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TUGS & TOWING NEWS.

YAKAMAZ CONTINUES TO EXPAND ITS FLEET WITH STATE-OF-THE-ART TUGBOATS: MED GEMLIK AND MED ALIAGA READY FOR DUTY



MED MARINE has marked another milestone in the continued expansion of the YAKAMAZ fleet. Sister tugboats **MED GEMLIK** and **MED ALIAGA**, both based on the RStar 3200-W design, were delivered from MED MARINE's EREGLI SHIPYARD in mid-September and have now joined the YAKAMAZ fleet. Following the recent delivery of **MED**

CEYHAN and **MED ISKENDERUN**, also built at EREGLI SHIPYARD, the YAKAMAZ fleet continues to grow with the addition of **MED GEMLIK** and **MED ALIAGA**. Sharing the same RStar 3200-W design, the two tugboats will become an important part of YAKAMAZ's modern fleet, offering a high level of operational capability. Built at EREGLI SHIPYARD with MED MARINE's engineering and shipbuilding expertise, **MED GEMLIK** and **MED ALIAGA** are designed to perform a wide range of demanding harbour operations, with 80 tonnes of bollard pull and accommodation for a crew of eight. Combining high towing power with precise manoeuvrability, the tugboats are also equipped to meet Class FiFi requirements, providing firefighting capability alongside their core towing and harbour duties. This capability also enables them to provide effective support during emergency response and rescue operations. With their powerful propulsion systems and versatile operational capabilities, **MED GEMLIK** and **MED ALIAGA** will further strengthen YAKAMAZ's ability to provide safe and reliable services at sea. With **MED GEMLIK** and **MED ALIAGA** entering service following **MED CEYHAN** and **MED ISKENDERUN**, YAKAMAZ continues to steadily expand its fleet in line with



common design principles and operational standards. The four sister tugboats of the RAstar 3200-W series will form an important part of YAKAMAZ's journey towards building a strong, modern and reliable tugboat fleet. MED MARINE, meanwhile, continues to contribute to the development of the YAKAMAZ fleet through the high-standard shipbuilding capabilities of its EREGLI SHIPYARD and its long-standing experience in tugboat operations. *Technical specifications of the tugboat:* Length: 25,20 m; Breadth: 12,00 m; Depth: 4,60 m; Gross Tonnage: <400; Bollard pull: 65 tons; Speed: 12 knots; Crew: 8 people. (PR-Med Marine)

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TALLVINE BUYS CROSBY'S ASSETS OUT OF CHAPTER 11



Miami-based infrastructure investor Tallvine Partners has closed on the purchase of substantially all assets of bankrupt Crosby Enterprises Inc. and certain of its affiliates, the firm said Tuesday, putting one of the Gulf Coast's largest towing and dredging fleets under new ownership after the company's Chapter 11 filing. The deal covers a fleet of more than 150

tugboats, dredges, and support vessels operated from Galliano, La., along with shipyard and berth facilities in Houma and Port Fourchon. Crosby's work includes offshore and inland towing, dredging, rock placement, marine construction support, and shipyard services for energy operators, industrial customers, government agencies, marine contractors, and ports and terminals. The transaction closed following a sale process tied to Crosby's Chapter 11 proceedings and was approved by the U.S. Bankruptcy Court for the Eastern District of Louisiana on Sept. 3. Tallvine did not disclose the purchase price. Crosby Marine Transportation LLC, Crosby Tugs LLC, Crosby Dredging LLC, and Bertucci Contracting Co. LLC filed for Chapter 11 protection on March 23 in New Orleans, listing assets and liabilities each between \$100 million and \$500 million. Court filings attributed the filing to a liquidity squeeze after merchant cash advance lenders redirected customer payments. The debtors obtained a \$60 million debtor-in-possession loan from JMB Capital Partners Lending LLC. In July, an affiliate of Tallvine, Breakwater Buyer LLC, was named stalking-horse bidder with a \$75 million cash offer for the tugs, dredges, airboats, crewboats, and barges, Bloomberg Law reported. A separate stalking-horse bid of \$70 million from JMB covered a stake in the heavy marine construction business held through Bertucci. Parent company Crosby Enterprises was not itself a debtor. Tallvine said crews, vessels, shipyards, and shore facilities will continue serving customers without interruption.

Crosby's website has listed roughly 850 employees and about 300 customers. Tallvine did not say how many employees are being retained. "Crosby is a strong addition to our North American marine infrastructure platform, bringing a leading presence in one of the country's most active maritime markets," said Thomas Lefebvre, partner and CEO of Tallvine. "For nearly 50 years, Crosby has built an outstanding reputation for delivering critical marine services across the U.S. Gulf Coast and inland waterways. We are committed to investing in its people, fleet and infrastructure while preserving the operational excellence that has made Crosby a trusted partner to customers throughout the region." Crosby was founded in 1977 by Vinton Crosby and his son, Kurt Crosby, beginning with a single vessel. The purchase is the third under Tallvine's North America marine infrastructure platform, after its September 2025 acquisition of Donjon Marine Co. LLC and its May 2026 acquisition of Lind Marine LLC. Donjon Marine, of Hillside, N.J., is known for salvage, dredging, and marine construction on the East Coast. Lind Marine operates tugs, barges, and sand-mining assets in San Francisco Bay. Denver-based Thoroughbred Investment Partners remains the platform's industrial partner. "This acquisition marks an important next chapter for Crosby and further expands our platform's capabilities across towing, dredging and other marine infrastructure services," said Victor Sosa, a partner at Tallvine. "Together, we see opportunities to share expertise, enhance capabilities across the platform and better serve customers throughout the Gulf Coast." Tallvine also said Mike Ellis is joining the platform as an operating advisor. Ellis previously served as CEO of American Commercial Barge Line from 2020 to 2024 and previously held leadership roles at Savage Services, Settoon Towing, and Bollinger Shipyards. *(Source: Workboat by Eric Haun; Photo: Glen Daigrepoint)*

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CALLAWAY PARKER – NEW INLAND PUSHER TUG TO SUPPORT PARKER TOWING'S LIQUID CARGO TRANSPORT ACTIVITIES

Parker Towing's newest liquid division pusher tug follows a standard Verret Shipyard design and has spent its first year pushing tank barges for Hunt Refining on Alabama's Black Warrior River. Parker Towing Company of Tuscaloosa, Alabama, has been operating the pusher tug **Callaway Parker** on the Black Warrior and Warrior-Tombigbee rivers since taking delivery of the vessel from



Verret Shipyard of Plaquemine, Louisiana, in March 2025. The 2,000hp (1,500kW) twin-screw boat



joined the company's liquid division, where it pushes tank barges for Hunt Refining in Tuscaloosa. Registered gross and net tonnages are 344 and 103, respectively, under Subpart B, and 313 gross and 257 net under the regulatory measurement rules. The boat measures 86 by 30 by 11 feet (26 by 9.1 by 3.4 metres) overall, and Verret describes it as a conventional three-deck pusher built to the yard's own design. At the christening, Verret Shipyard owner Ted Verret told guests

that [Callaway Parker](#) is based on the yard's standard 2,000hp model, a design long used by inland operators. Propulsion comes from two Caterpillar C32A main engines that each produce 1,000 hp (750 kW) at 1,800 rpm. Power passes through Karl Senner-supplied Reintjes WAF 573 reduction gears with a 7:1 ratio to fixed-pitch steel propellers that measure 80 by 62 inches (2,000 by 1,600 mm) and turn on seven-inch shafts fitted with Duramax seals. [Proven propulsion coupled with comprehensive electronics suite](#) East Park Radiator grid coolers manage engine cooling. Two Caterpillar 4.4 marine generator sets, rated at 75 kW each, supply the ship's service power. Steering is provided by two main rudders and four flanking rudders, controlled by a fully redundant electric-over-hydraulic system from Custom Hydraulic Components. Machinery is monitored by an Eagle Controls vessel alarm system that covers 42 points. The hull's tanks hold 28,000 gallons (110,000 litres) of fuel, 12,250 gallons (46,370 litres) of freshwater, 6,700 gallons (25,000 litres) of potable water, 5,400 gallons (20,000 litres) of dirty bilge and 260 gallons (980 litres) each of dirty, hydraulic, lube and gear oil. The wheelhouse has an eye level of 29 feet (8.8 metres). Its equipment includes Furuno radars and a 19-inch LCD monitor, along with three VHF radios, a swing meter, a sounder and a bridge watch system.

Mounted above the wheelhouse are two Carlisle and Finch xenon searchlights and a Kahlenberg duplex air horn. [Interiors laid out to ensure enhanced comfort](#) On deck, the boat carries two 40-ton Patterson winches, and the tow knees and hull are protected by fenders from M&M Bumpers. The accommodation is heated and air-conditioned, providing four staterooms for a crew of seven, two baths and showers, and a 12-person Ahead sanitation system. Fire-resistant paneling and ceilings designed to dampen sound and vibration are installed in the crew quarters, galley and wheelhouse. The builder said that its system for reducing noise and providing insulation leaves the



The builder said that its system for reducing noise and providing insulation leaves the

boat free of vibration and that the interior was finished to feel like a home for crew coming off watch. On the boat's maiden voyage from the shipyard, Captain William "Freddy" Sheppard was at the helm and described **Callaway Parker** as, "tough, reliable and handles like a pro." He said the new vessel, "ain't no love boat. It's a work boat." *Specifications* Type of vessel: Pusher tug; Flag: USA; Owner: Parker Towing Company, USA; Designer: Verret Shipyard, USA; Builder: Verret Shipyard, USA; Length overall: 86 feet (26 metres); Beam: 30 feet (9.1 metres); Depth: 11 feet (3.4 metres); Gross tonnage: 313; Net tonnage: 257; Main engines: 2 x Caterpillar C32A, each 1,000 hp (750 kW) at 1,800 rpm; Gearboxes: 2 x Reintjes WAF 573; Propulsion: 2 x fixed-pitch propellers; Generators: 2 x Caterpillar C4.4, each 75 kW; Steering system: Custom Hydraulic Components; Rudders: 4; Radars: Furuno; Radios: 3 x VHF; Monitoring system: Eagle Controls; Other electronics: Swing meter; Kahlenberg air horn; Winches: 2 x Patterson Manufacturing; Fendering: M&M Bumpers; Searchlights: 2 x Carlisle and Finch; Interior fitout: Toilets; showers; Fuel capacity: 28,000 gallons (110,000 litres); Freshwater capacity: 12,250 gallons (46,370 litres); Accommodation: Cabins; galley; Crew: 7; Operational area: Black Warrior River, Alabama, USA. (Source: Baird)

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MASTER BOAT BUILDERS DELIVERS BARBARA G, FIRST RAPPORT 3000 ESCORT TUG IN SERIES OF TWO FOR BAY-HOUSTON TOWING



