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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

MIDDLE EAST OWNERS INVEST IN NEWBUILD TUGS AS MARITIME TRADE IS DIVERTED AWAY FROM CONFLICT ZONES



Some of the world's largest owners of tugboats continue to invest in vessels for operations in ports in the region despite severe disruptions coming from conflicts and shipping lane blockades. In Saudi Arabia, government-backed companies have increased exports through Red Sea ports to counter the disruption to shipments through the Strait of

Hormuz. This requires investment in these harbours and terminals and in tugboats to assist the increasing number of ship calls. In Q1 2026, Western Coast Port Services welcomed 28-m azimuth stern drive (ASD) tugboat [Sahel 286](#) to the Port of Jeddah after its construction by Albwardy Damen in Hamriyah, UAE. On the other side of Saudi Arabia, East Coast Port Services Co and Zamil Offshore took delivery of 381-gt [Sharq 3](#) in the Port of Jubail after it was built by Damen Song Cam Shipyard to an ASD 2813 design, with twin Caterpillar engines producing 5,120 kW of total power for a top speed of 13.5 knots. It follows the arrival of similar tugboats, [Sharq 1](#) and [Sharq 2](#) in Jubail in 2025. In Q3 2026, DP World was mobilising a newbuild 449-gt, 33-m tugboat to assist ships at one of its container terminals. P&O Congo was built by Damen Song Cam Shipyard in Vietnam to Damen's ASD 3212 design, with a beam of 13 m and depth of 5 m. It has two Caterpillar-manufactured Cat 3516-C HD main diesel, four-stroke, high-speed engines, delivering total output of 5,050 kW to two azimuth thrusters for maximum bollard pull of 78 tonnes and a speed of 13 knots. According to automatic identification system (AIS) information, P&O Congo was sailing under the flag of St Vincent & Grenadines in the Red Sea near Jeddah, Saudi Arabia, at the end of July 2026. Albwardy Damen has been busy building new tugboats and workboats in 2026, including completing [DMS Magpie](#), a 28-m workboat built to Damen's Multi Cat (McC) 2712 design, with twin Caterpillar C32 TTA Acert engines delivering a combined output of 1,815 kW, 32 tonnes of bollard pull and 11 knots. Albwardy Damen also delivered a MuC 3315 design workboat, [Llanddwyn Island](#) to Wales, UK, owner Holyhead Towing. This 33-m, 320-gt utility vessel has a beam of 12.5 m, a depth of 2 m, a bollard pull of 28 tonnes and two Caterpillar main engines. According to AIS data, [Llanddwyn Island](#) is operating

out of Ras Tanura, Saudi Arabia. In Oman, CTOM received three harbour tugboats in the Port of Duqm, which has been developed in a special economic zone for various ship services and cargoes. **Ctow Saffron**, **Ctow Sesame** and **Ctow Sumac** were built by Damen Shipyards' facilities in Changde, China to its ASD 2111 design, with a bollard pull of 60 tonnes, a top speed of 11 knots, an overall length of 22 m, a beam of 11 m and accommodation for six crew members. Svitzer is adding three newbuild ASD tugboats to its operations in Oman after their construction by Cheoy Lee Shipyards in China. **Masirah** arrived in Oman after a sea voyage from China in early August and should be joined by sister vessels, **Sur** and **Seeb**, when they have completed similar journeys by the end of this month. **West Africa additions** AD Ports Group's maritime and shipping cluster, led by Noatum Maritime, has invested in new ship-escort tugs in the past 12 months to increase its fleet in Nigeria. They were built by Med Marine in Eregli, Turkey to Robert Allan Ltd designs to support gas carriers calling at the new LNG terminal developed by Ssonic Petroleum, in partnership with NNPC Gas Marketing and NIPCO Gas, in Lekki, Nigeria. **Alnouf** and **Alyasat 1** were built to a RAstar 3200-W design, with a bollard pull of 80 tonnes, for towing, escorting, pushing, and mooring gas carriers at Lekki, a major port in Nigeria. These 32-m tugs have a beam of 13 m, a draught of 6 m, a top speed of just over 12 knots, accommodation for 10 crew and a FiFi1 fire-fighting system. Their propulsion consists of two high-speed diesel engines linked to two azimuth thrusters at the stern, with fixed-pitch propellers in nozzles. Med Marine delivered **Alreeman** and **Sdeira** in 2026 after their construction to a RAstar 2800 design, also for Noatum's operations in Lekki. They have an overall length of 28 m, a beam of 13 m, a depth of 5.5 m and a FiFi1 firefighting capability, and two high-speed diesel engines, with a combined output of 5,120 kW to drive two azimuth thrusters and deliver 80 tonnes of bollard pull and a top speed of 12 knots. (*Riviera by Martyn Wingrove*)

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ETA MEMBERSHIP EXPANDS IN GREECE AND THE NETHERLANDS

ETA welcomes three new Greek companies to its membership: Promarine, IGMAR Group and Seagate Tug & Barge Service and a Dutch firm, Wagenborg Sleepdienst BV. Seagate Tug & Barge Service is a Greek towage company based in Crete with a fleet of 4 tugs, specialising in towage, barge operations and marine support services. Wagenborg Sleepdienst BV is a



Dutch towage company and part of the Royal Wagenborg group. The firm provides harbor towage services in the ports of Delfzijl and Eemshaven in the north of the Netherlands, as well as sea and coastal towage, inland towage, salvage operations, and transport services. Furthermore, following the restructuring of ETA member Consortium Spanopoulos, the company has been split into two separate entities that remain ETA full members: Promarine is a marine services company based in the Athens area, providing integrated solutions in towage, salvage, marine construction, and shipbuilding and repair. IGMAR Group operates through its towage and shipyard divisions and provides harbour and ocean towage, salvage, emergency response, offshore support, as well as ship repair and newbuilding services. In addition to these ONEX Shipyards from Greece has become an associate members as well. The firm operates the historic Syros and Elefsis shipyards and provides shipbuilding, ship repair, vessel conversions and maintenance services, while also developing next-generation tugboats and supporting the modernization and decarbonisation of the maritime sector.

(PR-ETA)

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THE TUGBOAT “VB DORAMAS” JOINS THE BOLUDA TOWAGE BASE IN THE PORT OF LAS PALMAS



From the port of Sagunto, Valencia, where it has been serving in recent times, the Spanish flag tugboat “**VB Doramas**” is sailing towards the port of Las Palmas, where it is scheduled to arrive tomorrow, Monday, in the early afternoon. Incorporated into the Boluda Towage fleet in October 2023, it is the former “**Montbrio**” and by renaming it “**VB Doramas**”, the world leader company in the

towing sector has recovered another of the emblematic names in the history of tugboats in the Canary Islands. Hull number 636, built by Astilleros Zamakona in Santurtzi, Vizcaya, entered service in 2007 after being delivered to Remolcadores de Barcelona (REBARSA). It belongs to a series of four units: “**Montfort**”, “**Montras**” and “**R. Catalunya**”. With a gross tonnage of 357 and a deadweight tonnage of 210, it measures 29.50 m in overall length (28 m beam between perpendiculars) and 11 m in beam. It is powered by two engines with a combined output of 6,530 horsepower, allowing it to maintain a speed of 14 knots and a bollard pull of 80 tons. IMO 9361299.

(Source: Puente de Mando; Photo: Manuel Hernández Lafuente)

THE DECOMMISSIONED TUGBOAT KHASANETS IS BACK UP FOR SALE.

The starting price has been raised to 5.5 million rubles. Rosmorport, the Federal State Unitary Enterprise, has relisted the decommissioned seagoing tugboat [Khasanets](#) for sale. The starting price is approximately 5.5 million rubles. Information about this sale was published on the RTS-Tender electronic platform. The vessel, registered in the port of Vanino (Khabarovsk Krai), is intended for the entry, exit, relocation and



mooring of large-capacity vessels in ports. As previously reported by PortNews, Rosmorport had already attempted to sell the tugboat [Khasanets](#), whose classification certificate expired on October 29, 2023. For the auction, announced in February 2024, the starting price for the vessel was set at 1.87 million rubles. According to the auction materials, the review of applications for participation in the auction will begin on September 8 and end on September 9, 2026. The auction itself will begin on September 10, 2026, at 12:00 PM Moscow time. The auction increment will be 274,500 rubles (5%). The tugboat "[Khasanets](#)" was built in 1980 at the Gorokhovets Shipyard. The vessel has the following characteristics: length - 27.7 m; width - 8.31 m; depth - 4.35 m; draft - 3.09 m; number and power of main engines - 2x442 kW; speed - 10 knots; gross tonnage - 187; navigation area - limited R2; autonomy - 7 days on fuel reserves; crew - 9 people. The vessel can operate in ice thickness of up to 20 cm. Class - KMArc4 R2 Tug. (Source: PortNews)

TURKISH SHIPYARDS ARE WORLD LEADERS.



