

27th Volume, No. 78 **1963 – “63 years tugboatman” – 2026** Dated 07 October 2026

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

Distribution twice a week 22.850+

MIDWEEK-EDITION

TUGS & TOWING NEWS

SUEZ CANAL'S TIMSAH SHIPYARD LAUNCHES 3 TUGBOATS, STARTS BUILDING 5 MORE



The Suez Canal Authority's Timsah Shipbuilding Company launched three tugboats and began construction of five more for the Red Sea Ports Authority on Wednesday in Ismailia, the authority said. SCA Chairman Admiral Osama Rabie attended the launch and keel-welding ceremonies as part of efforts to expand domestic shipbuilding, meet the needs of the canal and Egyptian ports, and reduce reliance on imported vessels.

“We have succeeded in restructuring our companies and are meeting the needs of the canal and Egyptian ports instead of importing from abroad,” Rabie said. The programme follows President Abdel-Fattah El-Sisi's directives to localise marine manufacturing for the canal, ports, and river transport sector while developing export markets. The five new tugboats being built for the Red Sea Ports Authority comprise two with a bollard pull of 70 tons and three with a bollard pull of 20 tons. The keel-welding ceremonies marked the start of construction under a programme to modernize towing and pilotage services. The three launched vessels belong to the Azima class but have different towing capacities. **Khedma 1**, built for the Damietta Port Authority, measures 18.6 metres long and 6.9 metres wide, with a fully loaded draught of 2.2 metres. It has a bollard pull of 20 tons and a maximum speed of 10 knots. **Azima 11**, built for the SCA, and **Ezz El-Din Younes 2**, built for the affiliated Canal Company for Ports and Major Projects, have the same dimensions and draught. Each has a bollard pull of 12 tons and a maximum speed of 11 knots. The launches follow the introduction of two larger tugboats, each with a 90-ton bollard pull, at the South Red Sea Shipyard in Safaga on 24 September. Rabie said Timsah had built 42 marine vessels since 2019, describing the company as “a major industrial hub for maritime manufacturing and logistics.” He said restructuring and diversifying the activities of SCA companies had enabled them to move from losses to profitability. Expanding vessel construction and repair capacity would support domestic demand and improve their ability to compete in regional and international markets, he added. “Developing Egypt's

maritime fleet is a strategic objective at the forefront of work across all the authority's companies and shipyards," Rabie said. Egypt has also pursued overseas orders. In May, the SCA signed an agreement to export two tugboats with an 80-ton bollard pull to Italy's NERI Group. During Wednesday's visit, Rabie reviewed repair and maintenance work carried out on three Damietta Port Authority tugboats, **Abu Gendiya**, **Abu Zeid**, and **Hedaya**, each with a bollard pull of 60 tons. Timsah is also repairing and maintaining **Misr El-Mahrousa**, a 25-ton bollard-pull tugboat belonging to the Suez Canal Economic Zone. The work forms part of the SCA's wider effort to diversify income sources through vessel construction, repairs, and additional maritime services. Rabie met Red Sea Ports Authority Chairman Major General Mohamed Abdel-Rahim and Damietta Port Authority Chairman Rear Admiral Tarek Adly to review schedules for the remaining work and discuss future cooperation. Abdel-Rahim expressed interest in commissioning additional tugboats and launches from Timsah to meet growing operational requirements at Red Sea ports. Adly praised the quality of construction and adherence to schedules, highlighting the Azima class' operational advantages. Damietta has separately been modernizing its marine services, alongside channel and berth improvements to accommodate larger vessels. SCA deputy chairmen Admirals Ashraf Atwa and Ahmed Khaled, the authority's companies department director Abdel-Hakim Zakaria, and Timsah Chairman Ahmed Ibrahim also attended the ceremonies. (*Source: Ahram Online; Photo: SCA*)



Advertisement



Dick van der Kamp
SHIPSALES

📍 Netherlands
✉️ shipsales@vanderkamp.com
🌐 www.vanderkamp.com

PRICE
Euro 550.000,-



FOR SALE

RAK
MODERN SHALLOW DRAFTED
RESEARCH AND SURVEY VESSEL

- > Built 2005 Damen, Netherlands
- > Aluminium hull / superstructure
- > Lloyds Class 100 A1 SSC Patrol Catamaran HSC G2 – A1
- > Coastal Class 30 NM
- > Dims 26.55 x 10.20 m – draft 1.20 m only
- > 2 x MTU DDC 2000 M60 – 1.070 hp each
- > Only 10.000 hours each engine since new
- > Propulsion with Hamilton Jets
- > Max 18 knots – survey speed 6 – 10 knots
- > Ecological space / laboratory
- > Retractable measuring arm fitted (multibeam and sensors not included)
- > Broad, very stable measuring platform with sufficient working space for hydrographical and ecological surveys / large aft deck



Designed to combine hydrographical and ecological survey requirements



Very stable survey platform



Collapsible mast and shallow draft for coastal and inland operations

AQUATIC WARRIOR AT HET NIEUWE WERK

Last Sunday, the ***Aquatic Warrior***, owned by Aquatic Towage & Marine (Portsmouth), docked at the Het Nieuwe Werk quay. The 21-meter tug had sailed from Scarborough to Den Helder, accompanied by the ***X-19***—a 5-meter uncrewed survey vessel from the Irish company XOCEAN.

The tug was originally delivered in 1998 by the Dutch shipyard Den Breejen (Hardinxveld) as the



Gouwestroom to Van Wijngaarden Marine Services (Hardinxveld-Giessendam). It has been operating for its current owner since December 2024. It has a bollard pull of 21 tonnes. Sailing under the British flag, the ***Aquatic Warrior*** lists London as its home port. The *X-19* is one of more than thirty so-called uncrewed surface vessels

(USVs) operated by XOCEAN, which are deployed worldwide to map the seabed. (*Source: www.maritiemdenhelder.eu; Photo: Wim Albers*)

Advertisement



US MARKET: PORT EXPANSIONS, NEW TERMINALS, FLEET RENEWALS DRIVE INVESTMENT

Owners have welcomed new ship-handling tugboats across the US market and added towboats to inland waterways as demand increases around the nation. There has been a rejuvenation in harbour tug construction in the US to meet rising demand for handling larger ships in East Coast ports and the increasing number of hydrocarbons-export terminals along the US Gulf. US owners



have added ABS-class newbuild ship escort and docking tugboats, which meet Environmental Protection Agency Tier 4 emissions standards, from US shipyards. These additions come as owners invest in fleet modernisation and expansion to handle larger ships using existing ports and the planned opening of new terminals for years to come. McAllister Towing took delivery of its latest newbuild harbour tug to expand its towage services in Florida in September. The New York-

headquartered owner welcomed [Mary McAllister](#) after it was built by Washburn & Doughty



Associates in Boothbay, Maine. It is the sixth newbuild of a seven-tug series and has a bollard pull of 84 tonnes, from two diesel four-stroke Caterpillar-manufactured Cat 3516E engines. Great Lakes Towing named its 10th newbuild, [Puerto Rico](#), at a ceremony in Cleveland in Q2 2026, then ordered two more from its sister company, Great Lakes Shipyard. In total, 12 ice-class tugboats will be built to Damen's

Stan Tug 1907 ICE design for ship assistance, towing and berthing, and ice breaking. These 19.5 m vessels have a beam of 7.3 m, a hull depth of 3.3 m, two Rolls-Royce Power's mtu 4000 series V8 diesel engines, rated for US EPA Tier 3 emissions requirements, and a bollard pull of more than 30 tonnes. Hull 11 is scheduled to be delivered in Q4 2027 and hull 12 in Q1 2028. Master Boat Builders (MBB) is constructing series of tugboats to various Robert Allan designs in Coden, Alabama, mainly to support tankers and gas carriers in southern US terminals. For Maritime Partners, MBB is building a fleet of RApport 2700 design 27-m vessels with a beam of 13 m and a bollard pull of more than 70 tonnes. Two of these, [Titan](#) and [Marauder](#), have been chartered to New Orleans-headquartered EN Bisso & Son and a third, [Defiant](#), has been launched using a floating dock. MBB is also building four RApport 3000 design tugs for Bay-Houston Towing and Suderman & Young Towing, of which two have been delivered: [Saturn](#) to Suderman and [Barbara G](#) to Bay-Houston; one more has been launched. Gulf LNG Tugs also has tugboats on order at MBB and at Port Neches, Texas-based Sterling Shipyard to modernise and expand its fleet. This joint venture between US owners Bay-Houston Management, Bay Towing, Moran Towing and Suderman & Young Towing, operates at four LNG terminals along the US Gulf Coast. In Q1 2026, MBB delivered [Jill](#), a RApport 2800 design tug with a

beam of 12 m and 85 tonnes of bollard pull, to Gulf LNG. Sterling Shipyard delivered [Laguna Gulf](#), a Z-Tech 30-80 design tug with a beam of 13 m and 5,220 kW of installed power to the joint venture to handle LNG carriers at NextDecade Corp's Rio Grande LNG export project in the Port of Brownsville, Texas. In Florida, Eastern Shipbuilding Group (ESG) is building four 26-m escort tugs for Seattle, Washington-headquartered Saltchuk Marine, with the first two close to



completion. These tugs are being built at ESG's facilities in Allanton and Port St Joe for ship escort and towage across the US West Coast, [Hawaii](#) and [Alaska](#). The first was launched in December 2025 and the second in April 2026, by crane lift from the shore to a quayside at the shipyards. Blakeley BoatWorks is building new escort-class tugs for Crescent Towing, including [Kentucky](#), which entered service in Q1 2026 in the Lower Mississippi River. This 28-m vessel has a beam of 12 m, a draught of 5.8 m, and has 4,475 kW of installed propulsion power coming from twin Caterpillar 3516E engines driving two Kongsberg Maritime US 255 azimuth Z-drives. [Inland market](#) In the US pushboat and

towboat market, newbuilding activity remains steady and sentiment positive, resulting in rising utilisation and charter rates due to strong refinery rates, rising demand for bulk cargoes and improving prices for goods. According to the chief executive of one of the largest barge and towboat owners, Kirby Corp's David Grzebinski, pricing improvements across term contract renewals and spot market activity have out-paced rising fuel costs during 2026. "Customer demand remains healthy and



overall marine transportation conditions are constructive," said Mr Grzebinski. Kirby's barge utilisation in Q2 2026 was in the low-90% range and term contract renewals were higher than in 2025. "Market fundamentals remain constructive, supported by strong refinery utilisation and healthy petrochemical activity," said Mr Grzebinski. "Spot pricing and term contract renewal rates are expected to improve further

during H2 2026. Operating margins are expected to be in the high-10% to low-20% range for the full year." Hines Furlong Line, Maritime Partners and Southern Devall added at least two new assets to their fleets in H1 2026, with shipyards building series of towboats. In Brazil, Industria Naval Catarinense is building 18 pushboats for state-backed energy transporter Transpetro, which will use them to support its bunkering operations. Estaleiro São Miguel, in Rio de Janeiro, gained a contract from Bravante subsidiary Navemestra for the construction of six tugboats to support its bunkering services. *(Source: Riviera by Martyn Wingrove)*

Advertisement

KOTUG

**BREAKING BARRIERS
WITH DRONE-POWERED
SOLUTIONS**

AHEAD IN MARITIME EXCELLENCE.

