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

*Distribution twice a week 22.200+*

MIDWEEK-EDITION

## TUGS & TOWING NEWS

### SEACONTRACTORS AND JIFMAR GROUP AGREE ON WORKBOATS FLEET TRANSACTION



As part of this agreement, Jifmar Group will acquire Seacontractors workboats fleet up to the 50-tons bollard pull class, under a mutual agreement formalized today. This transaction reflects a joint strategic move. Jifmar Group will strengthen its position as the global leader in the workboat segment and expands its established presence in the Middle East while Seacontractors

concentrates on highspec offshore support vessels. Conducted with the support of both companies financial advisors, JBR and Vulcain-Clearwater, the deal covers 15 vessels mainly operating the Middle East as well as 183 staff. Seacontractors' onshore office team in the Middle East, along with the crews dedicated to the vessels, will transfer to Jifmar Group. Jifmar will continue to execute ongoing projects and deliver maritime services with the same high standards of quality and reliability that clients have long associated with Seacontractors and that Jifmar already provides worldwide. To ensure a seamless transition, Seacontractors will provide support during the handover period. Closing of the deal is expected in the coming weeks. For Seacontractors, this transaction represents a significant milestone in its growth strategy, allowing the company to sharpen its focus on Anchor Handling Tug Supply vessels in the 70- to 200-ton bollard pull range. This move will further strengthen Seacontractors' expertise across deep-sea anchor handling, terminal towage, coastal and deep-sea towage, as well as EPCI project support. For Jifmar Group, this acquisition consolidates its leadership in shallow-draft workboat operations, following the takeover of Acta Marine's workboat division in 2023. Upon completion of the transaction, the group will operate a fleet of more than 80 vessels, enabling it to support clients worldwide. "This strategic step allows us to fully concentrate on expanding and operating a fleet capable of handling the most demanding offshore and towage projects. We thank our colleagues and crew in the Middle East for

their commitment over the years, and we are confident that the transition to Jifmar Group will ensure continued service excellence in the region” •*Xander Schanssema - Owner of Seacontractors* “By expanding our fleet, we will strengthen our ability to support clients worldwide. Our new structure and reinforced presence in the Middle East will extend our reach across the Eastern regions. We are delighted to welcome the Seacontractors team and crew into the Jifmar family” •*Jean-Michel Berud - CEO of Jifmar Group* With a growing fleet of high-capability vessels and a strong track record across global offshore projects, Seacontractors continues to rank among the world’s leading maritime service providers. By integrating a fleet of proven vessels with highly dedicated crews, Jifmar Group strengthens its position as the global leader in workboats industry. (PR-Jifmar / Seacontractors)

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## ISRAEL RESPONDS TO TURKISH TRADE BAN, MOVES TUGBOAT ORDER TO BULGARIA

The Israel Ports Company, which oversees the operations of the country’s ports, along with the Ministry of Transport, is reporting that they have moved an order for two advanced technology tugboats to a shipyard in Bulgaria in response to the actions of the Turkish government. According to the reports, the order was valued at \$30 million and had previously



been with an unnamed Turkish shipbuilder. News of the change came as Turkish Foreign Minister Hakan Fidan confirmed in a speech to parliament today, August 29, the country’s new actions against Israel. As has been reported, Turkey is banning Israeli ships from its ports, ships transporting military cargo for Israel, and also, according to the minister, has closed its airspace. Turkish ships are also prohibited from calling at Israeli ports, expanding on a trade ban the government imposed last year. “Our decision to replace the Turkish shipyard with a friendly shipyard in Bulgaria is an expression of a clear policy,” said Miri Regev of the Minister of Transportation and Road Safety, according to a report in the Israeli news outlet Haipo. “We will not give in to boycotts, but will continue to ensure the strengthening of the ports, the continuity of service, and the independence of the State of Israel’s operations.” The Haifa Maritime Transport Company signed the new contract with Bulgaria’s MTG Dolphin shipyard in Varna, Bulgaria. They will build two tugs to be delivered

to the port by the end of 2026. "The new tugboats are an integral part of our preparations for the coming years," said Moshe Ben Zaken, Director General of the Ministry of Transportation. "We are working determinedly to provide Israel's ports with the most advanced technological tools to deal with the constant increase in the volume of maritime traffic." The new tugs will be the most powerful yet deployed in Israel, with a pulling capacity of 85 tons. They will use Rotor tug technology. The plan calls for the new vessels to replace two of the four tugs currently operating in the Haifa port. Israel in April acquired for approximately \$14.6 million a tug named **Almog**. The VECTOR model tug has a pulling capacity of 73 tons and is currently the most powerful in the country. It was deployed to the port of Ashdod and operates in the southern part of the country. Turkey has historically been a strong trading partner with Israel. It was exporting building materials such as iron, marble, steel, cement, aluminum, and bricks, as well as fertilizer and construction equipment to Israel. The Bank of Israel reported more than \$5.3 billion in exports from Turkey to Israel in 2023 before the prior embargo. Even after the 2024 embargo, unofficial numbers show \$100 to \$200 million a month in Turkish goods arriving in Israel, according to a report in the Israeli newspaper Globes. (Source: Marex)

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## VINCENZO ONORATO LEAVING THE SARDINIAN TUGBOATS FLEET



The 1976 vessel has changed its name and is being decommissioned as part of a larger refurbishment programme. Rimorchiatori Sardi, a company that recently became part of the Medtug group (MSC – Boluda), is preparing to dispose of the tugboat named after **Vincenzo Onorato**, owner of the Moby Group, which until a few months ago controlled the company concessionary for ship towing services in Sardinian ports. The

vessel in question has already changed its name to **Tiger Tug** and its flag (St Kitts & Nevis) and, according to what SHIPPING ITALY has learned, it is being sold, thus triggering a fleet renewal program. The **Vincenzo Onorato**, currently based in Porto Torres, was built and delivered in 1976 by the then Cantieri Navali Giorgetti of Viareggio. Equipped with two 1,622 kW Man engines, it is 35 meters long and almost 10 meters wide. (Source: Shipping Italy)



## MUSEUM TUG ALMA

Alma is a tugboat preserved as a museum ship and static exhibit at the Morro Bay Maritime Museum in Morro Bay, California. "Alma" was launched in 1927 in San Francisco by the Beviacqua Brothers Genoa Boat Works near Fisherman's Wharf. Alma is a small harbor tug/line boat, built out of wood, with sawn oak frames and carvel planked in port-orford Cedar. The former owners of Sylvester's Tug Service, the Kelsey family, donated Alma in 1995 to the museum. No longer in the



tugboat business, the Kelsey family now operates the Kelsey See Canyon Vineyards near Avila Beach. From 2008 until 2016 restoration and conservation work was performed primarily by Morro Bay Maritime Museum co-founder and current curator Lawrence Newland with some volunteer assistance. Work was also performed by local craftsmen Dana McClish and David Anderson via a grant from the Hind Family Foundation. In June 2015 most of the conservation work was completed and the boat was moved to its present location as an outdoor exhibit. This was prior to the museum building opening in 2017. ' Before her 1995 retirement, Alma operated out of Morro Bay. *World War II - Main article: SS Montebello* On the morning on December 23, 1941 the Japanese submarine I-21 torpedoed and sank the Union Oil tanker SS Montebello near the start of World War II. The



Montebello had departed Port San Luis with crude oil bound for Vancouver, British Columbia, Canada. Alma with skipper Merle Molinari at the helm and deckhand Harold Turri departed her mooring at the Cayucos Pier to look for survivors of the sunken oil tanker. The 440ft long Montebello sank bow first in 880 feet of water, just north of Cambria, California. The Alma was able to pick up two of the tanker's four life boats delivering

the crew to the to the Cayucos Pier. A second tug, the Ranier, towed the third lifeboat to shore. The fourth and last lifeboat which carried ship's captain, Olaf Eckstrom, was able to make it to a rocky shore near Cambria', California. There were no fatalities and all 33 crewmembers were saved. The tanker's wreck lies approximately four miles offshore in 880' of water, north of Cambria. The shipwreck was listed on the US National Register of Historic Places in 2016. (Source: Wikipedia)

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## MARITIME PARTNERS COMPLETES CENTERLINE LOGISTICS ACQUISITION

Maritime Partners LLC, New Orleans, on Friday announced it has completed its acquisition of Centerline Logistics Corp., Seattle, continuing its expansion in the Jones Act market. Financial terms were not disclosed. The maritime financing firm announced in June that an entity controlled by one of its managed funds entered into a definitive agreement to acquire the marine



transportation company from its principal investors, which include Macquarie Capital and Silverbox Capital co-founder and managing partner, Steve Kadenacy. The deal was closed on Aug. 28. Centerline's management team will remain in place, with CEO Matt Godden continuing in his role and retaining a minority stake in the company, Maritime Partners said. A leading maritime transportation provider, Centerline operates a large fleet of Jones Act-qualified liquid petroleum barges and tugs, among other marine assets, that service the West, East, and Gulf Coasts, plus Hawaii, Alaska, and Puerto Rico. The company also provides bunkering, ship assist and escort, general towing, and tank storage services. Formed in 1987 as Harley Marine Services, Seattle, the company rebranded to Centerline Logistics in 2020 following financial restructuring and changes in leadership. Privately-held Maritime Partners provides maritime financing solutions for vessels used in the Jones Act trade, with a managed fleet of more than 1,900 vessels, including towboats, barges, and oceangoing vessels available for charter. "Centerline's position as one of the nation's largest operators of Jones Act-qualified liquid petroleum barges, their best-in-class leadership team, and their impressive track record of all-around operational excellence make this an ideal addition to our portfolio," said Bick Brooks, CEO of Maritime Partners. "Building on a decades-long legacy, the outstanding work by their entire team since 2019 has transformed Centerline into a truly unique and differentiated business that has consistently outperformed the market and competitors. "Our strategic partnership with management and recognition of Centerline's organization-wide excellence position us to leverage the expertise and capabilities of the existing team while providing the capital and resources needed to accelerate Centerline's positive momentum and realize additional growth opportunities," Brooks continued. "Maritime Partners is exactly the kind of forward-thinking, growth-oriented owner that Centerline needs to maintain our core culture of operational excellence, safety and customer support as we pursue emerging opportunities in today's competitive and fast-evolving environment," said Godden. "Maritime Partners' deep understanding of the maritime industry, combined with their long-



term investment approach, makes them an ideal partner for Centerline, aligning interests at all levels of the organization around providing truly differentiated service to our customers and partners."  
*(Source: Workboat by Eric Haun)*

