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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

SANMAR DELIVERS SIXTH NEWBUILD TUG TO SAAM TOWAGE IN UNDER A YEAR



Sanmar Shipyards has delivered another new Boğaçay Class tugboat to SAAM Towage as part of the operator's ongoing fleet renewal and decarbonisation programme. It brings the total number of Sanmar-built vessels in the operator's fleet to 17 and underlines the strength of the partnership between the two companies. Named **SAAM CARIBE** by its new owners, the tug will

join SAAM Towage operations at Cartagena, a major port on the northern coast of Colombia. It is the sixth tugboat that Sanmar has delivered to SAAM Towage in under a year. The tug's advanced environmental credentials reflect both companies' commitment to sustainability, operational excellence, innovation, and environmentally responsible towage solutions. **SAAM CARIBE** is based on the proven RAmports 2400SX-MKII design developed exclusively for Sanmar by internationally renowned Canadian naval architects Robert Allan Ltd, the tug can achieve a bollard pull ahead of 72 tonnes and a free-running speed of 13 knots. Designed for demanding port operations, **SAAM CARIBE** combines proven performance with exceptional manoeuvrability to ensure efficient and reliable ship-handling services for ocean-going vessels. Part of Sanmar's best-selling Boğaçay Class, **SAAM CARIBE** combines compact dimensions with robust, high-performance capabilities. The highly manoeuvrable, twin Z-drive tug has an overall length of 24.4 metres, a moulded beam of 12.0 metres, a least moulded depth of 4.5 metres, and a navigational draft of 5.45 metres. It is equipped with FiFi-1 firefighting capability and features comfortable accommodation for a crew of up to seven. SAAM Towage is the largest towage services provider in the Americas, and this latest delivery is another step forward in its major fleet renewal programme. It reflects the continued growth of a partnership with Sanmar that has evolved steadily since 2018 and continues to deliver advanced tug solutions tailored to the demands of modern port operations. Commenting on the delivery and the relationship between the two companies, Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "The fact that we have delivered six new tugs to SAAM Towage in under a year underlines our ability to provide technologically advanced, powerful, highly manoeuvrable, efficient and

environmentally responsible new-generation tugboats that meet exacting operational needs. “Our relationship with SAAM Towage has grown through experience, mutual trust and a shared vision of a sustainable future for the tug and towing industry.” Pablo Caceres, Innovation and Newbuilds Director at SAAM Towage said: The **SAAM CARIBE** is a powerful, well equipped and nice-looking tugboat enhancing one of our relevant operations in Colombia. We are proud and excited about the fact that we can deliver this high-performance asset at the service of our Clients in Cartagena. In the other hand, highlight the fact that the introduction of the **SAAM CARIBE** evidences the trust that SAAM Towage has for SANMAR as its long-term partner. *(PR-Sanmar)*

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The advertisement features a dark blue background with a white border. On the left, the SANMAR logo is displayed above a stylized '50 years' graphic. To the right, three images of tugboats are shown in a row, each with its model name below it: 'ElectRA 2200SX', 'ElectRA 2300SX', and 'ElectRA 2800SX'. A horizontal line with a yellow accent runs across the bottom, with the text 'Fully Electric Tug' centered below it.

ROYAL T SHIPYARDS LAUNCHES 5,400 HP PUSH BOAT FOR DP WORLD

After the last cone was knocked away, the tugboat **DPW Lapacho** landed with a big splash in the water at Royal T Shipyards in Kampen on Wednesday, August 19. The 5,400 hp tugboat is going to transport ore on the Paraná River in Paraguay. There, a navigable area awaits with long distances, shallow water, and little room for technical



problems. The push boat was built on commission for Dubai Ports World (DP World). The powerhouse requires considerable power: it will carry five barges across the width and five barges along the length. In total, about 15,000 tons of cargo need to be moved. But according to Johan Penninga, Senior Sales Manager at Wärtsilä, that is no problem at all. The push boat is equipped with three Wärtsilä engines of 1,320 kW each, equivalent to a total of nearly 5,400 hp. *Rainforest* According to Penninga, that power is by no means a luxury, given the enormous effort the push boat has to make and the long distances involved. For a single trip, the push boat and barges cover two stretches of 3,000 kilometers in one go, and the crew is away from home for two months for this. In addition to the long distances, the sailing area, known as rainforest and uninhabited, is not exactly the ideal place to break down. So, enough factors to have reliability at the very top of the priority list. *Vacuum Cleaner* Leo van Zon, Sales Manager at Damen Marine Components, speaks proudly about the unique features of the push tug. The stern is specially designed to be high, and the entire design is wider to achieve more buoyancy and keep the draft at a maximum of 2.00 meters. Van Zon: “The Paraná River is quite shallow. With loaded barges, there is about 30 centimeters of clearance

left under the keel. When you sail through the river there, it is just like being a vacuum cleaner; so



many stones and debris come through the propeller. From the moment the engine starts until they reach their destination, 90% of the power is used continuously.' Due to the sailing profile, all three propellers have their own steering gear. This is to ensure that if one fails, the rest can continue. In addition to power and the technical aspects,

the fuel supply must be able to meet demand. That is why 383,000 liters of fuel can be carried on board. The Ambassador of Paraguay and various suppliers also took a look at the launch. The next step is the installation of the accommodation section, which will be done the following day. A total of fifteen crew members can be accommodated on board. After this, the DPW Lapacho will be transported to Paraguay. *Ship specifications:* Length: 39.70 meters; Width: 15.18 meters; Draft: 1.95 meters; Propulsion: 3x 1,320 kW; Maximum fuel capacity: 383 m³; Crew: 15. (*Source: Schutteveaer*)

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1940 BUILT US NAVY TUG NOW NAMED *URSUS* AT MALTA

The Tugs Towing and Offshore Newsletter received another beautiful photo, this time of the 1940 built US Navy tug now named **URSUS** at Malta. The former US Navy Tug **YTM 466 CHIPOLA** now rebuilt as the MLT flag classic yacht **URSUS** berthed at Grand Harbour, Malta on Wednesday 19th August, 2026 and unfortunately with the wrong courtesy flag as GHM is at Malta not Italy !!!!. *Ursus, the refit by Matteo Picchio.* Having



started life as **Chipola**, the tugboat now known as **Ursus** later become known as **YTM 466, A.J. Harper, Martom** and **Wildflower** in the course of a long and honourable career. And now at last she

is being converted to a luxury ship. “Yes, a ship that can be lived aboard for long periods of time not just in warm areas but also in arctic waters. She’ll be safe in any sea, comfortable and all the choices made will be top of the range both in terms of technical prowess, elegance and sophistication,” says architect Matteo Picchio. Our story begins 78 years ago in 1940, in a shipyard in Louisiana, USA, with the building of Chipola, a then-leading-edge 24-metre steel tug with a beam of six that also packed a massive 560 hp 8-cylinder diesel engine. During World War II, she was requisitioned by the US Navy as Tug **YTM 466** and patrolled the minefields along the nation’s Atlantic coast. Once peace was restored, she changed hands and name several more times, working as a tug for barges and



other vessels in and around Baltimore, Maryland. Several attempts were also made to convert her to a yacht. **Ursus** even spent a year stuck in the mud of that city’s port before going to New York. Finally, in 2007, the tug was bought on EBay and moved to Saint Clair Lake, outside Detroit, Michigan, a journey of 900 miles. She was discovered there by her present owner in 2009, still afloat but in a pretty rundown state, being used as part of a bed and breakfast. He purchased the doughty old tug and with four friends and over 16 days,

sailed her all the way back to New York, through lakes and canals in a race against the oncoming winter. In May 2010, the ex-**Chipola** was loaded onto a cargo ship bound for Genoa. The owner contacted Matteo Picchio to show him what he’d bought. “He knew I had just done the design and project management on the conversion of the tug boat Tenace II to a yacht called Maria Teresa,” reminisces Picchio. “He told me he would probably give my studio the job of designing the interiors but also said that he wanted to get the hull right himself first.” Ursus was essentially rebuilt by Cantiere Amico & Co. of Genoa. A few years passed and then, at the end of May 2017, Matteo Picchio’s phone rang. It was the same owner who had brought the tug to the Cantiere Navalmeccanica at San Benedetto del Tronto on the Adriatic. He now wanted Picchio and his studio to do the whole refit and conversion project. “Right away, we had a great rapport with the owner,” continues Picchio. “He’s a very technically competent person and also has a great deal of ocean sailing experience. But he wasn’t clear in his mind about the interior layout or the overall styling of his future yacht. The basic concept was that **Ursus**, as **Chipola** was to be known, should



look neither faux antique nor pander to current trends. We were to be respectful of her history and create simple spaces in her interior with no superfluous decorative flourishes. Just clean forms,

nicely balanced with fine materials and finishes.” Work on Ursus is progressing nicely with a deadline set for Christmas of this year. Her metal work has been renovated, retaining her original aesthetic and, in some instances, restored to its original look. “The guardrails, stairs and skylights are stainless steel but they have been enamel-painted. In 1940, there would have been no polished steel



aboard a tug!” explains Picchio. Leading-edge paint was used in the interiors, however, which include two two-berth guest cabins and crew quarters on the lower deck, a saloon and a VIP stateroom on the main, and, lastly, the master cabin behind the wheelhouse on the bridge deck. Other flourishes include handstitched leather and suede, luxury woods, marble and stone in the bathrooms, and lots of white in the décor palette. “The spaces will be timeless and outside of fashions,” continues Picchio.

