

27th Volume, No. 76 **1963** – “63 years tugboatman” – 2026 Dated 30 September 2026

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

Distribution twice a week 22.850+

MIDWEEK – EDITION

TUGS & TOWING NEWS

THE GREAT LAKES TOWING COMPANY ORDERS TWO NEW DAMEN TUGS FROM GREAT LAKES SHIPYARD



Hulls 11 and **12** will continue the company's fleet renewal and expansion program and its long-term investment in Great Lakes shipping. The Great Lakes Towing Company announced today that it has placed an order with Great Lakes Shipyard for the construction of two new Damen-designed harbor tugs. The vessels will be **Hulls 11** and **12** in the company's Damen newbuild series, continuing a fleet renewal and expansion

program that has already brought ten new Damen tugs into service. Construction is expected to begin later this year at Great Lakes Shipyard in Cleveland. The first tug is scheduled for delivery in late 2027, followed by the second in early 2028. “The Great Lakes have been our home for more than a century, and this order reflects our confidence in the future of commercial shipping throughout the region and our commitment to the customers who depend upon us,” said Great Lakes Towing Company President, Gregg Thauvette. “Continuing to renew our fleet is essential to

maintaining safe and reliable harbor towing service and preparing the Towing Company to meet our customers' needs for years to come.” Like the ten Damen tugs already in service, **Hulls 11** and **12** will be constructed, outfitted, and commissioned at Great Lakes Shipyard in Cleveland. “Building the first ten Damen tugs gave our team valuable experience



that we will carry into the construction of the next two vessels,” said Tom Rigolo, President, Great

Lakes Shipyard. “We are proud that this work will continue here in Cleveland, and we look forward to seeing **Hulls 11** and **12** take shape.” The project represents a continued investment in the Towing Company’s fleet, the Shipyard, the skilled employees who build, maintain, and operate the company’s vessels, and the marine transportation system that supports industries and communities across the region. *(PR-Great Lakes Towing Company)*

Advertisement



SAAM TOWAGE MOVES FORWARD WITH FLEET RENEWAL PLAN, ADDING FIVE NEW TUGS THUS FAR IN 2026



The new vessels stand out for incorporating state-of-the-art technology into the maritime industry, leading to greater operational efficiency and improved environmental performance. Santiago, September 25, 2026 | SAAM Towage continues to move forward with its fleet renewal plan, having added five new tugboats so far in 2026,

thereby strengthening its operational capabilities in the various countries where it operates. The new vessels were designed to meet the growing demands of the maritime and port industry. Equipped with state-of-the-art technology, they help optimize efficiency, strengthen safety standards and reduce the environmental impact of operations. This year, the tugs **Guanay** (Peru), **Carancho** (Chile), **Kanan** (Mexico), **Hunabku** (Guatemala) and **Caribe** (Colombia) have been added to the fleet. Equipped with engines certified under the IMO Tier II and Tier III international emissions standards, the vessels offer a bollard pull capacity of between 70 and 80 metric tons, as well as FF1-certified fire-fighting systems, which increase their versatility for medium- and high-complexity operations and emergencies. “Our goal is to continue growing by providing reliable service to our customers, and to achieve this, we need a modern fleet that combines operational excellence, high safety standards and improved environmental performance. With these five vessels, we are not only increasing our operational flexibility at key terminals in the region, but also preparing our fleet to meet the standards that the global industry will demand in the coming decade,” said Pablo Cáceres, Manager of Innovation and New Construction at SAAM Towage. The fleet renewal process will continue over the coming months, adding new units and reaffirming the company's commitment to

strengthening its leadership in the industry. *(PR-SAAM)*

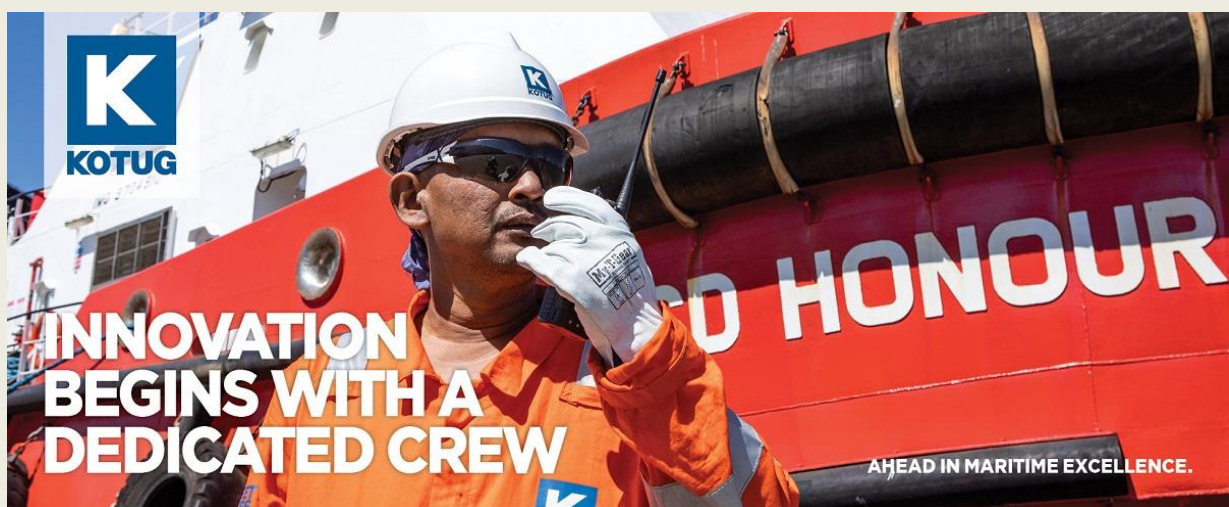
TWO NEW TUGBOATS FOR F.LLI NERI LAUNCHED IN EGYPT

At the South Red Sea Shipyard in Safaga, the Chairman of the Suez Canal Authority (SCA), Admiral Osama Rabie, oversaw the launching of new technical assets and the final sea trials of two tugboats commissioned by the Italian maritime company Neri SpA . According to Egypt Today , the Authority has simultaneously increased its fleet serving national waters. The Egypt Tugboat Factory has completed the fifth



and sixth units of the Azim series: these are 32-meter-long tugboats with a 90-ton bollard pull and capable of sailing at 12 knots. In the presence of the Governor of the Red Sea, Waleed El-Borai, two 17-meter fiberglass vessels of the "Bahr" class, intended to support tourist flows in the Canal area, were also delivered to the Authority. The official visit continued with Rabie and El-Borai cutting the ribbon on a new administrative headquarters spanning over 1,100 square meters and inspecting the progress of a nascent 50,000-square-meter industrial free zone linked to the Suez Canal Modern Boats project, designed to accommodate three production facilities when fully operational. SCA's goal is to meet domestic demand for technical vessels and, at the same time, position Egypt as a leading shipbuilding supplier for the entire region. On the sidelines of the launches, Admiral Rabie met with an Omani trade delegation interested in exploring the potential of Egyptian facilities for future collaboration. *(Source: Shipping Italy)*

Advertisement



TUGBOAT DUO RETURNS

The **VB Bever** and **Fairplay-33** were once again spotted in our port. This visit took place after the

tugs had towed the large floating sheerleg crane ***Hebo CB1*** from the Halfweg site in the Q1 block to an anchorage in the Marsdiep on Wednesday, September 23. Just as before, the ***VB Bever*** moored at the Zeedoksluis and the ***Fairplay-33*** behind the Blue Port Centre. Their stay in Den Helder was brief, however, as both tugs departed with the crane back to the Q1 block during the night of September 24–25.



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

MASTER BOAT BUILDERS LAUNCHES TITAN FOR SUDERMAN & YOUNG TOWING COMPANY

Master Boat Builders, Inc. ("Master Boat") recently announced the successful launch of **Titan** (H502). Built by Master Boat for Suderman & Young Towing Company, Titan is the third RAport 3000-class escort tug in a four-tug series. "**Titan** reflects the continued strength of our partnership with Suderman & Young, and our team's ability to deliver high-performance escort tugs that meet the needs of today's harbor operations," said Garrett Rice,



President of Master Boat Builders. "We're proud to launch the third vessel in this four-tug series and look forward to continuing this important program." The RAport 3000-class escort tug series is designed to support demanding harbor, ship-assist and escort operations. With an overall length of 98 feet, a moulded beam of 43 feet, and a bollard pull capacity of more than 90 metric tons, Titan is powered by two engines producing a combined 7,000 horsepower and is capable of approximately 13 knots. Designed to accommodate a crew of six, the vessel carries 44,342 gallons of fuel oil and registers at under 300 GRT, offering operational flexibility across a range of port and escort assignments. (PR-Master Boat)

THE NEW WORLDWIDE TUG & OSV NEWS IS PUBLISHED

Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels,

please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document



every two months in your mailbox. Important notice: While care is taken in the preparation of Worldwide Tug & OSV News the editors cannot accept any responsibility for the accuracy of data published. The editors have attempted to contact all photographers to obtain permission to publish their photos. In some cases this was unsuccessful because e-mail addresses were no longer up-to-date. Financial compensation has never been paid to any

photographer. Should there nevertheless be any photographer who believe that they have been wronged, please contact the mentioned e-mail address. The editors regrets that the e-magazine is unable to supply photographs published in Worldwide Tug & OSV News. To read the free magazine click on the link [HERE](#) (Source: Leen van der Meijden compiler of the magazine; photo: photo: Frits van der Hoek)

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 FIRST CAISSON OF THE NEW DAM IN THE PORT OF RAVENNA HAS BEEN BUILT AND INSTALLED.