BOLUDA STRENGTHENS INDIAN OCEAN TOWAGE, INVESTS IN SPANISH TERMINAL

One of the world's largest tug owners has welcomed a new azimuth stern drive tugboat to its fleet in La Reunion and invested in a multipurpose terminal at the Port of Barcelona, Spain. Boluda Towage has expanded its fleet supporting ships in a significant trading port in the Indian Ocean, while its

sister company is investing in a sustainable multipurpose terminal at the Port of Barcelona, Spain. New azimuth stern drive (ASD) tugboat **VB Audace** has joined Boluda's fleet in La Reunion to strengthen the owner's presence in the Indian Ocean. It was built by Damen Shipyards to its ASD 2811 design with 3,800 kW of installed power and 60 tonnes of bollard pull. This 28.5-m vessel has a beam of 11 m, accommodation for eight crew members and a top speed of 13



knots coming from two four-stroke, high-speed diesel engines driving two azimuth thrusters on the stern. It has been operating at the port in Pointe des Galets since mid-September as a significant addition to the fleet. "Our new tug has been added to strengthen and complete the fleet in service for the port," said Boluda La Reunion managing director, Christophe Picard. It can support a wide range of harbour towage operations including ship towage, manoeuvring, pushing, berthing and undocking due to its towing winch on the forward deck and suite of fenders around the hull. Boluda Towage said its arrival in La Reunion "reaffirms its commitment to supporting the development of La Reunion's maritime and port sector while further strengthening its position as the world's leading towage operator." Boluda has one of the industry's largest fleets and a presence in strategic ports across all five continents. Boluda Maritime Terminals plans to invest €40M (US\$45M) in developing an efficient and sustainable multipurpose terminal at the Port of Barcelona, Spain. This comes after the Spanish shipping and ports group won a 16-year concession to operate the Príncipe d'Espanya wharf in the Catalan city. Boluda said it would upgrade facilities, install new equipment and enhance digitalisation of the terminal's logistics with plans to lower emissions from its operation. The concession covers an area of 87,425 m² and 531 m of quay. Boluda said it would invest €28M (US\$31M) in new machinery and cargo-handling equipment, around €10M (US\$11M) to upgrade and improve the facilities. The Spanish company expects it will handle 1.3M tonnes of maritime traffic per year through the terminal, which will be equipped to handle containerised cargo, general cargo, ro-ro traffic, short-sea shipping services and industrial project cargo. It will provide the Port of Barcelona with a versatile infrastructure capable of supporting a wide range of logistics chains and industries. Boluda intends to optimise available capacity, enhance operational safety and enable more efficient cargo flows. It will use technology to transform access points, streamline traffic, automate controls and reduce waiting times. Boluda's roadmap includes the progressive electrification of equipment, the use of energy from renewable sources, the installation of electric vehicle charging points, the deployment of on-site renewable energy generation systems and measures to minimise water and energy consumption. It plans to invest in new mobile cranes, reach stackers, terminal tractors, electric forklift trucks and specialised cargo-handling platforms. *(Source: Riviera by Martyn Wingrove)*

CONSTRUCTION OF THE T20 PROJECT PUSHER TUGS IS NEARING COMPLETION

The construction of the T20 project pusher tugs is nearing completion under the technical supervision of the Russian Classification Society. This was announced by the institution on October 3. The vessels

are being built under the technical supervision of the Ob-Irtysh branch of the RCO. The RCO vessel



Sudostroenie; Photo: RKO)

class is "P1.2 (ice 30)". As a reminder, RCO specialists began technical supervision of the construction of a pair of T20 project tugs in May 2025. Project T20 Pusher Tug. Overall length - 20.5 m Length on design waterline - 20.29 m Overall width - 6.15 m Width on design waterline - 6.0 m Midship height - 3.0 m Vessel draft at midship - 1.5 m Gross tonnage - 143 Propulsion plant capacity - 411.0 kW Crew size - 3 persons. (Source:

Advertisement

YSM + Partners - Tug Boat Ropes, Main Lines, Pennants & Stretchers - Splicing On & Offshore



Sales • Service • Rope Splicing • Repairs • Deliveries to all European Ports • Contact us: www.ysm.com.pl • office@ysm.com.pl

THE BIRTH OF THE BROADSIDE

One day during the height of the pandemic, I found myself exploring new horizons following the end of a relationship, an upcoming move, and the arrival of a new chapter in my life. Amidst this turmoil, I still wanted to express my creativity as a way to unwind. To make things a bit easier for myself, I began working on my first broadside painting. Wouldn't a side profile yield a beautiful image too? Leaving out



the sky and the sea saved time that I needed for other matters, and that is how the broadside came to be. The result was actually wonderful: the ship standalone in all its strength, and without compromising the quality of a painting—it remains a painting rich in light, shadow, and liveliness.

Between my 'regular' works, I love creating pieces for this series. The fact that several of these paintings have found their way to clients, confirms that I'm on the right track. **ALBATROS** - Watercolor on paper; 37,5 x 55 cm. (*Painter: Willem Johan Hoendervanger*)

LARRY GRAVELY – PUSHER TUG FOR AGGREGATES TRANSPORT DUTIES IN EASTERN US INLAND WATERS



Built by Diversified Marine for aggregate towing in Virginia and North Carolina, the twin-screw vessel combines 1,606hp of propulsion, flanking rudders and accommodation designed for extended periods aboard. Birmingham, Alabama-based aggregates producer Vulcan Materials recently took delivery of **Larry Gravelly**, a twin-screw pusher tug built by Diversified Marine Services of Bourg, Louisiana, for aggregate

transport operations. The vessel is assigned to push loads from Richmond, Virginia, to Norfolk and south to Kitty Hawk, North Carolina, operating on Chesapeake Bay and the James River. Larry Gravelly is the first of two pusher tugs ordered by Vulcan from Diversified Marine in February 2025, marking a move towards purpose-built vessels after the company had relied on leased or previously owned boats. Larry Gravelly, Vulcan's Marine Operations Coordinator and the vessel's namesake, said that high purchase prices for used vessels and their upkeep costs had influenced the decision to order newbuilds. Diversified Marine General Manager Adam Hutchinson said Vulcan paid less by ordering two vessels. He estimated that a pusher tug fitted to match **Larry Gravelly** would sell for just under US\$5 million. *Enhanced manoeuvrability essential for inland navigation* Larry Gravelly measures 72 by 30 feet (22 by nine metres) and has a depth of 10 feet (three metres). The reported pilothouse eye level is near 32 feet (9.8 metres). Gravelly said that his original request was for a 67-foot (20-metre) vessel with a 28-foot (8.5-metre) beam and an 8.5-foot (2.6-metre) draught. Hutchinson subsequently offered to increase the length to 72 feet and the beam to 30 feet for the same price, retaining the requested design draught. The tug is powered by two Mitsubishi S6R2 US EPA Tier III-compliant diesel engines that each produce 803 hp (600 kW) at 1,400 rpm. The engines drive propellers via Twin Disc MGX5321 reduction gears with a 5.96:1 ratio. Ship service power is supplied by two John Deere PE4045TFM85 generators rated 99 kW each. Glendinning supplied the electro-hydraulic steering system and electric engine controls. The tug's steering arrangement combines two main rudders behind the propellers with four flanking rudders—two on each side—ahead of them. The builder relies substantially on the forward rudders to improve manoeuvrability. Hutchinson attributed the vessel's handling capability to the propellers' working surface area and the flanking rudder arrangement. He added that this arrangement will enable the tug to, "almost move laterally." *Full range of electronics coupled with ample accommodation ideal for year-round use* The Furuno wheelhouse electronics include a digital radar rated at six kW and with a stated range of 96 nautical miles, a four-foot antenna and a 15-metre cable. The suite also includes a class A AIS transponder and a navigation data organiser, both with a 4.3-inch colour display, plus a satellite

compass, bridge alarm system and depth sounder. The Standard Horizon VHF marine radio has NMEA 2000 connectivity, AIS, a graphic display, a built-in GPS, and a loudhailer. The vessel's five cabins can accommodate six crewmembers and one pilot. Other onboard facilities include three toilets. Compared with its previous workboat fitouts, Diversified Marine gave Larry Gravely's interior a more "residential" feel, with a lighter palette, oak-stained cabinetry, granite-finished countertops and laminate flooring. Hutchinson said the accommodation approach reflected the amount of time crews spend aboard. Because crews on such vessels work most of the year, it is imperative that the onboard environment provided a warm feel. The vessel also has a washer/dryer, while its full galley is equipped with an icemaker, a refrigerator/freezer, a microwave oven, and a stove. As another measure to improve crew comfort, Diversified Marine now fits all its boats with Starlink systems for high-speed internet connectivity. The entertainment equipment meanwhile includes a Kenwood Marine digital stereo receiver and 6.5-inch marine speakers. *(Source: Baird)*



Hutchinson said the accommodation approach reflected the amount of time crews spend aboard. Because crews on such vessels work most of the year, it is imperative that the onboard environment provided a warm feel. The vessel also has a washer/dryer, while its full galley is equipped with an icemaker, a refrigerator/freezer, a microwave oven, and a stove. As another measure to improve crew comfort, Diversified Marine now fits all its boats with Starlink systems for high-speed internet connectivity. The entertainment equipment meanwhile includes a Kenwood Marine digital stereo receiver and 6.5-inch marine speakers. *(Source: Baird)*

