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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

WORLD'S FIRST DUAL-FUEL METHANOL ESCORT TUG ARRIVES IN CANADA



A newbuild first dual-fuel methanol escort and emergency response tug has arrived in British Columbia after its construction in Turkey to tow tankers to an expanded crude oil export terminal. Kotug Canada has welcomed the arrival of its first dual-fuel methanol escort and emergency response tug in British Columbia after it completed a transatlantic voyage that took it up the western coast

of North America. This joint venture between Kotug International and Horizon Maritime had two of these 44-m vessels built by Sanmar Shipyards in Turkey to a Robert Allan Ltd's RASalvor 4400-DFM design and with ABS class. [SD Aisemaht](#), the first of these 996-gt tugs was sailing near Victoria on 7 October and Nanaimo, both on Vancouver Island, on 9 October, according to automatic identification system (AIS) data. A second of these vessels, [SD Qwiy Aanitsa Sarah](#), was still in Yalova, Turkey, undergoing final commissioning, classification and sea trials, according to AIS data. Both will be employed to escort Aframax tankers between the expanded crude Trans Mountain Pipeline export terminal near Vancouver to the Pacific Ocean along a route of around 150 nautical miles that includes the Juan de Fuca Strait and the Salish Sea. "With 115-120 tonnes of bollard pull, they will become among the most powerful escort tugs operating in Canada," said Kotug in a statement. "But their impact goes far beyond power. At the heart of the project is a clear ambition to significantly reduce emissions in one of the world's most demanding marine environments." Both vessels have twin ABC 16V DZM methanol-diesel dual-fuel engines from Anglo Belgian Corp (ABC) and two Schottel SRP 710 rudderpropellers, providing a top speed of 15 knots. Schottel also supplied each tug's STT 170 side thruster for additional manoeuvrability during tanker escort and emergency towage. They have exhaust aftertreatment systems to minimise NOx emissions and to comply with IMO Tier III regulations, and hybrid propulsion enabling one engine to drive two thrusters up to a speed of 9.5 knots. These tugs also have response equipment for emergency towage, a FiFi1 firefighting system, skimmers and tank capacity to store 405 m³ of oil recovered from marine spillages. Western Canada Marine Response will use these escort tugs for emergency towage and oil spill response and recovery when required. Schottel's mechanical cross-link system, Sy-Drive M, and

variable speed shaft alternators enable dual-fuel engines to run at their optimal running time, while electric winches and hotel and auxiliary loads can be run on one engine. ABS has granted Enviro and Sustain-2 (2020) notations for their environmentally responsible design and sustainability-focused operational standards, LFFS for a low-flashpoint-fuelled ship, DFD for its methanol dual-fuel engines, and OSR-C2 for their oil spill response capabilities. [SD Aisemaht](#) and soon [SD Qwiy Aanitsa Sarah](#) have class notations for ship towing and escort, bollard pull of over 115 tonnes, FFV 1 firefighting, quick response operations, unmanned machinery spaces, UWILD for underwater inspection instead of drydocking, HAB(WB) for accommodation with low vibrations, and an inventory of hazardous materials. *(Source: Riviera by Martyn Wingrove)*

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The advertisement features a black background with a yellow and white logo for DMT Marine Equipment on the left, celebrating 25 years of building trust. On the right, a photograph of a ship's deck with a large winch is shown. Overlaid on the photo is the text 'CONTROL UNDER LOAD' in large white letters, with the tagline 'Complete towing winch systems engineered to behave as one under load.' below it. A QR code is present with the text 'Every challenge on deck has an answer. Scan now to find yours!'. At the bottom, a yellow bar contains the text 'WINCHES | DECK FITTINGS | ELECTRIC & HYDRAULIC CONTROL SYSTEMS'. To the right of the QR code, it says 'Book a meeting: sales.ro@dm-t-winch.com'. Further right, statistics are listed: '3500+ VESSELS EQUIPPED', '25+ YEARS', and '100% IN-HOUSE'. The website 'www.dmt-winch.com' is in the top right corner.

THE GIOIA TAURO TOWING CONCESSION HAS BEEN EXTENDED UNTIL APRIL 2027.

While waiting for the tender process, launched last July, to conclude, the Gioia Tauro Port Authority has extended the concession for towage services at the port, currently held by ConTug (MedTug), until April 30, 2027. The concession, issued to the MSC Group company, dates back to 2010; an extension had already been granted on July 11, expiring on November 10, 2026. This is too short a deadline to conclude the tender, which, however, the Coast Guard explains, has already entered the bid evaluation phase. The first meeting of the judging panel will take place on October 15th. Meanwhile, the similar concession procedure for the ports of Ancona and Falconara, which had begun over the summer, has stalled. With a decision published on the Ministry of Infrastructure and Transport's website at the end of July, the Port Authority of the Marche port self-suspended the tender process before the deadline for submitting bids, in order to "further examine the calculation parameters," which were "contested in the judicial appeal." Finally, a step forward was made for Barletta and



Manfredonia, with the appointment of the judging commission at the beginning of October, which then met for its first session on the 5th of the same month. *(Source: Shipping Italy)*

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BATTERY DEVELOPMENTS ACCELERATE GREEN TUGBOAT CONSTRUCTION



India, China and the US are becoming major builders of battery-electric tugboats, while Turkey remains an important market, as demand rises, technology improves and production lines scale up. Rising interest in sustainable port operations and zero-emissions towage has led to an increase in the construction of harbour tugs with battery-electric or hybrid

propulsion. Owners have ordered these vessels with battery modules on board from shipyards worldwide to benefit from their lower operational expenditure and environmental impact, while gaining government financial backing to help mitigate the higher capital expenditure for building these low-emissions assets. Increasing demand and financial support from governments has enabled India and the US to become major builders of green tugs with onboard batteries, while China and Turkey remain key building nations for battery-electric tugboats and Spain remains a key nation for the construction of vessels with hybrid propulsion. In total, there are around 75 active battery-electric tugs worldwide and another 50 on order or under construction, with varying levels of energy storage capacity and usage, according to data accumulated by International Tug & Salvage. Many of the battery systems and controls come from core manufacturers such as AYK, BYD, Corvus Energy, Echandia, EST-Floatch, Lehmann Marine and Toshiba, with integrators such as ABB, Kongsberg Maritime and Sjmatek supporting shipyards in their installation. Some electric tugs are battery-first where the energy storage system (ESS) provides a majority of the power to the thrusters, but many use the ESS at a lower level to run propulsion during transits and when at berth. If all types of battery-powered tugs are taken into consideration, the Panama Canal Authority has become the

biggest operator; almost all of the first 10 tugboats with hybrid propulsion it ordered from Armon Shipyards in Spain have been delivered and are operating in Panama. These 29-m tractor tugs have a beam of 14 m, a maximum draught of just over 6 m, and two diesel main engines, each with 2,331 kW of power, supported by a 445-kW battery pack, to drive two thrusters and generate a bollard pull of 80 tonnes. Hybrid propulsion reduces the amount of CO₂ emitted during transits and mobilisations and increases the available power for ship handling and towage. These tugs also have a FiFi1 system and enhanced accommodation for crew. Armon has secured an extension to this contract to build another 10 of these tugboats in the next three years. Other operators with multiple electric-hybrid tugboats in their fleets include UAE's AD Ports Group, Spain-based Boluda Towage, Canada's HaiSea Marine, Turkey's Botas, Sanmar and Tuzla Tugboat Services, the Dutch Royal Navy,



Netherlands-based Kotug International, Hidrovias do Brasil, Chile-headquartered SAAM Towage, China's Lianyungang Port and Tianjin Port, and Denmark's Svitzer. In addition, there are several owners with one or two battery-electric or electric-hybrid tugboats in their fleets, providing them with valuable operating experience. Of the 50-plus electric tugs on order, at least 10 are contracted to Indian shipyards, 10 will be built in Spain, 10 in the US, seven in China, and three in Turkey, Japan and the Netherlands. India's emerging dominance in building electric tugboats comes largely from shipyards following the government's Green Tug Transition Programme (GTTP) and Make in India strategy, offering capacity for deliveries from 2027. Under the GTTP, Copenhagen-headquartered Svitzer ordered four TRAnverse 2600e-design electric-powered ship-escort tugs, each to have 4.8-MWh battery packs, at Cochin Shipyard, which is also building battery-electric tugs for local operators such as Polestar Maritime. Knowledge Marine & Engineering Works (KMEW) is building at least three battery-powered tugs under the GTTP for Mumbai, Visakhapatnam and VOC port



authorities using Echandia's ESS technology. Shoft Shipyard became the first Indian shipyard to build and launch a battery-electric tugboat with hybrid propulsion in Q3 2026. Newbuild 316, Yohan, has a battery capacity of 1,260 eKW and two main diesel generators of 880 kW, generating 690 V at 60 Hz. This power drives two fixed-pitch propellers and a Schottel azimuth

thruster and gives this Indian Register of Shipping-classed tug 30 tonnes of bollard pull and a free sailing speed of 12 knots. Yohan has a beam of 9.5 m, a depth of 4.7 m, a draught of 2.8 m, accommodation for 12 personnel, a three-person workboat with davit, and a CO₂ firefighting system in the engineroom. Shoft said India's first battery-electric tug "sets a new benchmark for sustainable maritime solutions and reinforces India's commitment to a greener future." In August, Shoft Shipyard picked up another order for a battery-electric harbour tug from Kolkata-headquartered Industrial

Handling. This tug will be built to a Robert Allan Ltd design, with support from Marine Electricals (India), and with 60 tonnes of bollard pull. Other Indian shipyards, Garden Reach Shipbuilding and Mandovi Drydocks are also building battery-electric tugs for domestic ports under the GTTP. In China, Jiangsu Zhenjiang Shipyards, Lianyungang Hongyun Industrial Co and Rizhao Gangda Shipbuilding are building battery-electric tugs for local ports. In the US, Seattle, Washington-headquartered Snow & Co is building a series of battery-electric tugs for Curtin Maritime's operations in the Port of Long Beach and Port of Los Angeles. The first two of these Arc-designed tugs, **Tuuli C** and **Tiger C**, have been launched and will be followed by another six of these vessels in the next 18 months. Another four electric tugboats are being built in Texas for owners Bay Houston Towing Co, Signet Maritime Corp and Suderman & Young Towing to support ships in the Port of Corpus Christi. In Japan, Daizo Corp and Kawasaki will be building electric tugboats for K Line and Tokyo Kisen, while in Turkey, Sanmar, Uzmar and Med Marine are building electric-powered tugs for owners and their own fleets. *(Source: Riviera by Martyn Wingrove)*



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MARKET ANALYSIS: POSITIVE SENTIMENT DRIVES NEWBUILDING ORDERS, DELIVERIES



Global orderbooks are rising as shipyards begin new tug-building campaigns for owners that are eager to modernise and expand their fleets in reaction to investment in ports, ship fleets and energy terminals. Shipyards had a positive period of new tug deliveries and orders in Q3 2026 as owners continued to expand and modernise their fleets to meet increasing demand for ship

handling and towage. In Q3 2026, shipyards delivered 95 tugboats, raising the total for the year to more than 270 tugs for harbour operations and work on inland waterways, according to information accumulated by International Tug & Salvage (ITS). From July to September, 22% of the tugboats delivered came from Turkish shipyards, 21% from Chinese facilities and 19% from US shipbuilders, indicating the dominance of these nations in global tug production. Another 24% of deliveries came from shipyards in other nations in southern, eastern and south-east Asia – mainly India, Indonesia, Malaysia and Vietnam – 6% were built in Europe, mainly the Netherlands and Spain, and another 6% in Africa, mostly Egypt.