## REPOWERED TUGBOAT TAKES ON BRIDGE MAINTENANCE IN SAN FRANCISCO BAY AREA



The San Francisco Bay area is one of the world's finest ports. Ships from around the world enter the Bay under the Golden Gate Bridge. Depending on their destination, they are likely to pass under at least one more of the Bay's eight toll bridges. Not only do the bridges help both locals and visitors get to the other side of the Bay, but they also allow multiple ships to pass daily to piers throughout the Bay. These bridges are an invaluable

infrastructure that makes commerce possible, but they need regular maintenance to continue their work over the years. Several firms in the Bay area have developed the expertise and equipment to get this work done. With a multi-generational history in the Bay, Capt. Ron Greger has assembled a functional collection of specialized equipment in this role. Golden State Bridge, a bridge building and maintenance contractor headquartered in Benicia, California, with President Mr. Dave Riccitiello. Riccitiello approached Ron Greger, owner, and operator of several vessels in the Bay Area, to develop an additional hull for the bridge maintenance business. The San Francisco maritime community is built on developed relationships. Riccitiello and Greger have been doing business since 1998, when Golden State Bridge chartered Greger's first tugs, the ex-[Crowley Trojan](#). In their latest cooperation, Greger's firm gave one of his support-tugs an extensive rebuild. The 50 by 15-foot

[Delores](#), with a shallow five-foot draft, had originally been hull built by Greger in 2015. Now he installed a pair of keel-cooled, six-cylinder, Cummins, EPA Tier 3, X15 engines, each producing 450 hp continuous duty, at 1800 RPM. Fitted with Vulkan couplings, the engines turn five by 180-inch shafts through ZF 350-1 (W350) gears with 4:1 reduction. The four-blade props are 40 by 40-inch. Greger also added a Northern Lights 25 kW set. Above the deck; a functional deck house



with a basic galley and storage. An elevated wheelhouse was added to provide good operator visibility over the push knees. Most of the boat's work will involve the push knees forward with Patterson deck winches. An additional H-bitt is mounted on the aft deck. a smart looking new workhorse that is registered built in 2022. With the **Delores** outfitted and inspected by the coast guard and issued a certificate of inspection and freshly painted, she went right to work for Riccietello's Golden State Bridge a company doing maintenance repairs on the San Mateo Bridge. Opened in 1967 the 36,960-foot bridge connects the San Francisco Peninsula on the west to the mainland to the east. The highest span provides 134.5-feet of air draft. *(Source: Alan Haig-Brown)*

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port area and excellent connections to inland waterways, making it the ideal hub for your maritime activities. In addition, the site offers over 5,000 m<sup>2</sup> of outdoor storage, making it the ideal hub for: - Offshore and maritime projects; - Storage and transshipment of materials; - Maintenance and repair activities; - Temporary or long-term project support. Want to learn more or make a direct inquiry? Please contact us at [uilenkade@hermansr.com](mailto:uilenkade@hermansr.com) or visit <https://hermansr.com/quay-wall-rental-and-storage/> *(PR-Herman Senior)*

## VOE VANGUARD FROM IJMUIDEN TO DEN HELDER

Last Saturday, the **Voe Vanguard** arrived in Den Helder from IJmuiden. It is a 33-meter-long work vessel capable of a wide range of tasks, including towing, pushing, anchoring, diving, and supply



work. The **Voe Vanguard** sails under the British flag and is based in Lerwick, Scotland. The vessel was delivered in 2017 by the Damen shipyard in Hardinxveld to Delta Marine, a Scottish shipping company that has been part of the French Jifmar Group since 2019. Her propulsion consists of four azimuth thrusters that provide a bollard pull of approximately 40 tons both forward and astern. Two cranes and a heavy-duty winch are installed on the 300-square-meter work deck.



(Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)

## FROM AUSTRALIA TO THE THAMES



Boluda's **VB Baydan** (Imo 9489948) has arrived in the Thames after having been based at Port Hedland, Australia under the name **RT Eduard**. It was understood that she was renamed in Hull. The RT Eduard was launched in 2008 by the Niigata Shipbuilding & Repair Inc. – Niigata; Japan under yard number 37. She was designed by Kooren Shipbuilding & Trading BV as a Rotor Tug type KST RT80-32. In 2009 delivered to RT Eduard Ltd. – Valletta, Malta and managed by Kotug

International BV. – Rotterdam Netherlands. In 2010 the management changed to Pilbara Iron Co. – Perth; Australia. She is one of the four sister vessel named, **RT Rob**; **RT Peter**; **RT Adriaan** and **RT Eduard**. She has three Caterpillar type 3512C diesel engine with a total output of 5,295 kW (7,200 bhp) and perform a free sailing speed of 12 knots and a bollard pull of 85 tons. She has a length of 32.00 mtrs a beam of 12.33 mtrs and a draught of 3.30 mtrs. Her dwt, is 275 tons and her grt. Is 463 tons. (Photo: Geoffrey Watson)





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### DELIVERY FOR TWO ASD TUGBOATS



On 30<sup>th</sup> August, 2025, two unit of 3676kW ASD Tugboats --“**HUA XI TUO 7**” Which was designed and built by Jiangsu Zhenjiang Shipyards for Jiangyin Chengang Tug Shipping Co., Ltd and “**YANG ZI TUO 8**” which was designed and built for Jiangyin Chengang Tug Shipping Co., Ltd by our shipyard have been delivered and sailed smoothly. The tugboat's overall length is 37.95m, the width is 10m, the depth is 4.8m, astern bollard pull

is 56.2t, the endurance is 800 sea mile, and the speed is 15Kn. (Source: Jiangsu Zhenjiang Shipyards)

### NEPTUN POWER COMMENCED TRAILS

This afternoon, 02 September 2025 the new Neptun build **Neptun Power** (Imo 1071393) was spotted during the sea and technical bollard pull trials. The new EuroTug 3413 from the Neptune shipyard with yard number 573 is a robust, efficient and flexible design AH Tug and makes it one of the best vessels for anchor handling, dredging support and long distance towages. The AH Tug can be adapted to perfectly fit any project within a short time. She has a length o.a. of 34.20 mtrs a moulded beam of 13.40 mtrs a



minimum draft of 2.80 mtrs and a maximum draft of 3.20 mtrs. She has a gross tonnage of 499 tons and a net tonnage of 149 tons. The three Caterpillar C-32 SCAC EPA T4 IMO III develops a total output of 3,810 kW @1,800 rpm. She performed a free sailing speed of 10 knots and a bollard pull of 65 tons. She is classed Bureau Veritas I  $\boxtimes$  HULL • MACH • AUT-UMS • DYNAPOS AM/AT, Tug, Special Service, Multipurpose vessel, Unrestricted Navigation, Ice Class 1D, Clean Ship, GMDSS Area A3. (Photo: Leen van der Meijden)

## ACCIDENTS – SALVAGE NEWS

### COASTGUARDS RESCUE THE SAN ESTEBAN AFTER IT RAN AGROUND AT PRAIA AMÉRICA.



"Everything points to a problem in the engine's fuel system, although we are still evaluating the exact causes," explained the shipowner, Patricio Fernández. The Galician Coast Guard patrol boat Punta da Guía participated yesterday in the refloating and towing operation of the iconic steam tugboat **San Esteban**, known as "*El Vaporín*." The vessel ran aground early Tuesday morning on the sand of Praia América after its moorings broke due to strong waves. For hours, the 16.80-meter-long, century-old tugboat was the subject of great excitement among bathers who flocked to the beach and those along the promenade of this tourist enclave in the Val Miñor. The ship, which was left unmanned, was towed by regional forces to the port of Baiona. *A mechanical failure* According to the owner, Patricio Fernández, the incident was caused by a mechanical failure: "Everything points to a problem with the engine's fuel system, although

we are still evaluating the exact causes. The sailing conditions were acceptable, but overconfidence could have caused the engine to stall when trying to start it. The crew, surprised by the situation, was unable to steer it back in time, and the waves dragged the boat onto the beach." Despite the spectacular nature of the incident, Fernández emphasized the absence of serious consequences: "The priority is that there has been no significant personal or material damage. The image is shocking, but we are working to recover the ship as quickly as possible," he said after the incident. (Source: Vigoe)

