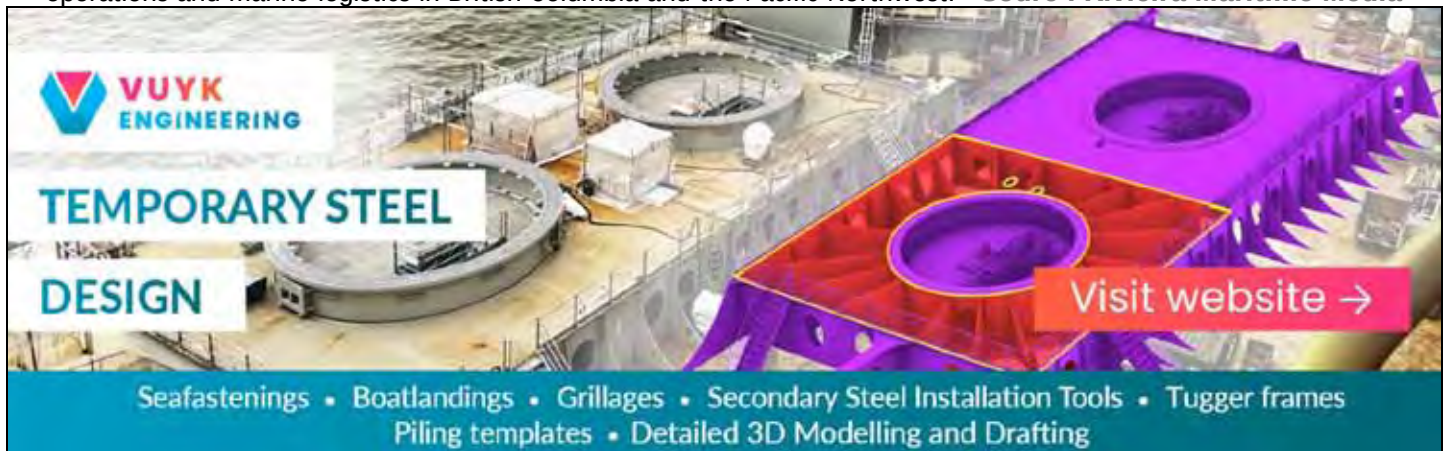
In September 2026, an even more powerful escort tug, **SD AISEMAHT**, arrived in British Columbia ready to begin assisting tankers near Vancouver. It was built by Sanmar Shipyards in Turkey to a Robert Allan RAsstar 4400-DFM design and with ABS class for Kotug Canada, a joint venture between Kotug International and Horizon Maritime, along with sister vessel, **SD QWIY AANITSA SARAH**

SD AISEMAHT was sailing near Victoria on 7 October and Nanaimo, on 9 October, both on Vancouver Island, according to automatic identification system (AIS) data. A second of these vessels, **SD QWIY AANITSA SARAH**, was still in Yalova, Turkey, undergoing final commissioning and sea trials, according to AIS information. These 996-gt tugs will be

employed to escort Aframax tankers between the expanded crude Trans Mountain Pipeline export terminal near Vancouver to the Pacific Ocean along a route of around 150 nautical miles that includes the Juan de Fuca Strait and the Salish Sea. "With 115-120 tonnes of bollard pull, they will become among the most powerful escort tugs operating in Canada," said Kotug in a statement. "But their impact goes far beyond power. At the heart of the project is a clear ambition to significantly reduce emissions in one of the world's most demanding marine environments," said the tug owner. Both vessels have twin ABC 16V DZM methanol-diesel dual-fuel engines from Anglo Belgian Corp (ABC) and two Schottel SRP 710 rudderpropellers, providing a top speed of 15 knots. Schottel also supplied each tug's STT 170 side thruster for additional manoeuvrability during tanker escort and emergency towage. Auramarine supplied the methanol fuel supply and handling systems. The tugs have exhaust aftertreatment systems to minimise NOx emissions and to comply with IMO Tier III regulations, and hybrid propulsion enabling one engine to drive two thrusters up to a speed of 9.5 knots. They also have response equipment for emergency towage, a FiFi1 firefighting system, skimmers and tank capacity to store 405 m3 of oil recovered from marine spillages. Western Canada Marine Response will use these escort tugs for emergency towage and oil spill response and recovery when required. ABS has granted Enviro and Sustain-2 (2020) notations for the environmentally responsible design and sustainability-focused operational standards, LFFS for a low-flashpoint-fuelled ship, DFD for its methanol dual-fuel engines, and OSR-C2 for their oil spill response capabilities.

SD AISEMATH and soon **SD QWIY AANITSA SARAH** have class notations for ship towing and escort, bollard pulls of over 115 tonnes, FFV 1 firefighting, quick response operations, unmanned machinery spaces, UWILD for underwater inspection instead of drydocking, HAB(WB) for accommodation with low vibrations, and an inventory of hazardous materials. In preparation for their arrival, Kotug Canada trained crews on their use at the P-Star simulator facility in Vancouver. Courses for captains, chief mates and second mates, and the combined crew, simulated expected operations and scenarios to help seafarers understand the vessel's capabilities, operational limits and best practices in a controlled environment. Seaspan Marine is selling its petroleum products barging business to Enercor Energy, an affiliate of Hodder Tugboat's Evernorth Marine Group. The transaction, which remains subject to the completion of customary closing conditions, includes four oil barges and tugboat Seaspan Raider and existing customer contracts.