Türkiye is a world leader in the production of high value-added tugboats. Having become one of Europe's and the world's leading shipbuilding centers, Turkey also stands out globally in the production of high value-added tugboats. Turkish shipyards export tugboats to different parts of the world, while also undertaking projects that introduce many innovations in the sector for the first time in the world. Türkiye's success in tugboat construction is reflected in global delivery data

for the first half of 2026. According to BRL Shipping Consultants data, the global tugboat order book

rose to 421 units by the end of June. The increase from 397 units at the beginning of the year to 421 units in six months indicates a strengthening demand in the tugboat market. *Turkish shipyards have achieved many firsts.* The success of the Turkish shipbuilding industry in the tugboat sector is not limited to production numbers alone. Shipyards in Türkiye are also pioneering projects in the sector in terms of new generation propulsion systems and operational technologies. Among the tugboats built in Türkiye are innovative projects such as the world's first LNG-fueled, first remotely controlled, first hydromechanical hybrid, first fully electric and battery-powered, and first methanol dual-fuel tugboats. These projects demonstrate that Turkish shipyards are excelling in global competition not only in traditional tugboat production but also in future maritime technologies such as alternative fuels, electrification, and autonomous operations. *Türkiye ranks second in deliveries.* According to data compiled by ITS, 177 tugboats, inland pusher tugs, and towboats were delivered worldwide in the first six months of 2026. This figure was 173 in the same period of 2025 and 169 in the first half of 2024. Twenty percent of the delivered tugboats were built in Chinese shipyards. The majority of the production in China was geared towards local shipowners renewing their fleets in growing ports. Turkey ranked second after China with a 17% share. Vietnam was in third place with 12%, and it was noted that a significant portion of the production in both countries is geared towards export markets. Tugboats built in the USA accounted for 14 percent of the total, while Indonesia's share was 9 percent. Production in these countries was primarily geared towards the needs of local shipowners operating in coastal markets. Brazil, Japan, Malaysia, the Netherlands, Spain, and the United Arab Emirates were also among the countries that delivered more than one tugboat. *Global demand is strengthening.* The dynamism in the tugboat market is supported by new port investments and the expansion of existing terminals, as well as growth in inland waterway transportation. In particular, demand for barge transportation in North America is increasing new towboat and tugboat investments. In the first six months of 2026, shipyards received new construction contracts for at least 105 tugboats. The increase in the global order book from 397 to 421 since the beginning of the year also indicates that positive expectations in the sector continue. On the other hand, serial tugboat purchases by global operators such as Boluda Towage and Svitzer enable the use of new vessels in different markets and allow shipyards to benefit from economies of scale. Turkey's 17% delivery share and its leading position in high-tech projects once again demonstrate the global competitiveness of Turkish shipyards in the tugboat segment. (Source: HaberDenizde)

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NEWBUILDS STRENGTHENS SVITZER TOWAGE OPERATIONS IN THE MIDDLE EAST

Copenhagen-headquartered Svitzer is modernising its fleet of harbour and terminal tugboats in the Middle East, strengthening its towage and terminal services in Oman, Bahrain, Egypt and Qatar.

Svitzer's investment in its tugboat fleet in the Middle East comes as infrastructure and ships in both Bahrain, Oman and Qatar have been targeted by Iranian military forces and maritime trade has been restricted by blockades of the Strait of Hormuz. In August 2026, Svitzer welcomed the first of four newbuild harbour tugs to support escort services for gas carriers calling at an LNG export terminal in Oman, raising its fleet to 15 vessels. Svitzer's operations in Bahrain were boosted in 2025



by two new powerful tugs to assist container ships. Svitzer has been operating three other ASD tugs, each designed with 45 tonnes of bollard pull, at the Khalifa Bin Salman Port since 2006. "The Middle East carries some of the world's most important energy flows, and the terminals we serve have very little tolerance for delay," said Svitzer managing director for Asia, Middle East and Africa, Deniz Kirdar True. "Our customers need towage that is available, predictable and safe, every single day. Oman shows what that looks like over time," she told Riviera. In Oman, Svitzer took delivery of [Masirah](#) in August after an ocean voyage from China, where it was built by Cheoy Lee Shipyards at the Hin Lee Shipyard in Zhuhai, Guangdong province. "The Middle East carries some of the world's most important energy flows" Two more similar tugs built by Cheoy Lee, [Sur](#) and [Seeb](#), are sailing across the Indian Ocean from the shipyard to Oman, according to Svitzer and automatic identification system (AIS) information. These 23 m azimuth stern drive (ASD) tugboats were constructed to Robert Allan Ltd's RAmports 2300-CL design to assist gas carriers at the Oman LNG export terminal at Qalhat. They have twin Caterpillar-manufactured Cat 3516C high-speed, four-stroke diesel engines, two Schottel SRP 460-type rudderpropellers, a top speed of 13 knots, a bollard pull of 70 tonnes, a FiFi1 fire-fighting system and a double-drum winch for ship towing and escort on the forward deck. Svitzer is introducing new tugs into its Omani fleet after securing a long-term contract to provide towage services and to support operations at the LNG export terminal, starting in January 2026. It initially took over four tugboats already operating at the terminal from a former contractor and in 2025 ordered newbuilds from Cheoy Lee and an Omani shipyard. This contract covers the time charter of four newbuild 70-tonne bollard pull ASD tugs to support gas carriers transporting LNG and natural-gas liquids from the terminal. Svitzer is also providing firefighting and standby capabilities, escort duties, pilot boarding and diving support at Qalhat LNG. A Svitzer



spokesperson said three of the four existing tugboats will be replaced in Q3 2026 with newbuild, FiFi1-ready ASD tugs, with around 70 tonnes of bollard pull. In mid-2027, another RAmports 2300 design tug with similar characteristics is scheduled to be delivered by Asyad Shipyard in Duqm, Oman, the first tug ever built in the country. "This marks a step in

Omani shipbuilding capabilities," said Ms True. Until now, tugs serving Omani terminals have been

built abroad. “Our long-standing presence in Oman demonstrates what it takes to deliver that consistently.” Svitzer’s 15-tug fleet in the nation supports much of Oman’s energy and petrochemical export infrastructure, including state-backed Petroleum Development Oman at Mina Al Fahal, the Sohar Industrial Port Co in Sohar, the Oman India Fertiliser Co at Sur and Oman LNG. Around 83% and 94% of the vessel crews are sourced from Oman, depending on the site. Svitzer has also introduced B20 biofuels to its tugs operating in Oman’s Sohar Port and Freezone in 2025. *Regional operations* Svitzer has operated in Bahrain since 2006, working alongside APM Terminals Bahrain, the operator of Khalifa Bin Salman Port. This is one of Svitzer’s longest-standing terminal partnerships in the Middle East. It provides towage and terminal support at the port, with around 75% of its workforce sourced and trained in Bahrain. Svitzer’s operations were strengthened in Q4 2025 by the arrival of two new 25 m azimuth tractor tugs, *Svitzer Manama* and *Svitzer Awal*, after their construction as Delicay-series vessels by Sanmar Shipyards in Turkey to Robert Allan’s TRAKtor-Z 2500SX design. Each has a moulded beam of 12 m, a least-moulded depth of around 5 m, a draught of nearly 7 m, and a FiFi1 firefighting capability. Both tugs are capable of 80 tonnes of bollard pull and have a free-running speed of 12 knots, with propulsion supplied by two high-speed diesel engines that drive two Z-drive azimuth thrusters. At the time of their arrival, APM Terminals Bahrain managing director Matthew Luckhurst pointed out the new tugs represented “a US\$30M investment.” They were named by Svitzer at Khalifa Bin Salman Port at a ceremony in mid-October attended by Bahraini minister of transportation and telecommunications Shaikh Abdulla bin Ahmed Al Khalifa and representatives from the Ports and Maritime Affairs division, Svitzer, APM Terminals and partners from Bahrain’s maritime sector. “Our experience in the region, with contracts now secured into the next decade, is the result of developing local talent, maintaining disciplined ways of working, and investing in decarbonisation alongside our customers,” said Ms True. “We are in this region for the long term, and we intend to keep earning the right to serve our customers,” she said.



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In Qatar, Svitzer has been a partner in the Nakilat SvitzerWijismuller joint venture since 2006, providing towage, escort, berthing and marine support at Ras Laffan and Halul Island. In Egypt, Svitzer has three operating areas: Idku LNG, which is east of Alexandria; the Suez Canal ports where it supports the canal authority, and at Ain Sokhna at the SUMED crude oil pipeline terminal. Svitzer operates four ASD tugs with around 60 tonnes of bollard pull, two mooring boats and a pilot boat at

the Idku LNG export terminal, two ASD tugs with 80 tonnes of bollard pull for the Suez Canal Authority, and two ASD tugboats at Ain Sokhna. Its tugboat crews originate from and are trained in Egypt. Svitzer's regional office for Africa, Middle East and Asia is in Dubai, UAE. *Asyad Group* In Oman, Asyad Group operates three 30.5 m ASD tugboats to support the safe and smooth berthing and unberthing of vessels at its shipyard and repair drydock in Duqm. These ABS-class, 346-gt tugs each have a pair of air-started, IHI Power Systems-manufactured Niigata 6L26HLX diesel engines, each developing 1,340 kW at 750 rpm to drive Niigata ZP-21 azimuth thrusters turning a fixed-pitch propeller within a nozzle. They have a moulded beam of 10 m, a least moulded depth of 5 m and a loaded draught of 4 m, while their deck equipment consists of one hydraulic winch with 20 m of 120-mm diameter rope on the forward deck, one rope-reel, brake-holding winch certified to 5 tonnes and a 45-tonnes towing hook on the aft deck. *(Source: Riviera by Martyn Wingrove)*

SECOND VESSEL FOR THE ROYAL NETHERLANDS NAVY UNDER CONSTRUCTION



Neptune Marine Aalst Netherlands is reported: While construction of the first harbour tug for the Royal Netherlands Navy is already progressing steadily, work on the second vessel is now also well underway at our shipyard in Aalst. Neptune Marine is building a total of three new medium sized harbour tugs for the Harbour Service of the Royal Netherlands Navy in Den Helder. This image shows the second vessel under

construction, with the hull and wheelhouse already clearly visible. Delivery of this vessel is scheduled for the second quarter of 2027. Great to see the project moving forward across this special series of three vessels! *(PR-Neptune Marine)*