Advertisement



**CHEVALIER
FLOATELS**

WWW.CFBV.COM

SOV's DP Gezina & DP Galyna

This is what clients say:

- Good vessel, good crew.
- We recommend both!
- I believe Chevalier Floatels is doing a great job in the industry



SANMAR SHIPYARDS AND FAIRPLAY TOWAGE LAUNCH NEW PARTNERSHIP WITH SIX-TUG ORDER

SANMAR Shipyards has signed a major contract to build six new tugboats for FAIRPLAY Towage Group, marking the beginning of a strategic partnership with one of Europe's leading towage operators. The contracts were signed on September 25, 2026, at FAIRPLAY Towage's headquarters in Hamburg, Germany. The signing ceremony was attended by SANMAR Vice Chairman and CEO Ali Gürün and Commercial Director Rüçhan Çıvgın, alongside FAIRPLAY Towage Group Managing Directors Philip-Alexander Harmstorf and Holger Schwesig, as well as FAIRPLAY Towage Polska Managing Directors Arkadiusz Ryz and Witold Wojciechowski. Deliveries will take place in stages throughout 2027 and 2028. Designed by world-renowned naval architects Robert Allan Ltd. and built at SANMAR's state-of-the-art shipyards in Türkiye, the new tugs combine high operational performance with advanced environmental standards. Across the six-vessel package, bollard pull capabilities range from 80 to 120 tonnes. All six tugs will feature IMO Tier III-compliant main

engine installations to minimize emissions, along with Ice Class notation to ensure safe and effective



operations in extreme conditions. Each vessel will also be equipped with FiFi 1 class firefighting capabilities. The fleet expansion order spans three distinct vessel classes, offering FAIRPLAY Towage operational versatility across harbor, escort, and offshore duties: • RAmpage 4200 (1 Vessel):

The flagship of the newbuild program is a variant of the proven RAmpage series of offshore support vessels. Engineered for offshore terminal support, anchor handling, ship-assist, and ocean towage, this vessel will deliver a formidable 120 tonnes of bollard pull. • RAstar 3200SX (1 Vessel): Designed for demanding escort operations in exposed waters, this high-performance terminal tug will achieve at least 90 tonnes of bollard pull. •

RAmparts 2400SX-MKII Boğaçay Class (4 Vessels): Completing the order are four units of SANMAR's hallmark design, optimized for high-efficiency ship handling with large sea-going vessels. Each tug will deliver at least 80 tonnes of bollard pull. This newbuild initiative underscores both companies' shared commitment to modern,

sustainable, and high-capacity marine logistics. For FAIRPLAY Towage, the strategic investment represents a significant modernization of its fleet; for SANMAR, it reinforces its position as the global builder of choice for premier European operators. Ali Gürün, Vice Chairman and CEO of Sanmar Shipyards, commented: "This agreement marks an important milestone for SANMAR and the beginning of a strong partnership with FAIRPLAY Towage Group. This significant six-tug order reflects the trust placed in SANMAR's engineering expertise, proven build quality, and global delivery capabilities. We are proud to support FAIRPLAY's fleet expansion with technologically advanced, high-performance, and environmentally responsible tugboats, and we look forward to a long-term,

successful collaboration." "With the order of two offshore tugs and four harbour tugs, we are making a clear and consistent investment in the future of FAIRPLAY. Our ambition is to provide our customers with the highest levels of performance, reliability, and state-of-the-art technology – not only today, but also in the years ahead. That is why we have

deliberately chosen vessels that represent the very forefront of tug technology currently available on the market. At the same time, this order marks a special milestone for us: for the first time since 2008, we are building with Sanmar again. We have known the shipyard and its capabilities for many years and are very pleased to renew this partnership with such a significant newbuilding programme. Throughout its long history, FAIRPLAY has always evolved as markets and



requirements have changed. That is exactly what we are doing today. We are not investing in vessels for the past – we are investing in a fleet built for the demands of the future, both in port and offshore.” said Philip-Alexander Harmstorf, Managing Director of FAIRPLAY Towage Group. (*PR-Sanmar*)

Advertisement



The advertisement features a dark blue background with a white border. On the left, there is a logo for 'SANMAR' in white capital letters above a stylized '50 years' in yellow and white script. To the right of the logo are three rectangular images of tugboats. The first image shows a red and white tugboat labeled 'ElectRA 2200SX'. The second image shows a yellow and blue tugboat labeled 'ElectRA 2300SX'. The third image shows a red and white tugboat labeled 'ElectRA 2800SX'. Below the images, the text 'Fully Electric Tug' is written in a white, serif font, flanked by two horizontal yellow lines.

FIT-CISL: "PROTECT WORKERS AND BUSINESSES ON THE FLAG ISSUE IN PORT TOWING."



Filt Cgil has instead returned with the request to include maritime and port work among the most arduous ones. The amendment to the Italian regulatory framework requested by Brussels regarding the national flag requirement for port towage "must be governed" with the aim of "protecting Italian workers and companies." This is the position expressed by Fit-Cisl a few days after the European Commission sent a reasoned opinion to the Italian government (as well as those of

France and Spain) on the issue. The crux of the matter is the three countries' imposition of the national flag requirement on vessels performing towage or mooring in their ports, which is deemed to be in violation of EU legislation on port services (i.e., Regulation 2017/352/EU). Spain, France, and Italy, according to the Commission, imposed the requirement, justifying it by the need to ensure the enforcement of national social laws, a power the Commission believes is already granted to Member States by the EU regulation itself. Any such obligations, therefore, according to Brussels, can only involve the imposition of the flag of any EU Member State, rather than the national flag of a specific Member State. The Commission's new reminder, in which the three countries are asked to comply within two months, according to Fit Cisl, "opens a delicate phase for the sector." The imposition of a requirement "cannot become an excuse for competition based on labor costs and reduced protections," it emphasized, calling on the government to "immediately convene the trade unions and employers' organizations to define an Italian position compatible with European law, yet capable of protecting Italian workers and companies." Filt CGIL also directly appealed to the

government and parliament, calling for maritime and port work to be recognized as arduous. The union called for the inclusion of a "clear provision" in the next budget law, including "structural and adequate funding to ensure early retirement and full social security coverage" and establishing "clear and inclusive criteria that take into account the actual severity." According to the CGIL Transport Federation: "Working 24-hour shifts, in extreme weather conditions, handling dangerous goods, with increasingly intense workloads dictated by global competition and advanced automation, aboard ships for months away from home, cannot be equated with just any job." (*Source: Shipping Italy*)

AFTER 7 YEARS, THE CARGO SHIP LIRA LEAVES OLBIA AND IS SOLD TO PRESTOPINO AND LA CAVA.

The abandoned cargo vessel was recovered and towed to Piraeus by the company H&D Shipping Srl. After nearly seven years of abandonment and a lengthy legal process, the cargo ship [Lira](#) has definitively left the port of Olbia, towed by the tugboat [Christos XXIV](#), bound for the port of Piraeus. The Sardinian Sea Port Authority announced the departure from Pier 1 Bis on Isola Bianca, where the vessel had been docked since December 2019, marking the conclusion of the administrative



process initiated with the awarding of the vessel, ordered by the Court of Tempio Pausania, to H&D Shipping Srl. According to SHIPPING ITALY's reconstruction, this company, based in Messina, is 50% owned by H&D Holding (50% Davide Prestopino and 50% Najjar Hussam), 40% by SGM Società Generale Marittima (a company attributable to several members of the La Cava family and managed by Massimo La Cava), and 10% by Ecoikos Costruzioni Srl (also managed by Massimo La Cava). "After the buyer's payment of the agreed-upon fee and the formalities required by the court order were completed, the [Lira](#) was secured for unmooring and navigation, thus allowing its transfer out of the Gallura port," reads the statement issued by the Sardinian port authority. The 86-meter, 1,948-ton cargo ship [Lira](#) arrived in Olbia at the end of 2019 after being salvaged from the Tyrrhenian Sea in serious distress following its abandonment by its owner. Since then, the vessel has remained docked in the port of Isola Bianca, at the center of a complex legal proceeding initiated by crew members to recover accrued work credits. Several unsuccessful sales attempts, the prolonged occupation of a strategically important berth, and the vessel's progressive deterioration, despite constant monitoring by the Port Authority, made it imperative to find a permanent solution. This solution was necessary not only to restore full port operations, but also to ensure port safety standards and protect the marine environment from the risks associated with a ship left abandoned and in progressive disrepair. With the [Lira's](#) departure, the port of Isola Bianca regains valuable space for port activities and ends one of the longest stalemates recorded in recent years. "The [Lira](#) issue has been an unresolved problem for the port and the city for years," says Domenico Bagalà, President of the Port Authority of the Sardinian Sea. "Today, with the ship's departure, we can

finally turn the page. This result was achieved thanks to the work carried out in synergy with the Maritime Authority and the Judicial Authority, whom I thank, and to the dedication of the Secretary General and the technical and legal offices at our Olbia headquarters, who expertly and tenaciously oversaw every step of the procedure. We are restoring a strategic berth to the port and overcoming a situation that effectively limited the port's full operation, protecting port activities, the environment, safety, and the public interest." According to a public document from the Sardinian Port Authority, the same company H&D Shipping had in recent months also acquired the vessel C3 Rubicon for 400 thousand euros, a cement tanker also abandoned in the port of Cagliari following the bankruptcy of the Croatian company that owned and operated the hull. (*Source: Shipping Italy*)

Advertisement



YOUR PROPULSION EXPERTS

SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE

www.schottel.com | sales@schottel.de

TUGTRANCO 01 – ASD TUG FOR SHIP ASSIST DUTIES AT VIETNAM'S HAI PHONG PORT



Built by the Song Thu–Vitechco consortium, the nearly 32-metre tug will take on ship assist duties at Lach Huyen, with additional functions including coastal towing and emergency response support. Hai Phong Port Towing and Transport (HP Tugtranco) brought the newly built tug **Tugtranco 01** into operation at Tan Vu Terminal at the Port of Hai Phong in Vietnam on May