Many of the tugboats built were working in China, Russia, Turkey, Latin America and the US at the end of Q3 2026. Boluda Towage, Med Marine, SAAM Towage, Svitzer and Winning Ore Logistics were the main beneficiaries of the worldwide tug building boom, each welcoming at least three newbuilds in Q3 2026. Other



owners introducing more than one tugboat or towboat in the quarter included Blessey Marine, Kotug International, Maritime Partners and Nantong Lvsu Port Tugboat Co. In Q3 2026, owners contracted shipyards to build around 50 newbuild tugs, raising the total for the year to above 150 vessels, according to data collated by ITS. This included five new tugs ordered from Misr Tugboat Factory in Safaga, Egypt, which is a joint venture between the Suez Canal Authority (SCA) and the South Red Sea Shipyard to build five new tugs with around 80 to 90 tonnes of bollard pull to support operations and protect Damietta Port. These tugs – designed for towing and manoeuvring gas carriers and for pilotage and emergency response – should be delivered over a six-year period from 2028. This US\$140M contract from Egypt's Ministry of Transport, comes as Misr continues building multiple series of tugs for the SCA and other Egyptian entities and for international owners, including Italy's Fratelli Neri. It highlights the growing importance of Egypt as a tug building nation as the SCA and the country's port authorities are boosting their towage and ship-handling capabilities. [Pullout tugboat building data](#) 437 – BRL's global tugboat orderbook at the end of Q3 2026; 270 – tug deliveries in Q1-Q3 2026; 22% - of global deliveries in Q3 2026 were from Turkish shipyards; 150 – tugs ordered from shipyards in Q1-Q3 2026; US\$140M – contract for five tugs



ordered from Misr Tugboat Factory, Egypt Brazil is also becoming an important country for building tugboats for domestic operations in harbours and inland waterways. In Q3 2026, Estaleiro São Miguel in Rio de Janeiro received an order from Bravante subsidiary Navemestra for six tugboats to support its bunkering services and Wilson Sons is planning on

building more harbour tugs at its own shipyard in Guarujá, São Paulo state. Detroit Shipyard also secured an order from Camorim for four tugs, with 70 tonnes of bollard pull and FiFi1 firefighting

capabilities, for deliveries in 2027 and 2028. China is a major building nation for tugboats, with shipyards such as Choey Lee and Damen building for international orders and Jiangsu Zhenjiang for domestic owners. The biggest order in China this year was Svitser contracting Choey Lee for six TRAnsvErse multi-purpose harbour tugs, with deliveries starting in Q1 2028. In Q3 2026, Jiangsu Zhenjiang started constructing harbour tugs for Weihai Shengan Marine Transport Co, Taicang Port, Ning Yang Hang Wu Port, Ningbo Oil Handling & Tug (Barge) Co and other unnamed owners. India has also become an important builder of tugs with Shoft Shipyard, Cochin Shipyard Group and Knowledge Marine & Engineering Works securing orders from owners for several tugboats. In respect to Cochin, this is a rolling construction programme that the shipbuilder has with Adani Group. According to BRL Shipping Consultants there were 437 tugboats on order at shipyards worldwide at the end of September, compared with 421 at the end of June and 403 at the end of Q3 2025. This indicates there has been an increase of around 8.5% in the global orderbook in 12 months. *(Source: Riviera by Martyn Wingrove)*

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KIRBY ANNOUNCES RETIREMENT OF RONALD DRAGG, VICE PRESIDENT AND CONTROLLER

Ronald "Ron" Dragg, longtime vice president, controller, and assistant secretary for Kirby Corp., plans to retire during the first quarter of 2027 after more than 30 years with the company. Kirby announced Dragg's retirement in a filing with the Securities and Exchange Commission (SEC). Dragg informed Kirby of his intention to retire early next year on October 6. "Mr. Dragg



will continue to serve in his current positions during the transition period and will assist the company in ensuring an orderly transition of his responsibilities," Kirby Corp. stated in its SEC report. "The company thanks Mr. Dragg for his 30 years of service and dedication to the company." Dragg holds

finance degrees from both Texas A&M University and the University of Houston. He joined Kirby in October of 1996 as assistant controller-financial reporting. Just over two years later, he was promoted to the role of controller. He has served as vice president and controller since January of 2007. In April of 2014, Kirby added the role of assistant secretary to Dragg's duties. In his current role with Kirby, Dragg is responsible for preparing financial statements and reports for the SEC and overseeing the company's tax accounting and compliance, budgeting, and payroll. Retiring in the first quarter of next year will allow Dragg to direct the filing of Kirby's annual report for the year ending on December 31, 2026, according to the company's SEC report. *(Source: Workboat)*

NEW WARNING FROM BRUSSELS REGARDING THE FLAG OF PORT TUGBOATS IN SPAIN, ITALY AND FRANCE



After initiating infringement proceedings and sending a formal letter of demand in recent months, the European Commission has taken a formal step in its warning against Spain, Italy and France, regarding flag requirements for vessels providing towing or mooring services in their ports. The crux of the matter lies in the imposition by the three countries of a national flag requirement for port service

tugs. According to Brussels, this provision conflicts with EU legislation on port services (Regulation 2017/352/EU), which, in paragraphs 3 and 4 of Article 4, states that “a Member State which considers it necessary [...] to impose a flag requirement on vessels used predominantly for towing or mooring operations in ports situated in its territory” must inform the Commission of its decision before publishing the call for tenders or, in any event, before imposing such a requirement. According to the Commission, Spain, France, and Italy imposed this obligation, justifying it by the need to ensure compliance with national social legislation. In reality, the Commission reiterated, the regulation already grants Member States the power to apply such rules regardless of the ship's flag, so such obligations can only require the flag of any EU Member State, not the national flag of a specific Member State. Having noted that Spain, France, and Italy have not yet complied with these obligations, the Commission, in its opinion, urges the three countries to comply with EU law within two months. Otherwise, the case may be referred to the Court of Justice of the European Union (CJEU). *(Source: Puente de Mando; Photo: Eloy Ferreiro Nieto)*

SANMAR AND NEMECA EXPAND PARTNERSHIP WITH NEW BOĞAÇAY CLASS TUG CONTRACT

Sanmar Shipyards has signed a contract with Greek towage operator NEMECA for the construction of a new BOĞAÇAY Class tugboat. The agreement for **BOĞAÇAY XCVII** was signed in Piraeus, Greece on October 6, 2026, marking a significant milestone in NEMECA's strategic expansion and fleet modernization in the Mediterranean region. This latest order builds on the strong working

relationship established between the two maritime leaders following Sanmar's delivery of GAIA—a powerful RAstar 2900SX Class 82 tonnes bollard pull escort tug—to NEMECA in 2025. The new vessel is based on the exclusive-to-Sanmar RAmparts 2400SX-MKII design from Canadian naval architects Robert Allan Ltd. The BOĞAÇAY series has established itself as one of Sanmar's most iconic and successful tugboat lines globally, renowned for combining high power, superior maneuverability, and cost efficiency within compact dimensions. **BOĞAÇAY XCVII** features an overall length of 24.4 meters, a beam of 12.0 meters, a depth of 4.5 meters, and a maximum operational draft of 5.45 meters. The tug is ready for future IMO Tier III compliance with her twin CAT 3516E main engines generating 2,350 kW each. Delivering a bollard pull of 80+ tonnes and a free-running speed of 13 knots, she is being built for demanding ship-handling, terminal, and escort operations. The vessel is equipped with FiFi 1 firefighting capabilities and provides modern accommodation for up to six crew members. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "We are delighted to deepen our strategic partnership with NEMECA as they continue to make substantial investments in high-performance, next-generation newbuildings. NEMECA's decision to return to Sanmar for another 80+ tonne bollard pull vessel underscores their clear commitment to enhancing fleet power, operational safety, and sustainable towage capacity in the region. The BOĞAÇAY Class delivers heavy-duty power and exceptional versatility in a compact footprint—qualities that are essential for modernizing regional port services. We are proud to support NEMECA's continuous growth and look forward to delivering another state-of-the-art tug to bolster their operational footprint in Greece." Mario Mizzi, Managing Director of NEMECA Maritime, echoed Ruchan's comments, stating: "For NEMECA, fleet development and modernization are about selecting the right vessels to enhance the quality of service we provide to our valued clients, further strengthen the safety of our operations, and equip our crews with state-of-the-art capabilities that meet the evolving demands of today's major Greek ports. The new vessel will combine advanced technology, high power and compact design, providing us with greater operational flexibility in busy port environments where maneuverability, efficiency and reliability are essential. We are pleased to further strengthen our relationship with SANMAR as we continue to develop our fleet with purpose, responsibility and a clear focus on operational excellence." (PR-Sanmar)



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IH BLUE MARLIN – INDIA'S INDUSTRIAL HANDLING ADDS ASD TUG TO PORT SERVICES FLEET



The tug combines twin diesel-powered azimuthing drives with project provision for external firefighting. Her delivery account specifies 40 tonnes of bollard pull at 90 per cent maximum continuous rating. Indian marine services provider Industrial Handling (IHPL) took delivery of the new ASD tug **IH Blue Marlin** on July 13, 2026, following construction by

Cochin Shipyard's (CSL) wholly owned subsidiary Hooghly Cochin Shipyard (Hooghly CSL) and completion of sea and bollard pull trials. The tug was designed by Canadian naval architecture firm Robert Allan Ltd in compliance with Indian Register of Shipping (IRS) class rules, including those rules under the "Indian coastal vessel" and "AGNI 1 firefighting" notations (the latter denotes a maximum firefighting discharge capacity of 2,400 cubic metres per hour). *Also outfitted for emergency response* IHPL said **IH Blue Marlin** is the first in a new series of four ASD tugs to be built by Hooghly CSL. As with other vessels in the IHPL fleet, she will take on towing, pushing, ship handling, salvage and emergency response support, primarily in and around ports in eastern India. *Manoeuvrable platform suitable for port waters* IH Blue Marlin is of IRS grade A steel construction and has an LOA of 28.4 metres (93.2 feet), a moulded beam of 11.8 metres (38.7 feet), a mean moulded draught of 4.2 metres (14 feet), a deadweight of 161, and a gross tonnage of 422. The propulsion setup consists of two IHI Power Systems main diesel engines driving the tug's twin azimuthing drives, providing enhanced manoeuvrability in port. This arrangement can also deliver a bollard pull of 40 tonnes at 90 per cent MCR. The deck equipment meanwhile includes a winch, a capstan, a towing hook, a crane, and a dedicated davit for use with an embarked rescue boat. Two firefighting monitors are mounted just forward of the wheelhouse. The introduction of **IH Blue Marlin** is part of CSL's newbuilding programme that includes RAL-designed tugs. **Ocean Sparkle**, a tug recently delivered by CSL

subsidiary Udupi Cochin Shipyard to another local operator, was also designed by RAL but with slightly greater dimensions and bollard pull. *Specifications* Type of vessel: Harbour and emergency response tug; Classification: Indian Register of Shipping; Flag: India; Owner: Industrial Handling, India; Designer:



Robert Allan Ltd, Canada; Builder: Hooghly Cochin Shipyard, India; Length overall: 28.4 metres (93.2 feet); Beam: 11.8 metres (38.7 feet); Draught: 4.2 metres (14 feet); Deadweight tonnage: 161; Gross tonnage: 422; Main engines: 2 x IHI Power Systems; Bollard pull: 40 tonnes; Other deck equipment: Towing hook; Safety equipment: Rescue boat davit; Firefighting equipment: 2 x

monitors; Type of fuel: Diesel; Operational area: Eastern India. (Source: Baird)

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ASIA MAINTAINS ITS STRENGTH IN TUGBOAT CONSTRUCTION



Shipbuilders in China, India, Turkey and south-east Asia had a busy Q3 2026 in terms of tugboat deliveries as owners extended and modernised their fleets and ports continued to expand to accommodate larger ships and more diverse trade. Shipyards in Asia have been exceptionally busy in completing and delivering tugboats to owners on the continent in Q3 2026, as

demand remained strong for new vessels to assist ships in ports. From Japan and China to India and Turkey, shipbuilders have completed multiple harbour tugs with bollard pulls ranging from 50 tonnes to over 90 tonnes, as owners modernise and expand their fleets. *Turkish shipyards.* In Turkey, Yakamoz, a joint venture between Med Marine and Marin Tug, took delivery of four newbuild harbour tugboats after it started port-service contracts in Aliğa, near Izmir, and in Ceyhan, İskenderun and Gemlik, all in the country. Med Marine built *Med Aliğa*, *Med Ceyhan*, *Med İskenderun* and *Med Gemlik* for the operator at its shipyard in Eregli, Turkey, using Robert Allan Ltd's RAmports 2500-W design. These 25.2-m tugs have a beam of 12 m, a depth of 4.6 m, a bollard pull of 65 tonnes, a top speed of 12 knots and accommodation for eight crew members. They each have twin high-speed, four-stroke, diesel main engines driving two azimuth thrusters on the stern. Uzmar completed ABS-class Alsancak 30 for its own fleet at its Turkish shipyard. This 25-m, 362-gt tug has a beam of 12 m, a depth of 4.5 m and total installed power of 3,860 kW coming from two Caterpillar-manufactured Cat 3512-E HD main diesel engines. The Turkish company also completed several tugboats during H1 2026 for international operators, including *SD Boomer* for Kotug International's operations in Australia, *Svitzer Balder* for Svitzer's activities in Sweden, *Messalo* for CFM Logistics towage work in Mozambique and *Montrose* for Targe Towing port work in the UK. Sanmar Shipyards delivered several harbour tugs at its Turkish shipyards for international owners, including SAAM Towage and Alfons Hakans. SAAM Towage added five newbuild harbour tugboats in five different countries to assist, handle and dock ships in ports across Central and South America, from Mexico to Chile. They were built by Sanmar Shipyards to designs by Robert Allan

and with main engines manufactured by Caterpillar. This year, tugboat **SAAM Guanay** joined SAAM's fleet in Callao, Peru, while **SAAM Kanan** entered service in Veracruz, Mexico, **SAAM Hunabku** went to Puerto Quetzal, Guatemala, and **SAAM Caribe** was deployed in Cartagena, Colombia. Ship-escort and assist tug, **SAAM Carancho** is operating in Valparaíso, Chile. *Indian shipyards* Adani Group subsidiary Ocean Sparkle took delivery in India of another newbuild azimuth stern drive (ASD) harbour tug from Udupi Cochin Shipyard (UCSL) as part of a series of newbuildings. **Ocean Mystique** was built to a Robert Allan Ltd design and was classed by the Indian Register of Shipping in September 2026. Its delivery followed the addition of **Ocean Alliance** in December 2025 and **Ocean Royal** in April 2026 to Ocean Sparkle's fleet.



These 33-m tugs were built in compliance with the approved standard tug design and specifications, a framework established by the Indian Ports Association, and with 70 tonnes of bollard pull. They have a beam of 12.2 m, a depth of 5.5 m, forward and aft towing winches, a three-tonne deck crane and a FiFi1 class fire-fighting system capable of delivering 2,400 m³/hr of water. These 498-gt tugs are powered by twin main diesel, four-stroke, high speed Niigata 6L28HX engines, each developing 1,838 kW and manufactured by IHI Power Systems, driving two azimuth IHI thrusters on the stern. UCSL, a subsidiary of Cochin Shipyard, is building 16 more ASD tugs of similar design and performance criteria for Ocean Sparkle under two other series orders. On 12 August, UCSL laid the keel of the first in the new series of eight harbour tugs, with 70 tonnes of bollard pull, for Ocean Sparkle. The next day it cut steel on the third vessel in another series of eight vessels, also with 70 tonnes of bollard pull, for Ocean Sparkle. These tugs will be completed and delivered in 2027. UCSL is also building similar ASD tugs for Polestar Maritime to a Robert Allan design and with IHI machinery packages. Shoft Shipyard delivered two Bureau Veritas-classed 147-gt harbour tugs to Argo Coral Maritime for operations in Israel. **Peleg** and **Yuval** were built to a Robert Allan design with a bollard pull of 30 tonnes, with an overall length of 18 m and a beam of 10 m. According to AIS data, both were operating under the flag of Saint Kitts and Nevis in Haifa, Israel at the start of



October 2026. Shoft was completing India's first electric-powered tug, **Yohan**, during Q3 2026 after its launch in July. It has a battery capacity of 1,260 eKW and two main diesel generators of 880 kW to drive two fixed-pitch propellers and a Schottel azimuth thruster, for a bollard pull of 30 tonnes and a sailing speed of 12 knots. In Q3 2026, Shoft cut steel and laid

keels for a 60-tonne tug for Kolkata-headquartered Industrial Handling, a 70-tonne vessel for Polestar Maritime, a 50-tonne tug for Ocean Sparkle and two 70-tonne tugboats for KNK Ship Management. *Chinese shipyards* Deliveries of tugboats to Chinese owners continued in China in Q3

2026 with Jiangsu Zhenjiang Shipyard at the centre of construction activity. It delivered **Dong Hua 5** and **Dong Hua 6**, 36-m ASD tugboats with 2,942 kW of installed power and 50 tonnes of bollard pull, to Hudong-Zhonghua Shipbuilding during the quarter. The shipbuilder in Jiangsu province also delivered **Hengyao 19**, a 39-m ASD tugboat with 4,414 kW and 70 tonnes of bollard pull, to Jiangsu Hengyao Shipping. Yangkou Port took delivery of two 37.5-m, ASD tugboats – **Ning Yang Tuo 1** and **Ning Yang Tuo 2** – from the shipyard, with each vessel having 3,676 kW and 62 tonnes of bollard pull. In August, Zhenjiang Shipyard also delivered, 39-m **Haiyu 333**, with 3,676 kW and 67 tonnes of bollard pull to Jiangsu Anhang Shipping. Nantong Lvsi Port Tugboat Co welcomed **Lvsi Gang Tuo 1** and **Lvsi Gang Tuo 2** to its fleet, after construction with 76 tonnes of bollard pull by the shipyard. Zhenjiang Shipyard delivered ASD tugboat **Taixing Xiao Tuo 9** to Taixing Port Group Wharf Operation and Management Co in July. Also in China, Wuxi Hongqi Shipyard completed **Garuda** and **Varuna** for Greenbay Marine, while Jiangsu Suyang Marine delivered **Comandante Tomas Borge** to Empresa Portuaria Nacional; it was being sailed by Redwise to Nicaragua. Cheoy Lee Shipyards finished three 23-m ASD tugboats – **Masirah**, **Seeb** and **Sur** – for Svitzer's operations in Oman.

South-east Asia In Indonesia, KTU Shipyard delivered tugboat **Sumber Makmur 18** and oil barge **SMB 18** to a domestic owner and cut steel on an articulated tug-barge unit, with newbuilding numbers **KTU-1990** and **KTU-1991**. It also completed barge **Blackpink 337** and paired it with tugboat **Gaskan 01** and delivered 27-m tugboat **Layar Borneo**. In August, a delivery ceremony was held for four 27-m tugboats, **Perkasa 14** through **to 17** and four barges KTU had built for an Indonesian industrial group. In Malaysia, Sapor Shipbuilding Industries and Tang Tiew Hee & Sons built multiple tugboats for Winning Ore Logistics' operations in west Africa and Hung Seng Shipbuilding was completing tugs for Russian owners. In Vietnam, Damen Song Cam Shipyard completed ASD tugboats for United Arab Emirates-headquartered DP World, Finland-based Alfons Hakans, Arrendadora Continental's operations in Guatemala, Boluda Towage's port work in La Reunion and Emar Offshore's activities in Ghana. In Japan, Fukushima Kisen took delivery of 32.5-m **Bandai Maru**, with a beam of 11.5 m and a depth of 4.5 m, from Kanagawa Zosen. South Korea Shipbuilding delivered **Daejin 101** to Dae Jin Tugboat. (Source: Riviera by Martyn Wingrove)



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PROFILE: SIRAPINAR-CLASS TUG RAISES NORTHERN IRELAND TOWAGE, FIREFIGHTING CAPABILITIES