C&C MARINE DELIVERS WALKING-SPUD IDLER BARGE TO ORION MARINE CONSTRUCTION

C&C Marine and Repair, located on the Gulf Intracoastal Waterway in Belle Chasse, La., has delivered a new 160-foot idler barge to Houston-based Orion Marine Construction Inc. The unmanned barge, designed by The Shearer Group, features an integrated walking-spud system which allows a dredge-plus-idler-barge unit to advance in increments of about 30 feet. The system incorporates a traveling spud carrier, a fixed stern spud, dedicated spud towers, and electrically driven hoisting winches. A push-pull winch controls the longitudinal movement of the spud carrier, allowing the barge to reposition the connected dredge during dredging operations. According to the shipyard, Orion worked closely with C&C Marine's project management and production teams to incorporate adjustments and modifications to the dredge in order to meet the company's operational requirements. C&C completed the project in about eight months. A transporter moves an idler barge on a dry dock at C&C Marine and Repair, located on the Gulf Intracoastal Waterway in Belle

Chasse, La. The walking-spud idler barge is the latest dredging-related project for C&C Marine and Repair. Besides idler barges, the shipyard has also delivered cutter suction dredges, multipurpose dredge support vessels, booster barges, towboats, anchor barges, deck barges, and crane barges. C&C previously delivered a pair of 3,000-hp. Damen Multi Cat 3013 multipurpose workboats to Callan Marine. Two additional Multi Cats, built on spec, are currently available for lease or purchase from C&C. The triple-screw vessels are



designed for towing, pushing, lifting, anchor handling, buoy recovery, surveying, and other work that supports marine construction and dredging operations. The Multi Cats have about 30 tons of bollard pull and are powered by three Caterpillar C32 main engines. C&C Marine is nearing completion on a 30-inch cutter suction dredge, also built on speculation. The dredge measures about 360'x56' and is designed to dredge in depths ranging from about 10' to 82'. The dredge features an underwater dredge pump, an inboard dredge pump, and a spud-carrier system and anchor booms that allow it to reposition without outside vessel assistance. "Projects such as the Orion idler barge, the two Multi Cats, and the 30-inch cutter suction dredge demonstrate the range of our shipbuilding capabilities and the experience of our workforce," said Tony Cibilich, president and owner of C&C Marine and Repair. "We are proud to support the domestic dredging and marine construction industries with purpose-built vessels engineered for demanding operating environments." Founded in 1997, C&C Marine and Repair is located on 100 acres along the Gulf Intracoastal Waterway, with access to the Mississippi River and Gulf. (Source: *Workboat*)

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ALAM MARITIM CEO DETAINED BY MALAYSIA'S ANTI-CORRUPTION AGENCY

The chief executive officer of OSV owner Alam Maritim has been detained in connection with an ongoing investigation by the Malaysian Anti-Corruption Commission (MACC). The company said that the remand of its CEO, Azmi Ahmad, who has been the company's managing director and CEO since May 2006, is "for the purpose of facilitating the ongoing investigation and does not constitute

any finding of wrongdoing". "The board has taken the necessary measures to ensure continuity of



the group's operations and will make further announcements should there be any material development," Alam Maritim stated. It is unclear whether the MACC investigation relates to the company's business dealings or Azmi's personal affairs. As a result of the remand, Alam Maritim's stock closed at its lowest level in almost six months. In Malaysia, police can remand someone without first charging them in court, giving

them more time to complete the investigation and decide whether there is enough evidence to charge the suspect. However, police can only initially hold a person for 24 hours, and further remand requires a court order. A person under remand is considered innocent until formal charges are raised. (Source: *Splash24/7*)

AN EMERGENCY RESPONSE EXERCISE ON BOARD AN ICE-CLASS CONTAINER SHIP WAS CONDUCTED IN MURMANSK.

An emergency response exercise involving an ice-class container ship was held in the waters of the Kola Bay near the seaport of Murmansk. Rescuers and vessels from the Northern Branch of the Federal State Budgetary Institution "Morspasluzhba" joined the exercise at the invitation of the Main Directorate of the Ministry of Emergency Situations of Russia for the Murmansk Region, the agency announced on August 17. The Murmansk city emergency



rescue unit, consisting of 10 specialists, and a specialized naval group participated in the exercise. The fireboat "Chasovoy" was assigned to extinguish the fire, the boat "MRK 1000" was assigned to search and rescue people on the water, and the tugboat "Timan" and the rescue boom-laying boat "Viktor Petrov" were assigned to contain and eliminate the oil spill and deploy the boom. According to the exercise scenario, a tank container containing a flammable liquid fell onto the container ship's hold hatch due to a malfunction in the cargo handling device. A fire broke out on deck and inside the hold, threatening to spread to adjacent spaces. The 21-person crew was unable to extinguish the blaze on their own. Three people were injured and required evacuation, and four more were missing, presumably after falling overboard in the Kola Bay. Response teams developed a clear protocol for coordinating and exchanging information when extinguishing major fires at offshore

facilities. All suspected victims were quickly located and evacuated, the fire was extinguished, and the resulting oil slick was contained within the boom area and recovered, the agency added. (*Source: Sudostroenie; Photo: "Maritime Rescue Service"*)

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to visit the website by clicking [HERE](#)

OLD TOWBOAT COLUMN

VICTORY/O.F. SHEARER

In 1919, Dravo Corporation built two steam sternwheel towboats in their yard in the back channel of Neville Island (Pa.). The boats were essentially sister vessels with one being the Warren Elsey for Jones & Laughlin Steel Company and the other built for a Dravo subsidiary, Keystone Sand & Supply of Pittsburgh. This would be the first of three boats named **Victory** that Keystone would operate. According to A Company of Uncommon Enterprise, a Dravo publication detailing the history of the company, Keystone Sand & Supply was formed in 1902 by the Dravo brothers, Francis R. “Frank” and Ralph M., to ensure a reliable source of aggregates for their construction company as well as to establish control over the quality and cost of the materials. In 1916, Dravo had experimented by building the steam twin-prop towboat Peace for Keystone, but the **Victory** of 1919 was a traditional sternwheel boat with a steel hull 135.7 by 27 by 5.6 feet. It had condensing engines 14’s, 30’s – 6-

foot stroke rated 440 hp. The four return-flue boilers burned coal. Way's Steam Towboat Directory says that the **Victory** was christened on March 28, 1919, by Betty Dravo, daughter of Ralph M. Dravo. The boat went to work towing sand and gravel in the Pittsburgh area. In September 1924, it was taken to the Dravo shipyard at Neville Island, where it was lengthened to 141.2 feet. In 1931, it was chartered for a time to the Koch-McBride Towing Company and towed coal from



the Kanawha River to Louisville with Capt. Roy McBride as master. While Keystone Sand had been advertising the boat for sale as early as 1934, in the summer of 1939 the **Victory** was sold to O.F. Shearer & Sons, Cincinnati, Ohio, and they renamed it **O.F. Shearer** in 1940. As the **O.F. Shearer**, it regularly towed between the Kanawha River and Cincinnati, delivering coal to area power plants. Way's states that in October 1941, the crew aboard included Capt. Oliver Shearer, master; Kennet Rhea, pilot; Louis Faudree, chief engineer; Hugh Dourthey, second engineer; and Lee Birchfield, mate. Capt. Bert Shearer served as master quite often, and in *Sternwheelers On The Great Kanawha River* by Gerald Sutphin and Richard Andre he is quoted as saying "She was a good handler but a poor backer." This book has several great photos taken aboard the boat and showing the crew at work. There is also a wonderful photo of it on page 205 of Edwin and Louise Roskam's *Towboat*



River, taken as the Shearer was flanking around Oak Forest bend while departing Winfield Locks downbound on the Kanawha River. While the **O.F. Shearer** was making a downbound approach to the Winfield locks with six coal loads on January 2, 1945, the tow was caught by the outdraft, and the boat had to be turned loose, allowing the loads to go through the rollers of the dam. In 1951, the boat was dismantled at the Shearer landing at Cedar Grove, W.Va., on the Kanawha. The name wasn't absent from the

river for long, as in 1952 the Shearer concern purchased the 2,000 hp. twin-screw diesel **Patriot** from American Barge Line, and in June 1953 it was renamed **O.F. Shearer**. (Source: *The Waterways Journal* by Capt. David Smith)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – C.G JENSEN – FUEL MAINTENANCE

Tug fuel maintenance C.C.JENSEN A/S - your clean oil experts and the global leader in offline oil filtration, have more than 70 years of experience. We design and manufacture CJC marine diesel and lube oil filters, where keeping oil clean and dry is paramount for optimal system performance and increased uptime. Our oil and fuel filtration systems remove particles, water and oil degradation products from fuels and lubricants in diesel engines, thrusters, gears, cranes and more. **Fuels with biocontent** New fuel is often insufficiently clean, and even small particles accelerate wear, leading to injector leakage or pump damage. Fuels with biocontent stored for extended periods are more prone to degradation, which can block pipelines and increase fuel consumption. **Fuel filtration** CJC filter separators keep diesel clean and water-free in settling and day tanks. They are easy to service and maintain fuels with biocontent in good condition. **Condition monitoring** C.C.JENSEN offers complete solutions, including optional condition monitoring for real time equipment insights. Extending oil lifetime supports green initiatives and reduces CO2 emissions. **Your benefits of clean and dry oil** . Increased uptime and reliability; . 80o/o fewer injector failures; . Up to 97o/o enerQ! Savings; . Up to 97o/o CO2 reduction



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ACCIDENTS – SALVAGE NEWS

EMERGENCY SALVAGE OPERATION SET FOR TUGBOAT THAT RAN AGROUND IN ZAMBALES



An emergency salvage operation will be conducted for a tugboat that ran aground off Botolan town in this province on Friday (Aug. 14), according to the Philippine Coast Guard (PCG). “If the weather permits, we will proceed with the emergency salvage operation,” said Commander Euphrain Jayson Diciano, head of the Philippine Coast Guard (PCG) in Zambales in

a phone interview. Based on PCG reports, the tugboat Sual 1 owned by SMC Shipping and