17, 2026. The ASD tug was built to help large vessels navigate into and out of the port, particularly its deepwater facilities at Lach Huyen. HP Tugtranco, a member company of the Port of Hai Phong, described the 5,000hp (3,700kW) newbuild as its first ASD tug and the most powerful vessel in its fleet. The Port of Hai Phong also identified the addition as its first deployment of an ASD tug. **Tugtranco 01** has a steel hull, an LOA of 31.87 metres (104.6 feet), a beam of 11.6 metres (38.1 feet), a depth of five metres (16 feet), and a draught of 3.5 metres (11 feet). Her main machinery comprises two Caterpillar engines, each rated at 1,864 kW (2,500 hp). The engines are paired with Schottel azimuthing thrusters. The operator said the propulsion arrangement provides 360-degree manoeuvrability. *Built for channel and coastal operation* The project combined a higher main engine rating than the operator's previous tugs with a propulsion arrangement new to its fleet. Its stated purpose is to meet demand from large container ships, specialised vessels, and the

international shipping services using the Hai Phong gateway port area. The vessel's specified work also includes berthing and unberthing assistance. Her operating area covers domestic waters, including port approaches and coastal areas. The operator's project description also included towing distressed vessels or those with restricted manoeuvrability. Supporting vessels that have been newly constructed at local shipyards is also part of the intended workload. *Also outfitted for emergency response*



The operator said the vessel also incorporates systems for maritime safety, pollution prevention, emergency standby, and search and rescue support in line with applicable technical requirements. Three water monitors are installed on the foredeck and just aft of the wheelhouse to provide 360 degrees of external firefighting coverage. Song Thu Corporation led the engineering, procurement and construction contract through a consortium with Vitechco. The design was developed in collaboration with the Institute of Military Ship Design, an agency under the Vietnamese Ministry of Defence. Design approval was subsequently issued by the Vietnam Register. *Specifications:* Type of vessel: Harbour tug; Classification: Vietnam Register; Flag: Vietnam; Owner: Hai Phong Port Towing and Transport, Vietnam; Operator: Hai Phong Port Towing and Transport, Vietnam; Designer: Institute of Military Ship Design, Vietnam; Builder: Song Thu Corporation, Vietnam; Hull construction material: Steel; Length overall: 31.87 metres (104.6 feet); Beam: 11.6 metres (38.1 feet); Draught: 3.5 metres (11 feet); Depth: 5.0 metres (16 feet); Main engines: 2 x Caterpillar, each 1,864 kW (2,500 hp); Propulsion: 2 x Schottel thrusters; Firefighting equipment: 3 x monitors; Operational area: Hai Phong, Vietnam. (Source: Baird)

AYK ENERGY TO SUPPLY BATTERIES TO FOUR NEW ELECTRIC TUGS



Battery manufacturer AYK Energy has announced further growth in the workboat industry after striking its latest deal with Kongsberg Maritime to supply batteries for four new fully electric Svitzer TRANverse tugs. The deal builds on five previous Svitzer hybrid electric tug projects AYK has worked on. The vessels are being built at the Cochin

Shipyard in India and will see each tug equipped with an ABS-certified 4,838kWh OrionAN+ battery system with an option for four further vessels. AYK's batteries will integrate into Kongsberg Maritime's system, which includes the complete electrical and automation architecture of the tugs, including DC and AC switchboards, permanent magnet propulsion motors, K-Chief control systems and shore charging equipment. The latest Svitzer link follows another deal with the company after

AYK supplied its ABS-certified AriesA 6MWh battery system for Svitzer Balder, built by Uzmar shipyard in Türkiye. (Source: MarineLink)

Advertisement

 **+31 10 8208905**



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

 **info@marinesteel.nl**

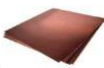


FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL





Q3 2026 TSAVLIRIS ACTIVITIES

TANKER “BANDA”

On 14 July 2026, the Crude Oil Tanker “**BANDA**” (GT 56,612 – DWT 105,576), in ballast condition, whilst en route to Novorossiysk, was attacked by drone, approximately 70 miles SW of Novorossiysk, Eastern Black Sea. The vessel was struck in the aft section by way of the engine room with subsequent heavy explosion and fire in the engine room and accommodation area. Subsequently, water ingress



flooded the engine room up to sea level and the vessel was in complete blackout. On the same day, Tsavliris despatched the AHTS

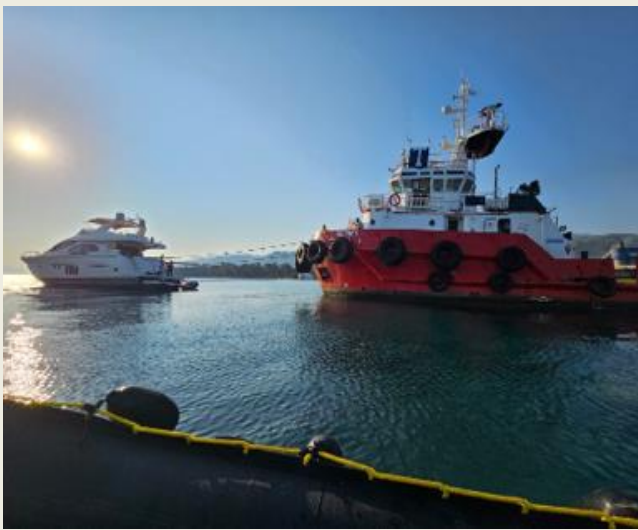


“**AIGAION PELAGOS**” (BHP 10,192 – BP 121), supported by the AHTS “**SPM SAILOR**” (BHP 10,000 – BP 152), together with a salvage team and equipment, emergency and other supplies to support the vessel and crew. On 22 July the salvage team boarded and inspected the vessel, provided salvage & antipollution equipment and stabilised her condition. Moreover, the salvage team provided equipment (including portable generator) and made

necessary repairs in the accommodation block for the crew. On 17 July, towage commenced. The casualty was towed around for considerable time awaiting nomination of redelivery place. Finally, the casualty was safely delivered at OPL Istanbul, Turkey on 19 August when the 5-week operation was completed successfully with no environmental pollution

MOTOR YACHT “CAROLINE II”

On 17 August 2026, the Motor Yacht “**CAROLINE II**” ran aground in shallow waters at Cape Drepano, Corinth Gulf, Peloponese, Greece. On 19 August, Tsavliris despatched their Patras-based T/B “**HERMES**” (BHP 2,725 – BP 41), a salvage team including divers together with



salvage and antipollution equipment. Salvors inspected the vessel, removed bunkers (2,450 lt), performed scouring with high pressure water (8 bars) from the firefighting line of the tug and proceeded with the refloating operation. On 20 August, the vessel was refloated successfully, was towed to Patras

Port and on 21 August, after bunkers reloading, the operation was completed with no environmental pollution nor any damage to the yacht.

MOTOR YACHT “GOD’S GIFT”

On 4 August 2026, the Motor Yacht “**GOD’S GIFT**” ran aground in shallow waters at Cape Drepano, Corinth Gulf, Peloponese, Greece. On the same day, Tsavliris despatched their Patras-based T/B “**HERMES**” (BHP 2,725 – BP 41), refloated the yacht successfully and towed her to Patras Port where the operation was completed.



BULK CARRIER “AERIKO”

On 10 August 2026, the Bulk Carrier “**AERIKO**” (GT 35,812 – DWT 63,500), in ballast condition,

grounded at KM 382 Parana River, Argentina. Tsavliris despatched the S/T “**Brutus**” (BHP 1,950) and “**Argentino I**” (BHP 1,450) from their homeport in Rosario, and our local Salvage Master. On 11 August, the vessel was successfully refloated, towed and anchored at Arroyo Seco Roads where the operation was completed.



Advertisement



OLD TOWBOAT COLUMN

QUEEN OF DYCUSBURG WAS AMONG FIRST HINES BOATS

In 1928, a diminutive sternwheel steam packet was built at Paducah, Ky. The boat had a wood hull that was only 64.9 by 21 feet and had a 4-foot depth. I have found no description of the machinery installed, but it was rated at 85 hp. The small boat sported two decks surmounted by a pilothouse situated back on the roof, and twin smokestacks were located forward of the pilothouse in true steamboat fashion. Named **Queen of Dycusburg**,



according to Way's Packet Directory, it was owned by a Fred Joyce of Paducah and originally ran in a very short trade between Paducah and Dycusburg, Ky. Dycusburg is a small town located near Mile 20 on the Cumberland River. About 1835, a ferry began operating at the site. The

town was laid out by William Dycus, incorporated in 1847 as Dycusburgh (with an “h”) and a post office opened there in 1848. Eventually several large tobacco warehouses were located nearby, handling 3-4 million pounds per year, and packets would regularly land there to pick up freight for shipment south. According to Crittenden County History and Genealogy, there were at one time three hotels, a general store, at least two grocery stores, a hardware and a drug store located within the community. In 1894, the name of the town was changed, dropping the final “h” to become Dycusburg. The incorporation of the city was dissolved in 1981, and today, like so many other small towns, it is but a ghost of what it once was. The population in the 2010 census was listed as only 26. By 1934, the [Queen of Dycusburg](#) had left the Paducah–Dycusburg trade and was operating from Memphis to points downstream. The owner, according to the 1934 List of U.S. Merchant Vessels, was C.E. Kennedy of Memphis. Way’s states that it was owned in 1936 by Kennedy Dry Dock



Company, but the Merchant Vessel List continues to show the owner as C.E. Kennedy through 1939. At some point before 1941, the boat was sold to James R. Hines Company, Bowling Green, Ky., and it then became a towboat operating on the Green and Barren rivers. It is interesting that Way’s Packet Directory shows that the boat was sold to Hines, yet Way’s Steam Towboat

Directory carries no mention of the [Queen of Dycusburg](#). Hines continued to utilize the [Queen of Dycusburg](#) in towing until 1947. According to the 1948 edition of the Inland River Record, it was dismantled and sold to the Idle Hour Boat Harbor at Bellevue, Ky., opposite Cincinnati, where it was used as a head boat. From this unprepossessing little boat sprang what would become Hines Inc. and continues today through Hines Furlong Line. (Source: [The Waterways Journal](#) by Capt. David Smith)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – INDUSTRIAS GUERRA – MARINE CRANES

Industrias Guerra is a Spanish company with over 70 years of experience, dedicated exclusively to designing and manufacturing high-quality marine cranes. Bases in Galicia, we have become a trusted supplier for shipyards and operators who require reliable, efficient and durable equipment for marine applications. Our marine cranes are engineered to perform safely in demanding environments, offering precise handling, strong lifting capacity and long-term corrosion resistance. These characteristics make them particularly suitable for tugboats, support vessels and port service operations. All products are manufactured entirely inhouse, ensuring strict quality control and allowing us to provide customised solutions tailored to each vessel’s needs. Supported by an experienced engineering and technical process – from project development to installation and after-sales service – guaranteeing optimal performance and long operational life. Exhibiting at this convention allows us to present our latest innovations and strengthen collaborations within the international tugboat industry.

