Tugs Towing & Offshore Newsletter

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

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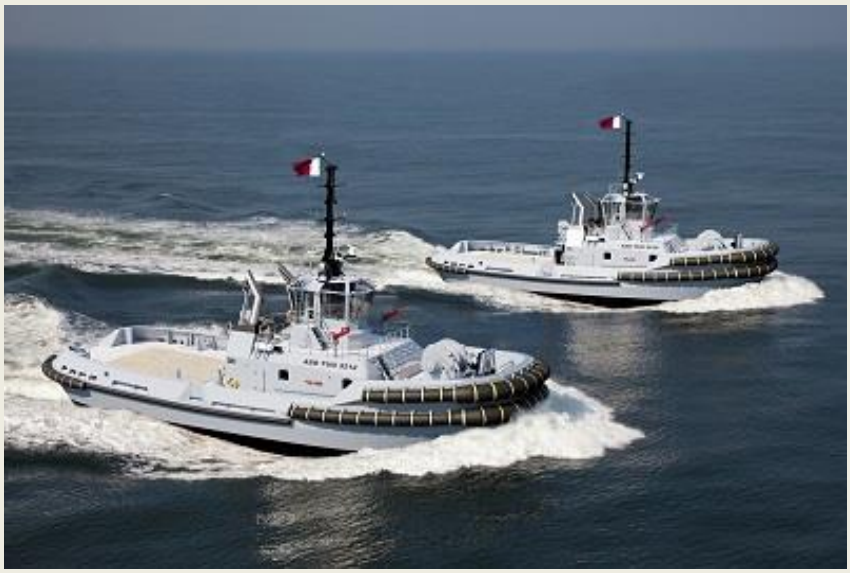
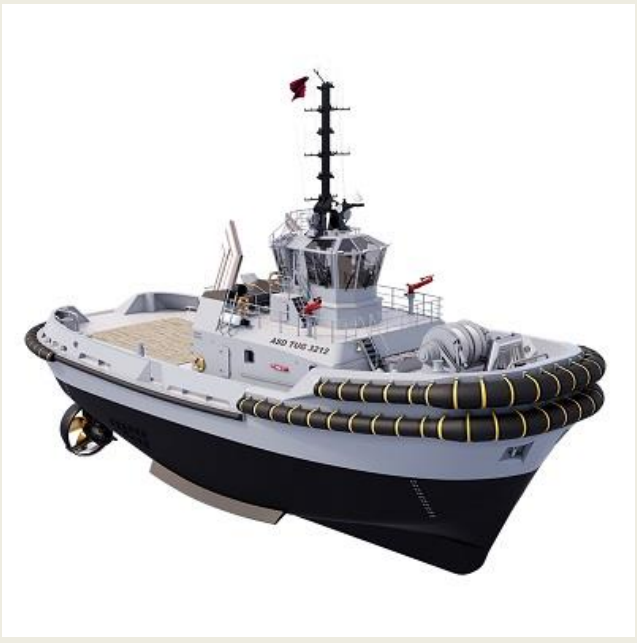
TUGS & TOWING NEWS.

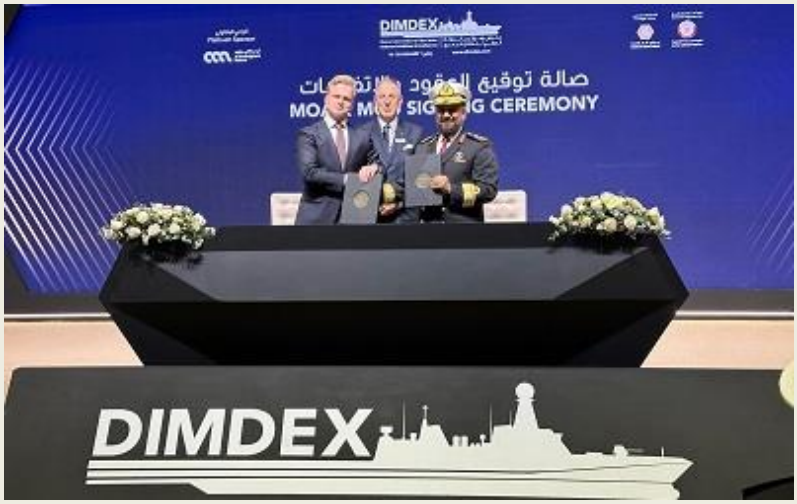
DAMEN ANNOUNCES CONTRACT WITH QATARI EMIRI NAVY FOR TWO ASD TUGS 3212



Damen Shipyards Group has announced a contract with the Qatar Emiri Naval Forces (QENF) for the delivery of two ASD Tugs 3212. The contract was announced at the Doha International Maritime Defence Exhibition and Conference (DIMDEX) 2026 in Qatar. *Auxiliary fleet support* The order follows a memorandum of understanding (MoU) signed by Damen and the QENF at the previous DIMDEX event in 2024, for the delivery of auxiliary vessels. Damen is constructing the two tugs at the Damen Song Cam Shipyard in Vietnam. As a result of the close cooperation between the two parties and Damen's efforts, it was possible to begin building early. One of the vessels is already under construction and will be delivered later this year. Damen, together with representatives of the QENF, held a keel-laying ceremony for the second tug in December last year. This vessel is scheduled for delivery in Q2 2027. *Harbour and offshore capabilities* The ASD Tug 3212 is 32.7 metres long with a beam of 12.82 metres. It is capable of delivering 82.4 tonnes of bollard pull ahead and 77.4 tonnes astern. Damen has designed the vessel to provide outstanding seakeeping capabilities and manoeuvrability. To ensure the tugs' capability to support the QENF fleet both in port and offshore, Damen is outfitting the vessels with a range of options. Among these is an aft winch, deck crane and Fi-Fi1 firefighting capabilities. *Relationship of long-standing* Damen's relationship with the QENF is a long-



standing one; the first vessels Damen delivered to the navy were six PolyCats 1450 in 1980. In 2010,

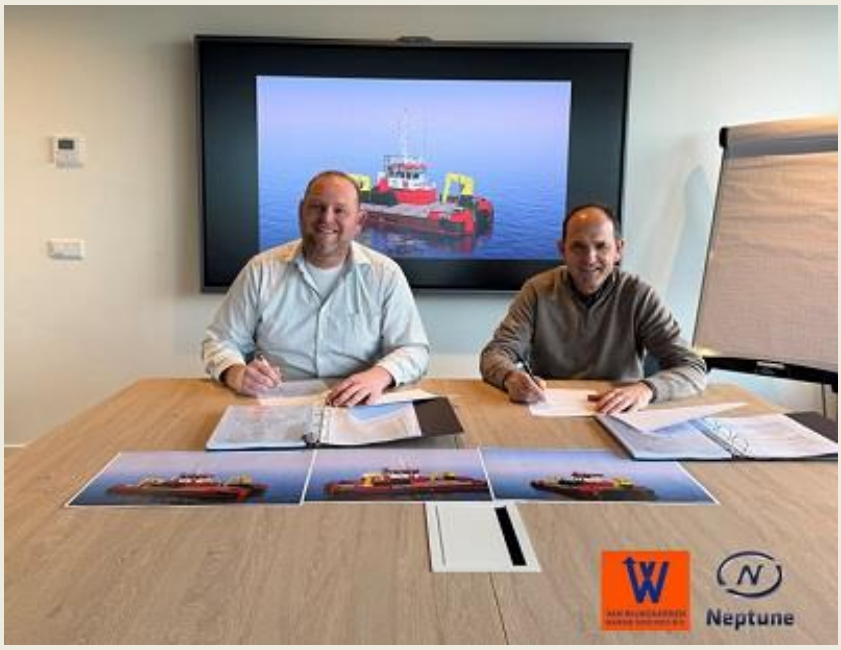


Damen delivered two Stan Tugs (STu) 1907 to the QENF, followed in 2022 by two STu 1606. Damen is additionally providing the QENF with support extending beyond the delivery of the tugs. This includes simulation training the operation of the vessels in the Netherlands, training on-location in Qatar, and a five-year maintenance and spare parts package. Jan-Jaap Eits, Regional Sales Director Middle East for Damen, said, "Damen is honoured to receive this latest order from the Qatar Emiri Navy. The relationship between our two organisations is one that has endured for more than 40 years already. We are confident that these two ASD Tugs 3212 will serve the Qatari fleet well and we look forward to continuing to provide our support during the vessels' operational phase." *(PR-Damen)*

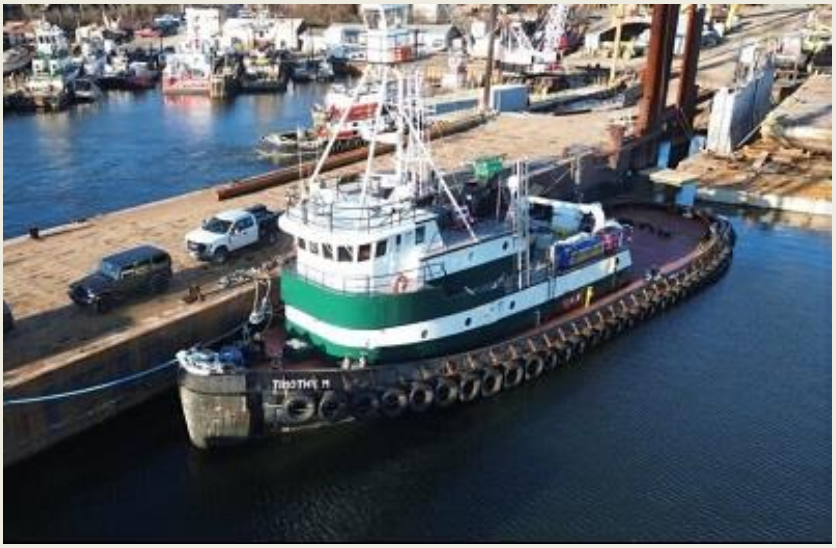
CONTRACT SIGNED FOR NEWBUILD EUROCARRIER MAASSTROOM

Van Wijngaarden Marine Services B.V. and Neptune Marine have signed the contract for the construction of a new EuroCarrier 2712 – DP1 – TIER III, to be named **Maasstroom**. The signing took place at the offices of Van Wijngaarden Marine Services. With this newbuild EuroCarrier, Van Wijngaarden further expands its fleet with a multifunctional workboat designed for a wide range of maritime operations. The **Maasstroom** will be deployed for single and double towing operations, anchor handling, port-related crane and

transport works, survey and geotechnical services, and support for dredging activities. The vessel will feature a large working deck, accommodation for up to 12 personnel and will be equipped with modern systems including DP1, a four-point mooring system and preparation for an A-frame. The design focuses on flexibility, efficiency and reliable performance across various projects. The Maasstroom will be built at Neptune Marine, with delivery scheduled for September 2026. This Maasstroom will become the fourth Neptune-built ship within the Van Wijngaarden Marine Services fleet, further strengthening the long-standing cooperation between both parties. *(PR-Van Wijngaarden Marine Services BV)*