The work – a breakwater to protect the BW Singapore regasification terminal – will be completed by the end of 2027. The first of 18 caissons that will form the breakwater protecting the regasification vessel Fsrú BW Singapore, located off the coast of Ravenna, from adverse weather and sea conditions, was installed a few hours ago, ensuring the plant's operational continuity. The project, valued at over €200 million, was awarded by the Ravenna Port Authority to a consortium led by Rcm Costruzioni, a company with years of experience in maritime construction, along with the Spanish group Acciona, which operates in large, complex infrastructure projects in the energy sector and water treatment plants. The dam project, which will be approximately 900 meters long, involves the installation of 18 reinforced concrete cellular caissons, each measuring 53 by 22 meters. The structures will be prefabricated within the port of Ravenna using the monumental "Kugira Dos" floating dock, one of the largest in the entire Mediterranean Sea. Ten caissons have already been

completed to date, and the eleventh is currently being prepared. The transfer of the first caisson clearly demonstrates the engineering complexity of the project. The module was towed along the Candiano Canal for approximately six miles to its destination site using a convoy of tugboats and mooring vessels. Once on site, the caisson was placed with extreme precision on a stone foundation previously prepared on the seabed at a depth of 17 meters, already consolidated with the installation of over 26,000 gravel columns. The precision positioning and controlled



sinking were also managed with the assistance of a team of divers and constantly monitored by GNSS satellite topographic systems. The entire operation was coordinated and carried out under the strict and constant supervision of the Ravenna Harbour Master's Office – Coast Guard, which ensured the safety of navigation and maritime and port activities. This was the result of numerous and detailed coordination meetings that, in recent months and in the coming months, have allowed the complex construction of the reinforced concrete structures to be carried out simultaneously with the regular port activities. Once the first caissons are positioned, and the laying is completed, construction of the superstructures and the final wavebreak, 10.5 meters above sea level, will begin next year. The timetable calls for completion of the works by the end of 2027. The BW Singapore regasification terminal, installed by Snam off the coast of Ravenna, has contributed, since its entry into service in spring 2025, to the further diversification of the country's natural gas supplies, receiving over 30 LNG cargoes to date. *(Source: Shipping Italy)*

MUMBAI PORT ORDERS BATTERY-ELECTRIC TUG TO CUT EMISSIONS



One of India's main ports has ordered a green tugboat from a listed Indian shipyard that is already building two of these electric-powered vessels for other authorities. Mumbai Port Authority has contracted Knowledge Marine & Engineering Works (KMEW) to provide and run a tugboat with zero, or low emissions as part of its decarbonisation strategy. KMEW will build this battery-

electric tug with around 60 tonnes of bollard pull and sufficient battery capacity to support the berthing and undocking of ships in Mumbai Port. Under the US\$29M contract, KMEW will also operate the tug for 15 years after its delivery, including crewing, maintenance and complete

technical management. This project is part of the Indian Government's Green Tug Transition Programme and Make-in-India initiatives to facilitate the development of indigenous capabilities in the design, construction, operation, and maintenance of advanced marine vessels. KMEW said this is the third green-tug contract it has gained from major Indian ports through this initiative. The other two are for Visakhapatnam Port Authority and VOC Port Authority. For each these projects, Echandia will supply its Core energy storage system, including banks of lithium-titanium oxide batteries, for tugs designed by Navnautik Technical Services. "We are steadily building a scalable platform for the development of next-generation marine assets while supporting India's transition towards a greener maritime future," said the shipbuilder. KMEW is an integrated marine infrastructure company dealing in dredging, ship building, ship repair, vessel chartering and port related operations. Its first electric tugs are scheduled to enter operations in Kandla Port, in the Kutch district of Gujarat, during Q2 2027. *(Source: Riviera by Martyn Wingrove)*

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



SIMULTANEOUS GROUNDING OF THE TUGBOATS "VB RISBAN" AND "VB ALBORÁN", OF BOLUDA TOWAGE, AT REPNAVAL ZAMAKONA

At the Repnaval Zamakona facilities in the port of Las Palmas, two tugboats from the Boluda Towage fleet in the Canary Islands, the "**VB Risban**" and the "**VB Alborán**," are undergoing their mandatory dry-docking. The former is based in the port of Santa Cruz de La Palma, and the latter is based in the port of Las Palmas. Meanwhile, the temporary relief in the port of Santa Cruz de La Palma is being handled by the tugboat "**VB Achamán**". *(Source: Puente de Mando: Photo: Juan Carlos Díaz Lorenzo)*



UDUPI COCHIN DELIVERS THIRD ASD TUG TO OCEAN SPARKLE

The latest delivery forms part of a 15-vessel series of 70-tonne bollard pull tugs being built by UCSL for Ocean Sparkle Limited. Udupi Cochin Shipyard (UCS) has delivered the third of fifteen 70-tonne

bollard pull tugs being built for Ocean Sparkle Limited (OSL), part of the Adani Group. The 70T



Azimuth Stern Drive (ASD) tug was handed over on 28 September 2026. UCSL, a wholly owned subsidiary of Cochin Shipyard, is building the series for Ocean Sparkle as part of the marine services operator's fleet programme. Built in accordance with the Approved Standard Tug Design and Specifications framework established by the Indian Ports Association (IPA),

the vessel is designed for harbour and port operations. Designed by Canada-based Robert Allan Ltd., the 33-metre tug has a 12.2-metre beam and is classed by the Indian Register of Shipping. The tug is powered by two main engines, each rated at approximately 1,838 kW, providing a combined installed power of around 3,676 kW and a rated bollard pull of 70 tonnes. A key milestone for UCSL was the vessel's completion just 47 days after launch, allowing the shipyard to meet its committed schedule. The construction programme highlights UCSL's focus on production planning, efficient build processes and disciplined project execution as it expands its portfolio of commercial and harbour vessels. The latest tug is the third completed under the 15-vessel programme for Ocean Sparkle, further supporting the marine services operator's fleet requirements. The programme also contributes to the development of India's domestic shipbuilding capability and supports the country's Made in India and Atmanirbhar Bharat initiatives. (Source: *Workboat365*)

PACIFIC TOWING RE-FLAGS ANOTHER TUG IN SOLOMONS

Pacific Towing (PacTow) is taking another significant step in its regional growth strategy, with the re-flagging of its Honiara-based ASD tug **Pacific Salvor** to Solomon Islands. The move is more than a change of flag. It represents a shift from having a Papua New Guinea vessel permanently deployed into the Solomon Islands market to embedding a major marine asset within the country itself. Once the re-flagging process is complete,



Pacific Salvor will legally become a Solomon Islands vessel, fly the Solomon Islands flag and be renamed. The process is expected to take approximately six months. PacTow General Manager Gerard Kasnari says the decision reflects the company's long-term commitment to both Solomon Islands and the wider Melanesian maritime industry. *A major capability permanently based in Solomon Islands* **Pacific Salvor** is not just a harbour tug. The 50-tonne bollard-pull ASD vessel is also capable of emergency towage, salvage, wreck removal and long-distance ocean towage. It is

equipped with specialist firefighting capability, enabling it to support vessels affected by onboard fires. Recent events have already demonstrated the value of having such a vessel available locally. When the cargo and passenger vessel MV Anjeanette caught fire at Honiara Port, Pacific Salvor was mobilised in the early hours of the morning, provided boundary cooling and towed the burning vessel away from the port and nearby fuel storage facilities. The tug was also deployed when general cargo vessel MV **Wealth** broke down while under Solomon Islands police escort, requiring an emergency tow to Honiara. *Re-flagging reinforces a long-term regional strategy* The re-flagging of **Pacific Salvor** also sits within a much larger PacTow fleet investment program. The company has invested PGK70 million in two technologically advanced new-build ASD tugs, **Pacific Responder** and **Pacific Resolute**. With a 70-tonne bollard pull, **Pacific Responder** is more powerful than any other tug in the PacTow fleet and is equipped with advanced firefighting capability and high-powered forward and aft winches. The vessel has been designed to support not only complex harbour towage, but also salvage, emergency response and long-distance towage. A very similar vessel, but with a 60-tonne bollard pull, Pacific Resolute, further increases PacTow's fleet capacity. While the two new-build tugs were acquired primarily to strengthen harbour towage capability in PNG, their significance extends well beyond PNG's ports. In short, a stronger fleet in PNG creates a stronger fleet across the region. It improves PacTow's ability to maintain harbour towage coverage while mobilising vessels for emergencies and major projects in other countries. In Solomon Islands, that regional investment is complemented by a very local commitment – the permanent deployment and now re-flagging of a second tug, **Pacific Salvor**. (Source: Solomon Star News; Photo: Ian Stevens)

Advertisement



YOUR PROPULSION EXPERTS

SCHOTTEL CONTROLLABLE PITCH PROPELLER SCP:
EFFICIENT, RELIABLE, FLEXIBLE

www.schottel.com | sales@schottel.de

SCHOTTEL

WORK VESSELS BEHIND BLUE PORT CENTRE



Spotted on Thursday, September 24, behind the Blue Port Centre: the 18-meter workboat ***Enteq 1*** on one side of the jetty and a pontoon on the other—both belonging to the Beens Group from Genemuiden. Both the workboat (photo 1) and the pontoon (photo 2) are equipped with spud poles. The vessels travelled from Amsterdam to Den Helder via the North Holland Canal. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)

