Tugs Towing & Offshore Newsletter

27th Volume, No. 05 *1963 – "62 years tugboatman" - 2026* Dated 18 January 2026

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

Distribution twice a week 22.500+

TUGS & TOWING NEWS.

C&C DELIVERS TOWBOAT AL SLOSS TO CANAL BARGE

Shipbuilder C&C Marine and Repair, Belle Chasse, La., has delivered the towboat **Al Sloss** to Canal Barge Co., New Orleans, completing the first vessel in a four-boat newbuild series under construction for the operator. The 2,600-hp towboat measures 87'x34' and was designed by C&C's in-house engineering team. Construction was completed on an accelerated schedule, with delivery taking approximately six months. "This project marks the first new-construction towboat we've ever built for Canal Barge Company, and we wanted to put our best foot forward," said Tony Cibilich, owner of C&C Marine and Repair. "Despite the aggressive schedule, it was important to keep Canal Barge closely involved throughout the build." Throughout construction, Canal Barge worked closely with C&C's project management team, allowing for minor adjustments and design modifications to be incorporated as the build progressed. "Having our offices located just down the road from C&C Marine's shipyard gave us far greater access than we typically have during a new-construction project," said Mike Stone, project manager for Canal Barge Co. "Real-time decisions were made throughout the vessel's construction as a result of that close coordination with their team." Delivery of the remaining three vessels in the series is scheduled to follow at intervals of two to three months. The **Al Sloss** is powered by two Mitsubishi S12-R main engines supplied by Laborde Products and is equipped with two FPT generator sets. The propulsion system includes Reintjes WAF 665 reduction gears provided by Karl Senner LLC. Steering, alarm, and monitoring systems were supplied by Eagle Control Systems Inc. Accommodations aboard the vessel include eight berths. The interior features a soft-core joiner system supplied by Kern Martin, intended to enhance crew comfort and improve fire protection. The towboat's navigation and communications suite was supplied by GMENI Marine Electronics and Supply and includes Furuno radars, AIS, a satellite compass, a bridge alarm system, a loudhailer, and Standard Horizon VHF radios, along with associated bridge instrumentation and sensors. Additional equipment includes two Carlisle & Finch 1,000-watt searchlights, two Wintech 40-ton winches, and a Wintech 5-ton vertical capstan. Cibilich said one of the main challenges during construction was managing tariff-related uncertainty affecting equipment and material costs. "By working closely with our vendors and

planning proactively, we were able to mitigate cost increases and avoid passing those additional expenses on to Canal Barge," he said. In addition to the Canal Barge series, C&C Marine and Repair is constructing six 2,600-hp inland towboats for open sale. The first of those vessels is scheduled for completion in early third quarter 2026, with additional deliveries to follow. The shipyard is also nearing completion on two Multi Cat–class workboats, both expected to deliver before the end of the first quarter of 2026, as well as a large cutter suction dredge slated for delivery in the second quarter of 2026. *(Source: Workboat)*

ROBERT ALLAN LTD. COMPLETES DESIGN OF RAPIDE 3000-Z2 PUSHBOATS FOR HERMASA; CONSTRUCTION UNDERWAY

Robert Allan Ltd. is pleased to have completed, for long-term client Hermasa, the RApide 3000-Z2 pushboat design, an innovative and challenging vessel tailored to the unique conditions of the Madeira River system. Hermasa has now begun construction of two of these next-generation vessels, which will significantly enhance high-capacity grain transport in the Amazon region. A key differentiator of these vessels is their ability to operate on B100 biodiesel as well as conventional marine diesel oil, reinforcing Hermasa's commitment to sustainability and reducing environmental impact. The RApide 3000-Z2 pushboats are designed for shallow-draft operation, enabling safe and efficient navigation throughout the Amazon River basin. When completed, each vessel will be capable of pushing up to 20 barges with a combined cargo capacity of 32,000 metric tonnes, supporting Hermasa's commitment to sustainable, high-volume logistics. Length overall: 30 metres; Breadth, moulded: 12 metres; Depth, moulded: 3.2 metres; Draft, navigational: 2.3 metres; The vessels are designed to Brazilian Flag Rules (NORMAM-202) and will be certified as inland navigating vessels by the American Bureau of Shipping (ABS) under the Class Notation: ✠ A1 River Service, Towing Vessel, ✠ AMS. The vessels' accommodations are outfitted for a crew of up to 10 personnel. The propulsion system of the RApide 3000-Z2 pushboat comprises a pair of Kongsberg US155 P14 Z-drive units, each powered by Wartsila 6L20 medium-speed marine diesel engines rated at 1150 kW. To align with Hermasa's sustainable objectives, the engines are

capable of operation with either B100 biodiesel or marine diesel oil. The Z-drives are fully withdrawable afloat and feature 1800 mm fixed pitch propellers for optimal maneuverability and efficiency in shallow water. Electrical power is supplied by two MWM diesel generator sets, ensuring redundancy and reliable operation for all onboard systems. *(PR-Robert Allan)*

FAREWELL COMMERCIAL MANAGEMENT AMS RETRIEVER

Following the sale of our workboat fleet to Jifmar Group, this also marks our farewell to the commercial management for the **AMS Retriever**. Over the past years, we have greatly valued the close cooperation with Alpha Marine in the operation of this vessel. We would like to sincerely thank the Alpha Marine team for the trust placed in Seacontractors and for the open, constructive, and pleasant collaboration throughout this period. As **AMS Retriever** now enters a new chapter, we would also like to wish Ronald Hania and the team at MARNEX every success in their new role as Commercial Managers. We are confident the vessel will be well looked after and wish them all the best going forward. Thank you once again Alpha Marine. We look back with pride on what we have achieved together! *(PR=Seacontractors)*

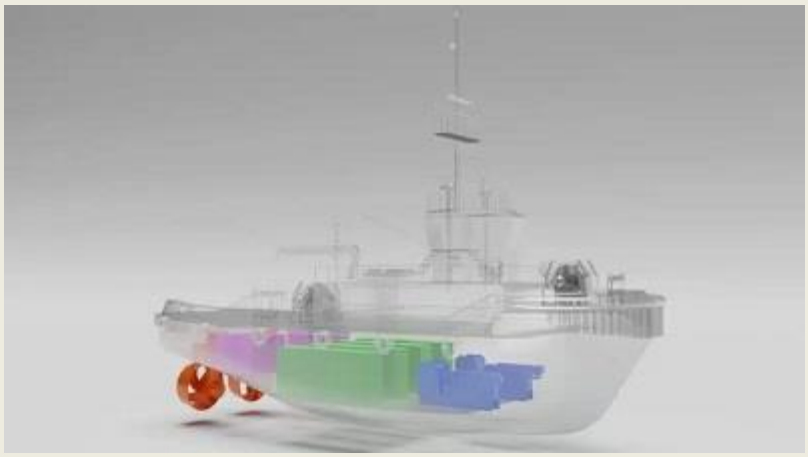
RUSSIAN DESIGN FIRM UNVEILS HYBRID ICEBREAKING TUG CONCEPT

Russian engineering firm Petrobalt Design Bureau recently introduced a concept design for a new icebreaking tug fitted with a hybrid electric propulsion system. The tug will primarily run on batteries whereas diesel generators will be used to provide propulsive power as backup or when navigating in difficult ice conditions. The vessel's duties will include towing of other vessels and

floating objects, icebreaking in port waters, and limited cargo transport. The hull will be capable of breaking ice up to 40 cm thick while the electric propulsion will feature frequency regulation for improved control. Fenders on the bow and the stern will protect the hull from impact damage during towing operations. A single full charge of the batteries will permit whole-day operation or navigation for up to 100 kilometres. The completed tug will have a length of 25 metres, a beam of 6.8 metres, a draught of only 1.6 metres, and a service speed of just under 10 knots. The design is classed by the Russian Classification Society. *(Source: Baird)*

ECHANDIA TO DELIVER BATTERY SYSTEM FOR INDIA'S FIRST FULLY ELECTRIC TUGBOAT AT KANDLA PORT

Echandia has been selected to supply the battery system for India's first fully electric tug, to be deployed at Deendayal Port Authority (Kandla Port) as part of the Government of India's Green Tug Transition Program. The vessel will be equipped with a 4.4 MWh Echandia battery system, enabling zero-emission operation at one of India's most important port hubs. The battery system is designed for a 15-year lifetime, matching the full duration of the operational agreement between Ripley Group and the Deendayal Port Authority. After winning the charter tender, Ripley Group appointed Kongsberg Maritime as system integrator. Echandia was selected through a competitive tender to supply the battery system. A key requirement for the battery system was 30,000 cycles over the 15-year period without mid-life battery replacement. Echandia was the only supplier able to guarantee this with certainty. Delivery of the system is scheduled for Q3 2026. "This project is an important step for India's green maritime transition and for high-performance electric tug operations. India is an important market for us and we are proud to deliver the battery system for India's first fully electric tug, and to support Kandla Port and the GTTP program in building a cleaner and more efficient port ecosystem.", says Torbjörn Bäck, CEO at Echandia. The fully electric tug is the first vessel in a program that will include 16 more by 2027. Beyond this, approximately 150 new electric tugs are planned, with the goal of reaching 400 new vessels by 2040. Echandia already has a strong track record in India, including previous deliveries to water buses in Kochi and for the Varanasi ferry system. "As an early leader in India's maritime electrification, Echandia is proud to play a role in accelerating the decarbonisation of ports and inland waterways, and to collaborate with the nation's shipbuilders as they expand internationally.", says Rakshith Sachitanand, Senior Strategist at Echandia. *(PR-Echandia)*



