Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

27th Volume, No. 88 *1963 – "63 years tugboatman" – 2026* Dated 11 November 2026

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

Distribution twice a week 22.900+

MIDWEEK–EDITION

TUGS & TOWING NEWS

LYBOUSSAKIS SALVAGE & TOWAGE ADDS THE NEW TUG LYBOUSSAKIS HECTOR TO ITS MEDTUGS FLEET



● Three new tugs in two years and average fleet bollard pull over 55 tons, ● Three tugboats in two years, ● Three more tugs via SVS, ● Stronger and safer fleet. The company is not stopping here and is already considering the next tugs. Lyboussakis Salvage & Towage, owned by Kostas Lybousakis , announced the addition of the tug LYBOUSSAKIS HECTOR to its fleet. It is an ASD type tug with a bollard pull of 50 tons and a firefighting class FiFi E. LYBOUSSAKIS HECTOR will operate through MEDTUGS, the largest tug fleet in Greece. Technical characteristics LYBOUSSAKIS HECTOR Three tugboats in two years. The LYBOUSSAKIS HECTOR is the third tugboat acquired by the company in two years. It was preceded by the LYBOUSSAKIS TAXIARCHIS and LYBOUSSAKIS ATLAS. The company's new tugs have a pulling force of 50 to 62 tons and fire class FiFi E and FiFi 1. This investment renews and expands the fleet, aiming to provide better and safer customer service. *Three more tugs via SVS* At the same time, the company has acquired, together with its partners, through SVS, the tugs SVS I, SVS II and SVS III. SVS IV is expected in the first quarter of 2027. All SVS tugs are ASD type, with a pulling force of 75–85 tons and fire class FiFi 1. *Stronger and safer fleet* With the new additions, the average bollard pull of the fleet now exceeds 55 tons. All tugs have strong firefighting capabilities (FiFi E and FiFi 1) and meet the highest safety standards. The company is not stopping here and is already considering the next tugs. "We have worked long and hard to be here today. In recent years we have made great leaps, but this is just the beginning. We never stop dreaming," said Konstantinos Lyboussakis, CEO & President of Lyboussakis Salvage & Towage. *About Lyboussakis Salvage & Towage* Lyboussakis Salvage & Towage was founded in 1986 by Konstantinos Lyboussakis and is active in port towage and salvage. It is based in Perama and has a fleet of 9 tugs. It is a member of MEDTUGS, the largest tugboat fleet in Greece. MEDTUGS has 29 tugboats in 6 Greek ports and serves more than 8,000 ships per year. *(PR-Lyboussakis)*

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PROMARINE'S PROTUG 87 ASSISTS DISABLED CARGO VESSEL OFF LESVOS UNDER LOF AGREEMENT



On 13 October 2026, Promarine's tug **PROTUG 87** responded to the disabled general cargo vessel **OGUZ SOFUOGLU** (IMO 9424259), located approximately 26 nautical miles west of Sigri, on the Greek island of Lesvos. The 93.62-metre vessel was carrying 4,529.90 metric tonnes of merchant bars from Bartın, Türkiye, to Sousse, Tunisia, when a gearbox failure left it unable to continue its voyage. The vessel's owners sought assistance through their insurance broker, and a Lloyd's Open Form (LOF) salvage agreement was signed by both parties that day. **PROTUG 87**, which had been proceeding towards Piraeus, was instructed at 10:50 to head to the vessel's position. The tug arrived at 18:00, established the towing connection at 18:20 and commenced towing towards Izmir OPL in accordance with the owners' instructions. On 14 October, the convoy reached Izmir OPL. At 11:00, the tow was handed over to another tug, bringing Promarine's emergency response services to a close. *(PR-Promarine)*

THE STATE TOWING PLATFORM IS REACTIVATED TO DEFEND THE FLAG RESERVATION AND LABOR RIGHTS OF THE SECTOR



The State Towing Platform has announced its reactivation to defend the flag reservation, working conditions and the rights of workers in the port towing sector in Spain. The initiative brings together employee representatives and union delegates from various port towing companies, belonging to organizations such as CC.OO., CGT, Coordinadora, and USO,

among others. Its objective is to coordinate a common response, transcending individual union affiliations, to defend the interests of the workforce. One of the main concerns is the situation regarding flag reservations in port tugboat services . The Platform believes it is essential to maintain a framework that guarantees the labor rights, working conditions, and safety levels of the professionals who provide this service in Spanish ports. The representatives point out that tugboats not only participate in the maneuvering of ships into and out of port, but also play a vital role in responding to various types of emergencies. Their duties include assisting in firefighting on board ships and in port facilities, as well as preventing and combating marine pollution. For this reason, they believe that the service needs well-equipped vessels, qualified crews, and working conditions that guarantee the training, safety, and availability of personnel. The Platform warns that any changes to current regulations must be carried out with transparency, legal certainty, and worker participation. It also points out that competition between companies should not lead to a deterioration of working conditions or a loss of rights. As a first step, the representatives will request a formal meeting with State Ports to learn about their position on the situation of the sector and the measures they have adopted or plan to implement to protect port tugboats and their workers. The Platform will continue to monitor developments and does not rule out promoting new union actions and mobilizations, within the legal framework, if it considers it necessary to defend labor rights and the future of the sector in Spain. *(Source: Puente de Mando)*

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ROTORTUG® | 25+ YEARS OF PROVEN PERFORMANCE



At the AMPI Escort Towage Workshop 2026 in Newcastle, Australia, we shared what more than 25 years of RotorTug® operations have taught us about (escort) towage. With three propulsion units in a triangular configuration, the RotorTug® is designed for precise manoeuvring and control during demanding operations. The workshop brought marine pilots, tug operators and technical experts together to exchange practical experience and discuss how we can improve safety in

escort towage. Thank you to the Australasian Marine Pilots Institute (AMPI) for bringing the industry together and giving us the opportunity to share our experience. A few moments from Newcastle. *(PR-Rotortug)*

COASTAL VANGUARD BACK IN HOME PORT



Early last week, the Jifmar Group's *Coastal Vanguard* returned to its home port of Den Helder, where it has been moored in the Koopvaardersbinnenhaven at the ActaJifmar shipyard. Shortly before this, the 32-meter-long tug had towed the *Wavewalker* jack-up platform from Newhaven to IJmuiden. The *Coastal Vanguard* is a Damen Shoalbuster 3209-class vessel, delivered in 2010 by Damen Shipyards in Hardinxveld-Giessendam. At its core are two Caterpillar diesel engines, which together provide an output of 3,300 hp and a bollard pull of 50 tonnes. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

DAMEN DELIVERS TWO PATROL VESSELS 1304 ELECTRIC TO CITY OF AMSTERDAM



Fully electric vessels mark third order in recent years. On 7 September, Damen Shipyards Group delivered two Patrol Vessels 1304 Electric to the City of Amsterdam. During a ceremony at the city's maritime museum, attended by Deputy Mayor of Amsterdam Elise Moeskops, the new vessels were named **Waterbuffel** and **Waterrietzanger**. The contract for the vessels was signed on 18 April, following the award of a tender. *Long-standing relationship* The delivery marks the third time Damen has delivered Patrol Vessels 1304 Electric to the city in recent years. The first delivery, in 2021, comprised two vessels, **Waterpieper** and **Waterhoen**, and took place simultaneously with the delivery of a third patrol vessel, **P55**, to the Amsterdam Police. Then, in 2023, Damen handed over two more Patrol Vessels 1304 Electric, named **Watersnip** and **Watertrapper**, to the city. The vessels are operated by the city's Toezicht en Handhaving Openbare Ruimte (THOR) (supervision and enforcement in public spaces) division. *Patrol and preservation* The vessels patrol Amsterdam's canal network, ensuring that traffic adheres to local maritime regulations and speed limits and checking the permits

of docked vessels. The Patrol Vessels 1304 Electric operate with minimal noise and zero emissions, thereby preserving the character of the historic urban environment. The Damen Patrol Vessel 1304 Electric is 13.4 metres in length and can achieve speeds of up to 16 kilometres an hour. It features a single 130-kilowatt electric motor and a 273-kilowatt-hour battery package. Operating at average speed, the vessel can sail for a full day on a single charge. *Continued trust* Leon Fijnekam, Commercial Manager at Damen Shipyards Hardinxveld, said, "We are delighted to once again be cooperating with the City of Amsterdam. This delivery marks the completion of the third order of Damen Patrol Vessels 1304 Electric from the City of Amsterdam, following a competitive tender process. I would like to thank the city authority for the trust that they continue to place in us and in our solutions. We are proud that these clean, quiet vessels are able to play a part in preserving the character of this iconic city." Watch the video HERE *(PR-Damen)*

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THE PASSAGE OF LARGE GERMAN RESCUE TUGS THROUGH THE PORT OF A CORUÑA



The tugboat "**Seefalke**", built in 1924 at the JC Teklenborg AG shipyard in Bremerhaven, Germany, was owned by the Bugsier-Reederei-und Bergungs AG shipping company of Bremerhaven. Its specifications are: length 58.50 m, beam 9 m, depth 4.40 m, gross tonnage 619 t, two Deutz engines of 1,650 hp each, and a speed of 13.5 knots. Until 1942, it was equipped with MAN engines of 417 nhp. At the end of World War II, it was sunk in the port of Kiel, refloated around 1950, repaired, and returned to service until 1970. In the 1930s, it was already carrying out salvage and towing operations along our coast. After being based in the port of A Coruña for several years and performing important services, in September 1960 it left the port for England, where it was relieved by the "**Atlantic**." Today, it is very well preserved in the port of Bremerhaven, serving as a museum ship. In the early morning of December 20, 1959, one

