Number 299 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 05-11-2026**

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The EVER SALUTE anchored in English Bay Oct 31 2026
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EVENTS, INCIDENTS & OPERATIONS

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The **STENA HOLLANDICA** & **STENA TRANSIT** moored at the Stena terminal in Hoek van Holland
Photo : Piet Sinke www.maasmondmaritime.com (c)
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WINDCAT ROTTERDAM uitgeroepen tot ‘Ship of the Year 2026’

She was shy but she did it ....without any hesitation and full off courage , no it’s not Cinderella ....its **ROG’s** maritime princess **Hanna Roukema** , presenting the **Maritime Awards Gala** ,
your are the winner and we are all super proud of you.

Photo top : Piet Sinke www.maasmondmaritime.com (c)
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Maandagavond 2 november 2026 – Tijdens het Maritime Awards Gala in Studio 21 (ORYN) in Hilversum is **WINDCAT ROTTERDAM** uitgeroepen tot winnaar van de Ship of the Year Award 2026. De **WINDCAT ROTTERDAM** is een zorgvuldig ontworpen en gerealiseerde Commissioning Service Operation Vessel (CSOV) die de kracht van Nederlandse maritieme innovatie en systeemintegratie laat zien. Innovatief ontwerp voor offshore operaties Het schip, ontwikkeld door **Damen Shipyards** in samenwerking met Windcat, combineert bewezen technologieën tot een zeer effectieve offshore ondersteuningsplatform voor de offshore wind- en energiesector. De jury waardeert met name de innovatieve rompvorm, die uitgebreid isgeoptimaliseerd door hydrodynamisch onderzoek en modelproeven bij MARIN. In combinatie met een DP2-systeem met vier volledig azimuting thrusters, een antiroltank en geavanceerde beweging gecompenseerde transfersystemen beschikt het schip over uitstekende manoeuvreerbaarheid, stabiliteit en positioneringsprestaties. Efficiëntie door slimme energie voorziening Economische efficiëntie is gerealiseerd door de integratie van elektrische voortstuwing, een batterij ondersteund closed-bus energiesysteem en een geoptimaliseerd energiemanagement. Deze voorzieningen verminderen het brandstofverbruik, verhogen de efficiëntie van de generatoren en verlagen de operationele kosten over de levensduur van het schip, zonder dat dit ten koste gaat van de vaareigenschappen.

Voorbereid op een duurzame toekomst

Daarnaast toont het schip een duidelijke focus op duurzaamheid. De hybride- elektrische architectuur verlaagt de emissies van vandaag, terwijl voorbereidingen voor toekomstige brandstoffen zoals waterstof, methanol en ethanol flexibiliteit bieden voor verdere verduurzaming.

Veiligheid en comfort centraal

Veiligheid en welzijn van bemanning en offshore personeel vormen een integraal onderdeel van het ontwerp. Meerdere transfermogelijkheden, geavanceerdebeweging gecompenseerde systemen, logische logistieke routes aan boord en hoogwaardige accommodatie dragen bij aan veilige en comfortabele offshore operaties.

Sterk door systeemintegratie

De Windcat Rotterdam onderscheidt zich niet door één innovatie. De kracht van het schip ligt juist in de succesvolle integratie van bestaande technologieën tot een samenhangend, efficiënt en toekomstbestendig geheel. De jury

beschouwt de **WINDCAT ROTTERDAM** daarom als een uitstekend voorbeeld van innovatie door systeemintegratie en praktische toepassing binnen de offshore energiesector.

The **EEMS DART** departing from Gent heading for Bilbao
Photo : Capt Erwin Groenenboom master mv Eems Duisburg ©

Stena Launches Second Irish Sea Hybrid Ferry With Two 28m Rotor Sails That Cut Fuel Consumption By Up To 9%

Stena Line's newest ship, **STENA CONNECTA**, was officially christened on October 16 at the CMI shipyard in Weihai, China. The ship will soon embark on a voyage to its home port on the Irish Sea. Together with Stena Futura, which entered service in September, these two new cargo ships increase cargo capacity on the Belfast–Heysham route by 40 percent. The ceremony was attended by Stena Line CEO Niclas Mårtensson, members of the Stena Line management team, and Stena AB owner Dan Sten Olsson. "Today we proudly celebrate another milestone for our fleet and our company. Stena Connecta and her sister ship are equipped with the latest technology and will not only play a crucial role in maintaining transport connections between Ireland and the United Kingdom, but also make an important contribution to our sustainability goal: a 30 percent reduction in CO_2 emissions by 2030," said Niclas Mårtensson, CEO of Stena Line.

Hybrid technology

Stena Connecta is one of the new Max RoRo-ships built for maximum cargo capacity, with 2,800 avenue meters spread over a length of 147 meters. The ship has a multi-hybrid propulsion system that allows the use of battery power, biofuel, and methanol. In addition, it is equipped with two Norsepower Rotor sails (28 x 4 meters), which save up to 9 percent fuel on the route between Belfast and Heysham. The Stena Futura is also ready for the installation of these sails.

Strengthening connection across the Irish Sea

Stena Line is the largest ferry company operating on the Irish Sea, with a fleet of 13 ships (including **Stena Connecta**). The company operates up to 238 weekly sailings, with an extensive network of routes including passenger and freight services from Belfast to Cairnryan and Liverpool, Dublin to Holyhead, and Rosslare to Fishguard, as well as freight routes from Belfast to Heysham and Dublin.