Master Boat Builders, Inc. ("Master Boat") today announced the successful delivery of **Barbara G** (H501), the first vessel in a two-tug series for Bay-Houston Towing. The vessel will join Bay-Houston's fleet and be operated by G&H Towing, supporting ship-assist and escort operations along the Texas Gulf Coast. The delivery marks another milestone in Master Boat's partnership with Bay-Houston Towing and reflects

continued progress on a two-vessel Rapport 3000 escort tug program. "The delivery of **Barbara G** demonstrates our team's commitment to quality craftsmanship, execution, and meeting our customers' needs," said Garrett Rice, President of Master Boat Builders. "We are proud to continue advancing this important vessel program for Bay-Houston Towing and remain on schedule to deliver

the remaining vessels in the series.” Designed to meet the demanding requirements of modern escort and harbor operations, **Barbara G** measures 98 feet overall with a molded beam of 43 feet and delivers more than 90 metric tons of bollard pull. Powered by twin engines generating a combined 7,000 horsepower, the vessel can reach speeds of approximately 13 knots. The tug accommodates a crew of six, carries 44,342 gallons of fuel oil, and measures under 300 gross registered tons, providing the versatility and performance required for a wide range of towing and escort assignments. “We’re pleased to welcome Barbara G to Bay-Houston’s fleet,” said Philip Kuebler, President of Bay-Houston Towing. “This vessel adds valuable capability to our operations and further strengthens our ability to provide safe, reliable service to vessels transiting some of the nation’s busiest ports.” (*PR-Master Boat Builders*)

DELIVERY FOR ONE UNIT OF 4414kW ASD TUGBOAT

On 16th September, 2026, one unit of 4,414 kW ASD Tugboat --“**HENGYAO 19**” Which was built by our Jiangsu Zhenjiang Shipyard for Jiangsu Henyao Shipping Co., LTD., Ltd by our shipyard has been delivered and sailed smoothly. The tugboat’s overall length is 39.25m, the width is 10.5m, the depth is 4.6m, astern bollard pull is 70t, the range is 800 nautical miles and, the speed is 13.6Kn. (*Source: Jiangsu Zhenjiang Shipyard*)



YAKAMAZ EXPANDS ITS OPERATIONAL FOOTPRINT TO FIVE KEY PORT AREAS WITH GEMLIK



Established as a joint venture between Med Marine and Marin Tug, Yakamaz is extending its operational reach across Türkiye with the commencement of tugboat services in Gemlik. Yakamaz Joint Venture won the tender for tugboat services in Gemlik on 5 May 2026 and signed the related service agreement with the Directorate General of Maritime Affairs on 14 September

2026. The agreement was signed by Mr. Ünal Baylan, Director General of Maritime Affairs, and Mr. Haluk İribaş, Board Member of Yakamaz Joint Venture. With the agreement now in place, the necessary process for Yakamaz to commence tugboat services in Gemlik has been completed. The operation to be undertaken by Yakamaz in Gemlik represents a further step in the service structure

established across different port areas within a short period of time. Operations commenced in Ceyhan, İskenderun and Aliğa 1 on 21 July 2026, followed by the addition of Aliğa 2 to Yakamoz's service network on 8 September. With tugboat services set to commence in Gemlik as of 17 September, Yakamoz is adding another location to its operations across Türkiye's key port areas. Yakamoz currently operates a 46-vessel fleet comprising 32 tugboats and 14 mooring boats, maintaining operations across Türkiye's key ports and service areas. The successive commencement of operations in different locations within a short period of time has enabled Yakamoz to expand its operational capacity in tugboat and mooring services across a growing geographical footprint. From Ceyhan, İskenderun and Aliğa 1 to Aliğa 2 and now Gemlik, Yakamoz's operations continue to extend across Türkiye's key port regions. With five service areas now forming part of its operational footprint, Yakamoz continues to expand its presence across Türkiye, supported by its capabilities in tugboat and mooring services. The addition of Gemlik marks a new phase in the rapid development of Yakamoz's operations across different port regions of the country. With the number of service areas it covers and the tugboat capacity deployed across its operations, Yakamoz has become Türkiye's largest private tugboat services provider. *(PR-Med Marine)*

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SULNORTE COMPLETES THREE-TUG SERIES WITH DELIVERY OF 75-TONNE BP SN CARÁVA

The 23-metre azimuth stern drive tug has joined sister vessel **SN Cariri** in Santos, where the pair will support the handling of larger ships. Sulnorte Maritime Services has taken delivery of **SN Caráva**, completing a three-vessel tug construction programme at Rio Maguari Shipyard in Brazil. The 23-metre azimuth stern drive (ASD) tug was named at the Port of Rio de Janeiro in early



September. It has more than 75 tonnes of bollard pull and is intended for harbour towage involving larger ships. Following mobilisation to Santos, **SN Caráva** joined sister tug **SN Cariri** in assisting vessels entering the port. “**SN Caráva** was designed to offer high operational efficiency, safety in manoeuvres and robustness in operations of greater complexity,” Sulnorte said. The company said the delivery supported its plan to invest in higher-performance vessels for Brazil's main ports. The three tugs are based on a Robert Allan Ltd design and were built to American Bureau of Shipping (ABS) class. They have a moulded beam of about 11 metres and a hull depth of approximately four metres.

Each vessel has FiFi1 off-ship firefighting capability, with two Caterpillar diesel engines powering its Kongsberg Z-drives. Sulnorte's fleet listing records **SN Carafva** and **SN Acaraú** at more than 75 tonnes of bollard pull and 5,635 bhp each. **SN Cariri** is listed by the operator in the 60-tonne-plus category with 4,424 bhp. Detailed particulars published following its delivery specify 63 tonnes of bollard pull and a free-running speed of 12 knots. Power comes from two Caterpillar 3516C engines, rated at 1,641 kW each, which turn Kongsberg US205S azimuthing thrusters fitted with fixed-pitch 2,400-mm propellers. For ship handling, the tug carries a windlass and hawser winch at the bow, together with a towing hook at the stern. *Three-vessel fleet programme* **SN Cariri** entered Sulnorte service in 2024. The company subsequently said that two further new tugs were due to be launched during 2025, leading to the construction of **SN Acaraú** and **SN Carafva**. Sulnorte is a family-owned Brazilian towage company established in 1978. Its services cover harbour and coastal towage, including work involving tankers, containerships, ro-ro vessels, project cargo and offshore operations. The company operates a 24-hour control centre that monitors tug movements and allocates vessels to manoeuvres across its Brazilian operations. (Source: Baird)

SANMAR STRENGTHENS LONG-STANDING PARTNERSHIP WITH H. SCHRAMM TOWAGE WITH SEVENTH TUG DELIVERY

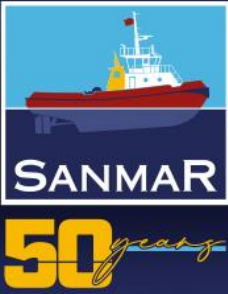


Sanmar Shipyards has delivered **NICO**, a powerful and versatile new tug designed for both harbour ship-handling and towing operations, to long-standing German operator H. Schramm Towage. The latest delivery is the seventh SANMAR-built tug to join the H. Schramm Towage fleet, continuing a relationship between the two companies that dates back to 2005 and reflecting the operator's continued confidence in SANMAR's tug-building expertise. Known as **DELICAY XVIII** during

construction in Türkiye, the tug has been renamed **NICO** by H. Schramm Towage and will join the company's tug fleet, supporting a wide range of towage and ship-handling operations in German ports and coastal waters. **NICO** is based on the TRAKtor-Z 2500SX design, developed exclusively for SANMAR by internationally renowned Canadian naval architects Robert Allan Ltd. Powered by two CAT 3516E main engines, each producing 2,350 kW at 1,800 rpm and fully compliant with IMO Tier III emissions standards, the tug combines high performance with advanced environmental credentials. Designed to perform a wide range of duties, from harbour ship-handling to towing operations, **NICO** delivers 80 tonnes of bollard pull and achieves a free-running speed of 12.5 knots, providing the power and versatility required for demanding operations. The highly efficient twin Z-drive tug, configured as a tractor tug, has an overall length of 25.3 metres, a moulded beam of 12 metres and a least moulded depth of 4.55 metres. **NICO** is also equipped with FiFi 1 firefighting capability and provides accommodation for a crew of up to six. With **NICO** joining sister tugs **SÖNKE** and **BO**, H. Schramm Towage now operates a trio of sister azimuth tractor tugs from SANMAR's successful **DELICAY** series. Together, the three tugs demonstrate the proven performance and

versatility of the design and H. Schramm Towage's continued confidence in the series. Commenting on the delivery, Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "Our relationship with H. Schramm Towage goes back more than 20 years, and it is a pleasure to see it continue with the delivery of **NICO**. As a family-owned company with a long maritime heritage, H. Schramm Towage understands the importance of investing for the future. We are proud to support them with technologically advanced, high-performance and environmentally responsible tugboats designed to meet their evolving operational needs." The contract for **NICO** was signed at the TugTechnology Conference and Exhibition in Antwerp in May 2025. Commenting on the delivery, Nico Andritter-Witt, Managing Director of H. Schramm Towage, said: "We are very pleased to welcome **NICO** to our fleet. Having already gained excellent experience with her sister vessels **SÖNKE** and **BO**, choosing this proven design again was a natural decision for us. Sanmar has been a trusted partner of H. Schramm Towage for more than 20 years, and we highly value the quality of their vessels as well as the close, professional and reliable cooperation between our companies." The delivery of **NICO** further strengthens a relationship spanning more than two decades and demonstrates SANMAR's ability to provide powerful, versatile and environmentally responsible tug solutions tailored to the evolving needs of its customers. *(PR-Sanmar)*

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HOUSE VOTES TO OVERTURN EPA AUTHORIZATION OF CALIFORNIA HARBOR CRAFT RULES

The House voted 214-208 on Sept. 16 to approve a Congressional Review Act resolution that would overturn federal authorization of California's Commercial Harbor Craft emissions requirements. H.J. Res. 213 targets the Environmental Protection Agency's January 2025 decision granting California partial authorization to enforce amendments to its Commercial Harbor Craft regulation. The House vote included 210 Republicans, three Democrats, and one independent in favor, with 207 Democrats and one Republican opposed. The California Air Resources Board adopted the amendments in 2022, expanding the regulation to additional vessel categories and establishing new emissions requirements and compliance dates for commercial harbor craft. Covered vessels include tugboats, ferries, crew and supply boats, barges, dredges, workboats, research vessels, and other commercial vessels operating in California. The amendments call for cleaner Tier 3 and Tier 4 engines on covered vessels and zero-emission technology in certain applications. They also include requirements involving diesel particulate filters, or DPFs. In April 2025, WorkBoat reported that CARB said no marine retrofit DPFs had yet been verified to meet the agency's Level 3 emissions-reduction standard, although manufacturers were working toward verification. Rep. James Gallagher, R-Calif., who introduced H.J. Res. 213, said after the vote that the California requirements would raise operating costs that could ultimately affect the broader supply chain. "When Sacramento drives up the cost of operating them, those costs don't stay in California," Gallagher said in a House Republican Conference statement. "They work their way through our supply chains and ultimately hit American families." The American Waterways Operators also backed the House action. The trade association has opposed

portions of the Commercial Harbor Craft amendments over costs, technology availability, implementation timelines, and safety concerns. “AWO strongly supports Congressman Gallagher’s CRA resolution disapproving the Commercial Harbor Craft (CHC) regulation under the Congressional Review Act (CRA) and applauds the swift action taken by the House of Representatives,”