GLOMAR LINDE TOWS GLOMAR BALTIC

On Wednesday, January 14th, the **Glomar Linde** towed the **Glomar Baltic**, which was experiencing propulsion problems, from the western part of the Dutch sector of the North Sea to Den Helder. The vessel arrived on the Marsdiep around 2:00 PM. Before entering the harbor, the **Glomar Baltic** was handed over to the tug **Jolly**, which, after mooring the standby vessel to the stern, pushed it in. The **Glomar Linde** then immediately departed for the Sean P platform, located in the British sector of the North Sea. Both standby vessels sail under the Panamanian flag and are part of the fleet of GloMar Offshore, based in Den Helder. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

2,942 KW SPECIAL PURPOSE TUGBOAT HAS CARRIED OUT KEEL LAYING SUCCESSFULLY

On January 16, 2026, the 2,942 kW special tugboat designed and built by our Jiangsu Zhenjiang Shipyard company for Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. was successfully keel laid. Leaders of Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

THREE CUTTING CEREMONIES IN TWO DAYS FOR FIVE VESSELS

● 3 units of 45m ATH Vessels steel cutting. January 15, 2026, 3 units of 45m ATH Vessels which was built by our Jiangsu Zhenjiang Shipyard company for Singapore shipowner Britoil Offshore were successfully steel cutting. Shipowner's representatives were present at the ceremony. ● Steel cutting of one unit of 5300kW ASD Tugboat. On 16th January, 2026, one unit of 53004kW ASD tugboat, built by our Jiangsu Zhenjiang Shipyard company for Fujian Fugang Tug Shipping Co., LTD, was successfully steel cutting. Fuzhou Port Group Co., Ltd. and Fujian Fugang Tugboat Co., Ltd. attended the ceremony. ● Steel Cutting of One Unit of 4,780kW ASD Tugboat. On 16 January, 2026, one unit of 4,780kW ASD Tugboat has been steel cut successfully. Owner from Group and Tug Company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

MODERN FAIRPLAY FLEET SUPPORTS MSR GRYFIA CLIENTS. HISTORIC CHRISTENING OF THREE TUGS

The participation of President Daniel Opas in the ceremonial christening of Fairplay Towage Polska's three newest tugs—**Fairplay 83, 86, and 97**—is a token of appreciation for a partner that has spent years ensuring the safe docking of our clients' vessels at MSR "Gryfia". This is an unprecedented event; we have not celebrated the christening of three units simultaneously for decades. The new tugs represent not only powerful technical specifications but also future-proof technology (autonomous-ready capabilities). For MSR Gryfia, this means one thing: our clients are in the best hands. "The safety of the vessels arriving at MSR Gryfia for repairs is our top priority. Fairplay Towage's modern and reliable fleet is the foundation of efficient service for our shipowners. Thanks to such advanced tugs, maneuvering operations become even more precise, which directly increases the attractiveness of our shipyard services," emphasizes Daniel Opas, President of the Management Board of MSR "Gryfia". Our long-standing cooperation with Fairplay Towage Polska guarantees that every ship, regardless of its dimensions, is handled with the utmost care from the moment it enters the port. *(Source: Gryfia)*

LR: SOLAS REQUIREMENTS FOR ANCHOR HANDLING WINCHES STARTING JANUARY 2026

Lloyd's Register (LR) informs on new mandatory requirements introduced by the IMO for anchor handling winches under SOLAS Regulation II-1/3-13, as amended by IMO Resolution MSC.532(107), which came into force on 1 January 2026. As explained, these amendments follow previous updates covering lifting appliances, and are supported by the IMO Guidelines for Anchor Handling Winches (MSC.1/Circ.1662). The new requirements apply specifically to anchor handling winches, defined as "winches used for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations." Such winches are commonly found on dedicated anchor handling vessels, offshore support ships, and certain tugboats, and may be either purpose-built for anchor handling or integrated into a towing winch system. It is important to note that these requirements do not apply to anchor windlasses, which are used to handle a ship's own anchors. *Requirements for new anchor handling winches (installed on or after 1 January 2026)* Under SOLAS Regulation II-1/3-13.2.2, new anchor handling winches must comply with the technical requirements specified in the IMO circular and are to be certificated before entering service. Certification includes: ● A plan appraisal of the anchor handling winch and foundation connections; ● Verification of materials; ● Survey, testing and examination during fabrication; ● Verification of component certificates, including its loose gear; ● Overload brake holding capacity (BHC) test at 110% of BHC (calculations may be accepted if testing is impractical); ● Overload testing to 110% of maximum line pull (MLP); ● Testing and thorough examination when installed on board. *Requirements for new anchor handling winches (installed on or after 1 January 2026)* Under SOLAS Regulation II-1/3-13.2.5, existing winches must undergo testing and thorough examination in accordance with IMO guidelines. Although the IMO guidelines permit acceptance of certification under another international instrument approved by the Administration, there have been no previous class requirements specifically for anchor handling winches. As informed, the International

Association of Classification Societies (IACS) is expected to standardize survey and testing requirements. In the meantime, LR will apply the following for existing installations: ● Document review, including verification that maintenance and operations manuals are available on board; ● Survey of winch structure, foundations and supporting structure; ● Survey of wires and loose gear; ● Survey of hydraulic systems, control stations and electrical arrangements; ● Operational testing, including alarms and safety functions; ● Overload brake holding capacity test at 110% of BHC (calculations may be accepted if testing is impractical); ● Overload testing to 110% of maximum line pull (MLP); ● Thorough examination after completion of overload tests. These requirements must be verified no later than the first Cargo Ship Safety Construction Renewal Survey conducted on or after 1 January 2026. A suitable note will be raised on a ships record. *Maintenance, operation, inspection and testing for all anchor handling winches* Under SOLAS Regulation II-1/3-13.3, all anchor handling winches, associated equipment, and loose gear must be operationally tested, thoroughly examined, inspected, and maintained in accordance with IMO guidelines. *Shipowners and operators must:* ● Follow manufacturer recommendations, industry standards and operational profiles; ● Include winches in the onboard maintenance program; ● Ensure maintenance and operational manuals are available (or reconstructed per IMO guidelines if missing); ● Confirm personnel are properly qualified and familiarized with equipment. *Records of thorough examinations* Although no prescribed register booklet exists (as for lifting appliances), IMO guidelines require thorough examination and testing records to be legible, complete, and authenticated by a competent person. *(Source: Safety4Sea)*

CURTIN MARITIME SELECTS MOTIVE ENERGY TO DELIVER LARGE-SCALE SOLAR & BESS CHARGING INFRASTRUCTURE FOR ELECTRIC TUGBOATS AT THE PORT OF LOS ANGELES

Motive Energy announced today that its Sustainable Solutions division has been selected by Curtin Maritime to design and deliver the primary charging and energy infrastructure supporting Curtin Maritime's future fleet of electric tugboats at the Port of Los Angeles, as previously announced. The project represents one of the first large-scale, purpose-built charging deployments in the United States for commercial marine operations. Charging operations will be supported by four 1-megawatt high-capacity charging systems (MCS) designed specifically to support the demanding duty cycles, fast-turnaround needs, and multiport charging requirements of electric tugboat operations. The chargers are engineered to deliver high-voltage DC output and to accommodate marine cable-handling systems suitable for waterfront environments. Their configuration supports simultaneous charging ports per vessel, enabling consistent daily operations for Curtin Maritime's fleet. At the center of the system is a 10-MWh battery energy storage system (BESS) designed to optimize energy availability, reduce peak grid demand, and enhance operational resilience. The full system will be delivered on a barge-based platform connected to new onshore utility service, with transformers, switchgear, and power-conversion equipment engineered and integrated by Motive Energy to meet rigorous marine-operations requirements. Planned solar resources—pending review and approvals by the Port of

Los Angeles—are intended to further reduce lifetime emissions and support long-term sustainability goals. “We are honored to partner with Curtin Maritime as they advance the next generation of environmentally sustainable marine operations,” said Bob Istwan, Chief Executive Officer, Motive Energy. “Ports across the country are seeking viable pathways to reduce carbon emissions, and this project demonstrates the role that advanced energy infrastructure will play in enabling that transition.” “This deployment shows what it takes to keep electric tugboats running in real-time port conditions,” said Jeffrey Rome, AIA, Executive Vice President at Motive Energy. “It’s more than installing chargers; it’s building systems that deliver reliable power, day after day, without disrupting operations. That’s what happens when operators and infrastructure providers design together from the start.” Curtin Maritime emphasized the importance of the new charging platform in supporting its operational strategy. “This infrastructure is central to our investment in a cleaner and more efficient tugboat fleet,” commented Martin Curtin, CEO of Curtin Maritime. “Motive Energy’s engineering approach provides the performance, reliability, and adaptability required for continuous marine operations at the Port of Los Angeles.” The project complements regional efforts to advance clean maritime technologies and establish scalable models for zero-emission port operations. Additional milestones are expected in the coming months, pending final engineering review and stakeholder approvals. *(PR-Curtin Marine)*

ACCIDENTS – SALVAGE NEWS

TURKMENISTAN RESCUES 14 CREW FROM DISTRESSED IRANIAN CARGO SHIP IN CASPIAN SEA

The Iranian dry cargo ship Rona issued an SOS signal in the Caspian Sea on Wednesday, January 14, prompting a swift rescue operation by Turkmenistan’s Coast Guard Services that saved all 14 crew members aboard. According to the Press Service of the Ministry of Foreign Affairs of Turkmenistan, government agencies responsible for emergency response “took all necessary measures to rescue the people on board in accordance with international marine regulations.” The statement emphasized that “due to timely response, all 14 people on the ship were rescued.” The crew members are reportedly citizens of Iran and India,

according to preliminary information from Turkmen authorities. The Turkmen government stated it is "undertaking all relevant procedures in accordance with the international rules" following the rescue. An unverified image circulating online appears to show the vessel sinking stern-first, though the authenticity of the photograph has not been independently confirmed. The **Rona** was reportedly traveling a route commonly associated with transporting weapons and sanctioned components from Iran to Russia, adding a geopolitical dimension to the maritime incident. However, no official statement has addressed the ship's cargo or mission at the time of the distress call. *(Source: gCaptain)*

