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MIDWEEK–EDITION

TUGS & TOWING NEWS

SANMAR SHIPYARDS DELIVERS POWERFUL ESCORT TUG TO NEMECA

SANMAR crew has delivered a powerful new escort tug to Greek operator NEMECA to join its fleet of tugboat proving services in the ports of Piraeus, Thessaloniki, Corfu and Kavala. Named GAIA by its new owners, the tug is based on the exclusive-to-SANMAR RAstar 2900SX design from Canadian naval architects Robert Allan Ltd and is the first tug that SANMAR has built for a Greek client. NEMECA provides harbour towage, open sea towage and salvage services and can also provide vessels for anchor handling, rig moves and supply duties. GAIA has the advantage of the unique sponsored hull form designed for SANMAR's Bigaçay range of ASD tugs which has been proven to significantly enhance escort towing and seakeeping performance, particularly in exposed areas, where exceptional seakeeping capabilities are crucial. With an overall length of 29.4m, moulded beam of 13.3m and moulded depth of 5.5m, GAIA is powered by two CAT 3516E main engines, each producing 2,350kW at 1,800 rev/min and can achieve an impressive bollard pull of 82 tons. It has high-standard accommodation for a crew of up to 10 and comes with Fi-Fi 1 fire-fighting capability. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "This powerful tug is designed to withstand and overcome adverse conditions and get the job done

however difficult the circumstances. Relatively compact, it out-classes larger rivals in terms of performance and durability. “We are delighted to have NEMECA as a new customer, our first in Greece, and that we have been able to provide them with a high-performance modern tug with outstanding seakeeping qualities, that will undoubtedly be a major asset in their fleet.” Mario Mizzi, Managing Director of NEMECA, expressed his great satisfaction with the construction quality level of this state-of-the-art vessel and proudly welcomed the new addition to the company’s fleet. He stated that tug Gaia marks another milestone in the Company’s journey to scale up its service capacity, guaranteeing the highest level of efficiency and safe operations to all its clients calling in the Greek ports. *(PR-Sanmar)*

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BOĞAZIÇI IS PREPARING TO SEND BUFFALO TO KENYA

The tugboat named **Manda**, built with the construction number NB37 and built at Boğaziçi Shipyard for Kenya Shipyards Limited, has successfully passed the tests. The 26.5-meter-long tugboat **Manda**, project number NB37, built by Boğaziçi Shipyard for Kenya Shipyard, has successfully completed its trials. The tests were conducted by MARSİS, a company specializing in crane systems, under the supervision of the classification society. The vessel, with a 35-ton traction pull, was specifically designed for use in port operations. The tugboat, which will operate in the Port of Mombasa, Kenya, stands out for its firefighting, oil spill response, and rapid emergency response capabilities. During the trials, the team, led by captain and chief engineer Hasan Adalı, successfully completed bollard pull, firefighting, and sea navigation tests. The Boğaziçi Shipyard team, which contributed to the ship's construction, successfully managed the process with precision engineering and a commitment to high quality. The tug's commissioning aims to increase maritime safety and operational efficiency in the Port of Mombasa. *(Source: Deniz Haber)*

ROSMORPORT IS READY TO PAY MORE THAN 89 MILLION RUBLES FOR THE REPAIR OF THE TUGBOATS "ALEUT" AND "KHASAN"

The expected period of repair is from November 2025 to March 2026. FSUE Rosmorport has announced an electronic auction for the performance of repair work on the tugs **Aleut** and **Khasan** in the scope of the next inspection of the Russian Maritime Register of Shipping (RS, Register). The initial (maximum) price of the contracts is 45 million rubles and 44 million rubles, respectively. This follows from the materials of the unified information system in the sphere of procurement. Applications for participation can be submitted until August 4, the results will be announced on August 11, 2025. According to the procurement materials, the term of execution of works for each lot should not exceed 60 calendar days from the date of signing by the parties of the act of acceptance of the vessel for repair. The expected period of repair is from November 2025 to March 2026. Project 90600 vessels were built in 2010 at the Pella shipyard in Otradny (Leningrad Region). Class: KM O Arc4 R3 AUT3 FF3WS Tug. The tugboats are registered in Vladivostok. Characteristics of the tugboat "**Aleut**": overall length - 23.39 m, width amidships - 8.8 m, side height - 4.3 m, draft light bow/stern - 3.57/4.29 m, full displacement - 416.2 tons, dock weight - 333 tons, gross tonnage - 188 register tons. Characteristics of the tugboat "**Khasan**": overall length - 25.39 m, width amidships - 8.8 m, side height - 4.66 m, draft light bow/stern - 3.57/4.29 m, full displacement - 416.2 tons, dock weight - 333 tons, gross tonnage - 188 register tons. Key issues of development of domestic ship repair will be discussed during the fourth conference "Ship repair, modernization, components" , which is held annually by the media group "PortNews" . The event will take place on September 22, 2025 in St. Petersburg. *(Source: PortNews)*

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WINCH DESIGN BECOMES CRUCIAL TO TOWAGE SAFETY

In close-quarter ship escorting, having flexibility in the towing angle reduces the probability of an accident, while electric winches have environmental benefits over hydraulic winches. When selecting a winch, its position and power system is important for safer handling, towage and escort of vessels. Choosing the wrong type of tug or towing system, or operating them incorrectly, has led to numerous accidents over the years with the loss of tugboats and damage to ships, coastal and port infrastructure and the environment. A tragic case occurred on the River Clyde in Scotland on 24 February 2023, when twin-screw conventional tug **Biter** girted and capsized while attached to the stern of passenger vessel Hebridean Princess, which was making its approach to James Watt Dock, with the loss of two crew members. The UK's Marine Accident Investigation Branch discovered the passenger vessel's speed placed a significant load on the tug's lines, causing the gob rope to render, the tug to girt and then rapidly capsize. In another recent example, towing vessel **Baylor J Tregre** sank on 13 May 2024 when severe weather in the Galveston area of Texas placed a greater strain on a towing line, leading to this 1997-built, 20-m tugboat capsizing and sinking, with enough time for crew to be rescued. According to Markey Machine president Peter Roney, close-quarter ship escorting and having flexibility in the towing angle reduces the probability of an accident. This involves using escort tugs in a designed tether to prevent an avoidable accident and increasing an escort tug's ability to produce more steering force. Optimally positioning the winch and tug enables a master to gain mechanical advantage and reduces the moment between the tug's tow point and pressure point. This means a master can use less tug power and energy to achieve the same results compared with using a conventional system. President of Markey Machine's JonRie division, Brandon Durar, says optimally positioning the escort winch and a flexible angle enables the whole tugboat to work together for enhanced safety. Ensuring a maximum rotation angle of the towing line from the winch means masters can select the safest angle for ship escort. "The safest way to assist tankers and large container ships is by tethering the tug to the stern of the vessel so the escort tugs could act quickly with emergency steering in case of a rudder failure," says Mr Durar. The two most popular modes used to steer a tanker are indirect towing and powered-direct towing. In indirect towing, the escort tug is dragged through the water, generating steering forces, while in powered-direct towing, the tug actively applies force to assist vessel manoeuvring. "Both methods introduce a heeling risk, which must be mitigated through design improvements," Mr Durar says. While the conventional placement of an escort winch remains aft of the tug's staple, new designs, such as the carrousel system, shift the pressure and tow points. "This prevents excessive heeling, increases steering forces and enhances safety by distributing forces more effectively," says Mr Durar. JonRie developed a patented escort winch system that enhances tugs using a two-plane mechanical advantage with the tug's bow winch as the tow point. "This auto-position escort winch system increases line pull and steering force,

enhances safety in restricted waters, and rotates towards the line of force for optimal efficiency," Mr Durar explains. Other advantages are the winch turns towards the line of force, the moment decreases, reducing the heel angle for the same line pull, and when the staple moves to the side of the tug, the line angle will create a lift on the tug which increases stability. In addition, the whole winch and staple, or tow point, rotate on the bow of the tug, thus reducing the side loading on the winch and level wind. "Based on conceptual calculations, this system will increase towline forces by 25% and reduces a tug's heel angle by as much as 40%," says Mr Durar. "This system works along with the tug and enhances the tug's performance and safety." *(Source: Riviera by Martyn Wingrove)*

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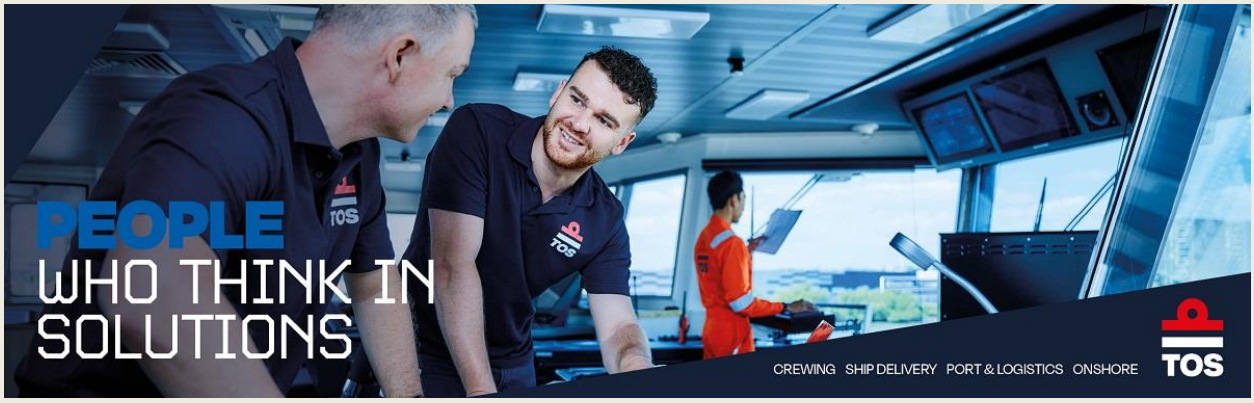