CASHMAN EXPANDS ITS MARINE FLEET

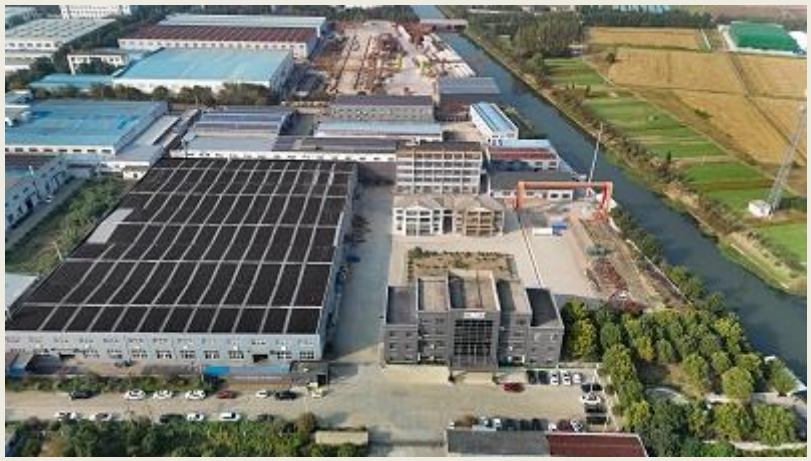


Cashman has expanded its marine fleet with the addition of the 4000 horsepower tugboat Timothy M. "The Timothy M brings added flexibility to our fleet and will work on multiple project types, including dredging and marine construction," Cashman said. "The purchase of this tugboat reflects Cashman's continued investment into innovative and efficient marine operations." Cashman is a privately held multi-disciplinary construction and development company, founded and owned by Jay M. Cashman, the Chairman of the Board. They offer a comprehensive portfolio of companies and services in the

heavy civil & marine construction, dredging, renewables, prestressed concrete storage tanks, etc. *(Source: Dredging Today)*

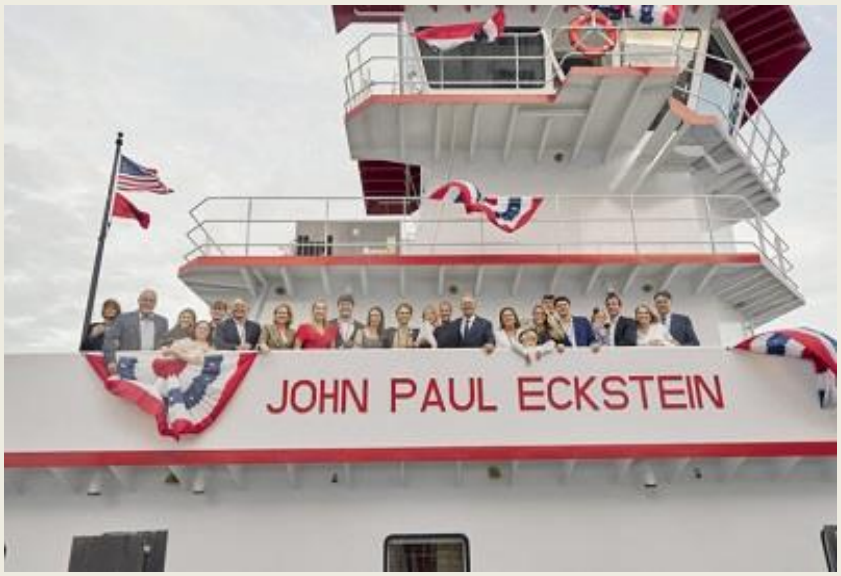
DECK MACHINERY NEEDS ENHANCED COATINGS FOR SHIP TOWAGE

Inspecting surface preparation and coating layers ensures winches are robust and durable in corrosive marine environments. Specialised coatings, recognised by international standards, are required for tugboat deck machinery, especially if exposed to the maritime environment, to ensure they continue operating reliably. Quality coatings protect machinery from sea, salt and changing climate and weather conditions, minimising the risk of corrosion and maximising uptime during ship towage. DMT coating quality inspector Florin-Bogdan Buruiana explained the importance of testing and inspecting coatings on tugboat winches to ensure their durability and resilience to corrosion in marine environments. “The process begins with careful surface preparation, including sandblasting and cleanliness checks to ensure each part is ready for coating,” he said. “From there, we apply multiple layers of corrosion-resistant epoxy systems, all tested in accordance with recognised standards.” These standards are set by the International Standards Organisation, Society for Steel Painting Structures, Association for Materials Protection and Performance, American Society for Testing and Materials and the Norwegian petroleum industry’s NORSOK. Mr Buruiana and his colleagues in the quality department regularly check these coatings. In a LinkedIn video, he said a first coating layer is painted on winches to about 100 microns. “After curing, they are sent to another hall for machining and brought back for a second layer and the finishing layer,” he said. After a second layer, the coating should be 220-250 microns. After the three-layer coating is completed, a quality department inspector tests it using different devices to check for pinholes in the coating or issues with coating adhesion. A level 2–certified inspector, certified by the Professional Council for Training and Certification of Inspectors in Surface Treatment (FROSIO), monitors key steps in machinery coating, including the quality of sand blasting; the environmental parameters before painting; surface conditions and salt-level readings; and wet and dry film thickness measurements. “These inspections ensure that every coating layer is applied correctly and the final result will deliver long-term durability and performance,” said Mr Buruiana. “The painting itself is carried out by our skilled team, using specialised equipment to achieve an even application and a consistent finish. "Their work plays a vital role in protecting our equipment and ensuring reliable performance in challenging conditions.” DMT expanded its position in the Asian market in Q4 2025 by opening a new production facility, operated by DMT Hinlee Marine Equipment in China. This



strategic partnership strengthens DMT's global manufacturing capabilities and improves service to the Asian maritime market, as more tugs are built in China and southeast Asia. DMT said the production flow at this facility covers the full manufacturing cycle "from steel cutting, metal construction, machining and painting to assembly and testing." In the 10 months up to the end of October 2025, DMT produced and delivered 182 winches and 131 additional equipment units, including chain stoppers and capstans. Several escort-class winches were destined for tugs built to Robert Allan Ltd's widely used RAstar 3200 W design and advanced Rotortugs to ART 80-32 design. DMT has supplied render and recovery winches for electric-powered tugs built to Robert Allan's ElectRA designs and RAstar tugs built by Sanmar Shipyards in Turkey. Other shipyards have installed DMT winches on RAmparts series tugs, and Damen Shipyards has included DMT machinery on its azimuth stern drive tugs. *(Source: Riviera by Martyn Wingrove)*

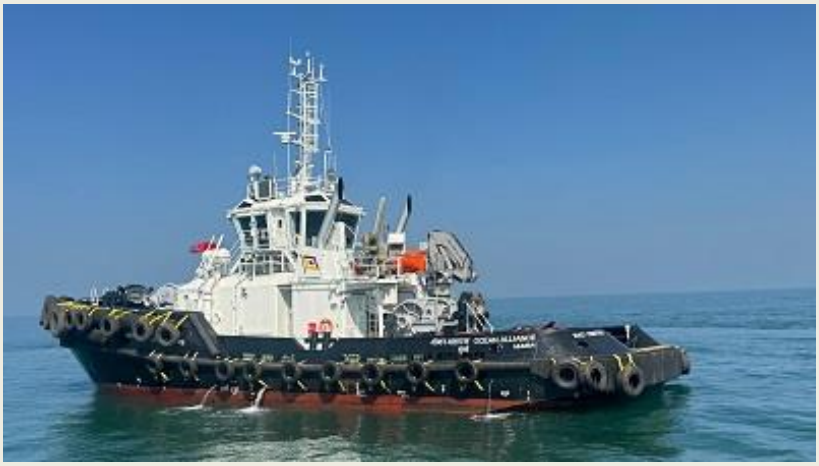
MARQUETTE TRANSPORTATION CHRISTENS THE M/V JOHN PAUL ECKSTEIN



On January 10, 2026, Marquette Transportation Company celebrated the christening of its newest towboat, the **M/V John Paul Eckstein**, and honored its namesake, John Paul Eckstein, during a traditional Christening Ceremony in New Orleans, La. The M/V **John Paul Eckstein** is a 10,000-horsepower towboat operating between St. Louis, Mo., and New Orleans. The vessel measures 189 by 50 by 12 feet and is equipped with 122-inch wheels. It is named for John Paul Eckstein, who serves as executive chairman of Marquette and previously led the company as president and CEO for 30 years. "I have had the honor of working with John as a partner, a boss and as my mentor, and during that time I had a front-row seat to what has been an incredible entrepreneurial success story," said Damon Judd, Marquette's president and CEO. "There was only one person who made sense to name this powerhouse vessel after, and that was John." Raised on the banks of the Upper Mississippi River in Cassville, Wis., Eckstein developed his passion for the river at a young age. The youngest of Ray and Kay Eckstein's eight children, towboating was an integral part of his upbringing through his family's

ownership of Wisconsin Barge Line and the founding of Marquette when he was a teenager in 1978. Beyond opportunities created through the growth and development of Marquette, the Eckstein family has been a longstanding supporter of important causes in Paducah, Ky., and the region. When Eckstein succeeded his father, Ray Eckstein, as president of Marquette in 1991, one of his earliest decisions was to relocate the company's headquarters from Cassville to Paducah. When Eckstein began his tenure as president, Marquette operated five boats. Nearly 36 years later, Eckstein now serves as executive chairman of a business that between Marquette and its newly acquired sister company, Canal Barge, operates nearly 200 boats. Eckstein has been essential in positioning Marquette as the industry's premier provider of towing services to a core group of longstanding strategic customer partners. "It's an amazing honor," said Eckstein. "To have so many of my business colleagues over the years, family and friends from all over come together to celebrate this is truly special. Towboats are in my blood, I've been around the river my whole life, and it's a real honor to have this vessel named after me." During the event, the National Rivers Hall of Fame presented Eckstein with the 2025 National Achievement Award, one of the highest honors in American river history and heritage. The National Rivers Hall of Fame recognizes individuals who have made a significant and lasting impact on the river industry in America. The M/V **John Paul Eckstein** was built by C&C Marine & Repair in Belle Chasse, La., marking the sixth vessel constructed for Marquette by C&C since 2018. "C&C Marine is extremely honored to build the M/V **John Paul Eckstein**, the namesake of a true legend in the industry," said Tony Ciblich, president of C&C Marine. Kentucky-based CT Marine designed the towboat, while Louisiana Cat provided the main engines (Caterpillar C280-12) and generators (Caterpillar C9). Karl Senner supplied the vessel with reduction gears (Reintjes WAF 6755). Christenings are a meaningful milestone in the maritime industry, bringing together employees, customer-partners and key vendors to celebrate the vessel's namesake, crew and the continued growth of the company. "Christenings are a time for everyone to tour the boat and see the passion and professionalism of our mariners. The vessel is their home on the water and we're incredibly proud of everything they do," said Judd. "Our mariners are what Marquette is about and what the industry is about. These are the folks out on the river when we are home in bed, working tirelessly to safely move products in support of our customer partners and this country." *(Source: MarineLog)*