Lighterage Corp. had departed from the Bani Anchorage in Masinloc at around 6:15 p.m. Thursday (Aug. 13) to assist the lighter vessel Apo in delivering provisions and berthing operations in Barangay Bangan. Around 2 a.m. on Friday, the vessel's master intentionally grounded the tugboat in shallow waters along the shoreline of Bucao River in Barangay Bangan. This action was taken after seawater entered through a hole in its hull, flooding the engine room and threatening to sink the vessel. Coast Guard personnel from the Botolan substation responded to the incident and found the tugboat being battered by large waves along the shoreline. The strong waves initially prevented responders from safely boarding the vessel, but they established communication with the master and confirmed that all crew members were safe, with no reported injuries or medical concerns. The PCG continued to monitor the condition of the vessel and surrounding waters while coordinating the emergency salvage operation. *(Source: Inquirer; Photo: PCG Zambales)*

RESEARCH VESSEL GROUNDED OFF MÖJA

A 37-meter-long research vessel belonging to SGU, the Geological Survey of Sweden, ran aground hard off Möja in the Stockholm archipelago on Sunday night. No one was injured. Shortly after lunch, the ship had been pulled free from the ground. SGU's research vessel **Ocean Surveyor**, a vessel just over 37 meters long and almost 12 meters wide, ran



aground last night very close to land at the village of Berg on Möja in the Stockholm archipelago. According to Marine Traffic, which collects data from maritime traffic that has tracking transmitters, the ship came from the north. At 01:00, however, it stopped, close to land, just outside Båtmansudden. At that time, the ship was maintaining a speed of close to 6 knots, just over 11 kilometers per hour. The Swedish Maritime Administration's maritime and air rescue centre, JRCC, received the alarm on 03.04. It was quickly established that no one had been injured. – We don't yet know what happened. The ship had been out on field work and was heading towards its home port in Stockholm when they ran aground, says Lovisa Zillén Snowball, acting shipping manager at SGU. The Coast Guard and the Swedish Maritime Rescue Service were called to the scene. The Coast Guard had ship inspectors and divers on site throughout the morning. The ship, which has a catamaran-shaped hull that protrudes 3.2 meters deep, had no visible damage, but it was firmly aground, according to the Coast Guard. *(Source: Dagens Nyheter)*

TANKER FIRE BROUGHT UNDER CONTROL

Norwegian authorities and tanker operator Utkilen say the situation aboard the chemical tanker **Bergstraum** remains stable following an explosion and fire off Fredrikstad, south of the Oslo Fjord entrance. The incident occurred on 28 July, prompting a major multi-agency emergency response from Norway and Sweden. Two rescue boats from Redningsselskapet, police vessels, a fireboat, the Norwegian Coast Guard, Swedish rescue craft and a rescue helicopter were dispatched after reports of an explosion aboard the 9,500dwt tanker. Firefighters were transported to the vessel by the rescue boat **Stormbull** and hoisted aboard by helicopter. According to emergency services, the crew used

foam to suppress the fire and brought it under control quickly. All 15 crewmembers, from the Baltics



and the Philippines, were accounted for without injuries. The explosion occurred in an empty tank, not affecting the vessel's main cargo of sulfuric acid. Authorities initially feared a potential cargo release due to the highly toxic nature of sulfuric acid and the proximity of a major chemical storage facility where the shipment was bound. However, no pollution or leakage has been reported. [Bergstraum](#) previously suffered an engine failure in 2022, requiring a tow to port, but no link has been

suggested between that incident and Tuesday's explosion. The fire was fully extinguished, and the vessel is stable alongside in Fredrikstad by 29 July. Police did not seize the vessel and no environmental contamination was detected. (Source: *Ships Monthly*)

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HISTORIC VESSELS THAT SANK IN NYC BASIN — INCLUDING ONE ON MAINE'S STATE QUARTER — COULD BE SCRAPPED INTO 'GARBAGE'

Two historic vessels — including one featured on Maine's state quarter — have been sitting at the bottom of the polluted Gowanus since mysteriously sinking in July and could now be headed for the garbage heap. The restaurateurs who own the ships may not be willing to shell out what could easily turn into millions of dollars to rescue the submerged [Victory Chimes](#) and the [PILOT](#) — a former research vessel once used by famed TV oceanographer Jacques Cousteau — from the murky Brooklyn waters and resurrect them to their former glory, sources told The Post. "Total demolition. Garbage," an insider said of the expected plans for the schooners, which have a collective 232 years of history between them. Alex and Miles Pincus — brothers and the owners of the company Crew that turns boats into trendy floating restaurant bars — moved their vessels into the Gowanus Canal inlet months earlier for repairs. Now "there are three different scenarios," said Zdenek Ulman, the owner of Marine Diving Service who responded to the scene and secured the schooners when they sank. "It could be refloating the vessels and bringing them to the yard to have them fixed or they could be re-

floated and be scheduled for total disposal. Or they can be disassembled right at the seafloor and the seafloor would be cleared out with the demolition in place.” The brothers have not yet chosen a pathway — but an insider said the pair do not appear willing to spend the cash, especially when just refloating the boats could cost a minimum of \$500,000. That’s 558% higher than the relatively bargain \$75,900 Crew bought the **Victory Chimes** for in 2023. “We’ve been working closely with our insurers, marine salvage experts, and multiple marine surveyors to determine



the best path forward for **Pilot** and **Victory Chimes**,” the company said in a statement to The Post on Sunday. “Raising wooden vessels of this size is a highly complex operation that requires specialized equipment, careful planning and extensive coordination. The vessels remain submerged as part of that ongoing process while assessments and planning continue. Any suggestion to the contrary fundamentally misunderstands the complexity of an operation of this scale.” The 1924 **PILOT** — the longest-serving pilot, or guide, ship in US history and a former Cousteau research hub on its way to becoming a possible National Historic Landmark — had already made a name for itself as a popular floating oyster bar under the brothers’ care. The 1900 **Victory Chimes** — the last surviving Chesapeake Ram schooner and already a US National Historic Landmark whose image graced the Pine State’s 2003 quarter — was being mapped out for a similar future. Since there is no shore power in the obscure basin, the situation has resulted in what could be a death sentence for the vessels,



since such wooden boats easily fill with water and require frequent pumping and maintenance, experts said. Insurance will not pay for the damaged ships unless the brothers have a concrete plan for them after they are refloated. “The **Victory Chimes** is in worse condition than the other, and it may not be worth it to repair,” the source said. “Everything gets very pricey. The latest development is they might be leaning toward disposing both of these vessels.” The brothers are reportedly so desperate to offload the **Victory Chimes** that they even begged its previous owner to take it back. “The Pincus brothers called up the old captain and said, ‘I’ll pay to bring it back up there and give it to you,’ because they don’t want to f—king deal with it,” claimed Charlie Weidman of Charlie’s Marine Service, who once shared a dock with the Victory Chimes, the official Windjammer of Maine, during its storied time in the state and said the

captain told him this. “They wanted the oyster bar because they knew, ‘Hey, this is going to make

money.’ ... They got the **Victory Chimes**, years went by, and they didn’t have a location to put it.” The potential undignified end for the ships is especially enraging to Mainers who already had suspicions about the brothers’ plans to usurp the **Victory Chimes** into their popular floating restaurant chain. “Nobody liked that it was going to be turned into a bar, but it was a better fate than having it be chainsawed into pieces,” said Quinton Donleavy, a photographer who helped create the original website for the **Victory Chimes** during its final years in the Pine State. “There are worse things — and then the worst thing happens. “Especially the way that it happened: the glorious boat of Maine that was on the 2003 state quarter. To go from that to it just sank in a bunch of back harbor filth along with some other boat that was hopeless, it’s just sad.” (*Source: new York Post; Photo: Brigitte Stelze*)

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ZIMBABWE FERRY TRAGEDY DEATH TOLL HITS 92 AS RESCUERS FIND EIGHT MORE BODIES

Police in Zimbabwe have reported the recovery of the remains of eight more victims of the ferry capsizing that occurred in Lake Kariba in the country's northwestern portion early last week. The recent recoveries have brought the total number of fatalities from the August 11, 2026, capsizing of the ageing ferry **Mbuya Nehanda** to 92 from an earlier figure of 84 given



by local authorities on Sunday, August 16. The maritime accident is the deadliest on record to occur in Zimbabwe. Search and recovery operations are still ongoing. Police have also begun requesting the victims' families to provide any information that may be relevant to the search for other passengers who may still be missing. The August 11 incident occurred when **Mbuya Nehanda** overturned while transiting Lake Kariba between the towns of Kariba and Chalala in Mashonaland West province. Reports stated that the vessel overturned after being struck by a strong wave. Only 77 survivors have been recorded while an unknown number of individuals remain unaccounted for, officials said. The ferry was authorised to carry no more than 90 passengers and five crewmembers.