INDIAN NAVY INDUCTS INS NISTAR AS FIRST INDIGENOUS DIVING SUPPORT VESSEL

INS Nistar, the first indigenously designed and constructed diving support vessel (DSV), has been commissioned into the Indian Navy. The ship, which is the first of the two diving support vessels being built by Hindustan Shipyard Limited, entered service at the Naval Dockyard in Visakhapatnam on July 18, 2025. Speaking on the occasion, Chief of the Naval Staff, Admiral Dinesh K Tripathi, stated: "**Nistar** will provide critical submarine rescue support to the Indian Navy as well as our regional partners. This will enable India to emerge as a 'Preferred Submarine Rescue Partner' in this region. The commissioning of **Nistar** is testimony to the growing capability and maturity of our maritime industrial base…" To note, **INS Nistar** is 120 meters long and has a displacement of more than 10,000 tons. As informed, it is installed with diving equipment such as remotely operated vehicles, a self-propelled hyperbaric lifeboat, and diving compression chambers. Reportedly, it is designed to undertake diving and salvage operations up to 300 meters depth. It is understood that the ship is expected to also serve as the "mother ship" for a deep submergence rescue vessel to rescue and evacuate personnel from a

dived submarine in distress well below the surface. *(Source: NavalToday)*

PLOUGHBOAT PETER IN TESO HARBOUR

Last Thursday morning, the **Peter** was spotted in the TESO ferry harbour in Den Helder, this 22-meter-long tugboat, equipped with a large underwater plough, was levelling the harbour bottom. The **Peter** was delivered in 2018 by Hoekman Shipbuilding in Urk. Its beating heart consists of two Scania main engines, each with 550 hp, which together produce a bollard pull of 15 tonnes. The maximum dredging depth is 25 meters. The vessel is owned by De Boer/Dutch Dredging from Sliedrecht and has a green IMO passport due to the onboard measures to minimise harmful emissions. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

THE MOBY DREA FERRY HAS LEFT ITALY (FOR THE LAST TIME?)

The ferry, which after 50 years of service is not necessarily destined for demolition, has left under tow by the tugboat **Sea Dream** and is headed for Split. The **Moby Drea** ferry left the port of Genoa a few days ago, towed by the Cafimar Group tugboat **Sea Dream**, which is currently en route to Split, Croatia. It is currently unclear whether the destination is the Brodosplit shipyard or the reason for this voyage. In May, the vessel was reported to have been sold by the Onorato family ferry company, and its most likely fate (after 50 years of service) seemed to be scrapping in a scrapyard in Aliaga, Turkey. However, according to what SHIPPING ITALY has learned, the ferry has been sold for commercial purposes, not for demolition, and therefore it cannot be ruled out that it could return to service in the Mediterranean or elsewhere. Built in 1975 in Germany (Flenderwerke shipyard), **Moby Drea** has a length of approximately 183 meters, a width of 24 meters, a speed of 26 knots, a passenger capacity of approximately 1,700 and almost 1,000 linear meters of garage space. *(Source: Shipping Italy)*

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TUGBOAT OPERATORS FACE BUILD OR REPOWER

Western Towboat Co., Seattle, has a versatile fleet of harbor and oceangoing tugboats that tow a little bit of everything in Puget Sound and beyond. The company has a new Titan-class oceangoing tugboat, **Northern Titan**, under construction at its shipyard facility along the Lake Washington Ship Canal. Once complete, **Northern Titan** will be the company's eighth Titan-class tug in service, joining the other 120', 6,000-hp vessels in the series, towing cargo barges between Seattle and Whittier, Alaska. "We are planning to most likely start another Titan-class tug in the first quarter of 2026," said Capt. Russell Shrewsbury, the company's vice president. "Our work demand has been really high. Now we just need to keep training and adding qualified crews to help us accomplish our customers' workloads." Oceangoing tugs like Western's Titan-class are the semitrucks of the sea. From drum winches on the aft deck, they tow petroleum products in tank barges and construction equipment, chemicals, and containers perched atop deck barges. These tugs support oil and gas exploration, offshore wind, and increasingly, private space operators. And yet, new construction in this corner of the towing industry has been dormant in recent years despite an aging fleet. According to broker Marcon International Inc., some of these trends are reflected in the secondary market. The number of tugboats for sale globally and in the U.S. has fallen sharply in recent years, and the average age of vessels hitting the market is now approaching 33 years. "Despite some appetite for older vessels requiring repowering to meet stringent California Air Resources Board regulations, the high cost of shipyard work often makes such investments challenging," Marcon noted last fall in its towing industry report. "Owners are increasingly turning to their existing fleets for candidates for major overhauls to meet regional demand." The cost of older equipment is rising. But like a homebuyer wary of a fixer-upper at today's prices, operators are scrutinizing the costs associated with bringing older tugs into their fleets. "This scarcity is driving up prices for available assets, although paying $1 million or more for a tug requiring repowering remains difficult to justify," the Marcon report noted. The oceangoing tugboat market was busy not long ago. Over the last decade or so, Sause Bros. Ocean Towing Co. Inc., Coos Bay, Ore.; Kirby Corp., Houston; Dunlap Towing Co. Inc., La Conner,

Wash.; and Western Towboat all built new seagoing tugboats to bulk up their fleets. Vane Brothers Co., Baltimore, completed not one but two separate classes of model bow tugs that can push or pull fuel barges. The net result of all that building last decade is a relatively stable market with sufficient towing equipment for the type and volume of work available, according to Frank Manning, president of shipbuilder Diversified Marine Inc., Portland, Ore. “I think everyone was trying to get ahead of the Tier 4 requirement for oceangoing tug applications,” said Manning. “With Tier 4, there is the added fear of

requiring urea for most engines available on the market.” The rapid rise in new construction costs has also put a damper on the market for newbuild oceangoing tugs. Those higher build costs coincide with a steep rise in borrowing costs and the capital needed to service a loan on a long-term towing asset. Day rates for these assets, in many cases, have not risen in tandem with higher costs. “The cost to construct a new vessel is just way too expensive,” said Shane Guidry, chairman and CEO of Harvey Gulf International Marine LLC, New Orleans. “Secondly, even if you took on the risk of constructing a vessel at 50% more than what the industry has built vessels for in prior years, oil companies are not willing to pay the day rate you need to service the debt and make a return investment.” Outside of new construction, there have been some notable projects to repower or overhaul oceangoing tugboats in recent years. Curtin Maritime Corp., Long Beach, Calif., recently completed a full repower of the Invader-class tugboat **Lindsey C**. The Invader-class tugs built at McDermott Shipyard, Morgan City, La., in the mid-1970s earned a reputation among mariners for their speed and performance, particularly in rougher seas. The **Lindsey C** repower project, which required extensive reengineering, replaced the two 3,600-hp EMD main engines with Wabtec 8L250s delivering 3,350 hp each. Dawn Services LLC, Harvey, La., recently refurbished the 22-year-old former **Corbin Foss**, which had been laid up in Pascagoula, Miss., for some time. The 150' vessel, newly named **Capt. John J. Charpentier** in honor of the company’s founder, delivers 8,200 total horsepower and 108 tons of bollard pull. The fleet of Crowley Maritime Corp., Jacksonville, Fla., which at one time included 25 Invader-class tugboats, has evolved into a more diverse mix of ocean-towing vessels and capabilities. It has four dedicated Invader-class tugs that continue to handle oceangoing tows between Florida and Puerto Rico, along with a combination of Ocean-, Alert-, and Titan-class vessels. Taken together, the company continues to operate one of the most capable ocean-towing fleets in the U.S. John Ara, vice president of sales and chartering for Crowley Shipping, said that the fleet includes the four Ocean-class tugs, all of which are rated DP1 or DP2, reflecting their dynamic positioning capabilities, while delivering 150 tons of bollard pull. It also counts three Alert-class prevention and response tugs. The Alert-series tugs, each boasting 130 metric tons of bollard pull, previously supported tanker escorts from Valdez, Alaska. “The Ocean class is performing project towing all over the world and some scrap tows. They are very versatile. Of the U.S.-flagged tugboats that are true tugboats, they are the only ones with DP,” said Arad. “They perform tandem tows, triple tows, and even quadruple tows for some big offshore floating production units.” The Alert-class tugs are supporting offshore wind development along the East Coast, primarily towing barges between shoreside facilities and the wind turbine sites over the

horizon. Crowley also has chartered a limited number of tugs to boost its capabilities supporting the offshore wind sector. **Earl W. Redd**, which earned accolades in the mid-2010s as the first EPA Tier-4 rated oceangoing tugboat, has operated under charter to Saltchuk's Foss Maritime Co., Seattle, which operates it from the East Coast supporting offshore wind projects at various stages of development. The 5,364-hp boat was originally built for Tug Construction LLC, Portland, Ore., which has been rebranded as Ursa Major Marine Holdings LLC. The company is currently building two Robert Allan Ltd.-designed ship-assist tugs at Diversified Marine and is monitoring other markets for possible new construction, according to Manning. Young Brothers LLC, a Saltchuk subsidiary in Hawaii, was another early adopter of Tier 4 propulsion for its Kapena class of ocean-towing tugboats designed by Damen Shipyards Group. The company, which moves cars, containers, and all manner of other cargo between the Hawaiian Islands, has acquired the 5,000-hp **Mount Baker** and **Mount Drum** tugs from Kirby Offshore Marine. Young Brothers also took delivery last year of the 265' barge **Kalohi** and the 365' barge **Naulu** from Conrad Shipyard, Morgan City. Signet Maritime Corp., Houston, and Harvey Gulf are among the companies that have assets supporting SpaceX, Hawthorne, Calif., and Blue Origin, Kent, Wash., two leading companies in private space exploration. Contractual agreements limit what these companies can share about the work. But videos shared on social media show **Signet Warhorse III** towing a droneship as well as a rocket booster for SpaceX, and Harvey Gulf's versatile **Harvey Stone** performing similar tows for Blue Origin. Towing companies involved in these unique operations declined to comment on their work, and Blue Origin and SpaceX did not respond to inquiries. *(Source: Workboat by Casey Conley)*

