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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

MULTRASHIP EXPANDS BLACK SEA PRESENCE WITH POWERFUL NEW TUG MULTRATUG 30



Dutch towage and salvage company Multraship has reinforced its position in the Black Sea with the addition of its latest high-performance tug, **MULTRATUG 30**. The 80-tonne bollard pull vessel will operate with Bourgas Tug Service, Multraship's Bulgarian subsidiary, boosting the company's capacity for harbour and offshore towage in the

region, whilst also strengthening its capabilities in salvage and emergency response. "This investment reflects our confidence in the Black Sea region and our long-term commitment to serving its growing maritime industry," said Leendert Muller, Managing Director of Multraship. "It's a region with real potential, and we intend to be at the forefront of its development." The new tug was christened on Friday 14 November at the Passenger Terminal in Bourgas by Miglena Pendjuroff, wife of Dimiter Pendjuroff, General Manager of Bourgas Tug Service, and attended by representatives of the local port community. This comes after Multraship celebrated 20 years of service in the region last month, underscoring its long-term commitment and continued investment in the Black Sea market. "The **MULTRATUG 30** is a very welcome addition to our fleet, giving us greater flexibility and strength to support our customers," said Dimiter Pendjuroff. Built by Sanmar Shipyards in Turkey to a Robert Allan Ltd. TRAktor-Z 2500SX design, the **MULTRATUG 30** measures 25.3 metres in length



and is designed for both harbour and deep-sea towage. It is fitted with a FiFi 1 firefighting system, including a 4.8 m³ foam tank, allowing it to respond quickly and effectively to emergencies. “We’re delighted that Multraship selected Sanmar to deliver this powerful and versatile tug,” said Ali Gürün, Vice Chairman and CEO of Sanmar Shipyards. “The collaboration has been smooth and professional throughout, and we look forward to building on this strong foundation in future.” With **MULTRATUG 30** now in service, Multraship continues to expand and modernise its fleet, strengthening its role as a leading towage and emergency response provider. (*Source: Rick van de Weg*)

Advertisement

	 Ramparts 2400SX-MKII	ASD Tugs  RAstar 2900SX	 RAstar 3200SX
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SANMAR DELIVERS NINTH TUGBOAT TO GLOBAL OPERATOR P&O MARITIME LOGISTICS



Sanmar Shipyards has delivered its ninth tugboat to leading global marine services provider P&O Maritime Logistics, marking another milestone in a successful partnership that began more than a decade ago. The relationship between the two companies dates back to 2013, when P&O took delivery of its first Sanmar-built tugboat. Since then, Sanmar has delivered eight more tugs that have gone on to serve in ports around the world.

The latest vessel has been named **AL FATH** by its new owners. Based on the Ramparts 2200 design developed by renowned Canadian naval architects Robert Allan Ltd., the Sirapinar Class are compact sister vessels to Sanmar’s best-selling Boğacay Class tugs. With a 2-metre reduction in length, they maintain impressive performance and exceptional manoeuvrability, powered by Caterpillar main engines coupled to Schottel Z-drives. Measuring 22.4 metres in length, with a 10.84 metre beam, 4.4 metre moulded depth and approximate navigational draft of 4.89 metres, **AL FATH** achieves a bollard pull of 50 tonnes and a free running speed of 12 knots. Designed for efficient low-manning operation, the Sirapinar Class features advanced machinery automation systems and is known for excellent handling, seakeeping and stability. P&O Maritime Logistics, headquartered in Dubai, UAE, provides offshore, cargo transport and port services in the energy, oil & gas, renewables and port and bulk modality sectors. Sanmar-built tugs currently operate for the company in the UAE,

Mozambique, Somaliland, the Dominican Republic, and other locations. The most recent deliveries before **AL FATH** were the powerful 80ton bollard RStar 2900SX design tugs, **P&O GAYNDE** and **P&O ASIA**. Whilst **AL FATH** and vessels such as **P&O GAYNDE** and **P&O ASIA**, are very different vessels, both deliver tailored solutions that reflect the P&O Maritime Logistics service offering. (PR-SanMar)

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TERRAL RIVERSERVICE ADDS TWO NEW TOWBOATS

Terral RiverService Inc., headquartered in Lake Providence, La., and with an operations base in Lettsworth, La., took delivery of two new towboats recently. Both were built by Steiner Construction Company Inc., Bayou la Batre, Ala. The boats are the mvs. **Miss Charlotte Gattle** and **Grant Gattle**, named for the



children of Gabe Gattle, Terral RiverService's vice president of operations. Designed by Farrell & Associates Naval Architects, the identical boats measure 83 1/2 feet long by 36 feet wide by 9 1/2 feet deep with a draft of 8 feet. The retractable pilothouse of each vessel has a 30-foot eye level when fully raised, 13 feet when lowered. To further accommodate navigation on the Red and Atchafalaya rivers, for which they were specifically designed, the boats each have three 800 hp. Mitsubishi S6R2 main engines from Laborde Products. The engines turn 76- by 53-inch propellers on 7-inch shafts at a reduction of 5:1 via Twin Disc 5222 gears. The engines are equipped with Wartsila water-lubricated seals and Thordon bearings and are cooled by keel coolers from East Park Radiator. They are further equipped with Siemens engine alarm panels, both in the wheelhouse and engineroom. Tankage includes 32,300 gallons of fuel, 5,000 gallons of water, 1,350 gallons of lube and 1,400 gallons of waste oil. Wastewater is treated by a Seahorse system. The electric-over-hydraulic steering system, designed and installed by Custom Hydraulics, includes emergency steering toggle switches for each vessel's nine rudders. The fleet deck of each boat has two access points on each side with on/off access to the second deck. There are two 40-ton winches. The deckhouse features epoxy flooring, wood paneling and black no-glare ceilings. The **Miss Charlotte Gattle** and **Grant Gattle** each have two John Deere 65 kw engines that provide auxiliary power for a crew of eight in four bunkrooms with three bathrooms and two half baths, plus a fully equipped

galley and lounge. There are three Carrier heating and air conditioning units in each boat and a wall unit in the wheelhouse. Fire safety equipment includes a Novac suppression system, 17 portable extinguishers and a Hiller fire pump. Electronic and communications equipment on each vessel include two radars, three radios, a swing meter, wind gauge, hull sounder, two Xenon searchlights and cameras. The hull is fully protected by wrap-around fendering. (Source: *The Waterways Journal*)

OCEANIC TUG: THE SHIP SEIZED WITH \$200 MILLION IN DRUGS SAILED TO COLOMBIA AND WAS LATER INTERCEPTED IN THE PANAMA PACIFIC



Oceanic Tug, the vessel seized with 13.5 tons of cocaine valued at \$200 million, intended to engage in the bunkering buOceanic Tug, the vessel seized with 13.5 tons of cocaine valued at \$200 million, intended to engage in the bunkering business, but the Panama Maritime Authority (AMP) did not issue it the corresponding license. “I didn’t

have the capacity to do that kind of business,” said AMP administrator Luis Roquebert, this Thursday, November 13, when he accompanied President José Raúl Mulino at his weekly press conference. “Later, when it was pointed out that the vessel did not behave that way, it was detained and remained anchored in Amador for some time,” Roquebert added. What is known is that the **Oceanic Tug** subsequently sailed to Colombia and, shortly afterward, on November 11, was intercepted in the Panamanian Pacific by agents of the National Aeronaval Service (SENAN), who were patrolling the area. Roquebert indicated that the vessel entered the Panama Merchant Marine Registry in 2022, when it was owned by Dolphin Tugs Inc., a company created in May 2020 and currently chaired by Pablo Torres Chong. **Oceanic Tug** sailed under the Panamanian flag until May 2024, when it was registered in Tanzania. It also changed ownership: Torres told La Prensa that, in March 2023, his company sold the vessel to Power H. Holding Corporation (a now-dissolved company), which in turn transferred it to Pacific Tug & Barge Operators Corp. Power H. Holding Corp. was created on March 9, 2023, and dissolved a year and a half later, on August 21, 2025. It was chaired by Manuel Antonio Joannou Chávez. The other directors and officers were María Joannou Chávez and Miguel Ángel Benjamín Joannou. The resident agent was the firm Maritime Lawyers Bureau. Pacific Tug & Barge was incorporated the following day, March 10, 2023. Its board of directors consists of



Tairett Torchía Trucco (president and legal representative), Melanie Valdés Lodge (secretary), and Sindy de Gracia (treasurer). Andrés Mock Ho Usuga is listed as the resident agent. Torres doesn't recall how much he sold the ship for, although he emphasizes that when the vessel was his property, it had a different name: **Bullwark II**. He also denies that when the ship was "anchored" in Amador, as the AMP administrator alleges, it was actually docked at the floating pier operated by Dolphin Terminal (another of his companies) on Perico Island. The AMP has asked Dolphin Terminal to leave, as it does not have a permit or concession for the seabed. Both administrator Roquebert and President Mulino have said that they will provide all the documentation required by the Public Prosecutor's Office as part of its investigations. Ten people have been arrested. siness, but the Panama Maritime Authority (AMP) did not issue it the corresponding license. (*Source: Newsroom Panama; Photo: Bulwark Capt. Russell Shrewsbury*)

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THE AUCTIONED BUCKET-CHAIN EXCAVATOR "BREMERHAVEN" HAS LEFT THE PORT CITY BOUND FOR POLAND.