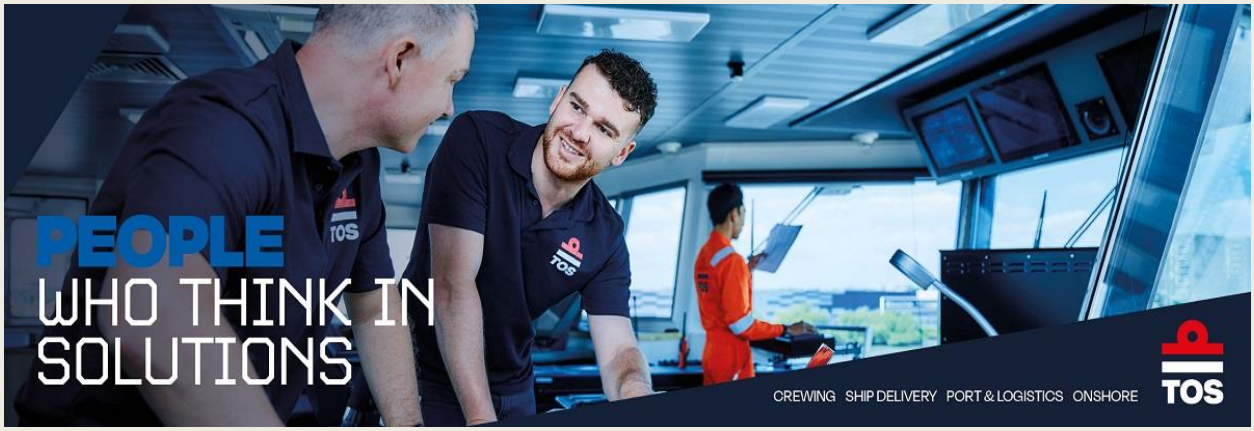
of the most modern and powerful tugboats in Europe, the "**Atlantic**", recently built in the Schichau GmbH shipyards of Bremerhaven (Germany), owned by the Bugsier-Reederei-und Bergungs AG shipping company of Hamburg (Germany), arrived at the port of A Coruña, where it will be based. Its main characteristics were: length of 62 m., beam 10.24 m., depth 4.36 m., gross tonnage of 768 t., two Deutz brand diesel engines type RBV8M366 of 2,500 ihp each, develops a maximum speed of 16.5 knots and a bollard pull of 50 tons. For over a decade, it was based in this port, where it participated in important salvage and rescue operations. In 1975, it was acquired by Z. Svitzer Salvage Company Ltd. of Copenhagen, Denmark, and renamed "**Svitzer**." In 1978, it was acquired by Malaya Towage & Salvage Corp. of Manila, Philippines, and renamed "**Tiburón**." In 1981, it was renamed again to "**Tiburón I**." In 1984, it was acquired by Pacific Offshore SA of Panama and was finally scrapped in 1987 in Kaohsiung, Taiwan. Previously, there was another tugboat named "**Atlantic**," built in 1939 by Deschimag, Werk AG Weser of Bremerhaven, which was sunk in 1943 by a bomb in the port of Gotenhafen, now Gdynia, Poland. In September 1971, the new tugboat "**Seefalke**," owned by the same German shipping company, arrived at the port of A Coruña to replace the "**Atlantic**." It was built in 1970 by Schichau Unterwese AG in Bremerhaven. Its main characteristics are: gross tonnage 1,339 tons, length 71.23 m, beam 12.76 m, depth 5.75 m, two Deutz RBV12M350 engines of 4,500 hp each, a speed of 18.5 knots, and a bollard pull of 75 tons. In 1986, it was acquired by Mosquito Shipping Co. Ltd. of Limassol, Cyprus, and registered there. In 1989, it was acquired by North Atlantic Towage & Salvage Ltd. and renamed "**Baltic Rescuer**." It sank on June 15, 1996, in Port of Spain, Trinidad and Tobago. It had entered the port for repairs and was abandoned by its crew. It was en route from Port Arthur to China, towing the ships "**Citadel Victory**" and "**Drake Victory**" for scrapping. IMO 7017454. The tugboat "**Wotan**", built at the F. Schichau GmbH shipyard in Bremerhaven in 1972, was owned by Bugsier-Reederei-und Bergungs AG of Hamburg. It had a length of 77.40 m, a beam of 13.59 m, a depth of 5.60 m, a gross tonnage of 1,599 tons, and a net tonnage of 163 tons. It was powered by two 12,500 hp Deutz diesel engines and had a bollard pull of 125 tons. Its IMO number was 7125847. It arrived in the port of A Coruña on November 30th, three months after its launch. Another new "**Atlantic**", built in 1975 at the F. Schichau GmbH shipyard in Bremerhaven, owned by Bugsier-Reederei-und Bergungs AG of Hamburg. It measured 77.40 m in length, 13.59 m in beam, 5.59 m in depth, and had a gross tonnage of 1,197 t. It was powered by two 12,500 hp Deutz engines. Bollard pull was 105 tons. IMO number 7360679. On June 2, 1975, it made a brief stop in the port of A Coruña, where its captain offered a reception to the maritime and port sector authorities; this





tugboat is considered one of the best in the world. In 1995 it was renamed "**Khozam**" and converted into a luxury yacht. The tugboat "**Artic**" was built in 1969 at the F. Schichau GmbH shipyard in Bremerhaven and completed by Rickmers Werft of Bremerhaven, for Bugsier-Reederei-und Bergungs AG, registered in Hamburg. Its specifications were: length 87.23 m, beam 14.79 m, depth 7.30 m, gross tonnage 2,640 t and net tonnage 688 t. It was powered by two Deutz engines with a total power of 20,000 hp and a bollard pull of 160 t. IMO number 6296024. On May 12, 1976, when the oil tanker "**Urquiola**" ran aground at the entrance to the port of A Coruña, its captain, B. Von Bergan, was accused of not providing assistance until he had signed an official contract, thus abandoning the port's base. It was sold in 1993 and converted into a luxury yacht, renamed "**Arctic Research**" and in 1994 "**Arctic P**". *(Source: Puente de Mando; Photos: archive of Ramón García Filgueira)*

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FAIRPLAY-95 HAS FOUND A NEW HOME AT THE INTERNATIONALES MARITIMES MUSEUM HAMBURG!



During SMM 2026, our colleague Andree Hessling, Associate Head of Marine Asset Management Newbuild & Innovation, handed over a model of **FAIRPLAY-95** to Peter Tamm, member of the museum's board. The handover took place at the traditional HANSA reception, with more than 400 guests from the maritime industry at the museum. The museum already holds models of earlier FAIRPLAY tugs. With **FAIRPLAY-95**, one of our most recent designs joins them. As a Reversed Stern Drive tug, she manoeuvres forward and backward equally well. Two Caterpillar 3516C main engines give her 5,050 kW and a bollard pull of 80.5 tonnes. Without tugs, many large ships could neither berth safely nor leave port again. Now museum visitors can see up close what goes into a modern harbour tug. A big thank you to Peter Tamm, Internationales Maritimes Museum Hamburg and the HANSA -

International Maritime Journal team for a wonderful evening and for keeping maritime history and innovation alive! Without tugs, many large ships could neither berth safely nor leave port again. Now museum visitors can see up close what goes into a modern harbour tug. *(PR- FAIRPLAY TOWAGE)*

TOGO: NEW-GENERATION TUGBOAT TO STRENGTHEN THE MARITIME CAPABILITIES OF THE PORT OF LOMÉ



The brand-new EuroCarrier 3013 utility vessel, officially registered as **NP640**, was indeed just delivered by Neptune Shipyards on October 30, 2026. The 369 GT workboat (IMO 1117173) departed from the Oude Maas in early November 2026 for her maiden voyage bound for Tilbury. The ship agent initially reporting her arrival as **Neptune 640** is a common administrative mix-up with newbuilds from this shipyard. The vessel was constructed under yard number 640, leading databases and maritime agents to automatically log her under that working name prior to official delivery. However, her definitive, registered name in the Dutch shipping registry is simply **NP640.** Regarding flag etiquette: the vessel flies the Dutch flag (homeport Aalst). Upon entering British waters and calling at Tilbury, she is required to fly the Red Ensign as a courtesy flag from the starboard yardarm. Flying the wrong courtesy flag (again!) is a notable blunder, often chalked up to the hectic nature of a crew's first trials and initial charter voyages on a freshly delivered vessel. *(Photo: Geoffrey Watson)*

TOGO: NEW-GENERATION TUGBOAT TO STRENGTHEN THE MARITIME CAPABILITIES OF THE PORT OF LOMÉ

The Port Autonome de Lomé is continuing to modernise its nautical equipment with the arrival of a new-generation tugboat, aimed at strengthening its vessel assistance capabilities and supporting the growth of maritime traffic. Officially welcomed on Monday, 2 November 2026, the new tugboat "**VB Togolais**" was built in 2026 by the SANMAR shipyard in Turkey. The welcoming ceremony was attended by the Minister and



Managing Director of the Port Autonome de Lomé, Mr Kokou Edem TENGUE, accompanied by Mr Stéphane GEFFROY, Director of BOLUDA. Measuring 23 metres in length and 12 metres in width, the tugboat stands out for its technical performance. Equipped with two Caterpillar 3516 engines and two Rolls-Royce azimuth thrusters, it delivers more than 6,000 horsepower and has a bollard pull capacity of 80 tonnes, compared with 70 tonnes for the port's other tugboats. It can accommodate a crew of six. Beyond its technical performance, the arrival of this new equipment also highlights Togo's maritime expertise. Indeed, the vessel sailed from Las Palmas to Lomé, under the command of Togolese seafarers, demonstrating their skills and expertise in navigation operations. This acquisition represents a strategic boost to port operations. It will enhance vessel assistance capabilities, contribute to smoother port manoeuvres and support the continued growth of maritime traffic. Through this investment, undertaken under the guidance of the President of the Council, H.E. Faure Essozimna GNASSINGBÉ, the Port Autonome de Lomé reaffirms its commitment to continuing the modernisation of its operational resources and strengthening its position as the leading transshipment port in West and Central Africa. The new tugboat is scheduled to be officially named and christened next January, marking another milestone in its integration into the port's nautical fleet. *(Source: Maritim Africa)*