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EXTREME ESCORT TUGS: THE COSTA AZUL EXPERIENCE

Operating under harsh Pacific swells, SMBC's LNG towage model hinges on custom-built tugs, prototype winches and a relentless focus on crew competence. When LNG carriers call at the Sempra Infrastructure-developed Energía Costa Azul terminal (ECA LNG) on Mexico's Pacific coast,

they do so under some of the most challenging marine conditions faced by any such facility in North America. Exposed to deep-sea swell, Santa Ana winds and near-constant fog, the terminal near Ensenada demands not only precise manoeuvring, but also a marine service provision that is capable of real-time operational response and long-term systems resilience. Servicios Marítimos de Baja California (SMBC), a joint venture between Boluda Towage and Moran Towing Corporation, was formed in 2006 with a clear

mandate: to build a marine service tailored for LNG operations in high-exposure, open-sea conditions. Speaking at Riviera's Tug Technology 2025 Conference, SMBC general manager, Capt Miguel Mockabee, described the journey as one of "choosing the right equipment, implementing robust training, and maintaining a preventive mindset." The first step was designing a tug fleet that could meet operational thresholds dictated by the terminal's geography and weather patterns. "47% of the year, we face swell heights exceeding two metres," said Capt Mockabee. "And when 1.5-metre swell is considered a good day, it puts into context just how narrow our margin for error really is." Simulations conducted at Pacific Maritime Institute in Seattle, the Boluda facility in Mexico City, and on site in Ensenada shaped SMBC's decision to commission a modified variant of the Robert Allan RAstar 3200. The resulting tug incorporated numerous design refinements to enhance seakeeping, including 30 cm sponsons, a raised forecastle, and a reworked stem. "The changes reduce rolling and pitching, and eliminate green water on the bow — even while operating stern-first in three-metre swell," Capt Mockabee explained. A key aspect of the operational concept was winch integration. "You can have the best tug design in the world, but if the winch cannot match the motion and acceleration of the hull, the whole system breaks down," he said. Working with Markey Machinery, SMBC commissioned the DESDF-48WF, a 700 hp prototype designed specifically to handle conditions at Costa Azul, including three-metre swells and wave periods of 15–20 seconds. "The main challenge wasn't speed — it was acceleration and reaction time. The winch had instantly to adapt to vessel movement or risk catastrophic tension spikes." As a marine operator with decades of experience, Capt Mockabee stressed the significance of these dynamics from a seafarer's point of view. "I've been on board for nearly every job," he said. "The ability of the Markey winch to maintain steady line tension under active sea state is exceptional. There's no spike. There's no slack. It's seamless." Each towage operation is recorded and analysed in detail. Tension monitoring systems log the full load profile of each towing line, and onboard cameras are used to trace any spike back to its source. "If we see an anomaly, we go to our BlueBox data system, cross-reference with footage and telemetry, and determine whether it was crew-related, environmental, or mechanical," Capt Mockabee noted. While equipment capability is foundational, the human element remains critical to SMBC's operating philosophy. "Even the best machinery is only as good as the crew that operates it," he said. SMBC mandates LNG terminal familiarisation, simulator time, FiFi system training, English language proficiency, and ISM auditing for all personnel. Additional modules include firefighting, first aid, survival techniques, and oil spill response. Importantly, training is not confined to classrooms: instructors accompany crews onboard during operations, and pilots routinely participate in joint simulations with tug masters. "In many ports, pilots and tug captains barely speak. We train together so that everyone understands each other's capabilities and equipment response times." This

integrated approach extends to maintenance. Preventive programmes, including the Moran-developed FleetCheck system, are central to SMBC's strategy. "In 15 years, we've never had a winch failure during operations. That is not luck. That is maintenance discipline," said Capt Mockabee. Redundancy is also engineered into the winch systems, which can be operated using auxiliary 24V power and compressed air in the event of generator failure. Remote access from Markey further enhances diagnostic capability. The Cortland towing line used at Costa Azul is a 10-inch (25.4 cm) circumference synthetic line with a 470-tonne breaking load and only 2% elasticity. The final 20 metres are fitted with a stretcher to absorb shock loads. "It is a system built for resilience," he said.

Asked about the decision to adopt ASD tugs rather than ATD tractors, Capt Mockabee said the project team relied on early expert input and simulation outcomes. "We began this process in 2006, and at that time, the advice from Capt Greg Brooks and the results from our simulations clearly supported the ASD approach. That decision has been fully validated in practice." Despite the winch's 57-tonne weight, stability has not been compromised. Each tug is fitted with 40 tonnes of ballast in twin aft tanks to ensure even trim. "The winch is massive, yes — but the tugs respond quickly, smoothly, and maintain trim through all manoeuvres," he explained. "Our seakeeping analysis confirmed significant improvements in motion behaviour compared to standard hull forms." Yet perhaps the most revealing insight came not from a technical specification, but from a real incident. During one particularly foggy manoeuvre, the LNG carrier experienced a blackout mid-berthing. "We had no propulsion on the LNG vessel and relied entirely on four tugs to maintain control," Capt Mockabee recalled. "It was a textbook operation under non-textbook conditions. That's what the training is for." The philosophy underpinning SMBC's approach is rooted in day-to-day presence and accountability. "I'm not an office captain," he said. "I still go aboard. I handle the winch. I talk to our crews, our pilots, and our clients. That's how we detect issues early and refine performance continuously." This operational vigilance is increasingly relevant as North America's LNG export footprint expands. Terminals from Port Arthur to Canada's Pacific coast are being developed, many in locations where environmental conditions remain misunderstood or underestimated. The Costa Azul experience offers a counterpoint to the view that standard solutions can be applied. "There is no one-size-fits-all," said Capt Mockabee. "You need the right boat, the right winch, and — most importantly — the right people."

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VERONICA V – PUSHER TUG TO SUPPORT CARGO TRANSPORT ALONG PARAGUAY RIVER

Paraguayan family-owned river shipping and logistics company Girona Rio Sur Transporte y Logistica has taken delivery of **Veronica V**, a new pusher tug that will serve Girona's customers along the 2,695-kilometre (1,675-mile) long Paraguay River. With river levels dropping for months during the dry season, the Paraguay River system was analysed and the resulting findings were used to create an efficient pusher vessel for these conditions. The tug's shallow draught of just under two metres (seven feet) will therefore ensure year-round navigation and high cargo efficiency. *Designed for inland sailing in South America* The tug adopts a design that had been developed specifically for the conditions of inland waterways in South America, particularly the Paraguay and Parana Rivers. The design was improved further based on in-house research, client feedback, and the specific requirements of the owner. The newbuild has an LOA of 41 metres (130 feet), a moulded beam of 15.5 metres (50.9 feet), a maximum deadweight of 380, and space for up to 15 crewmembers. In a push-barge configuration with 12 barges, the combination will measure 281 by 48 metres (922 by 160 feet) to enable large-scale cargo transport with maximum operational efficiency. Three Yanmar 6EY22AW engines that each produce 1,330 kW (1,780 hp) at 900 rpm drive nozzle-housed propellers to deliver a service speed of seven knots. The propulsion arrangement also includes two Cummins QSB-7DM 122kW generators. The tug's tank capacities are 421 cubic metres (14,900 cubic feet) for fuel oil, 42 cubic metres (1,500 cubic feet) for freshwater, and 7.3 cubic metres (260 cubic feet) for blackwater. A watermaker is also fitted. *Continued operation even in shallow-draught conditions* The crew accommodation includes ten cabins, a galley, a mess, a meeting room, and a fitness area. Girona will primarily deploy the tug and barge combination for transporting soy and other types of bulk cargo along the Paraguay and Paraná Rivers, where low water levels are a recurring challenge during the dry season. Thanks to their shallow-draught design, the vessels can maintain operations year-round, even when the water level drops to less than two metres. *Specifications* Type of vessel: Pusher tug; Classification: RINA; Lloyd's; Flag: Paraguay; Owner: Girona Rio Sur Transporte y Logistica, Paraguay; Length overall: 41 metres (130 feet); Beam: 15.5 metres (50.9 feet); Draught: 2.0 metres (7.0 feet); Deadweight tonnage: 380; Main engines: 3 x Yanmar 6EY22AW, each 1,330 kW (1,780 hp) at 900 rpm; Propulsion: 2 x propellers; Cruising speed: 7.0 knots; Fuel capacity: 421 cubic metres

(14,900 cubic feet); Freshwater capacity: 42 cubic metres (1,500 cubic feet); Blackwater capacity: 7.3 cubic metres (260 cubic feet); Accommodation: Cabins; galley; mess; meeting room; fitness area; Crew: 15; Operational area: Paraguay River, Paraguay. *(Source: Baird)*

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WESTERN MARINE EXPORTS TWO TUGBOATS TO UAE, EARNING $1.6M

Chattogram-based shipbuilding company Western Marine Shipyard Ltd has exported two tugboats to the UAE. Through the export, the shipbuilder has earned $1.6 million, it said. The tugboats —**Ghaya**, an 80-tonne bollard pull ASD tug, and **Khalid**, a 65-tonne bollard pull AHT tug—were officially handed over to UAE-based Marwan Shipping Ltd at the Chittagong Boat Club today in the presence of Humaid Mohammed Abdulla Darwish Al Tamimi, chargé d'Affaires of the UAE Embassy in Dhaka. The vessels are the 35th and 36th ships Western Marine has exported since it began international operations in 2017. **Ghaya** was built under the classification of Bureau Veritas, while **Khalid** is classified under the American Bureau of Shipping (ABS)—marking ABS's first-ever classified ship built in Bangladesh. As the chief guest at the event, Lt Gen (retd) Abdul Hafiz, special assistant to the Chief Adviser for Defence and National Solidarity Development, highlighted the potential of Bangladesh's shipbuilding industry, calling it a $400 billion global market. He stressed the need for domestic and foreign investment, saying, "Even a 1% share of the market could bring $2 billion to Bangladesh annually." He said that Western Marine's export of the two tugboats demonstrates the growing global appeal of the 'Made in Bangladesh' brand. In his speech, Khalid Almarzooqi, managing director of the UAE's Marwan Shipping Ltd, said they are gradually purchasing eight different types of vessels from Bangladesh's Western Marine. "We have a demand for 15 to 20 more vessels." Captain Sohail Hasan, managing director of Western Marine, said the two tugboats are part of a larger deal signed in 2023 with Marwan Shipping. The agreement includes the construction of eight vessels—two tugboats, four landing craft, and two oil tankers. Ryan, a 69-metre landing craft, was launched in January 2025 under this contract. The remaining five vessels will be delivered by 2026. Over the last two decades, Western Marine has constructed more than 150 vessels of various types, including cargo ships, oil tankers, passenger ferries, offshore patrol

vessels, fishing boats, landing crafts, tugboats, and container carriers. *(Source: TBS News)*