### BLAST REPORTED NEAR LIBERIA-FLAGGED TANKER OFF SAUDI PORT OF YANBU

British maritime security firm Ambrey said on Sunday that a Liberia-flagged Israeli-owned tanker reported an explosion nearby, southwest of Saudi Arabia's Red Sea port city of Yanbu. A vessel reported "a splash in close proximity from an unknown projectile and heard a loud bang," the United Kingdom Maritime Trade Operations (UKMTO) said, adding that the vessel's crew were all safe and it was continuing to its next voyage. In a later update, Ambrey said it assessed the vessel to



be “aligned with” the targets of Yemen’s Iran-aligned Houthis’ profile given that it was publicly Israeli-owned. Since 2023, the Houthis have been attacking vessels in the Red Sea that they deem to be affiliated with Israel in what they describe as support of Palestinians in Gaza. It was not immediately clear if the Houthis were involved, and the group did not provide immediate comment on the reported incident. UKMTO did not identify the party responsible, but said authorities were investigating. Yanbu is a port



city located on Western Saudi Arabia’s Red Sea coast. Saudi Arabia led a coalition that launched a military campaign in Yemen from early 2015 to support the Gulf-backed government against the Houthis, who had seized the capital Sanaa in 2014. The coalition has in the past foiled attempted assaults using explosive-laden boats it says were launched by the Houthis. (Source: gCaptain)

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## TANKER AND BULK CARRIER COLLIDE IN MALAYSIA



Singapore-registered tanker **Marine Dynamo** and a Malta-registered bulk carrier Flag **Gangos** have collided south of Tanah Merah in Malaysia. Both vessels are stable, following the incident that occurred in the early hours of September 1, the Maritime and Port Authority of Singapore (MPA) informed. Light oil sheens have been sighted in the vicinity of **Marine Dynamo**. The Master of **Marine Dynamo** reported that Marine Gas Oil (MGO) used for vessel's

propulsion stored in the service tank above the waterline, had spilled as a result of the collision. MGO, which is a light fuel similar to diesel, is expected to evaporate and break down readily in the environment. **Marine Dynamo** is first hybrid electric bunker tanker chartered by Chevron to supply it maritime customers in the region with fuel. One of **Marine Dynamo** crew reported minor bruises and sprains and is being treated onboard. All crew from both vessels are safe and accounted for, the MPA said. MPA has deployed patrol craft and spill response craft to investigate and provide assistance, including to disperse the oil sheens. Drones have also been deployed to monitor the situation. Singapore's maritime authority said it will investigate the incident further. (Source: *MarineLink*; Photo: *Chevron*)

## UKRAINIAN DRONES HIT HARBOR TUG AND TWO HELICOPTERS IN CRIMEA

The Defense Intelligence of Ukraine (GUR) has attacked a Russian tug and two helicopters in Crimea, which has been occupied by Russia since 2014 and is a frequent target of Ukrainian strikes. On August 30, GUR first-person view drones hit the Russian airbase in Gvardiyske, not far from Simferopol, damaging two Mi-8 transport helicopters. Each is valued at about \$20-30 million, GUR



said. An FPV drone attack also hit a Russian tug in Sevastopol's bay, illustrating why the Black Sea Fleet has evacuated its more valuable warships to the relative safety of Novorossiysk, far to the east.



The tug was likely the assist tug **БУК-2190**, a RAL RAscal-2000 design licensed and built at Pella Shipyard in Leningrad in 2018. GUR said that the drone strike on the tug was carried out by military divers, "for whose training significant financial and time resources are spent." Diver-enabled attacks are widely suspected in a series of attacks on tankers linked to Russia since the start of the year; Ukrainian divers (whether employed by Kyiv or acting on their own) are also suspected of conducting the 2022

attack on the Nord Stream pipeline complex. (Source: *Marex*)

## BULK CARRIER DAMAGED IN BLACK SEA BLAST NEAR ODESA

A civilian bulk carrier flying the flag of Belize has sustained minor damage after hitting an unknown explosive device near the Ukrainian seaport of Chornomorsk, two sources told Reuters on Sunday. Chornomorsk is a large and strategically important seaport in Ukraine's southern Odesa region, one



of three Ukrainian ports operating in a maritime transport corridor linking the Black Sea to the Mediterranean Sea. Sources reported that the crew of the **NS PRIDE** were unharmed and that the ship continued on its way. Local media reported that there was no cargo on board at the time of the explosion. Earlier on Sunday, Odesa's governor said that Chornomorsk had been subjected to a significant attack by Russian drones overnight, and part of the region was left without electricity due to strikes on energy facilities. (Source: gCaptain)



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## A RAGING FIRE AFFECTS A FISHING BOAT MOORED AT THE RIBEIRA COMMERCIAL DOCK.



The incident mobilized a large operation made up of crews from the regional fire stations of Ribeira and Boiro, as well as the vessel "Mar de Galicia" from the Galician Coast Guard Service, the Municipal Emergency Response Group (GAEM) and the Ribeira Civil Protection group, as well as several patrols from the National,

Local and Port Police. A raging fire broke out just after 4:30 p.m. this afternoon, affecting a Mauritanian-flagged fishing trawler named "Awadi," homeported in Nouadhibou and owned by a shipowner from Santiago de Compostela. The vessel, 50 meters long and almost 11 meters wide, was moored at the commercial dock in the capital of Barbanza, and its crew was performing maintenance

work when the fire apparently broke out in the fishing area, in the hold area. A private individual contacted 112 Galicia at 4:45 p.m. to report the serious incident, stating that a large cloud of smoke was coming from inside the vessel. Fortunately, no one was injured, and efforts are focused on extinguishing the flames to ensure safe conditions in the port area. With the information provided, 112 dispatchers relayed the alert to a large operation that, from the outset, included on-duty crews from the Ribeira and Boiro regional fire stations, with five fire trucks and using the port's own fire hydrants, as well as the "Mar de Galicia" vessel from the Galician Coast Guard Service, the Municipal Emergency Response Group (GAEM), and the Ribeira Civil Protection group, as well as several patrols from the National, Local, and Port Police, and the Ribeira Councilor for Marine Affairs, Fernando Abraldes, who closely monitored the operation. After an initial intervention in extinguishing the fire, some of the resources deployed to the scene indicated that the fire could be under control. However, nothing could be further from the truth, as thick smoke continued to rise from the interior of the boat as the fire continually flared up. The situation led to the establishment of a police cordon to prevent vehicle access to the area, although people were able to reach the burning fishing boat on foot, maintaining a safe distance. At press time, emergency teams continued to work on extinguishing the fire, including the intervention of the patrol boat "Mar de Galicia," which continued to apply large and powerful jets of water with its cannon. Gradually, more personnel and resources were brought in to extinguish the fire, both from land and at sea. Professionals working to extinguish the flames—tasks that are expected to last many hours—described the situation inside the boat as "hell." As the minutes and hours passed, concern grew over the situation of the fishing vessel "[Awadi](#)." The source of the fire had not yet been reached, as it is very difficult to locate and the temperatures inside the vessel are extremely high. Furthermore, there was a suspicion that the nature of the materials inside could pose a risk. In fact, it was even indicated that there was a risk of explosion, so the security cordon was extended to the area where the dock scale is located. Likewise, the auxiliary boat of the tugboat "Ría de Vigo" moved to Ribeira to supply four bilge pumps, which were used because the fishing vessel began to list due to the large amount of water being used to extinguish the fire and which entered the vessel. Watch the video [HERE](#) (Source: *Diario de Arousa*)

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## *TSB (TRANSPORTATION SAFETY BOARD OF CANADA), HAS PUBLISHED ITS INVESTIGATION REPORT INTO THE FIRE ON THE 'CUYAHOGA'*

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On 23 May 2023, the self-unloading bulk carrier Cuyahoga, with 20 people on board, experienced a fire in the engine room while proceeding north on Lake Erie off Kingsville, Ontario. The crew closed the quick-closing fuel valve for the main engine day tank and then attempted to use the vessel's carbon dioxide fixed fire suppression



system. The vessel anchored north of Pelee Island, Ontario, and the fire went out shortly after the main engine stopped. On 25 May 2023, the vessel was towed to Kingsville, Ontario. No injuries or pollution were reported. The TSB (Transportation Safety Board of Canada), has published its investigation report into the fire on the '[Cuyahoga](#)'. It concluded that missing retaining clips on fuel



lines resulted in them being more exposed to engine vibration, causing leaks and fuel to escape. Cracked engine mounts may have intensified the vibration. The partially exposed insulation of the turbocharger outlet exhaust line allowed fuel mist to ignite on the exposed hot surfaces. As a result of the resulting fire, the cables of the CO2 extinguishing system's remote activation system were rendered unusable, and the fire could not be contained. Due to the broken spindle in the valve of the main fire line, the valve could not be opened, and the fire could not be extinguished with water. The fire ultimately extinguished itself because the main engine was no longer running, preventing fuel from reaching the fire source. Read the full report [HERE](#) (Photo: Janey Anderson)

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## VESSEL RUNS AGROUND ON THE BEACH OF SÃO THOMÉ LIGHTHOUSE



Images of a ship stranded in the open sea on the Farol de São Thomé beach in Campos dos Goytacazes circulated on social media on Tuesday (26<sup>th</sup> August). According to local residents and fishermen, technicians and divers managed to remove the boat around 4:00 a.m. The ship, which was used for oil activities, ran aground on Sunday (24<sup>th</sup> August).