NEWBUILDS EXPAND OCEAN SPARKLE HARBOUR TOWAGE FLEET

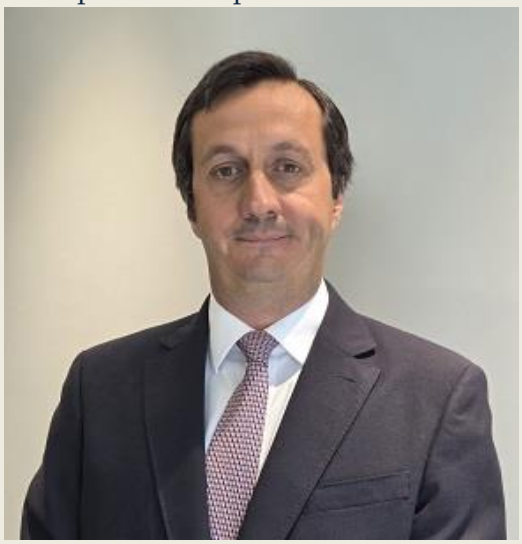


An Adani Ports subsidiary has taken delivery of the first of three newbuild azimuth stern drive tugs built at an Indian shipyard. Cochin Shipyard Ltd (CSL) subsidiary Udupi Cochin Shipyard has delivered the first of three azimuth stern drive (ASD) harbour tugboats it is building for Adani Ports subsidiary Ocean Sparkle. It is constructing three 33-m tugboats to a Robert Allan design with around 70 tonnes of bollard pull, deck equipment for ship towage and fenders to assist vessels berthing at Indian ports. These ASD tugs will have two high-speed, four-stroke, diesel-fuelled Niigata engines, each delivering 1,838 kW of power and driving two azimuth thrusters, each with a 2.7-m diameter propeller in a nozzle, all manufactured by Japan's IHI Power Systems. The first of these, **Ocean Alliance**, was launched in October 2025 and delivered and classed by Indian Register of Shipping in December 2025, while two others are due to be delivered in 2026. In another project, UCSL is working with CSL to build two newbuild ASD harbour tugboats for Polestar Maritime. These are also to a Robert Allan design with two 1,838-kW Niigata engines and two azimuth thrusters to generate 70 tonnes of bollard pull. CSL is building up to 18 tugboats for various owners over the next two years, including four battery-electric TRAnsverse tugs for Svitzer. *(Source: Riviera by Martyn Wingrove)*

SAAM'S BOARD OF DIRECTORS APPOINTS HERNÁN GÓMEZ AS NEW CEO

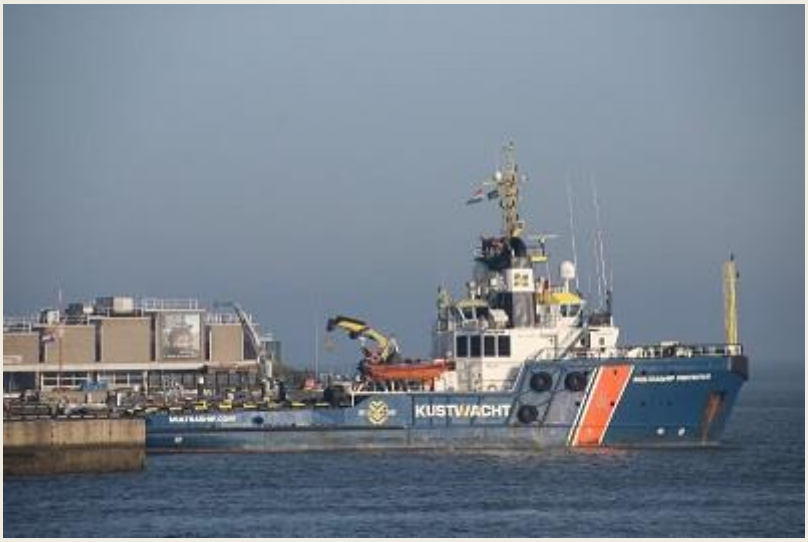
• The executive is currently the Managing Director of SAAM Towage. He will take over on February 1 to replace Macario Valdés, who will take a seat on SAAM's Board and become CEO of Quiñenco. At today's extraordinary board meeting, SM SAAM's Board of Directors appointed Hernán Gómez Cisternas as its new CEO, after almost 10 years leading the company. He is replacing Macario Valdés Raczinsky, who will become a member of its Board of Directors and the CEO of Quiñenco. Gómez, who will start his new duties on February 1, is an industrial engineer with a specialization in transportation engineering from Pontificia Universidad Católica de Chile and an MBA from the University of Chicago. He has led the company's Towage Division (SAAM Towage) since 2020. Under his management, the division has doubled in size through different

M&A processes to position itself as the third largest operator in the world. The future CEO joined



SM SAAM in 2016 first as Chief Development Officer and later as Chief Financial and Administrative Officer. Prior to joining the company, Gómez was Deputy Development Manager at Quiñenco, the holding company that controls 66% of SAAM, which hired him in 2015 after completing his studies in the US. SAAM's Board of Directors thanks Macario Valdés for his considerable contribution to SAAM's development, his vision, his innovative spirit, his ability to form strong teams and his upstanding character. SM SAAM is a multinational company with more than 60 years in business. It is the leading provider of harbour towage services in the Americas and third globally, as well as a benchmark in airport logistics services in the region. *(PR-SAAM)*

MULTRASHIP PROTECTOR ON STATION



The **Multraship Protector** has been on station in Den Helder for several days. The nearly 59-meter-long seagoing tug, owned by Multraship Towage & Salvage from Terneuzen, is in service with the Coast Guard. Her engine power is 19,000 hp and her bollard pull is 198 tons. The tug was launched in 2007 as **Taurus** for Harms Offshore from Hamburg at the Mützelfeldt shipyard in Cuxhaven. In 2015, ALP Maritime Services from Rotterdam acquired the **Taurus** and renamed it **ALP Ippon**. Seven years later, Multraship acquired the tug and gave it her current name. At that time, she also entered service with the Coast Guard. Normally, her operating area includes the wind farms off the coast of South Holland, but now the **Multraship Protector** is temporarily replacing the Coast Guard tug **Guardian**, which has departed for a shipyard in Schiedam. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

RS ISSUED CLASSIFICATION DOCUMENTS FOR THE TUG "KAPITAN SERGEEV"

Construction of the seagoing tug "**Kapitan Sergeev**" was completed under the technical supervision of the Russian Maritime Register of Shipping (RS). The RS press service reported that the vessel's registration documents were issued on January 22, 2026. Lev Zinkovsky, Director of the RS Far Eastern Branch (FEB), presented the documents to Evgeny Norenko, General Director of the Yaroslavl Shipyard (YSZ), where the vessel was built. The issuance of the documents was preceded by a series of required tests, which were conducted under the technical supervision of FEB specialists. All of the tug's mechanisms and systems have performed in accordance with applicable requirements,

and the vessel is fully prepared for operational duties in its operating areas. The Project 23470 vessel

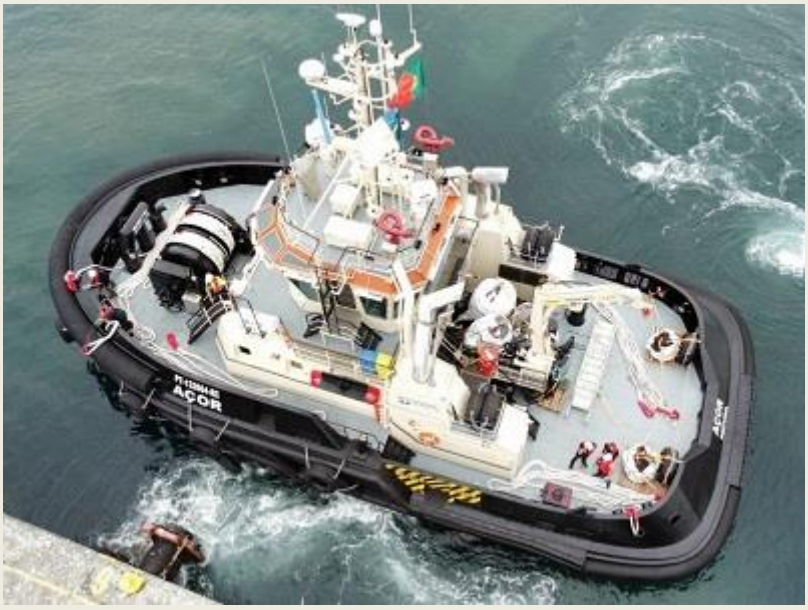
is designed for towing offshore objects and floating structures in ice and open water, escorting vessels through port waters and berthing, extinguishing fires both on the water and at shore installations, extinguishing fuel fires on the water, and refloating vessels. The vessel's capabilities will also include escort operations: maintaining course in adverse weather conditions, braking, and other control operations for the escorted object, including when large-capacity vessels navigate narrow passages and constricted waters. As a reminder, the tug is named after Captain 1st Rank Sergei Mikhailovich Sergeev (1897-1978), an experienced naval commander and senior commissioner of the Navy's standing acceptance commission for the acceptance of new warships of the USSR General Naval Staff. *Project 23470 Seagoing Tugboat* Project Developer – Baltsudoproekt Central Design Bureau; Overall Length – 69.75 m; Overall Width – 15 m; Overall Draft – 5.2 m; Displacement – approx. 3,200 t; Deadweight – approx. 700 t; Carrying Capacity – 200 t; Autonomy with provisions – approx. 30 days; Cruising Range (at 14 knots) – 3,000 miles; Mooring Pull – approx. 80 t. *(Source: Sudostroenie; Photo: A.Brichevsky)*

TEN-OH – JAPANESE DEMONSTRATOR TUG FITTED WITH HYDROGEN DUAL-FUEL PROPULSION

Tsuneishi Shipbuilding recently delivered Japan's first hydrogen-fuelled tug. **Ten-Oh** (天歐) is equipped with a high-power hydrogen dual-fuel engine and a high-capacity high-pressure hydrogen gas storage and supply system supplied by JPN H2YDRO, a joint venture formed by the Tsuneishi Group and Belgian engineering firm CMB Tech. The Tsuneishi Group has been working on the development and construction of the tug as part of a project by the Nippon Foundation to develop a vessel with zero CO_2 emissions. *Agile platform fitted with hydrogen propulsion* **Ten-Oh** has an LOA of 38 metres (120 feet), a beam of 9.6 metres (31 feet), a depth of 4.2 metres (14 feet), and a gross tonnage of 289. The tug boasts a high degree of manoeuvrability and strong engine output, which are essential in low-speed handling of larger ships as they enter and leave port. The tug is equipped with two Behydro 12-cylinder hydrogen dual-fuel engines each rated 4,400 hp

