

TUGS & TOWING NEWS.

NEMECA ORDERS NEW HARBOUR TUG FOR GREEK TOWAGE



A Greek tugboat owner has contracted a Turkish shipyard to deliver an azimuth stern drive harbour tug with 80 tonnes of bollard pull. Nemeca Maritime has contracted Sanmar Shipyards to build a new harbour tug in Turkey to enhance its fleet providing ship assistance and towage in Greece. The Piraeus, Greece-headquartered owner has ordered a Bogacay-series vessel, which is based on Robert Allan

Ltd's RAmparts 2400SX-MKII design, as part of its fleet modernisation programme. Sanmar will build a 24.4-m tug with a beam of 12 m, a depth of 4.5 m, a maximum operational draught of 5.5 m, a FiFi1 firefighting system and accommodation for six crew members. The new tug will have a bollard pull of more than 80 tonnes, a free-running speed of 13 knots and space for future installation of exhaust aftertreatment units to minimise NOx emissions and for compliance with IMO Tier III environmental standards. It will be equipped with deck machinery and fendering for ship handling, towage and docking, terminal support and escort operations. "Fleet development and modernisation are about selecting the right vessels to enhance the quality of service we provide," said Nemeca managing director, Mario Mizzi. He said the ordered tugboat would "further strengthen the safety of our operations and equip our crews with capabilities that meet the evolving demands of today's major Greek ports." The newbuild tug's propulsion will include two Caterpillar-manufactured Cat 3516E main engines each generating 2,350 kW and driving two azimuth thrusters on the stern. "The new vessel will combine advanced technology, high power and compact design, providing us with greater operational flexibility in busy port environments where manoeuvrability, efficiency and reliability are essential," said Mr Mizzi. "We will continue to develop our fleet with purpose, responsibility and a clear focus on operations," he said. Nemeca provides harbour and coastal towage in Greece and expanded its fleet in 2025 when it took delivery of [Gaia](#), a ship escort tug built by Sanmar to Robert Allan's RAstar 2900SX design and with a bollard pull of 82 tonnes. *(Source: Riviera by Martyn Wingrove)*

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This Stan Tug 1706 ICE is currently on its way from our yard in the Netherlands to remote Lake

Simcoe in Southern Ontario, Canada. There, she will be welcomed by her owners, the Chippewa of Georgia Island First Nation. The community will use the tug to break ice during the colder months, enabling its ferry service to operate both earlier and later in the year. When it came to naming the vessel, the community turned to its elders for guidance, following an important tradition. The name, originating from Anishinaabemowin (Ojibwe), means ‘she who shows us the way’. Anishinaabemowin is an Indigenous language spoken in Canada and the northern United States. A fitting name for a tug that will play an important role in connecting the community and a wonderful way to honour its traditions and values. We’re proud to see this tug embark on such a meaningful mission! (PR-Damen)



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NEW RAMPARTS 3800 SHIP-HANDLING/FIRE-FIGHTING 2 TUG DESIGN FOR NINGBO PORT



Robert Allan Ltd. is pleased to announce the award to design a new RAmports 3800 Ship-Handling/Fire-Fighting 2 (FiFi 2) tug for Ningbo Port. The vessel will be constructed by Jiangsu Zhenjiang Shipyard (Group) Co., Ltd. Robert Allan Ltd. has built long term relationship with Ningbo Port since 2004, delivering a series of high-performance ASD tugs ranging from 32 metres to 39 metres in length, including an

LNG-diesel dual-fuel tug. These vessels have been playing important roles in the fleet Ningbo Port,

routinely undertaking the most challenged ship-handling operations. Measuring approximately 38 metres in length, the new RAmports 3800 will be equipped with a FiFi 2 fire-fighting system, dry chemical powder firefighting system and a powerful propulsion package capable of delivering an estimated bollard pull of 87.5 tonnes. This combination will enable the tug to provide effective marine firefighting support while maintaining exceptional ship-handling performance in and around Ningbo Port. The RAmports series is recognized for its outstanding stability, towing performance, and proven seaworthiness, making it a trusted choice for tug operators worldwide. *(PR-Robert Allan)*

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DMT MARKS 25 YEARS WITH THE OPENING OF ITS FOURTH PRODUCTION HALL

A €16 million investment in advanced gear manufacturing, machining and testing brings DMT closer to complete in-house production and creates new opportunities within and beyond the maritime industry. In September 2026, DMT Marine Equipment welcomed customers, partners, colleagues and friends to Galați, Romania, for The Reveal: an anniversary event celebrating 25 years of DMT and the opening of its fourth European production



hall. The event brought together two important sides of the company's story. It looked back at a journey that began in 2001 with a small team working from an office apartment, while also revealing the production capacity, technical expertise and ambitions that will shape DMT's next chapter. The new facility represents an investment of more than €15 million, bringing DMT's total investment in Romania to approximately €40-45 million. More importantly, it completes a long-term ambition to manufacture, integrate and test the essential components of a winch system within the company's own facilities. "Now everything can be produced, integrated and tested in Romania," says Piet ter Schure, founder and CEO of DMT Marine Equipment. *Bringing gear production in-house* At the heart of Hall 4 is an advanced CNC manufacturing centre dedicated to producing internal and external gears. Six machines supplied by Gleason support the milling, hobbing, grinding and inspection processes required to manufacture gears with diameters of up to 2.8 metres. A dedicated measurement room allows DMT to inspect each new gear design for diameter, profile, lead and pitch before series production begins. For DMT, bringing this process in-house was a significant step. As

winch technology evolves towards higher-speed electric motors, the demands placed on gears increase. Precision and quality control become even more important, particularly for equipment operating in demanding offshore and towing conditions. Producing gears internally gives DMT greater control over quality, delivery times and technical knowledge, while reducing its dependence on external suppliers for one of the most critical components of a winch system. “My dream was to build all the components, including gears, for winches,” says ter Schure. “It was becoming increasingly difficult to outsource them while maintaining the level of quality we require.” *More than a manufacturing hall*



Hall 4 also includes dedicated areas for engineering, assembly and testing of hydraulic and electrical power and control systems. Among the systems produced and integrated here are hydraulic power units capable of supplying energy to different types of deck machinery, including winches, A-frames, tow pins, and cranes. The new hall therefore strengthens more than one production process. It connects mechanical manufacturing with automation, hydraulics, electrical engineering and system integration, supporting DMT’s ability to deliver complete, tailor-made deck equipment packages. Manufacturing a finished winch remains a complex process involving all four production halls in Galați. Steel is cut, formed and welded before moving through CNC machining, milling and drilling. The gears and control systems produced in Hall 4 are then installed and integrated into the equipment. Finally, the complete unit is tested, painted and prepared for delivery. Managing this process internally allows DMT to follow each project from the first engineering concept through production, assembly and final testing. *Twenty-five years*

of steady growth DMT started in 2001 with a clear focus on delivering high-quality machinery design. As projects became more complex, the company recognised that design expertise alone was not enough. Greater control over production was needed to consistently deliver the quality and reliability expected by shipowners, operators and shipyards. The company began producing tugboat winches in 2003 and opened its first production hall in Galați in 2011. Further investments followed in engineering facilities, testing capacity and CNC machining. DMT also expanded internationally, opening service and production operations in key markets. Important milestones included entering the North American market, delivering 68 winches for the Fehmarnbelt infrastructure project, and opening a production and supply facility in China in 2024. Today, more than 3,500 vessels worldwide are equipped with DMT winches, and the company has grown into an international team of over 500 people. *Capacity for larger projects* The capacity created by Hall 4 will support DMT’s plans to manufacture larger and more powerful equipment for offshore and towing applications. The company can currently produce winches for anchor-handling tugs with bollard pulls of up to 120 tonnes. Future projects, particularly in the floating offshore wind sector, are expected to require even larger vessels and equipment. DMT is already planning a fifth production hall, expected to be ready in 2028, to support machinery of greater dimensions and further increase its manufacturing capacity. The company is also contributing to emerging maritime technologies, including wind-assisted propulsion for merchant vessels, by providing automation and control units for sail systems. *New opportunities beyond maritime* The maritime industry remains at the centre of DMT’s identity and long-term strategy. However, the production capabilities developed in Hall 4 also open possibilities in other sectors. The new CNC machinery, gear manufacturing equipment and measurement systems can support industrial projects requiring large, high-precision gears and other complex machined

components. For DMT, this is an opportunity to apply 25 years of engineering and manufacturing experience more broadly, while making full use of the technology, facilities and professional expertise now available in Galați. *Built on trust* The anniversary campaign surrounding The Reveal was built around one central idea: Built on Trust. For DMT, trust rests on three foundations: people, knowledge and partnerships. People bring commitment and practical experience behind every project. Knowledge grows through engineering, production, testing and continuous learning. Partnerships are developed over time by staying close to customers, understanding their challenges and offering support when it matters. Together, these three elements build trust in the equipment, in the process and in the people responsible for delivering it. Hall 4 is a physical expression of that philosophy. It gives DMT greater control over the products carrying its name, while creating space for its teams to develop new expertise and take on more demanding projects. The anniversary marked how far the company has come, but The Reveal was equally about what comes next: larger equipment, stronger capabilities, new markets and many more projects to build together. (PR-DMT)