Boluda Towage subsidiary Belfast Towage officially named new harbour tugboat Laganman at a ceremony on Albert Quay, in Belfast, after its construction by Sanmar Shipyards. A new azimuth stern drive (ASD) harbour tug has been named in Belfast, Northern Ireland, after its construction by a Turkish shipbuilder to an optimised design by a Canadian naval

architect. Belfast Towage official named **Laganman** during a ceremony held at Albert Quay in Belfast Harbour in September 2026 to mark this milestone for the business and the port community. The ceremony included a blessing of the vessel by Reverend Mark Reid and the formal naming by godmother Sarah Robinson, while Boluda Towage Europe's general manager of UK operations, Phil Dulson was also in attendance. The Boluda Towage subsidiary said the arrival of **Laganman** "represents a significant investment in the future of Belfast Towage and reinforces the company's commitment to providing safe, reliable, and efficient towage services within Belfast Harbour." The 22.4-m, 289-gt ASD tug was built by Sanmar Shipyards in Altınova, Turkey, as a Sirapinar-class vessel, to Robert Allan Ltd's RAmports 2200 design and with 50 tonnes of bollard pull. It has a beam of 11 m, a hull depth of 4.4 m, a top speed of 12 knots, and tanks for storing up to 72 m³ of fuel oil and 10.8 m³ of fresh water. **Laganman's** propulsion consists of two Caterpillar-manufactured diesel, four-stroke high-speed engines, compliant with IMO Tier III emissions standards and driving two Schottel azimuth Z drives on the stern. It is equipped with a FiFi1 firefighting system, including two monitors, and a double-drum ship-towing winch on the forward deck to support a wide range of harbour operations. **Laganman** joins Sanmar-constructed 2009-built Masterman and 2008-built Merchantman as part of a fleet designed to support the growing needs of the harbour and the ships using the port, including cruise and ro-ro ships. "The vessel further strengthens operational resilience and capability within Belfast Harbour, ensuring Belfast Towage remains well positioned to meet future demands," said the vessel operator. **Laganman** demonstrated its FiFi1 system in a port emergency soon after its arrival in May 2026 when it supported Northern Ireland's firefighting services in dousing a blaze at a quayside recycling facility in Belfast. Its crew worked with another of Belfast Towage's harbour tugs to deliver rapid and effective support in tackling the flames and cooling the facilities after the fire was extinguished. "Throughout the specification, design and construction process, we worked closely with Belfast Towage to ensure **Laganman** fully meets their operational requirements," said Sanmar commercial director Ruchan Civgin. "It is a valuable addition to their fleet, to deliver high-performance and reliable harbour operations and emergency response," he said. (Source: Riviera by Martyn Wingrove)

H SCHRAMM TOWAGE NAMES NEW AZIMUTH TRACTOR TUG

A German owner has welcomed a new harbour tug and utility workboat to its fleet as it prepares for more coastal towage and port work. H Schramm Towage has officially named its latest newbuild azimuth tractor tug, **Nico**, in Germany, after its construction by Sanmar Shipyards in Turkey to

Robert Allan Ltd's TRAKtor-Z 2500SX design. This Delicay-series, 25.3-m tug has a moulded beam of 12 m, a moulded depth of 4.6 m, a bollard pull of 80 tonnes, a free-running speed of 12.5 knots, accommodation for six crew members, and a FiFi firefighting system. Its propulsion comes from two Caterpillar-manufactured Cat 3516E main engines, each producing 2,350 kW at 1,800 rpm and these are fully compliant with IMO Tier III



emissions standards while driving two azimuth thrusters. H Schramm Towage, which is celebrating its 100th anniversary, ordered Nico in May 2025 after gaining experience with its sister vessels **Sonke** and **Bo**, said H Schramm Towage managing director, Nico Andritter-Witt. These tugs support a wide range of towage and ship-handling operations in German ports and coastal waters. H Schramm Towage also named new workboat **Pia** after it was built by Damen Shipyard to undertake harbour services and personnel transfers. It operates a versatile fleet of 11 tugs with bollard pulls ranging from 15 to 80 tonnes, and inland and multipurpose vessels, providing ship assistance, deep-sea, coastal and project towage, and other maritime services. H Schramm Towage operates from the ports of Brunsbüttel and Hamburg in Germany and Harlingen in the northern part of the Netherlands. "We support H Schramm Towage with technologically advanced, high-performance and environmentally responsible tugboats designed to meet their evolving operational needs," said Sanmar Shipyards commercial director, Ruchan Civgin. (Source: Riviera by Martyn Wingrove)

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NEW ELECTRIC TUG FLEET CONSTRUCTION PROGRESSES IN NORTH-WEST US

Two battery electric tugs are nearing completion at a shipyard near Seattle to become part of a fleet of these vessels assisting container ships in Californian terminals. In Seattle, Washington-headquartered Snow & Co is building a series of battery-electric tugs for Curtin Maritime's operations in the Port of Long Beach and Port of Los Angeles. The hulls for the first two of these Arc-designed tugs, **Tuuli C** and **Tiger C**, have been launched and will be followed by another six of these vessels in the next 18 months. According to Curtin, the deckhouse for **Tuuli C** was lowered onto the hull and the batteries and power cabinet, and two Schottel azimuth thrusters, were installed in September. Curtin awarded a US\$160M contract to Arc in Q3 2025 for delivery of eight

hybrid-electric tugboats in 2026 to 2028, as one of the largest electric workboat initiatives in North



America. Snow & Co is building these tugs in 19 modules, each built separately, before being joined together, including the hull sections, battery room and deckhouse. Arc is providing the 6-MWh battery package and battery management system to each of the eight tugboats, while their 3,000-kW propulsion will generate about 55 tons of bollard pull. Curtin already operates [Isla](#)

[C](#), a purpose-built, fully-electric push boat, developed by Snow & Co in partnership with the owner to assist dredgers. It is powered by twin permanent-magnet motors producing 746 kW of power, using energy drawn from the battery system. Suderman & Young, Bay-Houston Towing and Signet Maritime were in the running to operate a battery-electric tugboat each in the Port of Corpus Christi. In December 2024, the authority running the port secured a US\$105M EPA grant through the Clean Ports Program to cover around 70% of the cost of a suite of battery-powered marine and shoreside assets. This included three new electric tugboats, eight forklifts and one sweeper truck, a shore-power retrofit package for an existing dock, the repowering of two locomotives to zero-emissions and seven charging stations. Port of Corpus Christi Authority anticipated these assets would reduce NOx emissions by 186 tons, CO2 emissions by 650 tons and diesel fuel consumption by about 3M litres. The port said the roughly 30% non-federal match will be shared by PCCA and the three sub-recipient tug owners/operators, and rail service provider Watco. In December 2024, Suderman & Young chief commercial officer, Captain Jay Rivera, said its 30-m electric tug would have a beam of 13.5 m, battery capacity of 8,500 ekW and a bollard pull of more than 100 tonnes, providing it with the capability of assist VLCCs that call at the largest oil export port in the US. Crowley's [eWolf](#), was the first battery-electric tug built in the US, and it entered commercial service to provide zero-emissions towage in the Port of San Diego in 2024. It built was by Master Boat Builders in Coden, Alabama, to deliver 70 tonnes of bollard pull from a fully integrated electrical package and battery system.

This 25-m tugboat is supported by a new microgrid shoreside charging station in San Diego that enables [eWolf](#) to operate at full performance daily on electricity. "[eWolf](#) is a historic milestone in the maritime industry and Crowley's legacy. It underscores our company's commitment to serve as global sustainability leaders and innovators," said chairman and chief executive Tom Crowley in 2024. "The all-electric tugboat is the most technologically advanced vessel of its kind and will help our customers and communities reach their decarbonisation goals." It has a Corvus Orca energy storage system rated at 6.2 MWh, and an ABB integrated electrical propulsion package to drive two 2,050-kW Schottel RudderPropellers of type SRP 430. (Source: Riviera by Martyn Wingrove)



It has a Corvus Orca energy storage system rated at 6.2 MWh, and an ABB integrated electrical propulsion package to drive two 2,050-kW Schottel RudderPropellers of type SRP 430. (Source: Riviera by Martyn Wingrove)

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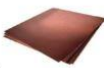
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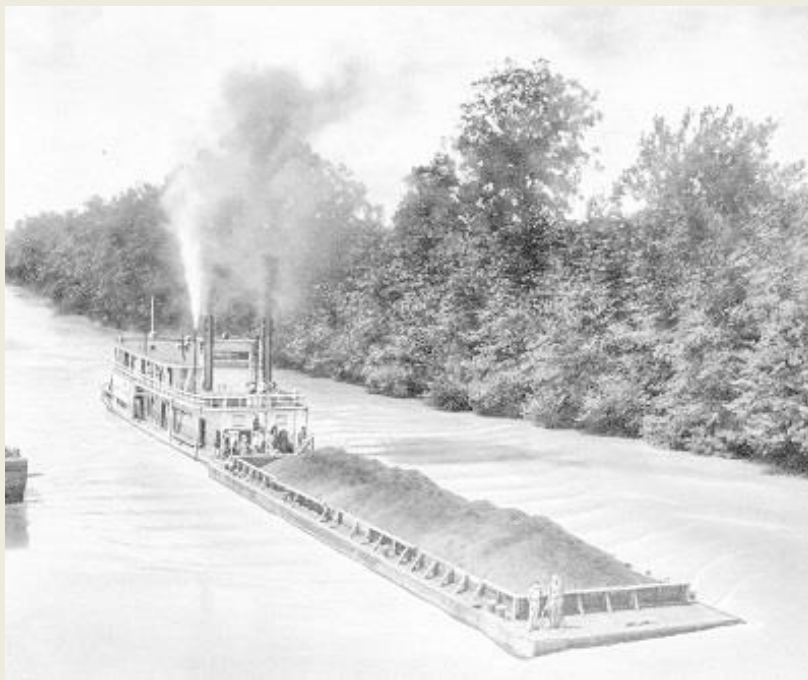
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OLD TOWBOAT COLUMN

STR. BETTY TURNER WAS ALSO AN EARLY HINES BOAT



Continuing in the vein of last week's column, we will look at another steamboat that was an early member of the Hines fleet. The sternwheel steamer **Betty Turner** was built at Paducah, Ky., in 1930. Neither *Way's Steam Towboat Directory* nor the early editions of the *Inland River Record* carry much information on this boat. *Way's* makes no mention of the builder while the 1946 *IRR* states that it was built by West Kentucky Coal Company. Both publications give the dimensions of the wood hull as 100 by 24 by 3.4 feet, and a

horsepower rating of 210 with no further description of the machinery. They also only show it as owned by James R. Hines & Company, Bowling Green, Ky. A check of the List of U.S. Merchant Vessels indicates the Betty Turner was first owned by Pine Bluff Sand & Gravel Company, Pine Bluff, Ark. Pine Bluff had a history dating back to 1913 when it began with one small boat. Following the great flood of 1927, the company did a great amount of structure recovery and construction work for the Corps of Engineers, and perhaps this business is what prompted the acquisition of the **Betty Turner**. according to the List of Merchant Vessels, the boat remained with Pine Bluff for the next decade. By the 1941 edition of the List, it is finally shown as being owned by James R. Hines. This would indicate that it was purchased in roughly the same time frame that Hines had obtained the **Queen of Dycusburg** that was detailed in the last column. However, the Turner would seem to be much more of a vessel than the little **Queen of Dycusburg**, being some 35 feet longer, 3 feet wider and with 125 more horsepower than the smaller boat. Hines utilized the Betty Turner in the same Green and Barren River trade that the **Queen of Dycusburg** was in.