(3,300 kW). Tsuneishi said these will enable the vessel to generate approximately 60 per cent fewer CO_2 emissions compared to tugs fitted with engines that run on conventional fossil fuels. Around 250 kg of hydrogen is stored in high-pressure tanks. Tsuneishi expects this arrangement will ensure operational performance similar to that of vessels using conventional fuel. *Flexible propulsion arrangement allowing for continuous operation* In the unlikely event of a failure of the hydrogen fuel system, it is still possible for the tug to use traditional marine fuels as backup, thus ensuring the same level of safety as a conventional vessel. **Ten-Oh** began conducting demonstration sailings in 2025. The trials, which will last in 2026, will also include hydrogen bunkering operations. The tug was built in compliance with ClassNK requirements. *Specifications* Type of vessel: Harbour tug; Classification: ClassNK; Flag: Japan; Builder: Tsuneishi Shipbuilding, Japan; Length overall: 38 metres (120 feet); Beam: 9.6 metres (31 feet); Depth: 4.2 metres (14 feet); Gross tonnage: 289; Main engines: 2 x Behydro, each 4,400 hp (3,300 kW); Other equipment installed: JPN H2YDRO hydrogen storage system; Types of fuel: Hydrogen *(Source: Baird)*

PORTS OF THE AZORES LAUNCH TENDER FOR TWO ELECTRIC TUGBOATS



The Ports of the Azores has just launched an international public tender for the acquisition of two 70-ton electric tugboats, with a base value of 30 million euros. This measure allows for the renewal of current equipment, while simultaneously deepening its commitment to decarbonization and environmental sustainability. In a statement, the port authority specifies that its tugboat fleet consists of four vessels, three of which are at the end of their service life, being 22, 23 and 28 years old and having working capacities that are no longer adequate for the demands placed on the Azorean ports. This decision – it adds – also aims to create operational redundancy, increasing the number of tugboats available in the autonomous region to five. Regarding the choice of electric tugboats, it is argued that this aligns with the global trend of decarbonization and sustainability in the maritime industry. Furthermore, the Regional Government of the Azores has indicated a commitment to electric mobility in its various forms, primarily because a significant portion of the islands' energy production already relies on renewable sources such as geothermal energy, wind

farms, and industrial solar panels. The procedure now open aims to supply two vessels without navigation limitations, capable of supporting ship docking manoeuvres, coastal towing, escorting, firefighting, and other general tasks. Specifically, the selected supplier will also be obligated to deliver two electrical charging units – to be installed in the ports of Ponta Delgada and Praia da Vitória, prefabricated units housed in 20-foot containers. The base price for this public tender procedure is set at 30 million euros, excluding VAT, for the two tugboats and two loading units, "ensuring, through joint acquisition, economies of scale in common components, as well as more competitive logistics and installation costs". *(Source: Supply Chain Magazine)*

THE ANTALYA SERVICE AREA TENDER WILL BE HELD ON FEBRUARY 25TH.

The Ministry of Transport and Infrastructure has opened a tender to transfer the operating rights for tugboat services in the Antalya Regional Service Area for a period of 20 years. The deadline for applications is February 23, 2026. The Ministry of Transport and Infrastructure has published a tender notice for the transfer of the operating rights for tugboat services in the Antalya Regional Service Area. The Ministry of Transport and Infrastructure is launching a tender to transfer the operating rights for tugboat services in the Antalya Regional Service Area for a period of 20 years. The tender will be conducted through a negotiated procedure and will be concluded with an auction. The tender will be conducted under the Privatization Law No. 4046, and the base bid percentage for the auction has been set at 20%. The service subject to the tender covers tugboat activities to be provided within the boundaries of the Antalya Regional Service Area, as defined in the annex to the "Regulation on Pilotage and Tugboat Services" published in the Official Gazette dated February 11, 2025, and numbered 32810. The tender is open to natural and legal persons who have purchased the tender documents, as well as Joint Venture Groups (JVGs). Investment funds can only be part of a joint venture; however, the entire joint venture cannot consist of investment funds. The person who will receive the tender documents by proxy must have the original or a notarized copy of the power of attorney with them. *Tender date: February 23, 2026* The deadline for applications for those wishing to participate in the tender has been set as

February 23, 2026, at 3:00 PM. It was stated that the time will be determined according to the Turkish Radio and Television Corporation (TRT) time, and applications received after this date and time will not be accepted. Bidders who have submitted applications for the tender will be required to be present at the General Directorate of Maritime Affairs on February 25, 2026, at 10:00 AM, for the opening of the application documents in their presence. The tender document sale price is 40,000.00 TL (Forty Thousand Turkish Lira). The amount paid is non-refundable. Documents must be collected in person from the General Directorate of Maritime Affairs (Ankara) upon presentation of the bank receipt. Providing a registered electronic mail (KEP) address is mandatory when collecting documents. Applications must be submitted in person; applications sent by post will not be accepted. The provisional security deposit amount is 922,000.00 TL (Nine hundred and twenty-two thousand Turkish Lira). *(Source: Deniz Haber)*

THE ICEBREAKER "SAINT PETERSBURG" WILL PROVIDE ESCORT SERVICES TO THE VANINO SEAPORT.

The diesel-electric icebreaker "**Saint Petersburg**," owned by FSUE Rosmorport, will operate in the Vanino seaport during the 2025-2026 winter navigation season. This was announced on January 22 by the North-Eastern Basin Branch of the enterprise. "**Saint Petersburg**" will replace the icebreaker "**Kapitan Khlebnikov**" and will provide icebreaking services jointly with the icebreaker "**Magadan**." The icebreakers will be used to provide icebreaker escorts for vessels traveling to and from the Vanino seaport. Currently, the icebreaker "**Saint Petersburg**" is operating under contract in the area of the De-Kastri seaport. Given favorable weather conditions, there is currently no need to mobilize the icebreaker. If weather conditions change, the icebreaker "**Saint Petersburg**" will be able to quickly resume operations in the Vanino seaport. The icebreaker "**Kapitan Khlebnikov**," in turn, will be used under a contractual agreement for individual icebreaker escorts of vessels in the area of the Shantar Islands and Cape Manorsky in the Uda Bay of the Sea of Okhotsk, the branch notes. As a reminder, the icebreaker "**Saint Petersburg**" was built in 2009 at the USC Baltic Shipyard in Saint Petersburg according to Project 21900. *(Source: Sudostroenie; Photo: Rosmorport)*

ACCIDENTS – SALVAGE NEWS

CONTAINER FEEDER DAMAGED IN DRONE ATTACK IN THE BLACK SEA

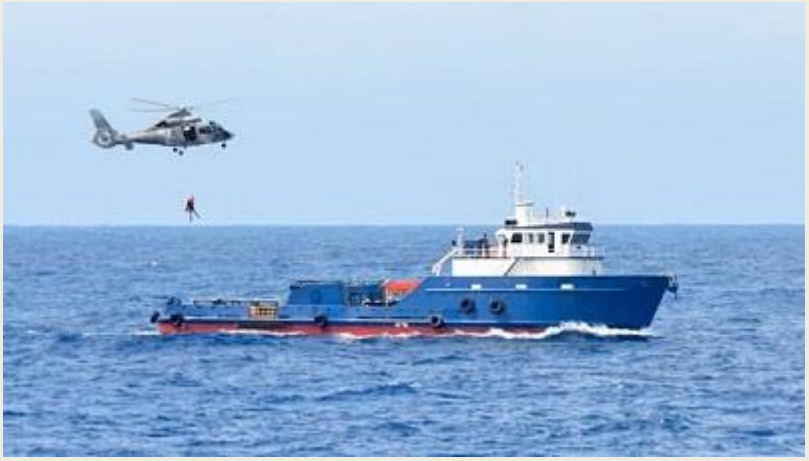
This week, Turkish media reported an apparent drone attack on a small container feeder under way in the Black Sea, the latest in a series of back-and-forth strikes on merchant vessels linked to Russian and Ukrainian cargoes. The small boxship **Aurelia** reportedly departed Novorossiysk and was under way in the Black Sea when a drone reportedly struck containers on deck on the starboard side. **Aurelia** diverted to a port of refuge and called at Samsun, Turkey for inspection and

salvage. Video footage of Aurelia's arrival was obtained by a ship spotter and shows at least three forty-foot boxes damaged by a blast on the starboard side, three bays forward of the wheelhouse. The footage also contains imagery obtained by the crew, which shows a minor fire in the outer row of the bay after impact. The fire appears to have been limited, as the visible damage was contained to a small area. The damaged containers were offloaded at a pier in Samsun, and **Aurelia** remains at anchor outside of the port. No injuries were reported, and the ship herself appears to have sustained only limited damage. The damage to cargo (if the containers were laden) was not disclosed. An investigation into the cause of the incident is under way, according to Turkish authorities. As of yet, there have been no claims of responsibility for the strike. AIS records for Aurelia show a gap in transmission between January 13-17, beginning shortly after the vessel's northbound exit from the Bosporus - as is common for ships transiting to the Russian sector of the Black Sea. Her last broadcast destination was Novorossiysk, with ETA listed as January 15. Past AIS data provided by Pole Star Global shows that her trading pattern has historically included frequent visits to the Novorossiysk region. **Aurelia** is a Turkish-owned container feeder built in 1998. The vessel has an extensive history of deficiencies: inspectors have recorded issues in every port state control inspection of the vessel since 2018, including more than three dozen in the past year alone. Watch the video HERE *(Source: Marex)*

FRENCH NAVY INTERCEPTS RECORD COCAINE SHIPMENT NEAR FRENCH POLYNESIA

French authorities reported a record cocaine seizure in the waters of French Polynesia as part of an increased effort to intercept illegal drugs being transported across the Pacific. Australian authorities commended the French efforts highlighting an increased regional partnership working together to stop the transit of drugs. The High Commission of French Polynesia reports a suspicious vessel was identified crossing its waters. The French Navy intercepted the ship on Friday, January 16, and during a search discovered 96 bales containing a total of 4.87 tons of cocaine. The cocaine had

originated in Central America, the authorities suspect it was destined for Australia, not French Polynesia. The High Commissioned however points out the French Polynesia is located on a major axis of international drug trafficking. The High Commissioner of French Polynesia launched a new territorial plan to fight narcotics and says it directly contributed to the record seizure. It highlights the strategic regional cooperation led by France and including partners including the United States and Australia. The Australian Federal Police (AFP) and the Australian Border Force congratulated the authorities in French Polynesia over the reported seizure. They highlighted the ongoing efforts and strong regional cooperation. In October 2025, the AFP launched Taskforce Thunder to collaborate with Pacific lawn enforcement partners. AFP members are posted across the Pacific ti aid in targeting serious criminal behaviour. AFP reports it supports 29 transnational crime investigation units across the Pacific. It is providing central coordination of intelligence from the region. These teams are complemented with a vast network of more than 200 AFP officers across the globe. The High Commissioner of French Polynesia reports all state services and armed forces in French Polynesia are fully mobilized in the fight against drug trafficking. *(Source: Marex)*