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ADAPTATION IS THE ESSENCE OF A SUCCESSFUL TUG DELIVERY VOYAGE



More harbour tugs are being built with energy storage systems and propulsion units that can accommodate alternative fuels, which bring various challenges to companies that specialise in sailing these vessels on their delivery voyages from shipyards to their main operating port. Tugboat delivery voyages come with multiple technical, operational, geopolitical and

legislative challenges, depending on the type of vessel, fuel, energy source, route, logistics stops and

destination. These challenges are increasing as more tugs are built with energy storage systems and propulsion prepared for alternative fuels, and as a result of trends in naval architecture that mean more boats are constructed with wider and shorter hulls and less fuel storage capacity. Delivery voyages can also be challenged by changing geopolitics and regulations, making them harder to complete without incident and on schedule. Redwise Maritime Services has encountered all of these challenges and many others in its 120 years of service. In the past two years, it has completed almost 50 tugboat deliveries and a similar number of voyages with other vessel types, including ferries, dredgers, offshore support and cargo ships. Redwise has delivered tugs with different propulsion configurations, such as azimuth stern drive (ASD), reverse stern drive, TRAnsverse, Voith Schneider and tractor tugs and those with conventional propulsion. It has also sailed tugs with propulsion running fully or partially on diesel, hydrogen, LNG and biofuels, or in a hybrid configuration with battery modules and with engines connected to aftertreatment systems for IMO Tier III compliance. According to Redwise managing director, Willem-Jan Hamers, challenges include having to call into countries that lack the internal resources to cope with the latest technologies, such as those lacking facilities for bunkering new fuels and companies and contractors that are unable to assist with repair and maintenance. “Another significant change is in dimensions. Traditional European harbour and coastal tugboat design had a full body with ample fuel capacity and draughts as deep as the thrusters. The advent of the shallower swept Robert Allen-design tugs with the propeller blades around 50% below the hull has significantly reduced fuel consumption, but also fuel capacity,” Mr Hamers explained. Tugs with higher length-to-beam ratios, like the Japanese type with medium-speed diesel engines, are very fuel efficient, but more tugs are being built with lower ratios. “We are seeing an increase in ‘small is beautiful’ with very beamy ASD tugs that prove to be fuel efficient,” said Mr Hamers. “But, fuel range may be a challenge, necessitating different route planning and often extending the fuel capacity for the delivery voyage.” Often these voyages begin at shipyards where tugboats are built in China, Turkey and Vietnam and finish in their operating ports in Latin America, Europe, Australia and Asia. *“Regulations add a significant layer of bureaucracy and overhead costs”* “Going forward, the main

challenges will be adaptability to new legislation, seafarer shortages, new technologies, economic cycles and disruption due to conflicts,” he said. “The ever-increasing burden of legislation and regulations adds a significant layer of bureaucracy and overhead costs, but it is something we simply cannot ignore and have to deal with,” he added. “Alternative-fuelled tugs



require different, additional skillsets compared with traditional diesel-powered mechanical vessels for, which engineers also become rarer,” said Mr Hamers. Some of the technologies used on tugs are first encountered on other vessel types, such as LNG and other low flashpoint fuels and energy storage systems on ferries or ro-ro vessels. This is also the case for digitalisation and autonomous technologies, including self-docking and unmanned navigation. “This is a direction we will be seeing in a significant part of harbour tugs going forward, with fewer people to man the tugs and fewer mechanical propulsion parts.” “Dealing with new technologies is a matter of good organisation, a willingness to learn, adaptability and investment in people and our organisation,” said Mr Hamers. Redwise focuses on retaining and training a core of key personnel and recruiting additional seafarers who are not domiciled in Europe, such as from Indonesia and China, and also retaining them voyage after voyage. “With the ongoing changes, we keep investing in our organisation and crew members, most of whom

are long-term employees,” said Mr Hamers. These employees work on the delivery voyages for tug operators and on board other types of vessels and occasionally at shipyards “to ensure their skills and knowledge are kept up to date and broadened,” he explained. Training is provided for sailing different



designs of tugboats. For example, **Redwise** has delivered three TRAnverse design tugs and is preparing to undertake the maiden voyage of a fourth for Svitzer. “For TRAnverse tugs and double-ended ferries a specific simulation course has been developed with Simwave,” Mr Hamers said. “ASD tug training is also in simulators and both involve peer training and with clients.” Tugboat masters are

engaged firstly as chief officers on a vessel type that is new for them, or on board a similar tug in their home port to minimise risks on the delivery voyages. *Adaptability* For successful voyages, crew and the shore managers should remain flexible and adaptable to changes in situations and find solutions to challenges as they arise, and then learn from the experience. As an example of learning from issues, **Redwise** now carries portable generators for back-up on delivery voyages of battery-electric tugs after it encountered power management failures during an Atlantic crossing of the first HaiSea electric tugboat.

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This necessitated the crew to download and install new software while the batteries were draining rapidly. These generators provide the crew and vessel with an emergency back-up to keep communications open and to enable downloads is required. **Redwise** has seen changes in tug construction, from individual vessels built to an owner’s specific requirements in shipyards to series that are ordered and built to common designs in tug factories. “Like in many other industries, economies of scale, consolidation and specialisation are drivers, making differentiation for operators more difficult,” Mr Hamers said. **Redwise** delivered 24 tugs on their own keel in 2025 and 20 in the first nine months of 2026, many routine, but some requiring considerable flexibility and added value. This included sailing P&O Congo on its delivery route from Damen Song Cam Shipyard in Vietnam to Pointe Noire in the Republic of Congo. During this voyage, the ASD tug was contracted by shipowners for almost a month to assist with discharging and loading semi-submersible vessels off Sri Lanka, before a redelivery in Saudi Arabia. Its delivery of TRAnverse tugs from Uzmar’s shipyard in Turkey to Newcastle, Australia required detours to Tanger, Morocco, and Panama to demonstrate their abilities to Svitzer’s affiliates and clients. “For Boluda, a substantial number of tugs were delivered,

across the Pacific from Cheoy Lee Shipyards in Zhuhai and Damen Song Can in Vietnam around the Cape of Good Hope, whereby tugs were demonstrated to affiliates along their voyages,” said Mr Hamers. Also for Boluda, **Redwise** sailed **Wenzina** from Malta to Wilhelmshaven, Germany, with an intermediate assignment in the new Nador West port, in Morocco, to assist with the first vessel arrivals. *“Fuel range may be a challenge. Another significant change is in tugboat dimensions”* In another detour, two ASD newbuild tugs were re-routed to assist in an emergency off west Africa in 2025. **Captain Cat** and **Med Rigel** were the first responders to ultra large container ship **Marie Maersk**, which was experiencing a fire in its deck cargo that needed to be contained. The tugs’ crew spent five days firefighting and cooling before other firefighting assistance arrived. “Later this year and Q1 2027 we will undertake another 90 days tow with a 2,730-kW conventional newbuilding from China around the Cape of Good Hope to South America for a repeat customer with a 101-m barge,” Mr Hamers said. Another memorable voyage involved sailing ASD tug **Comandante Tomas Borge** for China CAMC Engineering to central America, with a Chinese crew complement and Nanjing-built NRP320 thrusters. “For this voyage, we also arranged the complete insurance and took the responsibility for all deductibles within the scope of the ship-delivery contract, to give our principal a completely risk-free solution,” said Mr Hamers. **Redwise**, which started out in 1906, employs 25 people ashore, some 75 seafarers on indefinite contracts and another 40 on voyage contracts. It owns and operates 52-m survey vessel **Arctic**, manages a survey launch, provides crewing services, and has co-invested in delivery and crewing company IMS Australia. In 2017 it acquired the Deep Sea Pilot Services of Royal Dirkzwager in the Netherlands. *(Source: Riviera by Martyn Wingrove)*

FIRE ABOARD SAMSON III CONTAINED AT WRANGELL SERVICE CENTER

A fire broke out in a forward stateroom aboard the tug **Samson III** while contractors were working elsewhere on the vessel at a Wrangell, Alaska, repair yard Oct. 8, prompting a rapid response from harbor personnel and local firefighters. The fire started at approximately 4 p.m. aboard the 77' steel tug at Wrangell Marine Service Center, according to Steve Miller, port director and harbormaster for the City and Borough of Wrangell. Contractors were aboard the vessel performing shaft and keel cooler repairs at the time, but Miller said they were not working in the area where the fire originated. The cause remains under investigation. “There is no indication at this time that the fire was related to work being performed by any Marine Service Center vendor,” Miller said. Harbor personnel responded in less than two minutes and immediately began firefighting efforts. The Wrangell Volunteer Fire Department arrived approximately seven minutes later, Miller said, and the fire was contained in under 20 minutes. Miller credited the harbor crew and volunteer firefighters with keeping the incident from spreading beyond the vessel. “I want to commend both our Harbor personnel and the Wrangell Volunteer Fire Department for their outstanding response,” Miller said. “Their quick actions, teamwork, and professionalism were instrumental in bringing the fire under control before it could spread further or potentially threaten nearby vessels and facilities.” Miller said the response also underscored the importance of having personnel at the facility prepared to act before outside emergency crews arrive. “This incident demonstrated the importance of having trained



personnel on-site who are prepared to respond immediately to an emergency,” he said. Workers were aboard the **Samson III** when the fire broke out, but no injuries were reported. Miller said there were also no environmental concerns associated with the incident other than smoke generated by the fire. No damage to the service center or nearby vessels was reported. The **Samson III** is owned by Samson Tug and Barge. The tug had been at the Marine Service Center since Oct. 1. (*Source: Workboat by Steve Mosco; Photo: Leilani Combs*)

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SUDERMAN AND YOUNG TOWING OUTLINES LONG-TERM GROWTH STRATEGIES



Suderman & Young Towing is expanding in its core markets and modernising its fleet with low emissions, newbuild harbour tugs as it prepares for the opening of new port terminals in the US. Houston-Texas-headquartered owner, Suderman & Young Towing, is introducing tugboat operations in harbours in Brownsville and Isabel, in Texas close to the Mexican border, as it

extends its fleet and support services. It is already benefitting from higher vessel activity levels along the US Gulf Coast and increasing energy exports from the region, as Suderman & Young also operates tugs in Aransas Pass, Corpus Christi, Freeport, Galveston, Houston and Texas City with a fleet of more than 20 tugboats. “We maintain a modern fleet of Z-drive tugs positioned throughout the US Gulf Coast,” said Suderman & Young Towing chief commercial officer, Captain Jay Rivera. “We have strategically positioned our assets based on the vessel types, infrastructure and operating requirements of each port,” he said. The port facilities in Houston, Galveston, Texas City and Freeport serve a diverse mix of tankers, bulk carriers and container ships, while Corpus Christi and Aransas Pass require assets capable of assisting very large crude carriers. “In Brownsville and Port Isabel, our fleet is positioned to support the growing steel trade and other developing maritime activity in South Texas,” Capt Rivera said. “Our goal is to match the capabilities of each tug to the needs of the port, ensuring the right equipment is in the right place to serve our customers safely and efficiently,” he told International Tug & Salvage. Suderman & Young tugs will support vessels operating in and around the Brownsville Ship Channel and Port Isabel, providing ship escort, towage and assistance, supported by experienced crews and well-maintained tugboats. *“We are putting the right tug, with*

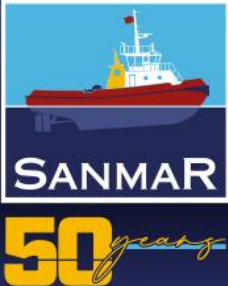
the right capabilities, in the right port” “As vessels become larger, new terminals are developed and trade patterns change, we continually evaluate where additional capacity and capability are needed,” said Capt Rivera. “Our recent expansion into Brownsville and Port Isabel is an example of that approach. As those markets develop, and as our established ports continue to grow, we will position and invest in assets that best match the vessels and operations we are being asked to serve,” he continued. “Our fleet strategy is ultimately driven by the market. We are putting the right tug, with the right capabilities, in the right port.” Texas-based Sterling Shipyard and Coden, Alabama-headquartered Master Boat Builders are building diesel-fuelled tugs with propulsion compliant to the US Environmental Protection Agency’s (EPA) Tier 4 emissions standards for Suderman & Young. “Our continuous investment in new, enhanced Z-drive tugs is part of our long-term fleet renewal and growth strategy,” said Capt Rivera. “New deliveries are planned over the next several years and will be positioned based on the evolving needs of the ports we serve,” he said. “We are adding capacity where it is needed while continuing to modernise the fleet across our area of operations.” Deployment decisions will be driven by vessel traffic, owner and terminal requirements and the operating needs of each port. US Gulf ports will continue to grow, vessels will continue to evolve, and technology will change how the company and fleet operates. “Our job is to evolve with them, by investing in our people, our fleet and the technology necessary to safely and reliably serve the next generation of maritime commerce,” Capt Rivera commented. “Our goal is to ensure that Suderman & Young continues to be a company our employees are proud to work for, our customers can depend on, and the next generation is prepared to carry forward,” he added. Suderman & Young is investing in its people, fleet and new technology while continuing to provide safe, reliable ship-assist and escort services. It collaborates with its vessel operator, G&H Towing, in the Gulf LNG Services joint venture, and with port employees, pilots, terminals, line handlers, vessel agents and ship operators. “Generations of experience in US Gulf ports have enabled us to build strong working relationships throughout these communities, combining experienced mariners and capable equipment with the co-operation required to keep maritime commerce moving,” said Capt Rivera.