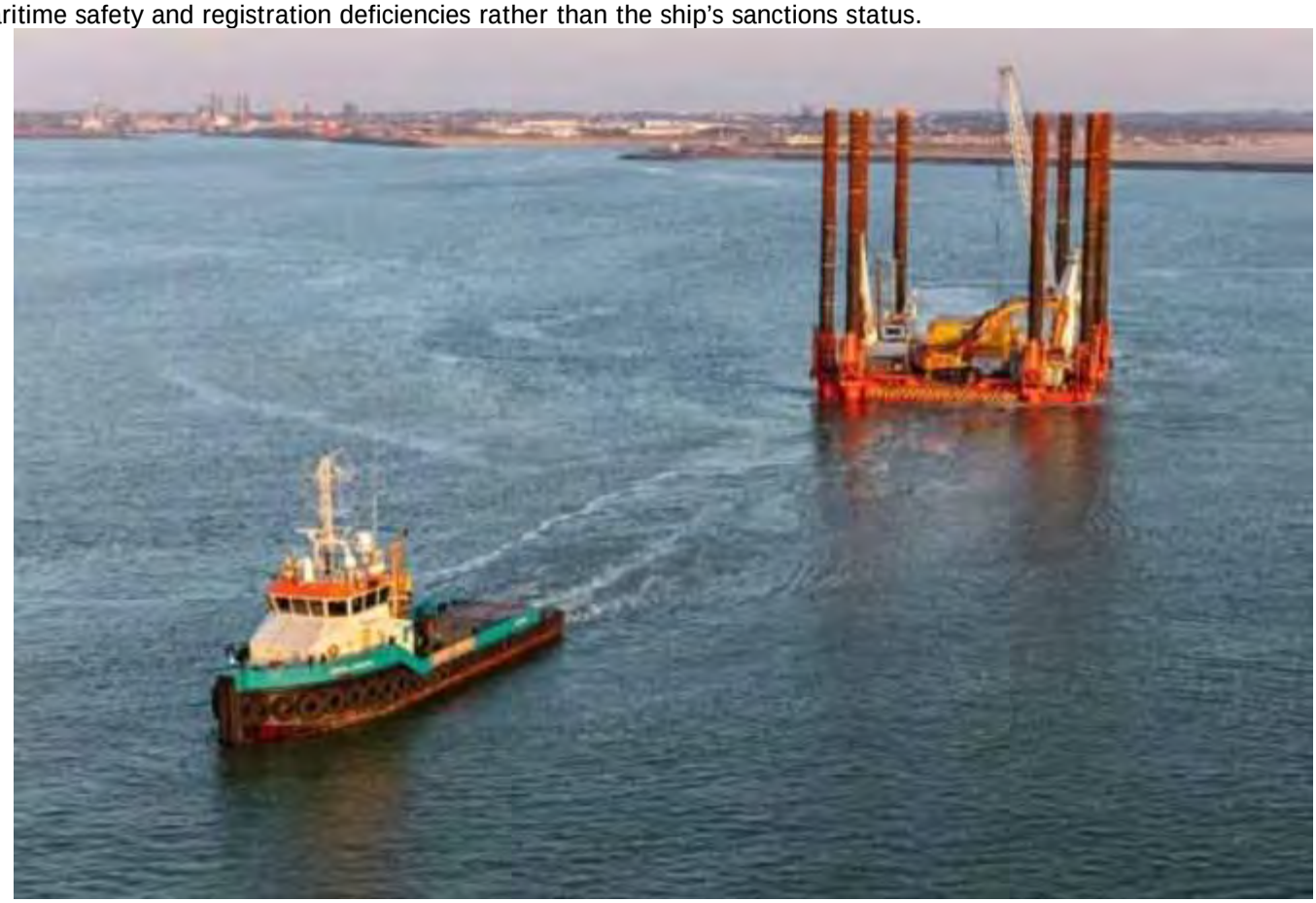
This year, Stena Line celebrates 30 years of operations in the Irish Sea, during which the company has played an important role in supporting trade in the region."Our investment in **STENA CONNECTA** and **STENA FUTURA** shows our strong confidence in the further growth of the Irish Sea region. These ships were produced in response to an increasing demand for freight capacity on our routes," adds Niclas Mårtensson. **STENA CONNECTA** will soon begin her journey from China to the Irish Sea, a journey expected to take several weeks. The ship will enter regular service on the Belfast–Heysham route from January 2027. **Source : Marine Insight** The ship joins its sistervessel **STENA FUTURA** which went into service on the Belfast-Heysham service in October 2025 and together they offer an additional 40% freight capacity on the increasing popular trade route between Northern Ireland and Britain.**STENA CONNECTA**, like **STENA FUTURA**, is a '**New Max' RoRo ship** built for maximised freight capacity, with 2,848 lane metres across its 147-metre length. It uses a multi-hybrid propulsion system enabling the use of battery power, biofuel, and methanol. Uniquely the Stena Futura has two 28×4 metre Norsepower Rotor Sails™, designed to enhance energy efficiency and could deliver up to 9% fuel savings on its Irish Sea route between Belfast and Heysham. Norsepower is the global market leader in mechanical sails for large ships and the Norsepower Rotor Sail is a modernised, data-driven evolution of the Flettner rotor – a spinning cylinder that uses the Magnus Effect to capture wind and deliver clean propulsion. Alongside the aerodynamic hardware, each installation is supported by advanced digital control systems that optimise performance in real time, ensuring the sails operate at peak efficiency in every condition. Stena Futura is also ready for sail installation.These two vessels represent a significant multi-million pound investment and demonstrates Stena Line's strong confidence in the continued growth of the Irish Sea region and our continued commitment to strengthening trade and connectivity links.

Norway Detains Sanctioned Chinese Vessel Over False Flag Registration

By : Malte Humpert

Norway has detained a Chinese-owned heavy-lift vessel sanctioned for its role in delivering equipment to Russia's Arctic LNG 2 project, in what appears to be the first known detention in the Arctic of a Chinese vessel linked to Russia's shadow

fleet.The **YA QING HAI YANG** was detained after Norwegian inspectors found that it lacked valid flag-state registration and required certificates, the Norwegian Maritime Authority said. The case is a notable enforcement action against a vessel with documented ties to Russia's sanctioned energy sector, although authorities say the detention was based on maritime safety and registration deficiencies rather than the ship's sanctions status.



COASTAL VANGUARD recently completed the tow of self-elevating platform **WAVEWALKER 1** from Newhaven to IJmuiden and subsequently the in-field project assistance whilst the platform was working in the splash zone of the Wijk-aan-Zee beach.During the operations **COASTAL VANGUARD** provided the platform, whilst operating in the surf zone of the Dutch coast, with fresh water and was stand-by for potential emergencies. Upon completion of the operations the platform was towed back into Port of IJmuiden for further demobilization. By completing this project safe and secure, **Acta Marine** has further improved their track record with delicate, shallow water operations for the Dutch Offshore Wind industry

Container Vessel CAPE SYROS Reportedly Targeted by Pirates North of Bataan

The container vessel **CAPE SYROS** was reportedly targeted by suspected pirates in waters north of Bataan, according to preliminary information received by MARINO PH. Initial, unverified reports indicate that a group of young Filipino individuals allegedly boarded the vessel and stole copper materials and liferafts. The circumstances surrounding the reported incident, including the safety of the crew and the extent of the alleged theft, have yet to be independently confirmed.**source : | MARINO PH**

The **LADY MARIE CHRISTINE** passing the NOK (Kieler Kanaal) **Photo : Chris Rombouts (c)**

Jack-Up Barge expands offshore fleet with JB 121

ack-Up Barge has officially introduced its latest fleet addition, **JB 121,** during a vessel christening ceremony in Dalian, China. The ceremony marks the formal introduction of the three-legged accommodation and services jack-up into the Jack-Up Barge fleet and an important next step in the company's continued expansion within the offshore energy market.

In a lively ceremony held at Dalian Shipbuilding Offshore Co., Ltd, Jack-Up Barge proudly celebrated the naming of **JB 121**. The barge was blessed by her godmother, Ms. Yu Yuan, member of the Board of DSOC. In the presence of representatives from Jack-Up Barge, Van Es Group and their partners, the naming was marked in keeping with maritime tradition by the breaking of a champagne bottle against the vessel.

Earlier this year, Jack-Up Barge initiated the acquisition of **JB 121** as part of its ongoing fleet development. The addition of **JB 121** further strengthens a fleet that also includes **JB 114, JB 115, JB 117** and **JB 120**, expanding the company's ability to support a broad range of offshore installation, commissioning, maintenance and accommodation campaigns.