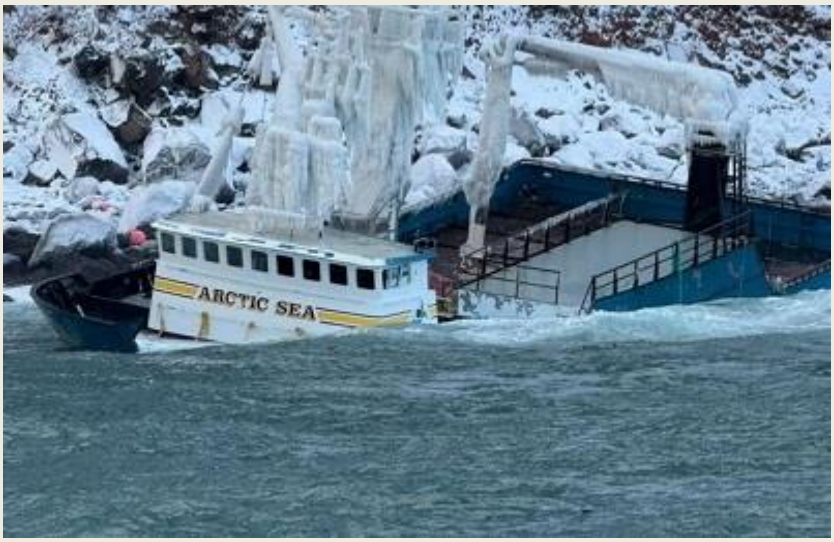
COLLISION BETWEEN INLAND TANKER AND CONTAINER SHIP ON THE WAAL NEAR OPIJNEN

The Dutch inland tanker **Naduah** and the container ship **Monika Deymann**, sailing under the German flag, collided Wednesday morning on the Waal River near the village of Opijnen. The bow of the **Naduah** sustained significant damage. "The collision occurred on the Waal River, but both vessels are now moored in the overnight harbor of Haaften. There is no outflow of fluids. There is also little to no disruption to shipping," said a spokesperson for Rijkswaterstaat. *(Source: Schuttevaer by Else Van Andel)*

SALVAGE EFFORTS FOR ALASKA FISHING VESSEL REMAIN 'SEVERELY HAMPERED'

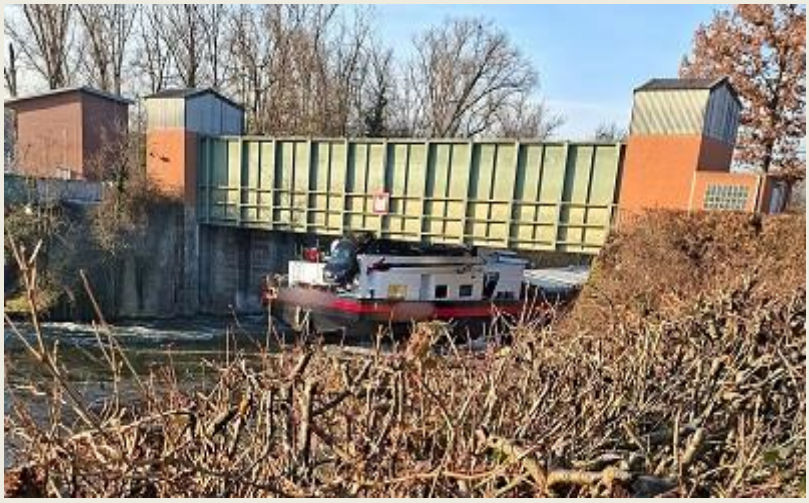
Salvage crews are waiting on an “appropriate weather window” to resume operations. The most recent salvage operations for the **Arctic Sea**, a 135-foot crab vessel owned by Alaska’s Coastal Villages Region Fund (CVRF), were “severely hampered by adverse weather,” according to Alaska officials. The crab fishing vessel apparently lost power and grounded near St. George Island on Jan.

5. The M/V **Makushin Bay**, contracted by the state of Alaska to assess the wreck and begin pumping fuel, was unable to anchor safely or launch a small boat amid 30- to 45-knot winds and a rough sea state, said a Jan. 20 situation report from the state's Department of Environmental Conservation. Salvors, however, were able to board the vessel, "finding its bow mostly submerged and decks nearly awash." *(Source: Intrafish; Photo: Alaska's Division of Spill Prevention and Response)*



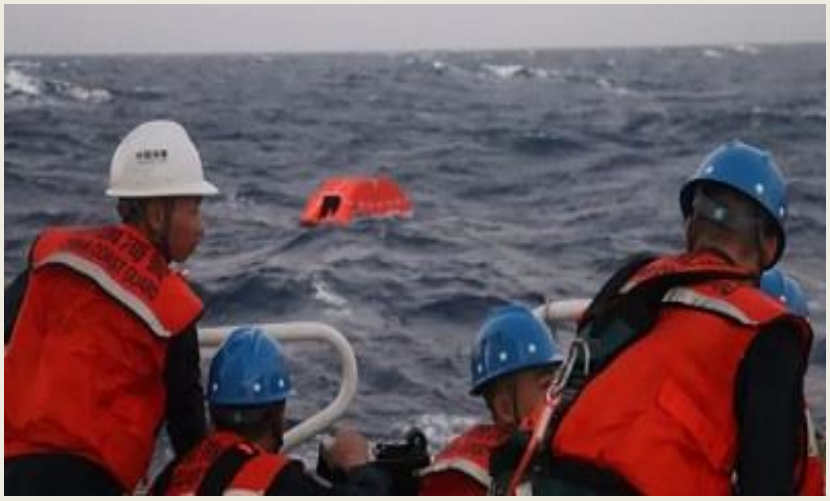
STADT HEILBRONN STRUCK AN OPEN FLOODGATE

On the afternoon of January 20, the 105 meter long self-propelled barge **Stadt Heilbronn** (MMSI: 211495540) allided on the Neckar River near Heilbronn-Horkheim, Germany. The **Stadt Heilbronn** was headed to Ludwigshafen from Gundelsheim when it struck an open floodgate as it attempted to pass underneath it. While the gate and vessel sustained only minor damage, the vessel's vehicle was damaged. The vehicle had been secured on aft deck which sat too high and



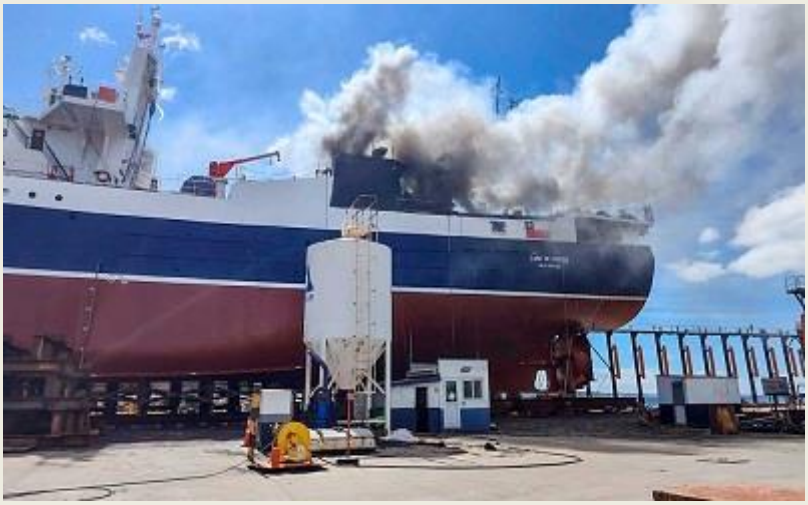
unable to pass under the gate. The vehicle was nearly pushed off the stern of the **Stadt Heilbronn**. Fortunately the crew was able to secure it before it went overboard. *(Source: Shipwreck Log)*

TWO SEAFARERS DEAD AFTER CARGO SHIP CAPSIZES AND SINKS IN SOUTH CHINA SEA



Two seafarers lost their lives and four others are reported missing after a Singapore-flagged cargo ship with 21 crew members on board capsized in the South China Sea. As reported, the Maritime and Port Authority of Singapore (MPA) is investigating the sinking of the bulk carrier **Devon Bay**, which occurred on 23 January while the vessel was en route to Yangjiang, China. According to MPA, 17 of the 21 crew members have reportedly been recovered, with two confirmed fatalities. China and the Philippines said they launched rescue operations on 23 January after receiving reports of a distressed cargo ship near Scarborough Shoal in the South China Sea, carrying 21 Filipino crew members. The Chinese military stated that it received a report at around 1.30am on 23 January that a foreign cargo vessel had capsized in waters near the shoal. Furthermore, the Philippine Coast Guard (PCG) said that it has deployed **BRP Teresa Magbanua** (MRRV-9701), **BRP Cape San Agustin** (MRRV-4408), and two PCG aircraft to conduct search and rescue (SAR) operations for the 21 all-Filipino crew members of M/V **Devon Bay**, a Singapore-flagged general cargo vessel loaded with iron ore. As explained, according to initial reports, the vessel's last known position was recorded at approximately 141 nautical miles west of Sabangan Point, Agno Bay, Pangasinan, at around 8:30pm on 22 January 2026. The PCG received a distress report indicating that the vessel was listing at approximately 25 degrees. The PCG Command Center received information from the Hong Kong Maritime Rescue Coordination Centre that 10 of the 21 Filipino crew members had been rescued by a passing China Coast Guard vessel. The last known position of the distressed vessel lies within the Philippine Exclusive Economic Zone, where all ships may exercise freedom of navigation under UNCLOS. According to PCG Spokesperson Captain Noemie Cayabyab, the Coast Guard continues to closely monitor the situation and remains fully committed to ensuring the safety of the remaining crew members. *(Source: Aljazeera; Photo: China Coast Guard; Photo Devon Bay VesselFinder)*

FIRE ON FACTORY SHIP AT ASMAR SHIPYARD LEAVES TWO INJURED



Shortly before 4 p.m. this Wednesday, the Punta Arenas Fire Department was alerted to a fire on the factory ship **Cabo de Hornos**, registered with Pesca Chile, while it was undergoing maintenance work inside the Asmar shipyard facilities in Tres Punetes. According to preliminary information, the fire originated in the ship's engine room. Volunteers and fire trucks from the Fifth and Sixth Fire Companies responded to the scene and worked to control and extinguish the flames. As a result of the emergency, two people were injured, so the support of an ambulance from the Emergency Medical Service (Samu) was requested for their primary care and subsequent transfer to a medical center. Along with the Fire Department, personnel from the Maritime Police also arrived, who remained at the scene while the first steps were taken to determine the exact causes of the fire. La Prensa Austral attempted to obtain more information by contacting the Human Resources manager of Asmar Magallanes, without receiving a response by the time of publication. *(Source: La Prensa Austral)*