Fleet expansion In Q3 2026, Master Boat Builders launched **Titan**, the third H500 tug of a series of escort tugs it is building for Suderman & Young to ABS class and to Robert Allan Ltd’s RAport 3000 design. Another 30-m H500 tug, **Saturn**, was delivered to the owner in Q2 2026. Each tug has accommodation for six crew members, a beam of 13 m, a bollard pull of more than 90 tonnes, and a top speed of 13 knots, a FiFi1 firefighting system and tankage for more than 44,300 gallons of fuel oil. Propulsion consists of two four-stroke, Tier 4-compliant diesel engines with a combined power of 5,220 kW, driving two Steerprop azimuth thrusters. Suderman & Young describes these newbuild tractor tugs as Z-Tech 30-85 series vessels that are similar to 2024-built **Artemis**. The owner also has two 32-m tugs being built by Sterling Shipyard to Robert Allan’s RAstar 3200-W design and with 6,260 kW of installed power for delivery in 2027. All these tugs will have four-stroke, high-speed diesel engines connected to selective catalytic reduction units to lower NOx from their exhaust, and Tier 4 compliance. Similar onboard systems were installed on Suderman & Young’s 2023-built RAport 2600 design tugs, **Aurora**, **Brizo** and **Eva**, and five Z-Tech tractor 30-80-class tugs delivered in 2019 and 2020 – **Apollo**, **Gemini**, **Mazu**, **Mercury** and **Ted C Litton**. Suderman & Young also owns three Z-Tech 30-75 tractor tugs – 2008-built **Evelena**, 2009-built **Lamar** and 2007-built **Thor** –



and five Z-Tech 24-60 tractor tugs – 2016-built **Neptune**, **Oceanus** and **Poseidon**, 2015-built **Triton** and 2014-built **Zeus** – plus 2025-repowered, 2001-built **Jess Newton**, 2004-built tractor tug **Denia**, and six twin-screw conventional tugboats built from 1977 to 1999. *Training and digitalisation* Suderman & Young is investing in its seafarers alongside its fleet growth to ensure it has sufficient crews for these new tugs. It is also focusing on improving the living conditions on its vessels to support crew wellbeing and retention. “We are investing heavily in both the competency and quality of life of our mariners,” said Capt Rivera. “Simulator training enables our crews to practice vessel handling and complex ship-assist scenarios in a controlled environment, complementing the experience they gain aboard our tugs every day,” he explained. Its new tugs incorporate extensive sound dampening to reduce noise and vibration in living spaces and amenities seafarers need to be comfortable while aboard. “Crew comfort is important. Our goal is for the accommodations to feel more like home than a traditional workboat,” said Capt Rivera. “We believe providing a safe, comfortable environment where mariners can properly rest and recharge ultimately results in better crews and safer operations,” he said. *“We are investing in systems that better connect the operational data generated by our tugs with the services we provide”* The company is also using software and artificial intelligence (AI) in its fleet management and has upgraded connectivity to its vessels to enhance planning and network operations. “We see using digital technology and AI as opportunities to provide greater visibility to both our team and our customers,” Capt Rivera said. “We are investing in systems that better connect the operational data generated by our tugs with the services we provide,” he said. As digitalisation and AI evolve, more services and information will be available from the company to its clients to raise the value of its support in US ports. “Ultimately, we would like our customers to receive more than just a bill,” explained Capt Rivera. “We want them to be able to digitally see how the job was performed – when the tugs arrived, how they were utilised, how the vessel movement progressed and the services that were provided,” he added. “AI and better data analytics can help us turn operational information into something more useful and transparent, while also helping us improve fleet utilisation, planning and decision-making,” Capt Rivera said.

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RAstar 2900SX



RAstar 3200SX

THE FIRST OF TWO NEW TUGS RECENTLY ORDERED FROM SANMAR HAS BEEN DELIVERED TO MED TUGS

Med Tugs has received the first of two new tugboats ordered this spring from the Turkish shipyard Sanmar Shipyards as part of a fleet modernization program for Greek ports. The delivery was announced by Dimitris Vernicos, president of Vernicos Scafì, in a LinkedIn post dedicated to the arrival of the new vessel. The order, announced last April, has a total value of €21 million and was concluded through SVS, a joint venture in which Vernicos Scafì works alongside the Greek companies Spanopoulos and Lybousakis. Vernicos Scafì is also owned by the Italian company Scafì Società di Navigazione. The two new vessels are destined for the port of Piraeus. The order includes two tugs of different configurations, belonging to the RAstar range designed by Canadian naval architects Robert

Allan Ltd. for Sanmar: a RAstar 2900SX with a bollard pull of 80 tonnes and a RAstar 3200SX with a



90-tonne bollard pull. The timetable announced at the time of the order called for deliveries between September 2026 and September 2027. Both vessels are equipped with two Caterpillar 3516E engines that comply with IMO Tier III emissions standards. Their equipment includes bow and stern winches, towing pins, and deck cranes approved for escort operations. The vessels are also equipped for the installation of FiFi 1 firefighting systems for emergency interventions. The investment aims to strengthen the fleet's operational capabilities in port maneuvering and escort services, including for

large vessels, including container ships and oil tankers. The contract was brokered by the Genoese shipbroking firm Banchero Costa. *(Source: Shipping Italy)*

SARTER MARINE DENIES RESPONSIBILITY FOR TUG IN WISCONSIN REMOVAL LAWSUIT

Sarter Marine Towing Co. has asked a court to dismiss a Wisconsin lawsuit seeking removal of the tugboat **Donny S.** from Baileys Harbor, denying the state's allegation that it owns the vessel, according to FOX 11 News. The company filed its response Oct. 14 in a case brought by the state and Wisconsin Department of Natural Resources. Other defendants include Jeremy Schultz, identified in the lawsuit as the tug's owner; Michael Cole; and Iron Works Construction, where the vessel



was initially moored. As WorkBoat reported in September, the complaint, filed in Door County Circuit Court, asks the court to declare the grounded tug a public nuisance and order its removal. If the defendants fail to remove it, the state is seeking authorization for the DNR to undertake the work at their expense. Sarter Marine denied knowledge of DNR violations and previous efforts to have the tug removed, FOX 11 reported. The company also disputed the allegation that the

defendants failed to remove the vessel despite years of notice. Its response argues that any alleged damages resulted wholly or partly from third parties outside its control. Sarter Marine denied knowledge of DNR violations and previous efforts to have the tug removed, FOX 11 reported. The company also disputed the allegation that the defendants failed to remove the vessel despite years of notice. Its response argues that any alleged damages resulted wholly or partly from third parties outside its control. According to the complaint, Schultz acquired the steel tug in 2021 after it had been permanently laid up. A previous survey described the vessel as being in unsatisfactory condition because hull repairs had not been completed, with its remaining value largely tied to scrap, deck equipment and fittings. The complaint states that Sarter Marine contacted the Coast Guard in March 2021 about towing the disabled vessel from Sturgeon Bay, Wis., to Baileys Harbor. The Coast Guard approved the tow the following month under specified weather conditions. The tug was subsequently brought to a dock associated with Cole and Iron Works Construction. Possible plans cited in the complaint included taking the vessel to a scrapyards or converting it into a floating restaurant and kayak-rental operation. Between November 2021 and May 2022, the vessel allegedly broke free from its mooring and grounded about 580' from shore in approximately 4' of water. The state alleges that Schultz failed to move the tug despite repeated DNR requests. The agency began issuing citations for unlawful obstruction of navigable waters in October 2022. According to the complaint, at least 33 citations were issued through February 2024, totaling more than \$20,000. The complaint also identifies potential environmental hazards aboard the vessel, including residual fuel and grease, asbestos-coated piping, lead- or cadmium-based paint, polychlorinated biphenyls and tributyltin-based antifouling agents. It does not establish that those materials are currently leaking from the tug. The DNR began holding stakeholder meetings in 2025 to discuss a solution. The town of Baileys Harbor and Door County passed resolutions this year seeking action on the vessel, with county officials calling for inspections to evaluate hazardous materials and structural and environmental risks. Schultz, Cole and Iron Works Construction had not responded to the lawsuit as of FOX 11's Oct. 15 report. No hearings were scheduled. *(Source: Workboat)*

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CT MARINE ANNOUNCES EXPANSION, NEW VESSEL PLANS

CT Marine, known for its custom designs of some of the highest horsepower linehaul boats on the river, is expanding its offerings, its U.S. employment and its office space. The company recently debuted five new stock designs for boats of around 2,400 hp. or smaller. One of these is a truckable tug of about 600 horsepower, which doesn't require a licensed captain. The designs are for Subchapter M-approved vessels with all the documentation to build them and licensing for under \$150,000, CEO Christian Townsend said. "They're getting the most respected designs at a fraction of the cost," he said. "They are the most proven designs today. We're pulling these designs from more than 2,000 projects." Christian Townsend's son, Scout Townsend, recently graduated from the naval architecture program at the University of Michigan. In addition to his new degree, he got a new job

title, vice president of engineering, along with an ownership stake. After years of working part-time



for the company, he is now helping to lead it while also pursuing his master's degree. Scout is the third generation of Townsend men to make his career at CT Marine. His grandfather, Christian's father, Capt. Corning Townsend III, founded the company in 1978. Corning is also an alumnus of the University of Michigan,

which is among the top-rated schools for the profession in the nation. Corning Townsend transferred ownership to Christian in 2017. The company is based in Portland, Maine. The new designs are specifically for brown-water applications, with Scout Townsend leading the strategic vision for them. "It's really, after 60 years, a big move to expand like this," Christian Townsend said. The company is increasing its U.S. footprint and employment as well. Christian Townsend said he is in the process of hiring additional employees. One recent hire is Joe Burgoyne, a naval architect and marine engineer who received both his bachelor's and master's degrees from the University of Michigan and is currently based in Texas. The company expects to expand to an office barge in Portland within the next 18 months. While some employees are specifically involved in the new designs, Townsend said others will expand the team of U.S. administrators overseeing the design work of architects in Goa, India, working for sister company Hyperion Marine Group. Additionally, CT Marine continues to move forward with plans for its e70, an all-electric harbor vessel with an interchangeable battery container that can be rapidly swapped at crew change. CT Marine released the Request For Proposal (RFP) for the e70 in September and expects to award the RFP within days. Over the past year, the company has refined the electric designs and now offers the vessels in three different sizes. Townsend said he expects the first e70 to be delivered to California in 2027 and for a fleet of boats later heading to Texas. *(Source: The Waterways Journal By Shelley Byrne)*

BOLUDA WINS APPROVAL TO BUY UKRAINIAN TUGBOAT OPERATOR LBSH.