According to Way's, during this time it carried the whistle from the packet **Bowling Green**. The **Bowling Green** had been built by Howards in 1904 and ran between Evansville, Ind., on the Ohio River to Bowling Green on the Barren River until it sank at South Carrollton, Ky., on the Green River the night of March 31, 1920. While the **Dycusburg** had somewhat appeared to be a caricature of a steamboat, the Turner looked every inch the part: well proportioned, with a pool-style pilothouse and twin stacks forward. The **Betty Turner** was last listed in the 1947 edition of the Inland



River Record, and the 1948 IRR shows it in the "Off the Record" section, indicating that it had been sold to Grover J. Marlen, Spottsville, Ky., and dismantled. This was the same timeframe in which the **Queen of Dycusburg** had been dismantled, and thereafter Hines would operate no more steam vessels. We will look at one of their first diesel-powered boats in a future column. While the **Betty Turner** was dismantled in 1947, Barry Griffith, of Bowling Green, says that parts of the vessel were in the area for many years. Griffith, who is related to the Hines family, and whose father and paternal grandfather both worked for Hines, provided the photos for this column, one of which is of the Turner's pilotwheel mounted near the entrance to the Hines terminal at Bowling Green. He also says that he had always been told that a duplex house that his family lived in when he was very young had been built using lumber from the Turner. (Source: *The Waterways Journal* By Capt. David Smith)

EXHIBITORS DURING ITS 2026 GOTHENBURG

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ACCIDENTS – SALVAGE NEWS

A STORM HAS DRIVEN A CARGO SHIP AGROUND OFF THE KALININGRAD COAST.



A cargo ship ran aground during a storm off the coast of the Kaliningrad region. A cargo ship ran aground in the Baltic Sea off the coast of the Kaliningrad region during a storm, according to the regional headquarters of the Russian Ministry of Emergency Situations. The incident occurred while sailing along the coast. Rescuers received a call at 2:35 PM local

time (3:35 PM Moscow time). "The vessel sustained no damage, there was no pollution of the waters, and there were no casualties," the agency's representative reported. On October 9, wind speeds in the region reached 27 m/s. A storm warning was issued in Kaliningrad and a high alert was declared. Due to the severe weather, schools and kindergartens were closed. The zoo was closed, and the ferry service to the Vistula Spit was suspended. *(Source: Life)*

TERRIFYING MOMENTS ON THE KANLICA COAST: THE IVYAN TANKER APPROACHED THE SHORE.

The **IVYAN** tanker, approximately 110 meters long and flying the Maltese flag, was captured on camera approaching the Kanlıca coast. The approach of the Malta-flagged tanker IVYAN to the Kanlıca coast was captured on cell phone cameras. While teams were dispatched to assist the ship, which anchored after an engine malfunction, ship traffic in the Istanbul Strait was temporarily suspended in both directions. On Sunday evening, October 11, 2026, worrying moments unfolded in the Istanbul Strait. As the bow of the **IVYAN** tanker, which had malfunctioned during its passage through the strait, approached the Kanlıca coast, citizens on the shore filmed the events with their mobile phones. According to a report by Anadolu Agency, citing a statement from the General Directorate of Coastal Safety, a tanker approximately 110 meters long, sailing from Bulgaria to Italy, anchored off Kanlıca after experiencing engine failure. The ship is reportedly carrying 6,000 tons of

vegetable oil. *Traffic in the Bosphorus was halted, and aid teams were dispatched.* According to a DHA news report published by Mynet, the incident occurred around 7:10 PM. The same report cited a statement from the Ministry of Transport and Infrastructure, stating that the tugboats **KURTARMA-7** and **KURTARMA-11**, along with the boats **KEGM-4**, **TAHLİSİYE-2**, and **TAHLİSİYE-9**, were dispatched to the area. The ministry announced in a statement that ship traffic in the Istanbul Strait has been



temporarily suspended in both directions. According to the news report from AA, updated on SonDakika at 20:22, the tanker was planned to be secured in the Küçükçekmece anchorage area. This information refers to the planned intervention; there is no confirmed statement regarding the completion of the operation. *The moments of approaching the shore were captured on camera.* In the original video published by the Beykoz Anlık account, the tanker's black bow and illuminated superstructure are visible behind people on the shore. The frames focusing on the ship's bow reveal the approach being observed from the shore. In the later part of the recording, the name **IVYAN** on the hull can also be seen. Due to the camera angle and perspective, the distance between the ship and the shore cannot be reliably calculated in meters. The short video also does not show the technical cause of the malfunction or the commands given on the bridge. *Official statements include information about a machine malfunction.* While the social media post claimed the rudder was locked, official statements from the relevant institutions, as reported by AA and DHA, mention a mechanical failure. Engine failure and rudder failure are different technical issues. Current information does not indicate that the two terms describe the same malfunction in this case. Therefore, the claim that the rudder was locked cannot be considered as confirmed technical information. *AIS trace: lines and curves extending to the shore.* The marine traffic screen received by DenizHaber shows the name **IVYAN** and MMSI number 215867000. The colored course on the chart shows a section extending towards the Kanlıca coast and the curves on the open water side. In the graphic prepared for the news report, the coastline shape and the line on the tracking screen were simplified. While the colors from the source were preserved, speed classes were not assigned to the colors, and the signs were not placed in chronological order. Automatic Identification System (AIS) enables ships to transmit information such as their identity, location, course, and speed to other ships and shore stations. However, a single screen capture is not sufficient to explain the cause of an incident or the sequence of manoeuvres. The speed chart on the source screen cannot be matched with the approach moment. The chart shows values of 8.3–12.6 knots, corresponding to the time range of 17:00–17:12 UTC, 20:00–20:12 Turkish time. Since the month and year information is not displayed on the screen and it is not possible to determine which moment in the video the rows correspond to, these values cannot be given as the speed at the closest point to the shore. This is not a graphical scale navigation chart. The line alone cannot provide precise information about how close the ship is to the shore, the cause of the malfunction, or the stages of the repair process. *What kind of ship is IVYAN?* According to VesselFinder records, IVYAN is a chemical and petroleum products tanker built in 2021 and flying the Maltese flag. Echo Chartering's fleet listing states the vessel's overall length as 109.98 meters. Ship name: IVYAN; Flag: Malta; IMO number: 9879088;

MMSI number: 215867000; Year of construction: 2021; Overall length: 109.98 meters; Gross tonnage: 4,414 GT; Deadweight: 6,613 DWT; Ship type: Chemical and petroleum products tanker. The technical class of a ship does not necessarily mean it carries the same type of cargo every time. In this case, the declared cargo was vegetable oil; one cannot conclude from the tanker's classification that a different type of cargo was present. *Records are crucial in near-miss incidents.* In maritime terminology, a "near miss" is referred to as "ramak kala" in Turkish. The International Maritime Organization's guidelines define this concept as situations where a loss is prevented by breaking a chain of events that could have caused damage. All the circumstances of the

close encounter in Kanlıca can be evaluated together with ship records, traffic center records, and the outcome of the intervention. Images taken from the shore do not replace an official accident investigation or incident classification. (Source: *DenizHaber*)



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BULGARIA POINTS TO RUSSIA AS DRONES HIT MORE CARGO SHIPS

Bulgaria summoned Russia's ambassador to Sofia after two ships were hit off the country's coast, as concerns mount over the security of Black Sea shipping. The strikes on two cargo vessels on Tuesday add to a series of more frequent attacks on ships in the western part of the Black Sea, a vital route for Ukrainian grain exports that's close to the territorial waters of NATO member states. While the Bulgarian government has previously refused to point at Russia due to lack of evidence, on Tuesday it requested talks with Russian ambassador Eleonora Mitrofanova on the grounds that the Kremlin is the main beneficiary from the hits. "There's no logic in Ukraine destroying its own ships, and the results of these strikes work to Russia's advantage," Prime Minister Rumen Radev's office said in a statement after the meeting. "Although not a party in the war, Bulgaria is suffering significant economic and financial damage," the statement said. "Attacks in the Black Sea have already led to increased risks for commercial shipping, higher insurance costs, and even refusals to transport cargo to Bulgarian ports." Mitrofanova said she understood Radev's logic but she has no information from the Russian defense ministry regarding the latest attacks, according to the same statement. She didn't rule out that the attacks could be a provocation from a third country. *Chelsea 3*, a Ukrainian-owned

cargo vessel sailing under the Maltese flag, was struck around 01:30 a.m. on Tuesday, 18 nautical miles (33 kilometers) off the Bulgarian coast near the town of Byala. Another cargo ship, which the Bulgarian President's office identified as HS Dignity, sailing under the flag of Guinea-Bissau, was struck and sank 17 miles away from the village of Krapets. Eleven crew members are still missing, BNR public radio reported, citing the governor of Dobrich region. Both attacks took place in the immediate vicinity of



Bulgaria's 12-mile territorial water zone. Still, wheat prices were mostly steady on Tuesday. "More attacks don't really alter the picture much, bar reminding the market that Black Sea shipping does have its dangers, and that a Russia-Ukraine resolution is a way off," said Mike Verdin, senior markets consultant at CRM AgriCommodities. Preslav Raykov, Global Trading Manager at Magic Flame Group, said the attacks are starting to affect risk perceptions for grain traders who are new to the region. If the strikes get more intense, that could affect export activity from Romania and Bulgaria, the latter being a big net exporter of wheat without high internal demand, he said. The 15-member crew of the [Chelsea 3](#), made up of Ukrainian and Azerbaijani sailors, spoke of an attack by three aerial drones. The ship, which remains afloat, was traveling from the Turkish city of Giresun to the Moldovan river port of Giurgiulesti, the specialized news website Maritime.bg reported. Three people were placed in the maritime hospital in the city of Varna, according to the Defense Ministry. Five sailors have so far been rescued from the HS Dignity, which traveled from Mostanagem, Algeria, to Braila, Romania, according to data from the Marine Traffic AIS tracing platform. The attacks come after cargo ships were struck in Bulgaria's exclusive economic zone last week, one of which sank in three minutes without survivors, likely making it among the deadliest incidents of Russia's war against Ukraine outside the battlefield. Another ship, carrying corn, was hit in Romania's economic zone, also last week. "We have already strengthened our posture along the eastern flank and will continue to monitor the security environment, adjusting our deterrence and defense posture as needed," NATO Secretary General Mark Rutte said on X after speaking to Radev about the case. Radev sought support for strengthening Bulgaria's capabilities for monitoring and control of its naval and air space, his office said. Bulgaria is already seeking support from the North Atlantic Treaty Organization and the European Union to investigate last week's cases. Radev raised the topic of ways to guarantee the safety of Black Sea navigation at this week's meeting of EU leaders in Brussels, his office said. The defense ministers of Bulgaria, Romania and Turkey also discussed the issue in a series of phone calls on Monday, the defense ministry in Sofia said. The three countries already have a joint program for mine-sweeping in territorial waters, which they're working to expand to protect underwater infrastructure. "The escalation of the war led to an increase of the incidents near the Bulgarian shores and is turning the Black Sea into a military zone," Bulgarian President Iliana Yotova, who called a security meeting last week, said in a statement. "Freedom of shipping and safety of supply chains are seriously threatened, generating significant risks to our country." (Source: gCaptain)