WINTER STORMS CONTINUE TO BATTER GROUNDED MSC BALTIC III, COAST GUARD WARNS

Nearly a year after running aground on Newfoundland's west coast, the container ship **MSC Baltic III** remains at the mercy of North Atlantic winter storms as salvage teams struggle to stabilize the battered vessel and contain ongoing pollution risks. The 207-meter ship lost power and grounded near Wild Cove in the Bay of Islands on February 15, 2025, during severe winter weather. All 20 crew members were rescued by Royal Canadian Air Force helicopter shortly after the incident. In its latest update, the Canadian Coast Guard said persistent winter conditions continue to restrict access to the wreck, slowing salvage operations. Crews have installed a cableway system from shore to reach the vessel when weather allows, but opportunities remain limited. "As crews gain access to the grounded vessel, they continue assessing the condition of the **MSC Baltic III**," the Coast Guard said in its latest update. "Salvage crews continue to remove oily debris from the engine room and are preparing for skimming operations to remove the oily water mixture that remains on the vessel following recent storms." Conditions worsened after a series of powerful storms in early December. Inspections on December 7 and 8 revealed new steel plate buckling on both sides of the hull, with the stern settling noticeably lower in the water. The ship has since suffered multiple hull breaches and has partially settled onto the seabed, effectively ruling out any straightforward refloating effort. At the time of the grounding, the ship was carrying heavy fuel oil, marine gas oil, and about 470 containers, many of them empty. Although crews have removed most of the remaining fuel and offloaded hundreds of boxes, as of December there were still 65 containers trapped below deck and submerged. Those units must be lifted, drained, and removed — a complex operation that can only proceed in calm conditions. Environmental concerns are mounting. The Coast Guard says shoreline patrols and drone flights have detected increasing amounts of oiled debris washing up on nearby beaches. Cleanup efforts are ongoing, but repeated storms, high seas, and strong winds continue to interrupt operations and further damage the vessel. The Coast Guard is maintaining an emergency safety zone around the site and says it remains focused on stabilizing the wreck and minimizing pollution while preparing for the next phase of salvage when weather conditions finally ease. *(Source: gCaptain)*

21 FISHERMEN SAVED AFTER THEIR VESSEL CAUGHT FIRE

NSRI Gqeberha duty crew were activated following a public member eyewitness reporting to NSRI's EOC (Emergency Operations Centre), via the 112 national emergency number, of a fishing vessel ablaze approximately 1 nautical mile offshore of Noordhoek, Gqeberha. NSRI crew were alerted to respond to the NSRI Gqeberha station 6 rescue base while NSRI shore crew were directed to respond directly to Noordhoek. At the same time NSRI Gqeberha duty controllers, Telkom Maritime Radio Services, and vessels at sea in the area at the time, intercepted a Mayday distress call on VHF marine channel 16 - from the local fishing vessel **Silver Dorado** - reporting a fire onboard and all of her 21 crew preparing to abandon the vessel. A local member of Noordhoek ski-boat club then also called NSRI alerting to the same information of a fishing vessel appearing to be well alight offshore of Noordhoek. NSRI Gqeberha dispatched NSRI rescue swimmers and our NSRI rescue vehicle to respond to Noordhoek while the NSRI rescue craft **Bay Guardian** and **Rescue 6 Alpha** were launched and responded. EC Government Health EMS and the SA Police Services were alerted and responded to Noordhoek and responded to the NSRI rescue base at the Port of Port Elizabeth. TNPA (Transnet National Ports Authority) Port of Port Elizabeth Port Control, SAMSA (South African Maritime Safety Authority) and MRCC (Maritime Rescue Coordination Centre) were alerted. Telkom Maritime Radio Services broadcast an all ships alert on marine VHF channel 16, relaying the Mayday distress call, alerting vessels in the area to divert to assist survivors reported to be abandoning the casualty fishing vessel. A local fishing vessel, **Leguga**, arriving on the scene, launched their own life-raft to assist fishermen casualties who were in the water near to their burning fishing vessel. All 21 fishermen had

abandoned the burning vessel into the sea. At least another 5 fishing vessels, who had intercepted the Mayday distress call and subsequent relayed Mayday distress calls, arrived on the scene where the fishing vessel **Legugu** had at that stage managed to recover 12 fishermen from their life-raft and from the sea. The fishing vessel **Raka** rescued 4 fishermen, the fishing vessel **Maverick** rescued 4 fishermen, and the fishing vessel **Vulcan** rescued 1 fisherman. All 21 casualty crew were rescued by the local fishing vessels that had gone to her assistance. All 21 crew were reported to be accounted for and safe. We believe that all 21 fishermen are South African. It appears that a fire from undetermined causes spread fast after being discovered onboard by the skipper. We believe all remaining 20 crew were in bunks resting in preparation to reaching fishing grounds. We believe the skipper alerted his crew and they were forced to abandon ship without having time to launch their own life-raft but the skipper was able to dispatch a Mayday distress VHF radio call. NSRI rescue craft, arriving on the scene, found all 21 casualty crew on 4 fishing vessels. NSRI transferred the casualty crew from the 4 fishing vessels onto NSRI's rescue craft **Bay Guardian**. The 21 casualty crew transferred onto the NSRI rescue craft **Bay Guardian** were transferred in relays by the NSRI rescue craft **Rescue 6 Alpha**. All 21 men were brought to the NSRI rescue base - at the Port of Port Elizabeth - they were all medically assessed by EMS paramedics and all casualty crew were confirmed to be not injured and requiring no medical care. The casualty fishing vessel drifted towards Cape Recife still well ablaze. The NSRI rescue craft **Rescue 6 Alpha** monitored the fishing vessel - predicting her drift and speed, well ablaze, on behalf of SAMSA. It appears that the casualty vessel is in the vicinity of a reef near to Cape Recife and still ablaze. SAMSA has informed that the owners have appointed a salvage and spill response company who are monitoring and attempting to gain access to the vessel but are hampered at present by the dangerous reef and darkness (the situation during the night) - this is in progress. The cause of the casualty fishing vessel fire will be investigated by SAMSA (South African Maritime Safety Authority) and by Police. An all ships alert - warning of the navigational hazard at sea - is broadcast by Telkom Maritime Radio Services. The casualty fishing vessel had departed the Port of Port Elizabeth earlier - heading to fishing grounds. The bystanders who swiftly raised the alarm, the swift response of NSRI, Port Control and Telkom Maritime Radio Services, and the swift efforts of the local fishing vessels that rescued the 21 fishermen, is commended for saving all 21 crew. *(PR-NSRI)*

EGYPTIAN AUTHORITIES RESCUE CREW AFTER MASTER GROUNDS DAMAGED SHIP

Egyptian authorities are reporting that they were able to rescue a dozen crewmembers from a small cargo ship that was in danger of sinking in the anchorage near Port Said. The rescue was the successful conclusion after a series of calamities. The Turkish-owned cargo ship **Fener** (4,500 dwt) had come from Turkey to load a cargo of salt at Port Said. Built in 1982, the ship is 138 meters (453 feet) in length and registered in St. Kitts and Nevis. The Suez Canal Authority reports the ship was leaving Egypt early on Tuesday, January 13, but shortly after departing, the captain requested

permission to anchor due to bad weather in the area. The intent was to wait out the weather before proceeding. The **Fener** next notified the Suez Canal Authority's maritime salvage unit that it had a breach in one of its holds. The ship said it was taking on water and requested assistance. As a precaution, the captain, however, decided to move the ship south of the anchorage and ground it to prevent it from sinking. At 2330 local time last night, the ship again requested assistance, issuing a distress call. The **Fener** had taken on a 10-degree list to starboard, and the master said they feared the ship was "coming close to sinking." The Suez Canal Authority dispatched two tugboats and three speedboats. They rescued the 12 crewmembers from the ship and brought them to the port for medical attention. One crewmember was reported to be suffering from a dislocated shoulder. In relaying the details of the rescue, the Suez Canal Authority emphasized that the incident did not impede the operations of the canal. The **Fener** was reported to be 5 miles west of the northern entrance of the Suez Canal. The Authority said 35 vessels made the transit on Tuesday without incident, representing 1.6 million tons. The Suez Canal Authority reports it has been using the time during the recent lull in volume to enhance its maritime and safety operations. It recently highlighted efforts to build new tugs that are being used to support operations at the ports and in the canal. They note the SCA has experience and established teams to respond to salvage, navigational safety, and pollution control incidents. *(Source: Marex; Photo: HaberDenizde)*