SUNKEN RUSSIAN MILITARY TUG KAPITAN USHAKOV RAISED IN ST. PETERSBURG



More than a year after it sank, the Russian military tug **Kapitan Ushakov**, designed for Arctic operations, has been raised in St. Petersburg. Navy Of Russia, a Russian specialized media outlet, reported this. According to it, the vessel is expected to be sent to the Yaroslavsky Shipbuilding Plant for a major overhaul, including replacement of the propulsion system, reconstruction of the hull and refurbishment of life-support systems. However, given the

vessel's prolonged submersion and the need to replace all cabling, electronics and machinery and carry out a major hull overhaul, it may not return to service because of the cost of repairs. **Kapitan Ushakov** Project 23470 sea tugs are designed to tow vessels, floating objects, and structures in seas and oceans, with no restrictions on their operating area. *Key specifications:* Displacement: 3,200 tons; Length: 69.75 meters; Beam: 15 meters; Towing capacity: 200 tons; Crew: 33; Endurance: 30 days *Equipped with a helipad for receiving helicopters* The tugs can operate in ice conditions under the Arc4 ice class. They are also designed for search-and-rescue operations, firefighting, and other tasks. The Project 23470 sea tug **Kapitan Ushakov** was launched in 2022 at the Yaroslavsky Shipbuilding Plant and transferred to St. Petersburg in autumn 2023 for completion at a berth of the Baltic Shipyard. The tug was being prepared for operations along the Northern Sea Route. On the

evening of August 8, 2025, the vessel began to list. Workers spent the night trying to stop the list, but on the morning of August 9, the tug listed to starboard and partially sank. According to Russian investigators, water entered the auxiliary machinery compartment. In August, the port administration gave three months to remove the sunken tug from the Neva. The vessel was not raised within that deadline. According to PortNews, work was delayed in November 2025 because of



financial problems at the owner, the Yaroslavsky Shipbuilding Plant. Active preparations to raise the vessel began only in May 2026, about nine months after the accident. On June 24, contractor

Baltspecflot told Kommersant that it had reinforced the shoreline and begun pulling the tug out using towing equipment. As of the morning of June 25, the hull had already been partially raised, but the vessel was still listing heavily. The vessel was reported to have been fully raised on July 18. However, photos published at the time showed the vessel still listing to one side. It was then planned to inspect the vessel over two weeks to one month. The plant was to coordinate further action with the customer, the Russian Defense Ministry. *(Source: Militarnyi)*

Advertisement



SANMAR



ElectRA 2200SX



ElectRA 2300SX



ElectRA 2800SX

50

years

—

Fully Electric Tug

MCALLISTER BUYS MAINE WHARF TO EXPAND HARBOR FOOTPRINT



McAllister Towing and Transportation Co., New York, N.Y., has signed a purchase and sale agreement to buy the Portland, Maine, wharf parcel of Sprague Operating Resources LLC, Portsmouth, N.H., including the pier and warehouse. The deal is expected to close by year-end. Terms were not disclosed. The acquisition adds fixed shoreside assets in a harbor where McAllister already works

through subsidiary Portland Tugboat LLC. "McAllister has long been proud of our connection to Portland Harbor through Portland Tugboat company, and we are thrilled to expand our physical footprint here," said President Buckley McAllister. He said the company plans to use the wharf and warehouse for added storage and expanded services across Maine and the Northeast. For Sprague, the sale splits its Portland terminal. The upland portion goes to Hearts of Pine for a professional soccer stadium, while the water-dependent pier and warehouse pass to an operator that will keep them in active marine use. "As we evolve our footprint in Portland, our highest priority has been finding a steward who shares our commitment to the working waterfront," said David Glendon, Sprague's chairman. Founded in 1864, McAllister runs more than 60 tugs, crew boats and barges across 13 ports from Eastport, Maine, to San Juan, Puerto Rico, handling ship docking, harbor towing, coastal transport and offshore wind support. The agreement is subject to customary closing conditions. McAllister will field inquiries on its plans for the parcel. *(Source: Workboat by Doug Stewart)*

THE NUCLEAR-POWERED ICEBREAKER LENINGRAD WILL BE LAUNCHED IN NOVEMBER.

The launch of the Project 22220 universal nuclear icebreaker **Leningrad** is scheduled for November 2026. This was announced on September 29 by Alexey Likhachev, Director General of the Rosatom State Corporation, during a meeting with Russian President Vladimir Putin. "We plan to launch the Leningrad icebreaker this November. If you were to take part in this



event, it would certainly be a great honor for both the builders and the sailors," the Kremlin press service quoted the Rosatom CEO as saying. Construction of the Project 22220 universal nuclear icebreaker series (developed by the Iceberg Central Design Bureau) is underway at the United Shipbuilding Corporation's Baltic Shipyard, commissioned by Atomflot, a Rosatom subsidiary. Leningrad is the fifth (sixth) vessel in the series. The icebreaker's keel was laid on January 26, 2024. Work is currently underway to form the vessel's hull and install equipment onboard. *Project 22220 universal nuclear-powered icebreaker* Overall length – 173.3 m; Width – 34 m; Draft – 10.5 m / 9.03 m; Shaft power – 60 MW; Displacement – 33,540 tons; Crew – 54. (Source: *Sudostroenie*; Illustration: Country "Rosatom")

THE VESSEL "ALLOT" HAS JOINED THE ROSMORPORT DREDGING FLEET.



The supply vessel **Aliot** has joined the dredging fleet of FSUE Rosmorport, according to a company statement on August 29. "Aliot" is the second in a series being built in the Astrakhan Region by OOO Stroyliderplus. The vessel will soon begin operations on the Volga-Caspian Sea Shipping Canal (VCSSC). The lead vessel in the project, "Beryl," which joined the fleet at the end of 2025, has already begun

operations on the canal this year. Another vessel in the series, "Antares," is under construction. The flag-raising ceremony took place on September 29. The event was attended by Alexander Shraytel, Director of the Astrakhan branch of FSUE Rosmorport; Alexander Koleganov, the vessel's captain; Maria Kurdina, the vessel's godmother and Head of the Financial and Economic Service of the Astrakhan branch of FSUE Rosmorport; and Priest Nikolai, Rector of the Church of St. Nicholas the

Wonderworker. During his speech, Alexander Shraytel noted that the vessel had successfully completed sea and mooring trials and fully complies with the design and safety requirements. The FPW1 support vessels are designed to operate in conjunction with Rosmorport's new FPDG3 dredgers. Two vessels in the series, the Nikolai Rusanov and Nikolai Grichanovsky, are currently dredging the canal; they were commissioned in 2024 and 2025, respectively. Stroyliderplus LLC is building a vessel similar in specifications, the Petr Vedernikov, the company added. *Project FPW1 supply vessel* Russian Maritime Register of Shipping class – KM R3 AUT3 Ice1 (hull, machinery) Hull length – 24.5 m; Width (including berth) – 9.5 m; Draft, not more than – 1.6 m; Gross tonnage – 162; Sailing area – R3; Autonomy – 7 days (based on fuel reserves); Main propulsion plant power – 2 x 330 kW; Ship crane with lifting capacity – 2.5 tons with boom extension of 10.5 m *Tank capacity*: Fuel tanks (for own needs) – about 8 cubic meters; Supply fuel tanks – about 35 cubic meters; Technical water tanks (for own needs) – about 2.1 cubic meters; Drinking water tanks (supply) – about 23 cubic meters m; Empty displacement – about 88 tons; Speed – 9.7 nautical miles; Number of crew members – 6 people (Source: *Sudostroenie*)

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



OLD TOWBOAT COLUMN

THE BELFONT WAS WIDELY TRAVELED

Another boat featured in the 2023 Gas & Diesel Sternwheel Towboat Calendar (See WJ, November 14) is the **Belfont**. This boat was built in 1926 by the Marietta Manufacturing Company, Point Pleasant, W.Va., with a steel hull 100 by 24 feet. The split sternwheel had a shaft-driven gear drive at the center of the wheel, and this was powered by a 360 hp. Fairbanks-Morse diesel engine. The **Belfont** was a single-deck boat with a large pilothouse situated forward. The original owner was the Indiana-Belfont



Transportation Company, Ironton, Ohio. Just after midnight on May 24, 1928, the **Belfont** was upbound on the Ohio River above Madison, Ind. The steam sidewheel packet **Cincinnati** was downbound after having departed Carrollton, Ky., and there was a collision between the two. Homer Johnston, an engineer aboard the **Cincinnati**, was killed in the accident. The Waterways Journal of January 11, 1930, carried an ad by the Indiana-Belfont Transportation Company offering



the boat for sale or lease. It was sold to Pure Oil Company, which renamed it **R.H. McElroy Jr.** and sent it far away to Mobile, Ala., where it operated on the Mobile and Tombigbee rivers. It had just begun its wanderings. In 1939, Pure Oil transferred the boat to the Cape Fear River, and

it ran between Wilmington and Fayetteville, N.C. In 1942, it attracted a lot of attention by making a trip up the Atlantic Coast with three gasoline barges in tow. This was some feat by a flat-bottomed river towboat. In 1943, the **R.H. McElroy Jr.** headed west when it was taken to Livingston Shipbuilding at Orange, Texas, and sponsons were added to the hull, increasing the width to 30 feet. The boat remained in operation on the Intracoastal Waterway, and in 1945 it was repowered in Texas with a 375 hp. Fairbanks diesel. It may have been at this time that the gear drive to the sternwheel was converted to a chain drive system. In the fall of 1945, it again embarked on a long journey as Pure Oil transferred it to run on the Kanawha River in West Virginia. It was back home to where it had been built in 1926. At some point during the boat's career, the pilothouse had been raised several feet and a cabin placed aft of it. In 1948, the boat was sold to Capt. Edward Smith, Pittsburgh, who renamed it **L.M. Smith**. In 1954, it was sold to McClain Sand Company, Point Marion, Pa., and renamed **F.L. Bowers**. In the fall of 1956, it was sold again to Merdie Boggs & Sons, Catlettsburg, Ky. This was the second boat in the Boggs fleet. Capt. Merdie Boggs and son Capt. Clarence Boggs had gone in business in 1955 by purchasing the 120 hp. sternwheeler **Resolute** and doing shifting and harbor work in the Catlettsburg area. In 1960, Boggs traded the **F.L. Bowers** to Capt. Harry F. White, Belle, W.Va., for the dismantled steam sternwheel towboat **Atlas**, which they utilized as a landing boat. White dismantled the **Bowers** on the