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HERKULES SOLD



ACL Shipbrokers Ltd have supported the sale of another Stantug. We are pleased to congratulate Icetugs on the sale of their Damen Stantug 3008 **HERKULES** to ITB Nigeria Limited. Our thanks to both Buyer and Seller for a smooth and successful collaboration. **HERKULES** will soon make her way to Lagos, where we wish her every success in her new role. *(PR-ACL Shipbrokers)*

OLD TOWBOAT COLUMN

STEAM TUG MOBILE BECAME A DIESEL RIVER TOWBOAT



In 1938, the Inland Waterways Corporation (IWC), the government-owned barge line known among river interests as the Federal Barge Line, contracted with the Dubuque Boat & Boiler Company for a twin-screw hawser-type tug. This tug had a steel hull measuring 145 by 35 feet, and the steam machinery installed came from the recently dismantled freight barge Gulfport that had been built at St. Louis in 1921. The triple expansion condensing engines were 10-1/4's, 17's, 27's – 18 inch stroke, rated collectively at 1,000 hp. The water tube boilers were fired by oil, and the propellers were 6 feet, 5 inches in diameter. Since the new tug was to be utilized between Mobile, Ala., and New Orleans, the name **Mobile** was selected for it. According to Way's Steam Towboat Directory, the **Mobile** was christened at Mobile on November 30, 1938, and the vessel sponsor was Mrs. William Bankhead, wife of the U.S. Speaker of the House. In 1948, the IWC sold the **Mobile** at a public sale to Zubik Towing Company, Pittsburgh. Zubik removed the steam machinery and repowered the tug with a pair of GM diesels totaling 1,800 hp. Also as part of this rebuild, the original wooden upper cabin and pilothouse were removed, as well as the single tall smokestack. A large, elevated pilothouse was placed atop the main cabin, and twin stacks were added over the engine space. To complete the conversion to a river towboat, the sharply modeled bow was reconfigured to accommodate a traditional bow deck with towing knees. The boat re-entered service in 1950 with the name **Charles Zubik**. This was the second boat to carry the name, the first being a steam, sternwheel towboat that had been built at Point Pleasant, W.Va., in 1925 as the **Pennova** for the U.S. Engineers. It was sold to Zubik in 1939 and renamed. It was again sold in 1941 to McCrady-Rogers Company, Pittsburgh, and renamed **Mac-Rod**. In the Pittsburgh area, the diesel Charles Zubik was referred to as "the big Charles" to separate it from the smaller diesel sternwheeler Charles Z Jr. For some reason, in 1956 the Inland River Record began listing the build date of the boat as 1921. Research shows that it was definitely built at Dubuque in 1938 as the Mobile. However, the freight barge **Mobile**, also owned by IWC, was built in 1921. This may have led to the confusion, but at any rate the build date was listed in error from that point on. As



mentioned in this column last week, the **Charles Zubik** was shown in an episode of the Route 66 TV program in 1961, and it can also be seen in the background of some photos of the steamboat races held in Pittsburgh in 1951. After 1970, the **Charles Zubik** disappeared from the listings of the IRR, reappearing in the 1974 edition as the **Capt. J.W. Banta**. The listing indicated that the boat had been sold to Banta Towing Inc., Plaquemine, La., in 1972 and renamed. The **Capt. J.W. Banta** remained in the Banta fleet and was last listed in the 1979 edition of the IRR. In the 1980 edition it appeared in the "Off The Record" section of the book as "out of service." It would be seen for years after, laying in the fleet at Plaquemine Point and then beached out there and cut up piece by piece over a period of several years. *(Source: The Waterways Journal by Capt. David Smith)*

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – MTN

MTN is a global leader in low Earth orbit (LEO) satellite and terrestrial connectivity, keeping millions of people connected worldwide. With 45+ years of expertise, MTN delivers a converged multi-network architecture, LEO, GEO and 5G/4G/LTE, backed by 24/7 monitoring and a real-time customer portal. Headquartered in Florida with offices across Europe, the Middle East and South America, MTN enables rapid deployments and white-glove service anywhere. The company has pioneered the delivery of converged connectivity solutions on a global scale by partnering with major wireless carriers and satellite communications providers that integrate SG/LTE and high-throughput satellite networks, as well as cutting-edge LEO constellations such as Starlink and OneWeb. Our solutions incorporate Tier 1 carriers and global satellite infrastructure, supported by an enterprise-grade global technical support organisation that enables us to provide SD WAN, direct VPN, MPLS, SCPC and other specialised network tunnels while optimising data traffic routes

ACCIDENTS – SALVAGE NEWS

SALVAGE OF THE MSC BALTIC III WRECK PREPARES TO REMOVE FINAL STERN SECTIONS

The salvage efforts in Newfoundland, Canada, to clear the wreck of the containership **MSC Baltic III** continue to report strong progress. In the latest update, the Canadian Coast Guard reports that Resolve Marine is preparing for pulling operations for the final two portions of the stern that remain

in the water. Clearance of the wreck got underway during the summer of 2026, nearly a year and a half after the 33,767-dwt containership blacked out and was driven ashore in Ceder Cove, Newfoundland, near Corner Brook, in February 2025. The 207-meter (679-foot) vessel, which had a capacity for 2,478 TEU, had about 400 containers aboard. Canadian forces airlifted the crew from the ship without injury. The upper works of the containership were stripped away, including the accommodation block and the cargo hatches and gear. Upper portions of the hull were also removed before the operation began pulling sections of the vessel forward onto the beach to be cut up and trucked away for recycling. The latest update shows that the bow section of the **MSC Baltic III** wreck is fully ashore and removed from the beach. The Canadian Coast Guard also reports that one section of the vessel's stern has been pulled ashore, deconstructed, and removed from the shoreline. Critically, the salvage operation reached six heavy fuel oil tanks, which the Coast Guard said were a priority to end the pollution risks. These tankers were cleaned and have been recycled. The Coast Guard says that while intermittent oil sheening continues to be observed in Cedar Cove, it has significantly decreased since the bow section was removed from the water. The Canadian Coast Guard and Environment and Climate Change Canada continue to conduct shoreline, on-water, and aerial pollution surveillance and monitoring, weather permitting. To date, Resolve has removed 9,282 tonnes from the **MSC Baltic III** wreck. It equated to approximately 84 percent of the vessel's total tonnage. After all the vessel has been salvaged, there will be a final clean-up of the sea floor and coastline in Ceder Cove. Resolve has also committed to coastline restoration as the final stage of the salvage operation. *(Source: Marex)*





TANK BARGE LOSES WHEELHOUSE IN BRIDGE ALLISION ON BELGIAN CANAL

On Saturday morning, an inland tank barge hit a bridge over a canal near Izegem, Belgium, tearing off the wheelhouse and dislodging a car on the top deck of the vessel. That morning, the double-unit barge **Voluntas** (ENI 06003745) finished offloading a fuel oil cargo at the town of Roeselare and got under way. As it transited on the Roeselare–Leie Canal through Izegem, it had to pass under the Centrumbrug, a large bridge connecting the downtown core with the northern half of the town. Having offloaded its cargo, **Voluntas** had greater air draft than it did on the laden outbound voyage, and its wheelhouse was too high to clear the bridge. The master had to exit the wheelhouse swiftly in order to escape the impending allision, and he sustained injuries in the process, according to local

outlet HLN. The impact destroyed **Voluntas'** wheelhouse, but the crew was still able to maneuver it away from the bridge under its own power, and they moored it nearby with assistance from a good Samaritan vessel. The master was evacuated by ambulance for treatment. The bridge itself did not suffer any meaningful damage, according to HLN. In 2023, the cargo barge Remacum encountered the same bridge and lost its wheelhouse in a comparable accident. Wheelhouse-bridge allisions are not uncommon on Europe's inland waterways, and some vessels are designed with retractable wheelhouses that can be raised and lowered hydraulically to pass under low-hanging spans. *(Source: Marex; Photo: SOL)*



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CHUJADO FISHING BOAT RUNS AGROUND ON REEF... ALL 10 CREW MEMBERS SAFE