Ukraine's antitrust regulator approved Boluda Towage's acquisition of tugboat operator LBSH, advancing the Spanish maritime services group's expansion into Ukrainian port operations. The Antimonopoly Committee authorized Luxembourg-based BT Black Sea S.a.r.l., a Boluda subsidiary, to acquire the company. LBSH's beneficial owners are the co-owners of TIS, Ukraine's largest private stevedoring company. Registered in the Odesa region, LBSH provides water transport support

services, primarily tugboat operations in Ukrainian seaports. Its first-half 2026 revenue rose 15.9% to UAH 460.3M (\$10.23M), while profit increased 58.9% to UAH 106.8M (\$2.37M). Spain's Boluda Towage is a global maritime services group operating more than 400 vessels across 100 ports in 18 countries in Europe, Africa, Asia and Latin America. Swiss shipping group Mediterranean Shipping Company, one of the world's largest container carriers, acquired a 49% stake in Boluda Towage last year. In June 2026, MSC was also reported to have acquired a 51% stake in the TIS container terminal at Ukraine's Pivdennyi port. The acquisition would add Ukrainian tugboat services to Boluda's international network, alongside MSC's reported investment in container handling at Pivdennyi. Regulatory approval advances the transaction, although it does not by itself confirm that the purchase has closed. *(Source: UBN; Photo: Boluda Towage)*

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BRITOIL DILIGENCE MAIDEN CALL AT MALTA

The 2025 built Tuvalu registered with call sign T2DS6UV flag offshore tug/supply vessel **BRITOIL DILIGENCE** (Imo 97611900 approaching Grand Harbour, Malta last Wednesday 14th October, 2026 during her maiden call. She has a Length Overall 73.0 m a Beam Moulded 17.2 m a Depth Moulded 7.5 m and a Max Summer Draft 6.1 m. She has a GRT of 3,437 ton a NRT of 1,031 tons and a deadweight of 2,200 ton. The two Wärtsilä 6L32 delivered a



total output 6,000 kW and performed a free sailing speed of 13 knots and a bollard pull of 121 ton. Further a Class Notation: ✱A1, Offshore Support Vessel (AH, FFV1, OSR-C1, SPS, Supply-HNLS, TOW), ✱AMS, ✱DPS-2, BP (121 MT), BWT, RW, UWILD. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

DEMI-K – DUTCH OPERATOR SELECTS PUSHER TUG FOR INLAND AND NORTH SEA WORK

The 19.25-metre twin-screw vessel pairs a China-built hull with Dutch outfitting, EU Stage V engines, a liftable wheelhouse and unmanned machinery space notation for push convoys inland and

project tows at sea. Dutch towing and pushing company Rodie Transport has added a new pusher tug



that will be used to push convoys on inland waters and undertake towing operations at sea. **Demi-K** has an LOA of 19.25 metres (63.16 feet), a beam of 9.08 metres (29.8 feet), a maximum draught of only 1.9 metres (6.2 feet), and a displacement of 140 tonnes. Rodie listed a maximum speed of 11 knots and a bunker capacity of 20 cubic metres (4,400 gallons). Rodie's René Bak said that the

company had the hull built to an existing workboat design but adapted to the company's requirements. Modifications included enlarging the cooling boxes to increase cooling capacity and the routing out of the exhaust through the stern to reduce noise in the accommodation. *Capable of low-emission operation* Van Wijk supplied the column and winches; De Waal Machinefabriek provided the rudder, propeller shafts and steering gear; and Beerens was responsible for the stairway to the wheelhouse and the mast arrangement. De Waal Metaaltechniek undertook steelwork in the wheelhouse and accommodation as well as the crane foundation and exhaust arrangement. Propulsion is provided by two Green Power Engine GPC32 main engines, each rated at 866 hp (646 kW) and certified to EU Stage V. Each engine is a 32.1-litre, turbocharged and aftercooled four-stroke V12 with electronic governing. The engines drive two fixed-pitch propellers in 1,600mm (63-inch) nozzles to deliver a bollard pull of 22 tonnes. Each engine's exhaust aftertreatment system comprises a diesel oxidation catalyst, a mixing pipe with urea mixer, and a box containing a diesel particulate filter, selective catalytic reduction unit and ammonia slip catalyst. The system includes temperature, NOx and back pressure sensors and is fitted for remote monitoring. Rodie also listed IMO Tier III compliance and has requested Green Award certification. The vessel is classed by Bureau Veritas with the notation TUG ⚓ HULL • MACH • AUT-UMS. It is cleared for coastal waters in GMDSS sea area A2 and for ES-TRIN zones 2, 3 and 4. Marble Automation supplied a tank reading system as well as a monitoring system and an unmanned machinery space system with

MS2006 UMS extensions. Piet Brouwer Elektrotechniek carried out the electrotechnical installation. *May also be deployed elsewhere in Europe* The wheelhouse is liftable, giving a maximum eye height of 11 metres (36 feet) for pushing and towing work. When the wheelhouse is lowered, the vessel can pass underneath bridges less than four metres (13 feet) high. This low air draught also allows the vessel to operate far into Germany. The deck equipment consists of hydraulic coupling winches and a



Palfinger crane rated at 32 tonne-metres. The navigation and communications fitout includes a Tresco system, a night-vision-equipped 360-degree camera, two marine radios, three VHF sets, an

MF/HF set, and navtex. The crew have access to four berths, a galley, and a bathroom. Demi-K has already been used on a tank transport from Oostwouder to the Botlek. Rodie plans to deploy the vessel in the fourth quarter of 2026 to tow five silos, positioned horizontally, from the northern Netherlands to King's Lynn, England. For 2027, plans call for silos to be towed from Oude Zeug to Pernis, with the route passing via IJmuiden and the North Sea. *(Source: Baird)*

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TUGS FEATURE PROMINENTLY IN UK MARINE ACCIDENT REPORTS



Any man's death diminishes me, because I am involved in Mankind; And therefore never send to know for whom the bell tolls; it tolls for thee." – John Donne The recently published Marine Accident Investigation Branch (MAIB) report for 2025 has two cases that directly concern tugs, and they are extremely worrying, not least because they occurred

in major ports in the United Kingdom, where safe towing should be practiced as a matter of course. In the first case, a small tug girded and capsized with the tragic loss of two lives. Among the failures identified by MAIB were: the towing plan was not understood and agreed by all parties; the tug's gob rope was unable to withstand the force exerted on it; the ship's speed exceeded port guidelines; and open watertight doors contributed to the tug sinking. Inadequate training and experience were also cited. MAIB made a number of recommendations, most of which have either been implemented or are about to be implemented. *Jobs that should have been routine turned deadly not through unexpected turns of events, but through what should have been foreseeable factors.* In the second case, a towing pennant failed and the snapback shattered a wheelhouse window and injured a crewmember. Among the failures identified were: insufficient induction for temporary crew due to commercial pressure; ineffective vessel condition assessment; ineffective towing winch maintenance which led to its contamination and subsequent slippage; failure to identify the pennant as unfit for service; and inability of the wheelhouse windows to withstand towline snapback impact. Once again most of the MAIB recommendations have been accepted, as you would expect from a responsible tug company. What concerns me, though, is the number of

basic mistakes that crept in. Jobs that should have been routine turned deadly not through unexpected turns of events, but through what should have been foreseeable factors – a towing plan that was not understood and agreed by all parties, excessive speed, open watertight doors, insufficient induction training, ineffective maintenance and the rest. These are things that the people involved should have been aware of, and probably were, but for some reason the issues were not resolved. Both cases remind us of the need for constant vigilance on board, prompt action when things are not right, and support from management to resolve the problems. If this can happen in established ports with above-average safety and training systems, how much worse could it be in less well-run jurisdictions. And there are always lessons to be learned, even for those of us who would insist we would never leave a watertight door open during towing. In my case, it was the wheelhouse windows that were my undoing. When I was involved in building tugs, I always made sure the windows were of toughened safety glass, but I simply assumed that classification society rules would ensure the glass could withstand the impact of snapback or the occasional large wave. Apparently not, and I will avoid that mistake in future. I tarted this column with one of my favourite quotes by John Donne from his "No man is an island" piece. Donne was extremely well-travelled for his time, and maritime analogies often pop up in his writings. At about 1600, he wrote the following: *"Whoever loves, if he do not propose, The right true end of love, he's one that goes, To sea for nothing but to make him sick."* So I urge you, gentle reader, to go to sea not to be sick (which is common on tugs), or to lord it over your shipmates by not being sick, but to keep your eyes open, speak up when something is not right and potentially save lives in the process. (Source: Baird)

SVITZER REPLACES METHANOL GENERATORS ON BATTERY-ELECTRIC TUG

The Gothenburg escort tug keeps its 6,000kWh battery but now runs three diesel range extenders. The operator says it can reinstall methanol units once their performance is proven. Svitzer has removed the methanol generator sets from its battery-electric escort tug [Svitzer Balder](#) and replaced them with additional diesel range-extending engines. The had company cited technical difficulties and uncertainty over the gensets' performance.



