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President & CEO:
DAVID LANGSTAFF

Managing Editor:
TAMMY SCHUSTER
tammy@delcommunications.com

Advertising Sales Manager:
DAYNA OULION

Advertising Sales:
BRENT ASTROPE
brent@delcommunications.com

Creative Director / Design:
KATHLEEN CABLE

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MESSAGE FROM THE EDITOR

As the season turns to fall, we're reminded that change brings both challenge and opportunity. For the tugboat industry in British Columbia, this is especially true. The tides of innovation, expansion, and community commitment are moving stronger than ever, and this issue of *BC Tugboat* magazine reflects that momentum.

Inside, we shine a spotlight on the powerful new vessels shaping our coastlines, along with the products and technologies that keep them running at their best. Clean energy and sustainable operations continue to take centre stage, with forward-thinking operators showing how tugboats can lead—not follow—when it comes to reducing emissions and building a greener maritime future.

But tugs aren't just engines and steel; they are lifelines for people and communities; creating jobs, building skills, and fostering the next generation of marine professionals. And as coastal projects grow, the tug and barge sector is at the heart of expanding opportunities that ripple beyond the dock.

Please enjoy the fall issue, and may this season bring you fair weather, steady work, and renewed pride in the power of B.C.'s tugboats. 🌊



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Canada's most powerful escort tugs set to redefine tanker support

By Robert Allan Ltd.

As maritime safety and environmental accountability take center stage in global shipping, the launch of SD Aisemaht, the first RAsalvor 4400-DFM, is a major step in escort and rescue towage. Designed by Robert Allan Ltd. for KOTUG Canada and built by Sanmar Shipyards, these powerful new tugs are set to redefine tanker support operations for the Trans Mountain Expansion Project

(TMEP). With over 115 tonnes of bollard pull, these two 44-metre vessels will be the most powerful escort tugs in Canada.

But raw power is only part of the story.

What sets the RAsalvor 4400 apart is its role as a standby escort and emergency towing vessel, a function that demands not just muscle, but precision, speed, and foresight. The tug's towing systems are engineered

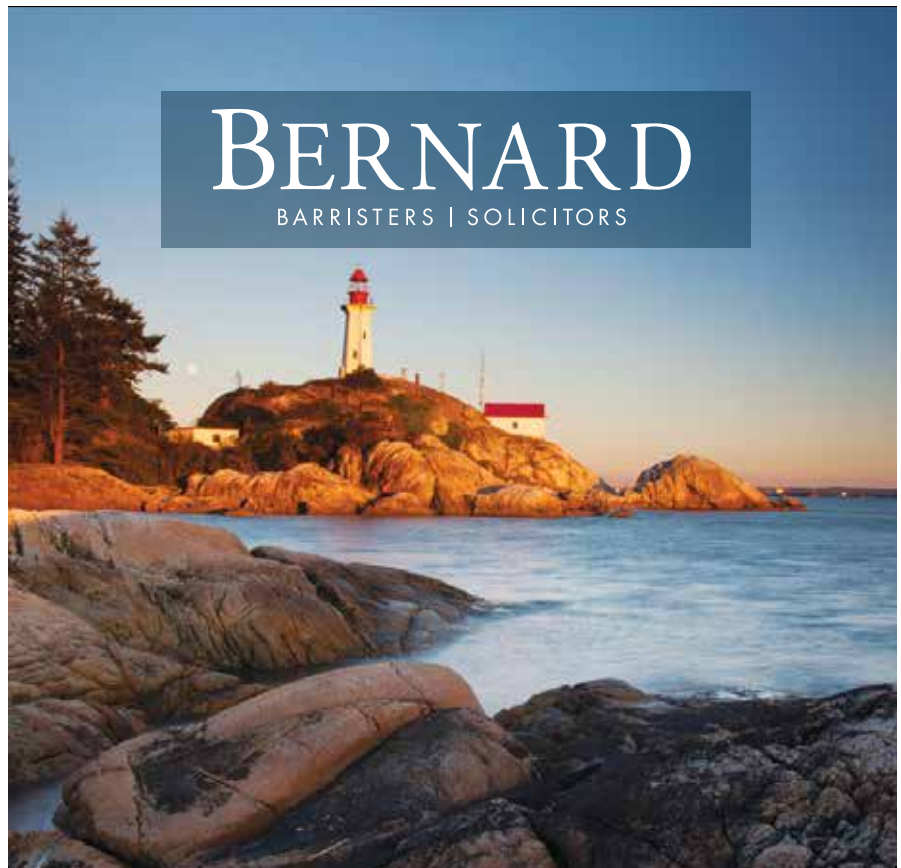
for versatility and reliability. The escort winch and skag are specially tuned so the resulting hydrodynamic escort forces stay within the limits of the deck fittings of the Aframax tanker's loading from TMEP. In an emergency the tug's high bow, custom fendering and excellent maneuverability will suit making a connection in winter Salish Sea weather conditions. A dual-drum winch aft, equipped with 2 x 1,000 metres of steel wire, enables robust emergency towage.