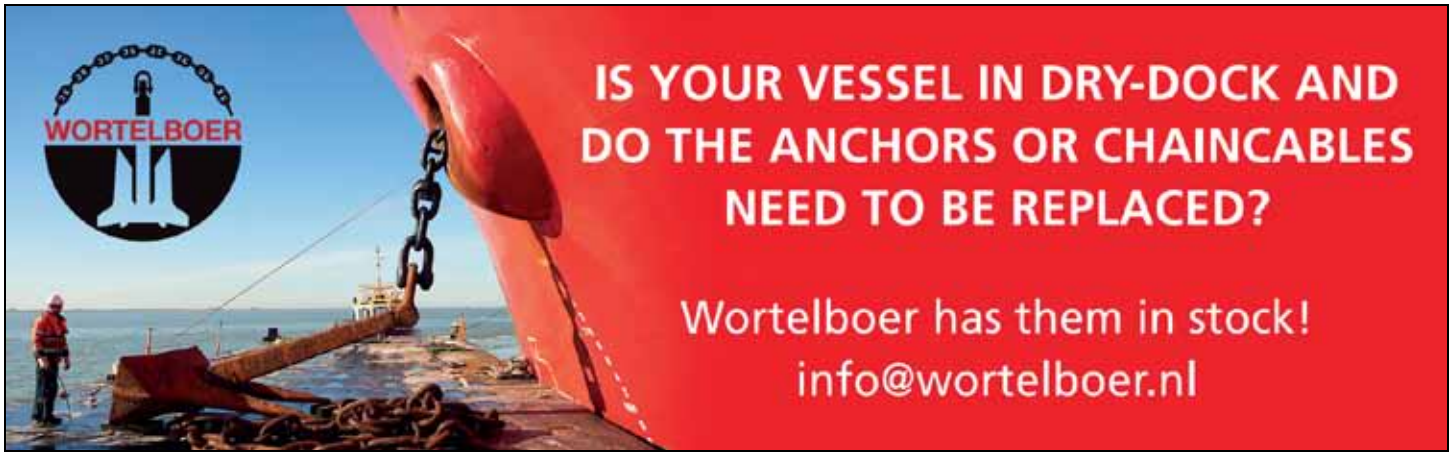
Engineered for large-scale offshore operations

The three-legged jack-up features a truss-leg design with a rack-and-pinion jacking system, providing a stable platform for offshore works. The unit offers modern accommodation for up to 354 personnel, allowing it to support large offshore project teams during offshore campaigns.

JB 121 is equipped with three cranes: a 200-tonne WLL main crane located on the cantilever, increasing operational reach alongside offshore structures, and two 50-tonne WLL auxiliary cranes for additional lifting support.The unit further offers approximately 1,340 m² of deck space, providing substantial working and storage capacity for offshore operations. Originally developed as part of the proven GustoMSC AJ-series, **JB 121** is designed to provide a safe and stable offshore working environment for large-scale energy projects. **"JB 121** represents an important strategic addition to our fleet," said Frank Kees, Managing Director of Jack-Up Barge. "The combination of extensive accommodation capacity, deep-water capability and offshore crane support allows us support larger and increasingly complex offshore projects, particularly within the offshore wind sector." Following the naming ceremony, JB 121 is scheduled to depart from the yard in Dalian for the Netherlands at the beginning of November. Jack-Up Barge B.V. provides offshore support solutions to the offshore wind, oil & gas and maritime infrastructure sectors. Operating a fleet of versatile self-elevating units, the company supports clients worldwide with accommodation, heavy lifting, installation, commissioning, maintenance and

decommissioning services. Backed by the Van Es Group, Jack-Up Barge combines entrepreneurial flexibility with the financial strength to invest in its fleet, people and long-term growth, ensuring reliable offshore support for clients around the world. **www.jackupbarge.com**

LABRADOS, seen at the anchorage of Stown Town, Zanzibar, Tanzania. **Photo : Walter Van Leeckwyck (c)**



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Pilot tender **"St. DAVID"** delivering the pilot to HAL's **ROTTERDAM** at Bermuda
Photo : Jan Willem Goudriaan (c)

MDL supports Oceaneering SURF campaign off Egypt

Maritime Developments Ltd (MDL) has completed a cable replacement and flowline installation scope for Oceaneering International, aimed at restoring production capacity in two Mediterranean fields. A complete MDL flex-lay spread was mobilised onboard the Multi-Purpose Offshore Vessel **Energy Savanah** to carry out the replacement of a damaged production umbilical, followed by the installation of a UTA (Umbilical Termination Assembly) and flowline in the Egyptian waters.

The recovery and lay package consisted of MDL Generation 3 Reel Drive System (RDS), Horizontal Lay System enabled with a 4-track tensioner, deck winches and sheaves, together with a bespoke hang-off platform for secure transport and handling of the umbilical's gooseneck. The tilting frame was conceptualised and subsequently manufactured and tested

by MDL's engineering and technical teams in-house. Additional Project Management & Engineering services provided by MDL included development of the
gooseneck handling methodology, sea-fastening design and mobilisation support from MDL's quayside facility
in the north-east of Scotland, the Peterhead Energy Service Base.
Jim Millar, MDL Project Manager, commented: "This campaign brought together multiple aspects of MDL's capability: from engineering and mobilisationsupport through to offshore execution of flex-lay and retrieval scopes. Supporting projects where production criticalinfrastructure is being repaired places a strong emphasis on planning, operational readiness anddependable delivery. The team worked closely with Oceaneering to ensure all these aspects were met in the
challenging Mediterranean Sea.
"This project also demonstrates the value of MDL's modular rental fleet and Integrated Project Service approach, enabling tailored solutions to be developed around the client's operational requirements and vessel configuration. "This project has added to our track record of supporting Oceaneering with bespoke solutions: from delivery of specialist equipment for their US operations to transpooling services at their onshore bases – and we hope to continue enabling their global campaigns in the future."

The **VB CONTADORA** operating in Port of Mazallan, Mexico **Photo : Ruud Muis www.aegirmarine.com ©**

India's top gas importer sets eyes on US LNG under long-term deal with Qatar

By Nidhi Verma

Qatar is willing to consider India's request to include US-sourced LNG under its renewed supply deal, helping New Delhi diversify its imports following disruptions caused by the Iran war, a senior Petronet LNG (PLNG.NS), opens new tab executive said on Tuesday.India's top gas importer Petronet LNG Ltd is in talks with Qatar to source some LNG from the US under its long-term contract from 2028, Petronet's group general manager Vivek Mittal said during an analyst call.
Qatar, India's largest LNG supplier, currently has a contract to supply Petronet with 7.5 million metric tons of the fuel annually. The deal, which expires in April 2028, has been renewed for another 20 years until 2048, and Qatar would supply cargoes on a delivered basis "Definitely we have had some discussion with Qatar to diversify supply under the renewed contract, which will start in 2028," Mittal said, in response to a question on whether India is seeking US LNG

under the long-term deal with Qatar Qatar is willing to consider the Indian company's request and could offer "certain portion of volume from other sources which they have tied up," Mittal said.
QatarEnergy last month signed a 20-year agreement to buy 3 million metric tons per year from Woodside's US facilities, with deliveries expected to start in 2030. It also signed two agreements with Cheniere Energy for up to 4 million tons per year through 2054 from its Sabine Pass and Corpus Christi plants. QatarEnergy declared force majeure on LNG supplies in March after the Iran war led to the blockade of the Strait of Hormuz and attacks on its Ras Laffan facilities. The force majeure runs through December for now.The Middle East crisis has prompted India to seek alternative supplies, with purchases of super-chilled gas from countries spanning the US, Oman, Nigeria, Angola and Australia.Petronet has also suspended time charter agreements for three LNG tankers due to the force majeure on Qatari supplies.
Source : Reuters Reporting by Nidhi Verma Editing by Shri Navaratnam