After more than 40 years of service in the Bremen ports of Bremen and Bremerhaven with the Bremenports port authority, the recently auctioned, defective bucket chain dredger "**Bremerhaven**" has left its familiar operating area. The tug "**Leopard**" (IMO: 6819697), owned by the Polish company Jan Stepniewski & Co. Ltd., took the now 45-year-old dredger in tow on November 8, 2025, at its berth in the Bremenports dredging

facility in the Kaiserhafen harbor and will transport it to Gdansk after passing through the Kiel Canal. There, the new owner will restore the dredger to working order and put it back into service under a new name. The sale also included a second bucket chain with buckets, for a working depth of 18 meters, with a maximum of 56 buckets, each with a capacity of 500 liters. This allows approximately

570 cubic meters of sludge to be removed from the harbor floor every hour. The dredged material was then transported via a side chute to the barges, some of which have already been sold by Bremenports. After passing through the Kiel Canal, the tow has now arrived in Swinemünde. According to the captain of the "[Leopard](#)," it is unlikely that they will continue their journey towards Gdansk until the end of November. Serious fire in the engine room of the "[Bremerhaven](#)" A technical defect caused a serious fire in the engine room of the 47.50-meter-long bucket-chain dredger "[Bremerhaven](#)" in November 2024. Given the estimated cost of €2.5 million and the age of the dredger, built in 1980 at the Schichau shipyard, repairing the vessel was no longer justifiable. Furthermore, Bremenports calculated that the ship would be out of service for at least a year during the repair period. Therefore, the dredger was permanently decommissioned and recently auctioned off through Vebeg. Three of Bremenports' five dredging barges were also auctioned off in connection with this sale, finding new owners in Poland and the Netherlands. The sale is also related to a maintenance concept for silt removal in the Bremen ports, which Bremenports had announced some time ago. "We did not make this decision lightly," reported Henry Behrends, Head of Port Operations at Bremenports, back in April 2025, "but anything else would not be economically sensible, especially since the future dredging concept for Bremen and Bremerhaven, approved by the Senate and the Port Committee members, stipulates the decommissioning of the work vessel anyway. This is happening about two years earlier than planned due to the fire." The new dredging concept primarily involves water injection – or WI for short – to maintain water depths in the harbors. This involves work

vessels equipped with appropriate water injection equipment stirring up sediment deposits on the harbor floor, dissolving them into the water, and ideally carrying them back out to the North Sea at the next low tide. "With the '[Hol Blank](#)' and the '[Hol Deep](#),' we have already been successfully operating two such work vessels for some time – and in the medium term, a third vessel will be added to further expand the WI operation," said Behrends. In areas



where conventional dredging is still necessary, such as in the lock-off port facilities, a chartered work platform with a grab dredger is being used alongside chartered hopper dredgers from third-party companies. This platform is crewed by employees from Bremenports' dredging department. Bremenports stated that this overall solution is more economical than attempting to repair the already maintenance-intensive bucket-chain dredger. The dredging personnel previously employed with the bucket-chain dredger will be trained for deployment on the WI work vessels, allowing them to remain employed by Bremenports. (Source: *Weser Maritime News*)

THE FORMER BATRAL DUMONT D'URVILLE HAS JOINED LE HAVRE TO BE DISMANTLED.

Another decommissioned French Navy hull has been removed from the ship graveyard at Landévennec, in Finistère. This is the former light transport vessel [Dumont d'Urville](#), which has returned to its native Normandy to be dismantled. Decommissioned just over eight years ago, the former light transport ship (Batal) [Dumont d'Urville](#) bid farewell on Friday, November 14th, in the

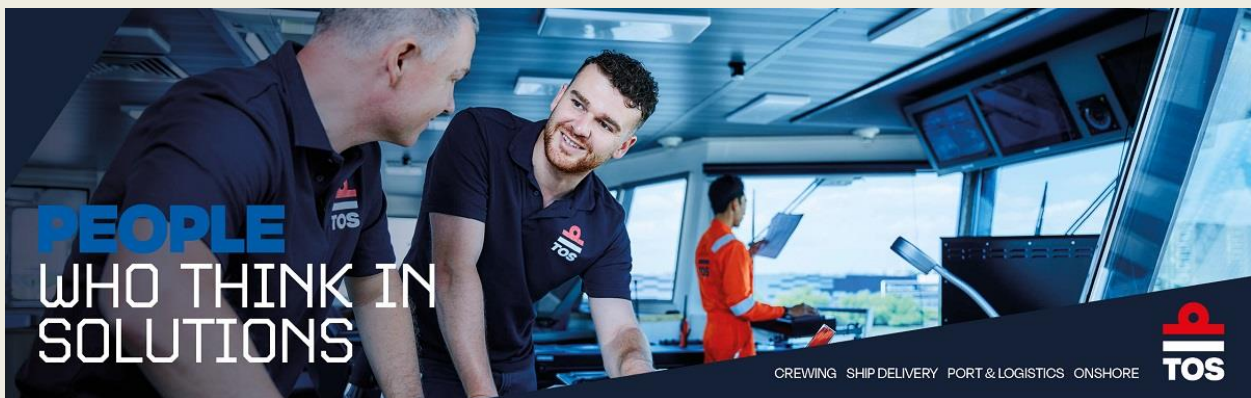
Brest harbor. Towed by the tug **Caen Ouistreham 5**, the old hull arrived on Sunday, November 16th,



at the port of Le Havre, where it will be dismantled by Gardet et de Bézenac Recycling. It is the largest of the seven decommissioned French Navy vessels included in a new contract awarded to the Normandy-based shipbreaking yard. The other six are the former tug **Buffle**, the former patrol boats

L'Audacieuse and **La Capricieuse**, and the former Tripartite minehunters (CMT) **Aquarius**, **Persée**, and **Éridan**. The latter two are still awaiting dismantling at Landévennec, while the others have already arrived in Le Havre. (Source: Lemarin; Photo: © Christian Herrou)

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CROWLEY EXPANDS MOORING SERVICES AT LOS ANGELES AND LONG BEACH PORTS

Crowley has expanded its mooring services to the ports of Los Angeles and Long Beach in California, enhancing its harbor services for ship operators along the U.S. West Coast. The new services combine Crowley's high-performance, safe and reliable ship assist and escort tug fleet with integrated mooring services to help vessels safely and efficiently deliver cargo and depart. The service builds on Crowley's existing operations in the Pacific Northwest. "The expansion



of our mooring services into Los Angeles and Long Beach increases our capabilities to provide the highest coordination between the critical services of mooring and ship assist so vessels will arrive, berth and depart ports safely and efficiently," said Bannon Crowley, general manager of Crowley's ship assist and escort services. "As the needs of our customers evolve, we continue to offer value-added solutions, working closely with our ports and partners, including the International Longshore

and Warehouse Union Local 13, to create services that make Crowley the leader that operators can depend on across the West Coast.” Crowley has more than a century of expertise and is a leader in the ship assist and escort industry. The company operates a high-performing, dependable U.S. tug fleet in the ports of Los Angeles and Long Beach and other locations, with vessels tailored to efficiently and safely perform ship assist and escort services. (PR-Crowley)

SCI, CT MARINE COLLABORATE ON TOWBOAT SIMULATIONS



CT Marine of Cape Elizabeth, Maine, and the Seamen’s Church Institute’s Center for Maritime Education (CME) have entered into a proprietary information agreement to securely share technical and operational data for advanced simulation-based training and maneuvering research. The partnership focuses on CT Marine-designed towboats and barges and will eventually

allow CME to model and analyze vessel designs within its simulators. As part of the initiative, the Maritime Simulation Research Center (MSRC) in Québec City, Canada, will utilize detailed plans from CT Marine to develop digital vessel models. With continued testing, CME then aims to document the process with the goal of achieving DNV certification, which will verify the real-world accuracy of the models, helping to enhance training standards across the inland marine industry. “This partnership with CT Marine will continue our work with naval architecture firms who are capable of providing high-quality vessel data to strengthen our simulation models,” CME Deputy Director Jonathan Burton said. “By incorporating detailed inland vessel information from CT Marine, we are looking to significantly enhance the realism and accuracy of our towing simulation and deliver even higher quality training experiences for our clients and mariners.” The collaboration aligns with SCI’s strategic plan for the Center for Maritime Education, which prioritizes advancing the precision and quality of simulator models. The initiative underscores CME’s commitment to improving safety, performance and professionalism for mariners across the inland maritime industry.

(Source: The Waterways Journal)

ADVANCED THRUSTER AND WINCH TECHNOLOGY FOR MED MARINE’S NEXT-GENERATION TUGS

Kongsberg Maritime has signed a significant contract with Turkish shipbuilder and leading tugboat operator Med Marine to supply US series azimuth thrusters and a combination of electric and hydraulic towing winches for nine new tug designs. The agreement includes Med Marine’s new ‘VoltRA’ all-electric tug, which will be built at the company’s Ereğli Shipyard, renowned for its modern infrastructure and craftsmanship. The new contract covers the supply of eight shipsets of Kongsberg Maritime’s high-performance US255 azimuth thrusters for Med Marine’s RAmports 2500-W and RAstar 3200-W tug designs. The pioneering ‘VoltRA’ electric tug will be powered by Kongsberg Maritime’s US205 azimuth thruster. The project further strengthens Med Marine’s position as one of the most experienced builders of technologically advanced tugboats serving global

operators. The scope of supply also includes five shipsets of Kongsberg Maritime's newly launched electric towing winches and four shipsets of hydraulic winches. Introduced earlier this year specifically for the tug market, the new electric winches have been engineered to meet the demanding operational requirements of next-generation electric tug operations. Powered by frequency converter-driven electric motors, they deliver improved efficiency and reduced environmental impact compared with conventional hydraulic systems.



Kongsberg Maritime's US-series azimuth thrusters have long been the trusted choice for vessels where reliability, performance, and efficiency are critical. The latest generation is fully compatible with hybrid and all-electric propulsion systems, supporting the industry's transition to sustainable maritime operations. "This agreement with Med Marine marks a significant milestone for both our companies and for the maritime industry as a whole," said Nils-Reidar Valle, Senior Vice President, Naval & Workboat Sales at Kongsberg Maritime. "By integrating our proven US-series thrusters and electric winches into Med Marine's tug fleet, we're demonstrating how advanced propulsion technology and energy-efficient engineering can work hand in hand to deliver powerful, sustainable performance. It's an honour to support a project that sets a new benchmark for clean maritime innovation." The construction of the 'VoltRA' electric tug series underscores Med Marine's commitment to innovation, quality, and environmental responsibility. Designed to set new standards in efficiency and emissions reduction, the 'VoltRA' combines cutting-edge propulsion with robust operational performance, redefining the future of tug operations. Designed to set new standards in efficiency and emissions reduction, the VoltRA combines cutting-edge propulsion with robust operational performance, reflecting Med Marine's vision to lead the global tug industry toward a cleaner and smarter future. "This collaboration represents an important step forward for Med Marine as a global shipbuilder focused on innovation and sustainability," said Yıldız Bozkurt Ozcan, General Manager of Med Marine. "Partnering with Kongsberg Maritime enables us to integrate world-class propulsion and deck machinery solutions with our proven shipbuilding expertise. The 'VoltRA' series represents our shared vision to lead the tug industry toward a more efficient, electric, and environmentally responsible future." (PR-Kongsberg)

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THOMAS X. GRASSO – MAINTENANCE AND DREDGING SUPPORT TUG FOR NEW YORK POWER AUTHORITY



The Power Authority of the State of New York (NYPA) has taken delivery of the first unit in a new series of steel inland tugs. The 64.5-foot (19.7-metre) **Thomas X. Grasso** is being operated by NYPA subsidiary New York State Canal Corporation (NYCC). Design work was undertaken by naval architecture firm the Bristol Harbor Group while construction took place at Blount Boats in