Accident 14 minutes after departing Sangchuja Port… Coast Guard and civilian fishing. vessels conduct joint rescue; hull tilted and 5m of stern damaged… Successfully refloated without flooding and entered port under its own power. A 46-ton fishing vessel leaving Sangchuja Port in Chujado, Jeju, ran aground on a reef near a lighthouse in the early morning hours. Although the hull tilted to one side and

part of the stern was damaged, all 10 crew members were safe, and the vessel returned to port approximately three hours after the accident occurred, thanks to a joint rescue operation by the Coast Guard and civilian fishing boats. According to the Jeju Coast Guard on the 7th, a report was received at around 1:59 AM on that day that offshore gillnet fishing vessel **Vessel A** (46 tons, 10 crew members), registered in Chuja, had run aground in the waters at the entrance of Sangchuja Port in Chuja-myeon, Jeju City. It was investigated that **Vessel A** had departed Sangchuja Port at around 1:45 AM and ran aground on a reef near the lighthouse while passing through the port entrance. The Coast Guard dispatched to the scene confirmed the safety of the 10 crew members and inspected the condition of the hull. At the time, the fishing vessel was tilted about 10 degrees to the right, but no holes were found in the bottom of the hull or signs of seawater intrusion. The Coast Guard connected a tow line to the grounded fishing vessel with the support of two civilian fishing boats belonging to the Marine Disaster Rescue Team. At around 5:03 AM, the operation to free the hull from the reef was completed, and Vessel A sailed under its own power and entered Chuja Port. Upon re-inspecting the hull after docking, damage approximately 5 meters long was discovered in the stern. There were no penetrations or flooding, and the fishing vessel is scheduled to be moved to a shipyard for repairs. No crew members were injured. On February 27, 2024, a series of fishing boat grounding and capsizing accidents occurred in the waters off Chujado. At the time, a 9.77-ton coastal trap fishing vessel capsized after running aground on a reef near Sangchuja Port, but all eight crew members were rescued by the Coast Guard and civilian fishing boats. On the same day, near Sinyang Port, a 5.77-ton fishing vessel ran aground and sank during the towing process, but the two crew members were safe. The captain of the fishing vessel involved in the accident reportedly stated that he did not spot a reef near the lighthouse while leaving the port. The Jeju Coast Guard is investigating the exact circumstances of the grounding based on the captain's statement and the route at the time of the accident. *(Source: theonetv.kr)*

CITY OF PORT PHILLIP: RESPONSE UNDERWAY FOLLOWING DREDGER INCIDENT



The City of Port Phillip said that a coordinated response is underway after the dredger **Kirra**, which was supporting Council's Middle Park Beach renourishment project, became partially submerged while at anchor offshore overnight. The vessel was unmanned and no one was injured. A small quantity of diesel has been released and is being actively contained, with containment and recovery operations continuing. As a precaution, South Melbourne Beach between South Melbourne Surf Life Saving Club and Kerferd Road Pier is closed, the City said. Environment Protection Authority Victoria has issued water quality advice for Middle Park Beach and South Melbourne Beach. Parks Victoria is coordinating the multi-agency response, with Council and other agencies supporting. *(Source: Dredging Today)*

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A FISHING BOAT FROM ALMERÍA RUNS AGROUND AT THE ENTRANCE TO THE PORT OF TORREVIEJA DURING ITS RETURN TO PORT



The crew of seven sailors from the **Alvaluc II** fishing vessel are safe, having been rescued by another purse seine vessel from Águilas. The purse seine fishing vessel **Alvaluc II** ran aground on the outer breakwater of the Levante dock in the port of Torrevieja , very close to the lighthouse, shortly after 8:00 a.m. this Monday . The vessel, registered in Almería, was returning to port after completing its day's fishing at sea when it became stranded on the rocks, its hull listing heavily and water nearly overflowing its gunwales. No injuries were reported among the crew, who disembarked onto the breakwater. Approximately half an hour after the accident, with the assistance of other fishing vessels from the same purse seine fleet, the vessel was refloated and returned to the port of Torrevieja. The accident occurred when two vessels were simultaneously moving into the port entrance. On one hand, the purse seine fleet, consisting of about ten vessels from Murcia and Almería in recent days , was entering to unload their catches at the Torrevieja fish market. On the other hand, the Portuguese-flagged salt cargo ship **Kate C** , 100 meters long, was entering the port. The **Kate C** slowed down when the accident occurred but eventually docked at the Poniente wharf , the industrial salt loading area of the port of Torrevieja. Help. Immediately after the grounding, several purse seiners that had already entered the port turned around to come to the aid of the **Alvaluc II**, which was resting on the breakwater, listing sharply, with part of its hull against the rocks. A vessel from the Murcian municipality of Águilas was able to throw a rope to the ship, on which at least two crew members remained, and refloat the vessel, which apparently did not suffer

serious damage to the bow area where it had struck the rocks. The crew of seven sailors jumped onto the breakwater to safety. Some of them were wearing life jackets . The grounded vessel is 22 meters long and began fishing in 2015; it has a capacity of 45 tons. *Queer* The accident is very unusual in the port of Torrevieja, especially among purse seine vessels, whose crews are familiar with the maneuvers of entering and exiting through the harbor mouth due to their regular fishing activity. The fishing boats leave the port of Torrevieja around eleven at night and return between seven-thirty and eight the following day. It's common for the return trip to be somewhat faster—when one boat decides to do so, the others follow suit—in order to arrive at the fish auction at the same time and not lose out on the price. But this is also a maneuver that the boat captains are very used to. The Torrevieja fish market is the most important in the Valencian Community for the sale of purse seine catches—sardines and anchovies—along with the one in Castellón. It does not have its own vessels but does have modern facilities for auctioning the catches of the Murcia fleet. *(Source: Informacion; Photo: Vincente Moreno)*

FIRE-DAMAGED HMM PLATINUM AWAITS BERTHING APPROVAL AT PORT OF NGQURA



The fire-damaged containership **HMM Platinum** remains offshore South Africa while it waits for permission to berth at the Port of Ngqura, Southern Africa Freight News reports. The Transnet National Ports Authority (TNPA) has confirmed that it received a request for the vessel to enter the port. Clearance still depends on consultations with the relevant authorities and on the availability of berths, equipment and operational resources. For cargo owners with goods aboard, the delay extends uncertainty over cargo condition, release timelines, and financial exposure. TNPA has not confirmed when, or whether, **HMM Platinum** will be allowed to berth at Ngqura, the deepwater port in the Eastern Cape's Nelson Mandela Bay. The vessel remains outside South African port limits. Durban was first considered as a possible port of refuge, and other South African options were explored afterward. TNPA has now confirmed that the current request concerns Ngqura. The Liberian-flagged vessel was sailing from Kattupalli, India, to Santos, Brazil, when a fire reportedly broke out in a container off southern Madagascar in early October. All 24 crew members were reported safe. **HMM Platinum** is carrying approximately 2,300 containers. Salvage specialist SMIT is assisting the vessel under a Lloyd's Open Form agreement. This standard international salvage contract is traditionally based on the "no cure, no pay" principle. In an October 23 update, HMM said firefighting operations had reached the final dampening-down stage. The company said further measures and investigations would follow once the fire was fully extinguished. The extent of damage to the vessel and its cargo remains unconfirmed. However,

containers stowed close to the fire may have suffered heat, smoke or water damage. Until the vessel reaches port and an assessment is carried out, cargo owners have limited visibility into the condition of individual shipments. Cargo interests are expected to provide salvage security before affected cargo can be forwarded or released. Salvage security is a financial guarantee covering each cargo owner's share of the salvor's reward. The cargo insurer typically arranges it. Claims specialist WE Cox has also indicated that a general average declaration remains possible. General average is a long-standing maritime principle. Under it, extraordinary costs incurred to save a vessel and its cargo from a common danger are shared proportionally among the ship and cargo interests. If general average is declared, cargo owners could be required to provide additional security toward these shared costs. This would apply even if their own containers were not damaged. These obligations carry practical consequences for shippers, importers and the forwarders who manage their freight. Owners with goods aboard **HMM Platinum** face potential delays in onward delivery to Brazil, added costs and pressure on customer commitments and inventory planning. Cargo interests are likely to benefit from early contact with their insurers and logistics partners. This can help confirm cover, prepare the required security and reduce the time between the vessel's arrival in port and the release of cargo. *(Source: Asian Shipper)*

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DUE TO A PROBLEM WITH A BALLAST TANK, THE OFFSHORE WORK VESSEL NG WORKER HAS RETURNED TO BREST.



The **NG Worker**, an offshore work vessel registered in Naples, encountered a technical problem with a ballast tank at Damen Shiprepair. It arrived in Brest on Friday, November 6. The offshore work vessel **NG Worker** arrived at the commercial port of Brest on Friday, November 6, from Bilbao, Spain, and was received at repair berth number one by the agency Blue Water Shipping . Having already visited in September for a crew change, it was due to a leak in one of its ballast tanks that it had to come to Brest for repairs. *A ship registered in Naples* These

repairs will be carried out by Damen Shiprepair . They will have to wait a few days until dry dock number two is vacated by the liquefied gas tanker Gas Vitality, which is undergoing its technical refit there . Built in 2009 in Norway by the Fjellstrand shipyard, the vessel belongs to the company Next Geosolutions and flies the Italian flag. It is registered in Naples. It is equipped with two ROVs, one of which is housed in a hangar, and can operate at depths of up to 5,000 meters. It also has a 50-tonne crane. It conducts geophysical surveys and various seabed inspections and can accommodate 66 people. *(Source: Le Télégramme)*

KIEL CANAL COLLISION

On the night of November 4, the 90 meter long, 4891 dwt cargo vessel **Celtic Endeavour** (IMO: 9346706) collided with the 105 meter long, 4924 dwt cargo vessel **Aguimes** (IMO: 8820107) on the Kiel canal near Schülp, Germany. The **Celtic Endeavour** was heading to Sczcecin when it struck head on with the **Aguimes** which was heading towards Rotterdam. The **Aguimes** suffered damage to its port bow





and deck crane and had a liferaft destroyed, but was able to proceed under its own power to Brunsbüttel. The **Celtic Endeavour** suffered damage along the starboard foreship and was able to proceed to Kiel. Authorities have launched an investigation into the incident. No reports of injuries. *(Source: Shipwreck Log; Photo: forum-schiff.de and Olaf Kuhnke)*

OFFSHORE NEWS

ORUÇ REIS SET SAIL FOR PAKISTAN.