The **HUCKLEBERRY FINN Photo : Huib Lievense**

Viking Line and TT-Line will deploy **HUCKLEBERRY FINN** on their new joint service between Vuosaari (Helsinki) and Muuga, outside Tallinn, with operations scheduled to begin in the first quarter of 2027.The 1A ice-class RoPax vessel, jointly owned in equal shares by the two operators, has capacity for 2,240 lane metres of freight and 400 passengers.As previously reported by FSN, the cooperation marks TT-Line's entry into the Finland–Estonia ferry market. The new service will carry freight and passengers, complementing existing connections across the Gulf of Finland. The cooperation also includes TT-Line offering its freight customers capacity on **VIKING XPRS** between Helsinki and Tallinn, complementing the new Vuosaari–Muuga operation. **Source : Ferry Shipping News**

Hapag and ONE Warn Cargo on Espirito Santo Express Is Severely Fire Damaged

Two weeks after the fire began in the South Atlantic aboard the containership **Espirito Santos Express,** carriers are now advising customers that they expect "the vast majority of the cargo to be either severely damaged by the fire or a total loss." This news comes as salvage teams are reported to be making progress with the fire as well as with another containership, HMM Platinum, which reported a fire around the same time.Built in 2018 and owned by Seaspan Corporation, **Espirito Santos Expres** is a 11,800 TEU containership operating under charter to Hapag-Lloyd on a shared route with Ocean Network Express. The full details on the fire were not released by claims consultant WK Webster, who reports it was advised of fires and explosions aboard the vessel. The 28-member crew evacuated the ship on October 15, approximately 975 nautical miles northwest of Tristan da Cunha. The crew was rescued by a passing bulker, but

tragically, the chief officer of the bulker Aeolian Arrow was thrown overboard from the rescue boat, and the rescue boat was subsequently swamped and lost. Efforts to recover the officer were unsuccessful. “In light of the severity of the incident and the extent of the reported fire damage, we wanted to share these developments with you without delay,” Hapag-Lloyd wrote in a customer advisory. Both Hapag and ONE report that the owners, Seaspan, have advised them the fire remains under control. Reports said a team from SMIT had reached the drifting vessel, but as late as October 28, Webster was advising it understood the vessel was still ablaze.The carriers are now writing that it “will take considerable time to bring the vessel into a port of refuge and assess the damage in more detail.”There is no word on whether the fire started in the containers. Misdeclared and dangerous cargoes remain one of the biggest dangers to the vessel, but the fire could have also originated in the engine room or other locations on the vessel. In a positive development for the other current containership fire, AIS signals show the HMM Platinum anchored off Durban over the weekend. This fire started around the end of September while the ship was navigating in a position off the southern coast of Lavanono, Madagascar. Built in 2013, the 63,000-dwt vessel was also bound for Brazil when the fire began. Reports indicate that there are approximately 2,300 TEU aboard.HMM previously reported the fire had been controlled, working with a salvage team from SMIT. However, the vessel was delayed by weather and had moved away from South Africa while tugs remained with it as a precaution. The crew was reported to be safe, and the ship appears to be waiting for space in Durban so that it can complete its survey to determine the full extent of the damage. **Source : MAREX**

The 2020 built 47 mtr long **ZANZIBAR 2** spotted in Stown Town, Zanzibar, Tanzania.
Photo : Walter Van Leeckwyck ©

Maritime clusters urged to turn global cooperation into measurable action

Maritime clusters must turn international cooperation into practical projects that unlock investment, support innovation and strengthen the industry’s workforce, speakers told the International Association of Maritime Clusters’ (IAMC) inaugural online conference The Building Bridges conference, held 2 November under the theme ‘How Diverse Maritime Clusters Can Work Together’, attracted more than 200 delegate registrations. Discussions examined how clusters can tackle shared challenges while protecting commercial interests, and why regional maritime communities need a stronger international voice.Opening the conference, IAMC President Peter Shaerf (pictured) highlighted the pressures created by shifting trade flows, geopolitical uncertainty, decarbonisation and widening skills gaps. “Everything is felt locally. But it can’t necessarily be solved locally,” he said.Speakers stressed that competition for contracts and investment should not prevent clusters from sharing knowledge, training approaches, market intelligence and experience of new technologies. Protecting commercially sensitive information was essential to building the trust needed for that cooperation Participants emphasised that these proposals should produce benefits for individual member companies. The discussion also exposed barriers to maritime innovation. These included inconsistent regulatory frameworks and difficulties securing finance to take promising technologies beyond pilot projects and into commercial use.Joshua Berger, President and CEO of Maritime Blue, described opportunities for clusters to share access to test facilities and regulatory sandboxes, helping innovators demonstrate solutions in different markets, while Gonçalo Santos from Forum Oceano in Portugal, proposed an exchange between clusters that would connect smaller businesses with testing opportunities and report results within 12 months.Claudia Grant, Deputy Director General of the Maritime Authority of Jamaica, suggested mapping the capabilities of different clusters to make potential partnerships easier to identify. Caribbean cooperation on maritime education and the potential for collaboration on alternative fuels illustrated how neighbouring countries could build on complementary strengthsThe ‘Small Cluster, Big Voice’ session challenged assumptions that influence depends on size. Regional clusters described their ability to connect businesses, researchers and public authorities, mobilise smaller companies and move quickly from an idea to implementationStu Baker, CEO of Maritime Solent, emphasised the

distinctive perspective regional clusters bring by working across maritime's entire value chain. Their success, he said, should be judged through the achievements of the businesses and communities they support.Ruth Wood, Chief Executive of Mersey Maritime, stressed that effective cluster structures must reflect local circumstances "There's no one-size-fits-all when it comes to cluster model," she said, pointing to the importance of regional specialisms and expertise. Speakers also discussed the need for government engagement alongside credible financial backing from industryThe 'Talent Without Borders panel' placed recruitment, retention and lifelong learning at the centre of maritime's future. Participants called for clearer pathways between sea and shore, closer links between employers and educators, and greater recognition of people entering maritime from other careers Matthew Stewart, Deputy Dean of Warsash Maritime School, urged the industry to focus on new talent rather than young talent alone, while Dr Momoko Kitada of the World Maritime University highlighted the need for inclusive workplaces and opportunities for younger people to contribute ideas and be heard.Irene Rosberg, Programme Director at the Copenhagen Business School, said learning must extend throughout an organisation: "But professional development cannot just stop once somebody reaches the shore management or the boardroom.Columbia Group CEO Andreas Hadjipetrou highlighted the importance of improving seafarers' living conditions, family connectivity and career development. He also underlined the need to judge cooperation through delivery."However, the results will have to be measured not by wishful thinking, but by real action," he said. The session was chaired expertly by Capt Lee Clarke, Managing Director of the Isle of Man Maritime Practical proposals emerging from the conference included shared testing access, exchanges for smaller businesses and closer training partnerships, with speakers urging participants to turn new contacts into projects whose results could be demonstrated at future meetings. **Source: shipmanagementinternational.**