GUERRA

advertisement



CHEOY LEE SHIPYARDS

www.cheoylee.com





Premium builder of tugs and commercial vessels

ACCIDENTS – SALVAGE NEWS

THREE LARGE SHIPS COLLIDED AT ÅLESUND - CAUSE NOT YET KNOWN

The police are working to map the sequence of events after a tanker and two cargo ships collided near Ålesund on Sunday night. No one was injured in the incident. On Sunday night, a comprehensive operation was launched after three vessels were involved in a collision on the Valderhaugfjord near Ålesund. The largest of the ships is said to be 147 meters long. The ships "[Hav Frakt](#)", "[Bergfjord](#)" and "[Xanthia](#)" are those involved in the incident. Two are now docked in Ålesund, while one is anchored out in the fjord. No one was reportedly injured during the collision. Department Director Dag Liseth at the Accident Investigation Board Norway informs NRK that they have been notified of the case and are now collecting information. – Then on Monday we will consider whether to investigate the case or not, he says. [Maps the movements of ships](#) The police have conducted several interviews and technical investigations following the ship collision. They will, among other things, review AIS tracking and technical data from the Norwegian Coastal Administration to map how the ships moved before the collision. No one has been charged in the case so far. – We have already conducted a number of investigations, but what we have found so far through interrogations and technical investigations, I will not go into now, says investigation leader Hans Skovly to NRK on Sunday afternoon. He says the police still have several people they want to question, and therefore will not disclose what the crews have explained, so as not to influence future interrogations. [Don't know the reason](#) The Main Rescue Coordination Center (HRS) received the mayday message about the collision via coastal radio at 01:37 on Sunday night. A rescue helicopter, the frigate Fridtjof Nansen, the Norwegian Rescue Service and all emergency services on land were deployed in the operation. The crew remained on board, and there was no need for evacuation. [HRS does not currently know what caused the collision. Cannot leave Ålesund until they have been inspected](#) Eivind Kallevik, acting director of communications at the Norwegian Maritime Directorate, says that their inspectors will board the two ships docked in Ålesund on Sunday. "They can't move forward until we have



completed the inspection,” he says. The Norwegian ship that is anchored will be followed up by Det Norske Veritas. – The main goal is to ensure that these are vessels that can sail safely. Safety is the focus, says Kallevik. He further says that the sequence of events is not something the Norwegian Maritime Authority is currently investigating. – It is the police who may have to comment on this, and possibly in the long term the Accident Investigation Board Norway, he says. *Poor visibility reported* Rescue leader at the Main Rescue Center, Kjetil Hagen, said Sunday morning that all the ships were moving when the collision occurred. Two of the ships came from the south, and one came from the north - as the graphic further up in the story also shows. – Then something happened along the way that caused them to meet each other. He also states that there were reports of poor visibility and darkness from the area. Police task force leader Mathias Stemland stated on Sunday night that they had conducted breathalyzer tests on some people on board, without any evidence of intoxication. – Is there a risk of environmental damage? “I haven't been informed of anything that would indicate that,” he says. When asked whether it was loose on board, the police operations manager, Ragnvald Rasmussen, replied that he was not aware of this. – As I said, we have just started to come into contact with these vessels, because they have just arrived at the dock, he said on Sunday night. All three vessels have suffered material damage after the collision. The rescue operation itself has been concluded from the Main Rescue Center, but the police are continuing their investigations at the scene. (Source: NRK; Photo Eirik Dalhus)

BRIDGE: INVESTIGATION INTO COLLISION INVOLVING PARAGUAYAN CONVOY; SHIPPING RESTRICTED



Early Saturday morning, a convoy towed by the Paraguayan tugboat **Tío Jan** collided with one of the protective pontoons at pier 5 of the General Belgrano interprovincial bridge. The convoy broke apart, leaving five barges adrift: two were rescued by the Argentine Navy and moored along the banks of the Riachuelo River, a third was found approximately 5 kilometers downstream, and two

ran aground in the same area, outside the navigation channel. The pontoon failed to provide sufficient protection against the impact; the barges struck the upper section of the piling, causing the concrete to crack and break away, thereby exposing the structure's reinforcement bars. The incident is being investigated by the federal prosecutor for Corrientes, Melina Perborell. She has issued initial directives—such as technical inspections of the barges and the tugboat—to determine the cause of the breakaway and to verify whether the vessels meet technical navigation standards. Concurrently, the Paraná-Paraguay Waterway Authority has launched an administrative inquiry to establish liability. For its part, the Prefecture requested the intervention of technical teams to assess damage to the bridge's foundation and implement appropriate safety measures. At the same time, the maximum permitted dimensions for convoys passing under the bridge were reduced to 180 meters in length and 50 meters in width—equivalent to six barges, or half the size allowed prior to the incident. (Source: HDP Noticias)

Advertisement



THE GROUNDED RO-RO CARRIER ON THE RHINE RIVER FREED

On September 28, the 135 meter long self-propelled ro-ro car carrier barge **Terra 2** (MMSI: 244810881) ran aground on the Rhine River in the port of Düsseldorf, Germany. The Terra 2 had loaded some 168 vehicles bound for Rotterdam when ran aground while still in the harbor. Initial attempts to refloat itself by turning the vessel were unsuccessful. Nearby tugs were unusable due to the low water



levels. The following day the **Terra 2** was maneuvered back to the quay assisted by a winch. There the vessel would unload some of the vehicles to reduce its draft. After getting approval from the water police and local authorities, the Terra 2 was able to depart Düsseldorf on October 3. There were no reports of injuries, damage or pollution released. Watch the YouTube video [HERE](#) (*Source: Shipwreck Log*) *Cargo ship makes it back onto the Rhine* The drought is severe, and there is very little water in the rivers. This is severely restricting inland shipping – a cargo ship loaded with small vans was recently stranded. After a five-day delay, the cargo ship, which had been stranded on a sandbank due to low water levels, finally left the port of Düsseldorf. "The ship is on the Rhine and is now sailing to Rotterdam," a spokesperson for the logistics company Mosolf told the German Press Agency (dpa). The ship is carrying Mercedes Sprinter vans, which come from the manufacturer's van plant in Düsseldorf. The 135-meter-long ship ran aground on a sandbank at the end of a harbor basin on Monday. Attempts to free it using an anchor winch and weight shifts failed. Tugs were not permitted to be used. The cargo ship was finally freed a day later thanks to the assistance of another cargo vessel, which, while leaving the harbor, pushed the ship off the sandbank. It sailed back into the harbor basin. Some of the Sprinter vans were unloaded to reduce weight. After the very low water levels had risen somewhat in recent days, permission was granted to leave. This has now been successful. After the sandbank incident, the port authority assumed that the captain had misjudged the weight and therefore the draft. The logistics company Mosolf disagreed. The company complained that the harbor had not been sufficiently dredged and the water was therefore too shallow. The weight of the vans hadn't been the major problem anyway, as the Sprinter vans were relatively light cargo, said Jürgen Richter, the Mosolf manager responsible for dispatching. The 160 vans on board only weighed 390 tons, while the cargo ship's maximum permissible payload is 3,500

tons. The ship had space for 190 Sprinter vans, so the cargo had already been reduced, according to



Richter. After the ship was freed from the sandbank, 50 more Sprinter vans were unloaded. Due to the drought, the Rhine currently has an unusually low water level. Recently, the water level has risen slightly, albeit from a low level. While the water level in Düsseldorf was still at minus nine centimeters on Monday, it was at minus one centimeter on Saturday morning. No significant improvement is expected in the coming days:

After just one day of rain, meteorologists are forecasting largely dry days. (Source: *Handelsblatt*; Photo: Federico Gambarini)

FIRE IN THE ENGINE ROOM OF A CARGO SHIP

After fire broke out in the engine room of the '**Seacon Oceania**', ballasting from Gdansk to Narvik with 21 crew members on board, the ship was anchored in pos. 57° 34' N 011° 40' E off Vinga island, a short distance west of Gothenburg's southern archipelago, on Oct 1, 2026, at 9:35 p.m. The Swedish Maritime Administration coordinated the response and sent out a large number of resources. The Coast Guard vessels '**KBV 001**' and



'**KBV 316**', the **Pilot Boat 222**, the SSRS (Swedish Sea Rescue Society) stations at Hovås and Rörö, the ambulance boat '**Rescuer**', the marine police, and commercial maritime vessels were dispatched to the scene. Additionally, the emergency services' MIRG (Maritime Incident Response Group) teams were alerted. Also a Danish ambulance boat were on scene at 11 p.m. Since the Swedish Maritime Administration's Gothenburg-based SAR helicopter was engaged in a medical evacuation on another vessel, the Gothenburg MIRG team prepared to deploy to the scene by boat. Upon arrival, a person aboard the '**KBV 001**' was designated OSC (On-Scene Coordinator) and began coordinating the numerous resources in close cooperation with the rescue leader at the JRCC. Liaison officers from the Coast Guard command center and the RSG Gothenburg emergency services were co-located with the JRCC staff. The JRCC established contact with the vessel, confirming that no crew members were missing or injured. The crew had evacuated the engine room and closed it, activated the ship's own extinguishing systems and cooled the engine room side with water. This meant that the rescue services did not have to carry out any extinguishing efforts. As boarding the vessel posed too great a risk, the decision was made to wait until the SAR helicopter could deploy representatives

from the Coast Guard and the Maritime Incident Response Group (MIRG) onto the ship. They only checked that the fire was completely under control. As the situation remained stable; consequently, the resources mobilised for SAR purposes were stood down following the inspection on board. The operation ended on Oct 2 at 1.45 a.m. While the cause of the fire was unknown, according to the police there were no suspicions of crime. Follow-up work was carried out by the shipping company, the Coast Guard, and the Swedish Transport Agency, among others. (*Source: Norwegian Shippings Post; Photo: Vegstein Skipsfoto*)