Pakistan is preparing to restart offshore hydrocarbon exploration in cooperation with Türkiye after nearly 20 years. The **Oruç Reis** vessel is expected to arrive in Karachi between November 17-20. Turkey is expanding its energy exploration activities abroad. Energy and Natural Resources Minister Alparslan Bayraktar announced that the **Oruç Reis** seismic research vessel has set sail for the waters off Pakistan. Bayraktar stated that TPAO (Turkish Petroleum Corporation) is continuing its drilling operations in Somalia and aims to expand its activities to new countries. He indicated that they intend to broaden TPAO's scope of operations through partnerships and acquisitions with international oil companies. Minister Bayraktar stated that drilling operations are continuing off the coast of Somalia, adding, "Our Oruç Reis seismic vessel is currently en route to the waters off Pakistan." Bayraktar also mentioned that future operations could be conducted in the maritime areas

of Syria, Iraq, and Lebanon. *A significant moment for Turkish-Pakistani friendship.* The Turkish seismic research vessel **Oruç Reis** is expected to arrive in Karachi, Pakistan, between November 17-20. In this context, Pakistan's Minister of Petroleum, Ali Pervaiz Malik, held a meeting with senior Pakistani officials to discuss the necessary preparations and operational arrangements before the **Oruç Reis's** arrival in the country. In his speech at the meeting, Malik described the ship's arrival as a significant milestone in relations between Pakistan and Turkey. "This is an important moment for Turkish-Pakistani friendship. I will try to personally welcome this ship upon its arrival," Malik said. Malik stated that the signing of the Mecca Joint Defence Agreement between Türkiye, Saudi Arabia, and Pakistan has brought cooperation between the two countries to a new stage. "The two countries will work together to achieve a significant accomplishment that will be remembered for generations." The Pakistani minister emphasized that the Islamabad government is ready to provide all necessary support to facilitate offshore search operations and ensure their smooth commencement. Conveying Pakistan's full support to the Turkish side, Malik noted that the two countries will work together to achieve a significant success that will be remembered for generations. *It is being revived after 20 years.* This development comes months after Pakistan Petroleum Limited (PPL) signed production-sharing agreements and exploration licenses for eight offshore exploration fields identified under the 2025 Pakistan Offshore Tender Round. The agreements are seen as a significant step toward Pakistan's goal of reviving offshore hydrocarbon exploration after nearly 20 years. *(Source: DenizHaber)*



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BANKS STEP UP PRESSURE ON HAVILA SHIPPING OVER $78M DEBT DISPUTE

Norwegian offshore vessel owner Havila Shipping is facing renewed enforcement action from three major banks seeking to establish security liens over the company's assets in connection with a long-running debt restructuring dispute. DNB, Swedbank, and Danske Bank have submitted a new request for attachment liens covering NOK779m ($78m), comprising NOK713m in principal and approximately NOK65m in accrued interest. The latest move follows a ruling by Norway's

Borgarting Court of Appeal on October 19, which went against Havila in its dispute with the lenders over a restructuring agreement dating back to 2020. Havila has said it disagrees with the judgment and intends to appeal to the Norwegian Supreme Court. The deadline for filing the appeal is November 19. The dispute centres on whether Havila breached the restructuring agreement by refinancing debt owed to lenders that had opted for a cash settlement in December 2024. The three banks, which financed the offshore support vessels **Havila Foresight** and **Havila Harmony**, maintain that the refinancing violated the agreement and have since demanded repayment of the outstanding debt. Havila has disputed the lenders' interpretation, arguing that the banks were obliged to convert certain non-interest-bearing debt tranches into shares under the restructuring arrangements. The latest enforcement request does escalate the dispute following the October court ruling, but Havila has not announced any seizure or sale of vessels in connection with the action. *(Source: Splash24/7)*



DOF'S 2017-BUILT AHTS VESSEL LANDS CONTRACT EXTENSION THROUGH Q3 2028

DOF Group has secured a contract extension for its 2017-built anchor handling tug supply (AHTS) vessel that will keep the vessel busy until the third quarter of 2028. The contract extension has been awarded for the AHTS **Skandi Mariner**, prolonging the assignment until Q3 2028 from the previously set Q2 2027. According to DOF, the value of the extension period is significant, which the company defines as having a value of between $15 million and $25 million. Designed by Salt Ship Design 200, **Skandi Mariner** was built in 2017 and is 95 meters long. It can accommodate 52 people. *(Source: Offshore Energy)*



CABLE TENDER DISPUTE LANDS REACH SUBSEA IN COURT

Norwegian subsea services player Reach Subsea is facing a compensation claim of up to NOK158.5m ($16m), plus interest, from state-owned electricity transmission operator Statnett following a dispute over a cable installation tender. The Haugesund-based company disclosed that one of its wholly owned subsidiaries had received a statement of claim from Statnett concerning a tender process that

did not result in a contract. According to Reach, the subsidiary submitted a conditional bid, but the



conditions were never fulfilled, and no agreement was signed. Statnett subsequently reopened negotiations with another bidder and eventually awarded the contract to that company. The electricity transmission operator is seeking compensation equivalent to the difference between the two tender prices. Reach has rejected the claim as without merit and said it intends to defend its position in the legal proceedings. No damages have been awarded, and the dispute's outcome remains uncertain. *(Source: Splash24/7)*

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SEAGEMS PLSV LINED UP FOR PETROBRAS WORK FROM 2028



Paratus Energy Services has confirmed that Petrobras has accepted a bid from its Seagems joint venture for the pipelay support vessel (PLSV) **Sapura Jade**, bringing the vessel closer to securing employment in Brazil from 2028. The development follows the publication of the final results of Petrobras' latest PLSV tender, which was launched earlier this year to secure offshore pipelay capacity for the Brazilian company's subsea operations. Paratus stressed that acceptance remains conditional on Petrobras awarding a formal contract and signing definitive agreements. The tender comprises five packages with different technical requirements and offers potential contract periods of four years. Seagems, in which

Bermuda-based Paratus holds a 50% interest, currently operates six multipurpose pipelay support vessels under contracts in Brazil. The company submitted bids for both Jade and an additional third-party vessel during the tender process. In September, Petrobras accepted Seagems' bid for the third-party unit, which the joint venture has secured access to through a memorandum of understanding that also includes a purchase option. The latest development therefore represents progress on a separate vessel bid rather than the completion of the previously announced tender process. Paratus reported a Seagems contract backlog of approximately $1.1bn at the end of the second quarter of 2026, with fleet technical utilisation of 93%. *(Source: Splash24/7)*

A FIVE-YEAR-OLD PSV BOUGHT AT $18 MILLION NOW SELLS FOR $43 MILLION



A five-year-old PSV bought at $18 million now sells for $43 million. Meanwhile, brand-new PSVs are struggling to find work. Explain that to someone outside the offshore industry. OceanPact Serviços Marítimos has agreed to sell two PSVs in Brazil for US$86 million, roughly what a newbuild would cost. They bought the same two vessels from Seatankers for just under US$18 million each around 2021/22, when nobody wanted them. At the same time, newly delivered PSVs from Chinese yards are struggling to find charters, and at least one is heading for the North Sea just in time for the winter slump. Baird Maritime's has the full story (link in the comments). Same type of vessel, opposite outcomes, so the steel can't be what explains it. It's the same as in real estate: location, location, location. For example, the **MPV Everest** is not a vessel for Asia, and we struggled when we were on that side of the world. The Middle East was the same until I came across a client who needed what she uniquely offers, a big back deck, two subsea cranes and a twin bell SAT system, and then we could be competitive. Track record is the other half. The first jobs I took with the **MPV Everest** came at eye-watering rates, purely to build her track record, and the job in the Middle East with McDermott is what established her as a subsea workhorse. That history is worth more to a client than another year of age on the hull. *So these are the five things I look at before I put a value on a vessel:* 1. Where is she? The right vessel in the wrong market is worth very little. 2. What is she proven at? A track record takes years to build and can't be bought at a shipyard. 3. Does her capability fit the work? Deck space, cranes and systems have to match what the client actually needs. 4. Is she available when somebody needs her? A vessel delivered in two years is no help for a project that starts next month. 5. What is the team behind her? Steel does not deliver projects, it is the people who run it who do. That's why the steel only tells you part of what a vessel is worth. Less than the replacement cost suggests when nobody needs her, and a lot more when somebody needs her tomorrow. The **MPV Everest** has about a month available between December and January in the Mediterranean or South Atlantic, and is available again from Q3 2027. If you have work there, let's talk. *(Source: Erik De Haas- CEO - Subsea Forge)*

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ENERGEAN SELECTS SWEDISH FIRM FOR POST-DECOMMISSIONING SURVEYS IN UK



Swedish offshore survey company Njord Survey has won a contract with UK-based oil & gas player Energean for the provision of post-decommissioning site survey services at three fields in the UK Southern North Sea. The surveys will be carried out at the Wenlock, Garrow and Kilmar fields and will document the condition of the seabed after the platforms and exposed subsea infrastructure have been removed. The gathered results will be compared with the pre-decommissioning surveys and will form part of the decommissioning close-out reporting for the fields. Furthermore, the contract covers seabed and environmental survey work along the pipeline routes and around the former platform locations. Njord Survey said it was set to use its own vessels, survey spread and employed team for the work, which will include a multibeam echosounder (MBES) and side-scan sonar (SSS) survey, environmental sampling, analysis and reporting, as well as video transects and still photos. "Decommissioning is only finished when it has been shown that the seabed is clear, and that proof has to stand up in front of the regulator. We own our vessels and our survey equipment, and the people doing the work are full-time Njord Survey employees. That gives Energean one accountable team and a spread that is ours to schedule, from the first survey line to the final report. The UK is our largest market, and this contract is an important step for us in the North Sea decommissioning sector," said Martin Wikmar, CEO of Njord Survey. *(Source: Offshore Energy)*

MUSEUM NEWS

ARABIA STEAMBOAT MUSEUM SLATED TO CLOSE

David Hawley, his late brother, Greg, and their father had always been "treasure hunters," somewhat. Growing up in Independence, Mo., they often scoured the banks of the nearby Missouri River for whatever interesting thing might have washed up on the shore, and they even

accompanied their father on adventures exploring abandoned gold mines as far away as Colorado.