However, reports revealed that the vessel may have been transporting as many as 153 passengers when the tragedy occurred. *(Source: Baird)*

FIVE DEAD AFTER RECREATIONAL BOAT CAPSIZES IN SOUTHWESTERN CHINA



Five people are confirmed dead after a small recreational vessel capsized in Yunnan Province in southwestern China on Wednesday, August 12. Local news agency Xinhua said the accident occurred on the Nanpan River in Yunnan's Huaning County at around 18:00 local time on Wednesday. The boat had six people on board at the time. All of them reportedly

fell into the water when the boat capsized. The accident's sole survivor was recovered from the river during a search and rescue effort that eventually expanded to involve more than 470 personnel including police and firefighters. The bodies of the first two deceased victims were not recovered until later in the week, as confirmed by local officials at 08:00 on Saturday, August 15. The search effort conducted in the wake of the accident concluded earlier this week after the remains of the last three missing victims were finally recovered and identified. Xinhua said that follow-up work is proceeding in relation to the tragedy. *(Source: Baird)*

OFFSHORE NEWS

GULF MARINE SERVICES SECURES FRESH WORK FOR OFFSHORE VESSEL

UAE-based offshore support vessel owner Gulf Marine Services (GMS) has received a contract extension for one of its small-class vessels operating in the GCC region. The extension, awarded by what the company described as “a major national oil company in the Middle East” under an existing agreement, adds 183 days beyond the current contract period. The client also has two further three-month



extension options thereafter. GMS' current backlog stands at \$659m. The extension will allow the vessel to continue supporting the client's offshore maintenance operations without interruption. “This extension further strengthens fleet utilisation, which remains central to the delivery of our

objectives,” said Mansour Al Alami, GMS executive chairman. Founded in 1977, GMS operates a fleet of 15 self-propelled, self-elevating support vessels, spanning small, mid and large classes. The units are designed to handle a wide range of offshore work, from platform maintenance and well intervention to installation and decommissioning, as well as offshore wind support. *(Source: Splash24/7)*

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DOF LANDS APAC SUBSEA DOUBLE WORTH UP TO \$50M



Norwegian offshore vessel owner DOF has secured two new subsea service contracts in the Asia-Pacific region worth a combined \$25m to \$50m. The two offshore campaigns will be carried out across 2026 and 2027, with a combined duration of around 80 days. DOF said multipurpose vessels from its regional fleet will be deployed alongside the company's subsea services, project management, engineering, procurement and

logistics capabilities. Clients, vessel names and the locations of the campaigns were not disclosed. The awards add to a growing backlog for DOF in the region. In July, the Oslo-listed company landed a \$50m-\$100m subsea construction and pre-commissioning contract for the [Skandi Inventor](#) in northern Australian waters, keeping the vessel busy in the region towards the end of 2027. That deal followed another \$25m-\$50m award in May for the same vessel, covering subsea commissioning support work off northern Australia from the second quarter of 2027. *(Source: Splash24/7)*

TGS AND GTI TEAM UP ON GLOBAL OFFSHORE SEISMIC PROJECTS

Oslo-listed seismic specialist TGS and seismic recording technology and services provider Geophysical Technology Inc. (GTI) have entered into a strategic collaboration agreement to jointly pursue seismic acquisition projects spanning shallow water, transition zone, and deepwater environments. Under the agreement, the companies will evaluate and pursue projects on a case-by-

case basis, combining their complementary assets, technology, and operations expertise to deliver integrated seismic acquisition solutions across diverse offshore environments. TGS brings deepwater acquisition capabilities, including its deepwater vessels and OBN assets, supply chain network, project management expertise, and financial strength. GTI contributes its proprietary NuSeis nodal recording technology and manufacturing base, specialised vessels and



recording assets, and experience in land, transition-zone, and shallow-water operations, with an established regional presence in key markets across the Americas, Middle East, and Africa. The four-year agreement establishes a framework for collaboration on future seismic acquisition projects worldwide. “This collaboration allows us to offer clients a truly integrated seismic solution, from the shoreline to the deepwater, without compromising on quality or efficiency,” said Carel Hooijkaas, EVP for marine data acquisition at TGS. (Source: *Splash24/7*)

BRABO GETS A NEW FUTURE AT HEBO



Port of Antwerp-Bruges has sold the floating crane **Brabo** to HEBO, a specialized service provider with strong expertise in lifting, salvage, and maritime projects. With this transfer, the Brabo is entering a new future with a partner familiar with complex maritime operations and committed to reliable service for clients and partners. The **Brabo** had been active in the Port of

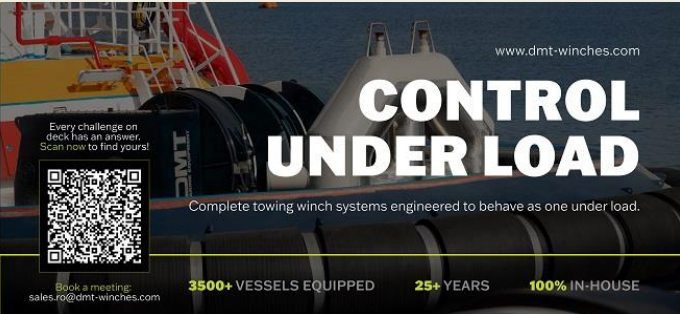
Antwerp since 1981 and supported both internal services and external clients for many years. With a lifting capacity of 800 tons, the crane played an important role in heavy lifting operations in the port. Port of Antwerp-Bruges previously decided to discontinue its own lifting operations with the **Brabo**. With the sale to HEBO, the **Brabo** ends up with a specialized maritime player. Like Bonn & Mees, HEBO is part of Marine People. Together, HEBO and Bonn & Mees possess a broad fleet of floating cranes with various lifting capacities and unique features. This allows appropriate equipment to be deployed for every assignment, ensuring that the continuity of service is not dependent on a single crane. HEBO expresses the intention to deploy this lifting capacity in Antwerp as well for existing and future users within the port community. In doing so, the transfer contributes to the further anchoring of specialized lifting services in the port and to the support of the breakbulk sector. The combination of capacity, flexibility, and maritime expertise thus offers customers and partners greater certainty regarding reliable long-term service. Port of Antwerp-Bruges will support HEBO, within its capabilities and authority, in exploring a suitable berth or

operational base in the Port of Antwerp. In this way, a practical solution is being sought that aligns with the needs of the market and the port community. The transfer is scheduled for the end of August. (Source: HEBO)

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THE SUPPLY VESSEL "URAY" HAS UNDERGONE ANOTHER INSPECTION.

Specialists from the Astrakhan branch of the Russian Maritime Register of Shipping (RS) successfully completed another survey of the vessel "Uray" belonging to the Adamant company. This was reported on August 14 by the press service of the classification society. Experts confirmed the vessel's compliance with the applicable requirements of the RS Rules and the provisions of international conventions. The vessel "Uray" is



designed for servicing offshore oil and gas fields, in particular for the delivery of cargo and personnel. *Support vessel "Uray"* Class symbol - KM⊕ Arc4 (hull, machinery) AUT1-ICS DYNPOS-2 Offshore support vessel (towing) Overall length - 81.11 m; Overall width - 16.86 m; Depth - 6.2 m; Gross tonnage - 2888 units; Deadweight - 1280 t. (Source: Sudostroenie; Photo: RS)

RUNBANG MARINE DELIVERS ITS FOURTH SPP40 HIGH-PERFORMANCE PLATFORM SUPPLY VESSEL

Recently, the SPP40 platform supply vessel "CL SPEC LINDA," built by Runbang Marine, a subsidiary of Runbang Group, was successfully delivered. This is the fourth vessel of this type delivered by Runbang Marine this year. The vessel headed to overseas waters to fully engage in core operational tasks such as the operation and maintenance of offshore oil and gas platforms and the supply of materials, providing reliable marine engineering equipment support for offshore energy development. From overcoming technical challenges and exploring processes for the first vessel to the efficient and standardized delivery of the fourth, Runbang Marine has completed a comprehensive iteration of its SPP40 series vessel construction capabilities. As Runbang Marine's

core offshore engineering product delivered this year, the project involved efficient collaboration



among multiple departments, including design, production, and quality inspection. They thoroughly reviewed and summarized the construction experience of previous vessels in the same series, continuously optimized production processes, and strictly controlled construction precision, ultimately achieving a progressively shorter construction cycle and improved delivery quality for

each vessel in the series. (Source: iMarine)

SEA1 OFFSHORE REPORTS INCREASED REVENUE IN SECOND QUARTER

Sea1 Offshore recorded operating revenue of \$80.1 million for the second quarter ended June 30, up from \$71.3 million in the same period last year. Net profit for the three-month period reached \$22.7 million, compared with \$64.9 million in the second quarter of 2025, which included a \$41 million gain from a vessel sale. Operating expenses increased by \$6 million



compared with the second quarter of 2025, primarily because **Ben Viking** was on a bareboat contract during the period. Administrative expenses also rose to \$7.3 million from \$6.4 million, mainly due to a weaker US dollar against non-US currencies. The company's anchor-handling tug supply fleet generated \$31.1 million in operating revenue with utilization of 64 per cent. Average North Sea spot rates rose 45 per cent from the previous quarter to about \$175,000 per day. Subsea vessels generated \$29.6 million in revenue at full utilization, while platform supply vessels contributed \$7.4 million. During the quarter, steel cutting commenced for the third newbuild, Sea1 Peridot, while Sea1 Diamond was launched at the shipyard in July. Sea1 Offshore had capitalized \$93.4 million towards its four-vessel newbuilding programme as of June 30. The company's total contract backlog stood at \$625 million at the end of June, down from \$701 million at the end of December 2025. Sea1 Offshore said demand for subsea tonnage was expected to remain strong, creating opportunities for longer-term charters. However, the delivery of additional vessels in 2027 and 2028 is expected to put pressure on dayrates for new contracts, according to the company. (Source: Baird)