These powerful new tugs are set to redefine tanker support operations for the Trans Mountain Expansion Project (TMEP).



These features are not just technical enhancements; they are strategic safeguards against maritime incidents in one of North America's most delicate marine ecosystems.

Environmental protection is a core design principle. The vessel's propulsion system quietly signals a shift toward more sustainable maritime practices. Powered by IMO III compliant dual fuel methanol-diesel engines, the RAsalvor 4400-DFMs will be fuel flexible, capable of utilizing bio-diesel or methanol as pathways to reduce CO₂, NO_x, and particulate emissions. A mechanical cross-link between azimuth thrusters and shaft alternators create single-engine efficiency regardless of fuel source during low-demand operations, minimizing consumption and the number of sources of underwater radiated noise. Additional features include the distinctive white graphene underwater hull coatings and electric winches, which further reduce environmental impact and operational noise.



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The RAsalvor 4400 is also outfitted with ABS Fi-Fi 1 rated off-ship firefighting systems and spill response capabilities including over 400m3 of recovery tankage. Dedicated spill response equipment and collaboration with Western Canada Marine Response Corporation (WCMRC) technicians and vessels based at the same base further reinforce its dual role as a responder and protector.

Combined, these features position the RAsalvor 4400 not only as the world's first new-build, methanol-fueled tugs but also as a symbol of responsible maritime engineering. As these vessels enter service in 2026, the tugs will be doing more than escorting tankers; they will be demonstrating the steps industry are already taking on safety and environmental stewardship. 🌱



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PRECISION MEETS POWER: Arrow Marine unveils new machine shop on B.C.'s coast

Arrow Marine is proud to announce that its new on-site machine shop is now fully operational, marking a significant milestone in the company's commitment to expand services and deliver industry-leading support to the marine sector across British Columbia's coast.

The facility was designed and constructed as part of Arrow Marine's long-term growth plan, ensuring the shipyard can meet rising demand from commercial, industrial, and government clients. By bringing machining services in-house, Arrow Marine reduces reliance on subcontractors, shortens project timelines, and maintains strict quality control. This advancement reinforces Arrow's position as one of B.C.'s most capable full-service shipyards.

Welcoming expertise: Scott Vandop joins as machinist

Arrow is also pleased to welcome Scott Vandop, who has joined the company as Machinist following decades of independent work through SVD Machining. With more than 27 years of experience working in shipyards, harbours, and industrial sites across the Lower Mainland, Scott brings deep expertise to this new role.

A graduate of BCIT's Machinist Program, Scott has specialized in precision shaft alignments, heavy-duty component rebuilding, and custom fabrication. His reputation

for problem-solving and craftsmanship makes him an invaluable addition to Arrow Marine's team. His presence ensures the new facility is not only equipped with cutting-edge machinery but also led by a professional with proven skills and industry knowledge.

Expanding in-house capabilities

The new machine shop is anchored by a 36-foot precision lathe capable of handling the largest propulsion and shafting components found on the West Coast. This heavy-duty tool, combined with modern inspection and fabrication

equipment, allows Arrow Marine to complete:

- Shaft work for vessels of all sizes
- CSI inspections (Condition and Shaft Inspections) with quick turnaround
- Precision alignments and repairs for propulsion systems
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With the 330-ton Travelift — currently the largest on B.C.'s coast — Arrow Marine can haul vessels for dry-dock, repair, refit, or storage

Building on Arrow Marine's full-service offering

The machine shop adds to an already comprehensive range of services. With the 330-ton Travelift — currently the largest on B.C.'s coast — Arrow Marine can haul vessels for dry-dock, repair, refit, or storage. Its capabilities include:

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Arrow also designs and constructs marine infrastructure such as docks, breakwaters, and barge flotation systems, supported by a 24/7 emergency response team.