OFFSHORE NEWS

NEXTGEO ACQUIRES OSCV TO BACK RANA SUBSEA'S $150M SAIPEM CONTRACT

Rana Subsea, the company acquired by NextGeo, has signed a letter of intent with Saipem for the provision of saturation diving services in the Middle East region. The start of operations is scheduled for the second quarter of 2026, with a continuous duration of 36 months and three additional six-month extension options. The agreement has a total base value of approximately $150m. At the same time, Next Geosolutions added a new offshore vessel to its fleet, through the acquisition of the 2013-built OSCV **Siem Day** for $112m. The vessel, to be renamed **NG Supporter**, will be deployed for the execution of the contract with Saipem as well as for other complex subsea operations, construction, and installation support activities, as well as IMR services, primarily within the oil and gas market. The DP2 vessel has an overall length of approximately 121 m and a beam of 22 m. It has a deck area

of 1,300 sq m, a 250-tonne offshore crane with an active heave compensation system and can provide accommodation for 110 people on board. The investment for the vessel's acquisition will be financed through a combination of equity and bank financing. "The addition of this new asset provides added value to support the growth and diversification of our activities in our target markets, further expanding our capabilities in the highly complex subsea segment and enabling us to respond even more effectively to the needs of clients and to current and future international projects," said Attilio Ievoli, chairman of NextGeo. In addition to establishing the dedicated deployment of the **NG Supporter**, Rana's deal with Saipem also includes the use of a saturation diving system, including options for work-class ROVs and a hyperbaric reception facility. *(Source: Splash24/7)*

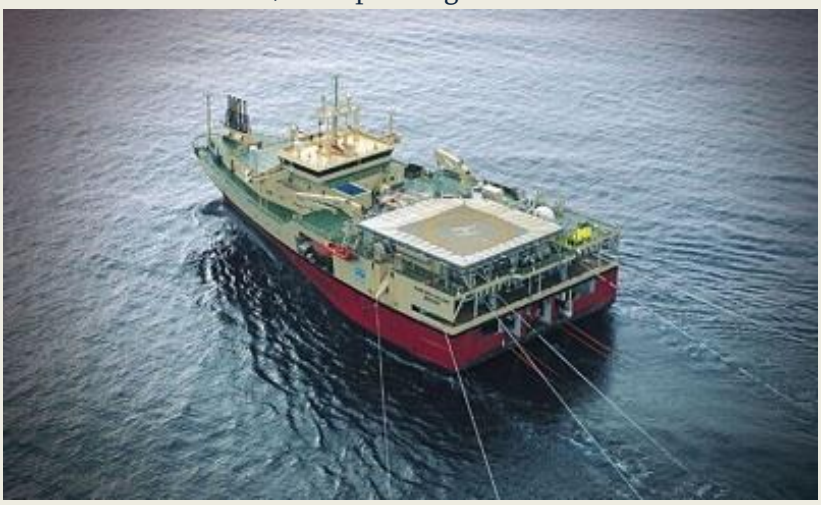
CARIMIN EMERGES AS TOP SEALINK SHAREHOLDER AFTER STAKE BUY

Malaysian oil and gas services firm Carimin Petroleum has bought a 19.5% stake in compatriot Sealink International, becoming the company's largest shareholder. Carimin said in a Bursa Malaysia filing that it bought 97.5m shares from Sealink's executive chairman, Lo Ling, via a direct business transaction for RM39.98m ($9.88m). The shares were bought at a 15.5% premium to Sealink's five-day average price. Following the transaction, Lo retains a direct 0.56% stake. The acquisition was funded through internally generated funds and does not involve any liabilities or additional financial commitments. According to Carimin, the investment is purely financial in nature, with no immediate plans to be involved in Sealink's operations. However, the company might explore potential collaborations in vessel operations and maintenance services. "The acquisition provides Carimin with an opportunity to strengthen its financial position in anticipation that the prospects and growth of Sealink group will translate into a positive trajectory of Sealink share prices," Carmin explained. *(Source: Splash24/7)*

TGS BONAPARTE BASIN PROJECT SUPPORTS EXPLORATION IN AUSTRALIA

Oslo-listed seismic data specialist TGS will be working on the Bonaparte Basin PSDM reprocessing project, a new multi-client initiative offshore Australia. The project includes the reprocessing of the Cygnus 3D, Cartier 3D, Grand Ashmore 2D, and Vulcan 2D data sets. The Cygnus and Cartier 3D

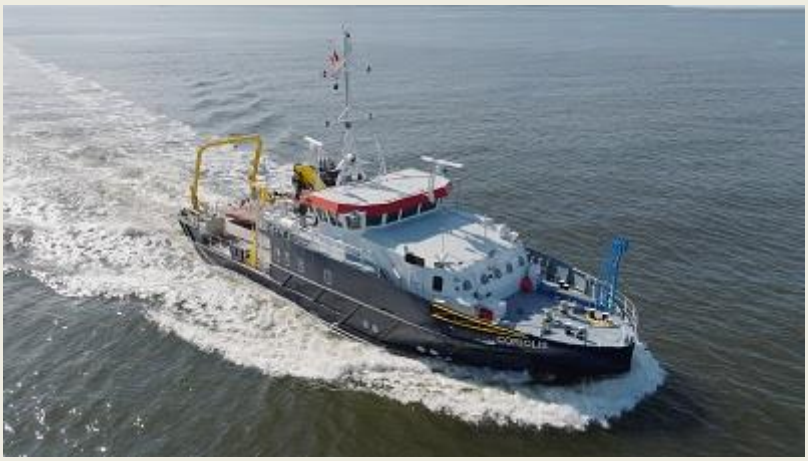
surveys will undergo a comprehensive PSDM workflow, incorporating full waveform inversion for velocity model building. This will result in a matched and merged contiguous 3D volume covering 8,735 sq km. The Grand Ashmore and Vulcan 2D data sets will be reprocessed using advanced demultiple techniques and multi-iteration tomographic model building. The workflow will deliver a high-quality tilted transverse isotropy pre-stack depth migrated volume and a matched and merged 2D data set totaling 10,768-line kilometers. The Bonaparte Basin is a geologically diverse region comprising multiple sub-basins and key exploration targets, including Jurassic Plover and Montara sandstones, Triassic Challis sandstones, Permian carbonates and Cretaceous submarine fans. The reprocessing project is expected to significantly improve imaging of deeper plays and support regional geological interpretation for future acreage evaluation and exploration activity. *(Source: Splash24/7)*



CORIOLIS – HYBRID HYDROGEN-POWERED RESEARCH VESSEL DELIVERED TO GERMAN SCIENCE INSTITUTE

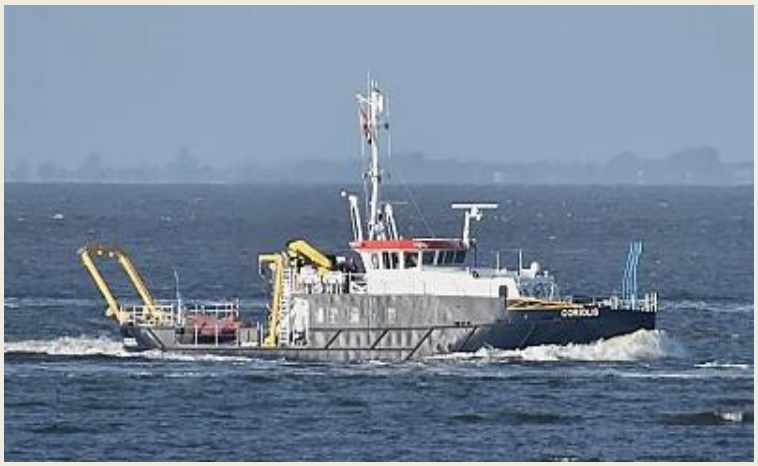
German research institute Helmholtz-Zentrum Hereon has taken delivery of **Coriolis**, a new research vessel built by local shipyard Hitzler Werft. Named after famed 19th century French scientist Gaspard Gustave de Coriolis, the vessel will be operated by Hereon's Institute of Surface Science as a multi-disciplinary platform. Hereon said she will cover a unique spectrum of coastal, materials, hydrogen and membrane research as well as set new standards in digitalisation. For example, she will be used to analyse which nutrients and pollutants are transported from rivers into the sea or how the expansion of offshore wind farms affects the environment. All environmentally relevant research data obtained during the voyage can be retrieved in real time or shared directly with other ships and shore stations. *Multiple propulsion modes ensuring greater operational flexibility* **Coriolis** has a length of 29.9 metres (98.1 feet), a beam of eight metres (26 feet), a draught of only 1.6 metres (5.2 feet), and accommodation for two crewmembers and up to 12 scientists. Due to her compact size and low draught, she can easily navigate rivers, shallow water areas such as the Wadden Sea, and the deeper waters of the North and Baltic Seas. The vessel's propulsion system consists of electric traction motors that can access various power storage units. One of these is a hydrogen fuel cell and another is

a specially developed tank system in which hydrogen is stored in the form of metal hydrides. This



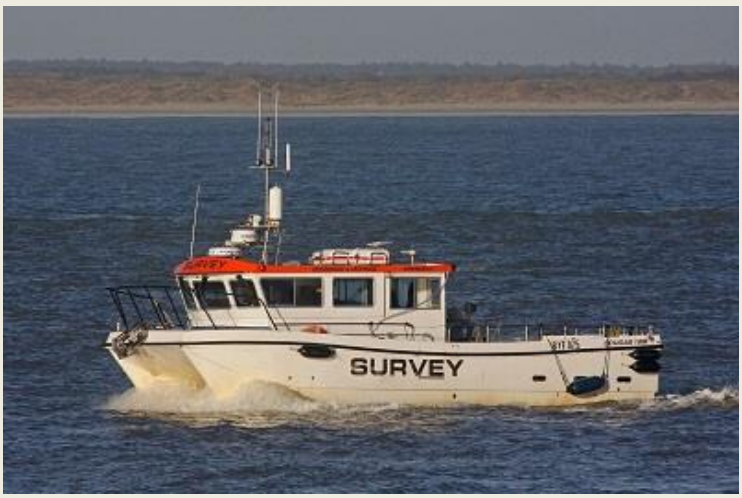
will enable the testing and establishment of hydrogen technologies in favour of more environmentally friendly shipping. Hereon said that compared to the storage of hydrogen in liquid or compressed form, metal hydrides offer various advantages. One of these is that the prevailing pressures and temperatures are considerably more moderate. In addition, the form of the tank storage can be designed to be highly flexible. It is therefore feasible to adapt the storage tank to the structure of a ship and thus achieve positive effects in terms of spatial utilisation or ship stability. As sailing forces act far above the ship's centre of gravity, compensating for these forces and preventing the ship's hull from heeling excessively will require significant quantities of ballast water, which would otherwise be usually required in the hull. With the integration of metal hydride tanks, the unnecessary ballast mass can be replaced by a practical storage system for hydrogen as an alternative fuel. The hydrogen onboard power system will fulfil a series of tasks including: supplying the onboard power during daily layovers in harbours; supplying onboard electricity during measurement campaigns in the North and Baltic Seas, including electricity for the measuring devices, echosounders, and other sensors; supplying power for the electric stern thruster and the bow manoeuvring pump jet; supply power for the main propeller (albeit only for short-term operation). The electric motors can also draw power from an onboard diesel engine or batteries as backup for the hydrogen system. Hereon said that even when utilising the diesel engine, the vessel will be able to produce fewer harmful emissions thanks to a special membrane for the engine that separates nitrogen oxides from the combustion air. The propulsion can deliver a top speed of 12 knots and a range of 100 nautical miles. The vessel can also operate for up to 225 days in a year, ensuring availability for research voyages of extended duration. For research purposes, a 45kW diesel generator is combined with a membrane module developed by Hereon. This will ensure that the NOx emissions from the generator can be almost completely eliminated. The drive is also redundantly designed, allowing the fuel cell, the battery and the generator to be combined with one another. *Multi-disciplinary laboratories including one dedicated to hydrogen research* The onboard facilities include a working deck with a stern A-frame and an area of 70 square metres (750 square feet) and various laboratories that cover a total area of 47 square metres (510 square feet). The hydrogen laboratory is located in the bow area near the propulsion system to enable the vessel's embarked scientists to conduct tests on the hydrogen-based energy supply systems. Scientists on **Coriolis** can take water and sediment samples and then analyse them for content and possible pollutants. Measuring probes are used from the wet laboratory and a variety of physical measurements are conducted. The preparation of the measuring probes as well as the subsequent analysis of the measurement data obtained are analysed in the electronic laboratory. Buoys as well as ground-based measuring systems such as underwater nodes and landers can also be deployed from on board the vessel. The equipment of the wet laboratory includes a hydrographic shaft with which scientific instruments can be deployed directly from inside the vessel to the keel line. The laboratory is also equipped with an ultra-pure seawater system for trace analysis. The built-in FerryBox automated measuring system developed by Hereon can be registered online and can continuously measure physical, chemical and biological parameters such as oxygen concentration, salinity, temperature or pH value while underway and in port. Hydroacoustic systems for current measurement such as an