Muller family transfers ownership of Muller Dordrecht to Boluda Towage

After an intensive and careful deliberation process, the Muller family has decided to join Boluda Towage, the world's leading towage company, with a presence across five continents and operations in more than 230 ports worldwide.
A difficult decision, because Muller Dordrecht is much more than a company; it is a family business over 100 years old into which the family and their employees have poured their heart and soul. At the same time, they are convinced that, from a business perspective, this is the best step for the future of the companyThe sector is undergoing rapid change. Consolidation is playing an increasingly prominent role, and scale is becoming ever more important, particularly in the capital-intensive offshore market. The choice is more and more often: growing independently through acquisitions or merging with a bigger player. This strategic step creates a solid foundation for further development, growth, and continuity, while keeping the company's heritage and accumulated expertise at its core. The acquisition offers new opportunities to accelerate investments and attract more experienced professionals. This not only increases capacity, but

also enhances the ability to serve customers even better and unburden them further. At the same time, it provides employees with more opportunities for professional development and career growth.
From its location in Dordrecht, Muller Dordrecht will continue to operate as an independent operational unit within the Boluda Group under the new name ‘Boluda Muller Towage’. There will be a strong focus on offshore activities. The complementary activities will also remain in place. In daily practice, operations will in principle continue as before, but from now on with the leverage, investment capability, and international support of a large Spanish family-owned company.The current management team will remain unchanged, and former CEO and owner Bram Muller will remain involved as an advisor for the time being, as will the Advisory Board, to support a smooth transition and ensure knowledge and experience remain available."We believe this step will take our company to the next level and enable us to further strengthen our position in the offshore market. Together with Boluda Towage, we will continue to build on growth, capacity, and quality. Our goal remains the same: to serve our clients in the best possible way, with the people and equipment required to do so. We look to the future with full confidence: One course, combined strength,'' said Bram Muller, former CEO and owner of Muller Dordrecht.

DP World strengthens China–Africa corridor with new shipping link

DP World's Shipping Solutions AMEA business is expanding its China–Africa shipping network with the launch of the China Africa Link, a new weekly service designed to strengthen connectivity between the Far East and Africa, providing customers with greater choice, enhanced market access and more resilient supply chains. Operated by Shipping Solutions, the China Africa Link is scheduled to commence in late November 2026, strengthening maritime connectivity between China and the growing markets of East and Southern Africa. The service will operate the following port rotation: Shanghai (China) – Ningbo (China) – Nansha (China) – Port Klang Westport (Malaysia) – Dar es Salaam (Tanzania) – Maputo (Mozambique) – Singapore – Shanghai (China). The rotation will provide additional connections between major Chinese export gateways and key African markets, supporting the movement of goods across established and emerging trade routes. The China Africa Link is a tangible example of DP World Marine Services' Connected Trade Corridors approach, bringing together maritime solutions, ports and inland transport to create more integrated and flexible trade networks. By expanding shipping connections into key African gateways, the service will provide customers with additional routing options, support growing trade flows and strengthen links between regional and international markets.
Ganesh Raj, Global COO, Marine Services, DP World, said: "Global trade is changing, and our customers need more than shipping capacity. They need reliable connections, greater choice and the flexibility to adapt as trade patterns evolve. The new China Africa Link demonstrates how we are bringing our Connected Trade Corridors approach to life. By strengthening maritime connectivity between China and Africa, we are opening up more opportunities for businesses and creating smarter, more flexible shipping networks that help keep cargo moving." The new service will support the movement of a diverse range of goods, including machinery, electronics, construction materials and automotive components from China, alongside African exports such as agricultural products, minerals and other commodities.
The launch also complements DP World's significant investments in African trade infrastructure. In Mozambique, DP World is undertaking a $165 million expansion of its Maputo container terminal, designed to more than double handling capacity, while in Tanzania, it has committed more than $500 million to modernising the Port of Dar es Salaam. Together with the China Africa Link, these investments demonstrate how DP World is connecting port infrastructure with marine services to expand customer choice, strengthen regional connectivity and support the continued growth of South–South trade.

Grimaldi Orders Tenth RoPax for Trasmed

Grimaldi Group has signed a contract with China Merchants Jinling Shipyard (Weihai) for a tenth RoPax ferry, representing an investment of €160 million. The vessel will be assigned to Trasmed. Emanuele Grimaldi confirmed the order to Ferry Shipping News. It joins nine vessels previously ordered for Grimaldi Euromed, Minoan Lines and Finnlines, following announcements made at October's Euromed Convention. **Source : Ferry Shipping News**

Subsea7 wins Aker BP Lyra contract offshore Norway

Aker BP has awarded Subsea7 a contract worth up to $300 million for the Lyra field development, formerly known as Kjøttkake, in the northern North Sea. Lyra is a fast-track development targeting first oil in 2028, only three years after discovery.

The field lies about 44 km (27 mi) from the Gjøa platform and will be tied back to Gjøa through existing Nova field infrastructure. Subsea7's scope covers engineering, procurement, construction and installation (EPCI) of gas lift and production pipelines and associated subsea infrastructure. The production pipeline will use a pipe-in-pipe design.

To keep the project on its accelerated schedule, Subsea7 received a pre-commitment for critical long-lead items in December 2025. Project management and engineering will begin immediately at the company's Stavanger office, and pipeline fabrication will take place at its Vigra spool base in Norway. Offshore installation, using vessels from Subsea7's fleet, is scheduled across 2026, 2027 and 2028."Lyra showcases the strength of the Aker BP Subsea Alliance," said Erik Femsteinevik, vice president, Norway, at Subsea7. "From securing long-lead items to mobilizing engineering, fabrication and offshore resources, this award demonstrates Subsea7's ability to deliver first production at exceptional speed." The alliance is a partnership between Aker BP, Subsea7 and OneSubsea. **Source : worldoil.**

The 2024 built (Ritz Carlton) **ILMA**. Berthed in Lisbon. **Photo : David A. Bowley (c)**

Coast Guard rescues 34 passengers from distressed boat off Palawan

By: Madonna T Virola –

The Philippine Coast Guard rescued 34 passengers, including a boat operator, after their motorized banca encountered engine trouble off Taytay Bay in the town of Taytay in Palawan on Monday (November 2).

The passengers were aboard MBCA **KIN J-MAR**, which was traveling to Barangay Casian in Taytay, to visit the graves of their departed loved ones for All Souls' Day, the Coast Guard District Palawan (CGDPAL) said. Coast Guard Sub-Station Taytay received a distress call from a concerned citizen at 3:30 p.m. and immediately dispatched a search and rescue team to the reported location.At 4 p.m., rescuers found the disabled boat approximately 3.7 nautical miles from the Port of Taytay and immediately began towing operations.The banca and all 34 people aboard were safely brought to the Port of Taytay at 4:30 p.m., the Coast Guard said.All passengers and the boat operator were accounted for and reported to be in good physical condition.The CGDPAL, through Coast Guard Station Northern Palawan and its substations, said it would

continue maritime safety operations and emergency response efforts to protect lives at sea. **Source : newsinfo.inquirer**

HEBO LIFT 10 arriving at Malta on 31/10/2026. **Photo : Anthony Chetcuti (c)**

Vedanta, Exceed partner on KG Basin deepwater exploration

Vedanta Oil and Gas Ltd. (VOGL) has partnered with Exceed, a well management and engineering company owned by Kent, to run an integrated exploration and appraisal (E&A) campaign in the KG-DWHP-2017/1 deepwater block in India's Krishna-Godavari (KG) Basin. The block contains four existing gas discoveries and multiple prospects in water depths of about 600 m to 2,000 m (1,970 ft to 6,560 ft). Exceed will provide subsurface evaluation, well planning, drilling readiness and operational management across the campaign. Vedanta plans a multiwell exploration drilling program starting early next year, following a phased approach that covers project planning, engineering, operational readiness and well execution. As part of the program, the company is evaluating the Vermilion prospect, which it describes as a distinct new play with substantial potential. "Our entry into deepwater exploration marks a defining milestone in Vedanta Oil & Gas' growth journey," said Jim Johnny Gast, interim CEO of Vedanta Oil & Gas. "Through the partnership with Exceed, we are combining global deepwater expertise with our strong execution capabilities to pursue high-impact exploration opportunities."Vedanta holds more than 4,600 km² (1,776 mi²) of deepwater acreage in the KG Basin. To prepare for drilling, it has merged and reprocessed 3,800 km² (1,467 mi²) of 3D seismic data across the block and completed a 3D controlled-source electromagnetic (CSEM) survey with EMGS to further derisk the prospects. It has also partnered with