“With references to maritime tradition in general and the American furnishings and construction techniques of the 1940s in particular. Warm, welcoming spaces that really beg to be lived in. But always with a strong focus on functionality. The goal is to achieve a kind of elegance suited to the very substantial, tactile and naval tugboat concept, by which I mean a ship that will really exude its core element of power and robustness. This has to be achieved without any forcing but by doing everything to a higher standard than the usual best practice.” See the website presentation also [HERE](#) (Top Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

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FINNISH ICEBREAKER ‘NORDICA’ DEPARTS FOR CANADA IN SUPPORT OF ARCTIC MISSION

Finland’s multipurpose icebreaker **Nordica** has departed for Canada, where it will provide icebreaking and ice-management services to the Canadian Coast Guard in the Arctic later this year, marking a new step in Finland’s expanding role in the North American icebreaking sector. **Nordica** left Kotka, Finland, on Aug. 23 and is expected to arrive in St. John’s, Newfoundland and Labrador, on Sept. 5, according to shipping data. From there, the vessel is expected to head north into the Canadian Arctic for its seasonal assignment. The deployment follows an agreement signed in July between Finland’s state-owned Arctia and Qikiqtaaluk Horizon Arctic Services, an Inuit-owned joint venture, with

Horizon Naval Engineering as Arctia's contractual partner. The Canadian Coast Guard is the end customer. The contract calls for icebreaking, vessel assistance and ice-management services and is initially for one year, with options for extension. Arctia said the work will not involve law enforcement or defense activities. "Through a charter with QHAS, an Inuit-owned company, the MSV **Nordica** will support our icebreaking, search and rescue, and environmental



response operations in the Arctic," the Canadian Coast Guard said in a statement. "This additional capacity will support our new maritime security mandate." The 116-meter (381-foot) **Nordica** was built in 1994 at Finland's Aker Finnyards shipyard in Rauma and has a displacement of about 12,800 tonnes. Its diesel-electric propulsion system provides 15 megawatts of power through two azimuthing thrusters, giving the vessel a 230-tonne bollard pull and strong maneuverability in ice. **Nordica** has extensive Arctic experience. In 2017, the vessel set a record for the earliest seasonal transit of the Northwest Passage, sailing from Vancouver to Greenland in 24 days over more than 6,000 miles. It has also worked in the Beaufort and Chukchi seas and on offshore projects in other parts of the world. The vessel was also contracted by Arctia Shipping to support Shell's 2012 exploratory drilling campaign in the Alaskan Arctic. The Canadian assignment highlights how Finland's icebreaking expertise is increasingly extending beyond vessel construction. Under the ICE Pact, Canada, Finland and the United States are cooperating on Arctic and polar icebreakers, while Finnish shipyards are now directly building vessels for North American customers. Canada's Polar Max is being constructed with its hull work taking place at Helsinki Shipyard before final completion in Quebec. Meanwhile, Rauma Marine Constructions and Helsinki Shipyard are building Arctic Security Cutters for the U.S. Coast Guard, with up to four of the vessels planned for construction in Finland. **Nordica**'s Canadian deployment also fits neatly into Finland's seasonal icebreaking cycle. The vessel is expected to return to the Baltic before the Finnish icebreaking season begins, typically around December, allowing it to resume winter assistance to merchant shipping. The 2025-26 season began unusually late, with the first Finnish icebreaker departing on Dec. 31, before rapidly deteriorating conditions required the entire fleet to be deployed. Last winter underscored the severity that Baltic ice can reach. Russia sent the nuclear-powered icebreaker **Sibir** from the Arctic to the Baltic, a voyage that took about several weeks after the vessel departed Pevek in January. It subsequently operated in the Gulf of Finland as heavy ice disrupted shipping. (Source: gCaptain)

THE MARINE RESCUE SERVICE CELEBRATED ITS 70TH ANNIVERSARY.

On August 23, 1956, by decision of the Council of Ministers of the USSR, ship salvage and underwater technical operations for all civilian agencies were transferred to a new service within the USSR Ministry of the Marine Fleet. Over the years, the Marine Rescue Service has maintained and enhanced the status of that rescue organization. Today, the Federal State Budgetary Institution "Marine Rescue Service" employs approximately three thousand people and operates a powerful specialized fleet of 274 vessels of various types. This entire force is capable of performing missions of any complexity at sea, but, if necessary, as demonstrated by the cleanup of the accidents at Thermal Power Plant No. 3 in Norilsk, it can also be carried out on land. Nine branches of the Marine Rescue

Service are located throughout the country's marine basins. More than a hundred vessels and



approximately 400 rescuers are on emergency rescue duty daily. The Marine Rescue Service is one of the largest professional organizations in the world engaged in emergency rescue, search and rescue operations, and disaster response at sea. The Service is under the jurisdiction of the Federal Agency for Maritime and River Transport of the

Russian Ministry of Transport. Its central office is located in Moscow. Its branches are based in 37 ports across the Russian Federation. The Media Deck editorial team joins in congratulating their colleagues and friends from the Marine Rescue Service! We wish the entire Marine Rescue Service team continued success, new achievements, continued growth, and a peaceful watch! And once again, thank you for our collaboration. *(Source: Paluba)*

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A NEW ERA BEGINS IN TUGBOAT SERVICES IN YALOVA!

A contract was signed with Yalova Tugboat Services Inc., which won the tender held on May 13th. The General Directorate of Maritime Affairs wished for the new era to be beneficial for Turkish maritime affairs. A new era has begun in tugboat services in the Yalova Regional Service Area. The General Directorate of Maritime Affairs announced that a contract was signed on August 18, 2026, with Yalova Tugboat Services Inc., the winner of the tender held on May 13, 2026. A post on the General Directorate's



social media account stated that the signing of the contract marks a new era in tugboat services in Yalova. During the tender process, work was carried out to transfer the operating rights of tugboat services in the Yalova Regional Service Area. Following the signing of the contract, the General Directorate of Maritime Affairs shared the message, "May it be beneficial for our country's maritime industry." The new operating period of tugboat services in Yalova is expected to contribute to the safe and efficient continuation of port and maritime activities in the region. *(Source: Deniz Haber)*

CONSTRUCTION OF THE RPT2507 PROJECT PUSHER TUG HAS BEGUN.



Construction of a Project **RPT2507** pusher tug has begun under the technical supervision of the Russian Classification Society (RCO). The institution announced this on August 24. The vessel is being built under the technical supervision of the Upper Volga branch of RCO. The Project **RPT2507** pusher tug is designed for towing and pushing various types of vessels and floating objects. As a reminder, in July 2026, the R-Flot group of

companies announced the signing of a contract for the construction and delivery of a Project **RPT2507** pusher tug to the Nizhny Novgorod company Vodolet. The customer for the project is JSC State Transport Leasing Company (GTLK, VEB.RF Group). The RCO vessel's class is "O2.0 (ice 20) A." *Project RPT2507 Pusher Tug* Overall Length – 21.3 m; Overall Width – 7 m; Engine Power – 600 hp; Speed – 10 knots; Draft – 1.2 m; Cruising Range – 400 km; *(Source: Sudostroenie; Illustration: "R-Fleet")*

US TOWBOAT OWNERS IMPLEMENT SOFTWARE FOR PROCESS AUTOMATION

Owners of inland waterways towboats and barges are seeing the benefits of AI-driven programs to streamline operations and business. Blessey Marine Services has started using software to enhance its invoicing of barge services on US inland waterways to improve financial transparency. The **Harahan**, Louisiana-headquartered owner is implementing



OpenTug's BargeOS invoice intelligence to automate financial workflows and invoice processing and to raise billing visibility. This software will apparently bring together voyage activity, operational

data, vendor expenses and financial records into a unified workflow. Blessey expects to match invoices and contracts against voyage activity, process voyage costs in near real time, reduce the time required to generate customer invoices and accelerate voyage cost reconciliation. “We are investing in technology that will improve invoice accuracy, accelerate billing timelines and provide greater transparency throughout the voyage lifecycle,” said Blessey chief operating officer, Chris Estep. In August, OpenTug also announced that LeBeouf Bros Towing (LBT) had implemented its BargeOS to simplify previously manual processes for managing its fleet and inland marine operations, as part of the owner’s digital transformation. Following customer expectations, LBT required a software suite capable of integrating voyage planning, fleet operations, financial workflows and performance reporting. “BargeOS has helped us improve visibility across our operations while simplifying processes that were previously manual, allowing our teams to spend more time focused on serving customers and managing our fleet,” said LBT executive vice president, Mark Bourgeois. LBT uses BargeOS to support voyage management through automated traffic validation, cargo planning and predictive estimated arrival times, while streamlining invoice generation and reconciliation through a centralised operational workflow. *(Source: Riviera by Martyn Wingrove)*

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TUGS SUPPORT LOAD-OUT OF CABLE CAROUSEL, FIRST LNG IMPORTS



Harbour and terminal tugboats are supporting a vessel transporting cable from China to Saudi Arabia and gas imports into Honduras. Tugboats in Shanghai, China, assisted in the departure of a heavy transport ship with a cable carousel on board for a subsea cable-laying project in Saudi Arabia, for deugro and dteq Transport Engineering Solutions. Two heavy duty harbour tugs pushed

this vessel from the port before it headed to Port of Changshu, China to collect the subsea cables, where it was assisted by two other tugboats. It took 15 days to install the carousel on the deck carrier and 10 days to load, stow and secure the subsea cables ready for deepsea transport. Once 110 km of 132 kV CTS submarine cables, with a combined weight of more than 5,380 tonnes, were secured, the ship sailed to Port of Jazan, on Saudi Arabia’s Red Sea coast, where harbour tugs manoeuvred the

vessel to the berth for unloading and delivery to the contractor preparing to lay the Farasan–Madayah submarine cable. Boluda Towage has assisted in the first LNG import cargo at a floating storage unit (FSU) in Puerto Cortés, Honduras. Its tugboats, **VB Bentayga**, **VB Bribón**, **VB Cobra** and **VB Kukulkán**, with a combined bollard pull of 270 tonnes, manoeuvred, berthed and undocked an LNG carrier at the FSU Bilbao Knutsen in early August. In Mexico, Ultratug’s vessels assisted in the handling and berthing of heavy transport ship **Xiang He Kou** as it delivered 12 new electric container-handling cranes to APM Terminals in the Port of Lazaro Cardenas. *(Source: Riviera by Martyn Wingrove)*