Kanawha River about 1962, and thus ended its wandering. While this writer never saw the **Bowers**, I grew up at Boggs hearing the stories about it. Capt. Clarence Boggs and others have said that the Fairbanks engine on the boat was capable of more than 400 hp., but they operated it at less because if run full the wheel would turn too fast. Capt. Merdie practically lived on the **Bowers** in those days, and another individual told of being aboard as a deckhand. They were coming upriver with a tow, and he was steering while Merdie was napping on the pilothouse bench. Anxious to get into the landing, this fellow kept inching the engine control ahead. At some point Merdie woke up to the boat shaking and the wheel throwing water over the stern splashboard. He jumped to the controls and pulled the engine back a bit saying, "This is where we run this boat!" Capt. Clarence Boggs claimed that the **Bowers** was a poor backing boat—due to the added sponsons on the side of the hull,

he felt—and that the 120 hp. **Resolute** would back better. It and the little **Resolute** were the seeds that grew what became a well-known family operation that served the industry for many years.
(Source: *The Waterways Journal* By Capt. David Smith)

Advertisement



EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – HELM OPERATIONS

Helm Operations is the creator of Helm CONNECT which has become the world's fastest-growing maritime software platform since its launch in 2016. Today, more than 400 companies and over 10,000 assets in over 35 countries rely on Helm CONNECT to manage vessel maintenance, compliance, operations, and personnel management. Come and visit us to see why Helm CONNECT is the industry-leading software platform, and grab a pair of our famous Helm socks while you're at it!

Helm

ACCIDENTS – SALVAGE NEWS

A SAILOR WAS AIRLIFTED TO SAFETY AFTER A TUGBOAT BROKE DOWN OFF THE COAST OF LIFOU.



The New Caledonia Maritime Rescue Coordination Centre (COSS NC) was mobilized Thursday afternoon after a tugboat towing a 50-meter barge broke down. A sailor, stranded on the barge, was airlifted to safety. On Thursday afternoon, around 5:30 p.m., the New Caledonia Maritime Rescue Coordination Centre (COSS-NC) received a call from the tugboat **Marcel Viratelle**. The vessel, which was towing a 50-meter barge loaded with bulky

equipment such as cars and containers, unfortunately suffered a propulsion failure "after its towline became entangled in its propellers." With severe weather conditions and a special weather bulletin in effect, the vessel drifted rapidly and dangerously toward the shores of Loyalty Island. "Faced with the risk of grounding in these deteriorating weather conditions, COSS immediately broadcast distress relay messages," the centre stated in a press release issued on Friday. "Unfortunately, no vessels were able to offer assistance due to the ongoing weather bulletin." [An intervention at midday](#) Fortunately, according to the account, the crew finally managed to "disengage one of the two propellers," allowing them to proceed at reduced speed and thus move away from the danger. However, with one sailor remaining isolated aboard the barge, "without water, food, or means of communication," the COSS (Operational Surveillance and Rescue Center) requested his airlift. The Caracal helicopter of the Armed Forces in New Caledonia took off in the early evening, around 9:00 p.m., to rescue the sailor, who was quickly hoisted aboard safe and sound before being taken to the gendarmerie in Wé. The tugboat [Marcel Viratelle](#), for its part, managed to reach safety in a sheltered spot north of Doking and thus spent the night at sea. An intervention with divers was planned for midday on Friday to try to free the still-entangled propeller. This operation was coordinated by the COSS NC (New Caledonia's Maritime Rescue Coordination Centre) under the operational authority of the President of the Government. (*Source: La Vox du Caillou*)

GREEK CARGO RO/RO CONTINUES TO BURN AFTER THREE DAYS

Firefighting operations to control the blaze aboard the ro/ro freighter [Blue Carrier 2](#) were still under way on Sunday, according to local media. [Blue Carrier 2](#) has been towed away from Mykonos, and it is now in an area just southwest of Tinos, where it is not exposed to the prevailing winds. Local reports indicate that the fire on board is still burning, and that a cargo of chemicals may be fueling the continuing



blaze. AIS data provided by Pole Star Global shows that there are still at least five tugs and other working vessels on scene, standing by or assisting with exterior cooling. Due to the extent of the fire damage, the vessel may be a total loss, according to local outlet Cyclades24. Current efforts include a focus on ensuring its continued stability. The vessel has reportedly taken on a slight list, and video from the scene suggests that the fire burned all the way forward through the superstructure and wheelhouse. The Hellenic Coast Guard has launched a preliminary investigation into the cause of the fire, according to local media. Early inquiries into the root cause have focused in on a truck in the number four vehicle bay, which may have ignited due to an electrical fault, according to News24/7. Officials on the island of Samos, which is served by [Blue Carrier 2](#), have been in contact with Greece's shipping ministry to arrange for alternative means of delivering special cargoes. The ferry [Blue Carrier 1](#) has added a stop in Samos beginning Thursday, according to local News 24/7. Nonhazardous cargoes continue to move on a normal ro/pax ferry service to Samos. The fire broke out on the ship Friday morning as it transited north of Mykonos. The vessel was carrying 166 trucks and 29 cars, and was bound from Syros to Samos. The crew abandoned firefighting efforts after an initial attempt, and 28 crewmembers and one truck driver were safely evacuated. No injuries were

reported. Built in 1997 in Japan, **Blue Carrier 2** is 530 feet in length. It was acquired by Greece's Attica Ferries in July 2023 from CLDN Ferries, which had previously operated it as the Clementine for Cobelfret Ferries. (Source: *Marex*)

advertisement



**CHEOY LEE
SHIPYARDS**

www.cheoylee.com



**Premium builder of tugs
and commercial vessels**



CHEMICAL TANKER MALFUNCTIONS IN THE DARDANELLES STRAIT.



The 182-meter-long, Liberian-flagged tanker **Baltic Star**, en route from Spain to Tuzla, Istanbul, experienced engine failure off Nara Point in the Dardanelles Strait. A 182-meter-long chemical tanker, which suffered engine failure in the Dardanelles Strait, was anchored at the Karanlık Liman Anchorage Area with the assistance of tugboats. The Liberian-flagged tanker,

named '**Baltic Star**', en route from Spain to Tuzla, experienced a malfunction off Nara Point. The 182-meter-long giant chemical tanker '**Baltic Star**', which suffered engine failure off Nara Point during its passage through the Dardanelles Strait, was brought under control by the General Directorate of Coastal Safety teams. The ship, which was safely towed with the assistance of tugboats and a pilot captain, was pulled to the Karanlık Liman Anchorage Area and anchored. The Liberian-flagged chemical tanker "**Baltic Star**," measuring 182 meters in length and en route from Spain to Tuzla, Istanbul, experienced engine failure for an as yet undetermined reason off Nara Point while transiting the Dardanelles Strait. Upon the ship losing its ability to move, the captain immediately reported the situation via radio to the Çanakkale Strait Ship Traffic Services Center Directorate. Upon receiving the report, the General Directorate of Coastal Safety (KEGM) quickly mobilized and dispatched a pilot captain and the tugboats "**Kurtarma-13**" and "**Kurtarma-17**" to the area. To ensure navigation and life safety, other vessels transiting the strait were informed about the malfunction and warned to exercise caution. *It was taken to dark harbor* Thanks to the coordinated efforts of the teams that arrived in the area, the tanker "**Baltic Star**" was towed away by the tugboat "**Rescue-17**". The giant tanker, escorted by a pilot and the tugboat "**Rescue-13**," was taken to the Karanlık Liman Anchorage Area without disrupting strait traffic, where it was safely anchored. (Source: *DenizHaber*)

THEIR FATE REMAINS UNKNOWN: THE LATEST NEWS ON THE FIRE ON THE TRIUMPH SHIP OFF THE COAST OF KAMCHATKA, WHERE SEVERAL PEOPLE WENT MISSING.