The idea of locating and excavating a steamboat that had disappeared beneath the waters of the Missouri had never crossed their minds. Working in the family refrigeration business, David made a service call one day and heard stories from a man about some wild things, such as UFOs, and one thing that really sparked his interest: the many steamboats that lay sunken along the Missouri River, some said to have gone down with valuable cargo aboard. The Hawley family recruited some friends and began researching lost steamboats on the Missouri River. Some estimates put the number of vessels lost on the river in the mid-19th century as high as 400. The research gave the partners the information needed to whittle that number down to just a few that gave promise of a return on investment for their efforts. The short list that they came up with included the **Mollie Dozier**, **E.A. Ogden**, **Twilight**, **Mars**, **William Baird**, **Arabia, Princess**, **George Washington**, **Radnor** and one boat that was documented as having sunk near Boonville, Mo., in 1819. The nameless boat had been reputed in news accounts to have more than $200,000 in silver coin aboard as well as a "large quantity of Kentucky whiskey." This was selected as the first to search for. The group secured permission to search from landowners, and after months of walking miles through fields and marsh with magnetometers, much had been found beneath the surface, including old Corps of Engineers training structures of wood piling wrapped in steel cable, farm machinery and street signs, but no steamboat. They then began searching for the **George Washington** and the **Radnor**, sunk by snags in 1826 and 1846, respectively, in the same general areas. More months of searching again turned up nothing. The **Mars** was the next target. The boat had sunk with a full cargo of "general merchandise" in 1865; however, it was found that a petroleum pipeline had been laid through the search area, making a probing search too risky. They searched for the **Princess** near Napoleon, Mo., where it had gone down with supplies for Fort Benton in 1868, but again to no avail. The **Mollie Dozier** was lost near Chamois, Mo., with miners and an estimated $1 million in gold on board. The boat was located in a swampy area called Mollie Dozier Chute, but prior to doing core sampling, it was found through ongoing research that the miners and their gold had left the steamer after a prior sinking and were not aboard when the boat went under near Chamois. The steamer **William Baird** was found but unfortunately lay partially under a Corps levee. The **Twilight** had struck a snag and sank near Missouri City in 1865, loaded with Army supplies and general freight. The boat was located fairly easily, but borings turned up nothing other than wood from the hull and no sign of cargo. Ultimately, after three years of research, searching, drilling and digging, they were left with one steamboat on the short list, one that had historically been referred to as "the **Great White Arabia**." The **Arabia** was built at Brownsville, Pa., in 1853 by the yard owned by John Snyder Pringle. It was of sidewheel construction with a wood hull measuring 171 by 31 feet (54 feet wide overall) and 5.5 feet depth of hold, capable of handling some 220 tons of cargo. The engines were 18 inches in diameter with a 6-foot stroke and were powered by a battery of three boilers. It was first owned by Adam Jacobs of Brownsville, with Capt. John Woodburn as master. It ran on the Ohio and Upper Mississippi rivers, with the maiden trip to St. Louis. The western frontier was being settled,

and those far from real civilization needed supplies. The original settlers had journeyed west by foot, wagon or horseback. By the 1850s, the most efficient means of travel and delivery of supplies by the ton to the area was by steamboat on the Missouri River. According to "Treasures of the Steamboat Arabia" by David Hawley, the boat was sold in February 1855 to Capt. John S. Shaw of St. Charles, Mo., for $20,000. Shaw intended the **Arabia** for the lucrative Missouri River trade and wasted little time in chartering it to the government to deliver men and supplies from Fort Leavenworth, Kan., to points on the upper Missouri, reaching as far as the mouth of the Yellowstone. After this, the **Arabia** entered a regular run from St. Louis to Sioux City, Iowa, and all points between. In the spring of 1856, the **Arabia** again changed hands, sort of. Shaw retained a 25 percent interest, selling the remainder to Capt. J. William Terrill and George W. Boyd. It continued to run the Missouri and suffered several mishaps, one of which involved grounding near the mouth of the Gasconade River, where the tiller arm to the rudder broke and was replaced by a tree branch. In late August 1856, the **Arabia** once again loaded cargo and passengers for another routine trip up the Missouri River. It made a landing at Westport Landing in what is now Kansas City, Mo., and continued upbound. Less than an hour later, when nearing the village of Parkville, the wooden hull of the vessel was ripped open by a snag lying just below the surface of the muddy stream. The **Arabia** sank rapidly, leaving some of the superstructure visible. All aboard were saved, apart from one unfortunate mule that had been tied to sawmill equipment. The cargo was lost when the boat sank. Soon the visible portions of the wooden cabins and the towering smokestacks were washed away. Some early salvage attempts were made on the sunken **Arabia**, with little success. Over the following decades, the meandering Missouri shifted course, and the remains of the wreck were no longer under the river but covered by sediment and soil. The area became a field where crops such as corn were grown. Due to the stories abounding regarding the treasures aboard, including many barrels of valuable "Kentucky whiskey," attempts to reach the **Arabia** were made by some, but with no success.



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The Hawley family and partners, now officially known as River Salvage Inc., approached property owner Norman Sortor, whose family had first purchased the land in the early 1860s, about searching for and excavating the **Arabia**. Skeptical due to the known unsuccessful previous attempts, he tried to discourage them but eventually made an agreement with them. The area where the boat was buried was quickly located with a proton magnetometer and the rough shape marked out. Sample

borings brought up wood and pieces of a delicate red glass goblet. The simple part was over. The excavation would require multiple types of heavy equipment. An extensive pumping system was designed to remove groundwater that was prevalent not far below the surface. Twenty wells were drilled to a depth of 65 feet. This water would be channeled to the river by way of a ditch, and large portable diesel generators were set up to run the pumps and lighting. A large crane, bulldozer and other equipment were brought in, some by land and bigger pieces by barge. On November 13, 1988, the project began, and on November 26, at a depth of 27 feet, after 132 years, a glimpse of the **Arabia** appeared in the form of the port sidewheel. Completely excavated, it was found to be 28 feet in diameter with 7.5-foot buckets. The excavation would eventually reach 45 feet in depth and 300 feet in length, unearthing hundreds of thousands of individual artifacts. The port engine, boilers, pitmans and wheel shafts were recovered along with assorted pieces of machinery. The starboard engine was missing, presumably salvaged soon after the sinking. The hull was broken and twisted, but it was decided to save the intact stern section that still contained the makeshift tiller arm installed following the grounding near the Gasconade in 1856. In early February 1989, after everything possible had been salvaged, the site was filled back in and covered over. This herculean project was accomplished over the winter months. Mud and sand had to be washed away from the treasures with water hoses in subfreezing, body-numbing temperatures. The dedicated individuals kept at the exhausting task because the work had to be completed before the spring planting season. This was all accomplished by a group of common individuals, rather than a wealthy foundation hiring a crew of workers to perform the work. The partners had entered excitedly into the excavation with the hopes of finding treasure to sell for a huge profit. As the hats, shoes, clothing, bottles of food and medicine, tools, machinery, crockery, dishes, glasses and more were discovered, they felt that the whole of the discovery should remain intact, despite the enormous cost encountered to uncover it. As news of the **Arabia** treasures spread, the city of Kansas City, Mo., approached River Salvage Inc. about establishing a museum there. A 30,000-square-foot space in a building in the City Market area, virtually in sight of where the **Arabia** made its last landing before the sinking, was offered. On November 13, 1991, exactly three years after the **Arabia** excavation began, the Arabia Steamboat Museum opened to the public. This museum and display of what is considered the largest single collection of pre-Civil War artifacts is extremely well laid out. The boilers, port engine, reconstructed port sidewheel and even the snag that caused the sinking are arranged so that one can almost get the feel of standing on the **Arabia**. The individual artifacts are arranged and displayed in groupings. Nearly 40 years after the find, hundreds of pieces are still undergoing the ritual of preservation. Clothing must be kept frozen until meticulously cleaned and restitched. Preservationists can be viewed at work within the museum as they actively perform these tedious but very interesting tasks. Unfortunately, this magnificent museum is scheduled to close permanently on November 13. The city originally granted a 35-year lease for the facility and has declined to renew, instead planning a parking garage for the site. During a recent visit with David



Hawley at the museum, he expressed hopes that a new location for the collection can be found. He desires to see it continue as it is, even at another location. Other towns, such as St. Charles, St. Joseph and Leavenworth, have expressed some interest in the museum. The Arabia Steamboat Museum continues to be a very popular venue, with more than 75,000 visitors per year. During this writer's time there, it was crowded with people. Hawley is an excellent curator, walking among the visitors and answering questions. One young schoolboy had very pertinent questions about the dangers to wooden steam vessels on the rivers of the 1850s, as well as about the benefits to the economy of the time. It would be such a shame to lose this valuable educational collection. Asked what will happen, Hawley answered that as of now, "I think we're going to close," though he has asked the city for at least a short extension of the lease. He also said that he would like to say, "Thank you to every man, woman and child that have come through those doors." He is optimistic about finding a new spot, even if the collection has to be placed in storage for a time. *(Source: The Waterways Journal)*