ALLSEAS PIPELAY VESSEL SOLITAIRE MAJOR UPGRADE COMPLETED



Allseas has confirmed that its pipelay vessel **Solitaire** has completed a major renewal and upgrade programme and has now returned to the water following ten months of work in Rotterdam. The vessel departed the Caland Canal for dynamic positioning trials after what the company described as one of the most extensive modernisation efforts it has ever undertaken on any ship in its fleet. According to Allseas, the programme touched almost every major system on board, with upgrades to

propulsion, power generation, automation and hybrid-power capability. A central element of the work was the complete transformation of the vessel's double joint factory (DJF), the core of **Solitaire's** pipelay operations for more than 25 years. The company said the upgraded DJF establishes the foundation for a more automated, data-driven and future-ready pipelay process, while the wider renewal work enhances reliability, efficiency and long-term performance across the vessel. Allseas emphasised that the project represented more than a conventional refit, describing it as a strategic reinvestment in a vessel that has helped define offshore pipelay for nearly three decades. The comprehensive overhaul is intended to ensure Solitaire remains competitive and capable as global pipeline projects grow in scale, depth and technical complexity. Following the completion of sea trials, Solitaire will return to commercial service in the Gulf of Mexico, where she will work on an ultra-deepwater pipeline project. After that, the vessel will embark on a two-year global campaign that will take her to West Africa, Taiwan and Australia, delivering more than 1,250 kilometres of pipeline across multiple major offshore developments. *(Source: Ships Monthly)*

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VARD WELCOMES NKT'S CABLE LAYER TO NORWAY FOR FINAL

OUTFITTING AND COMMISSIONING

NKT's new cable-laying vessel (CLV) **NKT Eleonora**, which will be able to run on both methanol and HVO/marine diesel oil, has arrived from Romania to Norway for the next phase of outfitting and commissioning. The official keel laying for the vessel took place in January 2025, some two months after the first



steel was cut. It was then reported in April 2026 that its hull had been launched into the water at Vard's shipyard in Tulcea, Romania. NKT announced on July 20 that **NKT Eleonora** had departed Vard Shipyards Romania in Tulcea and is on its way to Vard Brattvaag, Norway, for the next phase of construction. The CLV will now enter the next phase of outfitting and commissioning, with delivery scheduled for Q1/Q2 2027. **NKT Eleonora** will feature Wärtsilä 32 methanol engines, with the company also supplying the front tunnel and azimuth thruster. NOV REMACUT is delivering the cable lay system, cranes and mission equipment, and ABB its Onboard DC Grid power distribution system. The 176.5-meter-long CLV was designed by Salt Ship Design. Equipped with three turntables, it will offer a cable-laying capacity of 23,000 tons. (Source: Offshore Energy)

TGS EXPANDS SARAWAK SEISMIC PROGRAMME OFFSHORE MALAYSIA



Oslo-listed seismic specialist TGS has announced the Sarawak Phase 4 multi-client program offshore Malaysia, covering approximately 1,020 sq km. The **Ramform Sovereign** vessel is scheduled to mobilise for the survey in the fourth quarter, and acquisition is expected to be completed in December 2026. The survey project, supported by industry funding, is the fourth phase

of a multi-client contract to acquire and process up to 105,000 sq km of multi-client 3D seismic data in Sarawak. Over 20,000 sq km have been acquired over the first three phases. "Sarawak basins are one of the most prolific hydrocarbon-bearing basins in Southeast Asia, holding major reserves of both oil and gas proven by numerous discoveries in recent years. Malaysia continues to form a key part of our multi-client data library, and we look forward to delivering high-quality multi-sensor Geostreamer seismic data across the Sarawak basins," said Kristian Johansen, TGS CEO. Petronas, through Malaysia Petroleum Management, is actively enhancing its datasets to introduce new exploration plays, especially by imaging the pre-Middle Miocene Unconformity play in the deep-water area of the Sarawak Basin. TGS additionally won a multi-year contract with an international

oil company to develop and deliver AI-powered seismic foundation model capabilities and intelligent subsurface interpretation. The multi-year contract will leverage TGS Seismic Foundation Model to accelerate structural and stratigraphic interpretation, enhancing subsurface evaluation and interpretation across selected exploration and development workflows. *(Source: Dplash24/7)*

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GLOBALSAT GROUP PRESENTS INTEGRATED SOLUTIONS AND MARITIME CONNECTIVITY IN THE AMERICAS DURING NAVALSHORE 2026.

The company is showcasing its multi-orbit portfolio focused on safety, operational intelligence, and connectivity at sea during the leading naval industry trade show in Latin America. The digital transformation of maritime operations has increased the demand for solutions capable of ensuring continuous communications, high availability, and secure data transmission in any region of the world. To meet this scenario, Globalsat Group, a



leader in satellite connectivity solutions in the Americas, is participating in Navalshore 2026, from August 18th to 20th (Tuesday to Thursday), in Rio de Janeiro (RJ), presenting its integrated portfolio of technologies for vessels, offshore operations, maritime logistics, and defense. Globalsat Group will participate in Navalshore at booth P9 of Station Satcom Americas, a joint venture created in 2026 with Station Satcom to accelerate the offering of multi-orbit satellite connectivity solutions in the Americas. This initiative expands the company's capacity to serve corporate and mobility operations in remote and highly complex environments. During the event, connectivity architectures integrating different satellite technologies to offer mission-critical communications, high-speed internet, remote monitoring, and operational intelligence to maritime operations will be demonstrated. — The maritime sector is undergoing a profound transformation. Connectivity has gone beyond simply meeting communication needs and has become a strategic element for ensuring operational safety, asset efficiency, and real-time decision-making support. Our role is to integrate the best available technologies to deliver solutions tailored to the needs of each operation — says

Flávio Franklin, Brazil director of Globalsat Group. Hybrid architectures for critical operations — As a solutions integrator, Globalsat brings together technologies from global manufacturers to offer tailor-made projects according to each client's operational profile. The portfolio includes systems for critical communication, internet for crews, remote vessel monitoring, operational data transmission, and compliance with international maritime safety requirements. Among the highlights is the Iridium Certus® GMDSS solution, approved by the Global Maritime Distress and Safety System (GMDSS), which brings together, in a single device, essential services such as emergency communication, long-range tracking (LRIT), Ship Safety Alert System (SSAS), telephony and data transmission with global coverage, including remote ocean regions and polar areas. The portfolio also includes VSAT antennas and maritime terminals developed by international partners, capable of providing resilient connectivity, high-volume data transmission, and high-availability communications for commercial vessels, offshore platforms, industrial fishing, defense, and maritime support operations. In addition to operational connectivity, the company provides solutions focused on internet access for crews, contributing to improving the quality of life of onboard professionals and strengthening workforce retention initiatives in a sector facing increasing challenges related to the availability of qualified workers. Operational intelligence at sea — The increasing digitalization of the maritime industry has expanded the use of sensors, embedded systems, and Internet of Things (IoT) applications, capable of generating strategic information on equipment performance, fuel consumption, location, operational conditions, and asset maintenance. By integrating different terrestrial and satellite connectivity technologies, Globalsat enables this data to be continuously transmitted to ground control centers, supporting faster decision-making, predictive maintenance, resource optimization, and increased operational safety. — Maritime connectivity is rapidly evolving towards hybrid and multi-orbit architectures, capable of offering greater availability, redundancy, and flexibility. Our goal is to provide operators with complete solutions that keep pace with this technological evolution and contribute to making operations increasingly efficient, intelligent, and safe — adds Franklin. Navalshore brings together key players in the maritime industry — Considered one of the leading trade fairs for the naval and offshore industry in Latin America, Navalshore brings together companies, shipowners, shipyards, technology suppliers, logistics operators, and representatives from the oil, gas, defense, and maritime infrastructure sectors. During the event, Globalsat Group will present its ecosystem of solutions focused on the digital transformation of maritime operations and reinforce its regional expansion strategy through Station Satcom Americas, expanding its multi-orbit satellite connectivity offering to clients throughout Latin America. Globalsat Group at Navalshore 2026, from August 18th to 20th, 2026 (Tuesday to Thursday), from 1 PM to 9 PM, at ExpoMag, Rua Beatriz Larragoiti Lucas, Cidade Nova – Rio de Janeiro (RJ). | Booth: P9 | Station Satcom Americas. | www.navalshore.com.br Globalsat Group — Globalsat Group is a leader in satellite connectivity solutions in the Americas, integrating emerging technologies such as Direct-to-Device (D2D) and satellite IoT to deliver customized, resilient, and high-impact services. Since 1999, it has provided voice, data, M2M/IoT, software, and hardware to critical sectors such as energy, government, defense, mining, transportation, agriculture, and others. With a regional presence through affiliated offices in the USA, Argentina, Bolivia, Brazil, Chile, Colombia, Central America & the Caribbean, Ecuador, Mexico, Panama, Peru, and Puerto Rico — in addition to a solid network of distributors and strategic partners — Globalsat Group ensures regulatory compliance, efficient logistics, and technical support throughout Latin America and the United States. Recognized for its innovation and commitment to excellence, Globalsat Group has received numerous awards, including the most recent recognition from the Mobile Satellite Users Association (MSUA), which in March 2025 awarded the company the “Outstanding Leadership in Use of a Mobile Solution” award during the Satellite Mobile Innovation Awards, held in Washington, DC. The company was also previously awarded the MSUA Innovation in Land

Mobility Satcom Award and named “Satellite Communications Company of the Year in Latin America” three times by the international consulting firm Frost & Sullivan. Globalsat Brasil (www.globalsatbrasil.com.br) provides services to numerous clients in sectors such as Railways, Utilities, Defense and Government, Mining, Agriculture, Oil & Gas, NGOs, and Tourism. The solutions delivered cover all areas of MSS service, including land, sea, and air. The company is recognized and awarded by clients in the railway segment, partners, and associations related to satellite solutions and critical communication worldwide. <https://pt.globalsat.com> (Source: *Fator Brasil*; Photo: *Globalsat Group*)

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AUSTRALIA AND US TEST SUBSEA AND SEABED WARFARE CAPABILITIES



Australia and the United States have successfully tested AUKUS Pillar II subsea and seabed warfare capabilities during an undersea warfare activity as part of Exercise Rim of the Pacific 2026 (RIMPAC 26) in July. Taking place off the coast of Hawaii, RIMPAC 26 is the world's largest international maritime exercise, involving 34 nations and more than 25,000 personnel. The AUKUS Pillar II undersea activity at RIMPAC 26

brought together Australian and United States personnel from the Royal Australian Navy, Defence Science and Technology Group, and the United States Navy. Together, they were able to test and demonstrate Pillar II subsea and seabed warfare capabilities as part of mission scenarios focused on protecting critical undersea infrastructure. Directorate of Undersea Warfare and Data Commander Paul Clark said RIMPAC demonstrated how AUKUS Pillar II was helping its partners work together to rapidly develop and integrate advanced capabilities. "RIMPAC gives us a valuable opportunity to bring together people and capabilities in a real-world environment," Commander Clark said.