The **Triumph** vessel will be towed to the port of Petropavlovsk-Kamchatsky after the fire. On the night of September 26, 2026, the fishing vessel **Triumph** caught fire in the Pacific Ocean off the coast of Kamchatka. The 29-member crew was forced to flee on inflatable rafts. A second vessel's crew, which arrived to help, rescued 25 sailors, four of whom are currently in the hospital. The whereabouts of four others are being



investigated. Preparations are underway to tow the vessel to the port of Petropavlovsk-Kamchatsky. For more details, see Komsomolskaya Pravda's "Vladivostok" article. [Latest news on the fire on the Triumph vessel in Kamchatka as of September 28, 2026](#) A ship caught fire overnight off the southern coast of the peninsula. The fishing vessel **Triumph** was east of Cape Khodzheilaika when the fire broke out on board. There were 29 sailors on board at the time. The crew was forced to quickly launch inflatable rafts and abandon the burning vessel. A passing vessel, the **Perseus**, picked up the distress signal. Its crew pulled 25 men from the water. The whereabouts of the other four fishermen remains unknown. The search for missing sailors continues in the Pacific Ocean. The **Perseus**, carrying the rescued sailors, arrived at the port of Petropavlovsk-Kamchatsky on September 26. Ambulance crews and search and rescue teams from the Russian Ministry of Emergency Situations were already waiting at the pier. The men were evacuated to shore by the Pechak Marine Rescue Service boat. The evacuation took two trips: the fishermen with the most severe injuries were brought ashore first. Rescuers and doctors from the Territorial Center for Disaster Medicine carried the wounded on stretchers. An EMERCOM psychologist provided assistance on the deck of the evacuation boat. It's too early to say whether anyone died in the fire on the **Triumph** ship in Kamchatka. However, four people remain missing. Their fate remains unknown as of September 28. [Victims of the fire on the Triumph ship in Kamchatka on September 28, 2026](#) According to the Kamchatka Krai Ministry of Health, four evacuees required hospitalization at the regional hospital. "Two are in serious condition, two are in moderate condition," the regional Ministry of Health reported. The health of the remaining rescued people does not cause concern among doctors; it is assessed as satisfactory. Details of the rescue operation were shared by Alexander Onushko, senior duty officer of the regional department of the Ministry of Emergency Situations. He recorded a video describing the nighttime evacuation of people. Roman Efremov, a sailor on the **Perseus**, also recounted the rescue operation. "We approached the life rafts, lowered the ladder, and began lifting people on board. Everyone's safe and sound, that's the most important thing. We provided them with warm clothes, tea, food, everything we could, and a warm place to stay," said Roman Efremov. Causes of the fire on the **Triumph** vessel in Kamchatka on September 28, 2026. Investigators and the prosecutor's office are investigating the cause of the ship's fire. The Kamchatka Transport

Investigative Department of the Investigative Committee of Russia has opened a criminal case for



violating maritime safety regulations. Investigators and forensic experts are working on the scene, reconstructing the timeline of the nighttime incident. The Far Eastern Transport Prosecutor's Office has also launched its own investigation. The oversight agency is investigating the compliance with maritime safety

regulations on the burned vessel and is overseeing the criminal investigation. Photo from the site of the fire on the **Triumph** ship in Kamchatka on September 28, 2026. On the morning of September 28, it became known that the **Triumph** ship itself was going to be towed. "It will be taken in tow and transported to the port of Petropavlovsk-Kamchatsky," the Marine Rescue Service told KP-Vladivostok. (Source: KP.RU)

Advertisement



INDIAN COAST GUARD SAVES FLOODING CHEMICAL TANKER AND 23 CREW FROM CAPSIZING OFF ODISHA

A little over a month after the bulk carrier MV **Ocean Winner** sank off Odisha with 22 of its crew, the Indian Coast Guard (ICG) on Sunday pulled another stricken merchant vessel back from the brink in the state's maritime approaches. This time, all 23 crew members are safe. The Belize-flagged chemical tanker MT **Seagull 9**, laden with 9,000 tonnes of palm oil, sent out a distress call around 7.30 am on



Sunday after its main engine failed and a ballast tank began flooding rapidly. The vessel was about 37 nautical miles east-southeast of Paradip and was listing "dangerously", the ICG said on Monday. The Coast Guard rushed its offshore patrol vessel **ICGS Vishwast** to the spot. A specialist damage-

control team boarded the unstable tanker "under challenging conditions" and deployed submersible de-flooding pumps. Subsequently, the team blanked two damaged seawater pipelines and contained a third fractured line. Working alongside the ship's crew, it carried out cargo-transfer and de-flooding operations simultaneously, "effectively stabilizing the tanker and eliminating the threat of capsizing", the maritime force said. With 9,000 tonnes of palm oil on board, the Coast Guard also moved to contain the risk of a spill. It diverted a pollution-control vessel and another offshore patrol vessel to the area, while a Dornier maritime surveillance aircraft operating from Bhubaneswar flew sorties over the tanker. A minor palm-oil sheen spotted near the vessel on Sunday was found to have fully dissipated during follow-up sorties on Monday, an official said. The stabilised tanker was subsequently taken under tow by Paradip Port Authority tug [Dolphin](#) towards the anchorage off the port. Its main engine is being repaired with assistance from the technical team of [ICGS Vishwast](#). "[ICGS Vishwast](#), alongside the deployed specialised assets, remains on scene maintaining an active sentinel watch and providing continuous operational support," the official added. The ICG has not disclosed what caused the ballast tank to flood, the extent of damage to the vessel or its last port of call and destination. The rescue stands in contrast to the fate of MV [Ocean Winner](#). The Panama-flagged bulk carrier left Paradip on August 20 with about 72,000 tonnes of iron ore fines and sank two days later, roughly 230-240 nautical miles off the Odisha coast. An Indian Navy P-8I aircraft spotted liferafts and guided the nearby merchant tanker Aisopos to the area. The tanker rescued two Chinese crew members. A week-long search followed, involving Coast Guard ships, Navy aircraft and vessels, merchant ships and two Chinese vessels. The search yielded an empty lifeboat and an emergency beacon before being called off, with the remaining 22 seafarers presumed dead. The Coast Guard is India's central coordinating authority for combating oil spills in Indian waters. Paradip has a Tier-I oil-spill response facility and regularly conducts pollution-response exercises involving the Coast Guard, port authorities and state agencies. The most recent regional exercise at the port was held in December last year. The same port also witnessed a fuel-spill incident earlier in May, when a pipeline carrying petrol from a vessel to an Indian Oil Corporation terminal ruptured and spilled thousands of litres of fuel into nearby water bodies and the sea. (Source: *The New Indian Express*)

180-TONNE SHIP 'LOSES CONTROL' AND DAMAGES NUMBER OF BOATS IN WATERFORD HARBOUR



The incident occurred in a Waterford village on Saturday evening. A 180-tonne ship "lost control" and damaged a number of boats in a Waterford harbour over the weekend. The incident occurred in Dunmore East on Saturday evening at approximately 5pm. The ship in question was a guard vessel, which typically protect offshore wind farms from incoming marine traffic. The Dunmore East RNLI detailed their response to the incident in a post on social media. An RNLI spokesperson

said: “The second call-out came on Saturday, September 26 at 17:09, when a 180-tonne commercial guard vessel lost mechanical control while manoeuvring within Dunmore East Harbour and made contact with a number of small fishing boats. “Dunmore East RNLI was tasked to assist and the William and Agnes Wray manoeuvred alongside the vessel, establishing an alongside tow. “The lifeboat crew then brought the vessel under control and safely returned it to the harbour wall, where it was secured.” *(Source: WaterfordLive; Photo: The fishing daily)*

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

FUEL OIL HAS BEEN PUMPED OUT OF THE SUNKEN VESSELS VOLGONEFT-212 AND VOLGONEFT-239.

Russia has completed pumping fuel oil from the sunken parts of the **Volgoneft-212** and **Volgoneft-239** vessels, according to a statement on the Russian government's website. The pumping of fuel oil from the sunken parts of the ships has been completed. The



completion of the work has been confirmed by a specially created commission, including representatives from Rosprirodnadzor, the Ministry of Emergency Situations, and the Marine Rescue Service. The recovery of the sunken tanker fragments will be carried out by authorized services and agencies as usual, the statement said. According to TASS, the waters and coastlines along the affected coasts of the Krasnodar Krai, Crimea, and Sevastopol have been cleaned. More than 185,000 tons of contaminated sand and soil have also been disposed of and sold. Rospotrebnadzor has issued permits to 115 beaches for the 2026 season. The website notes that further cleanup efforts involving the **Volgoneft-212** and **Volgoneft-239** tankers will be carried out within the purview of the ministries and agencies involved in the emergency response. *(Source: Paluba)*

OFFSHORE NEWS

GEOSURVEYOR X MAKING A STOPOVER

While en route from Ostend to Eemshaven last Wednesday, the **Geosurveyor X**—owned by GEOxyz of Zwevegem, Belgium—made a brief stop at one of the small jetties behind the Blue Port Centre. This Rodman 65-type survey vessel, measuring over 20 meters in length, can also be deployed as a crew transfer vessel. The aluminum catamaran was delivered in 2013 by the Spanish shipyard Rodman in Vigo. It is powered by two 750 hp Scania diesel engines, enabling a top speed of 25 knots. An A-frame is installed on the aft deck. The **Geosurveyor X** sails under the Luxembourg flag. (Source: www.maritiemdenhelder.eu; Photo: Wim Albers)



BRAZILIAN SHIP MAKES ITS FIRST VOYAGE WITH AN ALL-FEMALE CREW.