KEGM TUG STABILIZES CARGO VESSEL AFTER ENGINE FAILURE NEAR ISTANBUL ANCHORAGE

Turkey's government maritime safety authority said it intervened after the cargo vessel **PRINCESS EVA** suffered an engine malfunction at the Ahırkapı Anchorage off Istanbul on Jan. 14, 2026, causing the ship to approach another cargo vessel, **RESAT AGA**, at close range, according to a statement attributed to the Directorate General of Coastal Safety (KEGM). The response was coordinated by Istanbul's Vessel Traffic Services (GTH), and the tug **KURTARMA-1** was dispatched to take **PRINCESS EVA** under control and move it to a safer area, where it was re-anchored. **PRINCESS EVA** is 98 metres long. There was no collision, no loss of life, no injuries and no environmental damage, and that vessel traffic was not disrupted. Kıyı Emniyeti Genel Müdürlüğü (KEGM) is a Turkish public authority tasked with providing maritime safety and emergency response

services in national waters, including towing assistance, salvage support and traffic monitoring, operating within the state transport and infrastructure framework. Istanbul's Vessel Traffic Services (GTH) is the operational body responsible for monitoring and managing vessel movements in the Istanbul Strait and adjacent anchorages, coordinating communications and navigational safety measures for ships operating in congested waterways. *(Source: PortNews)*

FLOODING THROUGH HATCH, WATERTIGHT BULKHEAD CAUSES TOWBOAT TO SINK

A compromised access hatch and unsealed penetrations in a transverse bulkhead caused a US towboat to flood and sink, despite it passing a US Coast Guard inspection. Multiple issues were found to have caused the flooding and sinking of a 1978-built towing vessel on the Mississippi River in Louisiana, USA, in Q2 2024. Towing vessel **Cajole** was upbound on the Lower Mississippi River near Waggaman, Louisiana, on 12 June 2024 when it began flooding and eventually sank. Two crew members were rescued by a nearby vessel after failed attempts to pump out water from the SCF Fleeting-owned, Weber Marine-operated towboat, with its sinking causing US$2M damage. During an investigation by the US National Transportation Safety Board (NTSB), inspectors found the probable cause of the flooding and sinking of Cajole was "likely a compromised flush-mounted access hatch, which allowed water to flood into a forward void space, and unsealed penetrations in a transverse bulkhead, which allowed for progressive flooding aft into the engineroom." In its report, the NTSB urged towboat owners to inspect their vessels to ensure the integrity of the hull and watertight bulkheads to prevent water ingress and flooding. "Any deficiencies must be appropriately addressed," said the NTSB. "Issues with watertight integrity, including unsealed watertight bulkhead and deck penetrations, and deck and hull plate wastage, need to be addressed by permanent means." The US Coast Guard (USCG) assisted the NTSB in its accident investigation and advised, "Ensure electrical cables and conduits, piping runs, remote valve actuators, and other components that penetrate watertight bulkheads, decks, and compartments are inspected frequently and properly maintained." Sealing mechanisms using glands with packing assemblies, penetration seals, or other methods, need to be checked regularly. "Frequent inspection and proper maintenance of these various fittings and assemblies will assist in minimising the possibility of progressive flooding," said the USCG. In the **Cajole** accident, other factors may have led to the water ingress and sinking, which happened just two weeks after a USCG inspection. In its accident report, the NTSB said the casualty voyage was the first time both crew members had been on board **Cajole** after it underwent a shipyard stay, and they had not communicated with the previous crew. "While the vessel was similar to other vessels they had worked on before, they had very little time to assess the overall status of the vessel or its systems before getting underway," said the NTSB. "Therefore, when the captain discovered flooding in the engineroom, he was not prepared to address it. While an alarm sounded, the captain did not know what it indicated." If the crew were more familiar with the 20-m towboat before getting underway, they may have responded more rapidly and effectively to the flooding. "Because the captain was unfamiliar with the vessel, he was uncertain of what to do in the

situation, leading him to call the port engineer for guidance," said the NTSB in its report. In addition, Cajole's portable pump did not have fuel, so it could not be used to support water pumping from internal spaces by other devices. During the emergency response, the crew activated the engineroom bilge pumps and used four portable pumps from supporting vessels. But "the pumps could not keep up with the rate of flooding, which indicates a large opening, such as an access hatch opening, was needed to produce this rate of flooding," said the NTSB. Around two weeks before the casualty, a USCG inspector found that piping and electrical wire conduits between the forward auxiliary space and engineroom were not properly sealed and therefore, not watertight. "Operating company personnel sealed the piping and electrical wire conduits, and the inspector signed off that the repairs were completed satisfactorily," said the NTSB. "However, based on the flooding the captain saw coming through at least one of the conduits, the repairs the crew had made during the USCG inspection were likely not completely effective." *(Source: Riviera by Martyn Wingrove)*

SALVORS WANT SILVER-STANDARD PORTS OF REFUGE

Emergency responders face challenges when towing distressed ships, finding refuge harbours, and dealing with contaminated water, cargo and waste. Salvors' priorities are the protection of life, vessels, cargo and the environment during the immediate response. They may need to extinguish fires, refloat grounded ships and consider emergency towage to a safe location. Once a ship, its crew, any passengers and cargo are safe, then attention turns to finding an available port for dealing with the residual structure, cargo and waste, which can be highly problematic. Very few ports will accept a casualty, and the corresponding risks and waste. Those that will, either do not have the required infrastructure or are expensive, leading to a need for 'silver-standard' ports of refuge – those with sufficient resources to accommodate the casualty, process cargo and recycle waste, but without the expense of the gold standard. IMO head of legal and external affairs, Dorota Lost-Sieminska, said there is resistance from IMO members to offer a port of refuge to deal with vessel casualties because of the anticipated risk. She said most IMO members do not have the resources or infrastructure to handle a large casualty and its associated challenges, cargo and waste. *European members* The UK

Secretary of State's representative for maritime salvage and intervention (SOSREP), Stephan Hennig, said the nation has provided ports of refuge in the past for casualties, but there are dangers when towing heavily damaged ships to them, such as issues with structural integrity, cargo damage and instability. "There are no good outcomes, so it is about controlling the damage and the outcome," said Mr Hennig. "We need fast decisions with the information at hand to deal with the accident and work to get the best of bad outcomes." Risks to the casualty, responders and any accepting port of refuge are magnified by the increasing size of ships and nature of cargoes, he added. "We have the authority to take over command and have the right to make the final decision" For example, lithium batteries generate a higher fire risk and polluting smoke that can be deadly to crew and responders. In some cases, it is better to extinguish a ship fire offshore and then bring the casualty into port. Before selecting the port, salvors need to know what services are available, the safety factors, and the risks to the port population, said Mr Hennig. As SOSREP, he makes the ultimate decision on accepting a casualty into a UK port of refuge. In Germany, the Central Command for Maritime Emergencies (CCME) has the authority to instruct ports to accept distressed ships, as it is responsible for maritime safety in the North Sea, Baltic Sea and over the nation's exclusive economic zone. CCME head of maritime emergencies and marine pollution response Tim Fritsche said CCME would interject if a maritime incident is affecting two coastal states, or if it can provide technical support if required. "We have the authority to take over command and have the right to make the final decision," he said. "We can direct a ship to a port of refuge, and port authorities would have to accept this." *Port of refuge options* A potential port of refuge would need information on the distressed ship before agreeing to accept its arrival. "A potential port would need to know what is in the cargo and what is on fire," said D3 Consulting director Martin Bjerregaard. "Distressed cargo is not waste until it is discarded," he added. "Then, ports need to find routes for recycling and energy recovery so there is less disposal." He said stakeholder engagement and preparation work is needed, which can be challenging and take a lot of time before getting acceptance for refuge. If a distressed ship requires a port of refuge in the Indian Ocean or southern Atlantic, it could be towed to Jebel Ali in the United Arab Emirates, where the authorities have set up a dedicated harbour for salvage, damaged cargo offloading and waste disposal, but it is costly. Mr Bjerregaard said Jebel Ali would deal with authorities, agencies and stakeholders to prepare the harbour as a port of refuge. Brookes Bell director for Europe, Adrian Scales, said Jebel Ali is "a good port of refuge" for dealing with distressed ships. "Jebel Ali is the gold standard, a Rolls-Royce port," he said. "There are some other options that cost less, but it would be challenging to get ships to those locations," Mr Scales added. "We need a silver standard, a middle ground with enough to cover our requirements but less expensive than the gold standard." Three or four ports dedicated to supporting salvage and dealing with distressed ships are needed in strategic locations worldwide. "Ports should be identified globally for refuge and waste management, and be ready for when there is a casualty," said Mr Scales. "They could handle distressed ships and cargo, understand the problems and provide solutions. A port taking a distressed, salvaged ship would benefit financially. "It would help the local economy and provide a legacy of future income streams. What is a short-term challenge would become a medium-term gain." *Emergency towage issues* Once a fire is extinguished and the vessel is secured, it will need to be towed to a safe location, which can be

challenging. One issue is that salvors may not know what cargo is on board, especially if the manifest is incorrect or misdeclared. “A second issue is that fire water may have changed the nature of the cargo, which could create much more waste,” said Mr Scales. This could make it harder to find a port. Marine Masters owner and director Henk Smith said fire-fighting water and foam could be trapped in internal compartments, such as the engineroom, on a distressed ship, which could impact its stability and cause more waste. “We need to deal with contaminated water,” he said. “We can decant water from the vessel.” It can be lightered onto a tank barge or tanker in a similar method to removing fuel from a grounded ship. A salvor then needs to consider “what to do with the cargo, as it needs to get to shore. This can be a nightmare,” said Mr Smith. Salvors need to deal with the waste and pollutants, depending on the situation and location. “There could be different types of waste,” he said. “If there is a lot of contaminated water, a salvor may need to hire a tanker to discharge into.” Then a ship could be ready for its emergency tow to a refuge harbour. But “a longhaul tow may not be practical to a designated port of refuge due to weather, sea conditions and the structure of the ship,” said Mr Smith. If a ship does get to a port of refuge, and its cargo and waste are discharged, then there could be value for what remains. “There could be value in the structure for reuse, refurbishment or as an artificial reef; it creates a legacy,” said Mr Smith. *(Source: Rivera by Martyn Wingrove)*

A BARGE CARRYING CHEMICAL FERTILIZERS SANK IN THE DANUBE.