MARCON INTERNATIONAL'S TUG MARKET REPORT MAY 2025 NOW AVAILABLE

Marcon International's May 2025 Tug Boat Market Report is now available on their website. This report contains summaries of data from Marcon's extensive databases regarding tugs for sale in the US and worldwide; compilation of news from vessel builders and operators worldwide; and featured listings from our files. *Marcon's Market Overview Summary* The tugboat market remained tight through the first half of 2025, marked by limited vessel availability, restrained sales activity, and rising cost pressures that continue to shape buying decisions. While interest is slowly picking up, high prices and costly shipyard work are deterring many buyers, especially for older vessels needing major upgrades. Environmental regulations and persistent uncertainty around tariffs are further complicating fleet planning, even as larger operators invest in clean propulsion and newbuilds. With international demand holding steady and private equity reshuffling domestic fleets, 2025 is shaping up to be a selective and strategically complex year for maritime professionals. Click on the link to view the Tugboat market Report HERE

WE'RE PROUD TO WELCOME SD ROSSO AND SD CHATBOUL—TWO POWERFUL RASTAR 3200 TUGS—ON THEIR JOURNEY TO SENEGAL.

Both vessels are en route to support KOTUG's long-term offshore terminal operations in the Greater Tortue Ahmeyim (GTA) gas field, where we provide essential towage and marine support services for the region's cutting-edge LNG infrastructure. With 80 tonnes of bollard pull and top-tier safety and environmental specs, these sisters are built to deliver—reliably and sustainably. Another step forward in strengthening our presence in West Africa. Safe travels, ladies. We'll see you in Senegal. Watch the YouTube video HERE *(PR-Kotug)*

Advertisement

ICEBREAKER "SAINT PETERSBURG" TRANSFERRED TO THE FAR EASTERN BRANCH OF "ROSMORPORT"

The icebreaker **Saint Petersburg**, which was previously operated by the North-West Basin Branch of the enterprise, has been transferred to the management of the Far Eastern Basin Branch of FSUE Rosmorport. This was stated in a message from the Far Eastern Branch on July 21. The icebreaker **Saint Petersburg** has become the fourth icebreaker of the Far Eastern Basin Branch and the thirty-ninth vessel in the entire fleet of the branch. Currently, the icebreaker **Saint Petersburg**, under the operational management of the North-East Basin Branch of the enterprise, carries out individual icebreaker escorts of vessels in the Uda Bay area of the Sea of Okhotsk on a contractual basis. The icebreaker **Saint Petersburg** was built in 2009 at the Baltic Shipyard of USC in Saint Petersburg. "**Saint Petersburg**" is the second vessel in the series of icebreakers of the 21900 project and is a two-deck vessel with an extended forecastle, with a middle engine room, with two fully rotating rudder propellers in the stern and a bow thruster, with a living cabin shifted to the bow, a helicopter pad and an open deck in the stern. *Icebreaker of Project 21900* Vessel class – KM Icebreaker6 [2] AUT1 FF1 EPP; Length – 114.00 m ; Width – 27.50 m; Depth – 12.40 m; Draft – 8.5 m; Gross tonnage – 9,491; Number and power of main engines – 2 x 6000 kW and 2x4500 kW; Icebreaking capacity – 1 m at a speed of 3 knots; Hook pull – 174.37 t; Speed – 16 knots; Crew – 26 persons. *(Source: Sudostroenie; Photo: Rosmorport)*

ACCIDENTS – SALVAGE NEWS

THE TUGBOAT ASKOLD RAN AGROUND IN POD'YAPOLSKY BAY

(PRIMORYE)

By now the vessel has been towed to the pier. In Primorsky Krai, investigators from the Russian Investigative Committee are establishing the circumstances of the grounding of the tugboat **Askold** in Pod'yapolsky Bay near Cape Polosatik (Nakhodka District). This was reported by the press service of the Eastern Interregional Investigative Department for Transport (MIDT) of the Russian Investigative Committee. According to preliminary data, on July 17 at about 12:30 local time, the tugboat **Askold** touched the ground while entering the bay, as a result of which it ran aground. It is noted that no one was injured as a result of the incident and no harm was caused to the environment. Investigators from the Primorsky Investigative Department for Transport of the Eastern MCUT Investigative Committee of Russia are conducting an investigation into the signs of a crime under Article 263 of the Criminal Code of the Russian Federation (violation of traffic safety rules and operation of sea transport). A set of verification measures is being carried out aimed at establishing all the circumstances and causes of the incident, and a procedural decision will be made based on the results. As specified by the press service of the Nakhodka transport prosecutor's office, the vessel has now been towed to the pier. The department has organized an inspection of compliance with the legislation on safety of navigation. The Damen ASD Tug 2609 Ice tugboat **Askold** was built in 2020 in Shanghai, China. The vessel class is KM * Ice3 R1 Aut1 Tug. The vessel's overall length is 25.5 m; midship width is 8.9 m; side height is 4.3 m; draft light bow/stern is 3.8/4.2 m; full displacement is 185 tons; dock weight is 430 tons. *(Source: PortNews)*

DOZENS DEAD AFTER HA LONG BAY TOURIST BOAT CAPSIZES IN VIETNAM

At least 35 people have died and several are still missing after a tourist boat capsized in Vietnam during bad weather. The incident took place in Ha Long Bay, a popular tourist destination in the north of the country. Most of the passengers were reportedly Vietnamese families visiting from the capital Hanoi. Local police said 10 people had so far been pulled from the water alive. The devastated mother of a 21-year-old victim said she wished she could change places with her son. "All I want to do is die", she cried. "I don't want anything in this world anymore, I'm so tired," Nguyen Thi Lien told the Reuters news agency. Trang Trung Tu, whose 32-year-old brother

died in the incident, said: "My brother can swim, but I was told everything happened too fast." The vessel, named **Wonder Seas**, was carrying 53 people when it capsized after encountering a sudden storm, a statement from the Vietnamese Border Guards and navy said. An eyewitness told AFP news agency that the sky suddenly darkened around 14:00 local time on Saturday (07:00 GMT). There were "hailstones as big as toes with torrential rain, thunderstorm and lightning," he said. A 10-year-old boy was rescued after being trapped in an air pocket in the upturned hull, local media reported. "I took a deep breath... dived, then swam up. I even shouted for help, then I was pulled up by a boat," the boy - who had been travelling with his parents - told VietnamNet. Of the bodies so far recovered, at least eight were children, VNExpress said on Saturday. Heavy rain hindered the search for survivors, which continued overnight into Sunday. Prime Minister Pham Minh Chinh sent his condolences to the families of the dead. Authorities will investigate the cause of the accident and "strictly handle violations", a government statement said. Ha Long Bay in Quang Ninh province is dotted with hundreds of tiny islets, attracting four million tourists in 2019, and is a Unesco World Heritage site. It was previously reported that 37 people had died and 11 had survived, but police later revised the figure. *(Source: BBC)*

Advertisement

PASSENGER SHIP FIRE KILLS AT LEAST 3 PEOPLE IN INDONESIA

The fire happened aboard the **KM Barcelona 5** in the waters of North Sulawesi Province in Indonesia on Sunday morning, officials said. At least three people were killed aboard a passenger ship that was carrying more than 200 people after a fire broke out on the vessel in Indonesian waters on Sunday morning, the authorities and local news outlets said. The ship, the **KM Barcelona 5**, was traveling within Indonesia's North Sulawesi province, to Manado, the provincial capital, from the Talaud Islands, when it caught fire near Talise, said Vice Adm. Denih Hendrata, commander of the Indonesian Fleet Command, according to The Associated Press. An image taken from a video released by the Indonesian National Search and Rescue Agency showed a rescue vessel as it approached the passenger ship, which had black smoke billowing from its side. Video from the agency's social media accounts showed passengers wearing life jackets in the water and being

transported from the ship to rescue boats. About 280 passengers were aboard the vessel, the rescue agency said. The agency, known as BASARNAS, said that the total number of people rescued, injured and those who were still missing was undetermined. Search and rescue efforts took place with help from at least two ships and other smaller inflatable vessels, the agency said. It was not immediately clear what started the fire or what company operates the ship. Episodes involving ferries are common in Indonesia, an archipelago that comprises more than 17,000 islands where people often travel via passenger ships. This month, at least five people died and 29 were reported missing after the **KMT Tunu Pratama Jaya** ferry sank on its way to the resort island of Bali. Watch the YouTube video HERE *(Source: The New York Times)*

MAIB CHIEF: 'WE NEED TO RADICALLY RETHINK THE ROLE OF HUMAN WATCHKEEPERS IN THE DIGITAL AGE'