Warren, Rhode Island. “In 2017, jurisdiction of the NYCC was transferred from the New York State Thruway Authority to the NYPA,” Bill Jordan, Senior Naval Architect at the Bristol Harbor Group, told Baird Maritime. “Also at that time, the US Code of Federal Regulations Subchapter M was enacted for towing vessels, requiring US Coast Guard inspections and invoking certain design and construction features.” He added that some of the existing vessels in the NYCC fleet had dated back to the late 1920s. Many are single-screw vessels, and several were converted to diesel power from steam in the early 1970s. “The existing fleet is diverse. Most vessels were acquired from other commercial services over the years, not purpose-built for their duties on the canals, and many needed extensive or prohibitive repairs and/or refit to comply with the new regulations. In several instances, the best option was to decommission existing vessels and replace them with a new, compliant design.” NYCC required a design that could serve multiple purposes to suit the needs of the eight regional sections of the New York State Canal System using a single, uniform design. *Compact platform with reinforced hull for icebreaking* “There are four organisational units (based in Waterford, Utica, Lyons, and Albion) serving those eight sections, responsible for 524 miles (843 kilometres) of canal and navigable waterways including some 57 locks, 300 bridges, and associated infrastructure. The tug's operational duties are varied from section to section, and season to season. “The design is intended to perform multiple functions well, without significantly compromising the ability to perform other tasks that may take priority in a different section or during a different season.” Jordan added that the tug is configured to meet several sometimes conflicting requirements – shallow draught, low freeboard, low air draught (to enable passage underneath bridges), excellent visibility, high manoeuvrability including when downstreaming or backing off of dams, the ability to push, tow, and tow alongside – as well as capable of breaking ice in areas where ice dams have caused flooding and damage to infrastructure. The vessel also needed to be capable of navigating through narrow waters, as the canal system was only 140 feet (43 metres) wide in some areas. “Also, it needed to provide crew comfort with some amenities including a well-heated and conditioned interior with a shower, a small galley, and the capability to accommodate a limited crew (i.e., two or three people) overnight if necessary.” Jordan said that as such, the vessel is a tug in the conventional sense, rigged with a tow bitt aft and clear poop deck for the towline. She is also equipped with quarter bitts for pushing alongside and push knees and barge winches forward for pushing inland dredging equipment with, in many instances, very low freeboard. Finally, the hull is heavily reinforced and plated with ABS grade D steel shell plating (providing high toughness at low temperatures), an ice knife forward, ice knives/horns on the rudderstocks, heavy shafting and propellers, and a specialty coating for service in seasonal ice, thus allowing for year-round operation. Although able to operate with a limited crew, a maximum of eight

personnel can be accommodated in the heated and air-conditioned liveaboard spaces. “The vessel will operate throughout the New York State Canal System,” Jordan told Baird Maritime. “The primary duty system-wide is to support dredging and maintenance operations, pushing or towing dredgers, derricks, deck barges, hopper scows, quarters vessels, and other support equipment for dredging as well as maintenance and repair of infrastructure.” The tug will also be employed to deploy, retrieve, and service buoys and other navigation aids, support new construction and maintenance and repair work on canal infrastructure including locks, dams, bridges, bulkheads, and other facilities. She will also aid in pollution response and cleanup as well as performing debris collection throughout the canal network. In certain areas of the canal system, the vessel will support icebreaking operations.

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Navigation suite optimised for canal operations The tug’s twin main engines are Caterpillar C9.3s each rated 375 hp (280 kW) at 1,800 rpm mated to Twin Disc MXG5114SC gearboxes and conventional shafts. The shafting is Aquamet 22HS turning Michigan Wheel four-blade ice-strengthened stainless steel propellers, with Thordon SXL self-lubricating bearings for propulsion shafts and all rudder stocks. The tug’s power is provided by two Caterpillar C2.2 generators each rated 25 kW at 1,800 rpm. “The vessels are equipped with dual flanking rudders ahead of each propeller, for improved manoeuvrability with a tow or when backing off the various dams and locks,” said Jordan. The onboard electronics include navigation equipment supplied by Simrad with dual NSS EVO 3 touchscreen multi-function displays. The other equipment includes Icom VHF radios, a Standard Horizon loudhailer, a Kahlenberg electric horn, Carlisle-Finch Xenon searchlights with beam focus, an LED “wall of light” option and remote joystick control, a Vingtor Stentofon general alarm system, a Zenitel sound-powered phone system, a Maretron tank gauging display and sensors, a JBOX navigation panel, Paneltronics DC panels, and a Ritchie compass. “Due to the route and operating restrictions on the fleet, the tug is not required to carry radar, despite the otherwise extensive suite of equipment provided.”

Emissions-reducing features The deck equipment consists of Nabrico 10-ton manual barge winches and single roller chocks for pushing, a Nick Jackson aluminium main davit with electric hoist, and a



Columbia stainless steel portable davit. The laminated fenders were meanwhile supplied by Schuyler. “The vessel is equipped with three different socket locations so the portable davit can be utilised to

assist with man overboard recovery, debris collection or anchor deployment and retrieval, as well as equipment replacement in the engine room by shifting from one location to another,” said Jordan. **Thomas X. Grasso** and her sisters are each equipped with a three-phase inlet to receive shore power. In addition, they each have a dedicated “heat-only” shore power inlet capable of supplying just the onboard boiler and hydronic heating system, for freeze protection in cases where the vessel must dock or moor at a worksite where normal ship’s shore power connections are not available. The heat-only circuit can be supplied using a standard extension cord and 120-volt receptacle. The second tug in the series will be equipped with a secondary shore power inlet configured to receive 240V single-phase power and convert it to three-phase to energise the switchboard. This vessel will thus have flexibility to accommodate the varied shore-side supply that may be encountered throughout the canal network, as well as highly flexible options for which loads may be energised onboard when generators are switched off. The tug’s tank capacities are 4,100 gallons (16,000 litres), 350 gallons (1,300 litres) and 350 gallons for fuel, freshwater and gray water, respectively. *Maximising available space for greater comfort* “The biggest overreaching challenge in designing the tug was probably accommodating as many features and multi-purpose capabilities as possible in a compact package, while keeping equipment layout and crew access as ergonomic as possible,” Jordan told Baird Maritime. “For instance, the full headroom pilothouse is located directly above a full headroom crew space, which is located directly above fresh and black water tanks, above a double bottom to the shell, all within a



nine-foot (three-metre) depth of hull and approximately a 15.5-foot (4.72-metre) air draught.” Similar to the fresh and black water tanks, all fuel tanks are independent of the shell, with accessible double bottom spaces below, providing protection from collision. In addition, the arrangements provide excellent all-around visibility from the pilothouse, while still complying with the draught and air draught limitations. “We learned to try to receive operator input as early in the process as possible,” Jordan

explained when asked how the design challenges were overcome. “Clear communication is the key to determining the most elegant solution to operational issues or design problems. Rarely is there a perfect solution that doesn’t interfere with other competing design constraints, but determining the best possible solution requires as much operator input and expertise as it does our design capabilities. “On this project, we are also able to rely heavily on the cumulative experience at the shipyard for construction-level design and installation details that are simple, effective, and user-friendly.” **Thomas X. Grasso** was built in compliance with US Coast Guard Subchapter M requirements covering towing vessels. *Specifications* Type of vessel: Inland tug; Classification: US Coast Guard Subchapter M; Flag: USA; Owner: Power Authority of the State of New York, USA; Operator: New York State Canal Corporation, USA; Designer: Bristol Harbor Group, USA; Builder: Blount Boats, USA; Hull construction material: Steel; Length overall: 64.5 feet (19.7 metres); Beam: 22 feet (6.7 metres); Draught: 7.0 feet (2.1 metres); Depth: 9.0 feet (2.7 metres); Main engines: 2 x Caterpillar C9.3, each 375 hp (280 kW) at 1,800 rpm; Gearboxes: 2 x Twin Disc MXG5114SC; Propulsion: 2 x Michigan Wheel propellers; Generators: 2 x Caterpillar C2.2, each 25 kW at 1,800 rpm; Steering system:

Autonav; Maximum speed: 10.5 knots; Bollard pull: 9.0 tons; Displays: Simrad; Radios: Icom VHF; Compass: Ritchie; Audio system: Zenitel phone; Alarm systems: Maretron; Fireboy-Xintex; Other electronics: Standard Horizon loudhailer; Kahlenberg horn; Blue Sea Systems automatic changing relay; Winches: 2 x Nabrico; Other deck equipment: 2 x Nabrico roller chocks; Nick Jackson davit; Columbia davit; 2 x Aquamet 22HS shafts; Fendering: Schuyler; Watermaker: Rheem; Other equipment installed: Fernstrum Weka box coolers; Reverso lube oil transfer unit; Exalto wipers; Windows: Beclawat; Searchlights: Carlisle-Finch; Interior fitout: Toilet; AC; Safety equipment: 3M MOB cradle; Firefighting equipment: Kidde Fluoro-K fixed suppression system; extinguishers; Liferaft: Elliot; Fuel capacity: 4,100 gallons (16,000 litres); Freshwater capacity: 350 gallons (1,300 litres); Blackwater capacity: 350 gallons (1,300 litres); Accommodation: Galley; cabins; Crew: 8; Operational area: New York State, USA. (Source: Baird)

Advertisement



The advertisement is a collage of images and text. On the left, the DMT Marine Equipment logo is displayed with the tagline 'DESIGN | PRODUCTION | TESTING | QUALITY CHECK | AFTER-SALES'. In the center, a worker in a blue uniform is shown working on a large industrial winch. To the right, a large white winch is shown in a factory setting. Below the winch images, the word 'WINCHES' is written in large, bold, white letters, with 'DECK FITTINGS | CONTROL SYSTEMS' written in smaller text underneath. A QR code is visible in the top right corner of the advertisement.

ACCIDENTS – SALVAGE NEWS

GROUNDING TRAILER BRIDGE BARGE LOOTED OFF BAHAMAS FOLLOWING MECHANICAL FAILURE

Jacksonville-based transportation provider Trailer Bridge reported an active robbery aboard its barge **Brooklyn Bridge** on the evening of November 13, with approximately 50 individuals looting cargo from the vessel while it sat stranded roughly three miles off the Bahamas. The company contacted the U.S. Coast Guard and U.S. Navy to report the ongoing theft.



Bahamian police dispatched a unit to respond but declined to engage with those aboard the vessel, citing concerns about potential violence. “This is a rapidly unfolding incident and as of our last report, our barge was actively being robbed,” said Trailer Bridge CEO Mitch Luciano. “Our top priority is the safety of our personnel. We have alerted local Bahamian police as well as the US Coast Guard and the US Navy. Again, the situation is evolving quickly and our priority is the safety of our people and our cargo. We will have further updates once the barge is secure.” The incident stems from a mechanical failure that occurred on November 11, when the Southern Dawn tug encountered severe winds while en route to Puerto Rico. The weather conditions caused a tow wire

failure that left the [Brooklyn Bridge](#) grounded off the coast of the Bahamas. The robbery began while the barge awaited assistance to resume its route. According to the Bahamian Ministry of Energy & Transport's Port Department, the barge ran aground on a reef off Abaco. Officials confirmed they are in direct communication with the vessel's owner and that divers have already assessed the situation. Attempts are currently underway to pull the barge off the reef. The Port Department stated that no environmental impact is anticipated at this time, though a comprehensive environmental assessment will be conducted following the barge's removal to address any potential concerns. Trailer Bridge operates Jones Act barge services to Puerto Rico and the Caribbean, in addition to providing third-party logistics solutions across North America, including trucking, intermodal, freight forwarding, and project cargo services. The company maintains a fleet that includes two roll-on, roll-off vessels and two load-on, load-off vessels running between Jacksonville and San Juan, Puerto Rico. *(Source: gCaptain)*

IRAN ACCUSED OF SEIZING SINGAPORE-BOUND TANKER OFF COAST OF UAE



British military warns of 'state activity' after ship-tracking data shows Greek-owned, Marshall Islands-flagged vessel [Talara](#) suddenly diverted toward Islamic Republic. A tanker transiting through the narrow Strait of Hormuz suddenly changed course into Iranian territorial waters Friday, with the British military warning that a possible "state activity" had affected it.