TechnipFMC on an integrated subsea infrastructure framework"By combining integrated planning, technical expertise and global deepwater experience, we aim to deliver a safe, efficient and value-driven exploration campaign that helps unlock the potential of this offshore asset," said Ian Mills, managing director of Exceed.The campaign is part of Vedanta's broader push to expand exploration offshore India. The company recently secured two more offshore blocks in the DSF IV bid round, including the deepwater KG/DWDSF/GD10/2025 block in the KG Basin. That move supports the government's Samudra Manthan initiative to accelerate deepwater development. Because the round closed before Vedanta Ltd. demerged its oil and gas business, the company will apply to transfer the blocks' participating interest to Vedanta Oil and Gas. **Source : worldoil.**

ABP acquires Humber port services specialist

ABP has acquired Global Shipping Services to expand cargo-handling capabilities, strengthen customer solutions and support growth across its port networkAssociated British Ports (ABP) has acquired Global Shipping Services, a Humber-based provider of stevedoring, warehousing, storage and port agency services.

The acquisition strengthens ABP's integrated logistics offering, adding specialist expertise in project cargo, heavy lift and cargo handling. Global operates across the ports of Hull, Goole and Immingham, handling more than 1.5 million tonnes of cargo annually. "The acquisition of Global Shipping Services is another important step forward for ABP as we pursue our mission of Keeping Britain Trading by continually upgrading our service offerings underpinning our customers' growth ambitions. Global is a great company with great people who we're looking forward welcoming into the ABP team," commented Henrik L. Pedersen, chief executive of ABP.Founded in 1989 following the merger of several established port service businesses, Global has built a strong customer base across the Humber. Its operations cover forest products, steel, bulk and breakbulk cargoes, alongside specialist project logistics and storage solutions. Andrew Dawes, ABP's regional director for the Humber, said the deal would support Global's development within the group and across its wider network of 19 ports. He said expanding services complemented ABP's infrastructure investment programme, including the £200 million-plus Immingham Eastern RoRo Terminal project. The company aims to strengthen the Humber's position as a major UK trading gateway and attract further business. Peter Waud, managing director of Global Shipping Services, will remain in his role following the acquisition. He said joining ABP would provide access to additional resources, expertise and opportunities across the port operator's network.Global's integration is expected to create opportunities to broaden its services beyond the Humber while maintaining its established customer relationships.In the immediate term, customers have been advised to continue working with their usual Global and ABP contacts on a business-as-usual basis.

Maersk to resume Suez Canal sailings on India-Europe service

Maersk and Hapag-Lloyd will resume Suez Canal sailings on their ME1 container service connecting India and Europe

By Nathan Baker

Maersk and Hapag-Lloyd will resume sailings through the Suez Canal on another of their jointly operated container services, as the shipping companies gradually return to the Asia-Europe route. The ME1 service, which connects India and Europe, will switch to the trans-Suez route instead of sailing around the Cape of Good Hope, Maersk said on 2 November. The move follows the gradual restoration of Suez Canal services after most shipping companies diverted

vessels around Africa in late 2023. Attacks by Yemen's Houthi movement in the Red Sea had prompted carriers to avoid the route, adding time and distance to journeys between Asia and Europe. Maersk said the security situation would continue to determine its operating decisions. "Maersk and Hapag-Lloyd will continue to monitor the security situation in the Middle East region very closely, and any alteration to services within the Gemini Cooperation will remain dependent on the ongoing stability in the Red Sea area," the company said. The ME1 is part of the Gemini Cooperation, the vessel-sharing partnership between Maersk and Hapag-Lloyd. Its return to the Suez Canal follows the partners' gradual resumption of trans-Suez sailings on selected services The decision does not signal a full return to the route. Maersk said any changes to Gemini services would remain conditional on stability in the Red Sea. **Source : logisticsmiddleeast**

CMA CGM COBALT arriving in Rio de Janeiro 03.11.2026
Photo : Torleif Klokset Technical Manager Solstad | Macaé | Brazil ©

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NAVY NEWS

No injuries after military chopper damaged in night landing on Canadian navy ship

A damaged RCAF CH-148 Cyclone helicopter is seen on the landing pad of **HMCS VILLE DE QUEBEC** in the Norwegian Sea in an undated handout photo.
Photo : THE CANADIAN PRESS/Handout — Royal Canadian Air Force, Cpl G. Cole

Defence officials say there were no injuries after a military helicopter was seriously damaged during a night flight landing on a Canadian navy frigate.A flight safety report from the Department of National Defence says it happened Oct. 6 aboard the **HMCS VILLE DE QUEBEC** in the Norwegian Sea. The report says as the Cyclone helicopter came in for landing, two main rotor blades clipped its tail boom and severed multiple components, including a tail rotor drive shaft. It says the four crew members on board performed an emergency engine shutdown and fled the aircraft. **Source : northeastnow**

Royal Navy continues to track Russian naval vessels around UK supported by RAF Protector drone deployed for first time

RN warships and helicopters conducted three operations during late September and October to monitor Russian naval and sanctions-linked shipping around the UK. The activity also saw the RAF's new Protector RG1 remotely piloted aircraft (RPAS) used operationally in UK airspace for the first time, providing more than 10 hours of surveillance over the English Channel.

HMS DAUNTLESS and patrol ship **HMS TYNE** were tasked between 1 and 14 October to monitor Russian Baltic Fleet frigate RFS Neustrashimy as she escorted sanctioned shipping through the English Channel. The frigate has spent much of the summer operating in the Channel and North Sea, apparently retained in the area specifically to protect Russian-linked merchant traffic. **NEUSTRASHIMY** has repeatedly escorted vessels associated with Russia's shadow fleet since the UK began taking more direct action against sanctions evasion. In July, she escorted tanker **MV VULKAN** through the Dover Strait and on 20 July conducted a 30-minute live-fire exercise about 74km (40nm) south of Plymouth, watched at close range by HMS Tyne. The RN says the need to provide naval escorts is forcing Moscow to divert warships from other duties. Neustrashimy continues to loiter in the southern North Sea, often drifting for short periods to save fuel. The October operation was supported by the RAF's Protector RG1, which flew its first operational sorties in UK airspace. The MQ-9B-derived aircraft provided more than ten hours of persistent intelligence, surveillance and reconnaissance support while working alongside RN ships and helicopters. Based at RAF Waddington, Protector has an endurance of more than 40 hours and, unlike its Reaper predecessor, is certified to operate routinely alongside other aircraft in controlled civilian airspace.