Thomas Grondorf, Svitzer's head of communications, confirmed that the decision to have methanol generators replaced was made "after comprehensive testing and review." Grondorf said the methanol generators, "had technical difficulties and performance uncertainties," but declined to give further details of the problems. Svitzer still expects the tug to perform 90 per cent of its work on battery-electric power. At the time of the original order, the company had expected battery power to cover more than 90 per cent of operations. Grondorf said the vessel had begun as an innovation project for a battery-powered escort tug fitted with both methanol and diesel range extenders. He assured that the tug is still methanol-ready, indicating that the methanol generators can be reinstalled, "once the technical solution's performance is proven." Ordered in 2024, Svitzer

Balder was intended for operations in the Port of Gothenburg in Sweden. The design was developed in collaboration with Canadian naval architecture firm Robert Allan Ltd. The tug initially had battery storage totalling almost 6,000 kWh, two methanol gensets rated at 350 ekW apiece, and one 1,960ekW diesel genset. Sea trials validated a bollard pull of 87 tonnes and a steering force of 155 tonnes, though the behaviour of the software-driven hybrid power plant still required refinement. *(Source: Baird)*

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TODAY WAS LAUNCH DAY!



After months of engineering, thousands of hours of Dutch craftsmanship and one shared ambition, The Van Wijngaarden's new next-generation DP2 Hybrid multi-purpose vessel (MPV) **Rijnstroom** left yesterday, 7th October 2026, the building shed at Gebr. Kooiman in Zwijndrecht. Touched the water for the first time today. A major milestone in the journey of a vessel designed around what our clients asked for. The wheelhouse as seen

above stored on deck will be lifted in position later. And this is just the beginning. *(PR-Van Wijngaarden; Photo: Brenda van de Wal)*

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – JBR

JBR is an independent strategy and corporate finance advisory firm with over 40 years of experience in the maritime and offshore sector. In this international and capital-intensive industry, deep sector expertise, a strong network, and a thorough understanding of market dynamics are essential to effectively advise clients. Within maritime and offshore, JBR has built a leading track record in the



towage industry, having completed a significant number of transactions and strategic advisory assignments. In recent years, we have played an active role in supporting the ongoing consolidation of the sector. Through our global REACH network, comprising more than 30 partner firms worldwide, we have established a dedicated maritime and offshore sector team that combines international reach with strong local expertise. Within this network, JBR takes a leading role in driving collaboration and originating opportunities. Our maritime and offshore team will be present at the ITS convention. This event is an important opportunity for us to reconnect with long-standing relationships and engage with new industry participants. We would be pleased to welcome you at our stand.

ACCIDENTS – SALVAGE NEWS

AFTER MORE THAN 10 HOURS OF OPERATION, A FISHING VESSEL WAS TOWED TO DIEPPE.

A fishing vessel that suffered a leak about 30 nautical miles off Berck had to be towed to the port of Dieppe (Seine-Maritime) on Tuesday, October 13, 2026. On Tuesday, October 13, 2026, around 4:30 a.m., the Gris-Nez Cross, the regional operational center for surveillance and rescue, alerted the Dieppe (Seine-Maritime) station of the National Sea Rescue Society, the SNSM. The center, which



coordinates rescues at sea, reports to him a trawler suffering from a leak due to a mechanical problem, 30 nautical miles off Berck. *Save the ship and its crew.* Water is entering the ship. A rescue operation is immediately coordinated to prevent the ship from sinking. The six SNSM volunteers load the pumping equipment, which allows them to suck water out of the bilge and discharge it outside. Once ready, the boat, skippered by Ludovic Delandre, deputy skipper, sets course for the trawler, located about an hour and a half from the port of Dieppe. Meanwhile, a Spanish Guardia Civil patrol boat, the [Río Segura](#), present in the area as European reinforcement, diverted its course and was the first to come to the trawler's aid. Its chief engineer managed to board and stop the leak. Still under the coordination of the Cross, the fishing vessels [La Géranoë](#), [Dieppois](#) and [Nomade](#) come to secure the area, to offer a means of rescue nearby in case the water leak worsens. Upon the arrival of the sea rescuers, the weather conditions and the heavy swell were deemed too unfavorable to move the equipment from one side to the other, in particular the motor pump intended to remove the excess water. The decision was made to bring the boat back to the port of Dieppe and carry out the necessary repairs there while it was docked. The boat was taken under tow, and the trawler was towed at a moderate speed. After more than 12 hours of operation, the towing convoy safely reached the port of Dieppe. According to the Maritime Prefecture of the Channel and the North Sea, the vessel [Océan](#), from the same fleet as the trawler, was also mobilized to secure the berthing. The towing operation alone, carried out by the SNSM (French Sea Rescue Society), lasted nearly eight hours. In case of difficulty, the Dieppe station reminds you to call 196 or channel 16 on VHF.

(Source: Actu; Photo: SNSM Dieppe)

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IRAN CLAIMS CONTAINERSHIP HIT MINE AND SANK IN STRAIT OF HORMUZ



The Islamic Revolutionary Guard Corps Navy released images on Wednesday morning, October 14, claiming that a containership had struck a mine while traveling on an “illegal and dangerous” route through the Strait of Hormuz. The cause of the incident has not been confirmed, but the sinking of the vessel is being widely reported after Iran struck a total of four

vessels in the past hours. UK Maritime Trade Operations reported that it had received information that two container vessels had been struck, but both reports said there was minor damage to the ships. The vessels were not identified, but one was said to be a 50,000-tonne containership and the second was identified as a 19,000-tonne containership, with the reports saying both were struck by unidentified projectiles. The vessel seen with containers strewn in the water in the Iranian images is being identified as the [GFS Pride](#) (39,446 dwt), built in 2008, and operated by a company based in Dubai. The vessel was registered in Singapore with a capacity of 2,824 TEU. According to the Iranian statement, the vessel “exploded and caught fire” after striking a mine. They made no mention of the crew or any rescue efforts. It is one of two containerships from the same company that were reported to have been struck. The other, [GFS Giselle](#) (54,117 dwt), was built in 2015 and also registered in Singapore. It has a capacity of 4,370 TEU. Both vessels’ last registered position on GPS was in the Fujairah Anchorage nearly two weeks ago. Singapore’s Maritime and Ports Authority issued a statement confirming the attack on both vessels and that the [GFS Pride](#) has sunk. It said all 21 crew members were safely evacuated while calling the attacks “unprovoked, unjustifiable, and a breach of international law.” It said the [GFS Giselle](#) had been able to proceed to a safe anchorage and that all 22 crewmembers were safe. A third container vessel, operated by Safeen Feeders (part of AD Ports Group), was also reported to have been targeted. The 23,500 dwt [Al Saadiyat](#), registered in the Marshall Islands, has a capacity of 1,730 TEU. The product tanker [Alfonso](#) was also reportedly targeted overnight. The 38,842-dwt tanker is also managed from Dubai and registered in Barbados. The reports of the strikes came as Iran renewed its pronouncements, claiming to have deployed operational units in “a new formation” east of the Strait of Hormuz. It also claimed to have acquired “more advanced weapons” in recent weeks, saying it was ready to take on the U.S. Navy. It threatened any U.S. warships, and specifically the carriers, if they attempted to approach the Strait

of Hormuz. The IRGC Navy earlier this week issued a warning that “A horrific fire is the inevitable fate of every rogue tanker that seeks to disregard the security and regulations of the Strait of Hormuz.” ENTCOM responded with another of its “fact check” statements refuting the Iranian claims of control of the Strait of Hormuz. It asserts the “IRGC’s navy commander has no navy,” while claiming 19 million barrels of crude oil passed through the Strait yesterday. It did not address the increased strikes by Iran against shipping. Separately, the security consultancy Vanguard Tech is reporting that the bulker [Cape Dao](#) (170,000 dwt) is reported to be sinking after an unsuccessful salvage attempt. The vessel, which is managed from the UAE and registered in Antigua & Barbuda, was struck on September 23. One seafarer was killed in the strike, which took place 15 nautical miles northeast of Khasab, Oman. (*Source: Marex*)

SEVEN SAILORS MISSING AS DRONES STRIKE TANKERS NEAR ROMANIA

Rescuers searched on Thursday for seven missing sailors after drones struck two chemical tankers near Romania’s Black Sea coast, setting them ablaze and raising fresh security concerns along a vital shipping route used by Ukraine. Romanian President Nicusor Dan said the two ships had been struck by drones but declined to say whether Russia was responsible, while a NATO



military source said the drones came from Russia. “The drones that caused the fires on board two tankers inside Romanian territorial waters were of Russian origin,” the NATO source said. The two vessels were anchored near the mouth of the Sulina canal leading into the Danube River, a major export route used by Ukraine as Russia has repeatedly attacked Ukraine’s Black Sea ports. One was inside Romanian territorial waters and the other just outside. The missing crew were among 12 sailors aboard the San Marino-flagged tanker [Wine Trader](#), which was hit 13 nautical miles southeast of the Sulina canal, one mile outside Romanian waters. Five crew members were rescued, Romanian officials said. The second vessel, the Comoros-flagged chemical and oil tanker [Yara J](#), caught fire after being struck 8-10 miles southeast of Sulina inside Romanian waters late on Wednesday. All crew were safe. The attacks are the latest in a series of strikes on commercial shipping in the western Black Sea. At least five other cargo vessels have been hit near the coasts of Romania and neighboring NATO member Bulgaria over the past 10 days, with at least 23 sailors reported missing or dead. Those attacks occurred outside NATO territorial waters. “The situation in the Black Sea is serious,” Romania’s Dan said. “Commercial ships are being attacked and sunk. Seafarers killed, injured, and missing, very close to the shores of Romania and Bulgaria. Lives, global trade, and critical infrastructure are at stake.” [Search for missing sailors](#) The interior ministry said it had sent two Black Hawk helicopters to the search and rescue mission, as well as two ships with medical staff on board. “At the moment, the rescue cannot be done safely because of very big waves,” it said in a statement. NATO said in a statement it was in contact with Romanian officials. It added two other vessels had been targeted in the Black Sea overnight, Marshall Islands-flagged bulk carrier [Sea Destiny](#) inside Romanian waters and Tanzanian-flagged tanker [Dania J](#), moored in the Ukrainian Danube port of Izmail. It did not mention casualties. “NATO will continue to work closely with our Allies in the Black Sea, adjusting our deterrence and defense posture as needed,” NATO Secretary General Mark Rutte said after meeting Dan and Bulgarian Prime Minister Rumen Radev on Thursday. [Attacks on Black Sea](#)

shipping Romania shares a 614-km (381-mile) border with Ukraine, much of it along the Danube, and has repeatedly reported Russian drone incursions into its airspace since the start of Moscow's invasion of Ukraine in 2022. The escalating attacks on Black Sea shipping have heightened concerns over grain exports from the region. Russian attacks on Ukraine's own Black Sea ports have forced Kyiv to rely increasingly on Danube ports and shipping routes close to the coasts of Romania and Bulgaria. Ukraine, for its part, has targeted Russian vessels near the mouth of the Don River in the Azov Sea. Bulgaria's Radev said EU leaders would discuss a proposed moratorium on attacks on civilian ships in the Black Sea. "We're looking at the Black Sea as a global food artery," Romanian Foreign Minister Oana Toiu told a security conference in Warsaw earlier this week. "It is currently, unfortunately, the deadliest sea when it comes to the number of casualties of sailors in the last months. That means we need to increase our investments in deterrence, defense." (Source: *gCaptain*)