A barge carrying chemical fertilizers sank in the Danube River in Bulgaria. The sinking has reportedly created a serious risk of chemical pollution in the surrounding area. A barge carrying 1,133 tons of nitrogen-based chemical fertilizer sank in the Danube River near the city of Sishtovi in Bulgaria. While investigations into the incident continue, it has been reported that the sinking of the barge carrying chemical fertilizers has created a serious risk of chemical pollution in the surrounding area.

Despite the environmental risks posed by the grounded barge, no active rescue operation has been carried out in the area, it was reported. **What are the environmental risks?** The sinking of a barge loaded with chemical fertilizers can cause harmful substances to mix with the river water. This pollution poses a great risk to fish and other aquatic life and can lead to deaths. Settlements that use the river water may experience problems with drinking water and daily use. Agricultural irrigation using the same water may be negatively affected. This situation increases the risk of causing permanent damage to the environment. *(Source: Deniz Haber)*

OFFSHORE NEWS

SAIPEM TAPS ENERMECH FOR SUBSEA WORK ON EXXONMOBIL'S GUYANA PROJECT

Italian engineering giant Saipem has awarded oilfield services specialist EnerMech a subsea pre-commissioning services contract for the Whiptail development, some 210 km off Guyana's capital Georgetown. This award marks EnerMech's first project on the ExxonMobil-operated Whiptail field. It builds on its proven track record supporting subsea pre-commissioning campaigns offshore Guyana, including Liza Phase 2, Payara, Yellowtail, and Uaru fields. Under the new contract, the integrated technical solutions specialist will deliver a full suite of activities, including flooding, cleaning and hydrotesting of subsea risers and flowlines. EnerMech will also conduct umbilical post-load out, transit and lay monitoring from the offshore construction vessel and dynamic umbilical lay monitoring and post-installation testing from the FPSO unit. To meet the growing demand for offshore energy services in the region, EnerMech is establishing a new facility in Georgetown and executing a phased equipment acquisition strategy, including the addition of remote flooding units and subsea test pumps. These investments will support future projects and enable faster, more efficient mobilisation of equipment locally. *(Source: Splash24/7)*

TDI-BROOKS' VESSEL PREPPING FOR UPCOMING SURVEY GIG IN CARIBBEAN

Ireland-headquartered oil and gas company United Oil & Gas has disclosed a mobilization timeline for one of U.S.-headquartered TDI-Brooks' specialist survey vessels, which will undertake a planned survey program off the coast of Jamaica in the Caribbean, North America. After Jamaica's National Environment and Planning Agency (NEPA) gave the green light for surveys to be undertaken at United's 100%-owned Walton Morant license, the firm received the Beach license, enabling it to carry out seabed sampling operations within the Walton Morant Basin offshore Jamaica. As a result, the company booked TDI Brooks' **Gyre** survey vessel to perform a piston coring and surface geochemical survey at the license to collect 40-60 seabed cores across the basin, alongside bathymetric, multibeam and heat-flow surveys. In the most recent update on its Jamaican offshore program, United Oil & Gas explained that TDI-Brooks confirmed the completion of the vessel's

previous work program, enabling the R/V **Gyre** to undergo pre-mobilization preparations in Trinidad

ahead of its upcoming work assignment in Jamaica. Based on the current timeframe, the vessel will begin mobilization during the next week for United's planned offshore piston coring and surface geochemical survey on the Walton Morant license, which will entail multibeam echo sounder (MBES) mapping, heat-flow measurements and the collection of seabed piston cores. This program is designed to confirm the presence of thermogenic hydrocarbons and further de-risk the basin. The operator continues to coordinate closely with TDI-Brooks and the relevant Jamaican authorities in preparation for the vessel's mobilization. Brian Larkin, CEO of United Oil & Gas, commented: "We are pleased that the R/V **Gyre** has completed its prior survey programme and is now preparing to mobilise for United. We continue to work closely with TDI-Brooks and the relevant authorities as we move toward mobilisation, and we look forward to providing a further update once the vessel departs Trinidad." *(Source: Offshore Energy)*

AKASTOR UNIT DDW OFFSHORE OFFLOADS AHTS

Akastor-backed DDW Offshore has completed the sale of its anchor handler **Skandi Atlantic**, closing a deal worth $22.75m as the Norwegian owner continues to streamline its offshore fleet. The Oslo-listed oil-services investment group said the transaction was finalised today following charterer consent, which was a condition for completion. Proceeds from the deal will be used in part to cut debt. Around $8m of the purchase price will go

towards repaying a proportional share of DDW Offshore's borrowings, leaving the subsidiary with remaining debt of about $16m. Following the sale of 2012-built **Skandi Atlantic**, the company retains two AHTS vessels, **Skandi Emerald** and **Skandi Peregrino**, both capable of worldwide operations covering anchor handling, towing and supply duties. The transaction follows an earlier, unsuccessful attempt to divest **Skandi Peregrino**. In March last year, DDW Offshore agreed to sell the vessel, subject to charterer approval. That consent was not granted, and the deal was subsequently cancelled. *(Source: Splash24/7)*

SHEARWATER LANDS SEISMIC JOB OFF TRINIDAD AND TOBAGO FOR EXXONMOBIL

Norwegian offshore seismic vessel player Shearwater Geoservices has been awarded a contract for a large 3D seismic acquisition programme by ExxonMobil's Trinidad and Tobago subsidiary. The deepwater survey offshore Trinidad and Tobago will cover approximately 6,000 sq km of full-fold area. The acquisition is scheduled to commence in the first quarter of 2026 and is expected to take around five months. Shearwater's high-capacity streamer vessel Amazon Warrior will undertake the acquisition, utilising its multi-component Isometrix streamer technology. The project will deliver high-quality seismic data to support future planned exploration activities in the area. *(Source: Splash24/7)*

OFFSHORE SUBSEA CONSTRUCTION VESSEL PURCHASED BY NEXTGEO (MARNAVI) FOR $112 MILLION

A letter of intent has been signed with Saipem through its subsidiary Rana Subsea for the provision of SAT diving services in the Middle East: valued at $150 million. Next Geosolutions, a Marnavi subsidiary operating in marine geosciences and offshore construction support services, primarily in the energy sector, announced that it has signed, through its subsidiary Rana Subsea, a letter of intent with Saipem for the provision of SAT diving services in the Middle East. The operational phase is scheduled to begin in the second quarter of 2026, with a continuous duration of 36 months, with three additional six-month extension options. The agreement has a total base value of approximately $150 million. At the same time, Next Geosolutions announced the addition of a new offshore vessel to its fleet through the acquisition of

the Siem Day from the Norwegian company Siem Day II AS for a total purchase value of approximately $112 million. The vessel, classified as an Offshore Subsea Construction Vessel (OSCV), will be renamed NG Supporter and will be used for the development of the contract with Saipem and for other complex subsea operations, construction and installation support work , as well as inspection, maintenance & repair (IMR) activities , primarily in the oil & gas market . The investment for the acquisition of the vessel will be financed through equity and a bank loan currently being finalized. Attilio Ievoli, President of NextGeo, stated: "The acquisition of NG Supporter represents a key step in the group's strategic growth. This transaction also stems from an international vision, developed through our presence in the UK, one of the key markets for the global offshore market. The addition of this new asset represents added value to support the growth and diversification of our activities in our core markets, further expanding our capabilities in the highly complex subsea segment, thus enabling us to respond increasingly effectively to the needs of our clients and ongoing and future international projects." Built in 2013, the NG Supporter is equipped with a Dynamic Positioning Class II (DP2) system, has an overall length of approximately 121 meters and a beam of 22 meters. With a deck area of 1,300 square meters, a 250-ton offshore crane with Active Heave Compensation (AHC), a 7.2 x 7.2-meter Moonpol , a bow helideck , and accommodations for 110 people, the Norwegian-built NG Supporter is a high-quality vessel capable of offering complex offshore services while ensuring safe and optimal execution. The announcement adds that "the acquisition of the NG Supporter is of highly strategic importance for the group. In addition to increasing its operational capabilities, it also allows it to serve a niche market characterized by growing demand and limited availability of vessels with similar technical characteristics with a highly specialized asset. This investment is part of the group's plan to strengthen its fleet of specialized vessels and represents an enabling element for the participation in and execution of complex offshore projects." The recently signed Loi with Saipem "allows NextGeo to guarantee a significant level of revenue visibility over the next 3-5 years, while also strengthening the predictability of cash flows. The combination of highly specialized operational capabilities, the vessel's full operational flexibility, and multi-year deployment also helps position the group in a market segment characterized by high barriers to entry, strengthening its role as a provider of strategic offshore services in the highly technically complex oil and gas sector. " *(Source: Shipping Italy)*

CREW OF WRECK SEARCH VESSEL N35 RELEASED FROM VENEZUELA PRISON

Venezuela released three Dutch nationals held there last night. Outgoing Minister David van Weel (Foreign Affairs, VVD) announced this before the cabinet meeting. The Dutch crew members of the wreck search vessel **N35** are likely Dutch. They have been held for months without clear charges. The trio now being released will leave the country as soon as possible, escorted by the Dutch embassy

in Caracas. They most likely include Dutch captain Pim de Rhoodes and his Dutch wife, Angelique,

of the wreck search vessel **N35**. The vessel **N35** was searching for a World War II shipwreck when it was intercepted and detained in the port of Guamache on Isla Margarita. The crew was detained without charge. According to an insider, the **N35** crew is being held in two prisons. The seven men are being held in the El Rodeo complex on the outskirts of Caracas, and the two women in a women's prison in La Guaira, about 30 kilometers north of the Venezuelan capital. They are of various origins, including three Hondurans, a Spaniard, a Panamanian, an Indonesian, and a Hungarian. It is unknown whether they will also be released. Since the authoritarian regime of Nicolás Maduro ended almost two weeks ago, dozens of (political) prisoners have been released in the South American country. The ministry has so far remained silent about the fate of Dutch detainees. *(Source: Schuttevaer by Tessa Heerschop; Photo: Seatec)*