The warning from the British military's United Kingdom Maritime Trade Operations (UKMTO) center comes as a private security firm said small vessels had intercepted the ship earlier. Iran has not acknowledged the incident, which happened off the coast of the United Arab Emirates. However, Tehran in the past has seized ships amid tensions with the West. Details offered by the UKMTO and the private security firm Ambrey corresponded to a Marshall Islands-flagged tanker called [Talara](#), which had left Ajman in the United Arab Emirates bound for Singapore. The ship suddenly turned toward Iran without explanation, ship-tracking data analyzed by The Associated Press showed Friday. The ship's Greek owners did not respond to requests for comment. Meanwhile, a US Navy MQ-4C Triton drone had been circling above the area where the [Talara](#) was for hours on Friday. The Navy's Bahrain-based 5th Fleet did not immediately respond to a request for comment. The US Navy has blamed Iran for a series of limpet mine attacks on vessels that damaged tankers in 2019, as well as for a fatal drone attack on an Israeli-linked oil tanker that killed two European crew members in 2021. Those attacks began after US President Donald Trump, in his first term in office, unilaterally withdrew from Iran's 2015 nuclear deal with world powers. The last major seizure came when Iran took two Greek tankers in May 2022 and held them until November of that year. Those attacks found themselves subsumed by the Iranian-backed Houthis' assaults targeting ships during the Israel-Hamas war in the Gaza Strip, which drastically reduced shipping in the crucial Red Sea corridor. The years of tensions between Iran and the West, coupled with the situation in the Gaza Strip, exploded into a full-scale 12-day war in June between Iran and Israel. During that war, the US bombed Iranian nuclear sites as well. *(Source: The times of Israel)*

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FISHERMEN, RESIDENTS CONCERNED ABOUT WEATHER DAMAGE TO MSC BALTIC III

Residents and fishermen in Newfoundland are growing concerned about the deteriorating state of the boxship **MSC Baltic III**, which ran aground on a rocky shelf in Lark Harbour on February 15. The North Atlantic's winter weather has arrived in earnest, and heavy wave action is smashing the ship upon the rocks, causing more damage by



the day. The concern, local stakeholders say, is that the ship will break up and release debris and pollutants into coastal waters. "This wreck is now a ticking environmental time bomb, and the lack of urgency to address it has put our fisheries, our coastlines, and our communities at serious risk," a spokeswoman for the Fish, Food and Allied Workers union told CBC in a statement. A major storm system hit the western coast of Newfoundland last week, with sustained heavy effects on the wreck site. Salvage work on the ship was paused due to severe conditions, which were causing "significant movement in the bow and stern" and "noticeable change in the condition of the port side." Images



from the scene show that the vessel's hull has buckled upwards amidships, with a clear crease visible below the painted "S" in "MSC" on the port side. <https://www.saltwire.com/newfoundland-labrador/taking-a-beating-msc-baltic-iii-further-damaged-in-worst-conditions-since-its-grounding>

On

Wednesday, after the storm had passed, a Canadian Coast Guard

crew boarded the wreck to assess its condition. The agency said that structural damage was visible below deck, affecting framing and bulkheads in way of a water ballast tank. The contracted salvor,

T&T Salvage, is conducting a thorough survey of the vessel, including an assessment of the salvage equipment that had been stowed on board - some of which was damaged or washed away. Some local residents have questioned if the salvage project would have progressed further by this point if an access road had been built more quickly to enable movement of equipment and personnel to the wreck site. Work on the road began in early May, more than three months after the grounding. At this point, a full-scale wreck removal is unlikely to be attempted before the arrival of fair weather in the springtime, CCG response officer Bruce English told the CBC. Most of the fuel oil has been pumped off the vessel already, and as of late October, salvage crews were flushing out the last dregs from the bunker tanks whenever conditions were good enough to allow work to proceed. (*Source: Marex*)

MYSTERY SURROUNDS IRAN'S SEIZURE OF TANKER IN GULF OF OMAN

Mystery still surrounds the seizure by Iran's Islamic Revolutionary Guard Corps (IRGC) of the Marshall Island-flagged 73,000 dwt oil tanker MV [Talara](#) (IMO 9569994). The ship was seized 22 miles off the coast of Khor Fakkan in the United Arab Emirates on November 14, and was quickly taken out of the Emirati EEZ area into that belonging to Iran.



Mehr News carried an IRGC statement that the seizure was "in line with safeguarding the interests and resources of the Iranian nation," suggesting by reference to the safeguarding of resources that the seizure could have been an anti-smuggling operation. The IRGC's own X account posted a statement that "whoever has aggressed against you, aggress against him like he has aggressed against you," not linking it directly to the seizure but suggesting it could have been a retaliatory action. The [Talara](#) is owned by Pasha Finance Inc., a subsidiary of the Pasha Group, which has been thoroughly Californian for three generations (and with no known connections to the Pasha Group associated with the family of the President of Azerbaijan). The ship is managed by Columbia Ship Management, a Cyprus-registered company owned by long-term Cypriot resident Captain Heinrich Leopold Felix Schoeller, a member of an aristocratic Austro-Czech dynasty. The antecedents of both owner and management makes it extremely unlikely that the ship had hidden Israeli owners, which could have served as an IRGC excuse for seizing the vessel. One of two reasons, or a combination of the two, could be behind the seizure. The first possibility is a counter-smuggling operation. Iran has long conducted "law enforcement" operations to clamp down on oil smuggling, which Iran could classify as resource theft. Most of the [Talara's](#) movements in the last two years have been trips within the Gulf area and to India, with one trip to Brazil. The ship last visited Singapore in 2020. Nonetheless, the pattern of [Talara's](#) activity observed, and the size of the tanker, is generally inconsistent with regional oil smuggling activity, although the Fars news agency later said that those suspected of criminal activity which precipitated the interception were Iranian nationals. The second - which would irritate the IRGC, and provoke their retaliation - would have been the loss of the tanker [Falcon](#) and its valuable cargo of LPG on October 18. [Falcon](#) was loaded in Iran's Assaluyeh shipment terminal and was under way to the Houthi-controlled port of Ras Isa. TankerTrackers.com reported at the time that the MV [Falcon](#) was part of the Iranian shadow fleet

and noted that it had no known insurer. Without any need to do so, the Iranian National Tanker Company took the unusual step of denying that it owned or controlled the ship, suggesting in fact that it did. The reluctance of navies who had assisted with the rescue of the surviving crew members of the MV **Falcon** to comment on first reports of a missile attack, and then of an accident, fueled speculation at the time that the LPG shipment could have been attacked by one of a number of parties who are opposed to Iran and the Houthis. This would have been consistent with an attack mounted a month earlier on September 16, when Israel had launched an attack on the Pakistani-crewed MV **Clipper** (IMO 9102198), which was delivering LPG to the Houthi-owned terminal at Ras Isa. If both factors contributed to the IRGC's decision to conduct the interception of the **Talara**, it would be a seizure of a cargo of equivalent value, at the expense of the parties (or their allies) they believe were responsible for the attack carried out on the **Falcon**. The crew of the **Talara** are likely to be released quickly, but not the value of its 30,000-ton cargo. The Iranian action also suggests that hardliners within the IRGC still retain the authority to undertake politically-provocative actions, even at a delicate time when opinions are sharply divided within Iran's ruling elite on how to respond to the evident weakness and unpopularity of the regime. In recent days, the regime's fragility has been particularly exposed by President Masoud Pezeshkian's astonishing statement that Tehran may have to be evacuated within the next two weeks if there is no rainfall (none is forecast for the next two weeks), and by the willingness of two uniformed Army officers to sacrifice themselves to likely death by displaying the Iranian flag used during the rule of the Pahlavis. The IRGC's petulance in seizing **Talara** is a reminder that rash actions on their part could at any time threaten the maritime community. *(Source: Marex)*

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ABANDONED CUTTER IN THE NORTH BASIN SANK

On Monday morning, the **Kehrwieder** cutter sank in the North Basin at Quay No. 1. The vessel, owned by a German citizen, rested on the bottom of the port basin and is partially submerged, the Świnoujście City Hall reported. The "Wyspiarz" Sports and Recreation Centre, which manages the Yacht Port, immediately took action to secure the scene of the incident and minimize any potential environmental effects. The Municipal Headquarters of the State Fire Service was notified of the incident, which referred the matter to the Maritime Search and Rescue Service. After noticing a thin layer of oil on the water's surface, an oil boom was deployed to secure the area. As reported, the Environmental Protection Inspector of the Maritime Office in Szczecin conducted an inspection of the vessel. Consultations with a diving company regarding the possibility of salvaging the cutter began the same day. A joint inspection with Usługi Dźwigowe from Wolin is scheduled for Tuesday, November 14th, to determine the technical means necessary to lift the vessel. The Yacht Port in the North Basin is operating normally and the situation does not pose a threat to navigation or the

environment, emphasizes the Świnoujście City Hall. *Unit monitored regularly*

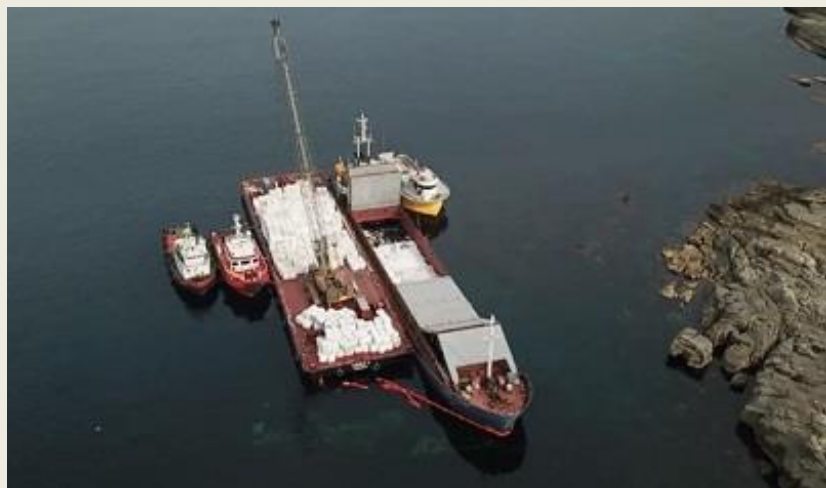


According to the "Wyspiarz" Sports and Recreation Center (OSiR), the **Kehrwieder** cutter was under ongoing supervision because it had been a problem for the port authority for some time. The shipowner, a German citizen, had a residency agreement with the "Wyspiarz" Sports and Recreation Center until April 2023. After the agreement expired, contact with the owner could not be established. Ultimately, a law firm was engaged to initiate the

procedure to enforce the lien on the vessel and formally demand payment from the shipowner, according to the Świnoujście City Hall. In October 2024, the Maritime Office in Szczecin refused to remove the vessel, considering that it did not pose a direct threat to navigation. *The case is in court and in the prosecutor's office* In February 2025, the "Wyspiarz" Sports and Recreation Center referred the case to a law firm to pursue the debt in court. However, the proceedings were suspended due to the inability to deliver correspondence to the owner. In August 2025, OSiR filed a report with the District Prosecutor's Office in Świnoujście regarding possible criminal activity by the shipowner. The investigation is ongoing – thanks to cooperation with German authorities, the debtor's current residential address was identified, paving the way for the reopening of legal proceedings. (Source: UMS; Photo: Świnoujście City Hall)

THE RAPID, WHICH RAN AGROUND OFF KANDIRA, WAS RESCUED AFTER TWO MONTHS.