MSC BALTIC III GROUNDING NEAR WILD COVE, NEWFOUNDLAND AND LABRADOR



Forty-fifth update – October 2, 2026. • On September 27, the bow and midship sections of the **MSC Baltic III** were successfully pulled an additional 42 metres to shore, making it accessible from the scrap pad. • Cutting and removal operations are ongoing. As of this update, the total tonnage removed from the wreck is approximately 6086 tonnes, close to 55 per

cent of the vessel's total tonnage. • The stern section of the wreck remains in the water and is being prepared for pulling operations. • Tank cleaning continues to remove residual fuel. Absorbent boom remains in place to help prevent the release of pollution. (*Source: CCG*)

Advertisement

		Tug & Workboat company Herman Senior b.v. Shoalbusters & Multicats for charter on a worldwide basis
chartering@hermansr.com	• +31(0)78 619 25 07 •	www.hermansr.com

FISHING BOAT CAPSIZES OFF JEJU; 9 RESCUED, 2 MISSING

A fishing boat carrying 11 people capsized in waters off the southern resort island of Jeju on Monday, with nine people rescued and two others missing, authorities said. The 29-ton coastal longline fishing boat capsized in waters about 65 kilometers northwest of Chagwi Island at 3:04 a.m., according to the Jeju Coast Guard. Nearby fishing boats rescued nine foreign crew members — eight Indonesians and one Vietnamese. The rescued crew members were found to be in stable condition. Two others — the Korean captain and one Indonesian crew member — remain missing, according

to the Coast Guard. Authorities dispatched helicopters and patrol vessels to the scene to conduct search and rescue operations. One Navy vessel and several civilian fishing boats have also been mobilized, it added. The cause of the accident has not yet been determined. Prime Minister Han Seong-sook ordered authorities to mobilize all available personnel and equipment to prioritize rescue efforts. Han also called for efforts to identify any missing people by accurately confirming the number of people aboard and urged authorities to ensure the safety of rescue personnel given the local weather conditions. The boat had declared eight people aboard when it filed its departure report, but authorities found that 11 people were actually on board. (Source: *The Korea Times*; Photo: *Jeju Coast Guard*)



NAUTILUS POSSIBLY SINKING; EMERGENCY SERVICES SCALING UP SIGNIFICANTLY.



On Monday evening, the fire department responded to a report of a leaking or potentially sinking seagoing vessel at the Julianahaven in Eemshaven. Emergency services have escalated the response to GRIP 1 and are on the scene. The vessel involved is the **Nautilus**, a multi-purpose offshore support vessel used for tasks such as underwater operations, inspections, and marine research. The Uithuizen fire department is

present with a fire engine. The exact nature of the issue with the vessel is not yet known. (Source: *Noordernieuws*) **Update:** *Ship in Eemshaven in danger of sinking; crew on the quay* The ship moored at Eemshaven that was taking on water on Monday evening has been repaired, the safety region reports. The risk of the vessel sinking has been averted. "Divers inspected the underside of the ship and sealed the leak. The ship is no longer taking on water. Port operator Groningen Seaports is handling the remainder of the incident," stated Safety Region Groningen. The fire department and the safety region engaged a private company to pump out the vessel and keep it afloat. Two tugboats also helped stabilize the ship. The crew is safe and had already managed to leave the vessel earlier. Measures are being taken to address any potential pollution in the harbor. The **Nautilus** is a vessel used for research operations, such as work on wind farms, oil rigs, and subsea cables. The ship sails under the Spanish flag and entered Eemshaven around 4:00 PM on Monday. It is not known how

the ship sprang a leak. Nor is it clear whether anyone was in danger. (Source: AD)

Advertisement



Landfall
Marine Contractors bv

Anchor handling tugs & workboats | Multi-purpose & Flat top pontoons | Ship management
Contact us: +31 (0)180-769033 or info@landfall.nl

AT LEAST 22 DEAD AFTER TWO BOATS COLLIDE ON CONGO RIVER

At least 22 people have died after two boats collided on the Congo River in the Democratic Republic of Congo, Reuters reported citing Congo's interior minister. The incident occurred near the town of Ngombe, in Lukolela territory in western Equateur province, at around 2am local time (01:00 GMT) on Saturday, provincial Interior Minister Crispin Mputu told



Reuters. The collision involved two vessels travelling along the river. One was a commercial boat operating between Kinshasa and Mbandaka, while the other was a passenger vessel travelling from Mongala province to Kinshasa, Mputu said. The impact caused the passenger boat to sink. A security source told Reuters that 163 passengers were on board. Mputu said 22 bodies had been recovered and buried, while 59 people had been rescued. He added that further victims may have been buried elsewhere. The sunken vessel remained submerged at a depth of 12 metres, with recovery efforts continuing on Monday evening, Mputu said. River transport is the main means of travel and trade across much of western Congo, where towns and cities are located along the Congo River. However, accidents are common due to overcrowding and poor maintenance of vessels. (Source: Pukmedia)

A BARRETTA TUGBOAT INTERVENED TO EXTINGUISH A BURNING YACHT IN BRINDISI.

A vessel partially sank near the Punta Riso breakwater. Environmental monitoring protocols and containment operations coordinated by the Port Authority have been initiated. On the morning of Saturday, October 3rd, a serious fire engulfed a 30-meter superyacht while it was docked at the Brindisi Marina, threatening the safety of the port. The emergency, which began around 9:00 a.m., fortunately ended without consequences for the port basin, the crew, or the dockside staff, and no injuries were reported. To prevent the flames from spreading to nearby vessels and the marina's infrastructure, the immediate deployment of technical and nautical services proved crucial. To

ensure the safety of the entire marina, the Port Authority coordinated a complex operation to



transfer the burning hull to the outer harbor. The maneuvers were carried out by the tugboats [Asmara](#) and [Marietta Barretta](#) of the Fratelli Barretta company, which hooked up and towed the vessel, confining it to a safety area close to the Punta Riso breakwater. The Fire Brigade, who intervened with the provincial command's equipment and the naval units of the port detachment, tackled a blaze that

proved particularly difficult due to a strong re-ignition—following an initial apparent extinguishment—which ultimately caused the yacht to semi-sink, resting on its side in shallow water. The competent maritime authorities are currently investigating the cause of the fire, which can only be clarified more precisely with the results of the technical assessments of the wreck's remains. At the same time, environmental monitoring procedures have been activated to protect the port's waters: ARPA technicians, from initial air quality measurements, have found no anomalies. At the same time, laboratory results from marine sampling are awaited to rule out hydrocarbon spills inside the breakwater and plan the subsequent recovery phases of the wreck. *(Source: Shipping Italy)*

OFFSHORE NEWS

AKASTOR CLEARS LAST DDW ANCHOR HANDLER IN \$21.6M DEAL

Akastor has completed the sale of the [Skandi Peregrino](#) for \$21.6m, bringing the curtain down on subsidiary DDW Offshore's vessel-owning business. The Oslo-listed oil services investment company said DDW has received the sale proceeds and now owns no ships. The buyer vehicle is Norway's Anchor Australia, set to be folded into the rapidly growing AHTS platform backed by 2020 Bulkers. The [Skandi Peregrino](#) was delivered to Anchor Australia on October 2, clearing the way for AHTS AS to acquire the company. 2020 Bulkers said completion is expected on October 5, with about 55.7m consideration shares due to the sellers of Anchor Australia, subject to closing adjustments. The [Peregrino](#) will now form part of a much larger consolidation play. Subject to the remaining acquisitions closing, 2020 Bulkers said its AHTS platform will control 15 vessels. The deal comes after Akastor's first attempt to dispose of the vessel fell through last year. DDW agreed a \$25m sale of the ship in March 2025, but the transaction was cancelled after the charterer declined



to approve novation of the contract. DDW has steadily emptied its AHTS fleet since then. The **Skandi Atlantic** was sold for \$22.75m in January, with \$8m of the proceeds used to cut debt, followed by the \$23m disposal of **Skandi Emerald** in June. (*Source: Splash24/7*)

Advertisement



GRS
OFFSHORE
RENEWABLES

ANY CABLE LAYING VESSEL ANYTIME

VESSEL OF THE DAY:
A specialist vessel for laying your sub-sea cables!

Your benefits:

- Cable Carousel
- A-Frame
- Deck Crane



CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

www.grs.group | T +49 40 411 60 68 0

STARNAV'S HYBRID PSV ACHIEVED 65% LOCAL CONTENT.



The Starnav Elektra, built at the Detroit Shipyard (SC), was delivered in September. The president of the shipping company highlighted the importance of the regulatory framework and the successful model for the construction of new support vessels in Brazil. The **Starnav Elektra** hybrid PSV, built at the Detroit Shipyard (SC), achieved local content rates exceeding 65%. The vessel was delivered in September, approximately two years ahead of the

contractual deadline agreed with Petrobras. At the time, Starnav's president, Carlos Eduardo Pereira, highlighted that, in a sector as complex as the shipbuilding industry, which faces daily challenges in engineering, certification, supply, and technological integration, delivering this magnitude ahead of schedule is an unequivocal demonstration of competence, discipline, and commitment. "Developing technology in Brazil is as important as building in Brazil. This is how we strengthen our industrial capacity, expand competitiveness, and create knowledge that remains in the country. This is an example of how we can do things well and with excellent local content rates," Pereira emphasized in his speech at the naming and handover ceremony. The executive attributed the vessel's onboard technology to the consolidation, over decades, of solid companies, qualified professionals, and an internationally recognized production chain. Pereira said that the long-term charter contracts signed with Petrobras play a fundamental role in providing the necessary security for companies to take risks, mobilize resources, obtain financing, and make significant investments in assets built in Brazil, a successful model applied to the maritime support sector for decades. The president of Starnav also drew attention to the importance of the sector's regulatory framework, which guarantees priority for the Brazilian brand and which he considers essential for the country to maintain its own fleet, which is available and competitive. "The principles established in Law 9.432/1997, through a model that should generate fair market competitiveness — even if attempts are made to distort it at certain times — have been essential for the development of the national merchant marine to date and will

continue to be important to guarantee the predictability necessary for the continuity of investments,” Pereira argued. “More than understanding current demands, this vessel was designed to meet the demands of the future, which has already begun. Vessels are transforming, environmental requirements are evolving, and our port and alternative fuel refining infrastructure will also need to prepare for this new operational reality. Petrobras is certainly already making great strides in this direction,” Pereira emphasized. **Starnav Elektra** is the first unit of a series of 10 hybrid PSVs (supply vessels) that are part of the construction portfolio of the Detroit shipyard in Itajaí (SC). The vessels will be incorporated into the Starnav fleet and will operate for Petrobras. The series is being built with resources financed by the National Bank for Economic and Social Development (BNDES). The Elektra received financing of approximately R\$ 450 million and is the first delivery of the Mar Aberto program, aimed at renewing and expanding the Petrobras System fleet. The 10 vessels that will make up this series will be equipped with hybrid (diesel-electric) propulsion systems with battery banks capable of reducing fuel consumption and allowing a reduction of approximately 18% in greenhouse gas (GHG) emissions compared to the current fleet. The ships will be prepared to operate with cleaner fuels, such as HVO (Hydrotreated Vegetable Oil), known as 'green diesel'. The vessel sailed from Santa Catarina to Rio de Janeiro with an all-female crew. The onboard team, led by Commander Isabela Teixeira Ponce de Leon, is composed of 16 women in total. The christening took place at Pier Mauá, in Rio de Janeiro, and the godmother was the president of Petrobras, Magda Chambriard. Petrobras highlighted that these improvements are in line with the company's energy transition goals. In addition to more modern energy generation and distribution systems, including battery banks, consumption monitoring via telemetry, and the future possibility of partial operation with renewable fuel, the vessels also feature new painting technologies and anti-fouling systems, which contribute to reducing fuel consumption and emissions. (Source: *Sinaval*)

GOLDEN ENERGY OFFSHORE WINS BACK-TO-BACK PSV CHARTER DEALS.