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DRAMA NEAR KORNATI: MINI CRUISER RUNS AGROUND IN SHALLOWS IN THE DUGI OTOK PASSAGE



The luxury mini-cruiser **MS Almissa** ran aground in the shallows of Vela Proversa, a passage between Dugi Otok and the Kornati Islands, but the tugboat Pollux quickly pulled it to safety. The luxury mini-cruiser **MS Almissa** ran aground yesterday in shallow water in Vela Proversa, a busy sea passage between Dugi Otok and the Kornati Islands. In a swift action,

the tugboat Pollux pulled the ship to safety, and no passengers or crew members were injured. As Morski.hr writes, the situation was soon brought under control. The recovery operation lasted a short time, and after recovery, the condition of the hull was checked. **MS Almissa** is a motor sailing ship built in Brodotrogir in 2017. It is 40 meters long, eight meters wide and can accommodate up to 40 passengers in 19 air-conditioned cabins. After the ship's inspection, the planned voyage through the Zadar archipelago is expected to continue. (Source: Sibenik)

FIRE BREAKS OUT ABOARD SEISMIC SHIP OFF U.S. GULF COAST

A fire has been reported aboard the seismic survey ship **Rem Andes** off the coast of Grande Isle, Louisiana, according to the U.S. Coast Guard. 46 people were on board at the time of the incident, and abandon-ship operations were initiated, the Coast Guard said in a statement. An unspecified number of those on board disembarked into life



rafts and transferred to nearby Good Samaritan vessels. The agency's SAR aircrews were dispatched to the scene to ensure that all of the survivors who departed the vessel were properly accounted for.

AIS data provided by Pole Star Global suggests that the ship slowed and began to drift to the north of its normal racetrack survey route at about 0955 hours on Monday morning. According to local media, the fire was out by about 1445 hours. The effort to retrieve crewmembers from lifeboats that had already cast off from the stricken ship was still underway as of mid-afternoon. Eight crewmembers remained behind aboard the ship to fight the fire and conduct damage assessment, the Coast Guard told the local Fox News affiliate, and would be evacuated at a later point. The ship continued to broadcast AIS through the day, drifting slowly northeast at a position some 90 nautical miles south of Whiskey Island, Louisiana. **Rem Andes** is a Norwegian-operated ship that entered service in 2012. The vessel is classed and equipped as a seismic ship, and AIS records show that it has been engaged in running survey tracklines on the deepwater U.S. continental shelf for at least the past year, operating out of Gulfport and Port Fourchon. It passed its last U.S. Coast Guard port state control inspection in late 2025 with no issues recorded. *(Source: Marex)*

BOARD OF INQUIRY LAUNCHES PROBE INTO FATAL LAKE FERRY CAPSIZING IN ZIMBABWE



A supreme court judge will lead a three-member board examining how the vessel was loaded, crewed and cleared to sail, and whether regulators did their job, with hearings to be held in Kariba. A board of inquiry has begun investigating the capsizing of the passenger ferry **Mbuya Nehanda** on Lake Kariba in Zimbabwe in an accident that left 97 people

dead on August 11. The three-member board chaired by Zimbabwe Supreme Court Justice Joseph Mafusire will conduct hearings in Kariba. The board is expected to complete its work within three months, with a possible one-month extension, and will report in writing to Transport Minister Felix Mhona. The inquiry will examine the circumstances of the ferry's loading and operation, and its clearance to sail. Its remit will cover the vessel's registration, certification, seaworthiness and safety compliance; its passenger and cargo capacity; the number and competence of the crew; and the role of authorities overseeing inland water transport. The board is also tasked with comparing the passenger manifest with the number of people who were actually on board and with assessing procedures that applied ahead of, throughout and following the voyage, including management of weather risks and security certification. It may also conduct site visits, summon witnesses, and hear evidence in public or virtually. The number of people aboard has yet to be settled. "To date, of the more than 160 persons who were on board, 67 survivors have been recorded and more than 95 persons have been recorded as deceased," Mhona said. Shortly after the accident, Zimbabwe's Civil Protection Unit said records of tickets sold listed 114 adult passengers and five crew, and children not yet old enough to be ticketed may also have been aboard, though their number is unknown. The vessel's stated capacity was 90 passengers and five crew. "Given the gravity of the casualty, I found it appropriate and obligatory to establish the board of inquiry," the minister said. "It is our respectful view that the preliminary findings so far are not adequate to bring closure to the ramifications of the casualty," he added, noting that an inquiry was in line with standards and recommended practices prescribed by the IMO. Mhona said the findings would inform the development of inland waters

shipping policy, legislation and operational frameworks, and would also offer closure to relatives of the deceased. Amnesty International has called for "a prompt, effective, independent and impartial investigation" with its findings, evidence and recommendations made public. Mbuya Nehanda was operated by the Kariba Rural Infrastructural Development Agency (RIDA). The government announced formal inquest proceedings on August 19. Later that month, RIDA District Coordinator Ignatius Chiome was arrested and charged with culpable homicide in connection with the disaster. He had not entered a plea at the time of the charge. *(Source: Baird)*

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A FIRE BROKE OUT ON A CARGO SHIP ARRIVING IN GIRESUN FROM RUSSIA!

A fire that broke out on a cargo ship waiting offshore to unload its cargo at Giresun Port was brought under control thanks to the rapid intervention of a fire-fighting vessel belonging to the port authority. A fire that broke out on a cargo ship waiting to unload its cargo off the coast of Giresun Port caused tense moments. The flames on the ship, which had arrived from Russia, were tackled by the port operator's firefighting vessel. A potential disaster was averted, and an investigation into the incident has been launched.



A cargo ship carrying chickpeas from Russia to Giresun Port caught fire for an as yet undetermined reason. The crew, who noticed the flames on the ship waiting offshore to unload its cargo, reported the situation to Giresun Port Authority. Following the report, a fire-fighting vessel belonging to the port authority was quickly dispatched to the area. *Intervention in the flames from the sea* Thanks to the intervention of the Giresun Port Fire Fighting Vessel, the flames were quickly brought under control. The timely intervention of the teams prevented the fire from spreading. The cargo ship sustained material damage due to the fire, and teams are continuing cooling operations. It is not yet clear in which section of the ship the fire started and what its cause was. An investigation into the incident has been launched, and the exact cause of the fire is expected to be determined after further research. *(Source: Deniz Haber)*

DRAMATIC FOOTAGE SHOWS FISHING BOAT SMASHING APART ON ROCKS



A fishing boat has been smashed apart by the sea 11 days after it ran aground off the west coast of Orkney. Dramatic footage shows a hole in its hull, while the stern appears to have almost separated from the rest of the vessel. **Genesis** was abandoned after it struck rocks close to the Old Man Of Hoy on 1 October. After issuing a mayday call, all 17

crew members were winched to safety by a Coastguard helicopter and taken to shore. A Spokesperson for HM Coastguard said the amount of diesel onboard is believed to be "minimal" and the Counter Pollution team was "liaising with the vessel owner and relevant authorities regarding potential salvage". "Vessel-related debris identified on shore is being managed by the local authority," they added. The RNLI lifeboat from Stromness was involved in the rescue, along with coastguard helicopters from Sumburgh and Stornoway, and the Northlink passenger ferry Hamnavoe, which launched its fast-rescue boat. The Kirkwall and St Margaret's Hope Coastguard Rescue Teams responded to the incident as did a maritime patrol aircraft from the Royal Air Force. Police Scotland and Scottish Ambulance Service were also in attendance. Mark Wrigley, from Leeds, who saw the rescue from onboard the ferry Hamnavoe said an announcement was made telling passengers the ferry was going to assist. He told BBC Radio Orkney at the time: "It was quite a distance but you could quite clearly see a boat on the rocks and there was a couple of boats in the water. The RNLI were there and then they were joined by a coastguard helicopter." He said rescuers winched the fishermen into the helicopter two at a time very close to the Old Man of Hoy rocks. "I was absolutely in awe of the people who were doing the rescue," he added. Four of the vessel's crew were from Spain and have returned home - with one making it in time for his son's wedding.

(Source: BBC)

OFFSHORE NEWS

TGS-GALDOR AI PARTNERSHIP TARGETING OVERLOOKED OR UNDERESTIMATED NORTH SEA EXPLORATION PLAYS

Galdor Exploration has forged a pact with TGS, combining subsurface expertise with cutting-edge AI to rewrite the playbook for North Sea discoveries. In a move that enables artificial intelligence (AI) to get a stronger foothold in the North Sea, Norway's energy data and intelligence company TGS has inked a strategic framework agreement with newly minted Galdor Exploration to deploy proprietary seismic foundation models and next-generation machine learning workflows to unearth overlooked subsurface potential across the Norwegian Continental Shelf (NCS). TGS has entered into a framework agreement for a strategic collaboration with Galdor Exploration, a company formally established on July 19, 2026, coinciding symbolically with the 60th anniversary of the spudding of

Norway's first exploration well, to unlock high-value exploration opportunities on the Norwegian Continental Shelf and the broader North Sea region through the application of advanced, integrated data solutions and artificial intelligence. Kristian Johansen, CEO of TGS, commented: "This collaboration reflects our commitment to supporting the next generation of exploration companies with the highest-quality data and cutting-edge exploration technology. By working in a different, more



collaborative way with our customers, applying the full scope of our integrated solutions, we aim to accelerate value creation and deliver win-win results." As Galdor Exploration is set on a modern, data-driven exploration strategy that combines advanced AI-enabled workflows with the multidisciplinary expertise of a highly experienced exploration team with an extensive track record on the NCS and internationally, this collaboration will give the firm access to TGS' integrated data and technology solutions across the energy data value chain. The duo will also work together to implement advanced AI exploration workflows and solutions. Ørjan Gjerde, CEO and Founder of Galdor Exploration, underlined: "Galdor's strategy is built on a conviction that the future of exploration lies in a modern exploration organization, where we combine deep exploration experience with premium subsurface data and next-generation AI-enabled workflows. "Our collaboration with TGS gives us access to data, technology and expertise of exceptional breadth and quality and allows us to apply advanced machine learning exploration techniques at scale. This will support Galdor's goal to identify and mature exploration opportunities that, by using conventional approaches, may have been overlooked, underestimated or left behind." TGS recently won multiple deals and begun jobs, such as a high-resolution data upgrade assignment to support future well planning and reservoir evaluation at an offshore discovery in Malaysian waters. (Source: Offshore Energy)

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 The advertisement features a photograph of a harbor scene. In the foreground, a tugboat with a red and white hull is moving. In the background, a large flat-top pontoon is visible. The sky is overcast.