Tugboats were called in that same day, but initial attempts to remove it were unsuccessful. Witnesses reported significant damage to the hull, raising concerns about a potential sinking risk. The Brazilian Navy was notified and is closely monitoring the situation. The causes of the grounding have not yet been confirmed. (Source: Sao Fransico)

## INVESTIGATION LAUNCHED AFTER RBDF VESSEL INCIDENT IN INAGUA

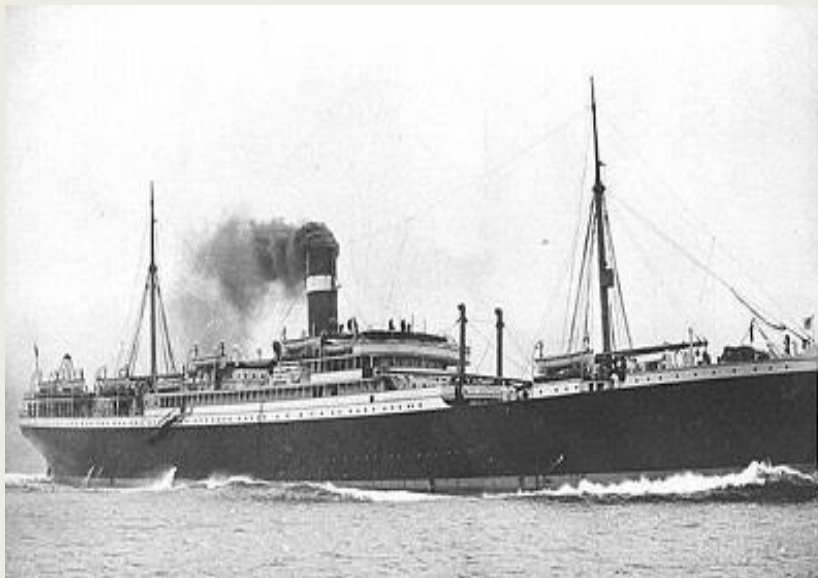
The Royal Bahamas Defence Force (RBDF) has launched an investigation after [HMBS Durward Knowles](#) collided with a jetty while entering Matthew Town, Inagua on Saturday morning.

According to officials, the vessel lost control of its controllable pitch propeller system around 7:54 a.m. Despite attempts to reverse, the engines unexpectedly surged forward, causing the ship to make contact with the dock. No injuries were reported and nearby vessels were not affected, thanks to what officials describes as the “immediate and decisive actions” of the Bridge Team. The RBDF confirmed that the [Durward Knowles](#) underwent technical repairs earlier this summer to address the same issue. A full technical review is now underway to determine the cause and implement corrective measures. (Source: *Eyewitness News*)



## REMEMBER TODAY

### *S.S. RMS HESPERIAN – 04 SEPTEMBER 1915*



[RMS Hesperian](#) was a British ocean liner that was torpedoed and sunk by the German submarine [U-20](#) 85 nautical miles (157 km; 98 mi) south west by south of the Fastnet Rock in the Atlantic Ocean on 4 September 1915 with the loss of 32 lives, while she was travelling from Liverpool, United Kingdom to Montreal, Canada.

[Construction Hesperian](#) was launched for the Allan Line at the Alexander Stephen and Sons shipyard in

Glasgow, Scotland on 20 December 1907, and completed the following year. The ship was 147.8 metres (484 ft 11 in) long, had a beam of 18.3 metres (60 ft 0 in) and a depth of 9.1 metres (29 ft 10 in). She was assessed at 10,920 GRT and had a pair of triple expansion engines producing 802 nhp, driving twin screw propellers. The ship could reach a maximum speed of 15 knots (28 km/h; 17 mph) and had two masts and one funnel. As built, she had the capacity to carry 210 1st-class, 250 2nd-class and 1,000 steerage passengers. She had a sister ship named Grampian. [Early career](#) For her maiden voyage she sailed from Liverpool on 25 April 1908, calling also at Quebec, en route to Montreal. [Hesperian](#) was chartered to the Canadian Pacific Line in January 1910, where she also served the



Glasgow - Halifax - Boston route. *Attack and sinking Hesperian* departed Liverpool for Montreal on 3 September 1915 at 7 pm under the command of Captain William Main. The ship was carrying 814 passengers and 300 crew, among the passengers were also wounded Canadian soldiers returning home from the front lines. Also on board was the metal casket of Frances Stephens which was boxed in a wooden crate. The widow of Canadian politician George Stephens had been lost in the sinking of the *RMS Lusitania* four months prior and was being repatriated for burial next to her husband in Montreal. Having barely left port and sailing in a zigzagging motion, *Hesperian* was



struck by a single torpedo at her starboard bow at 8.30 pm, damaging the forward engine room and causing a list to starboard. Captain Main ordered to halt the ship and rang the alarm bells. An SOS was sent out, while the ship's officers prepared and lowered the lifeboats. There was no panic amongst passengers and crew and the evacuation occurred in an orderly fashion. However, a lifeboat on the port side upset while lowering, leading to all her 32 occupants drowning. Meanwhile a group of British warships came to aid *Hesperian* and took all survivors aboard and back ashore to Ireland. The vessel had been evacuated within an hour and although riding low in the water, her bulkheads



held and the ship stayed afloat. Only the captain and a skeleton crew remained aboard as they had hopes to either beach the ship or have her towed to Queenstown. It was while under tow to Ireland that *Hesperian* ultimately gave away and sank some 37 miles (60 km) from the Irish coast on 6 September 1915, not far from the wreck of the *Lusitania*. Mrs. Stephens' casket also went down with the ship, ironically close to the ship that took her life and as it turned out, *Hesperian* had also been sunk by the same submarine and commander as the *Lusitania*. To

deflect criticism of the sinking, the German Foreign Office claimed that no submarines were operating in the area and that she "probably hit a mine". *Wreck* The wreck of *Hesperian* lies 130 miles (210 km) west of Cobh, Ireland in 377 feet (115 m) of water. Her wreck was the site of a few 'grave robbing' incidents, when local Irish fishermen caught some artifacts from the wreck in their nets in November 2017 (*Source: Wikipedia*)

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## OFFSHORE NEWS

### 2014-BUILT VESSEL REMOVES GULF OF AMERICA'S OLDEST TENSION LEG PLATFORM

C-Innovation, an affiliate of Edison Chouest Offshore (ECO), has completed the decommissioning of what it says is the oldest tension leg platform (TLP) in the Gulf of America. The 2014-built multipurpose support vessel (MSV) **Island Venture** put its remotely operated vehicles (ROVs), cranes and back deck support services to work to decommission the Joliet TLP, originally installed in 1989 in 1,725 feet of water. The vessel's scope of work included the cutting of two flexible risers,



which were then abandoned in a pre-determined area on the seafloor. C-Innovation was also responsible for detaching 12 mooring tendons from the TLP, each over 1,700 feet long, which were cut into 305 separate sections aboard the vessel and then transferred to an offshore support vessel (OSV) for transport to a shore base for further processing. The decommissioning operation was monitored by C-Innovation's division C-Survey, in coordination with the Joliet TLP and its three positioning tugboats. "The C-I team executed the project safely and efficiently, completing it ahead of schedule without any accidents or incidents. Our success was driven by strong offshore leadership, careful planning, a focus on safety and the lift capacity of the **Island Venture** crane," said George Wilson, Project Manager at C-Innovation. "The original agreement was for 26 days with extension options, which were exercised, bringing the total to 36 days. The contract was signed on January 15, 2025, work began on May 2, and the project was successfully completed on June 3, 2025." (Source: Offshore Energy)

### ROMAN REBEL VISITS AGAIN DEN HELDER



Several times a year, the semi-swath **Roman Rebel**, owned by Green Rebel Marine in Cork, visits



our port. This was also the case on Thursday, August 28, from Wladyslawowo, Poland. Its shape is remarkable, resembling a catamaran. The 27.5-meter survey vessel was launched in 2014 as the **Bibby Athena** for Bibby Hydromap at the French Socarenam shipyard in Boulogne-sur-Mer. It is equipped for offshore geotechnical and hydrographic surveys and is fitted with a Class 1 dynamic positioning system. It has been

sailing under its current name since 2021. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Paul Schaap)

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## FUGRO SECURES TWO CONTRACTS TO SUPPORT BRAZIL'S OFFSHORE ENERGY EXPANSION

Fugro has signed two three-year contracts with offshore energy services company Constellation to support responsible deepwater exploration activities in two of Brazil's most strategically important regions: the mature Campos Basin and the emerging Equatorial Margin. The contracts come as Brazil works to strengthen its long-term energy security by



developing its domestic oil and gas resources as a strategic bridge to low-carbon developments. Fugro's work will involve deploying advanced remotely operated vehicles (ROVs) aboard Constellation-managed vessels to carry out subsea equipment inspections, interventions and a range

of observation and survey activities. The first campaign will begin this quarter in the Campos Basin on board the vessel Tidal Action, followed by a second deployment in early 2026 in the Equatorial Margin on board the [Amaralina Star](#). Fugro will outfit both vessels with its FCV® 3000 ROV systems, a class of deepwater vehicles built for complex offshore environments. Operated by Brazil-based staff, these systems have a proven track record in technically demanding areas like the Equatorial Margin. For Constellation, that experience translates into greater operational confidence and reduced risk in one of Brazil's most challenging offshore frontiers. "Our partnership with Constellation reflects a shared commitment to advancing offshore exploration in alignment with Brazil's broader energy transition," said Felipe Vasconcellos, Fugro's Brazil Country Manager. "By combining trusted subsea expertise with advanced survey technology, we're helping to ensure that exploration in these frontier regions supports a safer, more resilient and more sustainable energy future." (PR-Fugro)