Norwegian offshore vessel owner Golden Energy Offshore Services (GEOS) has won two new charter deals for one of its PSVs with two unnamed international charterers. The first contract for the PSV, revealed to be the 2005-built **Energy Swan**, includes a firm period of about one month, with additional options, and is scheduled to commence in October 2026. The second contract provides



employment on the Norwegian Continental Shelf for an estimated firm period of 290 days, with options for a further approximately 500 days. Commencement is expected in January 2027. The two contracts represent a combined estimated firm contract value of approximately \$8.7m. If all options are exercised, their total estimated contract value would increase to approximately \$23.5m. The combined estimated remaining firm contract backlog for **Energy Pace**, **Energy Paradise**, and **Energy Swan** vessel is approximately \$17.9m as of October 1, 2026. If all remaining options under these contracts are exercised, the total estimated remaining contract value would increase to approximately \$42.2m. (Source: *Splash24/7*)

Advertisement



aksisfire



MARINE FIRE PROTECTION SYSTEMS

Clean Gas
Deep Fat Fryer
External FI-FI
Gas Detection

Fire Detection & Alarm
Dry Powder
CO2 System
Watermist

www.aksisfire.com

122-METER SUBSEA VESSEL CONTINUES CHARTER WITH REACH SUBSEA THROUGH MARCH 2028



Norway's Reach Subsea has exercised the one-year extension option under the charter agreement with compatriot Havila Subsea & Renewables, previously known as Volstad Maritime, for the subsea vessel **Deep Cygnus**. The companies originally announced the four-year charter agreement in July 2022, revealing at the time that it includes an option to be extended for an additional year. The extension will see the 122-

meter-long vessel on charter with Reach Subsea through March 2028. According to the Norwegian firm, the extension secures continued access to a vessel with ROV capability, crane capacity and deck space that is well suited for inspection, maintenance and repair (IMR), survey and light construction projects across the offshore energy and renewables sectors. *(Source: Offshore Energy)*

MUSEUM NEWS

NIEUWSBRIEF VAN DE STICHTING STOOMSLEEPBOOT NOORDZEE

De afgelopen vier maanden hebben we met onze stoomsleepboot een intensief vaarprogramma afgewerkt. Dit begon al eind mei met de reis naar Dordrecht om daar voor de derde keer deel te nemen aan Dordt in Stoom, het grootste tweejaarlijks stoomevenement van West-Europa. In juli stond deelname aan de Jutterhavendagen in Den Helder op het programma en in augustus ging de reis richting Medemblik, waar bij het Nederlands Stoommachinemuseum het jaarlijkse Stoomsloepenweekend werd gehouden. Tot slot namen we in september voor het eerst sinds hele lange tijd weer deel aan de Wereldhavendagen in Rotterdam. Mede dankzij de tomeloze inzet van onze vrijwilligers is alles heel succesvol verlopen. Rest ons nog één vaartocht dit jaar en dat is de intocht van Sinterklaas in Hoorn op 14 november. Ook nemen we van 6 t/m 8 november weer deel aan de EOC-Traditionele Schepen Beurs. Bijna de gehele maand mei heeft in het teken gestaan van het voorbereiden van onze deelname aan Dordt in Stoom. Hiervoor hebben we een reeks aan

werkzaamheden uitgevoerd, waaronder het benodigde schilderwerk aan het berghout. Dit laatste is vanaf het water gedaan. Maar ook inwendig is heel wat werk verzet. Naast een uitgebreide schoonschipbeurt is het deksel van de schoorsteen getild, de ketel en achterpiek met water gevuld en de brander geïnstalleerd en getest. Als ook het bekende toilethokje aan boord is geplaatst, kan het vaarseizoen van start. Tijdens deze reis is voor het eerst gestookt met de milieuvriendelijk brandstof HVO. *Dordt in Stoom* De reis naar Dordrecht is op woensdag 27 mei



in Den Helder van start gegaan met de eerste etappe naar Medemblik. Hier zijn in de avonduren nog kolen gebunkerd. Op donderdag is met een tussenstop in Hoorn de tweede etappe naar Amsterdam afgelegd. De volgende dag is over het Amsterdam-Rijn kanaal, de Lek en de Noord de reis vervolgd naar Dordrecht, waar we 's avonds hebben deelgenomen aan de vlootschouw. Hierna hebben we op zowel de zaterdag als de zondag voor de organisatie van het stoomevenement heel intensief in pendeldienst gevaren. Ofwel op beide dagen zes vaartochten met steeds 50 passagiers. Na een prachtig stoomweekend hebben we verspreid over drie dagen de terugreis naar Den Helder gemaakt. In totaal zijn tijdens het evenement en de heen- en terugreis ongeveer 650 passagiers opgestapt, wat ook deze keer weer veel enthousiaste reacties en nieuwe contacten heeft opgeleverd. *Jutterhavendagen in Den Helder* Voor het tweede achtereenvolgende jaar is in Den Helder deelgenomen aan de Jutterhavendagen. Dit evenement is op 24, 25 en 26 juli gehouden op en rond het Willemsoordcomplex, de voormalige onderhouds- en reparatiewerf van de Koninklijke Marine.



Onze vaste afmeerplek aan de kade voor restaurant Stoom bevindt zich in het bruisende hart van dit nautisch evenement. Dit betekende dat de **Noordzee** niet over het hoofd kon worden gezien en dat we tal van enthousiaste bezoekers mochten verwelkomen. Ook konden we weer veel nieuwe contacten leggen. En dit jaar verkeerden we in het Werfkanaal in goed gezelschap want achter ons lagen de stoomsleepboten **Christiaan**

Brunings uit Amsterdam en

Y8122 uit Den Helder. *De Noordzee als model* Niet alleen in Nederland maar ook ver daar buiten blijft de **Noordzee** de aandacht trekken. Al eerder kwamen wij in contact met een Amerikaan die een natuurgetrouw schaalmodel van onze stoomsleper had gebouwd. Maar hij is niet de enige want ook de in Zwitserland woonachtige modelbouwer Peter van Gunte is erin geslaagd een prachtig natuurgetrouw schaalmodel van de **Noordzee** te bouwen. Afgelopen juli heeft hij zijn model te water gelaten en met succes de eerste proefvaarten gemaakt. *Stoomsloepenweekend in Medemblik* Ook dit jaar heeft de **Noordzee** in haar voormalige thuishaven Medemblik weer deelgenomen aan het

Stoomsloepenweekend. Op vrijdag 14 augustus is met passagiers aan boord de reis naar Medemblik aanvaard. Alles verliep naar wens alleen zorgde de vanwege het lage water ingestelde beperking op het aantal schuttingen op zowel de heen- als de terugreis bij de Koopvaardersschutsluis in Den Helder wel voor enige uren vertraging. Op de zaterdag en de zondag hebben we tussen 11 en 17 uur vanaf de buitensteiger bij het Nederlands Stoommachinemuseum met meer dan 200 enthousiaste passagiers vaartochten over het IJsselmeer gemaakt. Op maandag zijn we veilig in onze thuishaven Den Helder teruggekeerd. Deze keer is de ketel niet op kolen maar met hout gestookt.

Kolenvoorraad aangevuld Het is ons gelukt om bij onze vaste leverancier 30 ton kolen aan te kopen. Deze zijn per truck van Vlissingen naar Nibbixwoud in Noord-Holland getransporteerd om daar bij een lokale groentekweker door onze vrijwilligers en de kraanmachinist van het Stoommachinemuseum in 42 bigbags te worden overgeslagen. Met de inzet van een graafmachine, twee heftrucks, een brandweerwagen, schoppen, bezems en het grote doorzettingsvermogen van acht mannen kon deze stoffige klus in een kleine drie uur worden geklaard. Binnenkort worden er zes bigbags naar boord gebracht en de overige bij het Stoommachinemuseum in Medemblik opgeslagen.