The head of an accident investigation branch has highlighted the need to rethink the role of human watchkeepers in the digital age. As ships utilise digital and electronic navigation systems, bridge teams can over-rely on the information and become tired and bored during long voyages. Lapses in concentration and situational awareness can lead to ship accidents, collisions and groundings resulting in a loss of life, marine pollution and ship and cargo damage. If this happens in UK waters or elsewhere involving a UK-flagged ship, the UK government's Marine Accident Investigation Branch (MAIB) gets involved. MAIB's investigations uncover issues on bridges where a single watchkeeper becomes disinterested and fatigued by constantly having to monitor situations instead of actively navigating and controlling a ship. The MAIB's chief inspector of marine accidents Andrew Moll highlighted navigational issues that have led to ship collisions and groundings in the past two years and how investigations uncovered poor watchkeeping practices. One example was the dramatic collision of container roro **Solong** into the anchored product tanker **Stena Immaculate** earlier this year off the Humber Estuary. Also mentioned in Capt Moll's report was the fatal collision between **Scot Carrier** and **Karin Høj** in 2023, the accident involving **Scot Explorer** and **Happy Falcon** in 2024 and the fatal collision between **Verity** and **Polesie**, which is still under investigation. These accidents, and the resulting investigations "indicate a need to radically rethink the role of human watchkeepers in the digital age," said Capt Moll in the MAIB's annual report for 2024. "Humans do not make good monitors and if under-stimulated they will find other things to occupy themselves." This can include using personal mobile devices during watches on the bridge, falling asleep or becoming unresponsive to potential incidents. One solution is for alarms to be set up on electronic navigation equipment, such as ECDIS, to alert watchkeepers of any change in situation or parameters, or of potential upcoming hazards. *"Humans can be reluctant to utilise system functions that will alert them to impending problems"* Another is using a bridge navigational watch alarm system (BNWAS) that would alert other crew members if the watchhouse is unattended or the watchkeeper is inactive. However, several accident investigations by the MAIB over the last decade have discovered these BNWAS are

often turned off or silenced. “Humans can be reluctant to utilise system functions that will alert them to impending problems,” said Capt Moll. “The MAIB will seek to explore this phenomenon in more depth during future investigations.” In his introduction to the MAIB annual review, Capt Moll also highlighted the high number of flooding incidents on commercial fishing vessels and how these boats are not designed to rapidly remove water ingress. “Losses to flooding last year indicate how vulnerable many fishing vessels are to water ingress,” he said. “Most of the UK fishing fleet have little, if any, watertight subdivision so any appreciable inflow of water can swiftly overwhelm the onboard pumps. In such circumstances, raising the alarm early and being well-practised in abandonment routines can and does save lives.” Injuries and deaths from occupational accidents on well-crewed fishing vessels have also risen due to unsafe working practices. “Future MAIB investigation reports will likely develop the theme of moving beyond ‘having a risk assessment’ to the proactive management of risk,” said Capt Moll. The MAIB recorded 1,631 reports of accidents to UK vessels worldwide and vessels within UK coastal waters during 2024 involving 1,753 vessels. *(Source: Riviera by Martyn Wingrove)*

Advertisement

CAN A VESSEL’S CREW BE PERSONALLY LIABLE UNDER MARITIME LAW?

A recent oil spill in Marin County, in Northern California, has drawn attention because the captain of the tug involved became personally liable for damages. The incident occurred in 2021, when the tug Hunter lost propulsion while towing American Challenger, a 90' decommissioned commercial fishing vessel. The fishing vessel ran aground in a remote area south of Estero de San Antonio, resulting in a $14 million clean-up action. Although the tug captain has since passed away, his estate was subsequently pursued for damages. Experienced professional mariners might wonder how personal liability (going after the individual) could arise in such a scenario. Historically, the vessel owner or insurance carrier picks up the tab in an incident, whether it involves damages to a bridge or injuries to a passenger. Traditional maritime law does not call for deckhands and mates to pass around a hat and ask shipmates to kick in for bridge repairs or hospital bills for the passenger. So, what’s different here? To understand how personal liability arose

here, we need to look at another oil spill, the one involving Exxon Valdez in March 1989. In response, Congress enacted the Oil Pollution Act (OPA) of 1990, under which each "responsible party" is liable for removal costs and damages resulting from the discharge or the substantial threat of discharge of oil. Attorneys for the captain's estate raised the argument that the captain was not a "responsible party" here. However, a federal court held otherwise, concluding that the captain was an operator. The court referred to the OPA, where an "operator" is someone who directs or controls the movement of a vessel. What exactly is the personal impact of being a "responsible party" in this grounding? It means being on the hook for cleanup costs in the recovery of about 14 cubic yards of oiled debris, 400 to 760 gals. of mixed oily water, and 50 gals. of hydraulic fluids. The U.S. estimates it incurred about $14,258,062 in costs related to its response. Ordinarily, employees are not personally liable in most workplace settings. They can sometimes be personally liable if their conduct was egregious or they acted outside the scope of their employment. However, those principles are set aside here, where liability arises under the terms of a specific law. *(Source: Workboat by Tim Akpinar)*

TWO PEOPLE RESCUED AFTER LERØY VESSEL TOOK ON WATER

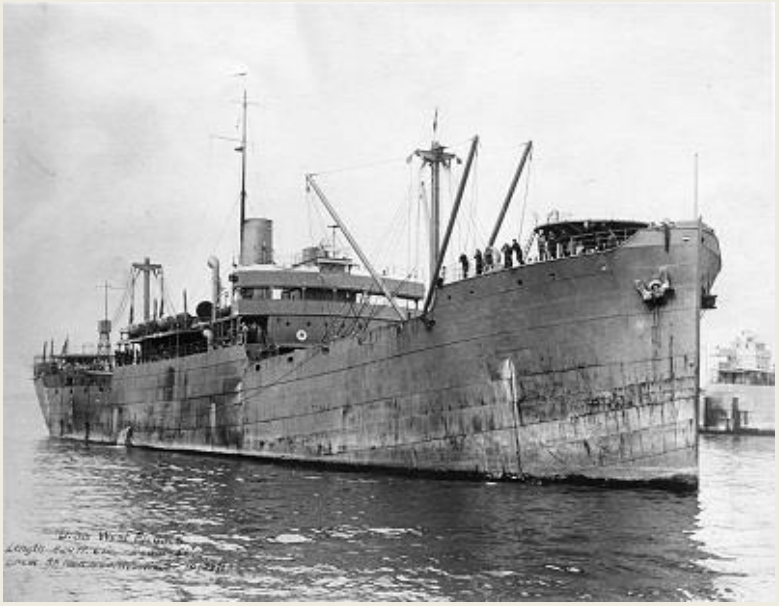
The rescue boat "**Bjarne Kyrkjebø**" was among several vessels that responded to assist a Lerøy vessel with water intrusion in Austevoll on Sunday. They sent a MayDay just after 5 p.m. The two people on board quickly got to another vessel, says rescue manager at the Main Rescue Center in Sola, Andreas Nesheim to BT. The vessel was bilged and towed to shore. Kyst.no has contacted Morten Fjæreide, general manager of Lerøy Sjøtroll, who has not yet responded to our inquiry about the matter. *(Source: Kyst; Photo: Rescue company)*

REMEMBER TODAY

S.S. USS WEST ELCASCO – 23RD JULY 1942

USS **West Elcasco** (ID-3661) was a steel-hulled cargo ship which saw service as an auxiliary with the U.S. Navy in World War I and as an Army transport in World War II. **West Elcasco** was commissioned into the Navy only weeks before the end of World War I, and the war ended before she had time to complete a single Navy mission. She subsequently undertook two relief missions to Europe in the immediate postwar period prior to decommission in 1919. Between the wars she operated as a merchant vessel. The ship was reacquired for U.S. government service in World War II with the Army Transport Command, when she was renamed **USAT Major General Henry Gibbins**. **Major General Henry Gibbins** was torpedoed and sunk off Key West, Florida by German submarine **U-158** on 23 June 1942. *Design and construction* **West Elcasco** was built in Seattle, Washington in 1918 at the No. 2 Plant of the Skinner & Eddy Corporation—the second last in a series of 24 steel-

hulled Design #1013 cargo ships built by Skinner & Eddy for the United States Shipping Board's emergency wartime shipbuilding program. Nominally a vessel of 8,800 deadweight tons, **West Elcasco** is listed in mercantile records as having a deadweight tonnage of 8,568 tons and a gross register tonnage of 5,766. The ship had an overall length of 423 feet 9 inches, a beam of 54 feet and a draft of about 24 feet. **West Elcasco** was powered by a steam turbine driving a single screw propeller, delivering a service speed of between 10.5 and 11.25 knots. *Service history - Return to Navy service* With the outbreak of World War II in 1939, shipping losses caused by U-boats created an increased demand for tonnage. To help meet this demand, the U.S. Maritime Commission (successor to the Shipping Board), in addition to its orders for new tonnage, decided to recondition and return to service a number of old Shipping Board vessels laid up between the wars. In July 1940, it was announced that **West Elcasco** would be reconditioned and placed back into service along with nine other ships, including four more Skinner & Eddy-built ships, **Eldena**, **Polybius** and **West Elcasco's** sister ships **West Cressey** and **West Maximus**, all of which had spent the latter part of the 1930s laid up at New Orleans. **West Elcasco** was assigned the hull classification symbol AK-33, but may not have been commissioned. *Army service* In 1941, the United States Army Quartermaster Corps acquired **West Elcasco** and renamed her **USAT Major General Henry Gibbins**, but the US Navy retained the ship on its ship list as **Major General Henry Gibbins (AE-7)**, apparently due to a short-lived dispute over which service would be responsible for ammunition cargo ships. In February 1942, **Major General Henry Gibbins**, along with the SS **Florida**, transported 850 troops and their weapons to the oil refinery port of Aruba, Netherlands Antilles, disembarking their cargoes on the 11th. **Major General Henry Gibbins** was fortunately still safely in port when German submarines attacked shipping in the area on the 16th. On 23 June 1942, **Major General Henry Gibbins**, sailing unescorted with a cargo of coffee, was attacked and sunk by **U-158** about 375 miles west of Key West, Florida. The ship was hit on the port side by two torpedoes fired about twenty minutes apart, and sank shortly thereafter. The ship's crew of 47 along with her 21 army guards survived the attack, and were rescued within a day or two and taken to Pensacola, Florida. *(Source: Wikipedia)*