Craig Montesano, AWO vice president of legislative affairs, told WorkBoat. “We are working with Senate leaders to expedite consideration of the resolution in that chamber so that CHC will



finally be brought to a halt.” AWO’s concerns predate the current congressional action. WorkBoat reported in 2023 on industry objections involving DPF availability, installation deadlines, and potential safety issues, and in February 2025 on AWO’s request that Gov. Gavin Newsom withdraw the 2022 amendments. Montesano also cited California Assembly Bill 1122, legislation Newsom vetoed in September 2024. The bill would have made several changes to the Commercial Harbor Craft regulation, including delaying certain compliance dates and establishing an override system for diesel particulate filters with monitoring and reporting requirements. In his veto message, Newsom said the legislation would undermine the balance CARB had established between emissions reductions and compliance flexibility. “Given that Gov. Newsom vetoed state legislation that had near-unanimous support in the California legislature and would have brought common sense changes to the CHC regulation, we view the CRA process as the best way to put regulatory discussions back on a level playing field so that the tugboat, towboat and barge industry can continue serving California’s economy,” Montesano said. Pacific Environment criticized the House vote, saying the California standards have driven investment in cleaner vessels, port infrastructure, and maritime technology. “At a time when the U.S. wants to lead the shipbuilding industry, Congress has just voted to kill American competitiveness of the industry by overturning California’s clean shipping waivers,” Teresa Bui, senior climate campaign director with Pacific Environment, said in a statement. “We call on the Senate to uphold the waivers and protect the hundreds of millions of dollars in public and private investments made under these protections.” CARB estimates that the 2022 amendments will reduce diesel particulate matter emissions from covered vessels by 89% and nitrogen oxide emissions by 54% by 2035. The agency’s regulatory analysis estimated 531 avoided premature deaths, 161 avoided hospital admissions, and 236 avoided emergency room visits from 2023 through 2038, with approximately \$5.25 billion in estimated health benefits compared with \$1.98 billion in statewide costs. On the same day as the House vote, Newsom certified the City of Berkeley and San Francisco Bay Ferry’s Water Transportation Pier Ferry Project for expedited judicial review under California law. The project is in the design and environmental review stage and calls for reconstruction of the Berkeley Municipal Pier, a new ferry terminal, a 1,080’ pier, a 400’ breakwater, and charging infrastructure for zero-emission vessels. Planned ferry service would connect Berkeley with San Francisco and Larkspur. The ferry project is part of San Francisco Bay Ferry’s broader effort to expand zero-emission operations. The agency’s Rapid Electric Emission Free program includes electric-vessel construction and shoreside charging projects around the Bay. The congressional action is also unfolding amid a dispute over EPA’s decision to treat California Clean Air Act waiver and

authorization decisions as rules eligible for review under the Congressional Review Act. When EPA granted partial authorization for the Commercial Harbor Craft amendments in January 2025, the agency's decision document stated that the action was not a rule for purposes of the CRA. In July 2026, EPA reversed that position and transmitted the Commercial Harbor Craft authorization and a separate At-Berth authorization to Congress, saying it had determined they were rules subject to congressional review. California is challenging EPA's reclassification approach in federal court. A Sept. 2 ruling from the U.S. District Court for the District of Columbia granted California a preliminary injunction in its challenge involving four earlier waiver reclassifications. The court's opinion also records EPA's subsequent July 22 submission of the Commercial Harbor Craft and At-Berth authorizations while the litigation was pending. H.J. Res. 213 now awaits Senate consideration. A Senate companion, S.J. Res. 210, introduced by Sen. Bernie Moreno, R-Ohio, on Aug. 6, was referred to the Senate Committee on Environment and Public Works. AWO said it is working with Senate leaders to expedite consideration of the issue. *(Source: Workboat by Steve Mosco; Photo: Curtin Maritime)*

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COMPACT DAMEN ASD TUG CMS WRESTLER FOR SALE



As part of an ongoing fleet upgrade to more powerful tonnage, Clyde Marine Services Ltd of Greenock, Scotland, is offering their Damen ASD tug **CMS Wrestler** for sale. DSB Offshore Ltd, UK based long-standing tug and workboat shipbrokers, are handling the sale exclusively. Built by Damen Shipyards in 2019, **CMS Wrestler** is classed

by Bureau Veritas with an unrestricted navigation notation. Twin Caterpillar 3512C TA engines drive Schottel SRP550 thrusters developing a bollard pull ahead of 29.3 tonnes. With a length of 21.2m and a draft of 3.8m, her compact size is well suited to towing and pushing in confined harbours and

terminals. Her deck is equipped with a DMT winch forward, a towing hook aft, and a Heila HLM 10-35S crane at the stern. A 600m3 Fifi monitor provides firefighting capability. Accommodation for 5 is arranged in one single cabin and two double cabins. Located in Scotland, the **CMS Wrestler** is available for prompt delivery. *Enquiries: DSB Offshore Ltd, brokers@dsboffshore.com*

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – ELPHIEPOLY

India-based Elphiepoly specialises in the manufacturing of high-quality rubber fenders using premium-grade rubber compounds. our products are developed through high pressure, high-tonnage molding processes, ensuring 100% material homogeneity and the formation of strong carbon chain structures. This results in superior durability and performance, even under the most demanding marine conditions. We offer a comprehensive range of rubber fenders designed for tugboats and marine applications, including: D-shape fenders, cylindrical fenders, square and rectangular fenders, W-shape fenders, keyhole fenders. Additionally, we manufacture metal-bonded rubber fenders such as push-knee fenders, specifically engineered for heavy-duty pushing operations. our pneumatic fenders are among the best in the industry, functioning as floating fenders suitable for: parallel berthing, quay berthing, and submarine berthing operations. These fenders play a critical role in ensuring safe and efficient ship berthing and mooring. Elphiepoly also offers rubber products in a variety of colors, including black, grey, yellow and orange, with customisation options available to meet specific client requirements. With fully equipped inhouse facilities for physical testing and quality control, we ensure that all products exceed required standards. Our materials are rigorously tested in our laboratory and supported by NABL-approved reports. We also facilitate third-party inspections from reputed agencies such as IRS, TUV and BV upon request. At Elphiepoly, quality and innovation are a way of life. Our ongoing developments include advanced roller fenders and heavy-duty sealing solutions for drydock log gate applications.



ACCIDENTS – SALVAGE NEWS

GLACIER SANK FOR THE THIRD TIME IN HAFNARFJÖRÐUR HARBOR



Jökull-SK-16, an 80-ton wooden boat, sank in Hafnarfjörður harbor last night. The boat has sunk three times in six years and has been tied to a dock, motionless. **Jökull SK-16** sank in Hafnarfjörður harbor last night. This is the third time the boat has sunk in the harbor in six years. It first sank in 2020 and last sank in September a year ago and was then lifted and pumped

out. **Jökull** is an 80-ton wooden boat, built in Germany in 1959. It was built out of Sauðárkrúkur by the shipping company Gamli og synir ehf. It has been tied up motionless at the pier for years. Guðmundur Fylkisson, who is on the port authority, says that the boat had started to sink yesterday and that's why pumps were installed. "I checked down here at the port around dinner time and the

pump was running. It had risen about 15 centimeters since midday. I understand that the port workers made sure that the pumps were running. But then around seven o'clock this morning it was submerged," says Guðmundur. The first two times no explanation was found for why the boat sank. Guðmundur says it has deteriorated and there is a possibility that it is leaking. *The family wasn't ready to give him up.* "There is a family that owns this boat and was not ready to dispose of it. But after it sank last time, the port demanded that the boat be removed and it was said to be in the works, just in the next few days it would be taken ashore and disposed of, but then it just sank last night," says Guðmundur. Guðmundur says it is generally the owner's responsibility to ensure the boat is refloated. He believes divers should assess the situation before doing so. "Then you just have to get it up to the dock and pull it out," he says. (Source: RUV by Eva Björk Benediktsdóttir)

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FIRE ON CRUISE DOCK IN WHITTIER DAMAGES HARBOR TOUR CATAMARAN

A fire on the structure of a newly-constructed cruise ship pier caused substantial damage to a moored tour vessel at Whittier, Alaska, according to the operator and local authorities. At about 1100 hours on Monday, the U.S. Coast Guard received notice of a large blaze on the dock at the new north cruise ship terminal. On arrival, first responders found flames consuming the wooden decking of the pier. The year-old facility did not have working fire hydrants, requiring responders to shuttle water by truck over a



ten-minute drive to the site, according to the Anchorage Fire Department. The large cruise ship **Norwegian Jade** was in the vicinity, but departed her berth and was not affected. A local harbor cruise vessel, **Klondike Express**, sustained damage from the fire, her operator confirmed. Photos from the scene show that her aluminum hull suffered melting damage in a limited area on the port side amidships, where she had been moored. The upper decks also showed signs of flame and smoke damage on the exterior. During the course of the firefighting effort, **Klondike Express** was released and towed away from the pier, preventing further damage. Operator Phillips Cruises said that it was

continuing tour operations with its other vessels, which were unaffected.