NEW RAMPARTS 4300 ASD TUG DESIGN FOR GUANGZHOU PORT

Robert Allan Ltd. has been awarded a contract to design a new **RAmparts 4300** ASD tug for Guangzhou Port. The vessel will mark the first Robert Allan Ltd.-designed tug to join Guangzhou Port’s fleet and will be constructed by Lianyungang Hongyun Industrial Co., Ltd. with delivery anticipated in May 2028. Designed to meet the demanding operational requirements of one of China’s busiest ports, the new **RAmparts**



4300 ASD tug will deliver exceptional performance and versatility. The vessel is expected to achieve a bollard pull of approximately 92 tonnes, providing Guangzhou Port with enhanced capabilities for coastal towing operations, offshore oilfield support, and occasional anchor-handling duties, enabling it to undertake a broader range of marine operations while maintaining high standards of safety, reliability, and operational efficiency. The RAmports series has earned an international reputation for combining robust towing performance, operational flexibility, and proven seaworthiness, making it a preferred choice for operators requiring dependable service across a variety of harbour, coastal, and offshore applications. *(PR-Robert Allan)*

PUERTO RICO COMPLETES GREAT LAKES TOWING’S 10-TUG RENEWAL PROGRAM

Nearly a decade after The Great Lakes Towing Company, Cleveland, Ohio, began replacing older boats in its fleet with a new generation of harbor tugs, the company has reached the end of that particular build program. **Puerto Rico**, christened in Cleveland in May, is the 10th and final tug in the fleet renewal program launched in 2016, a company representative confirmed to WorkBoat. The tug was built by sister company Great Lakes Shipyard, Cleveland, to the Stan Tug 1907 ICE design from Damen Shipyards Group, Gorinchem, Netherlands. While the company has no firm plans for another newbuild at the moment, the representative said that Great Lakes expects its relationship with Damen to continue as it evaluates its fleet for replacement needs and opportunities to expand. The 10-boat program dates to August 2016, when Great Lakes Shipyard laid the first keels for the series at its Cleveland yard. Great Lakes had entered into a licensing agreement with Damen the

previous year, allowing the U.S. yard to build Damen designs with engineering and technical



support from the Dutch shipbuilder. The first tug in the series, [Cleveland](#), was delivered in 2017. At the time, Great Lakes said the program was intended to replace aging equipment while modernizing a towing fleet that works throughout the Great Lakes. [Puerto Rico brings that effort to its planned 10-vessel mark](#). The tug was christened May 28 along the Cuyahoga River, with Transportation Institute President Sara Fuentes serving as vessel sponsor. Built for harbor towing, cargo

transportation, and icebreaking, Puerto Rico measures 64'x24'x11' and carries a crew of two. Power comes from a pair of Cummins QSK38 Tier III engines rated at 1,000 hp each. They drive three-bladed, 71" Kaplan-style propellers in Kort nozzles through Twin Disc MGX-5321 gearboxes. The tug has a reported top speed of 11 knots and 30 tons of bollard pull. Two Kohler 65EOZCJ marine gensets, each rated at 65 kW, provide auxiliary power. On deck, [Puerto Rico](#) carries a DMT Marine Equipment CE-30KN 3 capstan and Schuyler Cos. fendering. Its electronics package includes Furuno DRS 6AX radar, a Furuno TZT16F electronic chart display, Furuno SC70 satellite compass, Furuno FA170 AIS, Simrad AP70 autopilot, and two Icom M506 radios. Tankage includes 7,000 gals. of fuel, 1,200 gals. of freshwater, and 290 gals. of lube oil. Firefighting equipment includes two Griswold HH 4X3 pumps and an Ansul Sapphire FM-200 suppression system. The Stan Tug 1907 ICE design was selected with Great Lakes service in mind, including harbor work in tight waterways and operations during the region's winter season. When the series was announced, Great Lakes said the vessels would be built to ABS class and comply with U.S. Coast Guard Subchapter M requirements. Although [Puerto Rico](#) closes the fleet renewal program that began in 2016, the company representative said Great Lakes continues to look at where older tugs should be replaced and where additional vessels could make sense. (Source: *Workboat by Steve Mosco*)

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**C&C MARINE DELIVERS FINAL TOWBOAT IN CANAL BARGE SERIES:
FIVE SPEC BOATS STILL AVAILABLE**

Belle Chasse, La.-based C&C Marine and Repair has delivered the M/V [Mimsy H. Lindner](#) to Canal Barge Company, completing a four-boat series of 2,600-horsepower inland towboats for the New Orleans operator. The vessel follows the M/V [Al Sloss](#), M/V [Deborah H. Valentine](#) and M/V [Cabby H. Boone](#), all built by C&C's Belle Chasse shipyard since January. C&C is building six more towboats to the same specification on speculation, without a pre-existing order. One is already under contract. The other five are available, with deliveries beginning in September and continuing at roughly two-month intervals.



“Building a towboat on spec takes capital, manpower and production slots, and it takes real confidence in the boat you are putting on the water,” said Tony Cibilich, owner and president of C&C Marine and Repair. “We have that confidence, and it pays off on both ends. An operator who needs horsepower does not have to wait a full new-build cycle, and our shops stay on a steady, predictable schedule.” *Four boats for Canal Barge* “The M/V [Mimsy H. Lindner](#) measures 87 feet x 33 foot 8 inches x 11 foot 3 inches and is outfitted for Subchapter M service on inland rivers, canals and intracoastal waterways. Two EPA Tier 4 Mitsubishi S12R main engines drive the boat through Reintjes WAF 665 reduction gears supplied by Karl Senner, LLC. Laborde Products supplied the main engines and generator sets. Accommodations include eight berths and joiner system from Kern Martin, selected for crew comfort and improved fire protection. GMENI Marine Electronics and Supply furnished the navigation and communications package, including Furuno radars, a transducer, satellite compass, AIS, bridge alarm system and loudhailer, along with a Standard Horizon VHF radio, Radio Zeeland swingmeter, Ritchie magnetic compass and Young weather sensor. The boat also carries two Carlisle & Finch 1,000-watt searchlights and two Wintech 40-ton winches. Canal Barge worked alongside C&C's project management and engineering teams throughout construction, folding in adjustments to suit the company's operations as the series progressed. “Throughout the construction of all four boats, C&C Marine has not only met our expectations, but exceeded them,” said Mike Stone, project manager for Canal Barge Company. “The quality and performance of the vessels have been fantastic, and our captains particularly appreciate the additional horsepower these vessels provide.” *Why twin screw at 2,600 horsepower?* “Over the past several years, we have seen a number of lower horsepower towboats enter the market, but we continued to hear from operators, and particularly from captains, that they want additional horsepower,” said Matthew Dobson, head of engineering at C&C Marine and Repair. “The Mitsubishi S12R is a proven engine, and for this application we believe the 2,600-horsepower twin-screw arrangement provides an excellent combination of power, maneuverability, simplicity and maintainability.” Compared with a 2,400-horsepower triple-screw boat, the C&C configuration puts more installed horsepower behind the tow on one fewer propulsion train, roughly 1,300 horsepower per shaft against about 800. Two engines, two gears, two shafts and two wheels instead of three of each means fewer components to service, more room to work in the engine room and fewer systems on the maintenance schedule over the life of the boat. (Source: *MarineLog*; Photo: C&C Marine & Repair)

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RODIE TRANSPORT BRINGS SEAGOING PUSHER DEMI-K INTO SERVICE



Rodie Transport from Westzaan christened the new seagoing push tug **Demi-K** on Saturday, August 22, at Amsterdam Yacht Service in Zaandam. The vessel replaces an earlier boat with the same name and will be deployed for both push transport on inland waterways and towing at sea. The acquisition is related to the growing volume of maritime transport for the company. For instance, next year Rodie Transport will transport silos for

client Oostwouder from Oude Zeug via IJmuiden and the North Sea to Pernis. The sea route is more attractive than the standing-mast route, where many bridges cause problems. The **Demi-K** is a 19-meter-long Damen Riverbuster 1909. The hull was built in China in 2024 and completed and modified in the Netherlands. The boat features two Caterpillar engines of 866 hp each, a liftable wheelhouse, and separate equipment for inland and maritime shipping. Thanks to its low clearance height, it can pass under bridges of less than four meters, while at sea it can also tow with two drums and long cables. According to director Ronald Koridon, the first assignment is scheduled within two weeks. Using a rented pontoon measuring 65 by 15 meters, the Demi-K will transport five horizontally positioned silos from Oostwouder to King's Lynn in England. On the picture is seen Demi Koridon for the **Demi-K**. Demi is the daughter of Ronald Koridon. Her two-year-old son James christened the **Demi-K**. (Source: Schuttevaer; Photo: Heere Heeresma jr.)