NEW PXGEO MOBILIZATION DELIVERED

We are proud to see the vessel "**Island Frontier**" sail away from the yard after an intensive mobilization period for our returning customer PXGEO. The vessel has been alongside our quay for less than two weeks and has been prepared for operations with node seismic equipment. Two ROV LARS systems from Ulmatec Handling Solutions have been installed on the extended mezzanine deck, and preparations have been completed for the remaining charterer equipment. This is the 4 time we do mobilizations for this customer, 3 times in Ulsteinvik at the west coast and one time at Green Yard Feda AS south coast of Norway. Engineering has been delivered by Marin Teknikk AS and VOLTI AS. We would like to thank both PXGEO and Island Offshore for the trust they have shown by awarding this project to Green Yard Kleven. *(PR-Green Yard)*

WINDFARM NEWS - RENEWABLES

FUGRO EXTENDS PTSC PARTNERSHIP AS VIETNAM PUSHES OFFSHORE WIND EXPANSION

Dutch surveyor Fugro has extended its memorandum of understanding with Petrovietnam

Technical Services Corporation's subsidiary, PTSC Geos and Subsea Services, to meet Vietnam's rising demand for geophysical, geotechnical, and metocean data services. Under this additional two-year agreement, Fugro's full range of marine site characterisation services, combined with PTSC G&S' local survey capabilities, will support both Vietnam's oil & gas industry and the growing offshore wind sector. This extension represents a new milestone in Fugro and PTSC G&S' partnership, which was set up in 2011, and reflects both parties' commitment to contributing to the country's developing offshore wind industry and ambitious offshore wind targets. These include an initial target of approximately 6GW of offshore wind energy by 2030, and 70 to 91.5GW by 2050, which is critical for the country to achieve its goal of carbon neutrality by 2050. "Vietnam holds tremendous potential for offshore wind power and, after over a decade of working here with our local partner, PTSC G&S, we're thrilled to be unlocking geo-data insights to now help develop Vietnam's offshore wind market," said Jerry Paisley, Fugro's regional strategic sales and marketing director. *(Source: Splash24/7)*

GRID CONNECTION PLATFORM FOR WINDANKER OFFSHORE WIND FARM INSTALLED IN BALTIC SEA

HSI, a joint venture between HSM Offshore Energy, Smulders and Iv, has installed the Jasmund offshore substation (OSS), which will connect the Windanker offshore wind farm to the German electricity grid, at its designated location in the Baltic Sea. The Jasmund platform is part of the Ostwind 3 grid connection project, which will collect 300 MW from the Windanker wind farm from October and transmit it to the German grid on land, according to 50Hertz, for which this is the first offshore platform in the Baltic Sea for whose construction and operation the company is the responsible transmission system operator (TSO). The Jasmund OSS jacket foundation was manufactured by Smulders in Vlissingen, the Netherlands, and sent to the Baltic Sea at the beginning of December 2025, with the topside, manufactured at the HSM Offshore Energy Stormpolder yard near Rotterdam, shipped a few days after the jacket. The installation was carried out by Heerema Marine Contractors at the project site, located northeast of the island of Rügen,

where the platform was lifted onto the foundation on 17 December 2025, according to 50Hertz. In the coming period, offshore testing and commissioning activities will be carried out to prepare the Jasmund OSS for operation, according to HSI Joint Venture, which is delivering the project under a contract covering the full EPCIC scope (engineering, procurement, construction, installation and commissioning). The expected completion date for the Ostwind 3 grid connection system and the Windanker offshore wind farm, which is being built and operated by Iberdrola, is 30 September 2026, 50 Hertz says. The Jasmund OSS is the first of three offshore substations being delivered by HSI Joint Venture for 50Hertz. OSS Zingst and OSS Darß will follow as part of the OST-6-1 grid connection, with OSS Zingst connecting the Gennaker East offshore wind farm and OSS Darß connecting the Gennaker West offshore wind farm to the onshore transmission network. "After Ostwind 1 and 2, Ostwind 3 is the next project in the sea area northeast of Rügen, which we will complete on time and within budget", said Stefan Kapferer, Chairman of the Management Board of 50Hertz. "We are also on track with the next OST-6-1 project with a transmission capacity of 927 MW, which serves to connect the Gennaker wind farm north of the Fischland-Darß-Zingst peninsula. Two offshore platforms are already under construction, the laying of protective pipes has begun, and a new substation near Gnewitz is taking shape." *(Source: Offshore Wind)*

CWHI Delivers First Batch of Inch Cape Transition Pieces

The first batch of 15 fully commissioned transition pieces (TPs) produced by CNOOD-Wenchong Heavy Industries (CWHI) for the Inch Cape offshore wind farm has arrived in the Port of Leith, Scotland. The transition pieces were shipped from CWHI's yard in China in November 2025 aboard the COSCO heavy-lift vessel **Hua Sheng Long**. Each TP stands up to 28 metres tall, has an outer diameter of 8.3 metres, and weighs 600 tonnes. "With subsequent batches already in preparation and transit planning underway, we look forward to the arrival of the next batch in the near future as the project progresses toward offshore installation", said Dale Young, Chief Development Officer of CWHI. For the 1.1 GW Inch Cape offshore wind farm, which will comprise 54 monopiles and transition pieces and 18 three-legged jacket foundations, CWHI is contracted to deliver a total of 32 monopiles and 30 transition pieces. The company sent the final eight XXL monopiles for the project

to Scotland in December 2025. The remaining TPs for the 72-turbine Inch Cape project are being produced by COOEC Fluor Heavy Industries (CFHI), while the remaining monopiles have been manufactured by Dajin Offshore. The offshore wind farm, being built by a joint venture between Red Rock Power and ESB, is expected to produce first power in late 2026 and enter full commercial operations in 2027. Once complete, Inch Cape will generate almost 5 TWh of energy each year, enough to power half the homes in Scotland, according to its developer. *(Source: Offshore Wind)*

STRATEGIC MARINE MARKS FIRST DELIVERIES FOR 2026 WITH SECOND 27M CREW TRANSFER VESSEL TO A VALUED CUSTOMER IN TAIWAN

Strategic Marine has successfully delivered the second 27-metre Z-Bow Crew Transfer Vessel (CTV) to Taiwan for a valued customer, completing the two-vessel programme and strengthening its ongoing support for offshore wind operations in the region. Purpose-built for offshore wind farm duties, the vessel was developed in close collaboration with BMT Limited and features advanced marine engineering to ensure reliable performance in demanding operating conditions. Equipped with controllable pitch propellers, bow thrusters, and an Active Fender System, the CTV offers enhanced manoeuvrability, operational efficiency, and safe personnel transfers. The handover of this second vessel reflects Strategic Marine's consistent execution across multi-vessel construction programmes and its ability to deliver specialised vessels that meet regional and operational requirements. The delivery also marks the successful completion of a four CTV building programme signed with the customer back in Q2 2024. Mr. Chan Eng Yew, Chief Executive Officer of Strategic Marine, commented: "The successful delivery of the second 27m Z-Bow CTV to Taiwan marks another step forward in our collaboration with the customer. These vessels highlight our focus on building dependable, high-performance solutions that support the continued expansion of offshore wind energy." Strategic Marine continues to work closely with operators and partners worldwide to deliver innovative aluminium vessels that meet the evolving

needs of the offshore wind sector. *(PR- Strategic Marine)*

DEME TAKES DELIVERY OF SECOND NEW WTIV, BOTH VESSELS TO START OFFSHORE WIND WORK IN FIRST HALF OF 2026

DEME has taken delivery of its second new wind turbine installation vessel (WTIV), **Norse Energi**, at the CIMC Raffles Shipyard in China, after the first WTIV, **Norse Wind**, was delivered last year. The company's new vessels are already contracted on offshore wind projects and will start working in the first half of 2026. The debut project for both WTIVs is RWE's 1.6 GW Nordseecluster in Germany, consisting of two offshore wind farms which will feature Vestas 15 MW wind turbines. **Norse Energi** is purpose-built to install the next generation of large-scale offshore wind turbines, DEME said on 15 January and added that the new vessel will help reinforce its position at the forefront of offshore wind installation. The order for the new WTIVs dates back to December 2022, as part of a package that included options for up to three additional units. The new vessels were originally ordered by Norwegian offshore wind contractor Havfram, which DEME acquired in April 2025, with the acquisition bringing its newbuilds into DEME's portfolio. The company took delivery of the first of the two vessels, **Norse Wind**, in October 2025. Before entering service, both vessels will be coated in DEME's green livery. *(Source: Offshore Wind)*

ANOTHER US OFFSHORE WIND PROJECT CLEARED TO RESUME CONSTRUCTION

The US District Court for the District of Columbia has granted a preliminary injunction sought by Equinor for its Empire Wind 1 offshore wind farm, allowing construction activities to resume on the project that was more than 60 per cent complete at the time when the US government issued a stop-work order in December 2025. Equinor said on 15 January that its underlying lawsuit challenging the US Department of the Interior's (DOI) suspension order will continue to proceed. "Empire