Built by the Detroit Shipyard in Itajaí (SC), the vessel received an investment of approximately R\$ 450 million and is part of the Mar Aberto Program, a Petrobras initiative aimed at renewing and expanding its maritime support fleet. The *Starnav Elektra*, the first Brazilian ship to undertake a voyage with an all-female crew, completed its maiden voyage this week, marking a milestone for the country's Merchant Marine. With 16 women on



board, including Captain Isabela Teixeira Ponce de Leon, the vessel departed from Santa Catarina bound for Rio de Janeiro and will continue its journey to support oil platforms in Brazilian basins. Built by the Detroit Shipyard in Itajaí (SC), the vessel received an investment of approximately R\$ 450 million and is part of the Mar Aberto Program, a Petrobras initiative aimed at renewing and expanding its maritime support fleet. The *Starnav Elektra* is a PSV (Platform Supply Vessel) type vessel, used to transport equipment, materials and supplies to oil platforms. The inaugural voyage gained prominence due to its crew composition, made up entirely of women in various roles on board. This initiative increases the visibility of female participation in Merchant Marine activities, a sector historically marked by male predominance. The ship also features energy-efficient technologies, including battery banks and fuel consumption monitoring systems. These features are part of the vessel's design to support offshore operations with technological solutions aimed at reducing environmental impact. Following its maiden voyage, the *Starnav Elektra* was christened in a ceremony held on September 17th at Pier Mauá in Rio de Janeiro. The vessel will then operate in support of oil platforms in Brazilian basins, becoming part of the fleet used in offshore operations.

(Source: *Aqui Vale*)

VANTRIS ENERGY LANDS \$440M OFFSHORE WORK IN MALAYSIA



Malaysian offshore services company Vantris Energy, formerly known as Sapura Energy, has secured two work orders from Petronas Carigali and two PTTEP subsidiaries to provide offshore transportation and installation services in Malaysia. The company won the deals via VTEB Offshore, formerly Sapura Offshore. Petronas Carigali awarded the first work order under the

existing contract to provide transportation and installation of offshore facilities. Work is scheduled to commence in the third quarter of calendar year 2026 and is expected to be completed by the fourth quarter of calendar year 2027. The second deal, awarded by PTTEP, is scheduled to commence in the third quarter of calendar year 2026 and is expected to be completed by the fourth quarter of calendar year 2027. According to Vantris, the two work orders have a combined value of approximately RM1.8bn (\$440m). “The priority now is to convert these wins into strong project performance, healthier cash generation, and a stronger foundation for sustainable growth,” said Muhammad Zamri Jusoh, Vantris Energy CEO. (Source: *Splash24/7*)

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

FUGRO PERFORMS ULTRA-DEEPWATER AUV SURVEY OFF EAST MALAYSIA

Fugro has completed an ultra-deepwater geohazard site survey offshore East Malaysia, on behalf of Petronas Carigali, the primary upstream exploration and production subsidiary of Petronas, Malaysia's national oil & gas company. Fugro used autonomous underwater vehicle (AUV) technology for the survey carried out at the Megah and Limbayong fields off the coast of Sabah. The campaign started in June and was completed in August. The Echo Surveyor 8 AUV, deployed from Fugro Equator, acquired high-resolution bathymetric, geophysical, and shallow subsurface data to support geohazard assessment, engineering design, and field development planning. The project was

supported by Fugro's Kuala Lumpur Remote Operations Centre (KLROC), which provided continuous data quality control and processing. Safri Drahan, Regional Business Line Director, Marine Site Characterisation APAC at Fugro, said: "Our collaboration with PETRONAS Carigali allows us to push the boundaries of how offshore projects are delivered. By integrating advanced technologies with real-time remote operations, we are enabling faster insights and more efficient execution. This project highlights Fugro's continued innovation and our ability to deliver high-impact solutions through our strong footprint in Asia Pacific." (Source: *Offshore Energy*)



SHEARWATER LINES UP VESSEL DUO FOR NEW CAMPAIGN



Norwegian offshore seismic vessel player Shearwater Geoservices has been awarded a three-year ocean bottom node seismic acquisition contract offshore South America. The contract, set to be carried out by the company's **SW Tasman** vessel, was awarded by what Shearwater described as a 'major oil and gas company'. The seismic company will utilise its Pearl node

technology, with the vessel **SW Gallien** providing source operations during the acquisition campaign. The deal spans three years and includes firm scopes in the first and the third years of the award period. In addition, the agreement includes a framework for potential awards of additional projects during the contract period. Operations are expected to commence in the fourth quarter of 2026, and to continue through 2027 with both vessels operating. The subsequent scope is expected to commence in late 2028 and continue for approximately ten months. (Source: *Splash24/7*)

DELIVERY OF 78M ALL-ELECTRIC AZIMUTH OFFSHORE PLATFORM SUPPLY VESSEL

On 24 September 2026, the lead ship of this series of 78m all-electric azimuth offshore platform supply vessels built for a Singapore shipowner set sail smoothly to undertake operations in Nigeria.

As a multi-purpose platform supply vessel certified for unrestricted sea service with DP-2 notation, it integrates transportation, fire-fighting and rescue functions. Equipped with an intelligent electric propulsion system and advanced DP-2 dynamic positioning system, and supported by the vessel-wide intelligent monitoring and control platform, the vessel is capable of high-precision station-keeping at sea. With excellent manoeuvrability, it can meet operational requirements in complex sea states and acts as a highly intelligent all-rounder for offshore operations. (Source: Jiangsu Zhenjiang Shipyard)



Advertisement



ANY BARGE ANYTIME 

VESSEL OF THE DAY:
A Barge for transporting your large / heavy offshore structures!

Your benefits:

- Ballastable
- Reinforced Deck



CHECK ALL TODAY VESSEL AVAILABILITIES ON OUR WEBPAGE

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

THE THIRD VESSEL IN THE KING SERIES, KING THREE, INDEPENDENTLY DEVELOPED AND BUILT BY DAIKIN HEAVY INDUSTRIES, HAS BEEN NAMED AND DELIVERED.



On September 27, the **KING THREE**, the third large deck transport vessel in the KING series, independently designed and built by Dajin Heavy Industry, was officially delivered at Dajin Heavy Industry's Panjin base. The successful delivery of this vessel marks the completion and full assembly of all three vessels in Dajin Heavy Industry's

KING series. With this, Daikin Heavy Industries' KING series of self-owned ocean transport vessels has been fully completed, and the construction of the EMPEROR series of ultra-wide heavy-duty deck transport vessels, which are positioned to have higher transport capacity, is also progressing steadily. The self-owned transport vessels have formed a good pattern of tiered construction and

orderly implementation, and the overall layout and construction of the company's self-owned ocean special vessel fleet is steadily advancing. As the core vessel type of Dajin Heavy Industry, which is deeply involved in the offshore wind power logistics sector, the KING series is a professional 40,000-ton ultra-wide deck heavy-duty transport vessel. It is tailor-made for the ocean-going cross-border transportation of large offshore wind power components, heavy marine engineering modules, and large steel structure equipment, and is suitable for the transportation operation needs of mainstream offshore wind power projects around the world. Previously, the **KING ONE** and **KING TWO** vessels have been successfully delivered and put into operation. The first vessel, **KING ONE**, has successfully completed multiple ocean transport missions and delivered large wind turbine monopile equipment to European offshore wind power projects. The **KING TWO** vessel has set sail for European waters and continues to expand its overseas wind power logistics business. With the official delivery of the **KING THREE** vessel, the three KING series vessels will form a large-scale operational matrix, building up Dajin Heavy Industry's own professional and standardized ocean-going offshore engineering transportation fleet, opening up the integrated industrial chain loop of "construction + transportation" for Dajin Heavy Industry's offshore engineering equipment, and significantly enhancing Dajin Heavy Industry's full-industry chain supporting service capabilities and global logistics support capabilities for offshore wind power. All three vessels in the KING series were built at Dajin Heavy Industry's Panjin base. Since the project commenced, Dajin Heavy

Industry's Panjin base has adhered to a production philosophy of high-standard construction and meticulous management, comprehensively advancing the entire process of vessel sectional construction, final assembly, equipment installation, system commissioning, and maritime inspection. The project team overcame numerous technical challenges, including the



precision construction of ocean-going vessels and stringent sea trials, strictly adhering to international shipbuilding standards and maritime safety standards, efficiently advancing each milestone, and ensuring timely delivery with high quality. While the KING series vessels are being steadily launched, Dajin Heavy Industry is also making orderly progress in the research and development and construction of the EMPEROR series of ultra-wide heavy-duty deck transport vessels with higher capacity and higher specifications. This will continue to expand the company's own ocean-going special transport fleet. In the future, Dajin Heavy Industry will continue to focus on high-end shipbuilding and ocean logistics, leveraging its own fleet advantages to cultivate the global offshore wind power market and continuously enhance its international market competitiveness. (Source: iMarine)

THAILAND-BASED MERMAID MARITIME ESTABLISHES NIGERIAN JV

Mermaid Maritime Public Company Limited has established a 49/51 joint venture company in Nigeria. Mermaid Subsea Oil and Gas Services DMCEST has a 49% shareholding in the joint venture, Mermaid Subsea Services Limited, with 51% held by Marine Platforms Limited (MPL). The aim of the joint venture is to enable operational engagement with TotalEnergies Nigeria and other oil and

gas majors, while meeting all local content, regulatory, and contracting requirements. MPL is a



Nigerian oilfield services company established in 2001. The company is an integrated oil and gas services company providing subsea EPIC development and solutions, as well as ROV support services, well services, and vessel chartering. “As a Nigerian-owned company with extensive local operational experience, MPL is well positioned to

provide local market knowledge, regulatory support, and operational capabilities for projects in Nigeria,” Mermaid Maritime said. Mermaid Subsea Oil and Gas Services DMCEST is a direct wholly-owned subsidiary of Mermaid Maritime, which operates globally in the subsea segment, providing turnkey services. It specializes in the provision of subsea services. The investment is funded from internal resources and the transaction is not expected to have any material impact on the net tangible assets and earnings per share of the company for the current financial year. *(Source: Riviera by David Foxwell)*

Advertisement



MARINE FIRE PROTECTION SYSTEMS

Clean Gas	Fire Detection & Alarm
Deep Fat Fryer	Dry Powder
External FI-FI	CO2 System
Gas Detection	Watermist



www.aksisfire.com

LAID-UP OFFSHORE VESSELS EYED FOR NEW LIFE AS EXPEDITION YACHTS.