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OFFSHORE NEWS

MARINE MASTERS COMPLETES SOUTH ANGSI ALPHA DECOMMISSIONING

Malaysia's largest offshore removal project now part of rig-to-reef marine habitat. Marine Masters has successfully completed its offshore scope for the decommissioning of the South Angsi Alpha (SAA) platform, operated by Hibiscus Oil & Gas Malaysia Limited. The campaign marks a major milestone in the repurposing of retired offshore infrastructure, with the platform's substructure now resting on the seabed as part of Malaysia's largest rig-to-reef project. The SAA platform, located 130 km off the Terengganu coast, was a 4,000 mt weighing four-legged Mobile Offshore Application Barge (MOAB) that served as a full production facility for over 15 years. Following cessation of production, the topside and substructure were prepared for safe removal and partial reefing in line with Malaysian regulatory approvals. This marks the largest platform ever to be decommissioned and repurposed within Malaysian waters. Marine Masters was overall responsible for the removal of the MOAB by making use of the reversed installation method and the removal of various associated components for safe onshore disposal. The jacket was cut at -55 meters LAT and vertically separated, allowing the sections to be laid on the seabed as artificial reef structures. Additional tasks included the recovery of all 13 conductors, the retrieval of four MOAB support legs, and the cutting and transport of the Wellhead Access Platform. For this reason, multiple cutting edge techniques have been used and special procedures developed to perform remotely operated underwater cutting (assisted by ROV's), high speed PVL hand cutting (by divers), set up efficient personnel transfer between the work barge and the MOAB up to custom designed lifting systems to avoid the use of expensive heavy lift vessels. The MOAB topside has now been successfully skidded to shore at Labuan Shipyard, and all loose items have been offloaded. The ENA WB400 accommodation work barge was demobilized at the same time, while the two transport barges are currently en route to their respective demobilization ports.

This marks the conclusion of Marine Masters' active offshore operations on the project. Although the offshore scope is complete, the project continues with the final handling and disposal of the topside components. "This has been a highly successful campaign, with minimal delays and strong teamwork throughout," says Danny Spaans, Founder & Director of Marine Masters. "We are grateful

to our client Hibiscus for their trust in us and having given us the opportunity to show that the combination of our Oil & Gas experience and salvage mindset is key for the safe and cost-efficient execution of a fast track project like this. A special thanks to the Hibiscus project team for the pleasant and transparent collaboration." The South Angsi Alpha campaign stands as the largest decommissioning and reefing operation of its kind in Malaysian waters. A blueprint for responsible offshore retirement. The SAA decommissioning is part of Hibiscus Petroleum's broader sustainability vision. The rig-to-reef initiative aligns with efforts to preserve biodiversity, enhance marine ecosystems, and promote sustainable fisheries and ecotourism in the region. *(PR-Marine Masters)*

Advertisement

VAN OORD ORDERS NEXT GENERATION SUBSEA ROCK INSTALLATION VESSELS

To strengthen its leading position in Subsea Rock Installation and meet the rising global demand for offshore energy infrastructure protection, Van Oord has ordered new, state-of-the-art vessels. Capable of operating on methanol and with a focus on innovation and automation, they will be cost price winners in the market. The first vessel is expected to enter the market in 2028, with a second vessel expected to follow within one year. Subsea Rock Installation, pioneered by Van Oord since the 1970s, is vital for protecting and stabilising offshore energy assets. With a track record in efficient and innovative flexible fallpipe vessels, Van Oord is a market leader in seabed intervention. *Maximum capacity, minimal impact* The new vessels will be equipped with a substantial loading capacity of 35,000 tonnes, will be capable of handling large rock sizes, and feature a DP-2 dynamic positioning system. This advanced system will enable the vessels to maintain precise positioning despite challenging conditions such as waves, wind and currents. These features will make the vessels ideal for long-distance projects, as they will minimise round trips, reducing emissions and costs per installed rock volume. 'Van Oord is at the forefront of the energy

transition. Through innovative technologies and long-term investments, we actively contribute to greater energy security and energy independence for countries. Particularly in times when securing critical underwater infrastructure is a priority, this investment is important. These new vessels embody our commitment to innovation, safety, sustainability and efficiency, while supporting the growing demands of our clients and our own net-zero ambitions.' — Maurits den Broeder, Managing Director Offshore Energy at Van Oord *Sustainable technology*. The sustainable design of the vessels includes multi-fuel engines (biofuel and methanol), a DC-grid with large battery storage capacity, and an energy-efficient hull design and rock handling system. These technologies enable a reduction in CO_2 emissions, supporting Van Oord's net-zero strategy. *Building on a legacy* Van Oord currently operates three Subsea Rock Installation vessels: **Stornes**, **Nordnes** and **Bravenes**. The new vessels will build on this proven platform, offering key upgrades to meet future offshore challenges. The vessels will be constructed by Yantai CIMC Raffles Offshore in China. *(PR-Van Oord)*

EQUINOR FIXES TRIO OF PSVS

Norwegian energy firm Equinor has chartered three Norwegian-flagged platform supply vessels (PSVs) for short-term work, tapping units from Tidewater and Remøy Shipping. Brokers report that Tidewater's **Sun Tide** and **North Purpose** have been fixed for periods of just over one month. The 2014-built 5,630 dwt **Sun Tide** is understood to be earning close to $10,300 per day. Dayrates for the 2010-built 4,830 dwt **North Purpose** were not disclosed. Remøy Shipping has also secured more work for the 2010-built 4,900 dwt **Rem Crusader**, which joined the Norwegian market in 2024 after working on the UK shelf. The vessel has been fixed on similar terms to the Tidewater ships, both in duration and rate. All three PSVs are under the Norwegian flag and are expected to support supply duties for Equinor operations on the Norwegian Continental Shelf. In separate spot market activity, Harbour Energy UK has fixed two anchor handlers and one PSV for short-term rig move and support work. Fixture durations are reported to be around two weeks. *(Source: Splash24/7)*

AURORA FINALIZES 11-VESSEL TAKEOVER FROM SEA1 WITH DELIVERY OF THIRD HIGH-END SUBSEA VESSEL

Norwegian vessel management services provider Aurora Offshore, part of the Borealis Group, has taken delivery of the eleventh and final vessel from compatriot operator Sea1 Offshore, ex-Siem Offshore. **Siem Barracuda**, the third high-end subsea vessel of a total of three that are part of the collaboration, joined Aurora's fleet at Pointe Noire, Congo, marking the completion of the process where 11 Siem Offshore vessels are handed over to Aurora Offshore. Built in 2013, the vessel has a 250-ton subsea AHC crane, 1,300 m2 deck area and offers accommodation for 110 people. To remind, it was announced in January that Aurora had welcomed the first two vessels, anchor handling tug supply (AHTS) vessels **Siem Pearl** and **Siem Challenger**, shortly followed by the

takeover of the first high-end subsea vessel **Siem Stingray**. The second subsea vessel, **Siem Day**, joined Aurora's fleet in March. Sea1 Offshore is currently constructing four offshore energy support vessels (OESVs) at a Chinese shipyard. The OESVs will be 120 meters long, with a cargo deck of 1,400 square meters, and each will feature a 250-ton deck crane and provide accommodation for up to 120 personnel. Based on the ST-245 design by Skipsteknisk, they will be capable of serving both the oil & gas sector and the renewable energy market. *(Source: Offshore Energy)*

Advertisement

LORELAY COMPLETES PIPELAYING FOR PORTHOS

Lorelay has successfully completed offshore pipelaying for the Porthos CO_2 transport and storage project - a major step forward in the Netherlands' first large-scale carbon capture and storage (CCS) initiative. The 20-kilometre 16 inch pipeline will carry captured CO_2 from Rotterdam's industrial area to depleted gas fields beneath the North Sea. With the pipe now laid, the next phase begins: trenching, where the pipeline will be safely buried to ensure long-term protection and reliability. This milestone follows a period of intense co-ordination, engineering, and resilience. Lorelay completed the task with pinpoint accuracy - even in one of the world's busiest ports. Congratulations to our team onshore and offshore for making this happen! Porthos is a joint venture between Energie Beheer Nederland, Gasunie, and the Port of Rotterdam. The project was made possible by a CEF subsidy from the European Commission. *(PR-Allseas)*

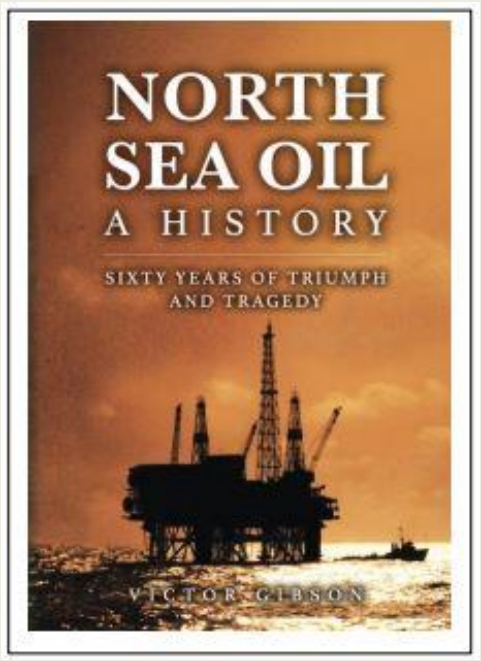
SPLIETHOFF'S FIRST-EVER SUBSEA INSTALLATION

Amsterdam-based Spliethoff announced the successful completion of the Marine XII project, which marks a major milestone in the company's offshore journey. Off the coast of Pointe Noire in the Republic of Congo, the M/V **Brouwersgracht** transported and installed a high-capacity base and yoke system for ENI's floating liquefied natural gas (FLNG) operations. Spliethoff carried out this complex operation in close partnership with Geocean, managing both transport and installation. The Base and Yoke weighing over 700 metric tons, the project demanded precision engineering, coordinated logistics and seamless teamwork, all delivered on a tight timeline. *(Source: OER)*

BOOK REVIEW

NORTH SEA OIL – A HISTORY / SIXTY YEARS OF TRIUMPH AND TRAGEDY

This book charts some of the major successes and some of the disasters in the search for, development of and the production of hydrocarbons from under the unforgiving waters of the North Sea. It follows the process from the gas fields in the relatively benign seas close to the Norfolk coast, to the installation of the platforms in the far north and the Atlantic margin, where the weather condition often defy description. At times the legislators seem to have been unable to keep up with what was happening out there as the oil companies tested the boundaries of what was possible in the marine environment. It is a tale of grit, endurance and extraordinary technical innovation, as well as distress when things have gone wrong and lives have been lost. The writer, Victor Gibson, has spent thirty-five years at or near the sharp end of North Sea offshore activities. Available from Amberley Publishing (https://www.amberley-books.com/) now.