"Our M/V **Klondike Express** may be wounded, but she remains strong. There was no fire aboard—or originating from—our vessel. The damage she sustained resulted from the flames, heat, and smoke from the dock fire while she was moored alongside it," the company said. No injuries were reported from the fire, and with assistance from nearby fire departments (and the tug **Krystal Sea**), the blaze was under control by early Tuesday morning. The Coast Guard and the state fire marshal have begun an investigation into the

circumstances of the incident. Road access into Whittier by the town's one-lane road/rail tunnel was temporarily shut for about three hours on Monday, allowing external fire departments and other first responders to get in quickly. "This response extended far beyond Whittier," said Whittier City Manager Jackie Wilde in a statement. "Firefighters came through the tunnel, marine crews attacked the fire from the water, dispatchers coordinated resources, and businesses and agencies stepped forward to help. The City of Whittier is grateful to everyone who answered the call." Watch the video [HERE](#) (Source: *Marex*)

TUGBOAT SINKS IN BAWEAN, BARGE WHERE 8 CREW MEMBERS TOOK SHELTER DRIFTS AWAY

Tugboat TB **MT20 1301**, belonging to PT Dharmalancar Sejahtera, sank in the waters around Bawean Island, Gresik. The vessel is believed to have capsized after being hit by high waves during bad weather. The incident occurred on Sunday afternoon (September 13, 2026). The tugboat, towing the barge **M80 1301**, sank approximately 15 nautical miles (NM) from Bawean



Island. Eight crew members were found to have escaped by taking refuge on a barge. Unfortunately, as of Monday afternoon (September 14, 2026), the barge was drifting in Bawean waters after its anchor broke. It is known that the tugboat previously departed from Rembang with the destination of Kintap, a sub-district in Tanah Laut Regency, South Kalimantan. After receiving reports of the tugboat sinking, a joint team of officers from the Gresik Police's Water Police Unit (Satpolairud), the Bawean Port Management Unit (KUPP), the Kamladu (Defense and Rescue) Office, and the National Search and Rescue Agency (Basarnas) launched a search. Fishermen from the waters around Bawean also assisted in the search process. Gresik Police Water Police Chief, AKP Nyoman Ardita, confirmed the incident. He said the eight crew members were found by a passing ship. "The crew members were

found by a passing ship. They were given food. However, the passing ship was unable to carry or pull the tugboat. So the search is still ongoing," said Nyoman, Monday (September 14, 2026). According to preliminary reports, TB MT20 1301 sank due to large waves during bad weather in Bawean waters. According to forecasts from the Meteorology, Climatology, and Geophysics Agency (BMKG) in Bawean and Tanjung Perak, waves in Bawean waters reached 1.5 to 2.5 meters. "We are still searching, we will update you later on developments," he said. Meanwhile, Class III Bawean KUPP officer, Irawan, said that his party continues to coordinate with relevant agencies in Bawean and Basarnas. "Basarnas has dispatched the KN SAR **Permadi SAR 249** to search. It is estimated to arrive in Bawean at 16.30 WIB," he added. As of Monday afternoon, the search and rescue process for TB **MT20 1301** was still ongoing. Eight crew members were known to be aboard the **M80 1301** barge, which was still afloat and drifting after its anchor broke. (Source: *DetikJatim*)

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CAPSIZED OFF GALDO ISLAND



On the early morning of September 15, the 9.77 ton fishing vessel (name not disclosed) capsized in the Korea Strait approximately 5.4 kilometers southeast of Galdo Island, Tongyeong, South Korea. The South Korea Coast Guard was alerted to the incident when the automatic emergency position indicating radio beacon (EPIRB) sent out a distress call. The Coast Guard dispatched patrol boats while

nearby fishing vessels also diverted to assist. A nearby fishing vessel would arrive on scene first to find 6 crew members in the water. They were wearing life jackets and were uninjured from the incident. The Coast Guard would arrived on site and conduct an underwater search of the vessel. The search found one crewmember inside the vessel who was unconscious and not breathing. This crew member would be taken ashore to a hospital for treatment, but this crew member would not recover and later pronounced dead. The Coast Guard divers closed the vents on the fishing vessel to prevent any fuel pollution to be released. Life bags were installed to prevent the vessel from sinking. Authorities stated the capsized fishing vessel is scheduled to be towed to a safe area. Korean authorities have launched an investigation into the incident. Initial reports state that

weather conditions were clear with waves only 1 meter high. Survivors stated the fishing vessel had already completed fishing operations and its nets were organizing its nets when the vessel proceeding back to port when it capsized. (Source: *Shipwreck Log*)

INDIA ACCUSES PAKISTANI WARSHIP OF UNPROFESSIONAL CONDUCT CAUSING COLLISION

Indian officials are reporting that one of their navy's patrol ships was hit by a Pakistani warship in an incident in the international waters off Oman. India says it is lodging a "strong protest" while accusing the Pakistani vessel of "unacceptable and unprofessional conduct," but Pakistan so far has not acknowledged the incident. According to Indian reports, an unidentified "frontline Indian



warship on a routine surveillance mission in the north Arabian Sea" was approached by a Pakistani offshore patrol vessel (corvette) on Tuesday evening, September 15. India says the two vessels collided but that there was no significant damage to its ship and it has continued its mission. Media reports say the incident happened approximately 220 km (118 nautical miles) east of Oman. Media reports identify the Pakistani vessel as [PNS Hunain](#) (F273), the third ship of the Yarmook-class of offshore patrol vessels, commissioned in July 2024. The vessel, which was built by Damen at its yard in Romania, is approximately 96 meters (315 feet) and 2,600 tons displacement, with a top speed of 22 knots. Unconfirmed reports coming from India said Hunain was spotted coming at a high speed toward the Indian vessels and attempting maneuvers. The Indian captain also attempted to maneuver his vessel after seeing the Pakistani vessel, and it resulted in a glancing blow. The reports vary from "serious damage" to a "big dent" in the Pakistani patrol vessel and that it was returning to port under its own power. India's Ministry of External Affairs is highlighting a 1991 agreement between the two countries, which are arch rivals, that their warships would maintain a separation of at least three nautical miles at all times. It states that the "Pakistani naval ship was in direct contravention" of the agreement, and it summoned the Pakistani Chargé d'Affaires, the highest-ranking Pakistani official in India. "The Chargé d'Affaires of Pakistan was advised to convey to the concerned Pakistani authorities the need for all military units to observe due care and respect the provisions of the relevant agreements between the two sides in order to prevent any repeat of such incidents," writes the ministry. "The Chargé d'Affaires of India in Islamabad has also been instructed to lodge a similar protest with the Ministry of Foreign Affairs of the Islamic Republic of Pakistan." The incident comes after the two nations engaged, in early May 2025, in the worst fighting between the two nuclear powers in decades. There was an exchange of missiles and armed conflict that was successfully de-escalated after four days of fighting. The nations, however, continue their long history of being at odds with each other. India and Pakistan downgraded their diplomatic relations in 2019, recalling their ambassadors. Also, it is not the first incident between the two countries' warships. In June 2021, the Pakistani destroyer [PNS Babur](#) (D-182) collided with the Indian guided-missile frigate [INS Godavari](#) (F20). Pakistan accused [Godavari](#) of dangerous maneuvers while [Babur](#) was escorting a merchant vessel, while India alleged [Babur](#) struck its vessel from the stern. Both ships were involved in an anti-piracy operation at the time. (Source: *Marex*)

Advertisement



CMA CGM INVOKES GENERAL AVERAGE AFTER CARGO HOLD FIRE



With salvage efforts underway after a cargo hold fire, CMA CGM has informed customers that it is invoking General Average for the incident involving the [CMA CGM Petra](#). The latest fire on a containership adds further emphasis to recent reports from the World Shipping Council on the persistent danger from cargo deficiencies. The 86,715-dwt containership

registered in France is currently docked in Port Klang, Malaysia, having reached the berth on September 11. It had been holding offshore while a salvage team from SMIT was managing the situation that had begun on August 22. The LNG-fueled containership is one of the newest in the CMA CGM fleet, having only been delivered by HD Hyundai at the end of 2024, and it is employed on a route from Asia to East Africa. The ship has a rating for 8,048 TEU with 800 reefer plugs. CMA CGM had advised customers that the crew discovered a fire in one of the holds on August 22 while the ship was in the Malacca Strait approximately 45 nautical miles northwest of Penang. The crew was able to contain the fire, with assistance from the team from SMIT and several fireboats. The ship had been sailing toward Kenya but reported it was diverting to Malaysia. There were no reports of injuries to the crew. The ship had made its last port call in Singapore. It was operating on an adjusted schedule due to the typhoons that struck China in August. Scheduled calls at Shanghai and Ningbo had been omitted with alternate stops in Qingdao and Nansha. The reports have not indicated the extent of the damage, but the adjusters were saying that 450 containers were due to be offloaded for inspection in Malaysia. It was also pointed out that because the fire was in one of the holds, the boxes in the area would have been exposed to the heat and smoke, as well as firefighting water or chemicals. CMA CGM signed a Lloyd's Standard Form of Salvage, which observers said was likely the first step toward General Average. It has also announced the use of a professional salvage team. The fire is the latest in a series of high-profile incidents and emphasizes the continued dangers to vessels. The World Shipping Council recently issued data showing that one in ten cargo surveys show deficiencies. It is also calling for a tightening of rules pertaining to the shipment of lithium batteries, and this follows enhanced rules for the shipment of charcoal. Reports indicate that this was the second fire in 12 months that CMA CGM experienced in the Malacca Strait, after a cargo

fire on the CMA CGM J. Madison in August 2025. Claims consultants WK Webster show that the fire on the [CMA CGM Petra](#) was followed by reports of a fire on September 4 aboard the [Maersk Lanco](#) off Brazil. The 8,700 TEU vessel made port on September 11 and was the second containership fire WK Webster lists under casualties after a four-month lull and the fourth containership fire in 2026. The World Shipping Council pointed out that the latest statistics from insurer Allianz indicate that a containership fire occurs on average every 17 days. (*Source: Marex*)

HOPPER BARGE ANTJE SPRINGS A LEAK ON THE IJSSELMEER.

On Wednesday, September 16, the hopper barge [*Antje*](#), loaded with 1,200 tonnes of sand, nearly sank on the IJsselmeer near the Ketelbrug. A crack had developed in the hull at the waterline, causing the 78-meter-long vessel to take on water. After the skipper raised the alarm, a fleet of emergency responders deployed. Salvage operator Post, of Post Workboats



in Urk, was the first on the scene with the salvage vessel [*Orca 10*](#). Post installed the first pump, later followed by pumps from other responders. The two crew members on board the Urk-based [*Antje*](#) were never in danger, partly because the KNRM arrived on the scene with five boats: the [*Kapiteins Hazewinkel*](#) and [*Marinus Cornelis*](#) from Urk, the [*Watersport*](#) and [*Corrie Dijkstra*](#) from Enkhuizen, and the [*Trudy Bakhuis*](#) from Lelystad. Klaas Post: 'But even if the ship had sunk, the wheelhouse would have remained above water.' *Engine room* Once the [*Antje*](#) was brought under control, it was steered toward a shallow area near the Ketelbrug and grounded there. Klaas Post explains: 'Because no water had entered the engine room—even though water was standing against the exterior doors on the side deck—the ship was able to reach that spot under its own power. However, this also meant that no alarm had been triggered on board at an early stage. Once



the ship was resting on the bottom, no further water flowed in. Subsequently, commissioned by Hebo, a crane vessel transferred several hundred tons of sand.' Regarding the 'overkill' of KNRM vessels, Post notes: 'That actually had an advantage, because our pump—with a capacity of 30 tons per hour—wasn't sufficient. So, the arrival of additional pumps worked out well.' Using the crane vessel [*Dieze*](#) (operated by Tebezo Nautische Dienstverlening), enough sand was transferred to