## SEAWARD SERVICES' SEAWARD ENDEAVOR NOW AVAILABLE FOR OPERATIONS IN INTERNATIONAL WATERS



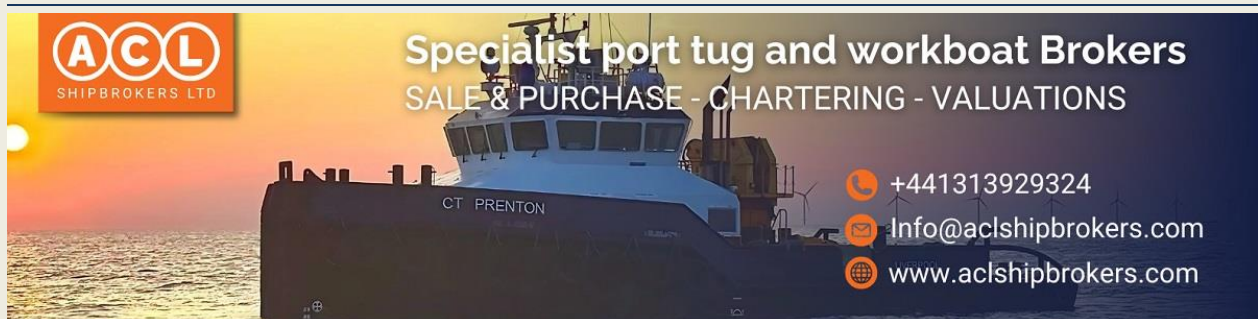
Hornblower Group member Seaward Services Inc. reports that its multi-purpose offshore supply vessel M/V [Seaward Endeavor](#) is now available for extended international operations following its approval by the United States Coast Guard for expanded authority to operate in international waters. The [Seaward Endeavor](#) and its sister ship, [Seaward Explorer](#), (previously the [California Responder](#) and [Pacific Responder](#)) were acquired by the Hornblower Group in

2022 and were converted from oil spill response vessels to serve as industry-leading multi-purpose offshore vessels. The vessels were built at the VT Halter Marine shipyard and delivered in 1992 and 1993 respectively to the Marine Spill Response Company (MSRC). Measuring in at 208 feet LOA, the vessels' unique specifications allow them to provide niche maritime support to a variety of operations, including both long-haul operations and short-term, near coastal charters. The [Seaward Endeavor](#) is currently stationed on the U.S. East Coast, the [Seaward Endeavor](#) is now positioned to support operations beyond domestic waters, including in Bermuda, the Caribbean, Central America, and other international regions. With this expanded capability and international waters authorization, the [Seaward Endeavor](#), which is currently available for charter, can now offer her full-suite of services—AUV/UUV launch and recovery, survey operations, and logistics support—for domestic and international clients around the globe. The [Seaward Explorer](#) is currently undergoing the same approval process and is expected to be available for international support in the greater Pacific later this summer. Each vessel is equipped with two 20-ton cranes fore and aft that allow the ship to retrieve, deploy, and hoist with flexibility in a variety of settings. Plus, two RHIB davits



mean they can quickly, safely, and easily deploy and recover the ship's small boats or another support vessel of the charterer's choosing. Additionally, the **Seaward Explorer** is equipped with a 20-ton A-frame for enhanced over-the-side capabilities. A strategic assortment of powerful deck equipment also presents endless applications for at-sea operations. "This is an exciting development for our crew and our customers across the globe," said Brendan Smith, president at Seaward Services. "These vessels are now even more versatile assets for international survey, research, and logistic missions and we look forward to bringing their capabilities to both domestic and international projects." "The process to secure these updates was rigorous and detail-oriented, highlighting Seaward's ability to collaborate effectively with naval architects, ABS, DNV, and the USCG to manage critical documentation," added Smith. "Whether supporting operations in international waters or navigating complex maritime regulatory processes, Seaward continues to be a trusted maritime provider that brings this same level of diligence and service to every project." (*Source: MarineLog*)

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## KEYFIELD SNAP UP ACCOMMODATION WORKBOAT FOR \$18M

Malaysian offshore vessel owner Keyfield International is expanding its fleet with the acquisition of a nine-year-old accommodation workboat from Carimin Petroleum. The Kuala Lumpur-based company has snapped up the **Carimin Acacia** in a deal, valued at RM76m (\$18m). The Malaysian-flagged vessel has a nine-year operating history in domestic waters and meets specifications for local tenders, Keyfield noted.



"This acquisition strengthens our position as Malaysia's leading offshore accommodation provider," said Dato' Darren Kee, Keyfield's group CEO. "Adding Acacia improves our capacity, expands our competitive edge, and supports both local and international charter opportunities." The vessel will be funded entirely through the gross proceeds of Keyfield's Sukuk issuance completed in December 2024. The company, which currently counts a fleet of 13 offshore accommodation vessels and one cable layer, said it expects the acquisition to be earnings-accretive and to positively impact both earnings and net assets for the 2026 financial year and



beyond. (Source: *Splash24/7*)

## EVENT NEWS

### *DUTCH FESTIVITIES ON THE WATER: HOW SAIL AMSTERDAM 2025 WENT*

From August 20 to 24, the famous maritime festival Sail Amsterdam 2025 was held in Holland. A Sudostroenie.info correspondent visited the largest event for naval enthusiasts, which takes place



every 5 years. The Sail Amsterdam festival is a unique maritime event, first held in 1975. This year, the Sail Amsterdam festival was held for the tenth time (in 2020, the event was canceled due to the



pandemic). This time, the water festival was also dedicated to the 750th anniversary of Amsterdam. Ships, boats, sailors and tourists representing dozens of countries from different parts of the world arrived to celebrate the significant date. About 600 vessels took part in the water festival, including



historical sailing ships, modern yachts, warships and traditional Dutch flat-bottomed vessels. The

main event of the festival was the Sail-In Parade - a grand parade of ships along the IJ River, which took place on the first day. The festival program includes exhibitions of ships with the opportunity to visit, sea shows, concerts, fireworks, cultural events, fairs, master classes on maritime affairs. Traditionally, Sail Amsterdam is visited by more than 2 million people, including tourists from all over the world. Access to most Sail Amsterdam events is free. However, to visit some ships or excursions, you must purchase a ticket. In addition to the worries associated with the preparation and holding of the event, Sail Amsterdam also has an economic effect. Thus, in 2015, the festival brought about 100 million euros to the city treasury. The organizer of the festival is the local Sail Amsterdam Foundation, supported by the city authorities and sponsors. Traditionally, the festival emphasizes caring for the environment and sustainable development. Participants in the event use environmentally friendly technologies with waste minimization. *(Source: Sudostroenie, Text & photo: Natalia Sirotkina)*

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## IRISH LIGHTS ILV GRANUAILE OPEN TO VISITORS AT BELFAST MARITIME FESTIVAL (6-7 SEPTEMBER)



The Commissioners of Irish Lights aids to navigation tender, **ILV Granuaile**, is to welcome visitors onboard as part of the Belfast Maritime Festival next weekend of 6-7 September. The **ILV Granuaile** will be docked at Queen's Quay and will be open for public tours on both the Saturday and Sunday. The versatile working vessel plays a vital role in deploying and maintaining the offshore buoys that make up the Irish Lights network of marine aids to navigation. Built in 2000, **ILV Granuaile** is a versatile Class 1 dynamic positioning vessel and capable of working in difficult sea conditions. The vessel's primary function is to place and service offshore buoys, which warn mariners of the location of sandbanks, reefs, and other offshore hazards near shipping routes. Visitors can explore above and below decks, meet the skilled crew members, and discover more about Irish Lights and its remit to ensure safe navigation for all. For more event information,



including other visiting vessels, among them the Spanish 17th-century galleon replica the [Galeón Andalucía](#), as Afloat previously highlighted. Some of the vessels will also be berthed at Belfast Harbour Marina in the Abercorn Basin. So come along and meet the crews to get a glimpse of life at sea. For more details, consult the [festival's website](#) (*Source: Afloat*)

## ONTDEK DE HAVEN VAN ROTTERDAM

Op 5, 6 en 7 september 2025 ontdekken we weer honderdduizenden bezoekers de Rotterdamse haven tijdens de 48ste editie van de Wereldhavendagen. Met bijzondere schepen, spannende excursies, spektakel op het water en meer! Langs de kades van het terrein van de Wereldhavendagen is voor iedereen wat te beleven! *Te doen*



*op de kades* Op de kades rond de Erasmusbrug ga je aan boord bij indrukwekkende schepen en ontmoet je de mensen van de haven. Ontdek hoe in Rotterdam samengewerkt wordt aan de



toekomst op de Innovatiekade en hoe de regio veilig blijft op het Rijnmondveilig Plein. Kom tot rust in de levendige voormalige stadshavens van de Rijnhaven, óf kom juist in actie in het mariniersdorp van de Koninklijke Marine! *Shows op het water* Tijdens de shows op het water komen maritieme professionals in allerlei soorten en maten in actie! Op ons

showgebied op het water van de Nieuwe Maas zie je op 5, 6 en 7 september de hele dag allerlei shows op het water. Van de werkers van de haven, cruiseschepen en Koninklijke Marine met

commando's en paratroopers, tot zeilers, roeiers en foilingboten. De shows zijn goed te bekijken van de kades aan zowel de noord- als zuidzijde. Er staat een grote tribune met zitplaatsen op de Holland Amerikakade ter hoogte van de Cruiseterminal. *Nautische markt* Bezoek de nautische markt voor het betere maritieme shoppen! In 2025 vind je de bekende nautische markt op een nieuwe plek: dichtbij de actie op het 'Glitterplein', het stuk kade tussen de Nieuwe



Maas op een nieuwe plek: dichtbij de actie op het 'Glitterplein', het stuk kade tussen de Nieuwe



Leuvebrug en bar-restaurant Prachtig, aan de voet van de Erasmusbrug! Je vindt hier heel veel bekende en minder bekende Rotterdamse bedrijven met een link(je) naar de haven. Van duurzaam gebrouwen bier tot antiek en van scheepvaartboeken tot fashion. Shoppen!