A step forward for the B.C. maritime sector

The launch of the machine shop represents more than internal growth; it is a strategic investment in B.C.'s maritime sector. With the region's shipping, tug, and fisheries industries expanding, the demand for reliable and responsive marine services is increasing. By combining infrastructure, skilled trades, and decades of operational experience, Arrow Marine is positioning itself as the partner of choice for vessel owners and operators throughout the Pacific Northwest.

Learn more at arrow.ca/marine.

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STRONGER, CLEANER, QUIETER Seaforth's hybrid-electric tug delivers more than anticipated

By Daniel McIntyre, P.Eng., Vice President, 3GA Marine Ltd.



With Transport Canada approval secured, Seaforth's new hybrid-electric tug went straight into service—and early operations are showing exactly what careful design intended. On typical booming and unbooming assignments—deploying, tending, and recovering oil-containment boom around tankers during

cargo operations—including transits to and from the customer site, the vessel is using roughly 30–35 per cent of its battery per job. Crews plug in between assignments, and the generator has not been required for the work performed to date.

From the wheelhouse, the difference is immediate: instant torque, precise low-speed control, and markedly lower

noise and vibration—ideal for slow maneuvers along hulls and around terminal structures while handling boom. From the shoreline, it shows up as zero local emissions whenever the tug operates on battery power—especially valuable at terminal fence lines and in sensitive marine environments. Operationally, the cadence looks familiar: transit to the berth, boom, stand-by/watch,

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unboom, return to base, quick top-up—now with a charging cable instead of a fuel hose.

The outcome is by design. B.C.-based 3GA Marine engineered the hybrid architecture and controls around real booming duty cycles, right-sizing energy storage and shore-charging so the generator is a contingency—not a crutch. Redundancy, protection, and procedures meet TC requirements, keeping confidence high and operations straightforward for crews.

“This vessel marks the first step in Seaforth’s commitment to becoming a leader in sustainable marine operations on the B.C. coast. Our objective is to operate entirely on clean, renewable electricity from British Columbia, eliminating hundreds of tons of CO₂ emissions annually, while creating a safer and healthier workplace for our crews with quieter operations and far less exposure to exhaust fumes,” says Jon Brown, Seaforth.

While training exercises and customer approvals continue, the operational data already support the case for charge-between-jobs electrification in terminal support work. Crews report crisp maneuverability and reduced fatigue thanks to quieter decks. Maintenance teams anticipate fewer engine hours and simpler service intervals. And with electricity prices more stable than diesel, Seaforth expects more predictable operating costs over the vessel’s life.

Not every tug or route needs the same solution, but many terminal

support cycles—especially booming/unbooming—align with battery-forward operations. This hybrid shows that, with the right sizing and straightforward shore power, electrified tugs are practical and productive today—capable of completing routine boom deployments and recoveries without the generator.

Seaforth will continue tracking performance—state-of-charge per job, time-on-plug, seasonal effects, and any occasions when the genset is deployed—to inform fine-tuning and future builds. For now, the takeaway from the water is simple: plug between jobs, keep the genset off, get the work done. 🚢



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Ocean Group



Five years of pride and a resolute focus on the future

It's been five years already. In 2020, Ocean Group proudly dropped anchor in Western Canada. The arrival of our first two tugs on the Pacific coast was not just an operational deployment, it was a firm commitment to put our expertise, developed over more than 50 years, at the service of British Columbia's maritime communities.

Since then, our journey has been marked by exciting challenges, large-scale projects, and above all, the establishment of strong relationships with our customers, partners, and local teams. These five years demonstrate our ability to adapt, innovate, and work hand in hand with the region's port and maritime industry.

This fifth anniversary coincides with another significant milestone for our organization: the recent refinancing of Ocean Group. This strategic move allows us to ensure our long-term financial stability and free up the resources necessary to invest in our operations, modernize our assets, and accelerate the development of sustainable maritime solutions. More than just a financial transaction, this is a lever to build the future and consolidate our position as a leader in the industry.