OLD TOWBOAT COLUMN

STR. GENERAL ASHBURN

In the an earlier column, we looked at the Str. Mark Twain and the Missouri River Navigation celebration trip. While the **Mark Twain** was the lead towboat and carried dignitaries such as Secretary of War Patrick J. Hurley and Maj. Gen. T.Q. Ashburn, the second towboat was the **Str. General Ashburn**. The **Ashburn** was one of four identical boats built by Dubuque Boat & Boiler

Company in 1927–28. The boats were built by a group of Upper Mississippi River investors who in turn chartered them to the Inland Waterways Corporation (IWC), the government-owned barge line that rivermen commonly referred to as the Federal Barge Line, and the IWC eventually assumed ownership. The first of the boats to come out was the [S.S. Thorpe](#), followed by the [C.C. Webber](#), [General](#)



[Ashburn](#) and [John W. Weeks](#). These boats were designed by noted marine architect T.R. Tarn specifically for Upper Mississippi River service and had steel hulls 130 by 35 by 5 feet. They were fitted with condensing engines 15's, 30's – 6.5-foot stroke, and were oil burners. The [General Ashburn](#) was named in honor of Maj. Gen. Thomas Quinn Ashburn, who was the head of the IWC. Ashburn, an Ohio native, was an 1897 graduate of West Point and a decorated World War I veteran who had been commended publicly and personally by Gen. John J. Pershing and had been awarded the Legion of Honor from France. In 1920, he was appointed assistant and acting chief of the Inland Waterways Corporation, subsequently becoming president and chairman of the board of the organization. Throughout this time he remained an active army officer, retiring from that service in 1938 while continuing his position with the IWC. A book could, and probably should, be written about all that Ashburn did to bolster inland river transportation in the United States. He took his task very seriously and passionately—so much so that the railroads came to despise both him and the IWC, waging political battles seeking to have him removed from his position and/or the barge line



abolished. The general never shied from these battles and faced his detractors head-on. After a particularly harsh attack against him delivered by a banker during a House committee meeting in 1932, Ashburn denounced the witness as an “unqualified liar” and a “paid railroad lobbyist.” He made a full-length reply a short time later while addressing the Mississippi Valley Association in St. Louis: “The railroads have descended to individual vilification and perversion of my ideas. ... They may kill me but they can’t kill the idea of water transportation. ... The real trouble with the railroads is the aftermath of frenzied financing and excessive overcapitalization and not bus, truck, airplane, pipeline or waterway competition. Our corporation, unlike the railroads, has passed through no receivership, floated no bond issues, paid no princely salaries. ... I’ll stake my honor, reputation and life that the American people were never misled by any report I ever made. ... Within 10 years, we can pull out of this business and put our equipment in private hands with the assurance that railroads shall not again strangle waterways transportation to death. ... The fight against me seems to be

made by men who don’t know West Point teaches honor, duty, country.” Ashburn would remain the head of the IWC, implementing innovative ideas in both vessel and navigation technology, until his foes were finally successful in having him removed from his post in 1939. Newspaper headlines detailing that event even had to say that he had taken an unprofitable barge line and turned it into a profitable concern. The advent of World War II delayed Ashburn’s prediction of the government

getting out of the business within 10 years, but the IWC was finally sold in 1953 to Herman Pott/St. Louis Ship and officially named Federal Barge Line. The industry owes much to Ashburn and his efforts to improve the rivers and navigation in his 19 years as head of the IWC. River systems such as the Missouri, Illinois and Upper Mississippi may have not been opened without his personal zeal and support. He passed away in 1941 at the age of 66 and is buried in Arlington National Cemetery. *Str. General Ashburn* The **Str. General Ashburn**, in addition to taking part in the Missouri River navigation opening trip, had also participated in the opening of the Peoria, Ill., terminal of the IWC in June 1931. According to Way's Steam Towboat Directory, Capt. W.M. "Billy" Clark was master, with Capt. Edward F. Shermeyer, pilot. Ashburn and his wife were also aboard for this trip from St. Louis to Peoria. At some point prior to 1932, a texas cabin was added to the Ashburn, and ultimately to all four of the boats. The **General Ashburn** was sold in 1941 to the Hatfield-Campbells Creek Coal Company, headquartered in Cincinnati and with extensive operations on the Kanawha River. We will look at that portion of its career next week. *(Source: The Waterways Journal by Capt. David Smith)*

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EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – CHEOY LEE SHIPYARDS

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ACCIDENTS – SALVAGE NEWS

SEARCH CONTINUES FOR 22 AFTER BULK CARRIER SINKS OFF INDIA

India's Coast Guard and Navy continued search-and-rescue operations off the eastern coast on



Sunday after a Panama-flagged cargo vessel carrying 24 crew sank, with two Chinese nationals rescued, a senior official said. The two rescued Chinese seafarers said the vessel developed a list on Friday and sank within eight minutes, forcing crew to abandon ship, Shyam Jagannathan, director general of India's Maritime Administration, told Reuters. Jagannathan said the chances of finding survivors generally fall

sharply after 12 hours, but rescuers were continuing the search. Twenty-two crew members remain missing from the [Ocean Winner](#), including 18 Chinese nationals, three Myanmar nationals and one Bangladeshi, according to the Indian Coast Guard. The Indian Navy is closely coordinating with the Coast Guard to locate the remaining crew, the Navy said in a post on X. The Coast Guard has sent two vessels from Sri Vijaya Puram, formerly known as Port Blair, for the search-and-rescue operation, a Coast Guardspokesperson said. The [Ocean Winner](#) was carrying iron ore bound for China after departing from India's eastern Paradip port on Friday, according to an initial report prepared from India's Maritime Administration. The cargo ship sank about 240 nautical miles from the port, according to government sources. The cause of the sinking was not immediately known. (Source: gCaptain)

GOOD SAMARITANS RESCUE 27 FROM BURNING TUNA SEINER OFF GALAPAGOS

Last week, with assistance from the U.S. Coast Guard, a good Samaritan vessel rescued 27 crewmembers from a tuna seiner that had caught fire off the Galapagos Islands. At about 2000 hours on Thursday, the U.S. Coast Guard's Southwest District received distress alerts from the fishing vessel [Drennec](#). In addition to an EPIRB alert, the service received a message from a



Garmin inReach satellite text-messaging device via the Iridium network. The crewmember with inReach service informed Garmin that the vessel had caught fire at a position about 450 nautical miles southwest of the Galapagos, and all crewmembers aboard had abandoned ship safely into a life raft. Garmin then relayed the message to the Coast Guard. The high-seas region of the casualty is far beyond the reach of helicopter SAR capabilities, so watchstanders at Southwest District activated the AMVER system to identify nearby vessels that might be able to assist. The boxship [Oluf Maersk](#) and the fishing vessel [Ricky A](#) agreed to divert from their voyages to assist. The two vessels arrived on

scene, and **Ricky A** recovered all 27 members of the **Drennec's** crew in good health. **Ricky A** plans to return them to shore at Guayaquil, according to the Coast Guard. "Rescuing 27 crew members within 11 hours of the distress alert in a remote area of the Pacific Ocean is an incredible achievement," said Doug Samp, the search and rescue mission coordinator for the case. "We sincerely appreciate the response from the **Oluf Maersk** and **Ricky A**, who directly contributed to 27 lives saved." **Drennec** is an 80-meter tuna seiner homeported out of Guayaquil, Ecuador. The vessel does not appear to regularly report positioning via AIS, and her pattern of commercial activity is unknown. (Source: *Marex*)

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THE DISPOSAL OF SUNKEN SHIPS CONTINUES ON SAKHALIN.



In the village of Krasnogorsk on Sakhalin, work to clear the waters of sunken property continues with the support of the federal project "General Cleanup," which is part of the presidential national project "Environmental Well-Being." The contractor has removed four of the nine objects scheduled for disposal in the Tomarinsky District in 2026.

Using a pulley system, the objects are pulled to a site on the shore, where they are cut into pieces suitable for transportation and subsequent recycling. The contractor is maintaining the pace and is already preparing for the next object to be pulled. This year, work is being carried out in the **Korsakovsky**, **Kholmsky**, **Nevelsky**, **Dolinsky**, **Tomarinsky**, and **Aleksandrovs-Sakhalinsky** districts, said Minister of Transport and Roads Maxim Zhogolev. As a reminder, at the direction of Governor Valery Limarenko, the disposal of sunken property in the island region is ahead of schedule. As part of the federal "General Cleanup" project of the "Environmental Well-Being" national project, which is being implemented at the initiative of President Vladimir Putin, 16 more objects are planned to be removed from the waters of the Sakhalin Region. (Source: *Paluba*)

TUG CAPSIZES DURING SALVAGE TOW OFF LUZON

On Monday morning, a tugboat that had run aground off the coast of western Luzon capsized in

gentle swells, forcing the crew to jump over the side just yards from shore. The tug [SL Sual 1](#) had been intentionally grounded near the Bucao River in Barangay Bangan, Zambales on August 14 in an attempt to prevent it from sinking. The vessel had sustained a hole in the hull followed by engine room flooding, the PCG told the Inquirer. The operator made salvage plans and dispatched a second tug to tow it off the beach. On Monday, at about 0745 hours, the refloat operation



was under way and towing had commenced when a loud banging sound was heard, possibly a sign of contact with an underwater obstruction. Shortly after, [SL Sual 1](#) began listing to starboard. The list became progressively worse, and it became clear that the workboat was going to capsize. The crew abandoned ship over the port side as the tug slowly rolled over. All 10 personnel aboard managed to make it off safely by jumping into the water. Within seconds, the tug began sinking by the stern, its bow pointed skyward. The prow vanished below in less than two minutes after the crew began abandoning ship. According to the Philippine Coast Guard, the tug has about 4,000 gallons of diesel on board. Spill response gear is staged nearby if needed, and the agency has stood up a beach patrol to watch for any signs of pollution coming ashore. An investigation into the cause of the casualty is under way, and the PCG is examining whether the tug may have made contact with the remains of a previous shipwreck, resulting in hull damage. (See *TT&O* nr. 64 19 august 2026 also) Watch the video [HERE](#) (Source: *Marex*)