Italian designer Stefano Pastrovich has unveiled a concept that would turn laid-up offshore supply vessels into expedition yachts and small expedition cruise ships. The concept is based on an 86.6 m PSV reference platform, the **Brage Supplier**, built in India in 2011. The original 2015 study proposed retaining the vessel's offshore



propulsion, DP2 station-keeping system, four Wärtsilä engines, and DNV class while fitting a new guest superstructure on the aft working deck. The initial design is an 88 m explorer yacht with accommodation for 30 guests in 15 suites or a 36-guest, 18-suite version, both developed to the Passenger Yacht Code. The layouts target either extended private-family use or high-end expedition charter work. Pastrovich Studio has also developed 100 m derivatives of the same platform. One version would carry 64 guests, while another would accommodate up to 116 passengers in a boutique expedition-cruise configuration. The higher-capacity concept was developed with Meccano Engineering and designed around SOLAS and passenger-ship safety requirements. The conversion approach is based on the large open aft deck typical of a PSV. The studio proposes building the new accommodation block ashore while preparing the original hull in parallel, then installing it as a complete module. Pastrovich estimates a 14- to 20-month yard period. “Why a supply vessel? Because a PSV is a pickup truck,” Pastrovich said. “The front is engineered and fixed. The back is yours.” The base vessel has 1,000 sq m of working deck, a 4,800-tonne deadweight capacity and Rolls-Royce azimuth thrusters. The studio said its offshore pedigree suits remote itineraries, including polar and expedition destinations. “The objective is not a cosmetic refit, but a coherent fusion of engineering, architecture, hospitality and operations,” Pastrovich said. *(Source: Splash24/7)*

EVENT NEWS

STRONTWEEK WORKUM – 9 T/M 17 OKTOBER 2026



Van oudsher leefde Workum van de wind. Visser-, beurt- en vrachtschepen verplaatsen zich op deze wind. Deze traditie herleeft tijdens de strontweek. Tijdens de “Strontweek” bruist het Friese havenstadje Workum van de maritieme activiteiten. Deze week vindt ieder jaar plaats in de herfstvakantie, dit jaar van 9 t/m 17 oktober

2026. De Strontweek ontleent haar naam aan – en is georganiseerd rondom – de Strontrace, die al sinds 1974 gehouden wordt. Zie het aparte evenement Strontrace – Beurtveer. In de Strontweek is verder te zien en beleven: • direct na de Strontrace start het Beurtveer, een andere wedstrijd met zeilende vrachtschepen. • Visserijweek: een mooie week op het water, zoals in grootmoeders tijd, met zeilen en vissen zonder het gebruik van motoren • Een nautische markt met oude ambachten op zondag. Niet alleen herleven tradities, maar met deze terugblik bieden we ook een toekomstperspectief voor energieneutrale vrachtaart en duurzame visserij. • op zaterdag wordt het Klompzeilen georganiseerd voor jong en oud. • Liereliet 9, 10 en 11 oktober: een waanzinnig weekend vol muziek en gezelligheid. *(Source: Scheepspost)*

Advertisement



Winches
for all kinds of
vessels

 Kraaijeveld

www.winches.nl

WINDFARM NEWS - RENEWABLES

SSE PICKS MONTROSE PORT AS O&M BASE FOR 1.4 GW OFFSHORE WIND FARM

SSE has selected Montrose Port in Angus as the preferred operations and maintenance (O&M) base for its 1.4 GW Berwick Bank B offshore wind farm, with the project expected to create 100 full-time jobs. The new roles will include technicians and engineers responsible for the day-to-day operation of Berwick Bank B throughout its expected operational life of more than 35 years. Around 30 construction jobs will also be supported as



Montrose Port Authority's existing offices are redeveloped for the new O&M base. Berwick Bank B is the second phase of SSE Renewables' wider 4.1 GW Berwick Bank offshore wind project in the outer Firth of Forth. The 1.4 GW phase secured a contract for difference (CfD) in the UK's Allocation Round 7 earlier this year, and SSE is progressing the project towards a final investment decision expected in 2027. If all three phases of Berwick Bank are delivered, the 4.1 GW project could become the world's largest offshore wind farm. SSE says it could generate enough electricity to supply around 6.5 million UK homes annually and meet more than 6 per cent of current UK electricity demand. The Berwick Bank A and C phases are expected to be eligible to participate in the AR8 CfD allocation round. The selection of Montrose builds on SSE's existing relationship with the port, which already serves as the O&M base for the 1.1 GW Seagreen offshore wind farm, the developer said on 28 September. Montrose has also been selected as the O&M base for the 1.1 GW Inch Cape offshore wind farm. *(Source: Offshore Wind)*

WINDWARD MUNICH MOBILIZING IN OUR PORT



For the second time in a short period, the ***Windward Munich***—an 88-meter-long commissioning service operation vessel (CSOV) operated by Hamburg-based Windward Offshore—called at our port. The brand-new vessel arrived around noon on Friday, September 25; notably, it first turned within the harbor basin before slowly reversing toward the Nieuwediepkade quay. To safely transfer offshore personnel to

platforms or wind turbine foundations, the ***Windward Munich*** is equipped with a towering Ampelmann motion-compensated telescopic gangway. The vessel is mobilizing in Den Helder for a new offshore project. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

DREDGING NEWS

WALSH SERVICES WINS \$39.3M FAIRPORT HARBOR DREDGING CONTRACT

Walsh Services Solutions from Kalamazoo, Michigan, has won a \$39.3 million firm-fixed-price contract to perform a maintenance dredging project in Ohio. Bids for this job were solicited via the internet with four received, the Department of War (DoW) said. Work will be performed in Fairport Harbor, Ohio, with an estimated completion date of September 14, 2029. "Fiscal



2026 civil construction funds in the amount of \$39,304,987 were obligated at the time of the award," DoW said. The U.S. Army Corps of Engineers, Buffalo District, is the contracting activity. (Source: *Dredging Today*)

TURKEY LAUNCHES ITS FIRST LOCALLY DESIGNED TSHD

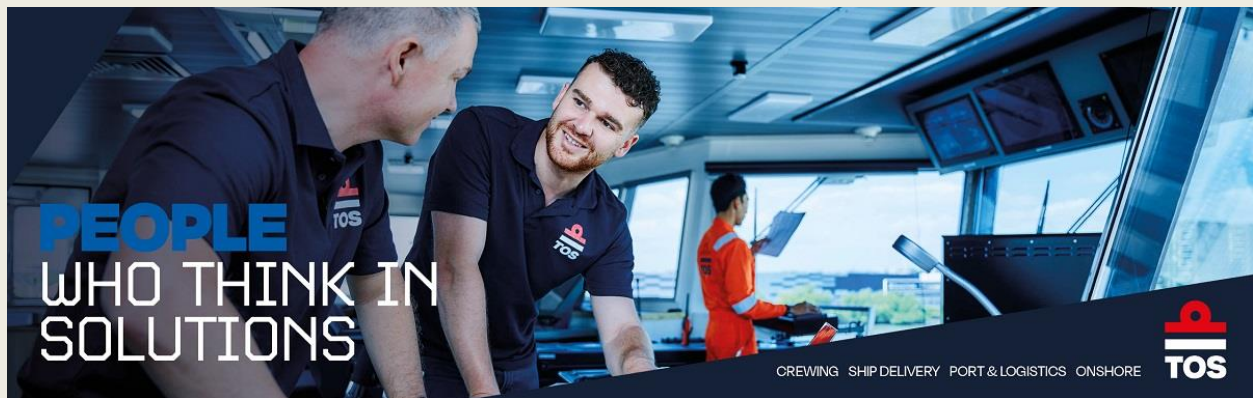
Turkey has launched the **UAB Mavi Vatan**, its first domestically designed trailing suction hopper dredger (TSHD). According to the Transport and Infrastructure Minister, Abdulkadir Uraloğlu, the

new TSHD was designed by Artı Mühendislik, classed by Türk Loydu, and built at Yalova Arı Shipyard. “With our Ministry’s own domestically built vessels, we will be able to carry out dredging and cleaning work, particularly in our bays,” Uraloğlu said. The **UAB Mavi Vatan** has a length of 79.85 meters and a breadth of 15 meters, with a dredging depth of 20 meters. The Minister also added that the new dredger will enter service after several



months of sea trials. (Source: *Dredging Today*)

Advertisement



COQUINA BEACH RENOURISHMENT WORK NEARS COMPLETION

Manatee County said that the dredging and sand discharge operations for the Coquina Beach Renourishment project due to Hurricane Idalia wrapped up last week. According to the County, remaining construction activities, including pipeline removal and beach tilling, are on track for completion this week to restore nearly a mile of Coquina Beach with 63,450 cubic yards of sand. Also, localized closures will continue to move with the active



work area, while the remainder of Coquina Beach remains open. The project is federally funded through FEMA at a 75% cost share, with the balance split evenly between the Florida Department of Environmental Protection (FDEP) and Manatee County. (Source: *Dredging Today*)

CSD ANNE LIZE GEARS UP FOR GRONAU JOB



After a major maintenance work, Hoftijzer Verhuur- en Aannemingsbedrijf's cutter suction dredger (CSD) *Anne Lize* is getting ready for her next job. In Gronau, a new challenge is waiting: removal of 100,000 m³ of sand. (Source: *Dredging Today*)