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DOF LANDS NORTH SEA DECOM CONTRACT

Norwegian offshore vessel owner DOF has won a contract with a North Sea operator to carry out a subsea decommissioning campaign. The contract scope includes project management, engineering,

offshore execution, and disposal services to remove subsea infrastructure and clear the seabed across



multiple offshore fields. The offshore campaign is scheduled for execution during the first quarter of 2027. DOF will utilise its integrated decommissioning capabilities, combining in-house engineering, project management, marine operations, ROV services, survey and offshore execution. One of DOF's construction support vessels will perform the offshore operations. The vessel's name

was left undisclosed. Financial details were also left vague. DOF stated that the contract was significant, placing it in the \$15m to \$25m range. (Source: *Splash24/7*)

The Douglas CCS platform built by Rosetti Marino has been installed in Liverpool Bay.

The plant is part of Eni's Liverpool Bay CCS project for the transport and storage of CO₂ in the United Kingdom. The installation of the Douglas CCS offshore platform, built in Piombino by Rosetti Marino through the Rosetti Pim joint venture as part of Eni's Liverpool Bay CCS project for the transport and storage of CO₂ in the United Kingdom, has been completed in Liverpool Bay. Built to serve the HyNet industrial hub, the infrastructure will be part of a network that will channel CO₂



captured from plants in Northwest England and North Wales to depleted gas fields beneath the seabed. The project is part of the portfolio of Eni CCUS Holding, a company in which the Italian group is a partner along with Global Infrastructure Partners (GIP), part of BlackRock. The new Douglas CCS is the world's first offshore platform designed and built specifically for carbon capture and storage. Designed to serve as the offshore hub of the Liverpool Bay transport and storage system, the platform will receive CO₂ captured from industrial facilities in Northwest England and North Wales, then transport it through a network of existing offshore pipelines, repurposed to transport carbon dioxide to depleted natural gas fields, where it will be permanently stored. Its construction, completed "in less than 18 months from the awarding of the contract," was carried out by the Ravenna-based Rosetti Marino shipyard, which supervised the work at the Piombino plant. The structure, Eni recalls, includes topside systems weighing 1,885 tons, a load-bearing structure (jacket) weighing 1,755 tons and eight foundation piles, for a total weight of 730 tons, which anchor the structure to the seabed. With the installation of the platform, the wider Liverpool Bay CCS network

construction programme is now approximately 50% complete. (Source: *Shipping Italy*)

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TGS EXPANDS FRONTIER BASIN DATA COVERAGE OFFSHORE BRAZIL



Oslo-listed seismic specialist TGS, in joint venture with SLB, has announced the Pelotas Sul Phase 2 multi-client 3D survey offshore southern Brazil. The survey will cover about 11,200 sq km, and a Ramform Titan-class vessel is scheduled to begin data acquisition in October 2026, with completion in the second or third quarter of 2027. Building on Pelotas Sul Phase 1, acquired earlier this year, the new survey

will further expand TGS' high-quality 3D seismic coverage in a frontier basin that continues to attract industry interest. Geological analogues along the conjugate margin support the Pelotas Basin, and discoveries in Namibia de-risk it. The basin offers a broad range of underexplored play concepts, including turbidite systems, deep-water channels, and stratigraphic and structural traps. Pelotas Sul Phase 2 includes a balanced mix of held and open acreage. This provides data coverage relevant to companies evaluating existing acreage, while also creating opportunities linked to future licensing rounds and potential farm-in activity. "The project will provide additional high-quality subsurface insight across both held and open acreage, supporting our customers as they evaluate existing positions and future exploration opportunities in the southern Pelotas Basin," said Kristian Johansen, CEO of TGS. (Source: *Splash24/7*)

MUSEUM NEWS

SLEEPBOOT HOLLAND MAG TERSCHELLING NIET MEER IN

Het is 75 jaar geleden dat de monumentale zeesleper **Holland** bij Ferus Smit van stapel liep. Reden voor een feest in thuishaven Terschelling, vindt de stichting Sleepboot Holland. Maar daar mag de zeesleper niet in. Gemeente en havendienst vinden het niet meer verantwoord het ruim 57 meter lange schip (853 ton) daar te laten aanmeren. De haveninfrastructuur is te gammel. Gevreesd wordt voor verzakkingen en instortingen in de haven en de aangrenzende Barentzkade. Wat ook meespeelt

is dat het schip enkele jaren geleden binnen een jaar drie keer schade gevaren heeft in de haven. En dus is de haven verboden gebied, moeten passagiers met tenders worden overgezet en moet worden uitgeweken naar Vlieland en Harlingen. Als alles meezit is de haven van Terschelling in 2030 hersteld. *'Angsthazencultuur'*

Voorzitter Jan Reier Arends van de stichting die de **Holland** beheert en exploiteert vindt het onterecht dat de **Holland** de toegang wordt geweigerd. 'Het schip is goed



verzekerd. De verzekeraar heeft de schades destijds vlot en probleemloos afgewikkeld. Het was natuurlijk een ongelukkige samenloop. Daar hebben we intern ook de nodige aandacht aan besteed. Dat betekent dat we van enkele bemanningsleden afscheid hebben genomen. Verder wil ik daar niet op ingaan. Het was al spijtig genoeg voor de betrokkenen en voor ons.' Voor de opstelling van de gemeente heeft Arends geen begrip. 'Laat ik het zo samenvatten, er heerst daar een angsthazencultuur.' Of de situatie rond de **Holland** nog op de agenda staat bij de gemeente weet Arends niet. 'Wat ik wel weet is, dat men zich verschuilt achter weer een conclusie van weer een nieuwe onderzoeker en de mening van weer een andere adviseur. Een van hen maakte het zo bont, die kwam tot de conclusie dat het schip er eigenlijk nooit had mogen liggen, in elk geval de laatste 60 jaar niet. 'We hebben nog wel gevraagd of we aan de oostelijke Doeksenkade mogen aanleggen. Aan die kade ligt ook de snelle veerboot Koegelwieck, maar daarvoor is nog zeventig meter ruimte. Genoeg voor ons. Maar bij die kade heb je te maken met Rijkswaterstaat en die wees het af. Hun argumenten waren de veiligheid en dat ze geen precedent wilden scheppen. *Gemeente* De gemeente Terschelling was niet bereikbaar voor commentaar. Wel is een planning bekend voor de havenrenovatie. Begin 2027 moet het bestek klaar zijn en kan de aanbesteding beginnen. Eind volgend jaar moet een aannemer worden gekozen. Nog een jaar later kan de aannemer aan de gang, nadat het ontwerp verder is uitgewerkt en alle vergunningen zijn verleend. De planning eindigt met: 'Uitvoering – 2029 Het grootste deel van het werk wordt uitgevoerd.' Hoe groot het grootste deel is en hoever in 2030 het werk nog doorloopt wordt niet genoemd. *Tenders* De **Holland** blijft voor vaartochten vanaf Terschelling op de rede liggen en passagiers worden met tenders overgezet. 'Het gaat heel professioneel met RIB's die heel geschikt zijn voor dit soort klussen. Maar voor passagiers is het niet altijd prettig. Jongeren vinden het een avontuur, ouderen vinden het soms eng. Het is natuurlijk lang niet altijd windstil op de Waddenzee. Dus er wordt weleens iemand een beetje nat. Allemaal geen aantrekkelijke omstandigheden.' Arends vindt dat de gemeente te gemakkelijk voorbij gaat aan de betekenis van de **Holland** voor het toerisme. 'We doen 60 tot 80 vaardagen per jaar. Maken reizen met maximaal 100 mensen. Rotterdam, Hamburg, Zaandam zijn enkele van onze bestemmingen. Mensen die op het eiland aankomen, betalen ook toeristenbelasting.' *Wervingscampagne* Overigens kan de **Holland** nog wel meer vrijwillige bemanningsleden gebruiken. 'Ook wij hebben met vergrijzing te maken. Niet dat we alleen bemanningsleden hebben die al gepensioneerd zijn. We krijgen ook aanmeldingen uit de offshore- en baggerwereld, waar veelal een week of twee weken op en af wordt gewerkt. Voor die mensen zijn het leuke tussendoortjes tijdens een verlofperiode. En ze varen op een heel ander schip dan tijdens hun vaste job. We beginnen binnenkort een wervingscampagne, maar daar hoeven gegadigden natuurlijk niet

op te wachten.’ (Source: *Scheepspost*)

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WINDFARM NEWS - RENEWABLES

BIBBY MARINE LAUNCHES BATTERY-FIRST eCSOV IN SPAIN



Bibby Marine has launched its new electric commissioning service operation vessel (eCSOV) at Armon Shipyard in Vigo, Spain. The vessel entered the water on 10 October at an event attended by members of the Bibby family, Bibby Line Group representatives and project partners. The eCSOV will now undergo further outfitting at the shipyard, including the installation of its battery systems, ahead of delivery and a formal naming ceremony in 2027. The vessel, to be named [Staffordshire](#),

is designed around battery-first propulsion, with its energy storage system serving as the primary power source rather than supplementing conventional propulsion. Bibby Marine said this approach could reduce vessel operating costs by more than 40 per cent in self-charging mode and by around 70 per cent when operating solely on offshore charging. The company is working with Kongsberg and Corvus Energy on the vessel's propulsion and battery systems, respectively, and with Stillstrom to develop offshore charging compatibility. The project has also received GBP 20 million (nearly EUR 24 million) in funding through the UK's Zero Emission Vessels and Infrastructure (ZEVI) programme. The eCSOV will be the fifth in the Bibby fleet to carry the name [Staffordshire](#), following vessels launched in 1894, 1929, 1950 and 1977. "Seeing the vessel in the water is a landmark moment for everyone involved in the project. Bibby has moved with every energy transition since 1807, from wind to steam, coal to oil, and now to battery power, putting the most advanced propulsion available to work, not just the most familiar. It's exactly what the offshore wind sector needs from its support fleet next", said Nigel Quinn, CEO at Bibby Marine. (Source: *Offshore Wind*)

OEG TO SUPPLY TEMPORARY POWER FOR HORNSEA 3 OFFSHORE WIND FARM

OEG has secured a contract with Ørsted to provide temporary power for the construction of the 2.9 GW Hornsea 3 offshore wind farm in the UK, supporting offshore converter station commissioning and wind turbine installation and commissioning. For the offshore converter station commissioning works, OEG will supply temporary power onboard a jack-up vessel using five 200 kVA generators and two 300 kVA generators running in synchronisation. The setup will provide up to 1,400



kVA of temporary power. During turbine installation and commissioning, OEG will provide 150 kVA generators paired with specially designed, mountable 3,000-litre fuel tanks. The compact configuration is said to maximise power output while limiting the equipment footprint on the transition pieces, where space is restricted. Hornsea 3 is currently under construction in the North Sea, approximately 120 kilometres off the Norfolk coast. The project's two offshore converter stations were installed by September 2026, while installation of the wind farm's 197 monopile foundations began earlier this year. The 2.9 GW wind farm is scheduled to be commissioned in 2027. OEG said the contract builds on its previous work for Ørsted, including support during the construction of Hornsea 1 and Hornsea 2, as well as other projects globally. (Source: Offshore Wind)