FISHING VESSEL LAKE BAY WENT AGROUND



On the morning of August 21, the 58 foot long fishing vessel [Lake Bay](#) went aground on the Pacific Ocean near Point Reyes Beach North, California (38.0779, -122.9747). The Lake Bay had been fishing squid when it ran ashore along the Point Reyes National Seashore. The Coast Guard, state and local authorities were alerted who dispatched a responders to the scene. Authorities found the [Lake Bay](#) had a cargo of squid,

1400 gallons of diesel and another 150 gallons of hydraulic oil on board. Authorities focused on removing the diesel fuel and hydraulic fuel on board the following day. The cargo of squid along with any additional pollutants were being removed as well. There were no reports of injuries. Authorities have launched an investigation into the incident. The cause of the grounding had yet to be disclosed. (Source: *Shipwreck Log*)

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MAJOR AUSTRALIAN PORT INTRODUCES REQUIREMENTS FOR SHIP SALVAGE PLANS

One of the world's largest export hubs for bulk iron ore has introduced requirements for ships visiting the port to have salvage plans already prepared for emergencies. Pilbara Ports introduced requirements on 1 August 2026 forcing operators of ships of more than 120,000 dwt docking in Port Hedland, Western Australia, to have ship salvage preparedness



arrangements. Copies of these emergency response plans should be available to the harbour master on request when the ship enters the harbour. Pilbara Ports also expects smaller vessels to hold arrangements proportionate to the risks they pose to the harbour and the environment. Salvage services provider Resolve Marine said it can deliver end-to-end support to operators to assist with compliance with these new requirements in Port Hedland and in broader emergency preparedness. It has a regulatory compliance team to provide guidance to operators and to review vessel-specific salvage plans to ensure there are no gaps in coverage. Resolve said some ship operators had started in Q1 2026 to write these emergency response plans in readiness for them coming into force. Ships must navigate a 42-km shipping channel from the open sea to export terminals at the port, which is seen as critical infrastructure to Australia's booming iron ore mining and shipping industry. Navigation is restricted by tidal windows and tightness of the available channel, with ships escorted in convoys into and out of the harbour by some of Australia's most powerful and energy efficient tugboats. In September, a A\$50M (US\$36M) dredging project is set to commence to establish a bypass channel enabling ships to navigate around a steeper-edged section, known as zone 5, of the fairway. Jan De Nul is responsible for dredging this section after securing the contract from Pilbara Ports in June 2026. "The bypass channel will complement existing passing lanes and refuge areas, further enhancing the port's ability to manage maritime risk and maintain safe, continuous operations," said Pilbara Ports. *(Source: Riviera by Martyn Wingrove)*

OFFSHORE NEWS

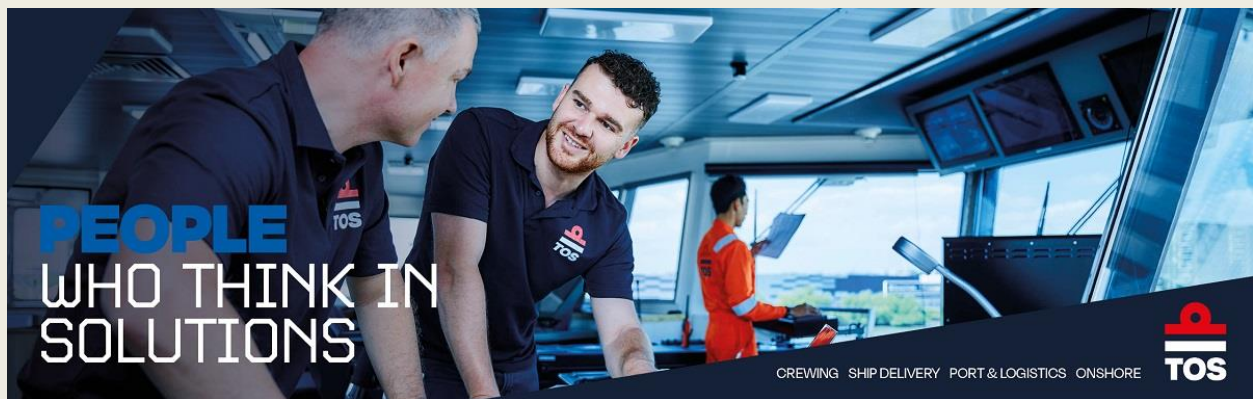
GEOxyz ESTABLISHES PERMANENT OFFSHORE SURVEY BASE IN NAMIBIA



Belgian offshore survey specialist GEOxyz is establishing a permanent operational presence in Namibia, with its survey vessel **Geo Ocean VII** being stationed in the country to support a long-term offshore survey programme. The vessel departed the Port of Oostende on 15 July and was scheduled to arrive in Namibia in early August. Unlike the conventional model of mobilising survey vessels from Europe for individual projects and

subsequently returning them to their home base, the **Geo Ocean VII** will remain in Namibia. GEOxyz says the decision reflects the growing scale of offshore energy and marine infrastructure activity in Southern Africa, particularly Namibia, where offshore exploration and development are creating increasing demand for specialist marine survey services. The permanent deployment will give the region direct access to GEOxyz's hydrographic, geophysical and shallow-geotechnical survey capabilities without the need to mobilise a vessel from Europe for each project. The company says establishing a local base will also allow it to become more closely integrated with Namibia's maritime and offshore supply chain, while improving vessel availability for developers and contractors operating in Namibia and neighbouring waters. Jacques Vancayseele of GEOxyz said the decision was driven by the pace of development in Namibia's offshore sector. "You cannot properly support a fast-moving offshore market from a hemisphere away," he said. "Namibia's maritime sector demands permanent, reliable infrastructure on site. Stationing the **Geo Ocean VII** here permanently means we stop treating the region as a remote deployment and become a consistent, embedded part of the local operational landscape." The move comes as Namibia's offshore energy sector enters a period of significant development following a series of major oil discoveries and continuing exploration activity along the country's Atlantic margin. For specialist survey companies, the development of this offshore industry creates demand not only for exploration-related geophysical work, but also for hydrographic and geotechnical surveys associated with future offshore infrastructure. GEOxyz's decision therefore represents more than the deployment of an individual vessel. It signals an increasing willingness by international marine-service companies to establish a permanent operational footprint in Southern Africa, rather than treating the region as an occasional project destination. The **Geo Ocean VII** will provide GEOxyz with a locally based platform from which to undertake survey work in Namibian waters and potentially elsewhere in the wider Southern African region. The company says enquiries regarding vessel availability in Namibia and surrounding waters can be directed to Jacques Vancayseele at GEOxyz. *(Source: African Port and Ships)*

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TS SHIPPING SEALS SOUTH AFRICAN OFFSHORE VESSEL DEAL

Estonia's TS Shipping has lined up a South African offshore job for its multipurpose icebreaker **Botnica**, fixing the vessel to OSC Marine Group for a 45-day campaign starting in May 2027. The Tallinna Sadam (Port of Tallinn) subsidiary said **Botnica** will support the replacement of an offshore single buoy mooring (SBM), with work covering pipeline handling, subsea lifting, ROV operations and diving. OSC Marine has options to



extend the charter by up to nine days. Financial terms were not disclosed. The fixture adds another offshore campaign to a vessel that spends the winter months on icebreaking duty in Estonian waters before switching to project work. Earlier this year, it was deployed in the North Sea by Offshore-Tech Sweden for subsea maintenance work at the Global Tech I offshore wind farm. TS Shipping also has a framework arrangement with Baffinland Iron Mines covering seasonal employment in the Canadian Arctic through 2028. Baffinland waived its 2026 option, prompting the Estonian company to pursue alternative offshore work for the vessel. (Source: *Splash24/7*)

HOW 2027 EMISSIONS TRADING CHANGES THE ECONOMICS OF OFFSHORE ELECTRIFICATION

Paul Cairns, chief executive of Charge Offshore, explains why the expansion of UK and EU emissions trading to large offshore vessels changes both the operational and capital investment case for fleet electrification and charging infrastructure. Offshore wind is designed to reduce our dependence on fossil fuels, yet much of the fleet that keeps the sector operating still relies on marine gas oil. From 1 January 2027, that reliance will carry a more direct financial cost through expanded emissions trading schemes (ETS) in the UK and Europe. For much of the windfarm operations and maintenance (O&M) vessel fleet, from next year operators will effectively pay twice: once for increasingly expensive marine fuel, and again for the carbon released by burning it. From 1 January

2027, offshore ships of 5,000 gross tonnage (gt) and above will enter the European Union (EU) ETS,



with most service operation vessels (SOVs) now falling within that threshold. In addition, exposure to the scheme will now be tied to the location of operations, rather than where vessels are based. For vessels servicing windfarms within a member state's territorial sea, exclusive economic zone or the continental shelf, relevant emissions from voyages to and