"Continually testing these capabilities helps us better understand how they operate in challenging conditions. We are able to accelerate their development through collaboration with AUKUS partners." As part of the activity, United States Navy subsea capabilities were deployed and tested alongside Australia's autonomous and remotely operated undersea vehicles from the Australian Defence Vessel [Guidance](#). The vessel supports the testing and deployment of robotic and autonomous, crewed and uncrewed underwater systems, and undersea surveillance systems. Australia's subsea capabilities included the Kongsberg HUGIN Superior autonomous underwater vehicle, which worked alongside the Schilling work-class remotely operated vehicle to conduct a complex navigation and search of a section of the undersea domain in the exercise area. This demonstrated how AUKUS partners are improving their ability to detect, deter and respond to maritime threats. AUKUS partners also deployed Australia's Lightfish Seasat uncrewed surface vessel and the Rock Lobster deployable underwater acoustic communication relay system, demonstrating interoperability between Australian and United States underwater acoustic communications technologies. Rock Lobster was developed by L3 Harris in collaboration with the Royal Australian Navy and Defence Science and Technology Group. The development of these capabilities builds on previous testing undertaken through the Maritime Big Play exercise and experimentation series. Maritime Big Play enables AUKUS partners to accelerate interoperability between uncrewed capabilities operating in the maritime domain. Discipline Lead Maritime Robotic and Autonomous Systems Communications Justin Dinale said interoperability remained a key focus of the activity. "The ability for technologies and systems to operate together is fundamental to how we work alongside our partners in the future," Dinale said. "RIMPAC allowed us to identify opportunities to improve our ability to communicate with our partners' capabilities. We worked alongside our AUKUS and industry partners to increase the interoperability of our autonomous systems." (*Source: Naval Today*)

SUPPLY VESSEL ELDBORG CONTRACT EXTENDED

The 28-day charter contract for the supply vessel [Eldborg](#), owned by Skansi Offshore from Thorshaven in the Faroe Islands, was extended for a short period at the beginning of this month. In early July, this diesel-electric Havyard 832CD supply vessel arrived in Den Helder for the first time to be deployed in the Peterson-managed SNS Pool. The ship, completed in 2009 by the Norwegian Fjellstrand shipyard, features an 800-square-meter work deck. Her home port is Leirvik. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)



HORNBECK INVESTS IN START-UP TARGETING NUCLEAR-POWERED VESSELS

Deployable Energy and Hornbeck Offshore have signed a memorandum of understanding to develop

maritime applications for the Unity Nuclear Battery, a 1MWe



transportable microreactor, with Hornbeck also making a strategic investment in the start-up. The partnership will target five markets: inland waterways, offshore vessels and platforms, national security logistics, autonomous vessels, and power barges and floating data centres. A joint working group will focus on vessel integration, economics, licensing pathways and financing, with an eye on near-term US deployments.

Deployable Energy says the Unity unit is designed for ship integration rather than requiring vessels to be built around the reactor, with refuelling intervals of more than five years and the ability to scale from single units to multi-gigawatt fleets over a decade. The companies aim for at least a 20% reduction in total cost of ownership compared with marine diesel or grid power. “We are proud to partner with one of the leaders in the US maritime sector and one of the largest Jones Act vessel owners to usher in a commercial maritime nuclear industry,” said Bobby Gallagher, CEO and co-founder of Deployable Energy. Todd M. Hornbeck, chairman, president and CEO of Hornbeck Offshore, added that the start-up’s execution speed and grasp of maritime requirements drove the decision to collaborate on five priority markets that could use compact nuclear power to improve economics, endurance and energy resilience. Any deployment remains subject to technical, commercial, and regulatory development and the execution of definitive agreements. (*Source: Splash24/7*)

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MUSEUM NEWS

DE NIEUWE NATIONAAL SLEEPVAART MUSEUM NIEUWSBRIEF

De nieuwe Nationaal Sleepvaart Museum nieuws brief nr. 2 2026 is uit gebracht. Hierin een voorwoord van de voorzitter, waarin hij het volgende memoreert. In het voorwoord van de laatstverschenen Nieuwsbrief schreef ik over de eind februari begonnen luchtaanvallen van de Verenigde Staten op Iran. Het voorspelbare antwoord van Iran was dat de Straat van Hormuz werd gesloten voor de Internationale doorvaart en daardoor internationaal koopvaardij personeel in

gevaar bracht dan wel in grote onzekerheid en spanning deed belanden. Waarin hij zich verder afvraagt of er net als in de eerste Golfoorlog Iran vs. Iraq (1980-1988), ook wel de tankeroorlog genoemd, plaats zou zijn voor Internationale Sleepvaart en Bergingsbedrijven om hier hun sleepboten en bergingsmateriaal in te gaan zetten. Bij die afweging zette ik toen al vraagtekens. De destijds in de Golfoorlog actieve Sleepvaart en Bergingsbedrijven Wijsmuller Salvage, Smit Tak, Selco en I.M.S. bestaan niet meer en veel nieuwe spelers zijn er niet op de markt gekomen.



Wisseltentoonstelling In een wisseltentoonstelling met de titel “Gevaren in de Golf” werd door ons museum in 1990 aandacht gegeven aan de activiteiten van de Nederlandse Zeesleep- en Bergingsbedrijven die actief waren geweest in deze Golfoorlog. Omdat dat toen een actueel onderwerp betrof trok deze expositie véél bezoekers. *Duwvaart* Door de voornoemde veranderde Sleepvaart-en Bergingswereld voorzie ik in de nabije toekomst dus ook niet een tweede expositie over de huidige oorlog rond de Straat van Hormuz. Wat betreft de wisselexpositie hopen wij vóór

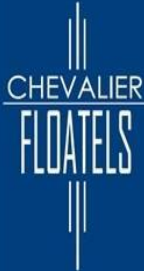


het einde van dit jaar een wisseltentoonstelling te openen over het onderwerp “Duwvaart”. *Museumnorm 2025* De afgelopen maanden heeft het Bestuur, mede met hulp van onze oud-secretaris Rien Vergeer veel tijd besteed aan de voorbereidingen van de komende herijking (audit) voor het Bureau Museumregister Nederland. Veel vereiste documenten die moeten voldoen aan de “Museumnorm 2025” werden herschreven of nieuw aangemaakt. Ook hebben wij sinds 30 juli nieuwe Statuten welke voldoen aan de Governance Code Cultuur 2019, de Wet Bestuur en Toezicht Rechtspersonen (WBTR) en de Ethische Code voor Musea. Ik hoop in de volgende Nieuwsbrief verslag te mogen doen van een geslaagde herijking zodat het gebruik van de “Museumkaart” gecontinueerd kan worden. *Verder in deze nieuwsbrief* Wat zeker gecontinueerd gaat worden is het “glazen slaan” door de bel in de toren op ons museum. Omdat een glazen slaande klok, om verwarring te voorkomen, enige uitleg behoeft hebben wij hieraan aandacht gegeven in deze Nieuwsbrief. *Bergingsbedrijf* Hans van der Ster levert iedere editie weer een bijdrage aan onze Nieuwsbrief. Nu de Turkse scheepsbouwactiviteiten van Smit uitvoerig zijn beschreven duikt hij nu in een wat verder verleden en schrijft over wat hij betitelt als “Een Bijzonder Bergingsbedrijf”. De oprichting en ondergang van de “Coöperatieve Bergingsvereniging Renate

Leonhardt U.A.” *Deukje* Onze Secretaris Theo van de Waardt had in zijn actieve loopbaan als Kapitein niet zoveel op met sleepboten. Wanneer een sleepboot dan ook nog zorgt voor een Deukje

in het schip waar hij met trots het gezag over voerde dan maakte hem dat niet blij. *Konigshof* Tenslotte geven wij nog aandacht in deze Nieuwsbrief aan de lezing die Nico Ouwehand voor de Historische Vereniging heeft gegeven in de “Koningshof.” *Rooster* De vakantie maand augustus levert onze secretaris/planner heel veel zorgen op om het Supposten Rooster rond te krijgen. Gelukkig vinden we nog altijd oudgedienden die nog wel eens kunnen invallen. Maar.... dan moet het niet boven de dertig graden worden want dan opent het museum niet. Ik wens alle lezers mooie vakantiedagen en een behouden reis. De nieuwsbrief kunt U hier lezen klik op de link [HERE](#)

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WINDFARM NEWS - RENEWABLES

SIEMENS ENERGY'S FIRST LIGHTWEIGHT OFFSHORE SUBSTATION INSTALLED IN CHINA

Siemens Energy marked the first deployment of its lightweight integrated offshore substation at an offshore wind project, as the company's new High-Voltage TranSwitch Unit (HV-TSU) has been installed at the Yuetuo Island Offshore Wind Farm in China. According to Siemens Energy, the substation integrates key high-voltage components into a more compact design, which



significantly reduces topside weight while maintaining the reliability required for offshore operations. “Lighter and more integrated infrastructure can help optimize project execution, reduce complexity, and support the next generation of offshore wind developments. The successful application of HV-TSU demonstrates a new approach to offshore grid connections that can accelerate renewable energy integration and support the energy transition worldwide”, the company said via social media. According to ZPMC, which was responsible for the construction of the substation's topside module, jacket foundation, and foundation pin piles, the topside module of the 300 MW substation measures 45 metres in length, 38 metres in width, and 23 metres in height, with a total weight of approximately 1,700 tonnes. The Guodian Tangshan Leting Yuetuo Island Offshore Wind Farm (Phase I), located in North China, will have a total installed capacity of 304 MW.