Advertisement



WINDFARM NEWS - RENEWABLES

VARD STARTS BUILDING THIRD SOV FOR DONG FANG OFFSHORE



Vard has held keel-laying and coin ceremonies for NB 998, a commissioning service operation vessel (CSOV) being built for Taiwan-based Dong Fang Offshore (DFO) at its Vard Vung Tau shipyard in Vietnam. The vessel is based on Vard's 4 39 design, developed in collaboration with DFO, and is designed to support offshore wind farm operations as well as construction and installation activities. Delivery is scheduled for the first quarter of 2028. NB 998 is the third SOV in DFO's order series with Vard. The company ordered its first two Vard 4 39 vessels in May 2024. The first, **Orient Inspirer** (NB 987), was delivered in September 2026. The second SOV, **Orient Innovator** (NB 989), is under construction, which began at Vard Vung Tau in September 2025. Vard announced the contract for the third vessel of this design in May 2025, following DFO's exercise of an option included in the agreement for an offshore subsea construction vessel signed the previous month. DFO's offshore subsea construction vessel from Vard, NB 988, is scheduled for delivery in the second quarter of 2027. Upon delivery, the

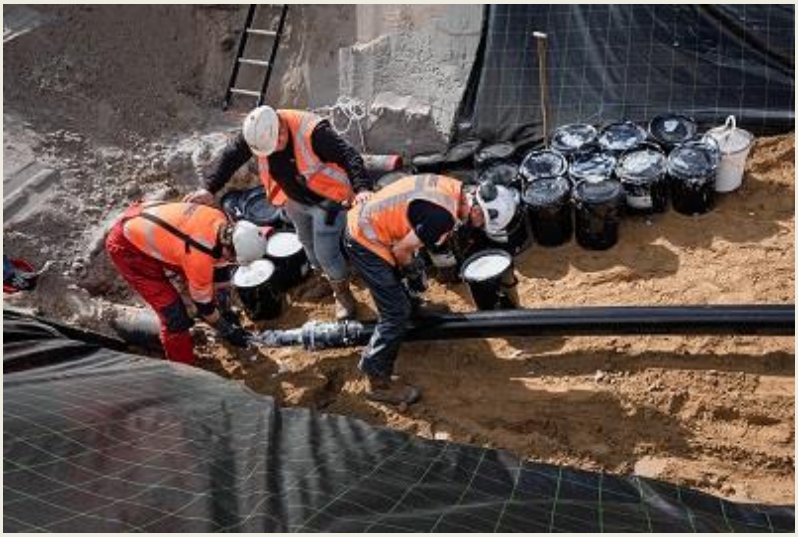
new CSOV is scheduled to begin a minimum 15-year service contract for an undisclosed offshore wind farm customer in Taiwan. The approximately 102.7-metre-long vessel will have a beam of 19.5 metres and accommodation for up to 120 people, including 90 in single cabins. Its equipment will include a fully electric crane and a walk-to-work gangway system. The design also incorporates a battery package for hybrid propulsion and provisions for future fuel options. *(Source: Offshore Wind)*

INSTALLATION OF ONSHORE CABLES FOR OFFSHORE WIND POWER AT MAASVLAKTE (ROTTERDAM) ENTERS FINAL PHASE



A vital link in transporting electricity from offshore wind farms in the North Sea is nearing completion. At the Maasvlakte industrial and port area in Rotterdam, the installation of underground electricity cables is entering its final phase. Following the final drilling operation, the remaining cables will be installed. All onshore cables are expected to be in place by 2027. The final horizontal directional drilling operation is taking place near the Coloradoviaduct on the N15, along the cable route between the Amaliahaven high-voltage substation and the converter station for IJmuiden Ver Beta. This operation will complete the installation of the underground ducts, through which the electricity cables will subsequently be pulled. *Underground connection* "Completing this final drilling operation marks an important milestone in the project," says Patrick Bakelaar, Stakeholder Manager for contractor NRG. "Over the coming months, we will install the remaining cables. By early next year, the underground cable connection at Maasvlakte will be complete." *Preparing for the final cables* At Amaliahaven and the IJmuiden Ver Beta converter station, contractors are currently preparing for the installation of the final cables. These will then be pulled through the previously installed underground ducts. This work is expected to take place in early 2027. Elsewhere along the route, work has already progressed further. Different sections of the several-kilometre-long underground connection are now being brought together. In specially constructed joint bays, individual cable sections are connected to form a continuous link. The cables are also being routed into the stations. Step by step, the connection is taking shape. *Clearing and reinstating the work sites* "We are now seeing the different parts of the project come together," Bakelaar explains. "Once the final cables have been installed and connected, the installation work will be largely complete. We will then focus on clearing the temporary work sites and reinstating the surrounding areas." *Connecting offshore wind power to the national grid* The onshore cables will form a vital link between offshore wind farms in the North Sea and the Dutch high-voltage electricity grid. They will serve the IJmuiden Ver Beta, IJmuiden Ver Gamma and Nederwiek 2 offshore grid connections. Each connection will be capable of bringing up to 2 gigawatts (GW) of electricity ashore. Together, the three connections will have a combined capacity of up to 6 GW, equivalent to the generating capacity of six large gas-fired power stations. Electricity from the offshore wind farms will arrive at Maasvlakte as direct current (DC). At the converter stations, it will be converted into alternating current (AC), making it suitable for transmission

through the Dutch high-voltage grid. From the Amaliahaven high-voltage substation, the electricity will be transmitted further inland and to new grid connections in the Port of Rotterdam area. *Work expected to be completed in 2027* Following the installation of the final cables, the temporary work sites will be cleared and reinstated. Contractor NRG is expected to complete its work at Maasvlakte in 2027. This will mark the completion of another important element of the infrastructure that will bring electricity generated by offshore wind farms in the North Sea into the Dutch energy system. *(PR-Tennet)*



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ORLEN NEPTUN SELECTS PARTRAC FOR WIND MEASUREMENTS AT THREE POLISH PROJECT SITES



Orlen Neptun has contracted Partrac to deploy two floating V-LiDAR systems for a wind measurement campaign at its Baltic West offshore wind project sites in the Polish Baltic Sea, and a third floating V-LiDAR at the Baltic East site. The measurements will provide site-specific wind resource data for project design, turbine layout optimisation and energy yield assessments. For Baltic West, the campaign is part of preparations for Poland's next offshore wind auction, planned for 2027, which will award two-sided contracts for difference (CfDs) for up to 25 years. Baltic West is a 4 GW project comprising four sites in the Oder Bank region: 14.E.1 (800 MW), 14.E.2 (900 MW), 14.E.3 (1,200 MW) and 14.E.4 (1,200 MW). The planned total installed

capacity of Baltic West translates into clean energy for more than 5 million households in Poland, according to Orlen, which anticipates the Baltic West sites to enter commercial operation from 2034 onwards. At the beginning of this year, the developer signed a land reservation agreement with the Kołobrzeg Sea Port Authority for a site that would house an operations and maintenance (O&M) base for its Baltic West development. *(Source: Offshore Wind)*

DREDGING NEWS

SANDUSKY HARBOR DREDGING WRAPS UP



The U.S. Army Corps of Engineers, Buffalo District, yesterday completed dredging of approximately 109,000 cubic yards of sediment from Sandusky Harbor, ensuring safe and navigable waterways for Great Lakes commercial vessels, recreational boaters and other harbor users on Lake Erie. The work was completed under a $628,000 contract, with the majority of the sediments dredged placed in a nearshore site, allowing local currents to deposit the material along the coastline, mimicking natural nourishment processes. Authorized depths within Sandusky Harbor range from 21 to 26 feet, with the shallowest depths in the Straight Channel and the deepest depths in the Moseley Channel. USACE maintains these depths to support safe and efficient navigation for large vessels. The harbor was last dredged in 2025, when approximately 9,000 cubic yards of material were removed and placed in the open lake. Sandusky Harbor is dredged annually depending on shoaling conditions, funding availability and federal navigation priorities. Work started on October 6 and was completed under a $628,000 contract awarded in July 2026 to Michigan-based Morrish-Wallace Construction Co. *(Source: Dredging Today)*

BOSKALIS' QUEEN OF THE NETHERLANDS BUSY IN THE MALDIVES



Land reclamation works at Giraavaru Falhu continue to make steady progress, with 115 hectares reclaimed out of the planned 167.15 hectares, marking 68.8% completion. According to Maldives Airports Company Limited, Jan De Nul's ultra-large trailing suction hopper dredger (TSHD) **Queen of the Netherlands** continues to play a key role in advancing this

major land reclamation project. *(Source: Dredging Today)*

DEME'S DREDGER STARTS WORK ON NEW PORT 2000 CHANNEL



Backhoe dredger **Peter the Great** has recently started dredging operations as part of the project to create a new access channel at Port 2000 in Le Havre, France. This marks a new phase in the project, following an important milestone in the construction of the new breakwater, DEME said in a social media post. Known as La Chatière, this new 2-kilometre access channel will link Port 2000 to the historic port of Le Havre and the Seine basin. This will provide river barges with direct access to the terminal in all weather and tidal conditions. Working alongside their joint venture partner, Terélian, DEME has reached another milestone as the new breakwater has now been connected to the southern breakwater of the historic port. This operation, described as technically challenging, involved creating a connecting civil engineering structure and adapting the existing concrete protections to integrate the new Accropodes™ with the historic breakwater. With this milestone achieved, **Peter the Great** has now commenced operations. The excavated materials are being transported by split hopper barges **Vlaanderen VII** and **Vlaanderen VIII** to the Octeville disposal site. The works form part of the Port 2000 La Chatière project, which is being financed by the Normandy Region, the French State, the European Union, and HAROPA PORT. *(Source: Dredging Today)*