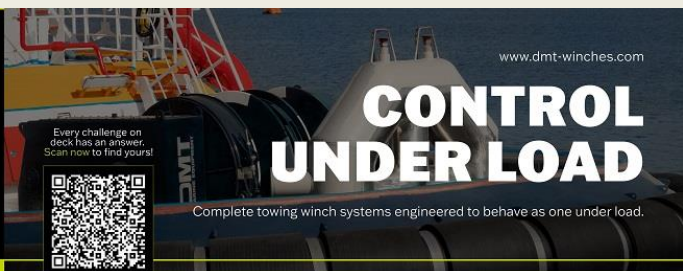
from EU ports and from related in-port activity would count towards emissions allowances. The UK scheme, which began in July 2026, is at the same time being negotiated in alignment with the EU approach. Therefore, an SOV operating across British and European projects may soon have obligations under both regimes. Under both UK and EU ETS, maritime does not receive the same free allocation of allowances as energy-intensive industries like steel, iron and cement. For every tonne of carbon dioxide equivalent (CO₂e) emitted within scope, an operator must instead buy and surrender an allowance, meaning that every tonne avoided therefore has a direct financial value. Never before has the economic case for fleet decarbonisation been so clear cut. With the expansion of UK and EU ETS, the cost of purchasing carbon allowances in 2027 is projected to be £230-250 per tonne of MGO burned in the EU, or £190-220 per tonne under the UK scheme, rising to an expected £300-410 per tonne for both geographies by 2030. With the typical SOV burning 5 tonnes of MGO per day for around 300 operational days per year, these costs quickly ramp up over the typical 25-year lifespan of a single vessel, before even considering the rising purchase price of MGO. A vessel that burns less fuel reports fewer emissions and surrenders fewer allowances, all automatically within the scheme. This is why fleet electrification has become so vital. Transitioning to electric allows operators to avoid the carbon allowance costs and purchase price of MGO, and instead couple opex to cheaper and more stable wholesale electricity prices. Looking further ahead than 2027, the emissions cap is designed to tighten over time to further disincentivise carbon intensive operations. In conjunction, continued growth in renewable generation brings electricity prices down. This means that across the operating life of a windfarm, the cost gap between fossil fuel-powered and electrified operations will continue to widen for decades to come. The same regulation that's making high-carbon activities more expensive is also directing capital towards the technologies needed to lower it. The EU ETS includes a new mechanism to support clean propulsion, and at least half of auction revenues will go to priority areas including low-carbon transport, with a pool of allowances explicitly reserved for zero-emission propulsion through to 2040. Alongside this, national funding programmes like Horizon Europe and Innovate UK are offering further financial support to develop clean propulsion and charging projects. These mechanisms could cover a significant proportion of the costs for fleet electrification and charging infrastructure which, alongside the rapidly falling prices of marine battery systems, drastically reduces the capex required to make the transition. Long-term expenditure can be significantly reduced by adopting electric vessels into O&M fleets, which all require reliable access to power. Onshore charging at ports and quaysides is essential for turnaround and overnight charging, while high-power offshore charging provides the range and endurance needed for vessels working far from shore or remaining at sea for extended periods. Drawing renewable electricity from a turbine, offshore substation or other fixed asset allows vessels to recharge in the field, reducing unnecessary returns to port. Charge Offshore's Aquarius Plus

system for electric SOVs is designed for modular integration with turbines, offshore substations and dedicated structures. Its automated, hands-free connection supports safe power transfer in challenging offshore conditions. Where integration with an existing asset is impractical, Charge Offshore has also completed the concept design of a standalone charging system built around a dedicated monopile positioned away from the existing structures. Supplied through a protected subsea cable, it can serve hybrid and fully electric vessels without changes to standard transition piece or substation designs, offering a practical retrofit route while locating the interface away from active windfarm assets. The expansion of emissions trading in the UK and EU makes decarbonised fleets far more commercially attractive to the offshore wind industry, and provisions should be made as soon as possible to enable a smoother transition to electrification. For example, windfarm developers at the design or front-end engineering stage should consider making assets ‘charger ready,’ which can be achieved with relatively little additional complexity compared with retrofitting later; while those operating existing wind farms should begin assessing suitable charging locations and the modifications needed to install them. Organisations that integrate vessels, ports and offshore power infrastructure now will be best placed to reduce their carbon exposure from 2027 and minimise long-term OPEX costs for the entire lifecycle of their offshore assets. The question is no longer whether offshore O&M electrification will happen, but how early windfarm operators can be ready to capture the long-term benefits that electrification provides. *(Source: Riviera by David Foxwell)*

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HAVILA SHIPPING LANDS FRESH EQUINOR EXTENSION

Norwegian offshore vessel operator Havila Shipping has secured another one-year extension with Equinor for the rescue and recovery vessel **Havila Troll**. The latest option will keep the 2003-built ship with the Norwegian energy major until November 2027. Financial terms have not been disclosed. Two further one-year options remain, potentially extending the vessel's employment through to November 2029. The 92-metre UT 527-design



vessel provides emergency response, oil-spill preparedness, firefighting and rescue services at offshore installations. Splash reported last September that Equinor had extended the vessel's contract

until November 2026. Fosnavåg-based Havila currently operates 12 vessels, comprising eight platform suppliers, three subsea vessels and one rescue and recovery vessel. Four of the ships are operated for external owners. (*Source: Splash24/7*)

BREAKER STILL GOING STRONG



About six days ago, we captured the **Breaker** on camera when the multi-purpose seabed survey vessel moored in the Industriehaven after a short stay at sea. The nearly 32-meter-long ship is celebrating its seventieth anniversary this year and remains in excellent condition. After being launched in 1956 at the Swedish Oskarshamn shipyard in Oskarham, the **Breaker** began detecting unexploded ordnance offshore.

Her current owner, DEEP Hydrography and Geophysica from Amsterdam, first modernized the ship to subsequently carry out a wide range of survey assignments. However, detecting unexploded ordnance remains part of her remit. The twin-screw vessel is propelled by two Scania D16 diesel engines of 700 hp each. This allows it to reach a maximum speed of 10 knots. Accommodation on board is provided for five crew members and seven surveyors (*Source: www.maritiemdenhelder.eu; Photo: Frits Alderink*)

VN PARTISAN BRIEFLY RETURNS.

On August 18, the **VN Partisan** returned from Brest to Den Helder for a short visit. As usual, the **VN Partisan** initially moored at one of the jetties in the naval port, but a few days later the ship was spotted at the Nieuwediepkade. Research is being conducted on board the 84-meter-long vessel for the European Maritime Safety Agency (EMSA) based in Lisbon. It is actually a former Norwegian supply ship that was delivered in 1995 by the Norwegian Vard shipyard as Far Service to Farstad Shipping from Aalesund. Since October 2017, the ship has borne its current name. The **VN Partisan** sails under the French flag and operates from Brest.. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)



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IMPLICATIONS OF AGEING OFFSHORE VESSEL FLEET 'ALREADY VISIBLE'



One of the leading brokers in the offshore support vessel sector has warned that, unless OSV owners order new vessels, the industry will encounter supply problems in due course. In the latest issue of its monthly report on the market, Fearnley Offshore Supply said, "Most participants agree that the OSV market will need more tonnage in the long term. But for for all the

discussion around future demand, fleet renewal remains the elephant in the room. "Fleet renewal has started," said Fearnley Offshore Supply, "but nowhere near fast enough, especially given today's lead time and spiralling newbuild cost. Unless demand suddenly falls off a cliff, today's supply concerns are likely to become tomorrow's supply problems." The broker said the implications of an ageing fleet are already becoming visible. "We have seen oil majors revise age limits of vessels upwards, with Petronas increasing the age limit from 15 years to 20 years and now Petrobras increasing from 20 years to 25 years," it said. "This could be the new reality as we see assets get older, without new replacement tonnage entering the pool. There is, however, only so much room for age limits to be pushed higher. Eventually, the industry will need to confront the simple fact that ageing vessels cannot be renewed in paper. "As a result, increasingly, industry discussions are shifting from securing work to securing vessel availability. This may prove to be one of the defining themes of the coming cycle. "Shipowners and investors that moved early, whether through acquisitions or strategic fleet expansion, now appear well-placed to benefit from a market where suitable tonnage is becoming increasingly difficult to source." Fearnley Offshore Supply that, as the oil and gas market booms, there are still see regions lagging in terms of activity, such as certain Southeast Asian markets and the US Gulf, but even here, a limited, incremental increase in demand can quickly change the local market balance. "Rather than committing to traditional newbuild programmes, shipowners are increasingly looking at existing newbuild positions and resale

opportunities as a faster and potentially less risky route to fleet expansion,” the Fearnley Offshore Supply’s analysts said. “DOF’s acquisition of two vessels currently under construction may prove to be an early indication of a trend that becomes more common as delivery slots become more valuable and replacement costs continue to rise. “In addition, while much attention remains focused on vessel supply, China continues to strengthen its position in the shipbuilding landscape. Slots at top tier offshore shipyards are becoming more difficult to get, partly because many yards have started to capture opportunities in the commercial shipping segment. This may provide an additional source of competition for future offshore newbuild capacity should ordering activity accelerate. “Ultimately,” said the broker, “the market appears to be moving into a phase where vessel availability could develop into a strategic advantage in itself. Demand fundamentals remain supportive, energy security continues to underpin offshore investment, and fleet renewal is progressing only gradually. “The industry has so far managed to accommodate ageing assets through revised age limits and owners upgrading existing assets, but these measures only buy time. There is only so much the ceiling can be raised. At some point, meaningful replacement capacity will be required, and until that happens, the balance of power is likely to remain with vessel owners rather than charterers. “Who is going to replace all these ageing vessels,” said the company? “Although there has been an increase in ordering activity – particularly in the smaller sized AHTS segments – the numbers still fall far short of what is required to meaningfully renew the global fleet. “Every year the industry talks about fleet renewal, yet every year the average age of the fleet continues to creep higher. The reality is that a significant portion of the global fleet is now well past its mid-life stage. As such, we were not surprised with a recent long-term fixture of a 25-year-old subsea vessel in West Africa and several charterers increasing their age cap for PSV, having previously enforced rather rigid principles.” *(Source: Riviera by David Foxwell)*

ARMADA 78 04 RETURNS

Late last week, the [Armada 78 04](#) returned to Den Helder. More than a year and a half ago, this 78-meter-long survey vessel from Ocean Infinity in Houston had already visited our port. The futuristic-looking ship is highly automated and can sail with a minimal crew and, in the future, even entirely unmanned. It flies the flag of Singapore and was delivered in 2024 by the Norwegian Vard shipyard in Soviknes.