As a 100 per cent Canadian-owned company, we are proud to promote local maritime expertise for the benefit of communities from coast to coast.

But a company is not measured solely by the strength of its fleet or the solidity of its balance sheet. It is defined above all by the relationships it maintains with its community. In this regard, we place great importance on our partnerships with Indigenous communities in British Columbia.

We have entered into a collaboration agreement with the Musqueam Nation, focusing on tangible economic and social benefits for its members. This partnership has resulted in skills development initiatives and the creation of real career opportunities. Today, several students from the Musqueam Nation have completed their training and hold permanent positions with Ocean Group in British Columbia – a shared source of pride that illustrates the value of this type of collaboration.

In the same spirit, we are also working with other Nations in British Columbia to build lasting relationships based on respect, listening, and sharing positive benefits. These relationships, which are essential to our development, are both a responsibility and an asset for us.

In the same spirit of innovation and responsibility, we have taken a proactive approach to energy transition. Since 2023, our towing operations in Western Canada have been using HVO (Hydrotreated Vegetable Oil), a renewable fuel that significantly reduces greenhouse gas emissions. This initiative illustrates our commitment to combining operational performance with respect for the environment, taking concrete steps to reduce our carbon footprint and contribute to a more sustainable future for the maritime industry.

As we look to the future, our ambition remains clear: to put our maritime expertise, passion, and sense of innovation to work for a stronger, more resilient, and more inclusive sector. These first five years in the West are just the beginning of a journey that we intend to continue with the same energy, rigor, and respect for the values that have guided Ocean Group since its founding. 🇨🇦

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Port of Vancouver sets record pace in first half of 2025



The Port of Vancouver moved record volumes of Canadian trade in the first six months of 2025, delivering vast quantities of made-in-Canada grain, energy, and fertilizer exports to diverse world markets against a challenging geopolitical backdrop.

Mid-year cargo statistics show a 13 per cent increase in goods moved between January and June 2025 compared to the same period last year—surpassing 85 million metric tonnes (MMT) of cargo for the first time. International trade through Port of Vancouver terminals rose nearly 20 per cent year-over-year, fueled by surging exports of Canadian crude, canola oil, grain, potash, and coal. Containerized trade held steady, while cruise and auto volumes eased following record-breaking performances in 2024.

“Canadians and their businesses depend on the Port of Vancouver to buy and sell the products they manufacture, farm, mine, and stock their shelves with,” says Peter Xotta, President and CEO of the Vancouver Fraser Port Authority.

“As Canadians navigate a moment in time like no other, I want to acknowledge the port community and our supply chain partners for rising to the occasion and moving record trade volumes so far this year. The Port of Vancouver has a critical role to play as Canadian businesses seek to sell more of their products to more customers outside of the U.S.”

As Canada’s largest and most diversified port, the Port of Vancouver connects the country to more than 170 global economies and handles as much cargo as Canada’s next five largest ports combined. More than 80 per cent of its trade is with countries other than the U.S.

Expanding Canadian commodities into new markets

Bulk exports were particularly strong in the first half of the year, including record volumes of crude oil alongside robust shipments of canola oil, grain, and potash from Manitoba, Saskatchewan, and Alberta.

Port operators also moved near-record volumes of grain, fertilizer (potash, sulphur), and coal. Grain exports rose 8 per cent, reaching their second-highest half-year total on record (behind 2021). Within that, wheat shipments increased 16 per cent, and canola seed exports rose 12 per cent. While Japan absorbed much of the growth, new markets such as Mexico, the Netherlands, France, Bangladesh, and Bulgaria helped offset the impact of Chinese tariffs.

Potash shipments climbed 26 per cent, achieving their second-highest half-year result on record (after 2019) as the sector rebounded from a slowdown in 2024.

“For decades, and prior to tariff threats, along with our partners we’ve been working hard to grow trade capacity to meet demand. Today, our growth plans and partnerships are purpose-built to help Canada rise to the occasion and get made-in-Canada products to more customers,” says Xotta.