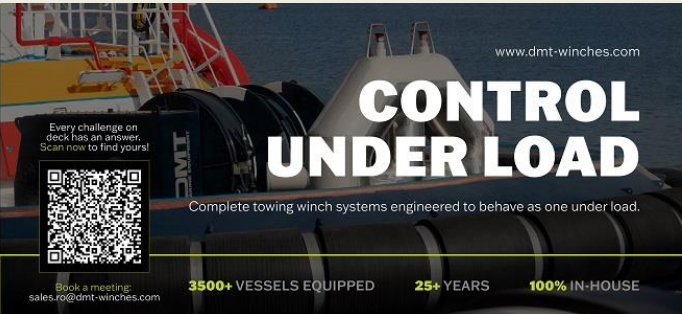
allow the [*Antje*](#)—which was no longer permitted to sail under its own power—to be safely towed to Urk by the [*Hebo Cat 15*](#). It is not known exactly where the [*Antje*](#) sustained the damage;

however, the indentation near the crack suggests the ship must have struck something. (*Source: Schuttevaer; Photo's Post Workboats Urk*)

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PASSENGERS RESCUED AFTER VESSEL RUNS AGROUND IN OCCIDENTAL MINDORO

A passenger ship ran aground after midnight on Thursday near Sitio Sigman in Barangay Udalo, Abra de Ilog, Occidental Mindoro, local disaster management officials said. The shipping company of the distressed vessel **Roromaster 5** had initially reported that the grounded ship was carrying 80 passengers and 24 rolling cargo units from Batangas Port, said Geoffrey Panganiban, chief of



the Abra de Ilog Municipal Disaster Risk Reduction and Management Office (MDRRMO). Personnel from the Municipal Social Welfare and Development Office, Municipal Health Office, and Philippine National Police were deployed to assist the MDRRMO and Philippine Coast Guard teams that first responded to the incident. By 7 a.m., the town's Help and Welfare Desk had recorded 117 passengers and crew members who disembarked from the vessel and received basic assistance, including medical checkups, food, water, and transportation. Passengers bound for Sablayan and San Jose are temporarily staying at the Abra de Ilog Passengers Terminal, officials said. Passengers who were traveling to Abra de Ilog and the town of Mamburao have already been transported to their intended destinations with assistance from the Provincial Disaster Risk Reduction and Management Office and the Abra de Ilog MDRRMO. They provided transport from Sitio Sigman to the Abra de Ilog Pier. Authorities urged the public to remain calm and steer clear of the grounded vessel to avoid disrupting rescue and response operations. Residents and travelers were also advised to rely only on official updates from the Abra de Ilog MDRRMO, the municipal government, and the Philippine Coast Guard regarding the incident and succeeding response operations./coa (*Source: Inquirer*)

OFFSHORE NEWS

RAWABI 73 – AHTS WITH 120-TONNE BOLLARD PULL OPTIMISED FOR PERSIAN GULF OPERATIONS

Premier Marine Shipyards' largest offshore newbuild to date has crossed the gulf to Ras Tanura after



15 months of fitting out in Dubai. The 70-metre anchor handler carries twice the bollard pull of the operator's most recent series vessels and berths for 50. **Rawabi 73**, an anchor handling tug supply vessel, was built in Dubai by Premier Marine Shipyards for Rawabi Vallianz

Offshore Services (RVOS). Construction began with steel cutting on September 13, 2023, followed by keel laying on

October 20 that year. RVOS will operate the vessel from Saudi Arabia. The ship was ordered through Vallianz Shipbuilding and Engineering, a wholly owned subsidiary of Singapore-listed Vallianz Holdings, which contracted the build on behalf of RVOS. RVOS itself brings Vallianz and Rawabi Energy together in a joint venture; Rawabi Energy is a subsidiary of Saudi Arabia's Rawabi Holding Group, and RVOS operates a fleet of offshore support vessels in the Middle East. According to Premier Marine, **Rawabi 73** is the yard's most advanced vessel for offshore support so far. *Durable multi-role platform built for Middle East conditions* As reported at the float-out, the vessel has a bollard pull of 120 tonnes and accommodation for 50 personnel, covering both the marine crew and offshore workers on extended assignments. It is classed by the American Bureau of Shipping (ABS) and flies the flag of Tuvalu. The class record lists a length overall of 70 metres (230 feet), a moulded breadth of 17.2 metres (56.4 feet), a moulded depth of 7.5 metres (25 feet) and a length between perpendiculars of 61.2 metres (201 feet). Registered gross and net tonnages are 3,136 and 941 respectively, while deadweight is 1,885.08 and displacement is 4,796.33 tonnes. Premier Marine and Vallianz have positioned the vessel as a multi-role unit rather than a dedicated anchor handler. The vessel is also intended for firefighting, marine rescue, standby safety and subsea support, with a stated remit that extends from oil and gas exploration to renewable energy work. "The vessel has been purpose-built to meet the complex and evolving demands of offshore operations, from oil and gas exploration to renewable energy support," Hemant Tandon, Managing Director of Premier Marine Shipyards, said at the launch.

Significant liquid tank capacities to suit various roles The ABS class record gives **Rawabi 73** the notation ⚡A1, Offshore Support Vessel (AH, FFV 1, Supply-CHEM, TOW), ©, ⚡AMS, ⚡ACC and ⚡DPS-2, confirming DP2 capability and a Fire Fighting Vessel 1 notation. Additional notations include BP (120.3 MT), ENVIRO, IDM-A and SMART (INF, MHM, SHM), while the



vessel is classed for unrestricted service. Capacities include 1,152.2 cubic metres (253,450 gallons) of ballast water, 608.2 cubic metres (133,800 gallons) of cargo oil, 602.4 cubic metres (132,500 gallons) of other cargo-tank capacity, 544 cubic metres (120,000 gallons) of freshwater and 237.8 cubic metres (52,310 gallons) of fuel oil. For Vallianz, the vessel adds a Persian Gulf-built asset to a fleet otherwise

assembled largely from Asian yards, including its own facility in Batam, Indonesia. Premier Marine Shipyards Vallianz Shipbuilding and Engineering Rawabi Vallianz Offshore Services *Specifications*: Type of vessel: Anchor handling tug supply vessel; Classification: American Bureau of Shipping; Flag: Tuvalu; Owner: Rawabi Vallianz Offshore Services, Saudi Arabia; Builder: Premier Marine Shipyards, UAE; Length overall: 70 metres (230 feet); Length bp: 61.2 metres (201 feet); Beam: 17.2 metres (56.4 feet); Depth: 7.5 metres (25 feet); Displacement: 4,796 tonnes; Deadweight tonnage: 1885; Gross tonnage: 3136; Net tonnage: 941; Capacity: 608.2 cubic metres (133,800 gallons); Bollard pull: 120 tonnes; Fuel capacity: 237.8 cubic metres (52,310 gallons) of fuel oil; Freshwater capacity: 544 cubic metres (120,000 gallons); Crew: 50; Operational area: Persian Gulf. *(Source: Baird)*

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BOWER OFFSHORE TAKES OWNERSHIP OF MANAGED PSV



Bower Offshore has bought the Songa Commander platform supply vessel from Blystad Group. The company, previously known as Remøy Shipping and rebranded after Saudi Arabia's Zamil Offshore Services Company acquired it, said it bought the 2010-built PSV and renamed it **Bower Commander**. Since 2023, Bower has managed the vessel commercially and technically on behalf of Blystad Group. The financial details of the

transaction were not revealed. **Bower Commander** is a high-end PSV built in 2010 by Hellestø shipyard. The vessel is currently on a long-term drilling support contract with Adura until July 2027, with an option to extend. The vessel owner stated the purchase underlines the company's strategic direction toward a fleet of fully owned offshore vessels. The vessel's crew will continue working on board. "The acquisition is a further step in our strategy to grow with our own tonnage and continue developing an integrated shipping company in the offshore energy market, rooted in the Norwegian maritime cluster," said Karl Johan Bakken, CEO of Bower Offshore. Bower Offshore operates six vessels in the offshore energy market across oil, gas, and renewables in European waters. *(Source: Splash24/7)*

ENFORCER STRENGTHENS THE NETHERLANDS COASTGUARD FLEET

Multraship, Rijkswaterstaat, and the Netherlands Coastguard join forces for safety in the North Sea. Multraship, on behalf of Rijkswaterstaat, handed over the new patrol vessel **ENFORCER** to the Netherlands Coastguard today. The 53-metre-long vessel will be deployed in the years ahead to safeguard the continuity of coastguard activities in the North Sea, providing additional support until the new generation of coastguard vessels goes into



service. The work of the Coastguard has expanded in recent years. In response, Rijkswaterstaat Rijksrederij ordered the charter of the **ENFORCER**. With this modern patrol vessel, the Coastguard will maintain its capability for surveillance work, providing assistance and contributing to safety in the North Sea. The **ENFORCER** was built by Damen Shipyards in Gorinchem. It is owned by Multraship from Terneuzen, which will therefore also be responsible for the vessel's crew and maintenance. The Netherlands Coastguard will have operational command. To carry out the duties in the North Sea, boarding officers from law enforcement agencies such as the police, customs and the Royal Netherlands Marechaussee board the vessel. *Equipment* The **ENFORCER** has two high-speed boats (RHIBs) for inspections and enforcement at sea. In addition, the vessel also has a large crane, a towing system, a FiFi 1 fire-fighting system and salvage pumps. *Clean and sustainable* The vessel



complies with the Tier-3 emissions standard and runs on HVO100. It therefore fits in with Multraship's sustainability ambitions and the joint commitment by Rijkswaterstaat and the Netherlands Coastguard to cleaner and more sustainable navigation in the North Sea. Multraship is already supplying the Rijksrederij with three Emergency Response and Towing Vessels (ERTVs). Those vessels are used for emergency towage

operations and general Coastguard duties. The addition of the **ENFORCER** builds on this successful alliance between government and maritime partners. *(PR-Multraship)*

THE MERGER BETWEEN OCEANPACT AND CBO RECEIVES APPROVAL FROM CADE (BRAZIL'S ANTITRUST AUTHORITY).