Wereldhavendagen in Rotterdam Opnieuw is met de stoomsleepboot **Noordzee** een oude traditie in ere hersteld. Eerder was dit ook al gebeurd met onze hernieuwde deelnames aan Sail Amsterdam en het Stoomsloepenweekend in Medemblik, alsmede met de intocht van Sinterklaas in Hoorn. Maar nu zijn daar ook de Wereldhavendagen aan toegevoegd. Op zowel de heen- als de terugreis naar Rotterdam hebben weer passagiers met ons meegevaren en tijdens het evenement zelf zijn op 4, 5 en 6 september voor de organisatie meerdere vaartochten door de Rotterdamse haven gemaakt. Op de terugreis naar Den Helder kregen we echter nog wel te maken met windkracht 6 en zelfs uitschieters tot windkracht 8, maar zowel de boot als de bemanning bleek hier goed tegen bestand. Ook dit avontuur heeft ons weer veel positieve reacties en nieuwe contacten opgeleverd. (PR-Stoomsleepboot Noordzee; Onderste foto: Hans Hoffmann)

Advertisement

Winches
for all kinds of
vessels

Kraaijeveld

www.winches.nl

PADDLE STEAMER WAVERLEY CELEBRATES 80TH ANNIVERSARY



On 2 October 2026 the paddle steamer **Waverley** celebrated 80 years since she was launched into the River Kelvin, Glasgow. The anniversary is particularly significant given how few steam ships have ever had a career that spanned eight decades. The world's last seagoing paddle steamer made a passage through London's Tower Bridge shortly after 9.30am on 2 October as part of a special anniversary sailing on the River

Thames. She continued downriver, visiting Gravesend and Southend before undertaking a cruise of the historic Thames Forts. **Waverley** was launched at Pointhouse Yard of A&J Inglis in Glasgow on 2 October 1946 by Lady Matthews, wife of the Chairman of the London & North Eastern Railway (LNER). She entered service the following year on 16 June 1947, beginning a remarkable career that saw her become one of the most recognisable historic vessels in the world. At her launch in Glasgow, Lady Matthews spoke of "the splendour of the Clyde coast scenery", which she said, "should be viewed from steamers like this." Among those joining **Waverley** for her 80th anniversary celebrations today is David Horne, Managing Director of LNER, recognising that Waverley was the last steamer build for the old LNER, who also operated The Flying Scotsman. Reflecting the long-standing connection between the railway company and the paddle steamer it commissioned 80 years ago, Paul Semple, General Manager of Waverley Excursions, said: "**Waverley** reaching her 80th anniversary is a remarkable achievement and one that everyone connected with the ship can be incredibly proud of. She was built to serve the Clyde coast and, 80 years later, she continues to give tens of thousands of people the opportunity to experience the joy of travelling by steam." "From her early beginnings with LNER to her survival as a working paddle steamer after being gifted for £1 to the Paddle Steamer Preservation Society, **Waverley** has become much more than a ship. She is a living piece of maritime history and a much-loved part of our national heritage." "It is particularly special to be celebrating her 80th anniversary here in London, sailing through Tower Bridge, while also looking ahead to returning home to the Clyde for the final sailings of our anniversary season." To mark the milestone, a new book, '**Waverley** 80 Years of Pleasure', has also been compiled by historian Iain Quinn. The book celebrates **Waverley's** extraordinary 80-year story, from her launch and early career through to her preservation and continued life as a working passenger ship. Following today's anniversary celebrations, Waverley will continue sailing on the River Thames until Sunday 11 October, before returning to Scotland for the final weekend of her 2026 anniversary season. Waverley will return to Glasgow and the Clyde coast for two final sailings on Saturday 17 and Sunday 18 October, bringing her 80th anniversary season to a close on her home waters.

(Source: Ships Monthly)

WINDFARM NEWS - RENEWABLES

MACGREGOR TO EQUIP FOUR ADDITIONAL SKYWALKER-CLASS CSOVs WITH MOTION-COMPENSATED CRANES AND GANGWAYS

The order builds on the proven performance, reliability and safety of MacGregor's motion-compensated cranes and gangways. MacGregor has won an order from Nantong Rainbow Offshore & Engineering Equipment Co., Ltd to equip four Commissioning Service Operation Vessels (CSOVs) with three-dimensional motion-compensated cranes and Horizon gangway systems. The order is booked into MacGregor's fourth-quarter



2026 order intake. The CSOVs are due for delivery from the yard to Integrated Wind Solutions ASA subsidiary IWS Fleet during 2029 and 2030. "The selection of MacGregor's motion-compensated cranes and gangway systems reflects the strong technical fit between the equipment and the operational requirements of these CSOVs. Their proven performance and reliability, combined with MacGregor's offshore expertise, make them a valuable partner for this project. We are pleased to collaborate with MacGregor in delivering high-quality vessels for offshore wind operations," said Ms Shanshan Xu, SCM Director, Nantong Rainbow Offshore & Engineering Equipment Co., Ltd. "Our motion-compensated cranes and gangway systems are integral to the performance, safety and reliability that have encouraged strong uptake of the Skywalker class. This repeat order reflects our team's competence and the close collaboration we have built with our partners," said Lucie Addicks, Executive Vice President, Offshore Solutions, MacGregor. Following delivery, all equipment will be supported by MacGregor's global service network to ensure continued operation and uptime during critical offshore activities. *(PR- MacGregor)*

Advertisement



DREDGING NEWS

AKTAU PORT DREDGING KICKS OFF

Kazakhstan's Ministry of Transport said that the major dredging operations have started at the Port of Aktau to ensure sustainable operation of port infrastructure and increase the efficiency of transportation along the Trans-Caspian International Transport Route (TITR). According to the

Ministry, the project involves removal of about 1.3 million cubic meters of soil, which will increase



the depth of the port's water area to 6-7 meters. "The dredging works are expected to increase the port's throughput capacity and boost cargo transportation volumes along the TITR by up to 30%, while creating conditions to reduce the cost of maritime cargo transportation by approximately 10-15%," the Ministry said. The dredging operations are scheduled to be completed by the end of 2026.

(Source: Dredging Today)

JAN DE NUL'S TSHD DIOGO CÃO RAISES THE BAR IN VLISSINGEN

Jan De Nul's trailing suction hopper dredger (TSHD) **Diogo Cão**, an Ultra-Low Emission vessel (ULEv), carried out maintenance dredging for North Sea Port in the Sloehaven and Buitenhaven in Vlissingen recently. According to the company, "North Sea Port chose to pair our ULEv technology with biofuel, keeping emissions to a minimum. We achieved significant reductions throughout the works: > 50% less CO₂; > 85–



95% less NO_x; > 95–98% less particulate matter." "Low-emission and near-zero emission dredging is not just something we develop. We apply it on real projects," Jan De Nul concluded. *(Source: Dredging Today)*

DREDGING WORK AT LONDON GATEWAY BERTH 5

For LGP Berth 5 : Mechanical Dredging Operations. The Dutch Tug **Multratug 35** from Multraship arrived with the backhoe dredger Mimar Sinan from Boskalis at Tilbury. Mariners are advised that, on or around 13 October 2026 for approximately two to three weeks, mechanical dredging will be taking place on London Gateway Berth 5. The dredge will take place using a Backhoe Dredger (BHD) on a Jack-up barge which will load the dredged material into 2 Split Hopper Barges (SHB) for disposal at designated disposal sites these being The vessels involved in the dredge operations are as follows: Backhoe Dredger (BHD): **Mimar Sinan**; Split Hopper Barges (SHB): **Le Guerrier** & **Leeuw**. Supported by survey and crew transfer vessel **FRIENDSHIP II** (15m LOA) and Multicat **WILLDISCOVER** (24m LOA). During the operations, these vessels will maintain a 75-metre

exclusion zone from vessels berthing or unberthing at London Gateway Berth No. 4. In all other



locations The International Regulations for Preventing Collisions at Sea (as amended) will apply. All involved vessels will be keeping a listening watch on VHF Channel 68 and will be in direct contact with the London Gateway Harbour Master and shift managers. Mariners are urged to exercise caution and remain vigilant when navigating in the vicinity

of dredging works. (Source: Port of London; Photo: Geoffrey Watson)

Advertisement



WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS

www.dmt-winch.com

CONTROL UNDER LOAD

Complete towing winch systems engineered to behave as one under load.

Every challenge on deck has an answer. Scan now to find yours!



Book a meeting: sales.ro@dm-t-winch.com

3500+ VESSELS EQUIPPED
25+ YEARS
100% IN-HOUSE

DRAVO WINS GIOIA TAURO DREDGING CONTRACT

Dravo S.A. has won a contract to complete the dredging operations at the Port of Gioia Tauro. According to the Port Authority, the EUR 5 million project is set to bring the southern turning basin and Eranova quay depth to 17 meters, while depths across the channel will range from 17 to 19 meters. Also, these works will maintain access and safe manoeuvring for vessels exceeding 400 meters in length and 64 meters in beam and with capacities above 24,000 TEUs. The work will be conducted with a trailing suction hopper dredger (TSHD), and the removed material will be reused for a submerged barrier near the shore. (Source: Dredging Today)



BOSKALIS' DREDGERS RAISE THE BAR IN MEXICO

In just one year, Boskalis' 5,600 m³ trailing suction hopper dredger (TSHD) **Crestway** completed two

full-scale maintenance dredging campaigns in the Port of Tuxpan, Mexico. "During the same period, we also worked in the ports of Tampico and Veracruz, bringing the total number of Mexican ports where our **Crestway** has made its mark to three," the company said. "Through these maintenance campaigns, Boskalis is making a significant contribution to the accessibility of ports and the flow of container trade along Mexico's eastern coast." At the same time, they have also deployed a second trailing suction hopper dredger



to Mexico. The 12,000 m³ **Gateway** has recently been working on a capital dredging project on the west coast, following an emergency dredging campaign in Chiapas to help keep that port accessible to cargo vessels. (Source: *Dredging Today*)

DREDGING ON EVERETT HARBOR AND SNOHOMISH RIVER BEGINS SOON

The U.S. Army Corps of Engineers (USACE) Seattle District said that the maintenance dredging works at Everett Harbor and Snohomish River will begin around October 16, 2026. Dredging performed by the contractor, American Construction Co., Inc., is expected to start in the lower settling basin via clamshell dredge and bottom dump barges. Under the project, approximately 175,000 cubic yards will be dredged. The primary placement site for dredged material



will be at Port Gardner, and a secondary site will be in Elliot Bay. "The federal channel will remain open for waterway users during dredging operations. All dredge work areas, including the navigation channel and target placement sites, will be used by the contractor during dredging operations," USACE said in its official statement. Dredging work will be performed continuously 24/7 for approximately 60 days, with all work concluded no later than February 14, 2027. (Source: *Dredging Today*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER.
PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *[The-Mary-McAllister-McAllister's-latest-high-tech-low-emission-tug-arrives](#)*
 - *[Sanmar-strengthens-long-standing-partnership-with-h-schramm-towage-with-seventh-tug-delivery](#)*
 - *[Master-boat-builders-delivers-barbara-g-first-rapport-3000-escort-tug-in-series-of-two-for-bay-houston-towing](#)*
 - *[Yakamoz-continues-to-expand-its-fleet-with-state-of-the-art-tugboats-med-gemlik-and-med-aliaga-ready-for-duty](#)*
 - *[Svitzer signs contract with Cheoy Lee Shipyards for six additional 29-metre TRAnsverse tugs](#)*
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](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense howsoever caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.