Wind will now focus on safely restarting construction activities that were halted during the suspension period. In addition, the project will continue to engage with the U.S. government to ensure the safe, secure and responsible execution of its operations", the company said. Empire Offshore Wind LLC, an Equinor subsidiary, filed a civil suit against the order that suspended construction on five offshore wind projects, including its Empire Wind 1, on 2 January 2026. As part of that case, the company filed for a preliminary injunction to allow construction to continue while the litigation proceeds. Located 25-48 kilometres (15-30 miles) southeast of Long Island, Empire Wind 1 will comprise 54 Vestas 15 MW wind turbines and is planned to produce first power in late 2026, with full commissioning in 2027. The 810 MW Empire Wind 1 has a contract with the New York State Energy Research and Development Authority (NYSERDA) to deliver electricity for New York and is the first offshore wind farm to connect to New York City's grid. On 9 January, New York Attorney General (AG) Letitia James also filed lawsuits against the DOI's stop-work order for two of the state's offshore wind farms under construction, Empire Wind 1 and Ørsted's Sunrise Wind, which together are expected to power more than one million New York homes. The clearance for Equinor to resume Empire Wind 1 construction comes shortly after the US District Court for the District of Columbia granted a preliminary injunction to the joint venture between Ørsted and Skyborn Renewables for the Revolution Wind project, which had only seven wind turbines to install when it was ordered to pause construction by the US government. Once commissioned, the 704 MW Revolution Wind is set to power Connecticut and Rhode Island, with first power expected to be produced soon. The stop-work order affects five large-scale projects under construction in US federal waters, with Coastal Virginia Offshore Wind (CVOW), Sunrise Wind, and Vineyard Wind 1 still subject to the construction pause and lease suspension. *(Source: Offshore Wind)*

'WORLD'S FIRST' 20 MW WIND TURBINE INSTALLED OFFSHORE

A 20 MW wind turbine was installed in the waters off southern Fujian, China, on 13 January as part of a research project. This is the first time a wind turbine with this output was installed at sea, both in China and in the world, according to China Three Gorges (CTG), which designed and built the wind turbine in cooperation with Goldwind. The site where the 20 MW offshore wind turbine was installed is located more than 30 kilometres offshore, in water depths exceeding 40 metres. The wind turbine has a rotor diameter of 300 metres and 147-metre-long blades, and a swept area equivalent to 10 standard football fields, with the hub height reaching 174 metres, equivalent to a 58-story building. The 20 MW model is expected to generate over 80 GWh of electricity per year, enough to meet the annual electricity needs of approximately 44,000 households, CTG said on 14 January. The new model also has a lightweight design, with the weight per megawatt of the entire

unit (including the nacelle, hub, and blades) being less than 40 tonnes, which is more than 20 per cent lower than the industry average, according to CTG. The wind turbine's intelligent monitoring system features a multi-dimensional perception and early safety warning system, with integrated LiDAR and blade root load sensors, which ensures autonomous and safe operation of the unit in unattended offshore scenarios, CTG says. The 20 MW model's offshore installation follows the deployment of the world's first 16 MW offshore wind turbine in the Pingtan waters of Fujian in 2023, also a project by CTG and Goldwind. The two companies and Mingyang Smart Energy are closely following each other in the new single-unit capacity installations. Mingyang installed its 16 MW offshore wind turbine prototype shortly after CTG and Goldwind in 2023, and in 2024, the company installed a 20 MW prototype at an onshore test site in Hainan, China. The 20 MW turbine was installed as part of the Renewable Energy Technology project under the National Key Research and Development Programme and was selected into the fifth batch of major technological equipment for the first set in the energy field by the National Energy Administration. Under the guidance and support of the National Energy Administration and the Fujian Provincial Development and Reform Commission, it was jointly designed, constructed, and demonstrated by the Three Gorges Group and Goldwind Technology. *(Source: Offshore Wind)*

NB 982 DELIVERED TO NORWIND OFFSHORE AND NAVIGARE CAPITAL AHEAD OF SCHEDULE

The new Commissioning Service Operation Vessel (CSOV) for Norwind Offshore and Navigare Capital has now been delivered from Vard Søviknes and is ready to enter service in the offshore wind market. *The fifth newbuild delivered* The contract was signed in October 2024 with Navigare Capital, in close collaboration with Norwind Offshore. The CSOV is the fifth newbuild delivered by VARD to be operated by Norwind Offshore, further strengthening a long-standing partnership built on trust, performance, and shared ambitions within offshore wind. We at Norwind Offshore are very pleased to receive another newbuilding from VARD – and also this time delivered ahead of schedule. NB 982 - **Norwind Maestro** - is the result of a good and professional collaboration, characterized by close communication and strong execution skills. We thank the entire VARD organization for a solid project, and look forward to taking the vessel into operation. Svein Leon Aure, CEO at Norwind

Offshore. *VARD 4 19 design* The vessel is built to the VARD 4 19 design by Vard Design and constructed at Vard Shipyards Romania, where the team in Braila has played a key role in taking the vessel from hull to an advanced and high-quality platform. Final outfitting, commissioning, and completion have been carried out at Vard Søviknes in Norway. Together, these contributions clearly demonstrate VARD's integrated shipbuilding model and the strength of effective collaboration across borders. The delivery of NB 982 ahead of schedule is a strong demonstration of how our integrated value chain and close cooperation with the customer create real value. From design and hull construction to systems integration, interiors, and commissioning, our teams and subsidiaries have worked seamlessly across borders to deliver a fully commissioned CSOV. We appreciate the trust from Norwind Offshore and are proud to support their offshore wind operations with reliable deliveries and strong execution. Cathrine Marti, CEO at VARD. *Integrated value chain* NB 982 is a clear showcase of deliveries from VARD subsidiaries, demonstrating the strength of VARD's integrated value chain: ● Vard Electro delivers the SeaQ Integrated Bridge System, designed with an operator-focused, intuitive interface to support safe, efficient, and ergonomic operations. The vessel is prepared for full digital vessel insight through SeaQ Green Pilot, providing detailed energy consumption overview. In addition, SeaQ IAS, PMS, and EMS ensure full control and monitoring of the vessel's hybrid energy systems. ● Seaonics supports the vessel's environmental and operational ambitions with an all-electric lift and handling package, including a 30-meter ECMC walk-to-work gangway and a 7-ton 3D-compensated crane. This marks the third gangway delivery from Seaonics to Norwind Offshore. ● Vard Interiors delivers modern interior solutions along with green HVAC-R and piping systems, creating comfortable living and working conditions onboard – essential for long offshore operations. With NB 982 delivered ahead of contractual date, VARD, Navigare Capital and Norwind Offshore once again demonstrate how close collaboration, integrated deliveries, and strong execution enable efficient and sustainable offshore wind operations at sea. *(PR-Vard)*

DREDGING NEWS

ARAB POTASH ADDS NEW ROYAL IHC SALT HARVESTER TO DEAD SEA FLEET

Royal IHC has officially handed over a new electric salt harvester to Arab Potash Company for operations at the Dead Sea, expanding the Jordanian producer's mining fleet, according to the company's statement. The "Salt Harvester for Arab Potash Company (APC) has been officially handed over and is now fully operational," after final performance tests were completed at the end of December at APC's Safi site in Jordan. Royal IHC said the tests confirmed compliance with agreed parameters, including production capacity and maneuverability. The unit represents an upgrade to APC's existing fleet at its carnallite production facility and was designed for continuous 24/7

operation. The harvester was constructed over the past year at the Safi site in cooperation with a local partner, MAG, and that design improvements were incorporated by combining APC's operational input with Royal IHC's engineering. Royal IHC is a maritime technology and shipbuilding group headquartered in the Netherlands, providing engineering, construction and lifecycle support solutions for sectors including dredging, offshore energy, mining and defence. Arab Potash Company is a Jordanian public shareholding company founded and registered in Amman on July 7, 1956, and operates under a concession granted by the Jordanian government to extract minerals and salts from Dead Sea brine. *(Source: PortNews)*

PAMET HARBOR DREDGING MOVES AHEAD

Barnstable County Dredge has just released this very interesting video, filmed on January 5, about the ongoing Pamet Harbor dredging program. The dredging operation has a target volume of approximately 9,000 cubic yards, which under ideal conditions would typically take about 12 dredging days to complete. According to the County, progress has been significantly affected by strong winds, rough seas, low tides, and strong currents, extending the work into its sixth week. The dredged sand is pumped through a pipeline approximately 3,000 feet long, running from the back of the dredge, across the beach, and northward. Some of the dredged material is being used to reinforce this vulnerable section of shoreline, which requires periodic replenishment to prevent future breaches. This project plays a vital role in maintaining safe navigation, protecting coastal resources, and supporting the long-term resilience of Pamet Harbor, the County concluded. Watch the YouTube video HERE *(Source: Dredging Today)*

ROYAL IHC LAUNCHES ELECTRIC DREDGER TOMASZOW

Royal IHC launched the Tomaszow, an electric cutter suction dredger (CSD), for Quarzwerke GmbH yesterday. "This electric mining dredger is a tailored solution built on our proven Beaver 65

platform," Royal IHC said. According to the Dutch company, the CSD will have two

Cutterspecial® pumps in series to reduce wear and enhance operational efficiency, and a powerful cutterhead engineered to cut through cemented silica sand up to 25m depth. Also, the dredger is demountable and road-transportable – essential for deployment to Quarzwerke's silica sands operation in Poland. "We're now moving into commissioning and finalization, after which the vessel will be transported to Poland – ready to make a valuable and responsible impact in mining," Royal IHC concluded. *(Source: Dredging Today)*