(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

THE CSIC IS PREPARING TO REPLACE THE OCEANOGRAPHIC VESSEL "HESPÉRIDES" AFTER MORE THAN 35 YEARS OF SERVICE

The Spanish National Research Council (CSIC) has already planned the future replacement of the oceanographic vessel "[Hespérides](#)". Although the project is still in its initial phase, the

Administration has already allocated specific funds to prepare for its replacement. The CSIC 's Marine Technology Unit has a project called "UTM Grant for the replacement of the **Hespérides** vessel", which confirms that the replacement of the veteran vessel will happen, although the construction of the new unit, which is expected to cost around 140 million euros , has not yet been put out to tender. While its replacement is being prepared, the Ministry of Defense continues to invest in its maintenance to ensure it remains operational. Planned work includes structural and roof components, as well as interventions on alternators, compressors, and other equipment. The oceanographic vessel "**Hespérides**" entered service in 1991 , so it has more than 35 years of activity. *(Source: Puente de Mando; Photo: Navy)*



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BOS SISTERS SET TO REACH ANNIVERSARY



We regularly see them lying side by side at the Paleiskade. The 72-meter-long supply vessels **BOS Base** and **BOS Pool** of Britoil Offshore Services (BOS). Earlier this year, their charter contract for deployment in the Peterson-managed SNS Pool was extended for a period of three years, until the spring of 2029. This means that in 2028, the two sisters will have been operating from Den Helder in the North Sea for about twenty consecutive years. A unique achievement. In 2008, the Damen shipyard in Galati, Romania, delivered both vessels as **Base Express** and **Pool Express** to the Den

Helder-based offshore shipping company Vroon Offshore Services. Subsequently, they were immediately chartered for the SNS Pool, and this remained the case when Britoil took them over in 2024 and renamed them **BOS Base** and **BOS Pool**. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

TGS EXTENDS SEISMIC PROGRAMME OFFSHORE INDONESIA

Oslo-listed seismic specialist TGS has been awarded a one-month extension to the largest seismic streamer acquisition contract offshore Indonesia. The extension will begin in August and utilise the **Ramform Sovereign** vessel and the company's GeoStreamer technology. "The project further strengthens revenue visibility while enabling us to deliver high-quality seismic data with



industry-leading acquisition efficiency," said Kristian Johansen, CEO of TGS. The company won the initial deal last August. The contract was supposed to cover approximately 10,000 sq km. It began in the fourth quarter of 2025 and was scheduled to last about eight months. (Source: *Splash24/7*)

MUSEUM NEWS

STOOMSLEEPBOOT NOORDZEE NAAR WERELDHAVENDAGEN



De prachtig gerestaureerde stoomsleepboot **Noordzee** gaat in Rotterdam als ambassadeur van Den Helder en van Museumhaven Willemsoord deelnemen aan de Wereldhavendagen 2026. Daar zullen voor de organisatie van dit grote nautische evenement met dit uniek stuk varend erfgoed op 4, 5 en 6 september rondvaarten worden gemaakt. Zowel de heenreis naar Rotterdam als de terugreis naar Den Helder wordt in drie etappes gemaakt,

waarbij ook als passagier kan worden meegevaaren. Met de deelname aan de Wereldhavendagen wordt een oude traditie in ere hersteld. Toen jachtenbouwer Kees Jongert nog eigenaar was van de stomer, nam hij in heel NW-Europa deel aan nautische evenementen, waaronder ook die in Rotterdam. Na zijn overlijden in 2010 ging de **Noordzee** tegen de kant en kort daarop werd zij in een beheerstichting ondergebracht. Jarenlang bleef het stil rond de sleper totdat in 2016 in

Museumhaven Willemsoord een grondige restauratie werd opgestart die zo'n vijf jaar in beslag zou nemen. Vanaf 2021 is de stoomsleepboot weer volledig operationeel en gecertificeerd om met passagiers te varen. Vanaf die tijd is reeds deelgenomen aan Dordt in Stoom, Sail Den Helder, Sail Amsterdam, het Stoomsloepenweekend in Medemblik en nu voor het eerst weer in Rotterdam aan de Wereldhavendagen. De reis naar Rotterdam begint op 1 september in Museumhaven Willemsoord en gaat die dag naar Medemblik. De volgende dag wordt er van Medemblik naar Amsterdam gevaren en op 3 september van Amsterdam naar Rotterdam. Van 7 tot en met 9 september wordt de reis in omgekeerde volgorde gemaakt. Meer informatie hierover is te vinden op de site www.stoomsleepbootnoordzee.nl/evenementen/. Wie graag kennis wil maken met nog volledig onder stoom varende nautisch erfgoed is van harte welkom aan boord. De Noordzee wordt geheel door vrijwilligers onderhouden en gevaren.

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WINDFARM NEWS - RENEWABLES

VAN OORD COMPLETES MONOPILE INSTALLATION AT 1.5 GW POLISH OFFSHORE WIND PROJECT

Van Oord has completed the installation of all 111 monopile foundations at the 1.5 GW Baltica 2 offshore wind farm in the Polish Baltic Sea. The foundation installation campaign, which started in May, covered 107 monopiles for the project's wind turbines and four foundations for the offshore substations. Van Oord used its installation vessels Aeolus and



Svanen to carry out the work. "A key factor in the success of the project was the deployment of Van Oord's specialist offshore installation vessels [Svanen](#) and [Aeolus](#). By combining the capabilities of both vessels with extensive offshore wind expertise, Van Oord maximised installation efficiency and

maintained a consistent pace of execution throughout the campaign”, the company said on 21 August. “The dual-vessel approach enabled multiple activities to be performed in parallel, supporting efficient offshore operations and helping to keep the project on schedule.” The monopiles, supplied by EEW Special Pipe Constructions and Steelwind Nordenham, are up to 100 metres long, measure between 9.5 and 10.5 metres in diameter and weigh approximately 1,900 tonnes each. The 1.5 GW offshore wind farm will feature 107 Siemens Gamesa 14 MW turbines, which will be installed by Cadeler and Fred. Olsen Windcarrier. The four 375 MW offshore substations for Baltica 2 are being delivered by Semco Maritime and PTSC Mechanical & Construction, with Seaway7 contracted for their installation offshore. Developed jointly by PGE Polska Grupa Energetyczna and Ørsted, Baltica 2 is located approximately 40 kilometres off the Polish coast near Ustka. Once operational in 2027, the 1.5 GW offshore wind farm is expected to become Poland’s largest, with its output equivalent to the annual electricity demand of around 2.5 million households. *(Source: Offshore Wind)*

ØRSTED PROPOSES 2 GW DADU II OFFSHORE WIND FARM IN TAIWAN



Ørsted is proposing the Dadu II offshore wind farm off Changhua, Taiwan, with the project now undergoing environmental assessment and public consultation. The proposed project has a capacity of up to 2,002 MW and would be located approximately 38 km from the Changhua coast. Dadu II would cover an area of approximately 234.6 km². The proposal allows for up to 143 wind turbines, with individual turbine capacity ranging from 14 MW to 22 MW. The final

turbine number and configuration have yet to be determined. A public consultation meeting for the environmental assessment was held in Changhua on 13 August 2026. The assessment process is examining the potential environmental impacts of the proposed offshore wind farm before the project can progress to subsequent development stages. The project remains at an early stage of development, with environmental assessment and public consultation ongoing. *(Source: DredgeWire)*

TAIHAN TO STRENGTHEN HVDC CABLE CAPABILITY WITH DOMESTIC ROVS

Taihan Cable & Solution is moving forward with plans to develop remotely operated vehicles (ROVs) domestically, for deployment in HVDC submarine cable projects. Taihan announced on 20 August 2026 that it had signed a memorandum of understanding with Panstar Robotics, a marine robotics specialist, to jointly develop ROVs, in Korea, for offshore wind and HVDC submarine cable projects. The agreement aims to strengthen Taihan’s installation competitiveness for large-scale HVDC submarine cable projects, including the West Coast Energy Highway. The companies plan to jointly develop high-performance trenching ROVs, related technology and installation solutions,

with the aim of building domestic alternatives in areas that currently depend heavily on overseas equipment and expertise. Through these efforts, Taihan plans to strengthen its self-reliance and improve project execution reliability and installation efficiency. At present, most burial equipment deployed in large-scale submarine cable projects, including HVDC projects, is manufactured outside Korea, and its operation often requires specialized personnel from overseas.