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## WINDFARM NEWS - RENEWABLES

*NORTHERN OFFSHORE SERVICES ORDERS RECORD NUMBER OF CTVs, SETTING NEW STANDARDS FOR OFFSHORE WIND OPERATIONS.*



Northern Offshore Services has signed one of the largest Crew Transfer Vessel (CTV) orders in history. With four vessels already on the way and eight on order, the in-house designed E-Class series is now set to reach 12 innovative vessels that will redefine what the offshore wind industry can expect from safe, efficient, and future-proof crew transfer operations. The first of these, M/V Explorer, will arrive

in Europe as soon as next week. The agreement includes several options for additional orders, marking a historic step forward for both N-O-S and the offshore wind sector. “This is not just a fleet expansion, this is a statement,” says David Kristensson, Group CEO of Northern Offshore Services. “We believe in this market, we believe in our design, and above all, we believe in our ability to lead innovation, sustainably, competitively and at scale.” *Built for the future of offshore wind* The new 36-meter E-Class vessels are designed to meet the evolving needs of the offshore wind industry: • Improved crew and technician comfort; • Large cargo capacity tailored to future offshore wind demands; • Future-proof platform supporting the transition to electric and alternative fuels; • Improved hull design and advanced automation system to optimise energy efficiency. The vessels will be built with N-O-S’s long-term shipyard partner, extending a proven and trusted relationship. This order secures Northern Offshore Services’ position at the forefront of the offshore wind industry, delivering unmatched capability, comfort, and efficiency to clients across both established and emerging markets. “The market is evolving fast, but we are faster, and we always try to be one step ahead. With this investment, we ensure a diverse and capable fleet profile, setting a new

benchmark in our segment,” says David Kristensson. *(PR - N-O-S)*

## SEAWAY 7 WINS CABLING WORK ON WIND FARM OFF TAIWAN

Seaway 7, the renewable arm of Subsea 7, has been awarded a contract by Synera Renewable Energy (SRE) for the transport and installation of inter-array cables for the Formosa 4 offshore wind farm. The company’s scope of work includes the transport and installation of 35 inter-array cables, with offshore works expected to commence in 2028. No precise financial information was provided, but the deal was



described as a substantial contract, putting it in the \$150m and \$300m range. Seaway 7 has also been selected as the preferred contractor for the cable installation scope on SRE’s Formosa 6 project, comprising the transport and installation of 57 inter-array cables, with contract finalisation expected in 2026. The 495 MW Formosa 4 offshore site is located approximately 20 km off the coast of Taiwan and will comprise 35 wind turbine generators. “We are looking forward to supporting SRE on the Formosa 4 project and being able to continue contributing to the Taiwanese offshore wind targets with our seventh contract award since entering the Taiwanese market in 2019,” said Stuart Fitzgerald, Seaway 7’s CEO. *(Source: Splash24/7)*

## FOUNDATION, INTER-ARRAY CONTRACTORS SELECTED FOR GENNAKER OFFSHORE WIND FARM

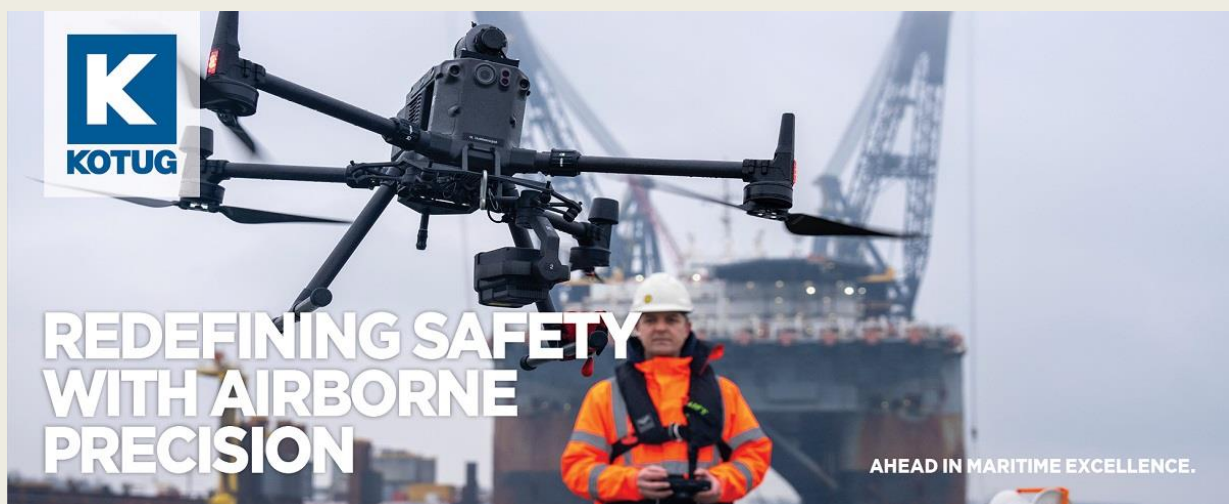


Skyborn Renewables has signed preferred supplier agreements (PSAs) for monopiles, transition pieces, foundation installation and inter-array cable supply and installation for the 976.5 MW Gennaker offshore wind project in the German Baltic Sea. EEW Special Pipe Construction (EEW SPC) has been selected for the supply of 63 monopiles, which the company will manufacture in Rostock, only 40 kilometres from the Gennaker site. The 63 accompanying transition pieces

will be delivered by Dajin Heavy Industry and manufactured in Penglai, China, with final work to be performed in Odense, Denmark. Skyborn has also signed a PSA with Seaway7 for the transportation and installation of monopiles and transition pieces for the project. A consortium of

Boskalis and TKF has been selected for the supply and installation of approximately 140 kilometres of inter-array cables, which will be manufactured in Eemshaven, Netherlands. These PSAs come shortly after Skyborn confirmed the execution of the wind turbine supply and long-term service agreements with Siemens Gamesa for its SG 14-236 turbines. Skyborn also entered a PSA with Fred. Olsen Windcarrier for the offshore transportation and installation of the wind turbines, with the charter party agreement expected to be signed later in 2025. Offshore installation of the 63 wind turbines is planned to commence in 2028 and will be carried out by Fred. Olsen Windcarrier's Brave Tern jack-up vessel. The German Baltic Sea transmission system operator (TSO) 50Hertz is leading the development of the project's grid connection (OST-6-1) and selected the suppliers of the two offshore substations in 2022. The substations will be delivered by a consortium comprising HSM Offshore Energy, Smulders, and Iv, with Allseas responsible for the transportation and installation of two substations. Located approximately 15 kilometres north of the Fischland-Darß-Zingst peninsula, the 976.5 MW Gennaker project will become the largest offshore wind farm in the German Baltic Sea, once operational, according to the developer. Gennaker is planned to be commissioned in 2028. *(Source: Offshore Wind)*

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## *US TRANSPORTATION DEPT CANCELS FUNDING FOR 12 OFFSHORE WIND PORT PROJECTS TO 'INVEST IN REAL INFRASTRUCTURE'*

The US Department of Transportation (USDOT) has withdrawn or terminated funding for twelve offshore wind-related port projects, totalling USD 679 million (approximately EUR 580 million). These funds will be used, where possible, “to invest in real infrastructure, restoring American maritime dominance,” according to a press release issued by USDOT on 29 August. “The





Trump Administration has refocused the Department of Transportation (USDOT) and its Maritime Administration (MARAD) on rebuilding America's shipbuilding capacity, unleashing more reliable, traditional forms of energy, and utilizing the nation's bountiful natural resources to unleash American energy", USDOT said. USDOT has withdrawn one project in the Nationally Significant Freight and Highway Projects (INFRA) programme, the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project, which was granted around USD 427 million (approx. EUR 364 million) in 2024. MARAD has withdrawn six and terminated five projects within its Port Infrastructure Development Program (PIDP), totalling USD 252 million (approx. EUR 215 million) in funding, including the Sparrows Point Steel Marshalling Port Project, for which the grant has been withdrawn. *(Source: Offshore Wind)*

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## DREDGING NEWS

### UNALASKA BAY DREDGING WRAPS UP AHEAD OF SCHEDULE

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The City of Unalaska will host the completion ceremony of the U.S. Army Corps of Engineers Unalaska Bay Channel Dredging Project tomorrow. According to USACE, this project improves marine access to Unalaska and Dutch Harbor by increasing navigational efficiency and safety in the region. Also, the dredging work provided a 600 ft. x 600 ft. one way channel at a depth of -58 MLLW through a shallow bar in Iliuliuk Bay.