echosounder and an acoustic Doppler current profiler are provided in the bottom of the vessel. The vessel will feature instruments for flow measurement and various other flexibly deployable systems. She will also boast a completely new information and data management system to facilitate the exchange of relevant environmental data with aircraft, other ships, and shore stations in real time and make such data available immediately. **Coriolis** has since replaced Ludwig Prandtl, Hereon's earlier research vessel.



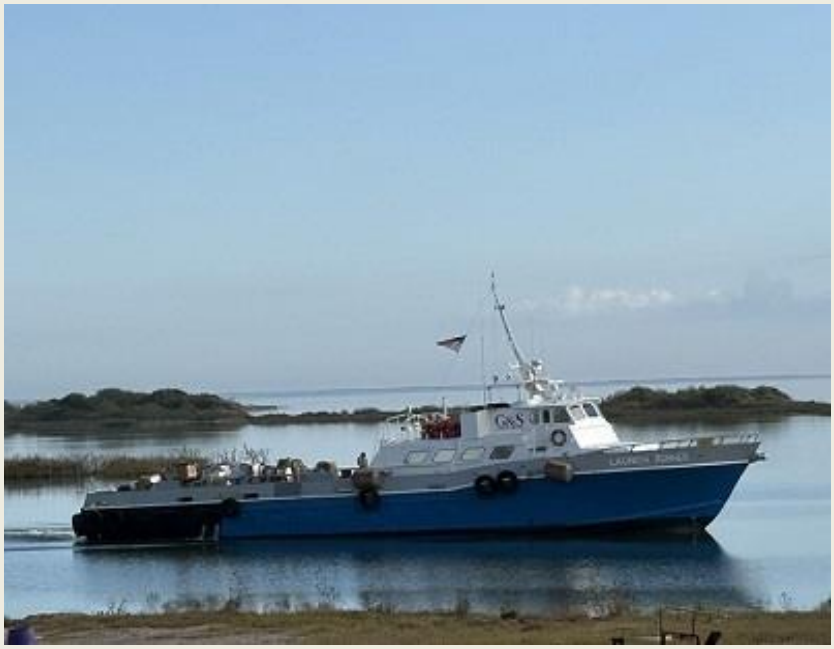
Specifications Type of vessel: Research vessel; Flag: Germany; Owner: Helmholtz-Zentrum Hereon, Germany; Builder: Hitzler Werft, Germany; Length overall: 29.9 metres (98.1 feet); Beam: 8.0 metres (26 feet); Draught: 1.6 metres (5.2 feet); Propulsion: Propeller; Generator: 45 kW; Side thrusters: 2; Maximum speed: 12 knots; Range: 100 nautical miles; Radars: 3; Other electronics: Hereon FerryBox measuring system; acoustic Doppler current profiler; data management system; Other deck equipment: A-frame; Other equipment installed: Measuring probes; Types of fuel: Hydrogen; diesel; Accommodation: Laboratories; Crew: 2; Additional personnel: 12; Operational areas: Wadden Sea; North Sea; Baltic Sea *(Source: Baird)*

DEEP NORDIC SPOTTED NEAR DEN HELDER

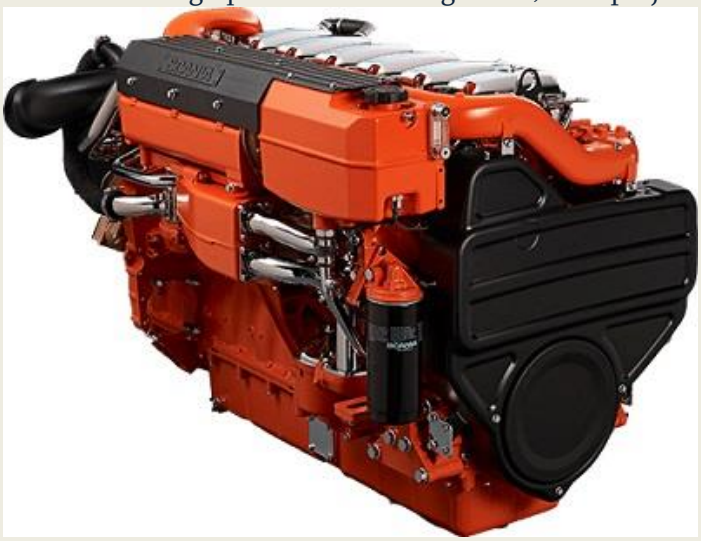


The 10-meter survey vessel **Deep Nordic**, operated by Amsterdam-based Deep Hydrography & Geophysics, has been spotted several times recently in both the Wadden Sea and the North Sea. This catamaran is a Cougar 10M type and was built in Kent, England, by Audacious Marine of Ramsgate. Its shallow draft makes it ideal for seabed surveys in waters close to shore. *(Source: www.maritiemdenhelder.eu; Photo: Frits Aalderink)*

BAY AREA DIESEL COMPLETES REPOWER OF M/V LAUNCH RUNNER



Laborde Products, working through dealer Bay Area Diesel, has completed a repower of the M/V **Launch Runner**, a quad-screw crew boat owned by G&S Marine. The project replaced four Scania DI13 Tier 2 engines with four Scania DI13 Tier 3 engines, each rated at 650 horsepower at 2,100 rpm. The vessel operates with a total installed power of more than 2,600 horsepower across four engines. According to the operator, familiarity with the Scania platform and prior experience with the engines influenced the decision to retain the same engine model while upgrading to the Tier 3 configuration. "For us, the decision was simple," said Garry McCrae, owner of G&S Marine. "Scania engines had already been in service on the *Launch Runner*, and Bay Area Diesel had supported the vessel. The Tier 3 DI13s meet our operating needs, and support is available when required." The repower required coordination to minimize time out of service. While the Tier 3 DI13 engines fit within the vessel's existing quad-screw arrangement, the project also included updates to cooling systems, exhaust components and engine controls. The installation schedule was planned around the vessel's operating commitments. "A quad-screw repower requires careful planning," said Joey Steckler, owner of Bay Area Diesel. "The work was completed within limited yard time so the vessel could return to service." Laborde Products said the project was carried out through its dealer network, which includes Bay Area Diesel. The company provides technical resources, training and parts support to dealers involved in installation and service work. "Our focus is on ensuring dealers have the resources they need to support operators," said Jacob Yoder, dealer development representative at Laborde Products. The M/V **Launch Runner** has returned to service following completion of the repower. *(Source: MarineLog)*



SINGAPORE TYCOON MICHAEL KUM BUYS INTO MARCO POLO MARINE

Singaporean business magnate Michael Kum has bought a stake in offshore vessel player and shipyard Marco Polo Marine via its vehicle Halom Investments. Kum bought 150m Marco Polo Marine shares from compatriot Apricot Capital, a private investment firm owned by the Teo family. The acquisition of shares was completed on Thursday for a price of $0.078 per Marco Polo share. The total price for

the shares was around $17m. As a result of the sale, Apricot Capital's stake in the company has been reduced from 16.15% to 12.16%. Apricot Capital became an investor in Marco Polo Marine when the company nearly went under. In 2018, the company emerged as the largest shareholder in Marco Polo with a 19.28% stake after a S$20m ($15.6m) injection, which assisted in the OSV player completing its debt restructuring. *(Source: Splash24/7)*

GLOMAR BALTIC RETURNS TO SEA

The **Glomar Baltic** standby vessel, towed to Den Helder last week by the **Glomar Linde** due to propulsion problems, returned to sea on Saturday, January 17, after being repaired. Its destination is the Noble Resolute oil rig, which is working at the L10M platform northwest of Den Helder in the Dutch sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

PRYSMIAN TO ACQUIRE SUBMARINE CABLE SPECIALIST ACSM FOR $183M

Prysmian announced that it will acquire ACSM, a Spanish company specializing in subsea surveying

and cable installation solutions. The transaction is valued at €169 million ($183 million), which includes €24 million in capital expenditure for a vessel delivered in the final quarter of 2025. Prysmian stated that the closing of the deal is expected by February. The acquisition will be funded using cash from Prysmian's balance sheet and is intended to bring route planning and seabed preparation activities in-house. ACSM, headquartered in Vigo, Spain, reported 2024 revenues of €62 million and an EBITDA of €22 million. Its net debt was €14.4 million as of December 31, 2024. Raul Gil, Executive Vice President Transmission at Prysmian, noted that the acquisition allows the company to deliver "optimized installation and burial processes". ACSM provides services including route clearance, the removal of unexploded devices, and the installation of concrete mattresses to secure cables. The company operates three vessels along with a suite of unmanned underwater robots and trenching machines. ACSM has previously acted as a supplier for Prysmian on several subsea projects. Prysmian indicated it will also utilize ACSM's expertise in salvage, rescue, and research and development. *(Source: Baird; Photo: Adrian Hildre)*