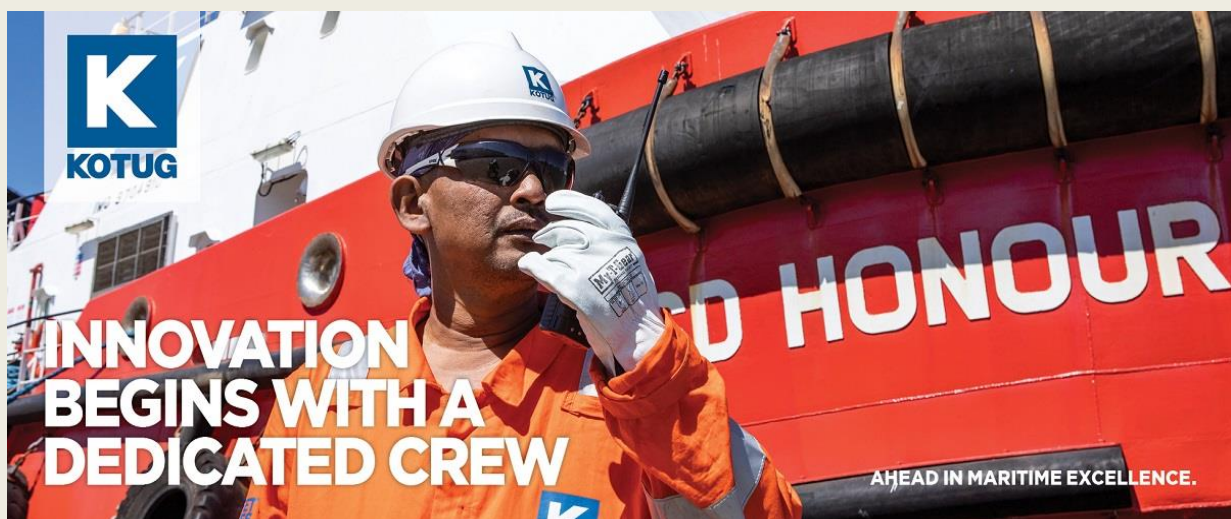
The Tanzanian-flagged dry cargo vessel **Rapid**, which ran aground off Kandira on September 18th, was towed from its location overnight by tugboats after discharging its cargo after a two-month wait. A decision will be made on whether the vessel will be dismantled or moved following a technical inspection and assessment on Kefken Island.



The Tanzanian-flagged dry cargo vessel, which ran aground in the Kandira district of Kocaeli on September 18th, was rescued after completing the transfer of its cargo. The vessel, which ran aground off Kefken due to adverse weather conditions, was towed to a safe area after two months of preparation and unloading. *Cargo Discharge Completed On November 10th* The transfer of 2,135 tons of plaster from the vessel to the "Sema 1" platform began on November 10th using a floating crane. The unloading operation was

completed yesterday evening, and it was reported that the ship was moving towards the surface as its weight decreased. *Work Began Overnight And Towed To A Safe Area* The rescue operation began overnight after the unloading of its cargo. The dry cargo vessel, **Rapid**, was towed by two tugboats to a designated safe area on Kefken Island. *A Final Decision On The Ship Will Be Made After A Technical Inspection* The ship will undergo maintenance and inspections there, and then, depending on the results of the assessment, a decision will be made whether to dismantle the ship or move it to a different location. *Plasty Cargo To Be Transported To Karadeniz Ereğli* Meanwhile, it was learned that the plaster cargo on the "Sema 1" platform is planned to be transported to Karadeniz Ereğli Port by tugboats during the day. *Crew Of 7 Rescue By Helicopter* In the initial rescue operation following the **Rapid** ship's drift ashore off the coast of Kefken on September 18, a total of seven crew members, including six Ukrainian citizens and one Iranian citizen, were evacuated by helicopter. (Source: Cagdas Kocaeli; Photo: Anadolu Agency)

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ONE IS BEING SEARCHED FOR, THE OTHER IS ON THE SHORE. TWO VESSELS BECAME UNMOORED DURING A SEVERE STORM IN TERIBERKA.



After the storm ends, efforts to raise sunken ships will begin in Teriberka. On November 13, a powerful storm hit the Kola Peninsula, bringing cyclone Quirin. "It spread across all of Eastern Europe, and even had its leading edge moving toward Asia, near Taimyr. It developed into a storm over our region on Friday," the "Weather in Murmansk" public group reported. Teriberka, located on the coast, was hit particularly hard. Winds there reached 34 m/s, one of the highest

in the Murmansk region. The natural disaster was not without consequences - an emergency

occurred involving two small vessels. "According to preliminary data, two vessels, the [Sargan](#) and the [Nadezhda](#), became unmoored during a severe storm near Teriberka in Lodeynaya Bay. One of them was flooded, and the location of the other is being determined," said the Northwestern Transport Prosecutor's Office, which is conducting the investigation. According to local residents and guides, one of the ships is located near the shore. "They were moored to the bank opposite the Cedar Grass Hotel. Apparently, one is lying on its side somewhere near the shore. The second one hasn't been seen—it likely sank," writes the Kola Region Resorts Telegram channel. The search for the sunken vessel and its recovery will begin once the weather improves. The road to Teriberka has remained closed since November 13, and access to the sea is also restricted. Many tourists are unable to leave the village. Ship accidents are not uncommon in Teriberka. For example, there are plans to raise the small vessel "[Potemkin](#)," which sank in Lodeynaya Bay. An order setting the terms of the removal was signed by the acting captain of the Murmansk seaport. In early June 2025, it was reported that a private vessel had run aground near one of the main local landmarks, the Teriberka ship graveyard, after its owner moored it in a prohibited area. On November 27, 2024, the ship "[Boets](#)" capsized and sank in Teriberka. It was carrying 11 people, most of them tourists, on an excursion. In September of that same year, a gale-force wind caused a new "landmark" to appear on the Teriberka coast. The ship "[Iceberg](#)" washed up on the sandy beach. In January 2020, two ships also appeared on the beach. One was removed, but the other became a local landmark. (Source: [Moermask.kp](#); Photo: [artem_teriberka](#))

SUNKEN TUG WILL BE DISMANTLED UNDERWATER IN BREMERTON; KINGSTON MARINA AVOIDS BIG SPILL

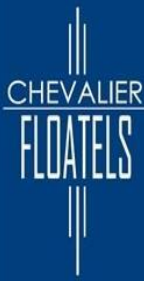
The tugboat that sank at the Bremerton Marina nearly two months ago will be deconstructed right where it rests under water, starting around Nov. 15, and a similar incident at the Kingston waterfront was averted and a listing tug was saved. Agencies responding to the incident now plan to deconstruct the [Dominion](#) at its current location, where it sank Sept. 17, after a determination



that the [Dominion](#) can't be raised to the surface and moved intact. Contractors will remove the debris by crane, load it on a barge, and transport it to a salvage yard in Seattle, according to the Department of Ecology. The department said the deconstruction of the [Dominion](#) will take about six days. "Additional oil may be released during this work, but we'll have responders on standby to contain and recover any released oil," Department of Ecology spokesperson Jasmin Adams said in an email on Nov. 13. A major clean-up effort has been ongoing at the marina since the initial incident. The 128-foot wooden tugboat spilled diesel fuel and oil into Sinclair Inlet, and, as of Oct. 11, 8,900 gallons of oily water, over 98 tons of oiled solids, and 1,730 pounds of household hazardous waste have been recovered, according to the department. Responders tried to lift the boat with a crane set on the other side of the dock, and found out that the boat couldn't be refloated, as the integrity of the vessel was compromised. Also, teams from the Washington Department of Fish and Wildlife (WDFW) and Focus Wildlife will be on site and ready to deploy deterrence strategies to keep

wildlife away from debris, Adams said. The [Dominion](#) was the second boat to sink in Sinclair Inlet near Bremerton in September, after a derelict WWII-era 108-foot vessel known as the [Cairdeas](#) sank near Gorst. The [Cairdeas](#) was raised and towed to Port Townsend for removal. (*Source: Kitsap Sun*)

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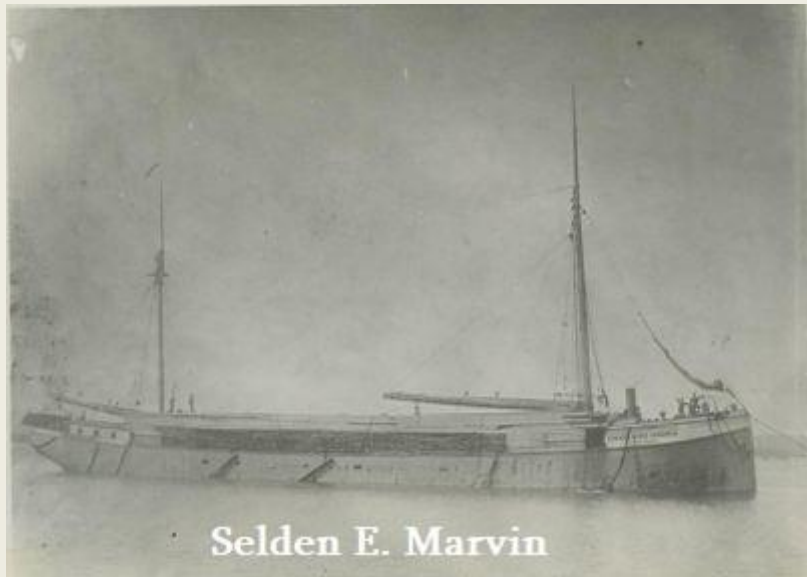
S.S. C. F. CURTIS – 19TH NOVEMBER 1914