This shallow bar previously prevented deeper drafting vessels from safely passing over the bar without lightering, discharging ballast water, light loading cargo or fuel, and awaiting favorable wave and tidal conditions, the City said. The project was awarded in July 2024 to J.E. McAmis of Chico, California. Dredging of 172,000 cubic yards began in June 2025 and was successfully completed ahead of schedule in August 2025. *(Source: Dredging Today)*

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### LEASK MARINE SUPPORTS DREDGING OPERATIONS AT ARDESIER PORT

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Leask Marine is supporting New Wave Solutions and Haventus with marine dredging operations at Ardersier Port. According to Leask, the scope of work involved 24/7 general dredging assistance, anchor handling, and floating line handling. "This marks the second consecutive season that Leask Marine has delivered a wide range of dredging activities at the port, further supported by our on-call diving team, ready to provide rapid backup whenever needed," Leask said. Once completed, Ardersier is set to play an important role in enabling the deployment of offshore wind projects at the pace and scale needed to support energy security, meeting net zero targets and ultimately helping to

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lower the cost of power to consumers and industry. The 450-acre site is accessed via an initial >650 meters of quay, with a further 1 kilometer of quay development forming the centrepiece of the site's future expansion. The facility will be key to deploying offshore wind projects over the next decade and an important enabler to Scotland achieving net zero by 2045. (Source: *Dredging Today*)



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## CASHMAN DREDGING BAGS TAMPA HARBOR CONTRACT



Cashman Dredging & Marine Contracting has won a \$9 million USACE contract for maintenance dredging at Tampa Harbor. The project includes maintenance dredging of the Tampa Harbor Upper Channels, particularly maintenance of the Cut-G (PT). Dredge areas will incorporate 1 foot of allowable over depth with all dredged material to be disposed of in DMPF-2D. Additional work includes turbidity monitoring, sea turtle

trawling and relocation, bird monitoring, and environmental species monitoring. The contractor has until April 2nd 2026, to complete the Tampa Harbor dredging work. (Source: *Dredging Today*)

## THE YARD BRISBANE: HOPPER DREDGER M.V. APRIL READY FOR



## RELAUNCH

The 40m hopper dredger M.V. **April**, operated by McKay Maritime, arrived to The Yard Brisbane (TYB) for her annual maintenance in July 2025. According to TYB, the work is done and the dredger is now ready for relaunch. “Weighing in at 550T, she is every bit the heavy duty piece of hardware. It’s her first time docking at TVB, arriving with some serious foul build up,” The Yard said.



The Yard Brisbane is one of the most well-resourced shipyards on the east coast of Australia, strategically located less than 2km from the port of Brisbane, 15km from the Brisbane International Airport and within 11km of the CBD. Also, TYB is a full-service shipyard catering to a wide range of refit, ship repair and marine construction activities. *(Source: Dredging Today)*

## DREDGING UNDERWAY AT GERALDTON’S FISHING BOAT HARBOR



Mid West Ports Authority has begun routine maintenance dredging of the Fishing Boat Harbor (FBH). Maintenance dredging is common practice in ports around the world and involves returning key navigational areas to original design depths. It plays an essential role in ensuring safe navigation, vessel access and in keeping marine assets, like the harbour, operating. The FBH Dredging project involves removing around 45,000m<sup>3</sup> of naturally accumulated sediment

to maintain safe vessel access. The dredged sand is being stockpiled at Pages Beach, and will be later used as part of the Northern Beaches Stabilization Program, where sand is bypassed from Pages Beach to key points along Geraldton’s coastline. Using the dredged material for beach nourishment has been identified as the best-performing option, supporting long-term coastal resilience by working with natural processes and ensuring valuable sediments are put to good use. *(Source: Dredging Today)*

## €13 MILLION SAND REPLENISHMENT PROJECT UP FOR BIDDING IN PORTUGAL



The Portuguese government is working on a €13 million project that will replenish a 6.6-km stretch of the Quarteira-Vale do Lobo coastline. Last week, the country's environment agency (APA) approved the opening of a public tender for the Quarteira-Garrão sand replenishment project. According to APA, the project aims to artificially saturate the sediment transport capacity of the waves, mitigating erosion of the sandy cliffs. To achieve this goal, sediment from the offshore borrow site will be dredged and pumped on shore



to replenish the 6.6-km coastline between Forte Novo and Garrão beaches. The government is planning to award the contract in the next few months and complete all dredging /sand replenishment works before the end of 2026. (Source: *Dredging Today*)

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## **YARD NEWS**

### **NEXUSOCEAN EXPANDS PORTFOLIO WITH STARLINK SOLUTIONS**

NexusOcean, the ocean's internet provider, is pleased to announce that it can now offer Starlink's high-speed maritime connectivity solutions to its clients. This is made possible through NexusOcean's partnership with official Starlink reseller, MTN. Beginning August this year, this expansion further strengthens NexusOcean's portfolio of maritime connectivity services, ensuring fast, reliable coverage across the globe. *Powered by MTN* NexusOcean offers a range of services to the commercial shipping, offshore energy, and yachting sectors, incorporating connectivity, cybersecurity, and IT support. The company is long-term official European partner to US-based maritime connectivity leader MTN. As such, it has gained valuable experience with Starlink solutions since their introduction to market in 2023. Now, NexusOcean is able to deliver these solutions to its clients as part of its tailored offerings to the European maritime market. *Tailored approach* While supporting MTN with the commercial distribution of its products in Europe, NexusOcean, as a virtual network operator, has developed its own distinct proposition—based on flexibility and customisation to meet the unique requirements of each client. This includes the

development of hybrid onboard systems that integrate a range of innovative technologies. These



systems can automatically switch between networks depending on location and coverage, bridging gaps in connectivity. The result is fast onboard internet – even in the most remote locations – enhancing safety, operational efficiency, crew comfort, and reduced costs of operation. *Another piece of the puzzle* NexusOcean Managing Director Richard de Wit says, “With this latest development, we have been able to add a further piece to the puzzle in our bid to offer

a comprehensive range of solutions tailored to clients’ needs. “Starlink is a leading name in the provision of high-speed, reliable connectivity at sea. As a former ship owner myself, I fully appreciate just how important this can be in ensuring an efficient operation and a comfortable working environment for crew. We are very pleased to be able to provide our clients with Starlink’s high-quality solutions.” *Collaboration built on expertise* Chloe Hekmati, Senior Vice President Maritime/Enterprise Sales – EMEA at MTN, adds, “Our partnership with NexusOcean combines MTN’s global reach and official Starlink reseller accreditation with NexusOcean’s deep understanding of the European maritime market. Together, we can deliver high-speed, reliable connectivity solutions that empower shipowners and operators to perform at their best – wherever they are in the world.” (PR)

## PILOT BOAT 'WANDELAAR' TO ANTWERP FOR MAJOR MAINTENANCE

The pilot boat "**Wandelaar**" sailed from Ostend to Antwerp on Sunday, August 31st. The Westpost mothership has been in service for twelve years and is undergoing a thorough drydock overhaul at the Antwerp shipyard EDR. The



"**Wandelaar**" will temporarily replace the pilot station with "**Pilot Boat 1**." In drydock, the four MTU engines will be replaced, the port rudder repaired, and the underwater hull will be cleaned and given a new red coat of paint. During the voyage, the "**Wandelaar**" was escorted by the tugboat "**VB Kodiak**" of Boluda Towage. *Diesel-electric propulsion* The "**Wandelaar**" has a diesel-electric propulsion system: the propellers are driven by electric motors, while the necessary power is supplied by four powerful MTU diesel generators. MTU engines are large, high-performance diesel engines from the German marine engine manufacturer MTU Solutions in Friedrichshafen. After more than a decade of intensive use, a complete engine replacement is necessary to prepare the vessel for the remaining years. The docking coincides with growing criticism of Vloot from the



Coastal Pilots Association. In an open letter, the association criticized the poor operational readiness of pilot boats and tenders, which it claims leads to delays and dangerous situations. For example, the cruise ship 'Star Legend' was delayed for three hours in mid-August due to technical problems. [Vloot Launches Tender](#) Vloot is responding with a tender for four new tender-swath vessels, which are to replace the current generation starting in 2028. Director Tim Van Dijk acknowledges that the situation is dire: "Our fleet is at the limit of its technical capabilities. With these new construction projects, we want to structurally re-embed reliability and safety in the North Sea. This is not a luxury, but an absolute necessity." [Operational Nerve Center](#) The 'Wandelaar' is more than just a ship: it is an operational nerve center at sea. The station has about sixty cabins, recreation rooms, and a hospital, and coordinates the pilotage of incoming seagoing vessels day and night. In early July, Flows was still aboard the "Wandelaar." You can watch the report we made at that time [HERE](#) (Source: Flows)