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AN OIL TANKER RUNS AGROUND IN A TURKISH NATURE RESERVE AFTER DRONE ATTACKS IN THE BLACK SEA



Left stranded after an attack, the oil tanker "**Grace Romavictor**" was being towed when it was caught in a storm in the Black Sea. The tanker ran aground in a nature reserve off the coast of Turkey on Monday, October 12. The Liberian-flagged oil tanker **Grace Romavictor** (49,990 dwt), abandoned after a Ukrainian drone attack in the Black Sea on August 31, was found stranded in

a Turkish nature reserve on Monday, October 12. The oil tanker was being towed by the Cameroonian-flagged vessel *Athletic* (571 dwt), but very rough seas (with heavy swells) and winds reaching up to 80 km/h, according to Turkish media, caused the tow cable to break. The tanker was then tossed about by the waves before running aground in the Cilingoz nature reserve, northwest of Istanbul. To avoid being caught in the storm, the *Athletic* sought refuge in the port of Igneada,

according to TradeWinds . *New towing* It is unclear what the plan was and whether the ship was to be towed to Turkish recycling companies , according to the media outlet The Maritime Executive . On Thursday, October 15, TradeWinds announced that further towing measures were planned. The tanker, operated by Grace Energy, is reportedly empty of cargo. The **Grace Romavictor** is far from the first to run aground after attacks in the Black Sea. After being hit more than two months ago, the Emil , a German cargo ship with a deadweight tonnage of 175,500, is still adrift in the Black Sea .
(Source: Lemarin)

THE BANDA RAN AGROUND WEST OF THE BOSPHORUS IN THE BLACK SEA

On October 15, the 238 meter long, 105576 dwt tanker **Banda** (IMO: 9337406) ran aground in the Black Sea just west of the Bosphorus near Kısırkaya, Turkey. A severe storm struck the area causing the tanker's anchor to drag and the vessel went ashore. The 6 crew onboard the **Banda** were reported to be in good health and did not request assistance.



The Turkish Coast Guard would dispatched the 82 meter long, 4291 gt **Nene Hatun** (IMO: 9675004) to the scene. The Coast Guard has not disclosed any further details about the incident. Some news reports suggest there may have been some hull damage, but this could not be confirmed. The **Banda** had been involved in a prior incident on July 14, 2026. The tanker had been struck by naval drones while the vessel was 70 nautical miles southwest of Novorossiysk, Russia. The tanker sustained significant damaged and could not proceed under its own power. The Banda would undergo five weeks of salvage and towed to a Black Sea anchorage in the Istanbul area.
(Source: Shipwreck Log)

ESPIRITO SANTO EXPRESS – EXPLOSION, FIRE



On October 16, the 330 meter long, 136945 dwt container ship **Espirito Santo Express** (IMO: 9793923) suffered an explosion and fire while in the South Atlantic Ocean approximately 975 miles northwest of the island of Tristan da Cunha. The **Espirito Santo Express** was fully laden en route from Singapore bound for Santos when it suffered an

explosion and resulting fire in the area 28°36'27.0"S 25°52'06.0"W. Brazilian authorities were alerted and requested any nearby vessels to render assistance. A Brazilian aircraft was also dispatched from Rio to assist in the maritime rescue efforts. Reports state the crew has abandoned ship off the **Espirito Santo Express** and now the container ship is adrift. The exact source of the fire was not

disclosed nor if the explosion was inside one of the containers or perhaps in the vessel's engine room. The owners would later report that all crew members were safe and accounted for. (*Source: Shipwreck Log*)

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OFFSHORE NEWS

CBED EXPANDS FLEET WITH SEAWAY 7 CSOV

Danish offshore accommodation specialist CBED has acquired the **Seaway Moxie** from Seaway7, adding a fourth vessel to its fleet. The 2014-built commissioning service operation vessel (CSOV) has already been delivered and will be renamed **Wind Dedication**. The UK-flagged vessel can accommodate up to 60 people, including crew. It joins **Wind Innovation**, **Wind Creation** and **Wind Evolution** in the CBED



fleet. The acquisition price was not disclosed. CBED added **Wind Creation** and **Wind Evolution** to its fleet during 2024 as it expanded its exposure to offshore wind work. The vessel will initially be chartered back to Seaway7 and continue supporting the offshore wind contractor's existing project commitments until early 2028. Seaway7 has been using the vessel as part of its offshore wind support fleet alongside its cable-laying, heavy-lift, and installation assets. CBED general manager Daniel Alon said the company had been looking to add another vessel for some time and highlighted the unit's operational performance and ability to work in more demanding sea conditions. The vessel will initially carry CBED branding and its new name before the company repaints it in its fleet colours at its next scheduled drydock. (*Source: Splash*)

STARNAV'S FIRST DOMESTICALLY-BUILT HYBRID-BATTERY PSV USHERS IN NEW ERA IN BRAZIL

Brazilian owner Starnav has added the first of 10 PSVs that will be equipped with batteries and ready to operate on renewable diesel. Over the last five years, the active fleet in Brazil's offshore oil and gas market has grown in scale and sophistication, adding more than 50 OSVs and its first

hybrid-battery vessels. Among them is **Starnav Elektra**, the first battery-hybrid platform supply



vessel (PSV) designed and built in Brazil, making it one of the few such offshore energy vessels operating in the country. Globally, there are 313 offshore energy vessels equipped with batteries, according to the Maritime Battery Forum. Built for leading Brazilian vessel operator Starnav by Detroit Brasil at its Itajaí shipyard, the 5,500-dwt PSV is the first of 10

battery-hybrid vessels, including six PSVs and four oil spill response vessels that will be delivered over the next three years. “Brazil’s offshore energy sector is expanding quickly, and the vessels that support it need to keep pace with evolving operational demands and regulatory requirements,” observed ABS SVP, global markets, Matt Tremblay. He said, “**Starnav Elektra** shows what’s possible when an operator, shipyard and class work together to translate technical innovation into operational performance.” The vessel carries the ABS ESS-LiBATTERY and HYBRID notations along with the SUSTAIN-1 notation. It will operate under a 12-year charter to Petrobras, supporting the oil major’s offshore logistics operations in Brazilian waters. The vessel’s 1,322 kWh lithium iron phosphate battery system, supplied by WEG, was developed to meet the operator’s DP-2-class requirements. This includes the ability to maintain position on battery power for up to 20 minutes in the event of a single engine failure. The vessel is equipped with four gensets, each powered by an mtu 16V 4000 M33S engine, coupled with a selective catalytic reduction system to meet IMO Tier III NOx compliance. The battery pack is installed on the main deck rather than in the hull, a configuration intended to simplify maintenance access and reduce risk. The system lets **Starnav Elektra** operate fewer generators while maintaining safety margins, reducing fuel consumption, emissions and engine maintenance cycles. Starnav chief executive Carlos Eduardo Pereira called battery-equipped **Starnav Elektra** “a milestone,” noting that the PSV is ready to operate on hydrotreated vegetable oil, renewable biodiesel. *(Source: Riviera by John Snyder)*

2010-BUILT DOF CSV WINS ONE-YEAR CONTRACT EXTENSION

Norway's DOF Group has secured a contract extension for its construction support vessel (CSV) **Skandi Nomad**. In October 2025, **Skandi Nomad's** operations in Guyana were extended for one year. DOF reported today, October 14, that the CSV had a 12-month option declared, making the contract firm until November 2027. The company said that the contract extension was a limited one, which it defines as a contract with value below \$15 million. **Skandi Nomad**



was built in 2010 and is of Ulstein 745 CDL design. It is 90 meters long and can accommodate 60 people. *(Source: Offshore Energy)*

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CONTRACTS FOR HAVILA SHIPPING



Havila Shipping has entered into contracts with Neo Next + Energy E&P UK Limited for the PSV vessels **Havila Fanø** and **Havila Herøy**. Each contract is for three years firm until September 2029 and 3 optional periods of one year thereafter. The contracts are on market terms and will be in direct continuation of existing spot contracts and operations will be

in the UK sector of North Sea. *(PR-Havila Shipping)*

FORMER BOURBON OFFSHORE VESSEL BACK ON SALE BARELY A YEAR AFTER CHANGING HANDS

The DP3 dynamic positioning system vessel carries a \$52.9m opening bid after its reported \$14.1m acquisition. The 6,867-bhp multipurpose offshore support vessel **Tidebon 801** (built 2011), formerly **Bourbon Evolution 801**, will be offered through Chinese auction platform Shipbid on 29 October. A Chinese-linked offshore vessel previously reported sold for \$14.1m is returning to the auction market with a \$52.9m opening bid just after a year, potentially testing appetite for reactivated offshore tonnage. *(Source: Tradewinds; Photo: Shipbid)*



WINDFARM NEWS - RENEWABLES

DEME WINS CONTRACT FOR WIND TURBINE INSTALLATION AT THE ZEEVONK OFFSHORE WIND FARM.