Protector RG Mk1 were deployed to Cyprus in September in support of operations in the Middle East, but the recent activity was the first time the RPAS has been used operationally in UK airspace. Protector replaced the MQ-9A Reapers in RAF service from September 2025. 16 have been ordered, with 11 in service so far.Further north, Merlin Mk2 helicopters deployed at short notice from RNAS Culdrose to Prestwick tracked Russian AGI **VIKTOR LEONOV** in waters west of Scotland between 29 September and 8 October. The Vishnya-class vessel was operating around the Outer Hebrides while NATO forces were conducting Exercise Strike Warrior, involving more than 2,000 personnel from six nations. This confirms that Operation Iceblast had real-world surveillance components alongside its previously announced training tasks. Four Merlin Mk2s and around 90 personnel were deployed to Prestwick during the exercise. Merlin helicopters based at Prestwick tracked Russian intelligence-gathering ship (AGI) **VIKTOR LEONOV** in waters west of Scotland as she attempted to monitor exercise Strike Warrior 26-4.**HMS TYNE** was called into action again between 11 and 14 October, sailing from North Shields to intercept the Ropucha-class landing ship **RFN ALEKSANDRE SHABATIN.** The Russian warship was escorting cargo ship MV Energy-2 and tug Proton towards the Baltic, with a Wildcat from 815 Naval Air Squadron providing additional surveillance. The tempo of these operations has been rising steadily. RN activity monitoring Russian movements increased by 25% during the first seven months of 2026 compared with the same period in 2025. In the 2025-26 financial year RN vessels were activated 116 times under Operation ADDISON, monitoring 61 Russian warships and 28 merchant vessels around UK waters.

RFS Aleksandr Shabalin escorting cargo ship MV Energy-2. Note the cope cages and netting covering parts of the ship in an attempt to protect the ship from Ukrainian aerial drone attacks, which are a threat to Russia's Baltic-based ships.

The tougher posture follows the boarding and detention of shadow fleet tanker MV **SMYRTOS** by Royal Marines and National Crime Agency officers in June. Other sanctioned vessels do not necessarily present the same opportunity for boarding, but the operation appears to have increased the cost to Moscow of moving sanctioned cargo through the Channel, including the diversion of scarce warships to provide escorts.

Four months after her seizure, the **SMYRTOS** is still at anchor off Portland with around 100,000 tonnes of crude oil aboard, potentially exposed to winter storms if not moved soon. Leaving the ship to swing at anchor for so long suggests there was no considered plan for disposing of the cargo or dealing with the vessel after its seizure. Although the operation demonstrated Britain's willingness to take direct action against Russia's shadow fleet, the unresolved fate of Smyrtos exposes the practical and legal difficulties of enforcing sanctions at sea. **Source : navylookout.**

SHIPYARD NEWS

Military production for navies up 50 % in past two years, Naval Group says

Military production for navies, including ships and submarines, has surged nearly 50% in value over the past two years, France's Naval Group said on Monday, as Western governments respond to threats from Russia and instability in the Middle East. Speaking at the opening of the Euronaval defence trade show in Paris, Naval Group CEO Pierre-Eric Pommellet cited a Euronaval study showing the value of naval military production rose to $122 billion in 2024-2025 from $82 billion two years earlier Pommellet said China led naval military construction in 2024-2025, ahead of the US

Since Russia's full-scale invasion of Ukraine in 2022 and amid war in the Middle East, Western countries have been racing to modernise their fleets "For 30 years, many of us treated the sea as given, open, safe, free — a place where commerce just flowed." Pommellet said. "This era is now over""Ukraine, the Black Sea, the Red Sea, the Gulf, Indo-Pacific, shadow fleets, cable cuts, drones, striking fires, missiles, mines, jamming — all at once, and it's all very visible to our people." he said, describing the threats facing navies Pommellet, who also chairs French naval industry association GICAN, called for closer cooperation among European and allied navies"Nobody needs a fleet alone any more. Naval programmes are increasingly European and international," he said"When several navies operate the same frigate on the same ship, the same systems, the same mission systems, the same logistics, everyone gains," he added

Source : Reuters Reporting by Florence Loève. Editing by Inti Landauro and Mark Potter

Indonesian shipbuilder PT PAL is now starting to put pieces of the future **BRP LEYTE(LD604)**, slowly making its shape. The keel laying ceremony for the second landing dock of this acquisition project and the forth landing platform dock of the Philippine Navy took place in 2024, of which the assembly of its blocks only took place recently, likely after **BRP LAOAG (LD603)** got launched in June of this year.Apparently, its delivery might likely take place somewhere by the 2nd quarter of 2027, should there be no impediments that will complicate its delivery.

ROUTE, PORTS & SERVICES

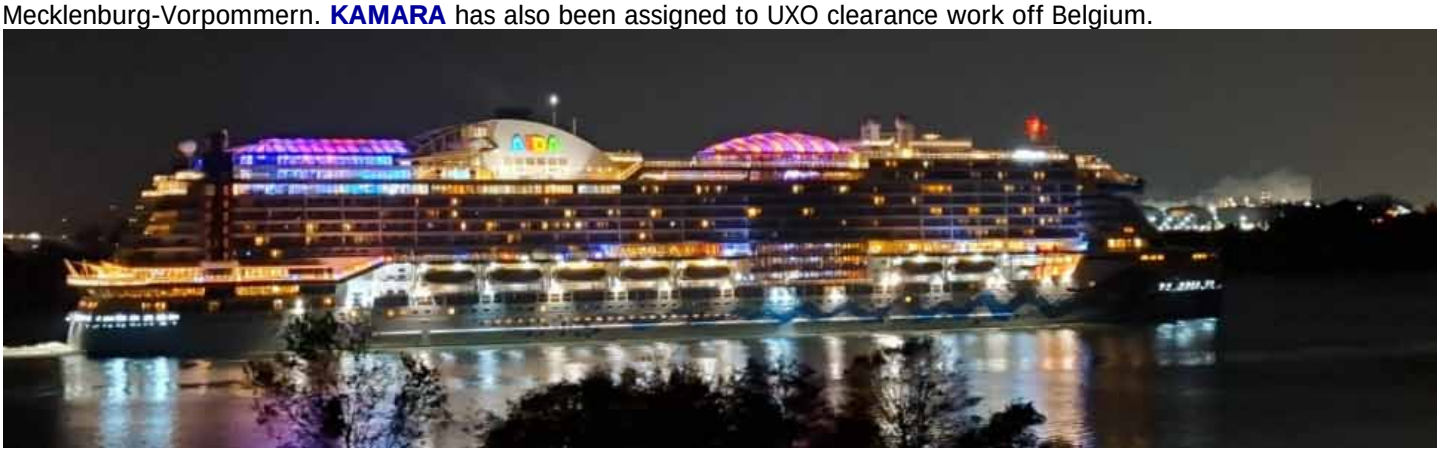
Boskalis wins second UXO clearance contract for German offshore wind farm

Boskalis announced on Thursday, October 29, that its subsidiary Boskalis Hirdes EOD Services has secured a second unexploded ordnance (UXO) identification and clearance contract from OWP Gennaker for the 976.5 MW Gennaker offshore wind farm in Germany's Baltic Sea.The company's UXO vessel **KAMARA** is to examine approximately 850 more targets on the seabed, clearing any UXO it identifies if required.The targets are located in dedicated corridors. During installation of the wind farm's 63 foundations, the foundation installation vessel will use those areas to deploy and manoeuvre its anchors.he contract follows an earlier survey, identification and clearance campaign by the same company along routes for the project's inter-array grid cables.Seaway 7 holds the contract to transport and install Gennaker's monopiles and transition pieces. Offshore installation is scheduled to start in June 2027. Foundations, inter-array cables

and turbines are due to be installed in coordinated stages from mid-2027 through the end of 2028. First power is planned for April 2028.