GLDD WINS CONTRACT TO RECONSTRUCT ATLANTIC COAST OF MARYLAND BERM

Great Lakes Dredge & Dock Co. LLC (GLDD), from Houston, Texas, has won a firm-fixed-price contract to reconstruct the Atlantic Coast of Maryland berm. The amount of this action is \$25.7 million with a total cumulative face value of \$29.1 million, the Department of War (DoW) said. Bids for this project were solicited via the internet with three received. Work will be performed in Ocean City,



Maryland, with an estimated completion date of June 10, 2027. "Fiscal 2026 civil construction funds in the amount of \$25,771,862 were obligated at the time of the award," DoW said. The U.S. Army Corps of Engineers, Baltimore District, is the contracting activity. (Source: *Dredging Today*)

VENICE BEACH SHORE PROTECTION PROJECT COMPLETES



The City of Venice with the U.S. Army Corps of Engineers' Jacksonville District will host a ribbon-cutting ceremony this Friday, October 2, to celebrate the completion of the third periodic renourishment of the Venice Beach Hurricane and Storm Damage Reduction Project. According to USACE, the project restored approximately 3.2 miles of

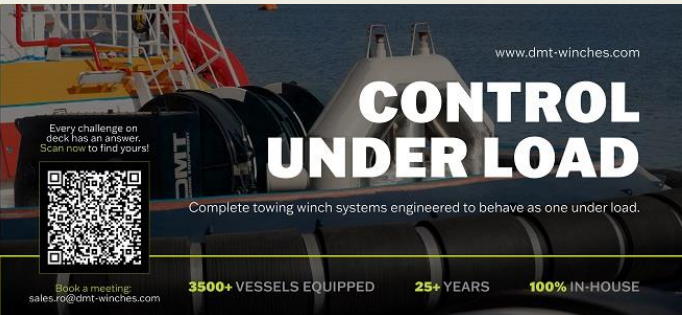
shoreline, extending from just south of Venice Inlet to just south of the Venice Fishing Pier. The work replaced sand lost since the previous renourishment in 2015 because of background erosion and coastal storms. This project was completed by Weeks Marine under the contract with the U.S. Army Corps of Engineers. Also, environmental monitoring was conducted throughout construction, including the relocation of marine turtle nests by Mote Marine Laboratory. *(Source: Dredging Today)*

Advertisement



DMT
MARINE EQUIPMENT

25 YEARS
OF BUILDING TRUST



www.dmt-winches.com

CONTROL UNDER LOAD

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

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

WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS

MONTROSE PORT SEEKS CONTRACTOR FOR QUAY JOB, DREDGING INCLUDED

Montrose Port Authority in Scotland has launched a \$46.4 million tender for the construction of a new quay covering berths 9, 10 and 11. The design-and-build contract involves: • quay structure, • new hardstanding areas, • utilities and, • associated dredging work. This project forms the first stage of Montrose Port's wider masterplan, which is intended to double the port's



capacity and ultimately provide around 1,200 meters of deepwater quays, additional berths, 19 new spaces for offshore wind vessels and six hectares of laydown area. Bids for the berth project are due by October 16. According to the Authority, the contract will run from August 2027 to August 2029. *(Source: Dredging Today)*

YARD NEWS

JIANGLONG SHIPBUILDING SIGNS \$40M VESSEL CONSTRUCTION DEAL.

Chinese shipbuilder Jianglong Shipbuilding has signed two contracts worth a combined \$39.98m to build two 78-metre multipurpose offshore supply vessels for an undisclosed customer, according to a company filing dated 29 September. The contracts are worth RMB 269.51m (\$39.98m), equivalent to 38.35% of Jianglong's audited 2025 operating revenue of RMB 702.69m (\$104.24m). The first

vessel is due for delivery on or before 19 June 2028, with the second scheduled for delivery on or before 18 August 2028.



Payments will be made in instalments and both contracts took effect when signed. The price excludes owner-supplied items. The shipbuilder expects the contracts to have no material impact on its 2026 financial performance, with earnings contributions expected in subsequent years as the vessels are built and

delivered. Contract execution could be affected by international trade conditions, economic and policy changes, foreign-exchange movements and force-majeure events. Jianglong secured RMB 710m (\$105.32m) of new orders excluding tax in the first half of 2026, up 243% year on year. Its orderbook stood at RMB 1.655bn (\$245.51m), up 23.42%, while first-half revenue rose 45.21% to RMB 505.2m (\$74.94m). The company recorded a RMB 15.65m (\$2.32m) net loss attributable to shareholders. Founded in 2003 and headquartered in Zhongshan, Guangdong province, Jianglong Shipbuilding builds small and medium-sized vessels in steel, aluminium and composite materials. Its product range includes law-enforcement vessels, tourism and leisure craft and special-purpose workboats. (Source: PortNews)

LAUNCHING FOR ONE UNIT OF 3308kW ASD TUGBOAT

On 27th September, 2026, one unit of 3,308 kW ASD Tugboat which was built for Jiangyin Chenggang tug Shipping Co., LTD., Ltd by our Jiangsu Zhenjiang Shipyard, was successfully launched. Shipowners attended the ceremony. (Source: Jiangsu Zhenjiang Shipyard)



FIRST U.S. COAST GUARD ARCTIC SECURITY CUTTER IN FINLAND NEARS HALFWAY POINT AS SECOND APPROACHES CONSTRUCTION.

Rauma Marine Constructions in Finland has made rapid progress on the first of two Arctic Security Cutters it is building for the U.S. Coast Guard, with almost half of the vessel's blocks already launched and construction of the second ship approaching, according to the Finnish shipbuilder's chief executive. RMC CEO Mika Nieminen told Finnish newspaper Satakunnan Kansa that

production at the Rauma shipyard had advanced quickly after the final contract was signed earlier



this summer. “We have almost half of the blocks for the first ship launched. The start of production for the second ship is approaching,” Nieminen said, according to the newspaper. The pace reflects preparation undertaken before the final contract was signed. According to Nieminen, U.S. trade regulations prevented RMC from formally beginning construction

before the agreement was completed, but the shipyard had already produced prototype production units. That preparation meant the yard could move rapidly into series production once the contract took effect. The Coast Guard awarded the contract for two Arctic Security Cutters in December 2025, with the vessels scheduled for delivery in 2028. The approximately \$1.1 billion contract was formally finalized in July. The two Finnish-built cutters are part of a six-vessel program led by Louisiana-based Bollinger Shipyards, with RMC building two vessels at Rauma and Bollinger constructing four in the United States. The ships are based on the Multi-Purpose Icebreaker design developed by Canada’s Seaspan Shipyards with Finnish icebreaker specialist Aker Arctic. The mature design was a central element of the program’s accelerated schedule. Seaspan has said its MPI design was already production-ready when the Coast Guard selected the consortium, allowing construction to begin rapidly rather than waiting for a new design to mature. The RMC vessels are part of a broader Coast Guard plan to acquire 11 Arctic Security Cutters, using Finnish shipbuilding expertise to accelerate delivery while transferring technology and production knowledge to U.S. yards. Four of the 11 vessels are being built in Finland, with the remainder planned for U.S. construction. Separately, two additional ASCs are being built at Helsinki Shipyard under Davie Defense’s five-ship contract with the Coast Guard. Sata Shipbuilding in Pori began cutting steel for the first of those vessels in June, with the first ship also scheduled for delivery in 2028. The parallel Finnish programs are part of the U.S.-Finland icebreaker cooperation intended to accelerate delivery of new polar vessels while expanding U.S. shipbuilding capacity. The Coast Guard expects the first ASCs to enter service from 2028, with the first two vessels planned for homeporting in Alaska. *(Source: gCaptain)*

Advertisement



ACL
SHIPBROKERS LTD

Specialist port tug and workboat Brokers

SALE & PURCHASE • CHARTERING • VALUATIONS

10

YEARS
OF ACL

+44 131 392 9324 •
BROKERS@ACLSHIPBROKERS.COM •
WWW.ACLSHIPBROKERS.COM

LAUNCHING OF THE 85-METER SERIES MAINTENANCE WORK VESSEL

On 24 September 2026, the No.3 Vessel of the 85-meter Series Maintenance Work Vessel with internationally advanced technology, built by our company for a Singaporean shipowner, was successfully launched. Leaders from the Singaporean shipowner, China Communications Import & Export Corporation, and ABS Classification Society attended the launching ceremony. (Source: Jiangsu Zhenjiang Shipyard)



FUJIAN FUNING SHIPBUILDING HEAVY INDUSTRY SIGNS CONTRACT FOR ONE 66.9-METER ANCHOR-HANDLING TUGBOAT



Recently, Fujian Funing Shipbuilding Heavy Industry, a subsidiary of Fujian Shipbuilding Industry Group (Fujian Shipbuilding), signed a contract for one 66.9-meter anchor-handling tugboat. It is reported that the vessel was independently developed and designed by Fujian Fuchuan Ocean Engineering Technology Research Institute Co., Ltd. and

is a multi-purpose offshore work tugboat for unlimited navigation areas. The vessel has an overall length of 66.9 meters, a beam of 16.8 meters, a depth of 6.8 meters, a design draft of 4.5 meters, and a design speed of 13 knots. It is equipped with FIFI-1 offshore firefighting capabilities and DPS-2 dynamic positioning capabilities. It can carry operational materials such as drilling fluid, mud, and cement, and is capable of performing a wide range of offshore engineering operations, including deep-sea towing, supply delivery, and platform support. (Source: iMarine)

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.