EVENT NEWS

MARITIEME WEEK ZUIDERZEEMUSEUM ENKHUIZEN

Van maandag 4 t/m zondag 10 augustus vindt de Maritieme Week plaats in het Zuiderzeemuseum.

Dit jaar geen weekend, maar een hele week! Bewonder de vele historische vissersschepen in de museumhaven, luister naar muzikale zeemansverhalen en doe mee met één van de maritieme activiteiten. Houd jij van shantymuziek? De hele week treden diverse shantykoren uit binnen- en buitenland op met hun zeemansmuziek. Je vindt ze op verschillende locaties in 't Zuiderzeedorp. *Aan boord* Vaar mee op historische schepen in de museumhaven of ontdek de reddingboten van de KNRM. Dagelijks zijn er korte vaartochten over het IJsselmeer, onder andere met de botter **TX11**. *Muzikaal programma* Tijdens de Maritieme Week geniet je dagelijks van live muziek in 't Zuiderzeedorp, met koren zoals LocTup Together, Paddy's Passion en Shantykoor Rotterdam. Op 6 en 7 augustus verrast de Nautilus one-man-band met zijn unieke instrumenten. Wil je zelf muziek maken? Doe mee aan de workshop Jig Dolls. *Demonstraties en workshops* Bekijk oude ambachten zoals visroken, scheepssmeden, zeilmaken en touwslaan. Probeer zelf zeilen maken of knopen leggen, volg een workshop knopenbordje maken of pimp een klompbootje in het Creatief Atelier. Ook is er een tentoonstelling van modelvissersschepen. *(Source: Scheepspost)*

Advertisement

SLEEPBOTENFESTIVAL BIDDINGHUIZEN

Het traditionele Sleepbotenfestival in Biddinghuizen vindt dit jaar plaats op 26 augustus, met een uitgebreid programma vol activiteiten. Het evenement duurt van 10.00 uur tot 23.00 uur en de activiteiten vinden plaats aan de Havenkant. Centraal in het festival staan de sleepboten. Bezoekers hebben de mogelijkheid om deze boten te bezichtigen vanaf de kade, en sommige bieden zelfs de optie om mee te varen. Daarnaast zijn er dit jaar ook opduwers te zien. *Demonstraties* Het programma bevat ook demonstraties van oude ambachten en scheepsmotoren. Er zijn diverse activiteiten gepland, waaronder een braderie, springkussens en optredens van verschillende shantykoren. *Kinderrommelmarkt* Bijzonder dit jaar zijn de trekwedstrijden op het water en demonstraties in de nieuwe grote vaarbak van Vaargroep Flevoland. Verder wordt er aan de jongste inwoners gedacht met een speciale "kinderrommelmarkt". Kinderen die hun speelgoed of kleding

willen verkopen, kunnen zich hiervoor aanmelden door een mail te sturen naar tvanbeek@ijsvogel.net.

Foodtrucks Om de inwendige mens te verzorgen zijn er diverse foodtrucks aanwezig, zodat bezoekers kunnen genieten van een hapje en een drankje terwijl ze de waterfestiviteiten bekijken. *DJ draait verzoeknummers* Het festival wordt afgesloten met een muzikale avond, van 20.00 tot 23.00 uur, verzorgd door een lokale DJ die verzoeknummers zal draaien. *(Source: Stichting de IJsvogel)*

WINDFARM NEWS - RENEWABLES

DUAL CELEBRATION FOR TIDAL TRANSIT'S LATEST CREW TRANSFER VESSEL

The latest addition to Tidal Transit's fleet of purpose-built crew transfer vessels (CTVs), **Imogen Rose**, was officially christened on Friday (18 July) at Equinor's pontoon in Great Yarmouth. The ceremony formed part of a wider event, hosted by multinational energy company Equinor, to celebrate completion of an ongoing modification project at Sheringham Shoal Offshore Wind farm. **Imogen Rose** is an Incat Crowther UK-designed WindFlex 27 model, outfitted with Volvo Penta Quad-IPS, and built by Singapore-based Penguin International. Her first charter was to energy services supplier Stowen Group, supporting the firm's contract with Equinor delivering essential offshore modification and maintenance at Sheringham Shoal. Designed for high levels of fuel efficiency, manoeuvrability and durability in all-weather operating conditions, Imogen Rose was chosen to support timely completion of an ongoing modification project. This marks the latest milestone in a long-term collaboration between the two companies, Tidal Transit having supplied Equinor with tailored crew transfer solutions for over a decade. A frontrunner for next-generation electric builds, **Imogen Rose** features future-proofed hull design and onboard systems, allowing her to be retrofitted in with zero-emissions power supply and

propulsion. Electric-ready designs are increasingly sought-after by the offshore industry as wind farm developers and operators ramp up efforts to decarbonise. Leo Hambro, commercial director of Tidal Transit, commented: "**Imogen Rose** has been constantly busy since delivery earlier in the year, so we're delighted to have been finally able give her the belated christening she deserves. Thank you to Equinor and Stowen Group for hosting such a fantastic event, and we're looking forward to collaborating further as we continue to support current and future offshore developments in the UK and beyond." Colin Galer, plant manager of the Sheringham Shoal Offshore Wind Farm, added: ". We are delighted to host the Christening of **Imogen Rose**. Stowen recently chartered the vessel to serve an important role at Sheringham Shoal. Sheringham Shoal was our first commercial wind farm and delivery of our operations programme is an important part of maintaining this asset. Kieron Ford, COO of Stowen Group, also added, "Utilising **Imogen Rose** from Tidal Transit was a seamless operation from start to finish. The professionalism, reliability, and quality of the team were outstanding throughout. Their impeccable service played a key role in keeping our project ahead of schedule, and we'll certainly look to use Tidal Transit vessels in future offshore wind projects." Sheringham Shoal is an Equinor-operated, 317-megawatt (MW) offshore wind farm located off the coast of North Norfolk. Beginning operations in 2012, the site comprises of 88 wind turbines and generates around 1.1 terawatt hours (TWh) of green energy per year. *(PR-Prova)*

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STRATEGIC MARINE CONTINUES SOUTH KOREA MOMENTUM WITH DELIVERY TO YEOSU OCEAN

● First Delivery to Korean Client Yeosu Ocean for operations in South Korea; ● Proven STRATCAT 27 Design for Korean Waters; ● Well positioned for growth opportunities as renewables focus grows and gains traction in South Korea. Strategic Marine, a global leader in aluminium vessel construction, is proud to announce the successful delivery of a next-generation 27m Crew Transfer Vessel (CTV) to new client Yeosu

Ocean Co, Ltd, marking its continued momentum of CTV deliveries into South Korea. This milestone highlights Strategic Marine's growing global footprint and continued success in winning new clients in emerging offshore wind markets. The newly delivered vessel is based on the proven StratCat 27 design, developed in close collaboration with BMT, and is engineered to perform in the rigorous conditions of offshore wind farm operations internationally. It features a distinctive hull form for improved seakeeping, as well as efficient FPP propulsion to enhance fuel efficiency, manoeuvrability, and lower emissions—ideal for operating in South Korea's dynamic offshore environment. This delivery represents Strategic Marine's growing presence in South Korea's rapidly growing offshore renewables sector, as the country accelerates efforts to expand its wind energy capacity. The vessel will support crew transfers for offshore wind farm development and maintenance in South Korean waters, contributing to the nation's clean energy transition and ambitions. *Mr. Chan Eng Yew, CEO of Strategic Marine, stated:* "We are delighted to deliver Ventus Camillia to South Korea and to begin a new partnership with Yeosu Ocean. This delivery not only expands our presence in Asia's offshore wind markets but also reflects our ability to support new clients through reliable quality, innovation, and performance. We are excited to be part of South Korea's renewable energy journey." Strategic Marine continues to strengthen its position as a preferred global partner for offshore wind vessel solutions, delivering tailored, high-performance vessels to meet the evolving needs of new and existing clients. *Mr.BH Park, VP of Yeosu Ocean Co, Ltd mentioned:* "This delivery marks a meaningful milestone for us in Yeosu Ocean, being able to contribute towards South Korea's growing offshore wind sector. Ventus Camillia will play a crucial role in supporting our goals and we look forward to seeing her in operations." *(PR-Strategic Marine)*

OLD ACQUAINTANCE VISITS RØNNE

The crane vessel **Svanen**, which was built in connection with the construction of the Great Belt Bridge, is back in Danish waters - more specifically the Port of Rønne, where it has arrived from Poland to undergo a planned repair. This is reported by TV2/Bornholm. The **Swan** may look like itself, but it has actually grown since it was launched on the Great Belt. Today, the **Swan** is 25 meters higher than it was in 1990. This was done to make it possible for it to install offshore wind turbines, which are getting taller. The **Swan** is registered in the Bahamas, but has always completed assignments in Europe. The crane vessel is currently owned by the Dutch shipping company Van Oord. *(Source: Maritime Danmark)*

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DREDGING NEWS

DREDGE PORT FREDERICK READY FOR THE NEXT DREDGING SEASON

McQuade Marine's dredge Port Frederick is back in water and operational – after completing her annual maintenance at The Yard Brisbane (TYB) shiprepair facility. She came into TYB for periodic maintenance, which included a pressure wash, anti-foul repairs to Aquamaster thrusters, and some minor corrosion repairs. Her hopper was also blasted and painted in readiness for a busy year ahead. Thanks to the TYB and their top-tier work, the trailing suction hopper dredge has been well prepared for her next dredging season. Built for precision and adaptability, the 50m Port Frederick is purpose-designed to operate where conventional dredgers can't—handling shallow-draft work, environmentally sensitive areas, and logistically complex sites. From regional port maintenance to remote marine infrastructure projects, this vessel leads McQuade Marine's fleet in both capability and reliability. *(Source: Dredging Today)*