“We all win when we work together. For example, we’re using new tech and tools to facilitate thousands of ship movements each year—improving visibility into how goods move through the port, better coordinating with supply chain partners, and adding capacity,” he says. “Our Active Vessel Traffic Management Program, combined with collaboration across the supply chain, has enabled the smooth integration of

Trans Mountain's expanded volumes while allowing CN to boost rail service to the busy North Shore trade area by 10 per cent."

Container trade resilient amid tariff pressures

The Port of Vancouver's four container terminals handled 1.88 million 20-foot equivalent units (TEUs) in the first half of 2025, a 6 per cent increase over last year. This marks the second-highest mid-year container total on record, after 2021's 1.94 million TEUs.

"Containerized trade—like the Canadian economy—has shown remarkable strength and resilience so far this year in the face of U.S. tariffs and global uncertainty," says Xotta.

"More and more, we are seeing Canadian businesses turn to containers to securely trade goods with world markets. With containerized trade on a long-term growth trajectory, Roberts Bank Terminal 2 is uniquely positioned to deliver for Canada. We are advancing toward a final investment decision soon for the nation-building project, which will unlock an additional \$100 billion a year in West Coast trade capacity and enable Canadian businesses to win even greater market share overseas."

Cruise and auto sectors moderate from record highs

Between March 5 and June 30, the port's cruise sector welcomed just over 130 ship calls and 500,000 passenger visits. While down from 2024's record-breaking totals, the numbers remain strong as Canada Place solidifies its reputation as one of North America's premier homeports. Each cruise ship visit injects about \$3 million into the local economy, contributing to the sector's annual impact of roughly \$1 billion.

"Canada Place is now regularly seeing upwards of 300 cruise ship calls and 1.2 million passenger visits every year—supporting jobs and local businesses throughout the region," says Xotta. "We are honoured to partner with countless cruise and destination partners to ensure Canada Place remains a premier homeport serving the popular Alaska market—together we are making Vancouver cruise shine and creating jobs for Canadians."

Auto volumes eased 3 per cent to 241,000 units, a modest dip from last year's record and the third-highest total on record. Nearly all of Canada's Asian-manufactured vehicle imports arrive via the Port of Vancouver, where upgrades at the Annacis Auto Terminal—completed earlier this year—expanded its capacity by one-third.

Foreign breakbulk volumes declined 8 per cent, reflecting a continued shift of forestry exports into containers and a slight decrease in metal imports.

The Port of Vancouver's record-breaking first half of 2025 reaffirms its role as Canada's vital gateway to global markets. With strong gains in bulk exports, steady container activity, and continued strength in cruise and auto sectors, the port remains central to Canada's economic resilience. As investments in infrastructure and technology expand capacity, the Port of Vancouver is positioned to connect Canadian businesses to even more international customers in the years ahead. 



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Tugboat industry charting growth from Duke Point expansion



The expansion of the Duke Point Shipping Terminal south of Nanaimo represents a significant step forward not only for shipping lines and port operators, but also for the tugboat industry that ensures safe and efficient vessel movements along the coast.

The project includes extending the berth from 182 to 325 metres and expanding container-handling capacity to 280,000 twenty-foot equivalent units (TEUs) annually which will allow Duke Point to serve larger international vessels

and accommodate higher traffic volumes. This will enable the terminal to provide improved services for importers and exporters and facilitate smoother regional and international trade.

This growth will also bring more opportunities for tug operators, who provide the essential escort, docking, and berthing services required as ships increase in size and complexity.

Funded through combined public and private investment—including \$46.2 million from the federal government's National Trade

Corridors Fund (NTCF) and \$15 million from the Province of British Columbia under the Regional Port Enhancement Program—the expansion highlights the importance of marine services across the supply chain. With support from the Snuneymuxw First Nation, the Port of Nanaimo, and terminal operator DP World, construction of phase two (of three) launched in April.

“Through projects like the Duke Point Phase 2/3 Terminal Expansion, the Port of Nanaimo and our partners are creating cooperative solutions to current

operating constraints in the supply chain,” said Ian Marr, President and CEO, Port of Nanaimo. “This is a catalyst for reconciliation, diversification, job creation in our local community, and co-operative economic development opportunities for B.C. and Canada.”