'OceanPact CBO', the new name, will consist of 70 vessels, including 38 PSVs, 15 AHTS and 15 RSVs. The Administrative Council for Economic Defense (Cade) granted, last Tuesday (1st), the final approval for the business combination between OceanPact and CBO. The antitrust body understood

that all precedent conditions were met and set the closing of the operation for the next September 16th. With the completion of the operation, the Navigation unit will be renamed OceanPact CBO, and the combined company will have 70 vessels — 38 PSVs (supply vessels) and OSRVs (oil spill response vessels), 15 AHTS (anchor handling tug-of-war vessels), 15 RSVs (robotic vessels), and two other units. “The merger expands our capacity to operate in subsea operations, decommissioning, and



environmental projects, reinforcing our robustness to execute larger and more complex projects, always with the same priority: safety and quality of delivery,” OceanPact CBO stated in a press release. According to the initial announcement at the end of February, the combined company will have annual revenue of over R\$ 4 billion and a backlog of R\$ 14 billion. As a result of the merger of CBO with OceanPact, 274,551,446 new common shares of OceanPact will be issued, to be delivered to CBO shareholders in exchange for the CBO common shares they hold, resulting in an exchange ratio of 1.9805700858 OceanPact common shares for each CBO common share, disregarding any resulting fractions. As of September 17th, OceanPact shares will begin trading ex-rights to the receipt of the mandatorily redeemable preferred shares of OceanPact Participações SA. The new shares issued by the company to be delivered to CBO shareholders as a result of this transaction will then begin trading on the B3 (Brazilian Stock Exchange). “The company will keep its shareholders and the market informed about any relevant updates and developments regarding the subject, in accordance with the law and CVM regulations,” OceanPact informed in a relevant fact statement last Tuesday (1st). (Source: Sinaval)

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OCEANUS 1 – TAIWAN'S CO-ASIA MARINE TECHNOLOGY ACQUIRES CABLE LAYER WITH 8,000-TONNE CAPACITY

Co-Asia Marine Technology's **Oceanus 1** has entered service under the Taiwanese flag after a 2.5-year build in Hai Phong. The DP2 vessel carries a 30-metre carousel rated for 8,000 tonnes of cable and was designed for Taiwan Strait conditions. The 8,000-tonne cable laying vessel Oceanus 1 has

entered service for Taiwan's Co-Asia Marine Technology



following completion at Pacific Shipbuilding in Hai Phong, Vietnam, on August 7, 2026. Suyang, which manufactured the vessel's 30-metre (100-foot) diameter carousel, said the vessel was, "specially designed for the Taiwan region, which conforms to the special hydrology and weather of the Taiwan Strait," and that on completion it would, "become the first cable-laying vessel designed in Taiwan."

Oceanus 1 has an LOA of 113.23 metres (371.49 feet), a length between perpendiculars of 108 metres (354 feet), a moulded beam of 3.4 metres (11 feet), and a moulded depth of 7.8 metres (26 feet). Design deadweight is 9,671 on a displacement of 16,750.3 tonnes, and the calculated freeboard is 2,618 mm. Registered gross tonnage is 9,838 and net tonnage is 2,951. *Dynamic positioning helping ensure shorter project durations* Accommodation is arranged for 77 people, comprising 19 crew and 58 service personnel. The vessel is classed with the notations ⚙️A1, Offshore Support Vessel (Cable Lay)(SPS), Ⓢ, ⚙️AMS, ⚙️DPS-2 and CPS, with additional notations BWT, CRC(HC, OC-PL) and IHM. Oceanus 1 is dual-classed by the American Bureau of Shipping (ABS) and Taiwan's CR Classification Society. For regulatory purposes the vessel is categorized as a cargo ship under SOLAS and as a ship other than an oil tanker carrying oil under MARPOL. It is not certified to carry heavy grade oil and is not enrolled in the Condition Assessment Scheme. The DPS-2 notation confirms a dynamic positioning system with redundancy to hold station after a single fault, the standard specification for vessels laying cable in the vicinity of offshore wind foundations and other fixed structures. *Propulsion and tank capacities configured for heavy duty use* Propulsion for the vessel comprises three azimuthing electric-drive thrusters supplied from six Cummins QSK50-M diesel generators. Each QSK50-M is a four-stroke, 16-cylinder unit with a 159 mm bore and 159 mm stroke, rated at 1,628 kW at 1,800 rpm. That gives an installed power of just under 9,800 kW across the six gensets. Tank capacities recorded by ABS include 1,485 cubic metres (326,700 gallons) of diesel, 5,496.6 cubic metres (1.209 million gallons) of ballast, 301.6 cubic metres (66,340 gallons) of freshwater, and 35.9 cubic metres (7,900 gallons) of lube oil, along with 631.14 cubic metres (138,830 gallons) of other capacity. With 58 service personnel berths, Oceanus 1 is equipped to carry a full cable installation and survey team in addition to its marine crew. *Specifications:*

Type of vessel: Cable laying vessel; Classification: American Bureau of Shipping; CR; Flag: Taiwan; Owner: Co-Asia Marine Technology, Taiwan; Builder: Pacific Shipbuilding, Vietnam; Length overall: 113.23 metres (371.49 feet); Length bp: 108 metres (354 feet); Beam: 3.4



metres (11 feet); Depth: 7.8 metres (26 feet); Displacement: 16,750 tonnes; Deadweight tonnage: 9671; Gross tonnage: 9838; Net tonnage: 2951; Propulsion: 3 x azimuthing thrusters; Generators: 6 x Cummins QSK50-M, each 1,628 kW at 1,800 rpm; Dynamic positioning: DP2; Other deck

equipment: Suyang cable carousel; A-frame; Type of fuel: Diesel; Fuel capacity: 1,485 cubic metres (326,700 gallons); Freshwater capacity: 301.6 cubic metres (66,340 gallons); Accommodation: Berths; Crew: 19; Additional personnel: 58. (Source: Baird)

Advertisement



The advertisement is a horizontal banner. On the left, a blue tugboat labeled 'FENDERTUG' is shown with a circular inset showing a close-up of a propeller. In the center, a green box contains the text 'BETTER PERFORMANCE & REDUCING YOUR CARBON FOOTPRINT' in bold blue letters, with the 'BUOYANT WORKS' logo below it. On the right, a blue vessel labeled 'FENDERCTV' is shown with a circular inset showing a close-up of a propeller. The website 'buoyantworks.com' is visible in the bottom right corner.

WUHAN MARINE MACHINERY DELIVERED THE INDEPENDENTLY DESIGNED AND BUILT JANA 510 AND JANA 511 PLATFORMS.



On September 15, the **JANA 510** and **JANA 511** platforms, independently designed and built by CSSC Wuhan Marine Machinery Co., Ltd., successfully completed various commissioning tasks in Qingdao and were shipped overseas to provide oilfield service support for the operating sea area. **JANA 510** and **JANA 511** are intelligent self-elevating offshore operation support platforms built by Wuhan Marine Machinery, and are classed by ABS. Based on a mature ship type, the platform

continues classic designs such as epidemic prevention, high-end personalized interior decoration, digitalization and intelligence, while integrating functions such as DP-2 dynamic positioning system, network security, and SCR. The DP-2 system provides redundancy for the platform's dynamic positioning system. Even in the event of a single system failure, it can automatically maintain the vessel's position and heading, ensuring uninterrupted operations and guaranteeing the smooth progress of platform construction, thus improving platform operational stability. As a crucial classification symbol under the new requirements of classification societies, cybersecurity is ensured by this platform through the establishment of a network framework for identification, protection, detection, response, and recovery. This framework ensures that critical systems can maintain safe operation and quickly return to normal operation even during cyberattacks, giving the platform network resilience. SCR is a core after-treatment technology for marine engines to meet IMO Tier III nitrogen oxide (NO_x) emission regulations. Its function is to convert harmful NO_x into harmless nitrogen and water through chemical reactions before exhaust gases are released into the atmosphere, improving the platform's environmental protection level. Wuhan Marine Machinery has always focused on the practical application and transformation of its technological achievements. Adhering to the principle of "bold innovation and careful verification," it has successively developed structural

health monitoring (SMART SHM) and equipment health monitoring (SMART MHM) technical solutions that meet the requirements of ABS classification society's in-principle approval, and has successfully applied them to multiple shipbuilding projects of the company. Leveraging its independent integration and matching of core equipment, mature and complete EPC general contracting service capabilities, and advantages across the entire industry chain, Wuhan Marine Machinery has achieved efficient and reliable integration of advanced technologies and high-end equipment on its platform. Going forward, CSSC Wuhan Marine Machinery will continue to focus on the green, intelligent, and high-end development of self-elevating platforms, deepen its expertise in the marine engineering equipment field, continuously strengthen its core competitiveness, and contribute more to the construction of a maritime power and the high-quality development of the high-end equipment manufacturing industry. (Source: iMarine)

INEOS OPENS EU'S FIRST FULL-SCALE OFFSHORE CCS PROJECT

INEOS has started commercial operations at Greensand, the EU's first full-scale carbon storage facility, opening a new offshore route for European industry to permanently store captured CO₂ beneath the North Sea. Greensand provides industry across the EU with the infrastructure it needs to transport and permanently store CO₂ offshore for the first time. The project, led by INEOS



Energy alongside Harbour Energy and Nordsøfonden, will source CO₂ primarily from Danish biomethane plants. This enables the full CCS value chain to be established and operated using CO₂ volumes that are readily available, while capture projects across industry continue to develop and scale. Once captured, CO is liquefied, delivered by truck to a dedicated CO₂ terminal at Port Esbjerg, shipped aboard **Carbon Destroyer 1**, the EU's first purpose-built CO₂ carrier, and injected into the Nini West reservoir in the Danish part of the North Sea, a depleted oil field some 250 km offshore, approximately 1,800 m beneath the seabed. In this first commercial phase, Greensand can store up to 400,000 tonnes of CO₂ annually. The site is designed to expand significantly, with the potential to store 4-8m tonnes each year as demand grows. "For years, CCS in Europe has been defined by plans, targets and ambitions. Today, Greensand brings the EU's first full-scale CO₂ storage site and value chain into operation. It provides a foundation on which future carbon capture projects across Europe can now build," said David Bucknall, CEO of INEOS Energy. Europe's energy-intensive industries directly employ almost eight million people and generate roughly €550bn in value added every year. They are critical to Europe's security of supply, providing the materials that society depends on. At the same time, the EU is working to meet its own CO₂ capture and storage targets of 50m tonnes annually by 2030, rising to 250-280m tonnes by 2040. Right now, Europe is far from that scale. Too often, the debate has been presented as a choice between industrial competitiveness and climate progress. Greensand shows that is a false choice. "Europe will not achieve net zero by closing factories and exporting its jobs. We need solutions that allow industry to remain competitive while reducing emissions. Greensand proves it can be done. It is a fully operational carbon transport and storage business. The technology works. The storage is ready. The challenge now is creating the right conditions for carbon capture to scale across Europe," added Jim Ratcliffe, chairman of INEOS.