SS [C. F. Curtis](#) was a wooden-hulled American steam barge built in 1882, in Marine City, Michigan. Originally built as a barge, she was fitted with machinery at the end of 1882, before resuming service the following year. She operated on the Great Lakes for 32 years, before sinking in a storm on Lake Superior on 19 November 1914, while towing the schooner-barges [Selden E. Marvin](#) and [Annie M. Peterson](#). Her wreck was

discovered 20 miles (32.2 km) off Grand Marais, Michigan, in 500 feet (152.4 m) of water in 2021. *History* [C. F. Curtis](#) (US official number 34126) was a wooden steam barge, built shipwright David Lester in Marine City, Michigan, in 1882. Her hull was originally 174 feet 1 inch (53.1 m) in length, 32.9 feet (10.0 m) in beam, and 14 feet (4.3 m). She had a gross register tonnage of 532.42, and a net register tonnage of 425.03. [C. F. Curtis's](#) propulsion system consisted of a 485 ihp (362 kW) 85 RPM dual-cylinder fore and aft compound steam engine, with cylinders 26 inches (66.0 cm) and 48 inches (121.9 cm) in bore, with a 42-inch (1.1 m) stroke, built by the King Iron Works in Buffalo, New York, and a single 120 pounds per square inch (830 kPa) firebox boiler, manufactured by H. G. Trout of Buffalo. She was originally built as a barge, but received her engine and boiler between the end of 1882, and her return to service in 1883. She was initially owned by the Toledo & Saginaw Transportation Company of Toledo, Ohio. In November 1884, a gale drove [C. F. Curtis](#) aground near Huronia Beach, Port Huron, Michigan. In December 1886, she was rebuilt and lengthened by Dunford & Alverson in Port Huron. Her hull measurements were altered to 196.42 feet (59.9 m) in

length, 32.33 feet (9.9 m) in beam, 13 feet (4.0 m) in depth, as well as 691 and 522 gross and net register tons, respectively. She was sold to Nelson Holland of Buffalo, in 1887. Due to overloading, she sank at a dock in the Black River on 27 August, that year. The salvage necessitated the removal of her cargo by divers before she could be raised. While laden with coal and towing the barges **Theodore E. Fassett** and **Isabel Reed**, **C. F. Curtis** was blown ashore by a severe gale near Cheboygan, Michigan, on 14 October 1893. **C. F. Curtis** was refloated



following the removal of her cargo, by 17 October. On 16 May 1897, she ran aground on the Canadian side of the Niagara River, damaging a natural gas pipeline. In 1899, **C. F. Curtis** was fitted with a new 120-pound-per-square-inch (830 kPa) firebox boiler manufactured by M. Ritter of Buffalo, and was sold to the Tonawanda Iron & Steel Company of North Tonawanda, New York. On 22 June 1906, while downbound from Tonawanda, New York, and towing the schooner-barge **Theodore E. Fassett**, **C. F. Curtis** ran aground in the Niagara River, near Fort Erie, Ontario. She was freed on 24 June, having sustained no damage. **C. F. Curtis** was sold to the Edward Hines Lumber Company of Chicago, Illinois, which became her home port, in 1910. *Final voyage* On 18 November 1914, **C. F. Curtis**, towing the schooner-barges **Selden E. Marvin** and **Annie M. Peterson**, was headed for Tonawanda, from Baraga, Michigan, with a cargo of lumber in excess of 3 million board feet between them. Shortly after their departure, the three vessels encountered poor weather



conditions, including strong winds, large waves, and heavy snow. All three vessels were lost, killing 29 people, 14 of them aboard **C. F. Curtis**. 9 of them on board the **Annie M. Peterson** and 6 of them on board the **Selden E. Marvin**. Maritime historian Ric Mixter described the loss of the three vessels as the "the nation's darkest day in lumber history". **Wreck** In 2021, the Great Lakes

Shipwreck Historical Society located the wreck of **C. F. Curtis** during an underwater survey. Her wreck rests in roughly 500 feet (152.4 m) of water, approximately 20 miles (32.2 km) off Grand Marais, Michigan. The name of the Edward Hines Lumber Company remains legible on her hull.

(Source: Wikipedia)

OFFSHORE NEWS

TGS TARGETS FRONTIER POTENTIAL IN PELOTAS BASIN WITH LONG-

RUN SURVEY

Oslo-listed seismic data specialist TGS has been chosen to undertake the Pelotas Norte Phase I multi-client 3D survey in the Pelotas Basin, offshore southern Brazil. Phase I will encompass approximately 14,800 sq km across 21 exploration blocks, the majority of which lie in unheld acreage expected to be included in upcoming bid rounds. A Ramform Titan-class vessel is scheduled to mobilise for the



survey later in the fourth quarter, with project duration running into the third quarter of 2026. The vessel is utilising TGS GeoStreamer technology for high-resolution 3D seismic data. The project is supported by industry funding. The Pelotas Basin features early basin carbonates and passive margin clastic sequences, including three organic-rich intervals of Albian, Turonian, and Palaeocene ages. The basin attracts significant industry interest driven by its geological similarities to the conjugate margin and the proven hydrocarbon systems of West Africa. “Exploration activity in the Pelotas Norte Basin is accelerating, with several major oil companies increasing their presence and commitment to the area. Following the announcement of two large multi-client surveys in the Equatorial Margin earlier in the third quarter, the addition of Pelotas Norte Phase I brings the number of Ramform Titan-class vessels working offshore Brazil to three for the remainder of this year and well into next,” said Kristian Johansen, CEO of TGS. *(Source: Splash24/7)*

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PXGEO EXTENDS OBN TRACK RECORD IN BRAZIL WITH TWO NEW CONTRACTS

Marine seismic specialist PXGEO has strengthened its foothold in Brazil after securing two ocean bottom node (OBN) seismic acquisition contracts from Petrobras-led consortia for work in the Santos Basin. The projects will run one after the other in 2026, with PXGEO deploying its MNode 4C OBN technology as part of the contract scope. The technology delivers a 300-day battery life, enabling extended deployment time. This allows for larger, more complex surveys, running

uninterrupted for extended periods of time. This also reduces the need for frequent retrieval and



redeployment, and projects with timelines challenged by high levels of environmental standby, the company explained, adding that longer operating cycles mean fewer retrievals and redeployments, improving efficiency and cutting project delays. “OBN technology is widely recognised for delivering the seismic clarity needed to tackle intricate geology. Operators can better identify

bypassed hydrocarbons, track fluid movement within the reservoir, and monitor compaction with confidence,” said Brent O’Brien, head of sales for the Americas at PXGEO. PXGEO has completed six surveys in Brazil over the past four years as operators seek higher-resolution imaging for deeper and more complex reservoirs. (Source: *Splash24/7*)

SENTINEL MARINE REBRANDS AS CYAN SENTINEL

Aberdeen-based offshore support vessel operator Sentinel Marine has rebranded as Cyan Sentinel, marking its first major step since Singapore’s Cyan Renewables acquired a controlling stake earlier this year. The move reflects the backing of its new majority owner, but the company stressed it remains locally managed, with its head office, leadership team and day-to-day



operations staying in Aberdeen. Cyan Sentinel continues to run one of the youngest emergency response and rescue vessel (ERRV) fleets in the UK, supporting oil and gas, offshore wind, fisheries and marine protection work, the company noted. Chief executive Rory Deans said the new identity better represents the company’s evolution while keeping its Scottish roots intact. “This rebrand reflects our evolution as a company — one that now has the backing of a global partner with shared values and complementary expertise,” Deans said. “While our name has changed, our DNA has not. We remain a Scottish business with our people, operations and decision-making firmly rooted in Aberdeen.” He said Cyan Renewables’ investment will support growth across traditional energy and the fast-expanding offshore wind market, while strengthening marine protection capabilities. Cyan Sentinel will continue offering its existing marine services but said it plans to explore further opportunities in renewables through its partnership with Cyan Renewables. “We are proud to see Sentinel evolve into Cyan Sentinel — a name that symbolizes the strong partnership between our organizations,” Deans added. “Together, we combine global reach with local expertise, strengthening our shared commitment to safety, sustainability and supporting the UK’s offshore energy transition.”

The rebrand follows a period of expansion. Earlier this year, the company signed with China's Jiangmen Hangtong Shipbuilding for one firm 65-metre energy support vessel, plus options for three more. The newbuild, due in the second quarter of 2027, will take the fleet to 15 vessels. (*Source: Splash24/7*)

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TRIUMPH TIDE CHARTERED BY PETERSON



Logistics service provider Peterson Den Helder has chartered the Norwegian-flagged **Triumph Tide** from the American shipping company Tidewater. This 82-meter STX 05-LCD supplier was delivered in 2014 as **Sea Triumph** by Cochin Shipyard in China. After briefly sailing as the **Normand Triumph**, the supplier began operating for Tidewater in 2023. The diesel-electric powered **Triumph Tide** has an 810-square-meter work deck. Her home

port is Sandnes, Norway. (*Source: www.maritiemdenhelder.eu; Photo: Paul Schaap*)

FUGRO VESSELS RETURN TO PORT

Two survey vessels from the Leidschendam-based engineering firm Fugro have once again moored in Den Helder. In the early morning of Tuesday, November 11, both the 89-meter **Fugro Zephyr** and the 72-meter **Fugro Meridian** moored at the quay behind the Blue Port Centre. Both vessels, sailing under the Bahamas flag, are being deployed for survey work in the North Sea. The **Fugro Meridian** has visited Den



Helder several times in recent times. Furthermore, the **Fugro Voyager** anchored in the roadstead from Delfzijl last Friday. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

A STRIKING VESSEL VISITS



On Thursday, November 13th, a vessel decked out entirely in white moored at Het Nieuwe Werk quay. It was the 26-meter-long search and rescue vessel (SAR) **Nordic Donna** from Trondheim. This Panamanian-flagged vessel had been brought from Gdynia, Poland, to Den Helder for maintenance work. The **Nordic Donna** is the former **Nordic Haakon VII**, which served as a rescue cruiser from 1958 to 2004. After that, the ship was successively used as a

training ship, a tugboat, and again as a rescue vessel. It was designed by the Norwegian Leif Gjerren and built at the Ottesens Skipsbyggeri and the Stord Verft. During its active service as a rescue cruiser, the ship performed 1,869 rescues, saved 40 ships from sinking, and rescued 135 people. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

EQUINOR EXTENDS DEALS FOR SIMON MØKSTER PSV DUO

Norwegian energy major Equinor has exercised its first one-year options for Simon Møkster's platform supply vessels (PSV) **Stril Luna** and **Stril Mar**. The 2014 and 2016-built vessels have been working for Equinor for the past three years. The two PSVs started work for Equinor along with four other vessels in late 2022. Contracts for all six vessels, owned by five



compatriot companies, were for three years with three one-year options attached. "Møkster is very pleased to continue the co-operation with Equinor and looks forward to delivering first-class services in the years to come," the company said in a statement. This is the continuation of a very long relationship between Simon Møkster and Equinor, which started almost 45 years ago. (Source: [Splash24/7](https://www.splash24/7))