DREDGING WRAPS UP AT CHANNEL ISLANDS HARBOR

Channel Islands Harbor said that their latest dredging program, conducted by Manson Construction of Seattle, will be complete today. Dredged material was hydraulically pumped from Channel Islands and transported about one mile south, where it is placed onto Hueneme Beach. The placement of beach-quality material provides shoreline protection to downcoast beaches, USACE said. "Thanks to this U.S. Army Corps project, navigating the harbor entrance will continue to be safe and down coast beaches will receive much-needed sand," Channel Islands Harbor said. According to the latest project update, dredging equipment should be transported away by the end of next week. USACE

has conducted routine maintenance dredging of Channel Islands Harbor since the 1960s. *(Source: Dredging Today)*

WEEKS MARINE WINS OCEAN RIDGE SHORELINE RENOURISHMENT CONTRACT

Weeks Marine from Covington, Louisiana, has won a $9.4 million firm-fixed-price contract for a shoreline renourishment project in Florida. Bids for this contract were solicited via the web with two received, the U.S. Department of Defense (DoD) said. Work will be performed in Ocean Ridge, Florida, with an estimated completion date of April 30, 2026. According to DoD, fiscal 2026 civil construction funds in the amount of $9,412,000 were obligated at the time of the award. The U.S. Army Corps of Engineers, Jacksonville District, is the contracting activity. *(Source: Dredging Today)*

HID DREDGING DELIVERS ANOTHER HIGH-PERFORMANCE CSD

HID Dredging delivered a newly developed cutter suction dredger (CSD) with a water flow capacity of 7000 m³/h to its client recently. This marks another significant technological achievement in HID's high-performance dredging equipment portfolio, the Chinese company said. The dredger, independently designed and manufactured by HID, features 1500 m³/h production capacity, a 5 km discharge distance, and is equipped with a 500 kW cutter head. "Powered by a 3600 HP diesel engine, the vessel ensures strong, stable, and continuous operation even under demanding dredging condition," HID said. "To meet the requirements of high flow and long-distance discharge, HID's engineering team redesigned the dredge pump with an upgraded flow system and enhanced channel structure." This cutter suction dredger is especially suitable for large reservoirs, lakes, rivers and navigational channels. *(Source: Dredging Today)*

YARD NEWS

BUSY TIMES: FOUR BATTERY-HYBRID OFFSHORE NEWBUILDS TAKE SHAPE AT CHINESE SHIPYARD

Fujian Mawei Shipbuilding is busy building battery-hybrid offshore vessels, launching three for different owners and laying the keel for a platform supply vessel for SEACOR Marine in November and December. Fujian Mawei Shipbuilding is busy with offshore vessel newbuilding activity. In November and December, the Chinese shipbuilder held launching ceremonies for three battery-hybrid offshore vessels, including two offshore construction vessels (OCVs) for Hea Energy and a multipurpose platform supply vessel (PSV) for Capital Offshore, while laying the keel for another PSV for SEACOR Marine. All four newbuilds are due for delivery in 2026. On 19 December, the shipyard launched an 88-m diesel-electric battery-hybrid PSV for Greek owner Capital Offshore. Part of a series of PSVs for the Greek owner, hull number MW628-7 is based on a Breeze Ship Design, with an overall length of 88 m, a beam of 20 m, and a draught of 5 m, with a clear deck area of 1,000 m2 and accommodation for 60. Propulsion for the DP2-class, diesel-electric vessel will incorporate two rudderpropellers, three bow thrusters and lithium battery hybrid power, providing a design speed of 14 knots. Built to ABS class, the PSV will be certified to carry hazardous cargo with flash points below 60°C, such as methanol/LDHI. It meets the latest OSV Chemical Code specifications and HAB(W+) comfort requirements. It also features a larger mud tank volume and free deck area than similar PSVs, said the shipbuilder. With the launch, the construction effort will now transition to dockside outfitting and system commissioning. Meanwhile, the keel for SEACOR Marine's diesel-electric battery-hybrid PSV, hull MW628-11, was laid on 10 November. Built to ABS class, it is also a Breeze Z4423 design and has similar specifications to the Capital Offshore PSV. It is one of two 4,650-dwt PSVs ordered under contracts, valued at US$82M by the Houston-based OSV owner in November 2024. Delivery of the first will be in October 2026, followed by the second in January 2027. When the two contracts for the PSV newbuilds were signed, SEACOR Marine held options for four additional vessels. *OCVs for Abu Dhabi operator* Over three days in mid-November, the Chinese shipbuilder launched two

DP2-class battery-hybrid offshore construction vessels (OCVs) for Hea Energy. Hea Eco 7 (MW640-3) and Hea Eco 10 (MW640-4) are part of a series of 70-m OCVs for the Abu Dhabi-based vessel operator. Each vessel has an overall length of 70 m, a beam of 18 m, a depth of 6 m, and a draught of around 5 m. Hea Eco 7 and Hea Eco 10 will be used to transfer industrial personnel, fresh water, drilling water, fuel oil supply, and deck cargo to offshore drilling platforms. According to Equasis, the registered owner of the vessels is Pegasus First Holdings. Built to ABS class, the vessels will carry the notations of ABS + A1 (E) Offshore Support Vessel, (FFV 1) HYBRID IEPS [LEE, PMT, PBU] SPS + AMS, ESS-LIBATTERY + DPS-2, CRC, RW UWILD BWT, and MLC-ACCOM. *(Source: Riviera by John Snyder)*

PRYSMIAN'S ALESSANDRO VOLTA FROM ROMANIA TO NORWAY FOR FINAL OUTFITTING

With an extraordinary length of 192.8 meters, this new generation cable-laying vessel is the largest vessel ever launched by the shipyard controlled by Fincantieri. Vard, a Fincantieri shipyard, announced that the new cable-laying vessel **Alessandro Volta** (newbuild 970), under construction for Prysmian, has left Romania and is now under tow to Norway, where all the necessary fittings and finishing touches will be completed in the coming months before delivery and entry into service. "With an extraordinary length of 192.8 meters, this next-generation cable-laying vessel is the largest vessel ever launched by Vard," the shipyard announced. "Built to the Vard 9 18 design by Vard Design, the vessel was specifically designed for the complex installation of offshore power cables, combining size, precision, and advanced technology. The vessel is now en route to Vard Søviknes for final outfitting and completion." The announcement concluded: “Congratulations to Prysmian and the highly dedicated team at Vard Shipyards Romania – Tulcea for reaching this important milestone. This truly demonstrates what is possible when expertise, scale, and collaboration come together.” The contract, signed three years ago, is worth approximately €200 million; **Alessandro Volta**, specializing in advanced subsea operations, is set to become the most high-performance cable layer in its market, capable of performing complex installation operations at depths of over 3,000 meters. According to Prysmian's original announcement, "the new vessel will be equipped with advanced cable installation solutions, including three carousels with a total capacity of 19,500 tons, placing it among the vessels with the highest cable loading capacity on the market and enabling reduced transportation times from the factory to the site, resulting in an overall improvement in project efficiency. A fixed-point pull force of over 200 tons will enable the vessel to perform complex installation operations involving simultaneous cable laying and burial (up to four cables) with a variety of ploughs, for unparalleled optimization of offshore operations. The vessel will be equipped with state-of-the-art DP3 positioning and seakeeping systems, is designed for an operational endurance of 90 days and a maximum speed of over 16 knots, can accommodate 130 people, and will be operational by early 2027." Watch the video HERE *(Source: Shipping Italy)*

MPC OSE OFFSHORE SECURES FINANCING FOR THREE WINDFARM VESSELS UNDER CONSTRUCTION

The Export and Investment Fund of Denmark (Danmarks Eksport og Investeringsfond; EIFO) has issued a buyer credit guarantee to Ostfriesische Volksbank and German company MPC OSE Offshore, thus securing the financing of three new offshore wind specialist vessels being built by Esbjerg Shipyard. With the support of EIFO, Esbjerg Shipyard has entered into an agreement with MPC OSE Offshore to build the first three of up to six offshore survey and service vessels (OSSVs). The steel hulls of the OSSVs are being built in Poland, while the outfitting will take place at Esbjerg Shipyard. Around 50 Danish subcontractors are involved in the construction. EIFO is providing a buyer credit guarantee of just under DKK180 million (US$28 million). This guarantee will cover 80 per cent of a total loan of DKK224 million (US$34.8 million), which is being provided by a German banking consortium led by Ostfriesische Volksbank. MPC OSE Offshore is a partnership formed by German investment company MPC Capital and offshore specialist OS Energy with the aim of building a new series of low-emission service vessels for supporting activities at offshore wind farms, including those in the North Sea and Baltic Sea. The goal is to construct up to six OSSVs, which will be used for various tasks throughout the entire lifecycle of wind farms from commissioning to decommissioning. *(Source: Baird)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *ASENAV and SAAM sign historic partnership to build state-of-the-art tugboat in Chile*
   - *Master Boat Builders Launches Sixth Rapport 2800 Tugboat for Gulf LNG and Moran Towing Partnership*
   - *Completing the series: Med Marine launches the sixth and final RAmparts 2800 tug for OMMP*
   - *ONEX και MEGATUGS sign contract for the construction of two modern tugboats*
   - *Med Marine hands over Oudhna, the third tug in OMMP's six-vessel RAmparts 2800 series*
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)
   - *For Sale: Q Adventurer (new)*

   (pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week
   - *SCRA - Casablanca by Jasiu van Haarlem (new)*
   - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
   - *Abeille International - Le Havre by Jasiu van Haarlem*
   - *ALP - Rotterdam by Jasiu van Haarlem*
   - *Bennett - Rochester by Jasiu van Haarlem*

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