The waters off Korea's southwest coast are characterized by strong tidal currents, high turbidity, and shallow water depths. These conditions have long underscored the need for high-performance ROV trenchers optimized for Korea's marine environment, the companies said. Under the agreement, the companies will jointly develop trenching ROVs and operating systems for use in inter-array and export cable systems, as well as long-distance grid interconnection and HVDC submarine cable projects. They also plan to conduct demonstration testing of submarine cable burial and protection technologies and pursue commercialization. Going forward, the companies plan to deploy the equipment and technologies on commercial cable installation projects. They will also participate in national R&D programmes to further advance the technologies and jointly explore opportunities in overseas markets. Taihan said it wants to build in-house capabilities in core submarine cable installation technologies and strengthen its ability to execute large-scale HVDC projects. Building on this, it plans to further enhance its turnkey execution capabilities across the entire submarine cable value chain, from design and manufacturing through transportation, laying, and burial. Panstar Robotics is a specialized marine robotics company established by the Korea Institute of Robotics & Technology Convergence. The company provides a range of marine robotics services and technology related to ROVs for submarine cable burial and has built technological expertise and field execution capabilities by deploying its proprietary robots in submarine cable projects in Korea and overseas. *(Riviera by David Foxwell)*

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DREDGING NEWS

REPAIR WORK UNDERWAY ON DUNKIRK HARBOR BREAKWATER

Repairs have resumed on the Dunkirk Harbor's west breakwater, strengthening the structure that



protects the harbor from Lake Erie's waves and helps provide safer conditions for navigation. "For Dunkirk, that means more than infrastructure. It means supporting the boaters, anglers and visitors who head out on the lake and enjoy the harbor each season," the USACE Buffalo District said. The breakwater is critical to safe navigation in Dunkirk Harbor and has sustained

damage from years of wave and ice exposure. The first phase of repairs fixed approximately 1,850 feet of the structure, with a second phase ongoing now through November 2026 to repair the remaining 450 feet. *(Source: Dredging Today)*

DREDGING KICKS OFF AT MEAFORD HARBOR

In-water dredging work at Meaford Harbor will begin this week, the Municipality of Meaford said. The dredging operations are set to remove built-up sand, silt, and natural material from the harbor bottom to help improve boating access and keep the harbor safe and usable. "Dredging is needed because material has built up on the harbor bottom over time, making parts of the harbor shallower. Removing this material will help improve safe



boating access and support harbor operations. In-water dredging can only happen during an approved environmental timing window to help reduce impacts to fish, wildlife, and the surrounding water," the Municipality said. Dredging work will continue until mid-October. *(Source: Dredging Today)*

GLDD WINS \$16.1M VENICE TSHD CONTRACT

Great Lakes Dredge and Dock (GLDD) from Houston, Texas, has won a \$16.1 million firm-fixed-price contract for one fully crewed and equipped self-propelled trailing suction type hopper (TSHD) for a regional dredging program. The amount of this action is \$16,097,425, with a total cumulative

face value of \$16,460,725, the U.S. Department of Defense (DoD) said. Bids for this contract were



solicited via the internet with four received. Work will be performed in Venice, Louisiana, with an estimated completion date of July 11, 2027. “Fiscal 2026 civil operation and maintenance funds in the amount of \$16,097,425 were obligated at the time of the award,” DoD said. The U.S. Army Corps of Engineers, New Orleans District, is the contracting activity. *(Source: Dredging Today)*

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VAN OORD'S WID THOR GEARS UP FOR NORTHFLEET DREDGING

The Port of London Authority said that the dredging operations at Robins Wharf, Northfleet, are set to begin on or September 9. Operations will be carried out by Van Oord's vessel **Thor** using the water injection dredging method and will be undertaken either side of the high water period. Requirements to proceed with caution or at slow speed will be made in accordance with the procedure, the Authority said. Water injection dredging (WID)



is an eco-friendly and cost-effective technique that uses low-pressure, high-volume water jets to fluidize settled sediments on the seabed. Works are expected to take 3 working days. *(Source: Dredging Today)*

ROHDE NIELSEN COMPLETES MAINTENANCE DREDGING AT COSTA DA CAPARICA



Rohde Nielsen has completed maintenance dredging and coastal protection works at Costa da Caparica, Portugal. Under the project, approximately 1,000,000 m³ of sand was dredged from the entrance channel to the Port of Lisbon and beneficially reused to strengthen coastal protection and mitigate erosion along 4 km of coastline at Costa da Caparica and São João da Caparica. Executed by **Njord R**, **Thor R**,

Brage R, **Idun R** and **Rimfaxe R**, the project marks another successful coastal protection campaign for Agência Portuguesa do Ambiente, the Danish company said. (Source: *Dredging Today*)

YARD NEWS

CANADA AWARDS QUEBEC'S LARGEST SHIPBUILDING PROJECT FOR ARCTIC ICEBREAKERS

Canada's Prime Minister Mark Carney announced the awarding of a contract valued at C\$11 billion (US\$7.9 billion), which will be the largest single shipbuilding contract ever awarded in Quebec's history. Chantier Davie will build six large new Arctic icebreakers, which will be replacements for aging vessels in the Canadian Coast Guard fleet. The order



comes as Canada is locked in a trade battle with the United States and is facing growing activity in the Arctic region. The vessels will provide critical services while maintaining Canada's presence in the Arctic as the United States and others also look to grow their presence in the Arctic. The six new ships will start construction in 2027, with the first delivered in five years and the full program completed by 2038. It is the next step in a program that was first announced in 2019 as part of the country's National Shipbuilding Strategy. Davie was contracted in 2024 to begin development work for the vessels. The ships are designed for operations in the Arctic, Atlantic Canada, and the St. Lawrence region into the Great Lakes with the capability to operate in the depths of the Canadian winter and through the summer season. They will provide services including supporting navigation by cutting and maintaining channels, supporting search and rescue operations, environmental response, supporting northern resupply missions, and vessel traffic services. The ships will also

respond to aid vessels that become trapped in the ice. "These six state-of-the-art icebreakers will keep the trade routes that carry Canadian goods to the world accessible and secure," said Prime Minister Mark Carney during today's ceremony. "Built in Lévis by Canadian workers, they are a lasting investment in a stronger, more self-reliant Canada." Carney said the ships would grow Canada's domestic shipbuilding industry, strengthen the ability to keep critical trade routes open, and reinforce Canada's strategic autonomy. They are emphasizing that this project will be conducted entirely in Canada and incorporate Canadian components, including steel and other domestic materials. The announcement highlighted the shipbuilding project as part of a broader effort at investing in Canada's infrastructure, ranging from ports to corridors that move Canadian goods and the ships that keep the routes open. They reported that Canada's new government is "laser-focused" on building a stronger, more independent, more resilient Canadian economy. Other investments include expansion at the Port of Montreal with the new Contrecoeur terminal and at the Port of Quebec, as well as efforts planned on the West Coast, including in Vancouver. The project is a major win for Davie, which has already received more than C\$7.74 billion (US\$5.6 billion) in contracts since 2012 as part of the National Shipbuilding Strategy. Davie, along with Seaspan in Vancouver, received contracts to build new Polar Max icebreakers, which will be among the largest and most powerful vessels. Davie is sharing the work with the Helsinki Shipyard, which is also part of the group. Work has begun on the hull for the new vessel in Finland, and it will be transferred to Davie for outfitting and commissioning. Davie is also supporting the U.S. Arctic Security Cutter program through its newly launched Davie Defense in Texas while work has begun on the first vessels in Finland. Helsinki Shipyard and Davie will also support the development of the icebreaker shipbuilding skills in Texas. The Canadian Coast Guard maintains a very active role both in the Arctic and Atlantic shipping. Earlier this month, it highlighted that its largest icebreaker had arrived at the North Pole. It is part of an effort that involves nine CCG icebreakers deployed and operating in the Arctic from June to November 2026 to support Northern communities, carry out services, and support Government of Canada Arctic missions. It was also recently announced that Canada is taking the Finnish government-owned icebreaker Nordica on charter to augment its operations in the Arctic. *(Source: Marex)*

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SIRIUS SIGNS CONTRACT FOR TWO OFFSHORE CONSTRUCTION VESSELS

Sirius Design & Integration signs contract for two large construction vessels in China. Sirius Design & Integration AS is pleased to announce that the company has signed a contract for the design of two large Construction Support Vessels (CSVs) to be built at Fujian Mawei Shipbuilding in China. The contract includes two firm vessels, with options for two additional units. The customer remains undisclosed. The vessels have been developed in close cooperation with the customer, a leading player in the energy sector. They are based on Sirius' CSV design platform and developed for

demanding operations and with a strong focus on operational



flexibility, energy efficiency, and future-ready solutions. Sirius will deliver the conceptual design and complete basic design package. The vessels will measure 144.7 metres in length with a beam of 27 metres. Designed to offer market-leading capabilities, they are suited for a wide range of operations within the energy sector. The vessels will be equipped with two large offshore cranes and two LARS for ROV

operations, and will be prepared for the installation of a carousel, VLS, and other mission-specific equipment. Commenting on the contract award, Erik Haakonsholm, Chief Commercial Officer (CCO) of Sirius Design & Integration AS, said: "We are proud to have been selected as the design partner for these highly advanced vessels. Developing such sophisticated ships in close cooperation with both the owner and the shipyard demonstrates the strength of our team, our expertise, and our design platform. We look forward to following the construction process and seeing these vessels take shape." The Sirius team brings extensive experience in the design of advanced offshore and construction vessels. This contract represents an important milestone for the company and further strengthens its position within the energy segment. Sirius Design & Integration is an independent ship design and system integration company specialising in innovative and energy-efficient solutions for the international maritime and offshore industry. (PR-Sirius)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *SANMAR Delivers Sixth Newbuild Tug to SAAM Towage in Under a Year*
 - *Wilson Sons launches another new high-powered tugboat*
 - *Tuzla Tugboat Service is at work*
 - *SAAM presents Biodiversity Plan focused on protection of marine ecosystems*
 - *Svitzer signs contract with Swan Defence and Heavy Industries for four 32 metre TRAnverse tugs*

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)

2. 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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