CONRAD SHIPYARD HONORED WITH WEDA SAFETY EXCELLENCE AWARD FOR DREDGING TRADE PARTNER PERFORMANCE

Conrad Shipyard proudly announces it has been awarded the Western Dredging Association (WEDA) Safety Excellence Award in the Dredging Trade Partner category. This prestigious recognition highlights Conrad's unwavering commitment to safety, operational excellence, and its longstanding partnership with the U.S. dredging industry. Presented during the 2025 WEDA Annual Dredging Summit & Expo, the award celebrates companies who demonstrate outstanding safety performance and continuous improvement in protecting personnel, property, and the environment. Conrad was recognized for its exemplary safety record, employee training programs, and proactive safety culture across its shipbuilding and repair operations. Accepting the award at the conference

were Daniel Conrad and Robert Socha. “We are honored to receive this award from WEDA,” said

Johnny Conrad, Executive Chairman Conrad Shipyard. “Safety is at the core of everything we do. This recognition is a testament to the dedication and vigilance of our entire workforce and our commitment to supporting our dredging partners with highquality, safe, and reliable vessels.” With decades of experience in constructing and repairing dredging equipment and vessels, Conrad Shipyard has built a reputation as a trusted partner in the maritime industry. The company's comprehensive safety initiatives include leadership development, routine audits, training, and employee driven hazard recognition and prevention programs. Conrad Shipyard remains committed to continuous improvement and innovation in safety practices, ensuring the highest standards for its clients and team members alike. *(PR-Conrad)*

UNIVERSITY LAKES DREDGING PROJECT UPDATE

Phase 1 dredging in City Park Lake and Lake Erie has been completed and landscaping of the newly created shorelines is underway. Also, phase 2A work continues in University Lake while dredging in College Lake was completed in early 2025. Dredging in University Lake is expected to be complete this summer, and shoreline landscape installation is underway. Phase 2B, which includes dredging the southern one-half (approx.) of University Lake, commenced in early 2025 and is scheduled to be completed in Winter 2025-26. The $78 million University Lake Restoration Project is a collaborative effort between LSU, the City of Baton Rouge, and state and local partners. It is creating a more sustainable aquatic system, improving flood protection, and creating more recreational opportunities through dredging, shoreline restoration, and improved stormwater management. *(Source: Dredging Today)*

THE FIRST OF KENMARE’S TWO NEW DREDGES ‘TOUCHES THE GROUND’ NEAR MOMA MINE

The first of Kenmare’s two new high-capacity dredges has landed safely on the beach near Moma

Mine. The new electric Cutter Suction Dredges – each measuring 62 meters in length and weighing nearly 1,000 tons – started their journey from Royal IHC yard in Kinderdijk, the Netherlands, in early June. The newbuilds named CSD Calen and CSD Sandra were loaded onto a ROLLDOCK carrier and delivered by sea to Mozambique. After the arrival, the first dredge was floated onto a barge to a purpose-built beach landing area, from where she will be taken to the nearby mine site. The same operation will be repeated soon for the second dredge. With a total installed power of 6,800 kVA and cutter power of 1,350 kW, new dredgers will significantly enhance mining capacity, enabling Kenmare to efficiently extract titanium-rich sands from its mining ponds using all-electric technology. *(Source: Dredging Today)*

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DREDGE MERRITT CLEARING THE OCEAN CITY INLET

The U.S. Army Corps of Engineers dredge **MERRITT**, deployed from the Wilmington District, is currently operating in the Ocean City Inlet. Using a side-casting method, the dredge drags along the bottom, picking up sand and ejecting it about 90 feet outside the navigation channel. The emergency operation is clearing approximately 10,000 cubic yards of sediment over an 8-10 day period with 12-hour shifts to ensure safe navigation

for Coast Guard vessels, commercial fishermen, and recreational boaters during peak summer season. The focus of the dredging effort is to remove sediment from the priority area along the northern half of the channel near the harbor. *(Source: Dredging Today)*

ANOTHER DAMEN CSD650 DREDGE READY FOR THE LAUNCH IN AZERBAIJAN

Damen is about to launch another cutter suction dredger from the CSD650 series in Azerbaijan. The latest CSD, built at the Damen Dredging yard in the Netherlands, has been transported to Baku Shipyard LLC for reassembly and delivery to a local client. Baku Shipyard is the perfect location for this task, as they have recently built another Damen CSD650 for local customer, the Engineer Soltan Kazimov. The CSD650 measures over 61 meter in overall length, has a hull length of 49.30m, a beam of 10.50m and draft of 1.65m. The newbuild will soon be performing various dredging jobs in harbours around the Caspian Sea. The impressive dredging depth of up to -25m and the production of some 7,000 m3/h make this standard cutter suction dredger the jumbo of the current CSD standard series. *(Source: Dredging Today)*

YARD NEWS

BIBBY MARINE LAYS KEEL FOR GROUNDBREAKING HYBRID METHANOL-ELECTRIC VESSEL IN SPAIN

Bibby Marine has marked a significant milestone with the keel laying ceremony for its first e-CSOV (commissioning service operation vessel) at Armon Shipyard in Vigo, Spain. The hybrid vessel, the first in the world to be powered by a combination of methanol and battery technology, represents a major advancement for the offshore wind industry. During the ceremony, Bibby Line Group CEO Jonathan Lewis welded a coin from 1807—the year of the

company's founding—into the keel plates, symbolically commencing the vessel's construction. The vessel, scheduled for commissioning in 2027, is designed to accommodate up to 120 personnel and will provide zero-emission commissioning and operations & maintenance support to offshore wind farms for extended periods of up to 30 days. The vessel will have the ability to charge massive battery banks – the largest ever installed on a DP2 ship – directly from wind farms, while also

boasting full methanol fuel systems enabling completely clean-in-field operations. It promises significant reductions in emissions and fuel consumption for the sector. "This vessel is more than a feat of engineering – it's a symbol of our values as a business, in action," said Lewis at the event. "At Bibby Marine, we believe in doing the right thing, even when it's difficult." "We began work on zero-emissions vessels back in 2019, long before it was mainstream. As we lay the keel for our electric-first vessel, we are proud to be proving that clean, sustainable maritime solutions are not only possible, but essential," Lewis added. The project brings together several key maritime technology providers, including Kongsberg for dynamic positioning and main propulsion systems, Corvus Energy for battery technology, and Wartsila for engine and propulsion components. Corvus Energy will supply the vessel's Blue Whale Battery Energy Storage System (BESS) delivering close to 25MWh of power. It will be the largest LFP (Lithium Iron Phosphate) battery system ever delivered to a maritime project. "A fully electric offshore vessel is something the industry has been working towards for a long time and marks a major milestone in offshore vessel operations," said Pål Ove Husoy, VP Sales at Corvus Energy. Bibby Marine, headquartered in Liverpool, UK, is a global provider of near shore accommodation services with a maritime heritage dating back to 1807. The company currently operates a fleet of seven vessels and maintains a cadetship program focused on building long-term career opportunities in the maritime sector. *(Source: gCaptain)*

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ITALIAN COAST GUARD TO REPLACE 40 VESSELS

The Italian Coast Guard has just awarded a public tender to the Piloda Shipyard for the gradual replacement of 40 of its vessels. The new vessels will be developed based on a design by VN

Maritime Technologies that incorporates a unique hull technology by Icelandic company Rafnar. Rafnar says its ÖK Hull technology, which has been licensed to VN Maritime for the coast guard vessels, has been inspired by 'the Icelandic survival instinct', which has resulted in a resilient, stable platform far less subject to dramatic slamming and capable of surviving the most extreme maritime environments. The hull gives vessels reduced side slip, minimal wake, extreme agility and an extended lifespan, says Rafnar. Unlike traditional Vee-shaped hulls, the Rafnar ÖK Hull has an arc-based keel and hull curves which, because water is suctioned out from underneath the hull, provide for a smoother ride. The deep symmetrical keel generates rearward water flow to reduce slamming, and the hull remains immersed rather than planning. Deck height is lower relative to waterline for better seakeeping. Because of the Piloda Shipyard's experience and repair services for military vessels, it has gained expertise suitable for coast guard vessels, it says. With its VM Maritime Technologies partnership it intends to develop joint projects for unmanned systems, it says, with details to be revealed over the next few months. "We are putting into action a development vision that has long been lacking in Italy," said Donato di Palo, CEO of Piloda Shipyard. "We saw it as essential to work with top-tier partners to create cutting-edge projects—not just in terms of the naval platform, but also with regard to onboard technologies. "Artificial intelligence and the most advanced design and construction techniques are at the core of our strategy. This enables us not only to meet the Coast Guard's SAR requirements, but also to develop multi-purpose vessels suited for maritime law enforcement and, when necessary, combat operations." "The collaboration with Piloda Shipyard and the Turkish company VN Maritime represents a real opportunity to provide the armed forces with high-performance vessels, built using the best technologies available and with a direct presence on Italian territory throughout the operational life of each unit," said VN Maritime Technologies CEO Orkun Özek. "This integrated model – from design to construction to technical support – ensures continuity, efficiency and innovation." *(Source: Maritime Insight)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *SANMAR SHIPYARDS delivers powerful escort tug to NEMECA*
   - *Chinese shipyard delivers world-first hydrogen-electric tugboat*
   - *Singapore's first fully electric tug launched, paving the way for zero-emission coastal logistics ecosystem*

- *Singapore's first fully electric tug launched, paving the way for zero-emission coastal logistics ecosystem*
- *Sanmar delivers advanced ship-handling tug to Italian operator*

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*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *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*
   - *Fastnet Shipping by Jasiu van Haarlem*

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