

Tug of the Year Award

Awarded to the owner, designer and builder of a tug, delivered in the last 12 months, that set industry benchmarks through innovative design and efficient operations.

Sponsored by



Signet Sirius (Signet Maritime)

Pioneering 32m Rotortug featuring patented triple Z-drive propulsion for manoeuvrability and redundancy. First US tug designed/built with 3D structural models to enhance construction.

Benchmarks:

92+ tonnes bollard pull

14+ knot top speed

97 tonne steering/143 tonne braking escort forces - new highs for size class

Plus numerous first-ever US vessel notations

SAAM Volta (SAAM Towage)

Vancouver's first 23m battery-electric harbour tugs featuring record 3,616 kWh battery capacity and custom tuning for top performance via CFD analysis.

Benchmarks:

70 tonne bollard pull from high-density battery design

1,200+ tonnes annual CO2 savings

Exceptional manoeuvrability tailored to operator preferences

HaiSea Kermode (HaiSea Marine)

Custom 40m LNG dual-fuel escort tug built for world's longest piloted route at 159nm. Specialised for extended emissions-free escort operations.

Benchmarks:

105 tonne bollard pull

175+ tonne indirect escort forces

6,200nm range

Pioneering to receive ABS ENVIRO+ notation.

Svitzer Bilby (Svitzer)

Hybrid propulsion optimising new Cat 3516E engines for fuel efficiency. Intelligently distributes power between drives enabling single engine ops.

Benchmarks:

Up to 40% carbon intensity reduction
Lowered operating hours/maintenance
High manoeuvrability on demand
Emissions cut through synergy of innovations

eWolf (Crowley Maritime)

First fully electric, zero-emissions tug in the United States delivered in 2023. Powered by a 6.2 MWh battery system, the 25-metre tug sets a new benchmark for sustainable harbour operations without sacrificing power or manoeuvrability.

Benchmarks:

100% reduction in fuel consumption and localised emissions
178 tons less CO₂ per year than diesel tugs
60-year lifespan with modular battery design
largest battery system on a tug
pioneering integration of electric propulsion

Sultanhani (BOTAŞ Petroleum Pipeline Corp)

Based on a Robert Allan Ltd TRAKtor V3900-DF design, this is the first Voith-propelled LNG dual-fuel tractor tug built by Uzmar Shipyard. When operating on diesel oil alone, emissions will be lower than other vessels as this tractor tug has an after-treatment unit installed to remove NO_x from the exhaust, allowing it to comply with IMO Tier III regulations.

Benchmarks:

World's first LNG-fuelled tractor tug with VSP propulsion
Two 3,000-kW dual-fuel engines
Aftertreatment unit installed to remove NO_x for IMO Tier III compliance
Bollard pull exceeding 80 tonnes
Robert Allan Ltd TRAKtor V3900-DF design