The **KAMARA** moored in Zeebrugge **Photo : Capt Joren Meijer o/b VB Flandes**

Boskalis Subsea Cables, together with consortium partner TKF Subsea Solutions, will supply and install approximately 130 kilometres of 66 kV cables for the inter-array grid. TKF will manufacture the cables in the Netherlands, and Boskalis's cable-laying vessel **BOKA Ocean** is scheduled to begin installation in late 2027.The wind farm is being developed by Skyborn Renewables and is located about 15 kilometres to the north of the Fischland-Darß-Zingst peninsula in Mecklenburg-Vorpommern. **KAMARA** has also been assigned to UXO clearance work off Belgium.



The **AIDA PERLA** outbound from Rotterdam passing Maassluis **Photo : Suzanne Neuman ©**

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U.S. Coast Guard Detains MSC Cruise Ship in Miami

By : Mike Schuler

The **MSC POESIA Photo : Reinier van de Wetering - skyphoto Maassluis ©**

The U.S. Coast Guard has detained the cruise ship MSC Poesia at PortMiami, forcing MSC Cruises to cancel an 11-night Caribbean voyage after the vessel remained in port for two days. The Panama-flagged cruise ship was detained Sunday, November 1, during what the Coast Guard described as an expanded examination of the vessel. The ship had been scheduled to depart Miami that afternoon but remained docked with passengers aboard as inspectors reviewed its compliance with maritime regulations In a statement released Tuesday, the Coast Guard said Sector Miami personnel were verifying the vessel's compliance with international standards and U.S. regulations."The Coast Guard is tasked with verifying safe and secure commerce," the agency said, adding that the Captain of the Port's priority is protecting passengers, crew, the vessel and the environment.The Coast Guard has not disclosed what prompted the expanded examination or identified any specific deficiencies. It also has not indicated when the ship might be cleared to depart.MSC Cruises confirmed Tuesday that it was canceling the voyage after efforts to resolve the issue proved unsuccessful. "Prior to departure, a regulatory matter arose that required resolution," MSC Cruises said in a statement reported by NBC News. The company said it was unable to resolve the matter in time for the sailing to proceed.

The cruise line said affected passengers would receive full refunds and assistance arranging their journeys home. Guests have also been permitted to remain aboard until noon Thursday, November 5, while making alternative travel arrangements.The canceled itinerary was scheduled to visit Jamaica, Colombia, Panama, Costa Rica, Honduras and Belize before returning to Miami on November 12.The detention raises questions about the nature of the regulatory issue that prevented the ship from sailing.Under the Coast Guard's port state control program, foreign-flagged vessels calling at U.S. ports are subject to examinations to verify compliance with applicable international conventions and U.S. requirements. Serious deficiencies can result in a vessel being detained until the necessary corrective actions are completed.However, neither the Coast Guard nor MSC Cruises has publicly explained what inspectors discovered aboard MSC Poesia, leaving the reason for the detention unclear. Built in 2008, the 92,627-gross-ton **MSC Poesia** is part of MSC Cruises' Musica class. The 294-meter vessel has capacity for 3,223 passengers and approximately 1,039 crew members.

The ship underwent a major refurbishment earlier this year, including the addition of MSC's Yacht Club luxury accommodations and upgrades to its dining and wellness facilities. There has been no indication that the refurbishment is connected to the detention. The ship's next scheduled voyage is a 10-night Caribbean cruise departing Miami on November 12. MSC Cruises has not announced any changes to that sailing. As of Tuesday, the vessel remained in Miami, with no publicly announced timetable for its release. **Source : gCaptain**

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Port of Rotterdam and IBIA Praise BSI Initiative

Minerva Bunkering CEO Tyler Baron said that the BSI recorded a quantity claims ratio of 0.007% in the ARA bunker market.

The Bunkering Services Initiative (BSI) has received praise from officials at the Port of Rotterdam and the IBIA, at the recent ARACON conference held in Rotterdam.

In comments made at the event shared with Ship & Bunker by the BSI, Annemarie van Daalen, Programme Manager for Bunkering at the Port of Rotterdam, urged industry participants to join the BSI, saying it could help improve bunkering standards.“It's the total industry, the bunker industry, who has to make an effort in it," she said at the conference.

“And I think I will encourage the BSI initiative because we can't have a preferred supplier and every initiative which makes this thing better is good, but we know the BSI, and I can only say join it because it makes this industry better.”IBIA board member Claudia Beumer also backed the initiative, saying the industry needed to move beyond mass flow meters alone to improve bunkering practices. “We talk too much about flow meters, and a flow meter in itself is not solving anything,” Beumer said.“It's an enabler to do a different way of working, and I think that is what we need in our industry. We need to work differently. BSI is a good example of that.”The comments followed an update on BSI by Tyler Baron, CEO of global bunker supplier Minerva Bunkering, who said at the conference that BSI had recorded a quantity claims ratio of 0.007% in the ARA bunker market since the start of 2026.

We need to work differently. BSI is a good example of that.

— Claudia Beumer, IBIA Board Member

The BSI has also recorded an off-spec fuel ratio of 0.6% and 180 minutes of cumulative vessel delay, averaging 34 seconds per delivery.

“So essentially, there's no lost time from the barges,” Baron said. The initiative brings together marine fuel suppliers, buyers and other stakeholders seeking to improve delivery standards through monitored barges, mass flow meters, digitalised deliveries and transparency on marine fuel quality. Minerva is one of the founding members of the BSI.Chia How Khee, Global TFG Fleet Manager at TFG Marine, another founding member, said the initiative could benefit the wider bunkering industry.“Beyond ARA, for those who are operating and buying bunkers throughout the globe, you should also consider such an initiative [as the BSI] because this is how we actually bring the industry forward,” he said. He added that the BSI's digitalisation and transparency measures could help improve bunkering practices globally. **Source : shipandbunker**

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Alternative-fuel ship orders jump 57% as LNG dominates 2026 tally

Alternative-fuel vessel orders jumped 57% year on year to 364 ships in the first 10 months of 2026, with LNG accounting for 230 contracts, according to DNV’s Alternative Fuels Insight platform.

Shipowners placed 53 alternative-fuel vessel orders in October, led by 30 LNG-fuelled ships. The remaining contracts comprised 19 LPG carriers and four ammonia-fuelled car carriers.

Containerships accounted for 18 of the LNG orders placed during the month, while car carriers accounted for 12. Across the first 10 months, DNV recorded 134 LNG-fuelled containership orders and 75 car carrier orders. LPG was the second-largest alternative-fuel category, with 103 vessels ordered over the same period.

“LNG’s continued prominence is also supported by the comparatively mature infrastructure and supply chain around the fuel,” said Jason Stefanatos, global decarbonization director at DNV Maritime. DNV said a growing LNG bunker vessel fleet and established fuel supply provide practical advantages over some competing alternative fuels, while shipowners retain the option of moving towards lower-carbon fuel variants during the operating lives of their vessels.

DNV Group AS is the Norwegian-registered group management company of DNV. Headquartered in Oslo, the assurance and risk management group operates in more than 100 countries, with its maritime business providing ship classification, technical assurance and advisory services.

…. PHOTO OF THE DAY …..

Tug **EEMS WRESTLER** passing Sluiskil at the Gent <> Terneuzen canal with the Jan de Nul barge **DN 18** loaded with the cableTrencher in tow **Photo : Capt Erwin Groenenboom master mv Eems Duisburg ©**