BOOK NEWS

SCHEEPSPORTRETEN VAN JACOB SPIN VERZAMELD



Na ruim twaalf jaar van onderzoek is nu de oeuwrecatalogus uit met het werk van deze 19e-eeuwse schilder met als ondertitel: “Zicht op de negentiende-eeuwse scheepvaart”. De catalogus wordt

uitgegeven door de Stichting Jacob Spin en zal niet via de boekhandel te verkrijgen zijn. Het boek op A3 formaat telt 680 pagina's en bevat naast een uitgebreide levensbeschrijving ruim 830 van zijn scheepsportretten. Van dit boek zijn éénmalig slechts 250 exemplaren gedrukt. Tijdens zijn reizen maakt hij tekeningen van de schepen waar hij op vaart of die hij tegen komt. Zijn productie is tot 1837 echter niet erg groot. Er zijn sterke aanwijzingen dat Jacob Spin pas rond 1850 van het maken van zijn scheepsportretten kan leven. Vanaf die tijd geeft hij als beroep “schepenaftekenaar” op in plaats van “zeeman”. De catalogus wordt tegen de kostprijs van € 125,- uitgegeven. Informatie <https://www.jacobspin.nl/>

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WINDFARM NEWS - RENEWABLES

PELAGIC PARTNERS' FIRST COMMISSIONING SERVICE OPERATION VESSEL LAUNCHED

The launch has taken place in India of Pelagic Partners' first commissioning service operation vessel, a sophisticated hybrid-electric design with a large battery pack and methanol-ready engines. The hybrid-electric, methanol-ready CSOV **Pelagic Walu** is being built at Cochin Shipyard Limited in India. The vessel is being built to Kongsberg Maritime's UT 5519 HL design. Cyprus-based alternative investment fund Pelagic Partners entered the offshore wind market and placed a contract for a series of CSOVs at Cochin Shipyard in November 2022. Under the Pelagic Wind Fund, it has secured a series of 2 + 2 + 2 newbuild CSOVs at the Indian yard, a deal valued by Pelagic at in excess of €350M (US\$405M) with the vessels originally due to be delivered from Q1 2025. Pelagic Partners said the vessel's hybrid-electric and methanol-ready design underscores its focus on reducing carbon

emissions while maintaining optimal performance and reliability. **Pelagic Walu** is 93 m in length with a breadth of 20 m and is purpose-built to support the commissioning, installation and maintenance of offshore windfarms. The vessel combines hybrid-electric propulsion with methanol-ready main engines and a large, 2,800-kWh lithium-ion battery that will help to reduce fuel consumption and emissions when the vessel is in operation. The DP2 vessel will have a motion-compensated walk-to-work gangway to transfer windfarm technicians to and from the vessel, to wind turbines and other offshore structures. *(Source: Riviera by David Foxwell)*



FIRST POLISH-BUILT VESTAS NACELLES STANDING AT BALTIC POWER OFFSHORE WIND FARM SITE



The first nacelles from Vestas' Polish production facility have been installed and are getting ready for commissioning at the 1.2 GW Baltic Power offshore wind farm. The first three V236-15 MW turbines, consisting of nacelles manufactured at Vestas' facility in Szczecin, have been installed at the site 23 kilometres off the coast of the Choczewo municipality. In this first-of-its-kind factory in Poland, Vestas is hiring more

than 600 employees. Baltic Power is the first commercial client and offshore wind project to install nacelles from this factory. In October, the Danish company announced that it would suspend its plans to open another site in Szczecin to manufacture wind turbine blades. Many components for the Baltic Power offshore wind farm, such as topsides of offshore substations (Grupa Przemysłowa Baltic, ARP), onshore cables (Tele-fonika Kable), and elements of transition pieces (Smulders Polska), were produced at local facilities. Construction of the onshore substation is co-led by Enprom, while the operations and maintenance base in Łeba was built by Erbud. The estimated local content level for the entire lifetime of the project is expected to exceed 21 per cent, according to Baltic Power, a joint venture between Orlen Group and Northland Power. Apart from locally manufactured nacelles, the project will feature components from Vestas' nacelle factory in Lindø, Denmark. The installation of wind turbines started in July 2025. The campaign is led by an O-class jack-up vessel provided by Cadeler and supported by multiple crew transfer vessels (CTVs) and service operations vessels (SOVs). Once fully completed, the Baltic Power offshore wind farm is expected to generate up to 4 TWh of electricity annually. The project is planned to become fully operational next year. *(Source: Offshore Wind)*

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WINDSERVE SPARTAN – WINDSERVE MARINE'S NEW FAST CREWBOAT FOR US EAST COAST OPERATIONS

Boatbuilder Senesco Marine of North Kingstown, Rhode Island has handed over a new fast catamaran crewboat ordered by offshore vessel operator WindServe Marine. **WindServe Spartan** will be operated alongside WindServe Marine's other vessels in serving offshore wind customers along the US East Coast. The all-aluminium crewboat measures 95 feet (29



metres) long by 29 feet (8.8 metres) wide and can transport up to 24 technicians and up to 20 tons of assorted payloads to and from the shore, offshore wind turbines, and larger service operation vessels. She will be operated by up to six crewmembers. As with the other crewboats in the Senesco fleet, WindServe Spartan is fitted with an active fender system that cushions the impact between the vessel and the wind turbine and helps the vessel “stick” to the turbine. This reduces forces on the wind turbine landing structures, enhances personnel safety, and enables transfers in sea conditions that would otherwise be challenging without such fendering in place. *Efficient hull design and propulsion setup* The crewboat also features a Z-bow, which reduces resistance and boosts seakeeping performance. The hull form is complemented by quad Volvo IPS 900 drives that can provide highly efficient propulsion across a broad speed range and over 15 tonnes of bollard thrust, enabling it to push onto turbine landing tubes during transfers. Power for the IPS drives is provided by two Volvo D13 inboard engines that each produce 515 kW (690 hp) at 2,300 rpm. This arrangement can deliver a sprint speed of 27 knots and a service speed of 24.5 knots. *Full electronics suite ideal for offshore operations* The electronics suite includes a First Electric automation system, a dynamic positioning system linked to a Volvo control system, two Furuno radars, and a Barefleet vessel monitoring system from Reygar. Power for these and the other onboard systems is drawn from two Kohler Marine 40kW generators. The deck equipment consists of a Toimil T-12505M/2 deck crane, a high pressure washer, and a Hercules AAW-150 anchor windlass. Inside the superstructure are KPM suspension seats for the technicians, a DirecTV satellite TV, internet connectivity courtesy of Starlink, four toilets, and two showers. Fuel and freshwater tank capacities are 9,715 gallons (36,780 litres) and 792 gallons (3,000 litres), respectively. WindServe Spartan was built in compliance with American Bureau of Shipping class rules. Design work on the crewboat was

undertaken by marine engineering firm BMT, which had also designed five other crewboats of varying specifications for Senesco Marine. *Specifications* Type of vessel: Crewboat; Classification: American Bureau of Shipping; Flag: USA; Owner: WindServe Marine, USA; Designer: BMT, UK; Builder: Senesco Marine, USA; Hull construction material: Aluminium; Superstructure construction material: Aluminium; Deck construction material: Aluminium; Length overall: 95 feet (29 metres); Beam: 29 feet (8.8 metres); Draught: 5.42 feet (1.65 metres); Capacity: 20 tons; Main engines: 2 x Volvo D13 inboards, each 515 kW (690 hp) at 2,300 rpm; Generators: 2 x Kohler Marine, each 40 kW; Steering system: Volvo; Maximum speed: 27 knots; Cruising speed: 24.5 knots; Radars: 2 x Furuno; Monitoring system: Reygar Barefleet; Other electronics: First Electric automation system; Starlink; Windlass: Hercules AAW-150; Crane: Toimil T-12505M/2; Other equipment installed: High pressure washer; Seating: KPM; Interior fitout: 4 x toilets; 2 x showers; Fuel capacity: 9,715 gallons (36,780 litres); Freshwater capacity: 792 gallons (3,000 litres); Crew: 6; Passengers: 24; Operational area: Eastern USA. (Source: Baird)

DREDGING NEWS

DREDGING OF OCEAN CITY INLET SET FOR NEXT WEEK



The USACE's Baltimore District is scheduled to remove approximately 5,000 cubic yards of dredged material from the Ocean City Inlet beginning Thursday, November 20, 2025. According to USACE, the dredge **Murden** will begin dredging Priority Area #1, which includes the entrance to Sinapuxent Channel, on Nov. 20 and continue through Nov. 25. The primary goal of this round of dredging is to finish clearing the entrance into West Ocean City Harbor that began earlier this year.

"We are proud to continue oversight of safe and reliable navigation in the Ocean City region with a new round of dredging operations within the Inlet," said Baltimore District Commander Col. Francis Pera. "Ensuring local waterways remain accessible to our U.S. Coast Guard partners as well as commercial and recreational users is critical to both safety and economic security." The northern portion of the West Ocean City Harbor was dredged last July using USACE, Wilmington District's sidelaying dredge **Merritt**. Nearly 8,000 cubic yards of dredged material was removed from three priority areas within the inlet channel. The **Murden** is expected to complete the clearing of the West Ocean City Harbor entrance shortly before the Thanksgiving holiday. "If it is not able to complete scheduled operations by Nov. 25, dredging will resume on Nov. 29 and dredging operations will cease once the area is at the appropriate depth and cleared for vessel traffic," USACE concluded. (Source: Dredging Today)

TSHD PORT FREDERICK GEARS UP FOR ROSSLYN BAY DREDGING

Maritime Safety Queensland (MSQ) will begin dredging operations at Rosslyn Bay Boat Harbor this

month to improve safety and navigation for all harbor users, the Queensland Government said. The works will involve the removal of approximately 24,000 cubic meters of sediment from the entrance channel and internal eastern harbor areas. According to the Government, these essential works will significantly enhance access and manoeuvrability for recreational and commercial vessels. Dredging will be carried out by McQuade Marine using the Port Frederick, a trailing suction hopper dredger (TSHD) and a barge-mounted excavator. “This method offers cost and time efficiencies, reducing onsite operations. It differs from the cutter suction dredge and pipeline approach used in 2022,” the Government said. Dredging works are scheduled to begin in the harbor’s entrance channel mid-November 2025 and the work is expected to be finished prior to Christmas, subject to weather. *(Source: Dredging Today)*



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GLDD WINS \$14.6 MILLION JENSEN BEACH CONTRACT



Great Lakes Dredge & Dock Co. LLC, from Houston, Texas, has won a firm-fixed-price contract for construction of a dune and beach berm along approximately 4 miles of shoreline in Martin County. The amount of this contract is \$14.6 million. Bids were solicited via the internet with one received, the U.S.