(Source: Offshore Wind)

DREDGING NEWS

GOVERNMENT OF SOUTH AUSTRALIA SINKS DREDGER AS ARTIFICIAL REEF



The Government of South Australia said that the MV **Andrew Wilson**, a 40-meter grab hopper dredger built in 1962, will be turned into an artificial reef in shallow waters of Gulf St Vincent. Donated by Maritime Constructions, the dredger will be scuttled 6km off the coast of Brighton later this year. According to the Government, it will be the first vessel purposely sunk in South

Australian waters in more than two decades. The project is part of the Australian and South Australian governments' \$165 million investment in algal bloom response and recovery measures, supporting marine life recovery while creating a new underwater attraction for recreational divers. Currently docked at Port Adelaide, the vessel is being prepared for its new life beneath the water. Hazardous materials are being removed, while internal walls are being stripped back and strategic access holes cut into the hull to create safe entry points for divers. (Source: *Dredging Today*)

AYK ENERGY, GEBHARD ELECTRO TEAM UP ON NEW DAMEN TSHD PROJECT.

AYK Energy and Gebhard Electro are strengthening their collaboration by striking a new deal to electrify two workboats. The first project is the construction of a new trailing suction hopper dredger (**TSHD1000**) at Damen Shipyards in the Netherlands for UK Dredging, part of Associated British Ports. The vessel combines diesel-electric propulsion with an integrated Energy Storage System (ESS). AYK will supply a 318kWh



liquid-cooled Polaris battery system for the new dredger while Gebhard Electro is responsible for the electrical installation and system integration. According to AYK, it will be one of the first liquid

cooled Polaris batteries that AYK has installed following DNV type approval – reinforcing its compliance with stringent maritime safety and performance standards. The second project involves the conversion of the Port of Rotterdam’s patrol vessel **RPA 8** from hybrid to fully electric propulsion. AYK Energy will provide the 1640kWh PiscesA+ battery system with Gebhard Electro responsible for integrating the electrical energy solution for the retrofit. *(Source: Dredging Today)*

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ANOTHER JAN DE NUL’S DREDGER ARRIVES FOR ANAKLIA PROJECT



Jan De Nul’s trailing suction hopper dredger (TSHD) **Tristão da Cunha** kicked off the dredging operations at Georgia’s Anaklia Deep Sea Port Project last week. Another Jan De Nul’s giant TSHD **Al-Idrisi** will arrive in the area by the end of August. Operating together, the two vessels will perform the dredging of the entrance and turning channels. Under the project specifications, the port’s target depth will reach approximately

17,5 meters, while the length of the breakwater will be 1376 meters. According to the Ministry of Economy and Sustainable Development of Georgia, these parameters will ensure the safe handling of large-capacity container ships operating in the Black Sea, including Panamax and Post-Panamax class vessels. Also, the breakwater is set to create a protected water basin and enable the development of up to 700 meters of deep-water container berths, as well as up to 600 meters of jetty-type berths for dry and bulk cargo. The port is being developed under a landlord model – the state builds and retains ownership of the core port infrastructure, while private partners will develop and operate the respective terminals. This model guarantees phased development matching cargo growth, fosters a competitive environment for international operators, and reinforces Anaklia’s potential to become a key maritime gateway along the Middle Corridor, the Ministry concluded.

(Source: Dredging Today)

TSHD COSTA ATLÁNTICA, WID MAAS BUSY IN PORTUGAL

Dravo S.A. is currently carrying out the maintenance dredging works at the Port of Lisbon, an

essential operation to ensure the port's navigability and operational efficiency. For this project, their crews are working together through a collaboration with Van Oord: • TSHD [Costa Atlántica](#), Dravo's trailing suction hopper dredger, responsible for the excavation, transport and disposal of the dredged material, • WID [Maas](#), Van Oord's water injection dredger that uses low-pressure water jets to fluidize sediments and promote their natural relocation through existing currents. (Source: *Dredging Today*)



MAINTAINING NAVIGATION IN BUFFALO HARBOR



The USACE Buffalo District's crews and contractors are removing accumulated sediment from the Buffalo Harbor and Buffalo River federal navigation channels as part of a \$2.3 million maintenance dredging project. The mission is simple but essential: maintain safe, reliable navigation for the commercial ships and recreational boaters that depend on these waterways. Watch the YouTube video [HERE](#) (Source: *Dredging Today*)

C&C MARINE: WORK ON NEW CUTTER SUCTION DREDGER NEARS END

C&C Marine is nearing completion of a 30-inch cutter suction dredger (CSD), engineered for large-scale dredging projects. The non-self-propelled dredger measures approximately 360 feet in overall length and 56 feet in breadth and is designed to dredge at depths ranging from approximately 10 feet to 82 feet. The CSD is designed to excavate compacted sand and other soils using a rotating cutterhead and to transport the resulting slurry through a 30-



inch pipeline. According to C&C Marine, its dredging systems include an underwater dredge pump, an inboard dredge pump, a spud-carriage system and anchor booms that allow the vessel to reposition without outside assistance. Founded in 1997, C&C Marine and Repair is located on 100+ acre shipyard along the Gulf Intracoastal Waterway in Belle Chasse, Louisiana. (*Source: Dredging Today*)

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YARD NEWS

C-JOB AND GLOMAR OFFSHORE UNVEIL DESIGN FOR NEW NEXT-GEN OSV



Netherlands-based C-Job Naval Architects and Glomar Offshore BV have unveiled the design of a next-generation offshore support vessel (OSV) designed to provide a breakthrough in versatility and sustainable engineering. Purpose-built as Glomar's first vessel of its kind, the design eliminates the need for multiple specialized ships. Engineered for peak performance across diverse offshore tasks — from subsea inspections and cable trenching to ROV operations — this vessel

sets a new industry benchmark as a “Swiss Army knife” for offshore work. “This project reflects C-Job’s drive to deliver innovative, future-proof vessel designs,” said Job Volwater, CEO and co-founder of C-Job Naval Architects. “Together with Glomar, we’ve created a flexible, high-performance vessel that meets today’s operational demands while embracing tomorrow’s sustainability standards.” *Built for every offshore challenge* At nearly 80 meters, the vessel is optimized for offshore environments, featuring:

- DP2 positioning and Ice Class for precision in harsh conditions.
- ROV hangar, moon pool and dedicated trencher deck space for subsea operations.
- Accommodation for 60 personnel, with 42 comfortable single cabins, 9 double rooms, a gym and sauna.

The OSV’s multifunctional design allows for a seamless transition between offshore

roles, offering operators a cost-effective, future-ready solution. *Advancing sustainable operations* The vessel is also a showcase of environmental innovation, equipped with: • Dual-fuel engines (methanol and MGO). • Integrated methanol tanks and battery power systems. • Methanol Ready and Green Plus notations for top-tier sustainability compliance. *Collaboration driven by innovation* The project was defined by open collaboration, with C-Job and Glomar solving complex design challenges — from maximizing both indoor and outdoor space to optimizing exhaust layouts and applying renewable fuels — together. “At Glomar, tailor-made solutions are in our DNA,” said Melvin Weij, COO at Glomar. “With C-Job, we’ve designed a vessel that raises the bar for versatility and sustainable offshore support. We appreciate the creativity and design excellence C-Job brought to this project and are thrilled with the results.” (Source: MarineLog)

HANWHA OFFERS UP TO \$1.2 BILLION FOR AUSTAL USA

Shares in Australian shipbuilder Austal rose more than 16% after South Korean group Hanwha made an offer of up to \$ 1.2 billion to buy its US business. The proposal, still preliminary and non-binding, contemplates the acquisition of Austal USA , a company that builds ships for the US Navy and the US Coast Guard. The transaction, valued between \$1.05 billion and \$1.2



billion , does not include Austal's operations in Australia, the Philippines and Vietnam, nor the company's publicly traded shares. Austal has given Hanwha four weeks to analyze the business in detail and submit a final offer. Meanwhile, the Australian shipyard continues to review the proposal. The deal would strengthen Hanwha's presence in the US naval and defense industry . Furthermore, the South Korean group already acquired the Philly Shipyard in Philadelphia in 2024 and holds a significant stake in Austal. At the moment, the offer is pending review and assessment of conditions before a final agreement can be reached. (Source: Puente de Mando; Photo: Austal)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *SAAM presents Biodiversity Plan focused on protection of marine ecosystems*
 - *Svitzer signs contract with Swan Defence and Heavy Industries for four 32 metre TRAnsverse tugs*

- *Med Marine's latest RAmports 2500-W tugboat takes to the water*
- *Sanmar and SAAM Towage strengthen partnership with 16th tug delivery*
- *Damen supplies Svitzer with ASD Tug 2312*

Several updates on the Broker Sales page posted last week.

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

(pls contact jvds@towingline.com)

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

- *McKeil Marine - Burlington Ontario by Jasiu van Haarlem (new)*
- *Ocean Group - Trieste 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

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