The expansion puts sustainability and efficiency front and center, adding more storage space and a 26,000-square-foot covered facility dedicated to pulp products. DP World is also modernizing its equipment, replacing a diesel quay crane in favour of two fully electric replacements. The project’s modernization features signal a broader shift toward greener marine operations.

Tug companies could be well positioned to align with this momentum by investing in hybrid or low-emission vessels,

ensuring that harbour services keep pace with the environmental commitments of the terminal.

Because the expansion is backed by collaboration at federal, provincial, local, and Indigenous levels, the benefits are designed to ripple through the entire marine sector. For tug operators, this could mean stronger long-term contracts, new partnerships, and an enhanced role in keeping the supply chain resilient.

While the project aims to strengthen international trade, it also delivers important benefits at home. “Increased warehousing and distribution capacity on Vancouver Island improves local access to food, medical supplies, construction materials, and consumer goods,” said Donna Hais, Chair, Port of Nanaimo. “This enhances our local and national resilience to supply chain disruptions caused by climate

change events, labour disputes, marine traffic congestion, and geopolitical challenges.”

More than just bigger berths and cranes, the Duke Point Terminal expansion has the potential to strengthen the tugboat industry’s capacity to innovate, adapt, and thrive in an increasingly busy and complex coastal trade environment. 📍







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DMT winches gain ground in North America

DMT Marine Equipment has further reinforced its presence in North America with the delivery of two towing winches to Harbor Docking and Towing, a well-established operator in the harbour towage industry in the U.S. Building on this successful collaboration, Harbor Docking and Towing has since placed two additional orders: one for two towing winches and another for two escort towing winches. These repeat orders highlight the strength of the partnership and the confidence Harbor Docking and Towing has in DMT's equipment and expertise.

Harbor Docking and Towing is known for its reliability, professionalism, and dedication

to safe harbour operations. In a recent discussion, John Buchanan, President of Harbor Docking and Towing, shared his thoughts on working with DMT and praised the company's responsiveness and engineering solutions.

"I've been extremely happy working with DMT so far. We asked a lot of questions, requested some adjustments to the drawings, and the team was very accommodating. The speed in which things moved was impressive and it has definitely been a positive experience," said Buchanan.

The company's technical requirements were met with swift solutions. "We asked for better braking capacity for some escort

maneuvers and an integrated level wind on one of the winches. Those engineering changes happened extremely quickly, and we were very happy with the outcome," Buchanan added.

Reliability is a critical factor in Harbor Docking and Towing's equipment choices. "On a harbour tug, the winch is the main piece of equipment. If it fails, the boat is out of service. That's why quality and dependability are so important to us," Buchanan emphasized.

Why DMT?

Since first learning about DMT in 2018, Harbor Docking and Towing has valued the company's quality, price point, and international reputation. Beyond performance,



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local service support played a role in the decision to collaborate. "Even though production is located overseas, DMT has partnered with a great company here in the U.S. – OBT International – and that was one of the things that interested us, having local support," Buchanan noted.

DMT's success lies in its ability to combine engineering expertise, customized technical solutions, and reliable equipment with competitive pricing. The company's professional engineering team regularly adapts designs to meet

customers' specific requirements, ensuring each winch is optimized for operational needs.

Harbor Docking and Towing has four new vessels under construction and two undergoing retrofits. With two DMT winches already delivered and now four more winches on order, the cooperation is set to deepen as the company expands its fleet and continues bidding aggressively for new projects.

For DMT, partnerships like this reflect its commitment to delivering not just winches, but

complete solutions backed by technical know-how, dependable service, and long-term reliability.

As more American operators look for robust, reliable, and cost-effective solutions, DMT Marine Equipment is steadily gaining ground as a top supplier of winches in the United States. With proven references, strong local service partnerships, and the ability to engineer tailored solutions at speed, the company is positioning itself as a trusted name for operators who demand both performance and support. 📍

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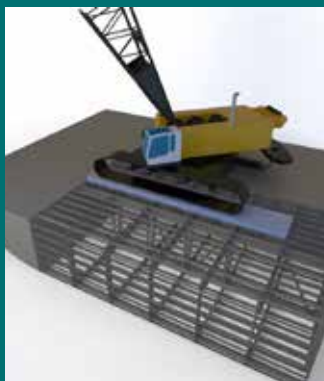
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