DEME has signed a sizable contract for the transportation and installation of 69 wind turbines at the Zeevonk offshore wind farm in the Netherlands. The wind turbines for phase 1 of the wind farm will be installed by DEME's next-generation jack-up offshore transport and installation vessel, Norse Energi. This latest award follows the substantial

foundation installation contract secured by DEME for Zeevonk in July 2026, giving the company a key role in this offshore wind project. The Zeevonk offshore wind farm project, jointly owned by Vattenfall and Copenhagen Infrastructure Partners (CIP) through its Energy Investment Fund I, will have a total installed capacity of approximately 1 GW. The Zeevonk project is planned off the Dutch North Sea coast between 63 km and 84 km from the town of Bergen aan Zee. Zeevonk represents a significant step forward in the continued expansion of offshore wind capacity in the Netherlands, contributing to the country's ambitious energy transition targets. Mobilization activities are expected to commence in 2028, with offshore operations starting shortly thereafter. Project completion is anticipated in 2029. DEME will deploy its jack-up offshore transport and installation vessel, Norse Energi. Martin Degen, Business Unit Director WTG and O&M at DEME, commented: "Following the foundation installation award earlier this summer, this contract further expands DEME's role in the delivery of the Zeevonk wind farm. It also demonstrates how our next-generation vessels support customers in delivering offshore wind projects safely and efficiently. More broadly, DEME's versatile fleet and wideranging capabilities enable us to support multiple scopes across the offshore wind farm lifecycle, from project development through installation and commissioning. We look forward to continuing our collaboration with Vattenfall and Copenhagen Infrastructure Partners in delivering this landmark renewable energy project." The project further strengthens DEME's position in the European offshore wind market and contributes to one of the Netherlands' most significant ongoing offshore wind developments. The project remains subject to a final investment decision. *(PR-DEME)*

MINESTO REPORTS 'RECORD' 48-HOUR SERVICE INTERVENTION ON ITS TIDAL POWER PLANT

Minesto has performed a service intervention on its Dragon 4 tidal power plant in record time, carrying out the recovery, inspection, and redeployment offshore process in 48 hours, the Swedish ocean energy developer reported today, October 15. Minesto revealed that, after years of improving the process, it had achieved its fastest turnaround to date, with a complete service intervention of a Dragon 4 power plant performed within 48 hours in Vestmannaasund, Faroe Islands. The intervention included recovery, extraction of the nacelle for inspection of the upgraded generator following its first ten weeks of operation, maintenance activities, reassembly, quality and functional checks, and redeployment offshore. The work was carried out during a low-production tidal period. "The ability to complete a full service operation and return the system to power production in only 48 hours demonstrates a key competitive advantage of our technology," said Martin Edlund,

Minesto's CEO. "High performance is important, but equally important is the ability to maintain the system cost efficiently. Notably, our method does not rely on sophisticated and expensive infrastructure, making it suitable for remote locations and areas of the world without port infrastructure and access to advanced marine engineering capabilities." Minesto notes that the central feature of the concept is the ability to swap subsystems, such as the nacelle, during short intervention campaigns. By using



spare modules, more extensive inspections, maintenance activities and upgrades can be performed onshore without impact on availability and energy yield. "The successful turnaround demonstrates both the maturity of the Dragon Technology and the efficiency of our operational procedures. Through long-term cooperation with our local contractor SJH Offshore, we have progressively refined our methods through repeated campaigns, and today we can perform advanced service interventions while keeping downtime to a minimum. This capability becomes increasingly valuable as we move towards larger commercial deployments and multi-unit installations," said Bernt Erik Westre, CTO of Minesto. *(Source: Offshore Energy)*

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SCOTTISHPOWER RENEWABLES COMPLETES 'RECORD-BREAKING' CABLE LANDFALL OPERATION FOR EAST ANGLIA TWO

ScottishPower Renewables has completed what the company says was a record-breaking cable landfall operation for its 960 MW East Anglia Two offshore wind farm in the UK, installing two nearly 1.8-kilometre-long ducts beneath the Suffolk coastline and seabed for the project's export cables. The ducts, each measuring 800 millimetres in diameter, were installed using horizontal directional drilling (HDD), a technique that creates an underground passage without excavating beaches or disturbing the coastline directly. ScottishPower Renewables says the operation involved the world's longest continuous single sections of extruded polyethylene (PE) ducts and represents the largest electricity transmission landfall of its kind in the UK, based on the combination of duct length and diameter. Manufactured by Pipelife in Norway, the ducts were produced as single uninterrupted lengths, eliminating the need for welded joints. They will provide a protected route for the high-voltage export cables carrying electricity from the offshore wind farm to shore. The

landfall works form part of the project's onshore civil engineering programme, led by OCU Group



with support from its subsidiary Peter McCormack & Sons. ScottishPower Renewables said the operation also marked a manufacturing record for Pipelife, whose ducts measured approximately 1,793 metres each. "The completion of this colossal HDD, which is three times the length of our other East Anglia projects, is a huge achievement – quite literally – and a major milestone as we progress construction of our third windfarm in the region",

said Ross Ovens, ScottishPower Renewables' Managing Director for Offshore. "Landfall works are known to be one of the most technically challenging aspects of building an offshore windfarm, but thanks to precision planning and a great partnership with our principal contractor OCU Group and duct manufacturer Pipelife, this programme has well and truly hit the mark – breaking UK and world records in the process." The milestone comes as East Anglia Two advances towards offshore construction, with the first export cable expected to be installed in summer 2027, and commercial operation targeted for late 2028. *(Source: Offshore Wind)*

FRENCH ENGINEERING COMPANY ACQUIRES IRISH SEA CONTRACTORS TO EXPAND OFFSHORE WIND AND CABLE SERVICES

Aventa has acquired Irish Sea Contractors (ISC) to broaden its services in subsea cable landfalls, marine infrastructure, and commercial diving and cable repair. The French company said on 13 October that the combined capabilities will cover subsea cable landfall and nearshore installation, port and harbour construction and maintenance, commercial diving, and underwater inspection, repair and maintenance (IRM). The acquisition also adds ISC's AERSUB subsea cable repair solution to Aventa's offering. "Clients benefit when knowledge moves smoothly



from engineering and planning into offshore execution", said Aurélien Zuccarini, Chief Growth & Talent Officer and Co-Founder of Aventa. "Combining ISC's delivery experience with our engineering, consulting and existing operational expertise will help us improve constructability, manage interfaces and provide continuity through installation and long-term asset support." ISC has supported fibre-optic and power cable projects in Ireland, the UK and mainland Europe, delivering

services on cable landfalls, pull-ins, nearshore installation, burial, protection and remedial activities. Aventa, which plans to invest in operations in Ireland, said the move advances its strategy to expand its Operations business alongside the company's Engineering and Consulting activities, adding ISC's teams and project experience to the transport and installation, cable installation and other offshore scopes already delivered by Aventa's Operations unit. "As Aventa supports developers, operators, transmission system operators, cable manufacturers and installation contractors on marine energy and transmission projects, and because offshore wind and interconnector projects grow in scale and complexity, decisions made during design increasingly need to account for installation methods, seabed conditions, vessel constraints and the practicalities of offshore execution", Aventa said on 13 October. "Bringing these disciplines closer together helps clients anticipate operational constraints from the earliest stages of a project." (*Source: Offshore Wind*)

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DREDGING NEWS

DREDGING BEGINS AT DOUBLE CREEK CHANNEL ENTRANCE



New Jersey Department of Transportation (NJDOT) officials yesterday announced the start of an emergency maintenance dredging project at the entrance of Double Creek Channel, the State's primary ocean-going entrance into Barnegat Bay. Following the nor'easter in late September, the condition of Double Creek State Channel has degraded to a point where the shoal is a navigational hazard, and the safety of the

boating public is a concern. Emergency dredging of the Double Creek State Channel is necessary to return the waterway to a safe condition, while beneficially using the sand, maintaining the sediment in the system and protecting the resource from further degradation, NJDOT said. H&L Construction will begin setting dredge pipes today and the hydraulic dredging operations are set to start tomorrow. The approximately \$1 million project will restore the channel to a safe navigable depth by removing up to 40,000 cubic yards of sand shoaled in the channel. According to NJDOT, this work will continue 24 hours a day, seven days a week until project completion, which is expected by early

November. *(Source: Dredging Today)*

WORK ON GRAND ISLE SHORELINE BREAKWATERS IN FULL SWING

Construction work is well underway on the Grand Isle shoreline breakwaters. "Our federal partners at the U.S. Army Corps of Engineers (USACE) have begun placing rocks for the first of 31 new breakwaters that will help close a critical gap in the existing shoreline protection around Grand Isle," said Louisiana Coastal Protection and Restoration Authority (CPRA). Each breakwater will be



approximately 250 feet long and 250 feet apart. This spacing will allow offshore sediment to flow through the system and help nourish Grand Isle Beach. Together, the new breakwaters will create a continuous system of protection along the island's Gulf shoreline, helping reduce the wave erosion and provide protection from storm surge, CPRA added. Construction is expected to be completed in July 2027. *(Source: Dredging Today)*

WORK PROGRESSES ON GRAND ISLE BREAKWATERS



Progress continues on construction of the breakwaters out at Grand Isle, Louisiana. Construction partners with the U.S. Army Corps of Engineers, New Orleans District, have now completed two of the 31 breakwaters scheduled to be built on the gulf side of this barrier island off the coast of south Louisiana. Grand Isle is Louisiana's largest and last inhabited barrier island. Barrier islands are critical natural coastal features that reduce storm damage and coastal erosion for the mainland areas behind the

islands as well as support marine fisheries, biodiversity and coastal economies, USACE said. This construction is part of the Grand Isle and Vicinity Project, and these breakwaters are designed to improve the resiliency of hurricane and storm damage features on the island as well as reduce beach erosion by reducing wave action along the barrier island's Gulf-facing shoreline. *(Source: Dredging Today)*

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PILBARA PORTS: PORT OF DAMPIER DREDGING SET FOR NOVEMBER

Dredging operations on the Zone 5 Bypass Channel at Port of Port Hedland, conducted with Jan De Nul's mega trailing suction hopper dredger (TSHD) **Vasco da Gama**, are moving forward. Maintenance dredging removes naturally occurring sediment that builds up over time, supporting safe navigation and efficient port operations. According to Pilbara Ports, this important work helps keep trade moving through the Pilbara, supporting local jobs, the regional economy and the goods and services relied upon by communities across Western Australia.



Pilbara Ports today announced the planned dredging timeframes, including: • Port of Port Hedland: Zone 5 capital dredging will last until the end of October, • Port of Port Hedland: annual maintenance dredging from October to late November, • Port of Dampier: late November, • Port of Ashburton: late November to early December. *(Source: Dredging Today)*

ELLICOTT DELIVERS ANOTHER MUD CAT TO CANADA



Another Mud Cat MC 275D-SP from Ellicott Dredge Enterprises, LLC (EDE) has been delivered and commissioned at a wastewater lagoon in Canada. According to Ellicott, "this repeat customer already relies on several Mud Cat and IMS® Dredges Versi-Dredge® models - a testament to the reliability of EDE's portfolio of equipment and a highlight of how the dedicated EDE team backing can boost a dredging operation." *Key Features & Capabilities of this MC 275D-SP:* Dual

Propulsion & Maneuverability: Equipped with a standard 4-point cable drive traversing system and dual marine prop self-propulsion to tackle diverse environments, Liner Protection: Outfitted with a liner protection system specifically designed for lined waste lagoons, Enhanced Safety with Remote Sense™: Features the Mud Cat Radio Remote Sense™ system, enabling shore-based operation on hazardous projects where putting an operator on board is a safety concern, High-Performance Pumping: Powered by a GIW 8" x 10" high-chrome submersible dredge pump capable of pumping 4,000+ feet (1,220m) without needing a booster pump. *(Source: Dredging Today)*

PACIFIC DREDGE COMPLETES PORT OF SAN DIEGO DREDGING

Pacific Dredge & Construction (PDC) has completed maintenance dredging at the B Street and Broadway Pier Cruise Ship Terminals with the Port of San Diego. Utilizing the PDC 180 dredge, crews performed precision knockdown dredging between Broadway Pier and B Street Pier, as well as along the north side of B Street Pier. Working within strict environmental requirements - including the



use of a double silt curtain - and around an active cruise ship schedule, PDC successfully completed the work to the required design depths. *(Source: Dredging Today)*

YARD NEWS

BUILT FOR THE CABLE MARKET OF TOMORROW



Introducing our new CLV concept. As offshore wind, interconnectors and grid projects scale up, the demand for capable, efficient cable lay tonnage is growing faster than the fleet. Our latest concept design from Sirius Design & Integration is developed to meet that demand.