The question that follows is how quickly the EU establishes the regulatory, infrastructure and investment conditions that allow industrial emitters to capture CO₂ at scale. *(Source: Splash24/7)*

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ISLAND OFFSHORE'S SECOND OCEAN ENERGY CONSTRUCTION VESSEL GOES TO NORWAY FOR COMPLETION



The second hybrid power ocean energy construction vessel (OECV) that Norwegian shipbuilder VARD is constructing for compatriot shipping group Island Offshore is on its way to Norway to undergo completion. Island Offshore placed an order with VARD for the design and construction of

the first hybrid power OECV in May 2024, named **Island Evolution**, also agreeing on an option for two more vessels. The order for the second vessel, called **Island Explorer**, came in three months later. The keel laying for **Island Evolution** took place in May 2025, with the keel laying for the second OECV following in September 2025. This first vessel, marked NB 977, arrived at Vard Langsten in Norway on July 29 for the final phase of outfitting and completion. VARD reported today, September 17, that **Island Explorer**, marked NB 978, had been launched from Vard Shipyards Romania – Tulcea and is on its way to Vard Langsten in Norway, where the next phase of outfitting and completion will take place. The vessel is scheduled for delivery in Q1 2027. The sister vessels are of VARD 3 25 design and are 120 meters long. They will be capable of performing subsea operations including inspection, maintenance, and repair (IMR), pipe laying, subsea infrastructure construction and installation, diving support, and equipment for remotely operated underwater inspection. The OECVs will feature a 250-ton heave-compensated subsea crane, DP2 capability, and accommodation for 120 personnel. *(Source: Offshore Energy)*

FORMER BULKER COMPANY TO REINVENT ITSELF AS AHTS LEADER

In a surprise announcement, Norway-based 2020 Bulkera reports that it plans to reinvent the company as an owner-operator of large anchor-handler supply ships based on the strong opportunities in the offshore market. The company has entered into a Letter of Intent to purchase a fleet of up to 15 large AHTS vessels and, once completed, will rename itself AHTS. Launched as an investment company in 2017, 2020 Bulkera was focused on the Newcastlemax segment of bulker operations. After a successful track record of returns and dividends for its shareholders,

management announced that it intended to sell its fleet of bulkers. With the sale of one vessel in late 2025, the company was down to six vessels, all of which were delivered by April 2026 to new owners. Management had said it would explore new opportunities in the market. AHTS AS commenced operations earlier this year and currently owns seven large anchor handler tug supply vessels. It already has agreements to purchase three additional vessels. The fleet list



included in the 2020 Bulkera investor presentation shows vessels built in 2009 and 2010, mostly by Fincantieri in Italy and based on the Moss 242H design. The company highlights in its presentation that its selected segment is a “global workhorse for MODU mooring scope and international in scope.” Under the terms of several parallel agreements, 2020 Bulkera plans to spend a total of \$406 million for the acquisition of AHTS and its vessels, including many of them that are coming from United Offshore Support’s fleet. Other vessels are coming from special-purpose companies to create the combined fleet of up to 15 vessels. 2020 Bulker anticipates a total financing of up to \$485 million to assemble the new operation and provide for working capital. Management reports that, after the sale of the bulker fleet, it explored various strategic opportunities before selecting the acquisition of AHTS and the anchor handler fleet. It highlights that the segment provides key services in the offshore segment and remains in high demand. Further, it notes that only one large AHTS has been built since 2018 and that there are currently none on order. It notes that the existing industry fleet is aging. It says that the segment is effectively fully utilized, and believes AHTS vessels offer attractive economic returns along with further opportunity for consolidation. Furthermore, it believes the operation will generate strong free cash flows. It has assembled a team of experienced investors as a co-sponsor group, which includes Uthalden AS, MH Capital AS and Songa Capital AS. It has also entered into a contract with an experienced industry executive, Tom Babinski, to be the CEO of AHTS AS. He comes with long industry experience from Aurora Offshore Management, Framar & Sevnor, Viking Supply Ships, and Westshore Shipbrokers.

(Source: Marex)

WINDFARM NEWS - RENEWABLES

ALTERNATIVE APPROACH TO TURBINE BEARING MAINTENANCE TESTED AT ORMONDE OFFSHORE WIND FARM

IKM Testing UK has demonstrated a new approach to dealing with grease build-up and contamination in turbine bearings on a wind turbine at Vattenfall’s Ormonde offshore wind farm in the Irish Sea. The demonstration, facilitated by Vattenfall and the Offshore Renewable Energy (ORE) Catapult, tested IKM’s Grease Replenishment service that the company says can support routine turbine maintenance while improving safety and reducing costs. According to IKM Testing, rather than continuously injecting fresh grease into a bearing to displace existing material, its system first cleans the bearing, removing hardened grease and other contaminants before introducing fresh grease. This approach is designed to remove old or hardened grease that may resist flow and otherwise remain inside the bearing, according to the company. “The addition of this new technology

to our service lines will undoubtedly enhance our clients' experience, as well as have a real impact on



safety and cost", said Barry Summers, Regional Director at IKM Testing. The demonstration took place at Ormonde after specific issues with grease build-up in its wind turbines had been identified, according to Hugh Riddell, Regional Partnership Manager at ORE Catapult. Craig Fraser, O&M Execution Product Manager at Vattenfall, said: "By working with partners such as IKM Testing and ORE Catapult, we can test promising technologies in real-world conditions and help accelerate innovation across the offshore

wind sector." Ormonde is a 150 MW offshore wind farm located approximately 10 kilometres off Barrow-in-Furness in northwest England. The wind farm comprises 30 Senvion (formerly REpower) 5 MW turbines and has been generating electricity since 2012. The wind farm was among the early UK projects to deploy 5 MW offshore wind turbines and steel jacket foundations. Its 30 turbines were installed in 2011, with commissioning completed in February 2012. Vattenfall owns a 51 per cent stake in the wind farm and operates the project, while Swedish pension group AMF owns the remaining 49 per cent. *(Source: Offshore Wind)*

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CONSTRUCTION STARTS ON TENNET'S SECOND 2GW JACKET IN VLISSENGEN

Construction of the jacket for IJmuiden Ver Gamma has officially started at Heerema Fabrication Group's yard in Vlissingen with the ceremonial first steel cut. It is the second substructure for TenneT's new generation of 2 gigawatt (2GW) offshore converter platforms to be built at the yard. As the jacket for IJmuiden Ver Beta continues to take shape, work is now also getting under way on the next 2GW jacket. For the construction of the offshore converter platforms for IJmuiden Ver Beta, IJmuiden Ver Gamma and Nederwiek 2, TenneT is working with main contractor GE Vernova-Seatrium. The consortium has commissioned Heerema Fabrication Group in Vlissingen to build the three jackets. The first steel cut marks the start of steel fabrication for the jacket. Over the next two years, large steel sections will be assembled, welded and given protective coatings. These sections will ultimately be joined together to form the complete substructure supporting the offshore

converter platform for IJmuiden Ver Gamma. The same construction process for the IJmuiden Ver Beta jacket began in September 2025. *From the first to the second 2GW jacket* At the same yard in Vlissingen, two large 1,800-tonne structural sections for IJmuiden Ver Beta were recently upended. The completed substructure will be approximately 100 metres long, 55 metres wide and 46 metres high, with a final weight of around 10,000 tonnes. It will support a topside weighing almost 30,000 tonnes.



Transmission over long distances

The electricity cables from the offshore wind farm come together in the converter platform's topside. There, power electronics convert the alternating current generated by the wind farm into direct current at a voltage of 525 kilovolts, allowing large volumes of offshore wind power to be transmitted efficiently over long distances to shore. *The new standard* The jackets for IJmuiden Ver Beta, IJmuiden Ver Gamma and Nederwiek 2 are being built according to the same standardised 2GW design, explains Shantanu Singh, Sub Project Lead at TenneT. "This means that the design, construction methods and experience gained can be reused from one project to the next. A year ago, we made the first steel cut here for IJmuiden Ver Beta, and now we are already starting work on the next jacket." *Like a train* "You can think of the construction of the three jackets as a train," Singh explains. "We started IJmuiden Ver Beta in September 2025. That jacket is expected to head offshore in the summer of 2027. We are now starting IJmuiden Ver Gamma, which is running roughly a year behind Beta and is scheduled to go offshore in 2028. Nederwiek 2 will follow. Each year, the next jacket moves through the process, with the different construction phases increasingly running in parallel at the yard." *Six gigawatts* Together, the wind farms will have a total capacity of six gigawatts, equivalent to the capacity of six large gas-fired power stations. The three grid connections will transport electricity generated in the North Sea to the Maasvlakte. There, converter stations will convert the electricity back into alternating current before it is connected to the Dutch high-voltage grid via the new 380 kV Amaliahaven high-voltage substation. Under the current schedule, the first electricity from IJmuiden Ver Beta is expected from 2029. *From Vlissingen to the North Sea* With the new 2GW technology, a single grid connection can bring enough renewable electricity ashore to match the consumption of around two million households. The sail-out of the IJmuiden Ver Gamma jacket is scheduled for the summer of 2028. The steel structure will then be loaded onto a barge and transported to its offshore location, approximately 80 kilometres off the coast of IJmuiden. There, the substructure will be installed on the seabed and securely anchored. (PR-TenneT)

DREDGING NEWS

BOSUT RIVER RESTORATION IN FULL SWING WITH WATERMASTER

The restoration works of the Bosut River in Croatia, conducted with a Watermaster Classic V, are in full swing. Sediment build-up has reduced the river's flow and depth. This means higher flood risk, degrading water quality and ecological health, and it limits the river's use for irrigation and recreation. The project involves cleanup of a 4.8-kilometer-long section, removing approximately

267,400 cubic meters of silt from the riverbed. According to the contractor Sokol d.o.o. Vinkovci, the



Bosut restoration program with Watermaster is efficient because one machine replaces many. "Typical river maintenance includes sediment removal by suction dredging or excavating, vegetation clearing, and debris removal. Our multipurpose Watermaster can handle all those tasks," Sokol said. Watermaster can "walk" from land into the river and work safely and independently in shallow, hard-to-access areas, without additional machinery

or support personnel. (Source: *Dredging Today*)

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TSHD GATEWAY COMPLETES CHIAPAS DREDGING JOB

Over the past few months, a large amount of sand had washed into the access channel to the 'Puerto Chiapas' from the Pacific Ocean, threatening the port's accessibility and causing potential disruptions to the container trade. To prevent this, Boskalis' trailing suction hopper dredger (TSHD) **Gateway** had to dredge the sediment from the access channel and the basin. This campaign has now been



successfully completed, and the **Gateway** has since begun work in Ensenada, where she will be conducting capital dredging in the access channel and turning basin over the coming weeks.