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YARD NEWS

VIKING WINS €23.8 MILLION CONTRACT TO BUILD SEVEN HIGH-SPEED PATROL VESSELS FOR THE HELLENIC COAST GUARD

Seven VIKING Norsafe Magnar 1950 vessels to be built entirely in Greece, with an option for another seven. VIKING Life-Saving Equipment has signed a €23.8 million contract, through its

Greek company VIKING Life-Saving Equipment Hellas, to supply seven new high-speed patrol vessels to the Hellenic Coast Guard. The contract was signed by Greece's Minister of Maritime Affairs and Insular Policy, Vassilis Kikilias, at a ceremony at the Ministry in Athens, attended by Coast Guard officials and VIKING representatives. The seven vessels are of the VIKING Norsafe Magnar 1950 type and will be built entirely in Greece, one of five countries with VIKING's manufacturing facilities. Each vessel measures 21.29 metres in length, reaches a top speed of at least 50 knots and has a range over 320 nautical miles. Each will operate with a six-person crew, carry at least 30 people, and be equipped with modern navigation and communication systems. Once in service, the vessels will support the Coast Guard's core missions: surveillance of Greek waters, protection of the country's maritime borders, fisheries control, and search and rescue. The contract also includes an option for up to seven additional vessels of the same type. Deliveries are scheduled to begin within six to twelve months, with vessels handed over in succession. At the signing, Minister Kikilias described the procurement as another decisive step in supporting the men and women of the Coast Guard. He said the goal is "to make their job easier, facing the challenges of today and tomorrow." "We are honoured by the trust placed in VIKING by the Ministry of Maritime Affairs and Insular Policy and the Hellenic Coast Guard. This contract builds on more than a century of boatbuilding expertise within VIKING, and on the skills of our team in Greece. Building these vessels locally reflects our commitment to Greek shipbuilding and to the people who protect lives at sea every day." John Georgiadis, Tenders & Projects Director | Defense & Professional, VIKING Life-Saving Equipment. "This contract is significant both for our Defence & Professional business and for VIKING. It broadens the range of vessels we supply to the Coast Guard, and we are proud to earn that confidence." Heidi Bjerge Nüsser, VP Defence Wind & Aviation, VIKING Life-Saving Equipment. The procurement is funded by the Public Investment Programme through the co-financed programme "Fisheries, Aquaculture and Sea 2021–2027. *(PR-Viking)*



ZUMAIA OFFSHORE RENEWS THE PROPULSION SYSTEM OF THE VESSEL "BERTHA B" AT THE SANTANDER SHIPYARDS

The offshore vessel "**Bertha B**" (IMO 9744037) has completed a major conversion project to replace its conventional propulsion system with a new diesel-electric configuration. The transformation, driven and technically developed by Zumaia Offshore , will improve the vessel's energy efficiency, maneuverability, and operational flexibility. The project involved several technology and industrial partners, including Finanzauto, Veth Propulsion, Team Electric, Lynxeo, Cintranaval, and the classification society American Bureau of Shipping (ABS). Installation work was carried out at the facilities of Astilleros de Santander (Astander). One of the main actions has been the conversion of the Caterpillar 3516 propulsion engines into generator sets. These units have been integrated into a new common power plant that supplies energy to both the propulsion system and the ship's auxiliary services. The new configuration also incorporates a main electrical panel with a power

management system, frequency converters to optimize the operation of the equipment, and an automation system that centralizes the supervision and control of the facilities. The offshore vessel "Bertha B", flying the Maltese flag, has been equipped with two Veth VT-700A tunnel thrusters and two Veth VL-1550i L-Drive electric thrusters, which will allow it to improve maneuverability and adapt energy consumption to the needs of each operation. Once the installation is complete, the project now faces the commissioning and sea trial phase, scheduled for the coming weeks. *(Source: Puente de Mando; Photo: Zumaia Offshore)*



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BANGLADESH BACK AT METAL SHARK FOR MORE 38 DEFIANTS



Louisiana-based boat builder Metal Shark has received orders to construct additional 38 Defiant patrol boats for Bangladesh, continuing a longstanding relationship that dates back to 2011. Strategically positioned along the Bay of Bengal, Bangladesh plays an important role in maritime security across the broader Indo-Pacific region. The United States and Bangladesh have maintained a longstanding defense partnership, and over the past 15 years, Bangladesh has become one of Metal Shark's most significant international customers, acquiring more than 50 patrol boats operated by the country's Army, Navy, and Coast Guard. The latest orders further expand a fleet that has supported maritime security, patrol, interdiction, and coastal defense missions for more than a decade. "There's no greater endorsement of our products than a customer who continues to come

back to us year after year," said Metal Shark CEO Chris Allard. "Bangladesh has been a valued customer for over 15 years, and we're tremendously proud of the trust its armed forces have placed in Metal Shark. Beyond delivering reliable vessels, we're proud to support a longstanding U.S. security partner whose maritime capabilities contribute to stability throughout the Indo-Pacific region." Metal Shark describes the welded-aluminum 38 Defiant as a proven military and law enforcement platform designed for coastal patrol, maritime interdiction, port security, search and rescue, and other security missions. Combining high-speed performance and responsive maneuverability with all-weather crew protection, the versatile platform has been delivered to military and government customers worldwide. Bangladesh's continued investment in the 38 Defiant also provides significant advantages in fleet commonality, simplifying operator training, maintenance, logistics, and long-term sustainment across multiple military and maritime security organizations. "Bangladesh has been an exceptionally important partner for Metal Shark, and the longevity of this relationship is something we value greatly," said Henry Irizarry, Metal Shark's Senior Vice President of International Business Development. "Over the years, we've worked closely with our Bangladeshi customers to understand their evolving operational requirements and deliver vessels suited to their missions. We're honored to continue supporting their fleet and look forward to building on this relationship for many years to come." The additional vessels will be constructed at Metal Shark's shipyard in Jeanerette, Louisiana, where the company has built hundreds of 38 Defiant patrol boats for U.S. and international military customers. *(Source: MarineLog)*

THE PROJECT 22220 NUCLEAR-POWERED ICEBREAKER LENINGRAD WILL BE LAUNCHED ON DECEMBER 3.



The Project 22220 nuclear-powered icebreaker **Leningrad**, being built at the United Shipbuilding Corporation's Baltic Shipyard, will be launched on December 3, 2026. This was reported by Hi-Tech Mail, citing Alexey Likhachev, Director General of the Rosatom State Corporation. We want to time the launch of the Leningrad nuclear icebreaker to coincide with Nuclear Icebreaker Fleet Day in early December , said Alexey Likhachev. The keel-laying ceremony for the sixth nuclear-powered icebreaker in the 22220 series took place on January 26, 2024. The Project 22220 icebreakers are the largest and most powerful in the world. Their primary mission is to ensure year-round navigation in the western Arctic. Currently, four icebreakers built at the Baltic Shipyard are successfully operating: **Arktika**, **Sibir**, **Ural**, and **Yakutia**. The shipyard is also building two more icebreakers of this class: **Leningrad** and **Chukotka**. The seventh icebreaker, **Stalingrad**, was laid down on November 18, 2025. The use of variable draft allows icebreakers of this design not only to effectively navigate the Northern Sea Route but also to operate in the shallow waters of the Yenisei River and the Gulf of Ob. This feature allows for the future replacement of earlier-design icebreakers with new UALs, reducing the overall cost of operating the nuclear icebreaker fleet while maintaining its full capabilities. Previously, Media Deck reported in detail on the design of the Project 22220 icebreakers. The nuclear-powered icebreaker design was developed

by the Iceberg Central Design Bureau. Unlike previous-generation icebreakers, the Project 22220 universal nuclear-powered icebreakers are capable of escorting vessels both along the deepwater routes of the Northern Sea Route and in shallow waters. *(Source: Paluba)*

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DENMARK BUYS ESTONIAN RESCUE VESSELS



The Danish Emergency Management Agency, on behalf of the Coastal Rescue Service, has entered into a contract with Estonian Baltic Workboats for the delivery of five new rescue vessels for a total value of just over DKK 300 million. The 26.5-meter-long vessels will be stationed along the west coast of Jutland and will replace the existing generation of rescue vessels. These are the rescue stations in Esbjerg, Hvide Sande, Thyborøn, Hanstholm and Hirtshals. According to Baltic Workboats, the rescue vessels are of the PATROL 26 WP UltraSAR type, which have a crew of between two and six people and a capacity of up to 20 rescued people. According to the manufacturer, Danish rescue crews have been involved in the development of the six self-righting vessels, which are expected to be delivered during 2027 and 2028. The Coastal Rescue Service has previously entered into a contract with Norwegian Maritime Partner for the delivery of seven rescue vessels to rescue stations in the Kattegat and the Baltic Sea. Both purchases are part of a major renewal of the Coastal Rescue Service's fleet, which includes 33 new rescue vessels for 19 of the country's 21 rescue stations by 2030. *(Source: Maritime Danmark)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Uzmar-Shipyard-lays-keel-for-four-RAmpage-6000de-offshore-terminal-support-vessels*
   - *Muller-family-transfers-ownership-of-Muller-Dordrecht-to-Boluda-Towage*
   - *Sanmar-delivers-new-harbour-tug-to-long-standing-bulgarian-partner-vtc*
   - *Sapor-Shipbuilding-industries-delivers-two-powerful-tugs-to-winning-group-for-operations-in-Guinea*
   - *Boluda-Towage-names-Damen-asd-tug-2813-VB-Marte-in-genoa-ceremony*
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*
   - *McKeil Marine - Burlington Ontario by Jasiu van Haarlem (new)*
   - *Ocean Group - Triest by Jasiu van Haarlem*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

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