- Large-capacity carousel for long continuous lengths and fewer port calls.
- Integrated cable lay spread designed for safe, efficient

handling from carousel to seabed. - Deck crane capacity supporting a wide range of installation and repair scopes. - Helideck and generous accommodation for project crews and extended campaigns. - Hull and energy concept optimised for station-keeping, transit efficiency and future fuels. The design is technology-agnostic and flexible by nature, ready to be tailored to specific contracts,

mission equipment and charter profiles, whether for export cables, inter-array work or long-distance interconnectors. Independent design, integration that works! A vessel built to stay competitive throughout its lifetime. *(PR-CEO Sirius Design & Integration AS)*

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SEASPAN SHIPYARDS HOSTS CEREMONIAL KEEL LAYING FOR THE FUTURE FLAGSHIP ICEBREAKER OF THE CANADIAN COAST GUARD

The future **CCGS Imnaryuaq** will be the biggest polar icebreaker ever built in Canada, establishing a commanding presence year-round in Canada's Arctic sea. "I now declare the keel well and truly laid," exclaimed the Hon. Jill McKnight, Minister of Veterans Affairs and Associate Minister of National Defence, alongside Kevin Brosseau, Senior Associate Deputy



Minister of National Defence and Commissioner for the Canadian Coast Guard, and Braeden Caley, MP for North Vancouver-Capilano, at Seaspan Shipyards (Seaspan). Today, the dignitaries joined Seaspan and more than 2,500 of its employees for the ceremonial keel laying event for the Canadian Coast Guard's future **CCGS Imnaryuaq** — the biggest polar icebreaker ever designed and built in Canada, for Canada. To begin the ceremony, Squamish Nation members brushed the ship's keel with cedar boughs and sang a blessing song as part of the sacred, traditional Coast Salish cleansing and purification ceremony. As explained by Sekyu Siyam' Chief Ian Campbell, the intention is to brush away negativity, clear unwanted energy, provide protection and invite balance and good health. For the keel laying, two coins designed by Indigenous artists from the Squamish and Inuit nations were selected, including a commemorative coin from the Royal Canadian Mint chosen by the Canadian Coast Guard (CCG). Featuring powerful imagery, the designs on the coins signify protection of the vessel from both sky and sea standing for vigilance, resilience and a shared commitment to seeing every voyage through safely. A significant milestone in a ship's construction, the coins were placed near the hull of the heavy polar icebreaker by Hitam Treadwell, Rigger Chargehand at Seaspan's Vancouver Shipyards, and Jeff Neilson, Acting Senior Director Vessel Procurement, Engineering Services, CCG, where they will remain for the duration of the ship's life, bringing good luck to the builders and all those who sail on the vessel in the decades to come. This milestone builds on the official start of construction for the future **CCGS Imnaryuaq** in April 2025, marked by the cutting of steel for the vessel's first polar block. Less than

two years later, the vessel is taking shape at an accelerating pace, bringing Canada one step closer to welcoming its next heavy polar icebreaker in the early 2030s. The future [CCGS Imnaryuaq](#) is incredibly complex, designed to operate self-sufficiently in the high-Arctic year-round. Once delivered, it will play a critical role in enabling the Canadian Coast Guard to transit and operate in more than 162,000km of Arctic coastline. As one of the only Polar Class 2 vessels in the world, it will be able to operate farther north, in more difficult ice conditions and for longer periods than any icebreaker in Canada to date, further supporting Canada's Arctic sovereignty. [CCGS Imnaryuaq](#) is the seventh ship to be designed and built by Seaspan under the National Shipbuilding Strategy (NSS). It will also be the fifth Polar Class vessel to be built for the CCG, and one of up to 21 icebreaking vessels overall that Seaspan is constructing. In addition to designing, building and delivering state-of-the-art ships, Seaspan is also delivering significant socio-economic benefits to Canada as a result of the NSS. Seaspan is delivering tangible industrial and regional benefits to the marine industry across Canada, creating thousands of jobs, leveraging a supply chain of more than 800 Canadian suppliers from coast-to-coast, and generating more than \$5.7 billion in GDP contributions to Canada since 2011. *Quick facts.* - The polar icebreaker will be 158 metres long and 28 metres wide, with a design displacement of 26,036 tonnes, and will accommodate a crew of up to 100 personnel and feature diesel electric propulsion with Polar Class 2 icebreaking capability. - Highlights of key design features, include • IACS Polar Class 2 (PC2) Heavy Icebreaker; • 47 MW of installed power; • Ice-classed azimuthing propulsion system; • Complex, multi-role mission capability; • Scientific Laboratories; • Moon Pool (to allow for safe deployment of equipment from within the ship); • Helicopter flight deck and Hangar; • Vehicle Garage and future Remotely Piloted Aircraft System (RPAS) capability. - The capabilities of this Polar Class 2 icebreaker will help sustain a 12-month presence in Canada's North in support of Canada's Arctic sovereignty, high-Arctic science (including climate change research), Indigenous Peoples and other northern communities, and the ability to respond to major maritime emergencies including search and rescue. - Seaspan has already gained significant experience designing and building Polar Class vessels including three Offshore Fisheries Science Vessels which are now in service with the Canadian Coast Guard; an Offshore Oceanographic Science Vessel that was delivered to the CCG in 2025; and up to sixteen Multi-Purpose Icebreakers (also Polar Class). - Seaspan is one of the most modern shipyards in North America, following its privately funded \$200m+ shipyard modernization, development of a skilled workforce and state-of-the-art, purpose-built infrastructure to deliver large, complex vessels. Seaspan's NSS supply chain has grown to more than 800 Canadian companies from coast-to-coast, resulting in more than \$3 billion in contracts. *Quotes* "As an Arctic nation, Canada must have the capability to assert its sovereignty where and when it matters most. The future [CCGS Imnaryuaq](#) will strengthen northern communities, support critical operations, and enhance scientific research. Today's milestone is a testament to the skilled Canadians whose work is helping build both a world-class vessel and a stronger, more resilient Canada." Jill McKnight, Minister of Veterans Affairs and Associate Minister of National Defence. "Today's keel laying is an important step forward in the renewal of the Canadian Coast Guard fleet, as well as a meaningful demonstration of our ongoing partnership with Inuit. The [CCGS Imnaryuaq](#), named to honour Inuit placenames and culture, will be a world-class icebreaker that will protect Arctic sovereignty and serve Canadians and communities across Inuit Nunangat for generations to come." Kevin Brosseau, Senior Associate Deputy Minister of National Defence and Commissioner for the Canadian Coast Guard. "For workers on the North Shore, Imnaryuaq represents not only how we can protect Canadian sovereignty for a new era, but also a new apprenticeship, a strong career, and proof that Canada can build big again. Today's keel laying is a celebration of the workers whose skill and dedication are helping build a world-class vessel right here in North Vancouver and ensuring we strengthen our economy for years to come." [Braeden Caley, Member of Parliament for North Vancouver-Capilano](#) "Today, Seaspan Shipyards is

celebrating the future flagship vessel of the Canadian Coast Guard's reinvigorated icebreaker fleet. The future **CCGS Imnaryuaq**, when complete, will be Canada's biggest, most powerful icebreaker ever to be constructed right here, in Canada. We are tremendously proud to be showcasing the capability of our workforce from world-class engineering to the skillset needed to weld steel thick enough to go through Arctic ice. Seaspan is building our nation's future and providing the Canadian Coast Guard with the ships they need to ensure Canada's security and sovereignty." *John McCarthy, CEO, Seaspan Shipyards* "The keel laying of the future **CCGS Imnaryuaq** marks a significant milestone for Seaspan, the Canadian Coast Guard, and Canada. As the largest icebreaker ever built entirely in Canada, and the most powerful icebreaker in the nation's history, this vessel represents the strength of a truly national effort. Through the NSS, Seaspan is strengthening Canada's marine industry, advancing a resilient coast-to-coast supply chain and delivering lasting economic benefits across the country. With each block assembled, we are reinforcing Canada's sovereignty in the Arctic and equipping the Canadian Coast Guard with the next generation of icebreakers needed to protect and serve Canadians." *Leo Martin, COO, Vancouver Shipyards (PR-Seaspan)*

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TWO HEAVY-LIFT CRANE VESSELS, *RAMBIZ* AND *GULLIVER*, ARE OFFLOADING HULLS IN WAALHAVEN



The heavy-lift crane vessels **Rambiz** and **Gulliver** are offloading hulls for pontoons and inland vessels in Rotterdam's Waalhaven. The heavy-lift carrier BigLift **CY Frontier** transported the hulls from Asia. The ***Rambiz*** and ***Gulliver*** have arrived in Rotterdam from Vlissingen to unload the hulls. Both crane vessels belong to the Belgian company Scaldis Salvage & Marine Contractors—a joint venture between DEME, Jan De Nul Group, and Herbosch-

Kiere. The tugboats ***Gepke 2*** and ***Gepke 3***, operated by Sleepdienst Gepke B.V., are providing assistance with the operation. The ***Rambiz*** is equipped with two cranes capable of a combined maximum lift of 3,300 tonnes; the vessel is 85 meters long and is not self-propelled. The ***Gulliver***

is 108 meters long and can lift a maximum of 4,000 tonnes using its two cranes. This vessel features its own propulsion system, as well as a system designed to maintain a precise position during operations. (*Source: Schuttevaer; Photo: Erik Zijlstra*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Fairplay-Towage-grouporders-six-new-tugs-from-Sanmar-Shipyards](#)
 - [Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile's-first-imo-tier-III-tugboat](#)
 - [The-Mary-McAllister-McAllister's-latest-high-tech-low-emission-tug-arrives](#)
 - [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](#)
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)
 (pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week
 - [Wilson Sons - Brazilie](#) by Jasiu van Haarlem (**new**)
 - [McKeil Marine - Burlington Ontario](#) by Jasiu van Haarlem
 - [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

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

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