Department of Defense (DoD) said. Work will be performed in Jensen Beach, Florida, with an estimated completion date of May 30, 2026. According to DoD, fiscal 2023 funds in the amount of \$14,642,900 were obligated at the time of the award. The U.S. Army Corps of Engineers, Jacksonville District, is the contracting activity. *(Source: Dredging Today)*

NAUPLIUS WORKBOATS: BEAVER DREDGER AND DMC1450 FOR THE MIDDLE EAST

Nauplius Workboats has started the production of a **DMC1450** for its strategic partner Royal IHC. According to Nauplius, Royal IHC has sold this multi-purpose, heavy-duty workboat, together with a Beaver dredger, to a client in the Middle East. “The **DMC1450** with its length of 14.5 meter and a breadth of 6 meters is a true all-rounder, capable of performing a wide range of dredging support activities in shallow inland waters,” Nauplius said. “From pushing and towing to buoy and anchor handling,



and the transport of fuel, goods, and personnel, this vessel is built to handle tough conditions.” Delivery is scheduled for early Q2-2026. (Source: *Dredging Today*)

YARD NEWS

SKIPSTEKNISK TO DESIGN RESEARCH VESSEL FOR TAIWAN



Skipsteknisk AS is proud to announce that the company has been chosen as the designer of a new advanced oceanographic research vessel for the National Academy of Marine Research (NAMR) in Taiwan. The ship will be built by Marco Polo Shipyard Ltd. in Singapore/Batam. The value of the shipbuilding contract is equivalent to more than NOK 1.5 billion. The design contract will be the largest assignment Skipsteknisk has carried out to date in the research ship segment. The ship to be built will

be of ST-344 design and equipped for various tasks within oceanographic research. This includes environmental research both in water and air, investigation of bottom sediments, bottom mapping, seismic surveys, ROV handling, etc. The ship will contain the most advanced equipment and

solutions available today, this includes dynamic positioning, hybrid propulsion, energy recovery, reduction of environmentally hazardous emissions, etc. The ship will be designed and built with a strong focus on low underwater noise, a technology Skipsteknisk has built up a high level of expertise in through its work with research ships for several decades. It is expected that the contract will entail large purchases of advanced marine equipment and solutions from European suppliers, and it is assumed that Norwegian suppliers also will be represented. For Skipsteknisk AS, the contract is a very important strategic contract. The design of research vessels has been one of our main segments in the company's almost 50-year history, and the new contract consolidates the company's leading position internationally in this area. The assignment will contribute to high activity in the company throughout 2026, but will also create activity through follow-up and collaboration with Marco Polo Shipyard and the NAMR institute during the whole construction period. *(PR-Skipsteknisk)*

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NEW HYBRID FLOATING DOCK MARKS MAJOR MILESTONE FOR ISKRA SHIPYARD

ISKRA Shipyard, a leading Croatian ship repair and maintenance facility has signed a landmark contract with TEREM – SHIPYARD Flotski Arsenal – Varna, for the construction of a new hybrid floating dock, representing the largest single investment in the company's long-term development strategy, valued at over €30 million. The new hybrid floating dock, constructed from reinforced



marine concrete and steel side towers, combines durability, longevity, and low maintenance. Its versatile design will accommodate a broad range of vessels — from large Jadrolinija ferries to luxury yachts over 70 meters and future Croatian Navy corvettes. The design, created by Norden Ship Design House (Türkiye), reflects the latest in sustainable maritime engineering and hybrid technology innovation. “The signing of this contract is an important step for Iskra Shipyard as we continue to develop innovative and efficient solutions for the maritime sector. Norden Ship Design’s project represents a modern example of a hybrid dock that combines the best of steel and concrete technologies,” said Mr. Roko Vuletic, President of the Management Board of Iskra Shipyard Ltd.

“For us at Flotski Arsenal, this project is a sign of trust and recognition of our team’s professionalism. With the new dock, we will significantly increase our shipbuilding capabilities and contribute to establishing Varna as a leading center of the maritime industry in the Black Sea region,” commented Mr. Danail Slavov, General Manager of TEREM – SHIPYARD Flotski Arsenal – Varna Ltd. Construction is scheduled to begin in 2026, with commissioning planned for spring 2027. [Hybrid Floating Dock Technical Specifications](#) Total length: 115.0 m; Pontoon length: 110.0 m; Overall width: 32.4 m; Inner width: 26.4 m; Height: 12.4 m; Maximum draft: 11.4 m; Lifting capacity: 4,000 tons. (Source: [Workboat365](#))

LAUNCHING THE CLV ‘NEXANS ELECTRA’ AT ULSTEIN VERFT.



On 13 November 2025, the hull of the **Nexans Electra** cable laying vessel (CLV) was launched from the dock hall at Ulstein Verft, marking a major milestone in the vessel’s journey towards completion. During its time at Ulstein Verft, the hull has been in a roofed, controlled environment, ensuring optimal conditions for work environment and precision painting. Despite challenging weather conditions, the

operation went smoothly. The launch of the hull is more than a logistical milestone; it marks a symbolic moment in the construction of a vessel that will play a key role in advancing Nexans’ vision to electrify the future, as a global leader in the design and manufacturing of cable systems and services for offshore wind projects and subsea interconnectors. As the ship transitions from the dock hall to the outfitting quay, it moves closer to becoming a key asset in the global energy transition, poised to lay subsea cables that connect renewable energy sources to the world’s power grids. The vessel is nearing the completion of the outfitting phase, which has included the installation of critical systems, such as the main generator sets, power package, deck machinery, and topside equipment. The launch marks the beginning of the finalising phase. The final assembly, installation and paint work will continue, and all systems will be tested and tuned, leading up to sea trials in the spring of 2026. [A vessel built for tomorrow’s energy needs](#) The **Nexans Electra** is designed to meet the growing demand for high-voltage subsea cable installations, essential for offshore wind farms, interconnectors, and deep-sea electrification projects. With capabilities to lay up to four cables simultaneously and a total cable capacity of 13,500 tonnes across three turntables, Electra is engineered for efficiency, precision, and resilience in even the harshest marine environments. [The Ulstein Verft yard](#) Ulstein Verft’s advanced facilities and shipbuilding expertise ensure precision, quality, and timely delivery, reinforcing Norway’s long-standing contribution to sustainable maritime innovation. This dock hall allows for high-quality workmanship, resulting in a finish that meets the highest industry standards, critical to the vessel’s long-term durability and performance in demanding offshore environments. Based at the Ulstein Group HQ, most disciplines are within short reach. Watch the YouTube video [HERE](#) (PR-Ulstein)

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RIM-DRIVE THRUSTERS DEVELOPED FOR NEXT-GENERATION OSVs

Kongsberg Maritime is expanding its range of rim-drive azimuth and tunnel thrusters and advancing the technology for newbuild offshore support vessels. It has been more than 10 years since the first installation of a rim-drive azimuth thruster, onboard Norwegian research vessel Gunnerus (in 2015), and the testing of prototype tunnel thrusters on anchor handler



Olympic Octopus (2007). This range has since evolved in both tunnel (RD-TT) and azimuth (RD-AZ) configurations for various applications, such as dynamic positioning on OSVs and propulsion pods on various vessels. Kongsberg has almost 100 deliveries and orders for rim-drive thrusters, with the next installations on commissioning service operation vessels (CSOVs), SOVs, oceanographic research and passenger vessels. All these rim-drive thrusters have a permanent magnetic motor at the rim of the nozzle and the propeller, as part of the rotor for generating revolutions and thrust. Kongsberg's range currently includes RD-AZ 1900 with a 1,900 mm diameter thruster and up to 1,100 kW of power, RD-AZ 2300 in a power range of 1,100 to 2,000 kW and RD-AZ 2600 (a power range of 2,000 to 2,600 kW). Kongsberg technical product manager, Kjartan Røyset, said the company was currently investigating whether to introduce a RD-AZ 3300 rim-drive thruster with a 3,300 mm diameter propeller with power ranging up to 3.5 MW, mainly for subsea construction and support vessels. Its tunnel thruster range consists of RD-TT 1600 with a propeller diameter of 1,600 mm and power of 1,100 kW and RD-TT 2000 with power of 1,600 kW. "We are developing RD TT 2300 and RD TT 2600 ready for 2026, for large OSVs and cruise vessels," said Mr Røyset. The company is also looking at developing an RD TT 1000 with a power output of around 400 to 600 kW, for large workboats and smaller OSVs. Kongsberg has orders to deliver rim-drive thrusters for vessels anticipated for 2026 delivery, including for two subsea construction vessels being built in China for Olympic Subsea, two oilfield service vessels for Shell Australia and SOVs for Norwind Offshore and Bibby. These all total about 20 various thrusters that have been sold and not yet delivered or installed, Mr Røyset said. The next developments in rim-drive thrusters will focus on reducing the amount of rare-earth materials used, improving efficiency and reducing underwater radiated noise. Kongsberg technology manager for electrical products Gunnar Johnsen noted that developments include 3D printing of a composite propeller, developing polymer encapsulated

electric components and structures, testing different nozzle inlet and outlet shapes and tilting of the nozzle outlet to gain more thrust. “We have a 200-kW composite propeller for testing and we expect a commercial thruster is coming soon,” said Mr Johnsen. “We are working to reduce underwater radiated noise and improve the hydrodynamic efficiency,” he said. This includes using 3D modelling and computational fluid dynamics in stream lining the flow from the thruster. The six-blade propeller in a rim-drive thruster with a uniform propeller inflow will not produce any vortex cavitation turbulence or noise, said the company. Real-time measurement has proved that the RD-AZ 2600 is the only propulsion unit that fulfils the requirement for research vessels, such as DNV notation for Silent R, added the company. *(Source: Riviera by Martyn Wingrove)*

THE KEEL LAYING FOR 78M PLATFORM SUPPLY VESSEL HAS BEEN SUCCESSFULLY CARRIED OUT



On November 14, 2025, the keel laying for 78M Platform Supply Vessel which under the construction in our Jiangsu Zhenjiang Shipyards company for Singapore shipowner was successfully carried out. The Leaders from shipowner, ABS Classification Society were attending the ceremony. *(Source: Jiangsu Zhenjiang Shipyards)*

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 Delivers Ninth Tugboat to Global Operator P&O Maritime Logistics*
 - *Multiship expands Black Sea presence with powerful new tug MULTRATUG 30*
 - *Bulla Regia begins her journey: Med Marine completes the first delivery for OMMP*
 - *Fourth in line, built to inspire: Med Marine launches another Ramparts 2800 tug for OMMP*
 - *Strengthening Africa's Maritime future: Med Marine signs a newbuild contract with Namport for a high-performance tractor tug*
2. *Damen signs with Chomex Marino for two next-generation Offshore Support Tugs* 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)

- *Te koop: Q Adventurer (new)*

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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