INTER-ARRAY CABLE INSTALLATION ABOUT TO START AT 2.9 GW UK OFFSHORE WIND FARM



Seaway7 is expected to start installing inter-array cables at the Hornsea 3 offshore wind farm site in the UK in the coming days. According to a recently issued project operation notice from Ørsted, cable-laying vessel (CLV) [Seaway Phoenix](#) is loading cable in Eemshaven, the Netherlands, and is planned to arrive at the UK site on 19 October. [Seaway Moxie](#) will support the work and is currently also in Eemshaven,

mobilising before sailing to the Hornsea 3 site on 15 October. Grand Canyon 3 will start mobilising from Blyth, the UK, on 17 October for pre-trench survey and trenching operations, and is scheduled

to start operations at the site on 20 October. Hornsea 3 is being built some 120 kilometres off the Norfolk coast, where 197 Siemens Gamesa's 14 MW turbines will be installed. Seaway7 was contracted for the transport and installation of the inter-array cables at the 2.9 GW offshore wind farm in 2024. Hellenic Cables and Prysmian Group will supply the cables, while JDR Cable Systems is in charge of array cable testing and termination. At the Hornsea 3 site, construction is already underway, with the project's second offshore converter station installed in September, after the installation of the wind farm's 197 monopile foundations began earlier this year. (*Source: Offshore Wind*)

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HAMPIDJAN ADVANT TO EQUIP CADELER'S WIND ACE FOR EAST ANGLIA TWO JOB

Hampidjan Advant has signed an agreement with Cadeler to manufacture and supply lifting slings for the construction of the East Anglia Two offshore wind farm off England's east coast. The order is one of the largest single contracts in Hampidjan Advant's history, the Norway-based company said on 8 October. Cadeler will use the lifting equipment aboard its new installation vessel, **Wind Ace**, to install East Anglia Two foundations and turbines. The slings will be made from high-modulus polyethylene (HMPE) fibre. The largest units will measure 190 millimetres in diameter and 64 metres in length, with a minimum breaking load of 4,000 tonnes. The agreement follows cooperation between the two companies on Ørsted's Hornsea 3 offshore wind project earlier this year, for which Hampidjan Advant supplied lifting equipment for foundation installation. East Anglia Two is being developed by ScottishPower Renewables more than 30 kilometres off the Suffolk coast in the southern North Sea. The 960 MW offshore wind farm will comprise 64 Siemens Gamesa SG 14-



236 DD turbines installed on monopile foundations that will be supplied by Sif and Smulders, with Smulders also contracted for the project's offshore substation (OSS). Under firm contracts signed in 2024, Cadeler will provide the transportation and installation of all 64 wind turbine generators and their foundations. Offshore works are scheduled to commence in 2027, with Wind Ace supporting the project alongside one of Cadeler's O-class vessels. *(Source: Offshore Wind)*

DREDGING NEWS

MAPUTO PORT DREDGING UNDERWAY



Maputo Port Development Company (MPDC) said that the dredging operations to accommodate larger vessels with greater cargo capacity are being carried out in Maputo Port. In their official statement, the company said that this dredging program will improve navigation channels used by vessels entering and leaving the port, allowing larger vessels to call and carry greater volumes of cargo. Also, the dredging work is set to create

new opportunities for expanding port operations and strengthening the port's competitiveness in regional and international maritime trade, MPDC said. Maputo Port is located in southern Mozambique, on the left bank of the Matola River. It comprises two main areas: Maputo Commercial Port and the Matola industrial complex. *(Source: Dredging Today)*

JAN DE NUL'S MEGA TSHD VASCO DA GAMA RAISES THE BAR AT PORT HEDLAND

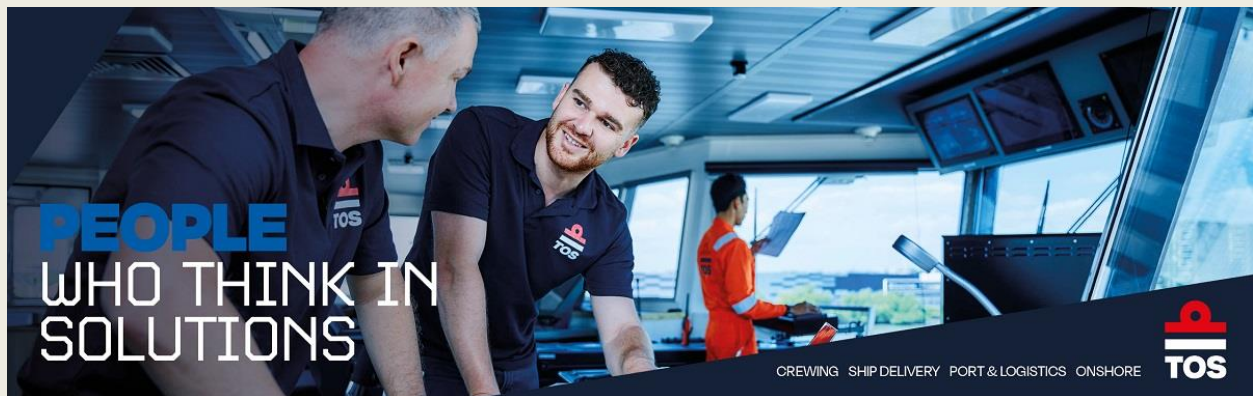
Dredging work on the Zone 5 Bypass Channel at Port of Port Hedland, conducted with Jan De Nul's mega trailing suction hopper dredger (TSHD) **Vasco da Gama**, is underway. The \$50 million project, announced in this year's State Budget, is set to enhance the safety, efficiency, and resilience of the port, one of the world's largest bulk export hubs and a critical enabler of iron ore exports that underpin



the national economy. This strategic dredging project will establish a bypass channel, enabling ships to safely navigate around a steeper-edged section of the port's 42-kilometre shipping channel,

known as Zone 5. "Some of the largest ships in the world transit the channel, operating within tightly constrained tidal windows and moving in convoy. The bypass channel will complement existing passing lanes and refuge areas, further enhancing the port's ability to manage maritime risk and maintain safe, continuous operations," the Government of Western Australia said. "The project has been developed in close consultation with major port users and reflects an industry-supported investment, informed by detailed technical studies including navigational simulations and environmental and geotechnical investigations." Pilbara Ports awarded this dredging contract to Jan De Nul Australia in June this year. *(Source: Dredging Today)*

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DUBLIN PORT CAPITAL DREDGING CAMPAIGN NEARS END



The Dublin Port's capital dredging campaign, conducted with the largest backhoe dredger in the world - Boskalis' **Magnor**, is well underway. According to the Port, the dredging works will take place off new berth 53, between Oil berths 2 & 3, Alexandra Basin East and in the inner fairway off berth 35, outside the entrance to Alexandra Basin West, North Wall Light and Poolbeg Marina. The Boskalis' giant is capable of

dredging to depths of around 32 meters and uses a bucket with a capacity of up to 40 cubic meters. The following vessels are also involved in dredging operations: - tug **Union Onyx**, - tug **Union Topaz**, - split hopper barges **501/502**. This latest dredging campaign started on October 1, and will last for a period of approximately two weeks. *(Source: Dredging Today)*

NEW TSHD TAKES SHAPE IN POLAND

A new 3,000 m³ trailing suction hopper dredger (TSHD) is taking shape in Szczecin, Poland. The vessel is being built for the Maritime Office in Szczecin and will be deployed for maintenance dredging and project support. Shipyard Partner Stocznia has contracted MOTAS Dredging Solutions

for the engineering and components package. Under the contract, MOTAS will design and supply the complete dredging installation, tailored to their dredging requirements. Also, MOTAS team supports installation and commissioning on board. *Key elements of their scope:* - Complete trailing suction pipe with gantries, - SDU 700 drag head, - Inboard dredge pump, - Six bottom door sets, - Overflow system, - Mixture pipeline with gate valves, - Bow coupling system, - Hydraulic installation, - Dredge Control & Monitoring System (DCMS).



MOTAS said that they work closely with Vuyk Engineering on this project. "The newbuild vessel is designed to perform a range of dredging activities, including maintenance dredging and project support operations. A key design feature is the integration of dredging equipment within the hull and deck layout, enabling efficient execution of dredging operations within the available vessel dimensions," Vuyk said. The propulsion and power configuration are aligned with the operational profile of a mid-size dredger, supporting both sailing performance and dredging efficiency. The general arrangement provides space for operational systems and dredging equipment within a compact TSHD design. (Source: *Dredging Today*)

STANLEY HARBOR DREDGING BEGINS



Dredging work on the approach channel and a berthing pocket at the Energy Dock Facility in Stanley Harbor (the Falkland Islands) started last week. The main goal of the project is to create a deeper approach channel and a berthing pocket at the facility, previously known as the Temporary Dock Facility. This very important work is being carried out by the jack-up barge Abeko Server 3, using a long-reach excavator to load two split hopper barges. According to the

Falkland Islands Maritime Authority, the tug Afon Alaw will tow them to a spoil ground about six nautical miles east of Mengeary Point. The dredging program is being overseen by the Authority, and is set to continue for the next three months. (Source: *Dredging Today*)

YARD NEWS

SCHOTTEL PROPULSION FOR NEW MERSEY FERRY ROYAL DAFFODIL



SCHOTTEL has been selected to provide the propulsion package for the new Mersey Ferries passenger ferry Royal Daffodil. Designed and constructed by Cammell Laird Shiprepairers & Shipbuilders Limited in Birkenhead, United Kingdom, the vessel was officially launched in September 2026 and replaces the Royal Iris after 67 years of operation on the Mersey River in the Liverpool City Region. *High-quality propulsion for reliable and safe operation*

Operating on a tidal river with frequent berthing manoeuvres and dense surrounding traffic places high demands on the propulsion system. To address these requirements, the Royal Daffodil is equipped with two hydrodynamically optimized SCHOTTEL EcoPellers type SRE 210 and one SCHOTTEL TransverseThruster type STT 110. This configuration enables precise vessel control and a smooth transition from transit



operations to harbour and manoeuvring operations. As a result, safe and efficient docking and undocking manoeuvres can be carried out during scheduled service. Combined with the redundant propulsion concept, precise vessel handling ensures a high level of operational safety and availability, even under demanding traffic conditions. *Compact installation and reduced noise levels* The two SRE each feature the LE-Drive variant ("embedded L-Drive"). Their compact, fully electric design helps optimize machinery space usage while reducing noise and vibration levels. This enhances passenger comfort, an important factor for short-distance commuter services and sightseeing



operations on a heavily frequented river route. (PR-Schottel)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Fairplay-Towage-grouporders-six-new-tugs-from-Sanmar-Shipyards*
 - *Saam-Towage-celebrates-the-christening-of-the-Petrel-in-Arica-Chile-s-first-imo-tier-iii-tugboat*
 - *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*
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

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