(Source: *Dredging Today*)

ROHDE NIELSEN WRAPS UP MAINTENANCE DREDGING AT PORT OF GERALDTON



Rohde Nielsen has completed maintenance dredging works at the Port of Geraldton, Western Australia, for Mid West Ports Authority. The project included the removal of unconsolidated materials from the new Berth 1 development area, as part of the ongoing Geraldton Port Maximization Project (PMAXP). Additional works included maintenance dredging of the Entrance Channel, and Inner Harbor Basin and Berth Pockets to

maintain declared depths. The campaign was undertaken by the split trailing suction hopper dredger (TSHD) **Modi R**, supported by RN engaged sub-contractors for seabed levelling, onshore reclamation management, hydrographic survey, and marine fauna observation works. (*Source: Dredging Today*)

BARGE WITH DREDGE MATERIAL RUNS AGROUND IN NORTH VANCOUVER

A barge ran aground near North Vancouver, B.C., yesterday, the Vancouver Fraser Port Authority (VFPA) said. According to VFPA, the barge had been carrying sand and rock dredged from an area along the south shore of Burrard Inlet. The dredging operations are taking place under the Ironworkers Memorial Bridge to allow larger oil tankers and cargo vessels to access Vancouver's port lands



and the Trans Mountain pipeline export terminal. "The barge has now been stabilized and secured. The barge is not blocking navigation channels or impacting port operations, nor leaking fuel or hydrocarbons," VFPA said. The dredged material on the barge is currently being transferred to another barge, and the situation should be largely resolved in the following hours. (*Source: Dredging Today*)

YARD NEWS

MASTER BOAT BUILDERS AWARDED U.S. NAVY CONTRACT FOR LANDING CRAFT, UTILITY (LCU) 1700



Contract expands Gulf Coast shipbuilder's role in Navy modernization and strengthens the U.S. maritime industrial base. Master Boat Builders, Inc. ("Master Boat"), a leading Gulf Coast shipbuilder with more than 45 years of experience constructing specialized vessels, today announced it has been awarded an Other Transaction agreement by the U.S. Navy to

build 3 Landing Craft, Utility (LCU) class craft and an option to manufacture an additional craft with work expected to continue through 2029. "This award represents a major milestone for Master Boat and reflects the dedication of the skilled workforce that has built our reputation over the last 45 years," said Garrett Rice, President of Master Boat Builders. "We are honored by the Navy's confidence in our team and proud to expand our role in supporting America's maritime mission. As we deliver these craft, we will continue investing in our people, capabilities, and Gulf Coast operations to provide the quality and performance our warfighters depend on." The award marks a significant milestone for Master Boat as the company's first defense shipbuilding contract as a prime shipyard. This contract builds on the company's steps to answer the Administration's call to strengthen America's maritime industrial base, first by supporting the U.S. Navy's Towing, Salvage, and Rescue Ship (T-ATS) program through distributed shipbuilding and now by expanding its role as a prime builder for the LCU program. The award demonstrates the value of leveraging shipyards of all sizes and capabilities across the nation's industrial base to ultimately expand domestic production capacity, strengthen the skilled maritime workforce, and support the shared objective of delivering more vessels to the fleet, faster. The Landing Craft, Utility (LCU) program is a critical component of the Navy and Marine Corps' efforts to modernize expeditionary logistics capabilities and maintain operational readiness in contested maritime environments. Designed to transport troops, vehicles, equipment, and supplies, the vessel can carry up to 152 light tons of cargo, including armored vehicles, military equipment, and personnel. Equipped with a bow ramp, stern gate, and specialized cargo-handling capabilities, the LCU supports force projection, expeditionary operations, humanitarian assistance, and logistics missions around the world. The vessels will be constructed at Master Boat Builders' shipyard in Coden, Alabama. *(PR-Master Boat)*

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FRØY ORDERS THREE NEW SERVICE VESSELS FOR FURTHER GROWTH

Frøy is strengthening its fleet with three new service vessels from Rainbow Nantong Shipyard in China. Two of the vessels have already secured long-term contracts with two of Norway's largest aquaculture companies – and the investment marks a new step in Frøy's work to build a more modern, efficient and sustainable fleet. The vessels represent the next generation of service vessels and will strengthen Frøy's capacity to



meet the future needs of the aquaculture industry. With high technical standards, energy-efficient solutions and significant operational capacity, they will contribute to a reduced environmental footprint, increased efficiency and good working conditions on board. – This is an important investment in Frøy's further development. We are experiencing strong demand for modern service vessels, and have great faith in the long-term need for this type of capacity in the aquaculture industry. The fact that two of the vessels have already been placed on long-term contracts with leading players in the industry provides a good foundation for the project and confirms that the vessel concept meets the needs of customers, says CEO Tonje Foss. Commercial Director Vidar Pedersen highlights the importance of early customer interest. – We see the fact that two of the vessels have already been secured on long-term contracts as a strong confirmation of the project. It gives us confidence that we are developing solutions that meet the needs of some of the most professional and demanding customers in the industry, says Pedersen. *Based on operational experience* The vessels have been developed based on Frøy's extensive experience from operating service vessels along the entire Norwegian coast. The concept combines high deck and lifting capacity with a hybrid propulsion solution, battery packs and shore power charging. This results in reduced fuel consumption and lower emissions, while the vessels have increased power reserves and flexibility in operations. They are further equipped with modern bridge technology, extensive camera and surveillance solutions and facilities that facilitate safe and efficient operations. A significant focus has been placed on the working environment on board. Noise and vibration reduction measures, comfort class of the interior, modern ventilation systems and spacious cabin solutions will contribute to a high level of well-being and a safe working environment for the crew. – Based on Frøy's leading position in services to the aquaculture industry, the vessels have been developed based on extensive operational experience and a thorough understanding of customer needs. The goal has been to develop vessels that combine high capacity with energy-efficient solutions, strong operational reliability and good working conditions for those who will use the vessels every day, says project director Kristian Reiten. *Strengthens maritime expertise and value creation* The new buildings not only contribute to strengthening Frøy's service offering, but also to the further development of maritime expertise and value creation in the region. – When we build new vessels, we also invest in expertise and jobs in the region. The projects provide exciting opportunities both at sea and on land, within ship design, technology, project management and international construction monitoring. This contributes to further developing a strong maritime professional environment with expertise that is in demand far beyond our own business, says Foss. – The aquaculture industry is facing increasingly higher demands for efficiency, sustainability and quality. We must then continue to develop both our services and our vessels. These newbuildings are a clear expression of our ambitions and our belief in the future of both Frøy and the industry as

a whole, concludes Foss. (*PR-Frøy*)

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CONSOLIDATION TIGHTENS THRUSTER MARKET WITH FEWER VENDORS CHASING PROJECTS



Kongsberg Maritime is acquiring both Sweden's Berg Propulsion and Finland's Steerprop to expand its portfolio and seal market gaps at a time when demand is rising for newbuild icebreakers and terminal tugs. Competition for supplying azimuth thrusters to newbuild tugs and emergency response, salvage vessels will be depleted this year after a period of rapid consolidation in the

Scandinavian marine propulsion market. Kongsberg Maritime in Norway is preparing to acquire Finland-based designer and manufacturer of azimuth propulsors, Steerprop, having already swallowed up Sweden's Berg Propulsion. Both acquisitions fill a gap in Kongsberg's portfolio, although they were rivals battling on various maritime and offshore newbuilding developments, and will reduce the number of vendors competing for projects. Steerprop specialises in manufacturing propulsors for high ice-class and Arctic vessels; especially icebreakers, polar research vessels and ice-breaking tugs. The company has an installed base of more than 400 vessels globally and a significant order backlog, with the majority linked to Arctic and ice-class projects, including a contract to supply SP 175 T propulsors to Med Marine for harbour tugs being built to Robert Allan's RAscal 2100-Z design. "The acquisition represents a step in strengthening our position in the growing Arctic and ice-class vessel segment," said Kongsberg Maritime chief executive, Lisa Edvardsen Haugan. Both companies will continue to operate independently until the transaction has been completed, while deliveries and contractual commitments remain unchanged. The acquisition of Berg Propulsion broadens Kongsberg's portfolio, which now covers more vessel sectors and integrated propulsion projects, such as for hybrid-electric terminal tugs and offshore emergency response vessels. "This acquisition is central in our growth plan and strengthens our ability to serve a broader range of customers and vessel segments," said Ms Haugan. "Berg Propulsion complements our portfolio in a highly attractive way through a wider offering and stronger lifecycle support," she said. Following completion, Berg Propulsion will operate as a separate brand and standalone business unit within Kongsberg Maritime's propulsion and handling division. The combined propulsion portfolio will cover a full spectrum of technologies, including controllable-pitch propellers and thrusters, hybrid

and electric propulsion systems and integrated vessel controls. “The transaction will unlock significant potential in the aftermarket,” said Kongsberg Maritime executive vice president for propulsion and handling, Per Håvard Siljan Hjukse. “We also see cross-selling opportunities, such as our energy and control products into Berg Propulsion’s core segments, and Berg’s propeller systems into naval, where we have strong positions,” said Mr Hjukse. Kongsberg expanded its propulsion range in Q3 2026 with the addition of rim-drive tunnel thrusters with propeller diameters of 2,300 mm and 2,600 mm. The company said the new products, RD-TT 2300 and RD-TT 2600 models which are rated at 2,100 kW and 2,700 kW, respectively, were developed in response to growing demand for higher-powered thrusters with low noise and high efficiency for dynamic positioning (DP) applications. “Unlock significant potential in the aftermarket” Their introduction enables operators to specify rim-drive technology for larger vessels and applications which require greater thrust and enhanced station-keeping capability. Unlike conventional tunnel thrusters, the rim-drive design incorporates a permanent magnet electric motor integrated directly into the propeller rim. By eliminating the need for a gearbox and vertical drive shaft, the system reduces mechanical complexity, while maximising efficiency and minimising maintenance requirements, said Kongsberg. The design also delivers low underwater radiated noise levels, making it particularly suited to vessels where crew comfort and environmental considerations are important, such as operating in areas that are home to cetaceans. Steerprop’s latest contract award was for the supply of the propulsion package for a new 126-m, Polar class 4 icebreaker being built by HD Hyundai Heavy Industries for the Swedish Maritime Administration. For this project, Steerprop will supply two 7,100-kW, contra-rotating (CRP) azimuth propellers and one 7,000-kW pulling azimuth propulsor to the shipyard in Ulsan, South Korea, in Q2 2028. Also in Q3 2026, Steerprop secured an order to supply propulsion packages for four Arctic security cutters being built for the US Coast Guard by Bollinger Shipyards. Each multipurpose ice-breaking vessel will be equipped with two Steerprop CRP azimuth propulsors and two tunnel thrusters. *(Source: Riviera by Martyn Wingrove)*

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1. Several updates on the News page posted last week:
 - *[Sanmar-strengthens-long-standing-partnership-with-h-schramm-towage-with-seventh-tug-delivery](#)*
 - *[Master-boat-builders-delivers-barbara-g-first-rapport-3000-escort-tug-in-series-of-two-for-bay-houston-towing](#)*
 - *[Yakamoz-continues-to-expand-its-fleet-with-state-of-the-art-tugboats-med-gemlik-and-med-aliaga-ready-for-duty](#)*
 - *[Svitzer signs contract with Cheoy Lee Shipyards for six additional 29-metre TRAnverse tugs](#)*
 - *[Pacific launches first shipbuilding program featuring two tugboats for american marine corporation](#)*
 2. *Several updates on the Broker Sales page posted last week.*
-

(New page on the website. If you are interested to have your sales on the website)

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3. Several updates on the Newsletter – Fleetlist page posted last week

- *[McKeil Marine - Burlington Ontario](#) by Jasiu van Haarlem (new)*
- *[Ocean Group - Triest](#) by Jasiu van Haarlem*
- *[The Great Lakes Towing Company Ltd.](#) by Jasiu van Haarlem*
- *[Britoil Offshore Services Pte. Ltd.](#) by Jasiu van Haarlem*
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