In June, Seaspan sold its legacy barge business, that included 98 barges and five tugboats, to Hodder, which used this deal to launch Evernorth Marine Group to provide marine transportation, tug and barge services, industrial marine operations and marine logistics in British Columbia and the Pacific Northwest. **Source : Rivieira Maritime Media**



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EUROGATE secures €82m for terminal automation

By : Margherita Bruno

KfW IPEX-Bank is providing EUROGATE with an €82 million (\$91.7 million) loan to fund an automation and digitalisation pilot at its Wilhelmshaven container terminal. The project will test software and autonomous technologies intended to improve the flexibility and efficiency of terminal operations. Its findings will help determine whether the handling system is ready for wider deployment across EUROGATE's German terminals. Under the pilot, autonomous terminal trucks (ATTs) will transport containers between the quay and automated stacking cranes (ASCs). EUROGATE will also develop its own software for automated container terminal operations, with the aim of preparing it for practical use. The project targets measurable efficiency improvements, including lower production costs through automated handling. Electrification of container movements is also intended to substantially reduce fossil fuel consumption. Aida Welker, member of the Management Board of KfW IPEX-Bank, said: "Together with EUROGATE, we are sending a clear signal in favour of modernising port logistics and the associated strengthening of Germany as a business location." The Wilhelmshaven results will contribute to an assessment of the planned handling system's operational readiness. They will inform decisions on a potential rollout, initially at Hamburg and subsequently across all German EUROGATE sites. Kristian Ludwig,

CFO of the EUROGATE Group, said: "With its profound understanding of our industry and the innovations involved in the project, KfW IPEX-Bank is the ideal financing partner, enabling us to implement a bespoke financing concept." Founded in 1999 and headquartered in Bremen, EUROGATE operates container terminals from the North Sea to the Mediterranean in partnership with Italian terminal operator Contship Italia. The group also provides intermodal and cargomodal services alongside its terminal operations. **Source : porttechnology.**

CMA Terminals takes 49 per cent stake in Nador terminal

By : Dominic Magli

Marsa Maroc has finalised the entry of CMA Terminals, a subsidiary of CMA CGM Group, into Nador Container Terminal (NCT), the concessionaire of the western container terminal at Morocco's Nador West Med port. Following regulatory approval, Marsa Maroc retains a 51 per cent stake in NCT, while CMA Terminals holds the remaining 49 per cent of the company's share capital and voting rights. The partnership agreement was signed in October 2025 and covers the development and operation of the terminal, which is scheduled to begin operations in 2027. Nador West Med's western container terminal will have 900 metres of quay, an 18-metre draught and 37.5 hectares of yard space. It is designed to reach an annual handling capacity of 1.8 million TEUs. The agreement brings together Marsa Maroc's port operations in Morocco with CMA Terminals' container terminal expertise as the country develops additional capacity for international container traffic. **Source : porttechnology.**



RNLB 17-42 THE TAYLORS moored at Scrabster Photo : Alan Soutar ©

MESSAGE FROM BARBUSS:

We are writing to inform you about a severe casualty involving the container ship **M/V ESPIRITO SANTO EXPRESS** (IMO: 9793923), operated by Hapag-Lloyd / Seaspán.

On October 15-16, 2026, while in route from Singapore to Santos, Brazil, the vessel suffered an explosion followed by a major fire approximately 975 nautical miles northwest of Tristan da Cunha (co-ordinates: 28°36'S 25°52'W / 28°17.07'S 026°47.05'W).

Current Status & Operations

Crew Safety: All 25 crew members safely evacuated the vessel and were successfully rescued through the coordinated efforts of nearby merchant vessels and a Brazilian Air Force Embraer KC-390 aircraft.

Vessel Situation: As of October 19, 2026, the vessel remains adrift with active fire on board and disabled propulsion. Specialized maritime salvage and large-scale firefighting teams are currently mobilizing to the site.

Salvage & Towage Plan: Vessel owners (Seaspán) and charterers (Hapag-Lloyd) are deploying high-power tugs and salvage experts. The primary objective is to contain the fire before attempting towage maneuvers toward the South American coast once structural and chemical risks subside.

Active Navigation Warnings: NAVAREA V authorities have issued an urgent navigation warning, instructing all vessels in transit to maintain a wide berth due to the risk of secondary explosions and falling containers.

Why this matters to cargo interests and insurers:

In major casualties involving fires and adrift vessels, critical evidence regarding causation, cargo damage, and liability resides on board or within voyage records. Prompt intervention and coordination are crucial to safeguard cargo interests, assess potential loss exposure, and protect subrogation rights. Insurers, brokers, and cargo owners with interests on board the M/V **ESPIRITO SANTO EXPRESS** can rely on BARBUSS for end-to-end case management, marine surveys, legal support, and local assistance upon arrival at the port of refuge/destination. Please reach out to our dedicated contacts below for specialized assistance:

Bárbara Vidal da Silva (Brazil Specialist): barbara.silva@barbuss.com

Tomas Appleyard (Recovery Manager): tomas.appleyard@barbuss.com

We look forward to assisting you.

.... PHOTO OF THE DAY



The **BOKA FULMAR** inbound for Rotterdam Photo : Willem Holtkamp ©

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