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## GIBDOCK BECOMES MAJOR FOCUS FOR OFFSHORE SUPPORT VESSEL WORK



Gibdock has completed a series of high-profile offshore support vessel (OSV) projects in recent months to consolidate its reputation for delivering exceptional and timely service to the offshore industry. In a significant and

growing market for Gibdock, the Gibraltar-based ship repair yard has established itself as a trusted strategic partner to several major offshore players by consistently executing projects on time, within budget, and to the highest safety and quality standards. As part of an ongoing relationship with Boskalis, Gibdock has completed works on the trailing hopper suction dredger Gateway, the construction support vessel [BOKA Southern Ocean](#), and the multipurpose construction vessel [BOKA Fulmar](#) in recent months. Other significant OSV projects this year include the repair of Subsea 7's construction/flex-lay vessel [Seven Pacific](#) and the repair and renewal of Technip's specialised rigid pipelay vessel [Deep Blue](#). With Solstad's anchor-handling tug supply vessel [Normand Pacific](#) currently in the yard for renewal, and many more projects in the pipeline for the year ahead, Gibdock's outlook in the offshore support segment is strong. "Offshore majors trust Gibdock because of our track record in delivering safe, high-quality, and on-time services at good value," commented John Barnard, Commercial Director, Gibdock. "We work closely with these companies to provide

bespoke projects and conversions within a timeline that suits them. Due to the strong and growing demand for our OSV services, we encourage proactive engagement: interested parties should approach us early, even when projects are planned for two or three years out, so we can ensure availability and provide tailored input. *(PR-Gibdock)*

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## ***BOLLINGER SHIPYARDS HIRES MASTER CHIEF PETTY OFFICER OF THE COAST GUARD HEATH B. JONES AS VICE PRESIDENT FOR GOVERNMENT RELATIONS AND STRATEGIC PARTNERSHIPS***

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Jones brings more than three decades of maritime leadership and service to America's shipbuilding industrial base. Bollinger Shipyards (Bollinger) today announced that Heath B. Jones, retired 14th Master Chief Petty Officer of the U.S. Coast Guard (MCPOCG), has been named Vice President of Government Relations and Strategic Partnerships. In this role, Jones will help sustain



and expand Bollinger's trusted relationships with key government customer agencies, including the U.S. Coast Guard and U.S. Navy, while also advancing new opportunities across Bollinger's expansive commercial customer base. "As the maritime industry continues to evolve, Bollinger recognizes the importance of adapting to meet the needs of both government and commercial customers," said Ben Bordelon, President & CEO of Bollinger Shipyards. "Whether it's supporting Bollinger's programs enhancing America's white hull and grey hull fleets, delivering advanced icebreakers for the Arctic, or expanding the company's offerings in autonomous, offshore energy, alternative fuels, or commercial space exploration, we are investing in the future. Heath's leadership and experience will be instrumental in ensuring we remain the partner of choice for all of our customers." Jones joins Bollinger at a historic moment for America's maritime industrial base, following President Trump's recently enacted One Big Beautiful Bill Act, which delivers a record \$25 billion investment in the Coast Guard – the largest in American history, further extending the Service's most successful recapitalization effort and underscoring the scale of this historic commitment to U.S. shipbuilding. The landmark legislation included \$4.3 billion for the advanced procurement and construction of vessels two and three of the Bollinger-built Polar Security Program, fully funding the critical program through completion. In addition, the legislation included \$1 billion for the Fast Response Cutter program. Bollinger recently entered into contract negotiations with the Coast Guard for at least 10 additional FRCs. "I'm honored to return home to Louisiana and join the Bollinger team," said Jones. "As a young cutterman, I served as executive petty officer, and later skipper of a Bollinger-built 87-foot Coastal Patrol Boat constructed in Lockport in the 1990s. To now come full circle and be part of the company that built the platforms I once sailed on is deeply meaningful. Bollinger has long been a trusted partner to the Coast Guard and Navy, but it is also charting a course into new maritime frontiers that will shape the future of technology, security, and commerce. I look forward to helping build those partnerships, expand opportunities for America's shipbuilding workforce, and ensure Bollinger remains at the forefront of our nation's industrial base." Jones brings more than three decades of maritime service and leadership to Bollinger. Over his 30-plus year Coast Guard career, he served in multiple afloat and



ashore commands and ultimately as the 14th Master Chief Petty Officer of the Coast Guard, the Service's senior enlisted leader and principal advisor to the Commandant. In that role, Jones advised on workforce readiness, training, personnel policies, and quality-of-life issues affecting more than 57,000 Coast Guard active-duty, reserve, and civilian members. *About Heath Jones* Master Chief Heath B. Jones served as the 14th Master Chief Petty Officer of the Coast Guard from May 2022 to August 2025. Master Chief Jones was the senior enlisted member of the Coast Guard and the principal advisor to the Commandant on all personnel matters. MCPOCG Jones is a native of Covington, La. He enlisted in the Coast Guard in August of 1995. Master Chief Jones' previous assignments include Command Master Chief, Deputy Commandant for Mission Support; Command Master Chief, Pacific Area; Command Master Chief, 8th Coast Guard District; Command Master Chief, Sector Hampton Roads; Officer in Charge, USCGC SEA HORSE; Officer in Charge, Station Pensacola; Officer in Charge, USCGC Bollard; Officer in Charge, Station Cape Charles; Executive Petty Officer, Station Little Creek; Executive Petty Officer, USCGC SEAHAWK; Station New Orleans; USCGC KANAWHA. MCPOCG Jones's personal awards include the Coast Guard Distinguished Service Medal, the DHS Distinguished Service Medal, The Legion of Merit, four Meritorious Service Medals, five Coast Guard Commendation Medals, two Coast Guard Achievement Medals, the Command Afloat and Ashore Devices, and the permanent Cutterman, Coxswain, and Advance Boat Forces insignia. He is the recipient of the 2012 Signalman First Class Douglas Munro Inspirational Leadership Award and the 2006 Master Chief Petty Officer Angela McShan Inspirational Leadership Award. He also served as the 16th Silver Ancient Mariner. He is a proud graduate of the Coast Guard Chief Petty Officers Academy Class 124, the Coast Guard Senior Enlisted Leadership Course class 48, and he is a Keystone 18-1 Fellow. He holds both a Bachelor and a Master of Arts Degree in Organizational Management with a specialty in Human Resource Management. He also holds a Certificate of Apprenticeship as a Master Homeland Security Specialist from USMAP. He has been married to the former Carol Ann Clarke of Folsom, La since 1996. They are the very proud parents of son Mr. Christian and wife Mrs. Katherine Jones, and daughter Dr. Sidney and her husband Mr. Thomas John, as well as the pride of their lives, granddaughters Katie Lyn John and Ella Grace Jones! *(PR-Bollinger)*

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## **CONTRACT SIGNED: SIX NEW KEWATEC RESCUE 1700 VESSELS FOR POLAND'S MARITIME SEARCH AND RESCUE SERVICE**

Kewatec has signed a contract with Poland's Maritime Search and Rescue Service (SAR) for the delivery of six Kewatec Rescue 1700 vessels. The agreement marks a new step in strengthening maritime safety in the Baltic Sea – and another milestone in the success story of Kewatec's proven Rescue 1700 design. The new vessels are based on the same trusted design already delivered to ICE-

SAR in Iceland and to the French Civipol, operating in Mediterranean waters, with enhanced



propulsion for even greater capability: twin Scania DI16 engines (1000 hp each) paired with Hamilton HTX42 waterjets. This upgrade delivers the speed, maneuverability, and reliability needed to operate in challenging maritime environments. This contract represents the third production series of the Kewatec Rescue 1700, a vessel that has already proven its durability, performance,

and adaptability in diverse operations around the world. The six Polish vessels will be deployed across six different ports, where they will support a wide range of search and rescue missions in Poland's waters. At Kewatec, every project starts with a simple commitment: to build the best possible tool for the job. Our vessels are not just boats – they are working units, designed together with the end-users to secure efficiency, comfort, and reliability over their entire lifecycle. This philosophy, rooted in our Nordic shipbuilding tradition and our "Seafarer Sense", is what makes our vessels trusted by maritime authorities worldwide. "For Poland's SAR service, the Rescue 1700 offers the perfect combination of power, endurance, and proven reliability," said Mika Klapuri, Sales Manager. "We are proud to support those whose mission is to save lives at sea – and to continue building on a design that has already shown its value in the harshest conditions." The new fleet will significantly strengthen Poland's maritime rescue capabilities while highlighting Kewatec's role as a builder of mission-proven solutions for demanding work in demanding conditions. Kewatec Rescue 1700 – Proven design. Enhanced performance. Saving lives at sea. (PR-Kewatec)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - *[Sanmar Launches New Tugboat for Ultratug's Operations in Mexico](#)*
  - *[Damen to deliver Stan Tug 1706 ICE to Chippewas of Georgina Island First Nation](#)*
  - *[South Africa's supertugs book – on order](#)*
  - *[Forging Stronger Ports: Med Marine launches a state-of-the-art tugboat for Remolcanosa](#)*
  - *[The momentum builds: Med Marine launches second TRaktor 2600-Z tugboat for](#)*



*Svitzer**2. Several updates on the Broker Sales page posted last week.**(New page on the website. If you are interested to have your sales on the website)**(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))**3. Several updates on the Newsletter – Fleetlist page posted last week*

- *[Ocean Group - Triest](#) by Jasiu van Haarlem (new)*
- *[The Great Lakes Towing Company Ltd.](#) by Jasiu van Haarlem*
- *[Britoil Offshore Services Pte. Ltd.](#) by Jasiu van Haarlem*
- *[Remolques Unidos S.A.](#) by Jasiu van Haarlem*
- *[Fastnet Shipping](#) by Jasiu van Haarlem*

*Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662**[mailto: jvds@towingline.com](mailto:jvds@towingline.com)*

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