WINDFARM NEWS - RENEWABLES

DEEPOCEAN COMPLETES U.S. OFFSHORE WIND CONTRACT

Global ocean services provider DeepOcean has successfully completed trenching and survey operations on inter-array cables for a U.S. offshore wind project. DeepOcean's scope of work encompassed trenching and surveying of the inter-array cables that connect turbines to the offshore substations. These critical operations ensure the long-term protection and stability of the subsea cable infrastructure. The contract was awarded by a global provider of engineering, procurement, construction and installation (EPCI) to the offshore wind industry. "This work scope reflects DeepOcean's commitment to delivering subsea services that help contractors and their end-clients optimize cable protection programs, reducing both cost and risk for all parties. We are very pleased to have contributed to this project, led by a dedicated team in our U.S. offices," says Mitchell Pike, Managing Director of DeepOcean's Offshore Renewables Division. DeepOcean deployed a trenching support vessel (TSV) and the subsea jet trenching tool UT-1. The UT-1 is recognized as the world's most powerful, free-flying jet trencher with a proven track record of successfully burying thousands of kilometres of subsea cables and pipelines in various challenging seabed conditions worldwide. "This project is a testament to expertise in global subsea trenching and seabed intervention across the offshore energy sector. We

are proud that our experienced team and state-of-the-art technology ensured a safe and efficient campaign, contributing to successful delivery," says Tony Stokes, Managing Director DeepOcean's Americas region. *(PR-DeepOcean)*

TURBINE INSTALLATION ON HE DREIHT OFFSHORE WINDFARM REACHES HALFWAY POINT

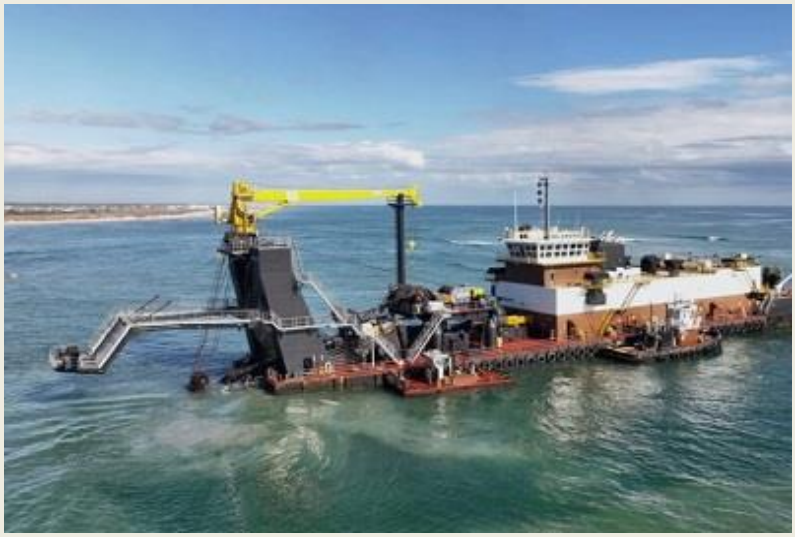
EnBW says installation of the wind turbines for the He Dreiht offshore windfarm, the first to use Vestas' 15-MW wind turbine, has reached the halfway point. The German developer said 32 out of 64 wind turbines have now been installed on the offshore windfarm, which is being built in the German sector of the North Sea. Cadeler's installation vessel **Wind Orca** is transporting components for three 15-MW Vestas wind turbines, which are being used for the first time on an offshore windfarm, from the port of Esbjerg in Denmark to the windfarm. The developer said all of the wind turbines should be installed and commissioned by mid-year. EnBW board member for sustainable generation infrastructure Peter Heydecker said, "He Dreiht is our largest offshore project to date, and is being built entirely without state funding. "For more than 15 years, EnBW has been driving the development of offshore wind energy. With every new milestone, we are moving one step closer to a sustainable energy future." Once complete, the windfarm will have a capacity of 960 MW. It is being built about 85 km northwest of Borkum and 110 km west of Heligoland. The major project is being co-ordinated by EnBW's offshore office in Hamburg. A consortium consisting of Allianz, AIP and Norges Bank Investment Management owns 49.9% of the shares in EnBW He Dreiht. Around €2.4Bn (US$2.8Bn) is being invested in it. (Source: Riviera by David Foxwell; Photo: EnBW)

DREDGING NEWS

MEETING ON CAROLINA BEACH NOURISHMENT SET FOR FEBRUARY

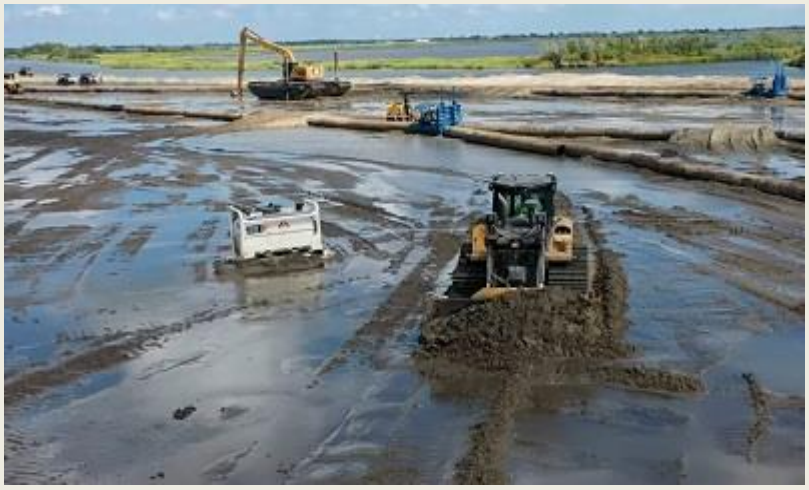
Town of Kure Beach said that the U.S. Army Corps of Engineers will host a public meeting to discuss

updates on the 2025-2026 Coastal Storm Damage Reduction project. The meeting will be held in Council Chambers at the Carolina Beach Town Hall on Tuesday, February 3, from 4 p.m. to 5 p.m. According to the Town, the project involves beach nourishment efforts along the Carolina Beach coastline. Work on the project was temporarily halted in December 2025 while Norfolk Dredge Company switched equipment. Officials previously said that the project is planned to resume in February, when a new dredge arrives. The public can attend in person or virtually through the town's livestream. *(Source: Dredging Today)*



SPOTLIGHT ON GRAND BAYOU RIDGE AND MARSH RESTORATION

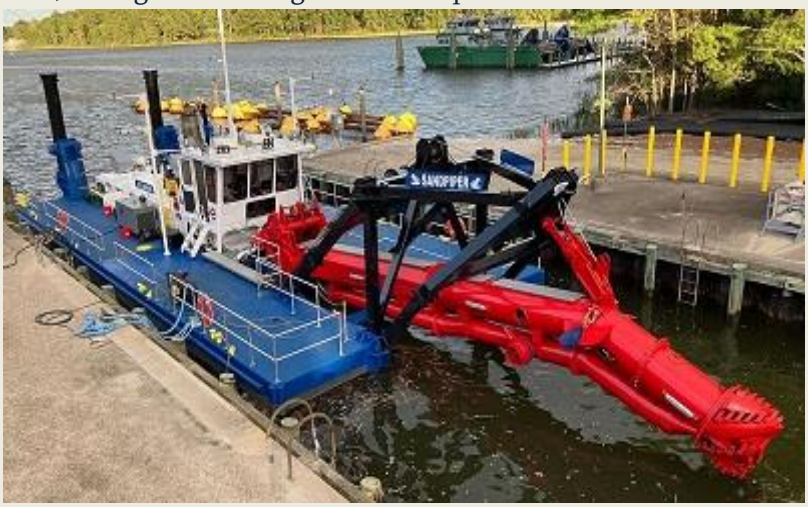
Recently completed, the Grand Bayou Ridge and Marsh Restoration Project is helping turn the tide on historic wetland loss in Plaquemines Parish. Using dredged sediment from the Mississippi River, 332 acres of new marsh is being created near Port Sulphur within the Lake Hermitage Basin. In the 1960s and 1970s, this area suffered significant land loss due to construction of oil and gas canals, subsidence, and sediment deprivation. According to Louisiana CPRA, this $58.7 million Coastal Wetlands Planning, Protection and Restoration Act project, in partnership with the U.S. Fish and Wildlife Service, focuses on restoring marsh habitat in open-water areas while also rebuilding forested ridge habitat along Grand Bayou, strengthening the landscape for wildlife and providing storm protection. Watch the YouTube video HERE *(Source: Dredging Today)*



MAINE'S WELLS HARBOR TO UNDERGO DREDGING TO IMPROVE NAVIGATION

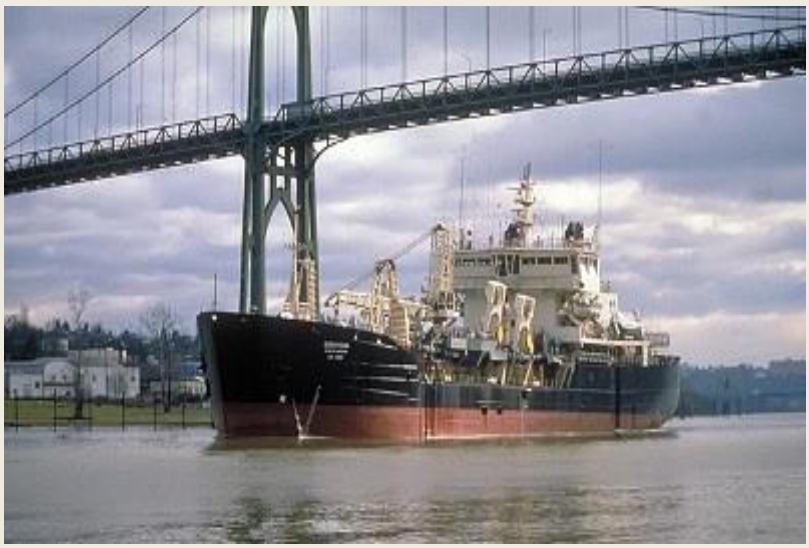
Dredging operations are scheduled to take place in Maine's Wells Harbor from Monday, February 2 through Friday, February 27, as part of efforts to improve navigational conditions in the harbour and address dune restoration along Atlantic Avenue. The dredging will entail the removal of 7,000 cubic yards (5,000 cubic metres) of sand. Michel's Corporation will perform the dredging works and the reconstruction of dunes located in front of Atlantic Avenue. The dunes will be rebuilt to pre-existing conditions prior to the January 2024 storms and planted with dune grass to fortify oceanfront infrastructure against future storm damage. The work will take place seven days per week between approximately 06:00 and 18:00. Vessels will be allowed to pass through the work

area, though the dredger crew requires one hour notice to shut down operations and move



equipment to allow for safe travel. Mariners should proceed at their slowest safe speed to minimise wake and navigate with caution after passing arrangements have been made. Vessels may contact the dredger crew on VHF marine radio channels 13, 16, or 71. The work will take place in Wells Harbor, Maine, on nautical chart 13274 and will be carried out using a dredger owned by York County. The dredger was purchased from Ellicott Dredges with the aid of American Rescue Plan Act funding. *(Source: Baird)*

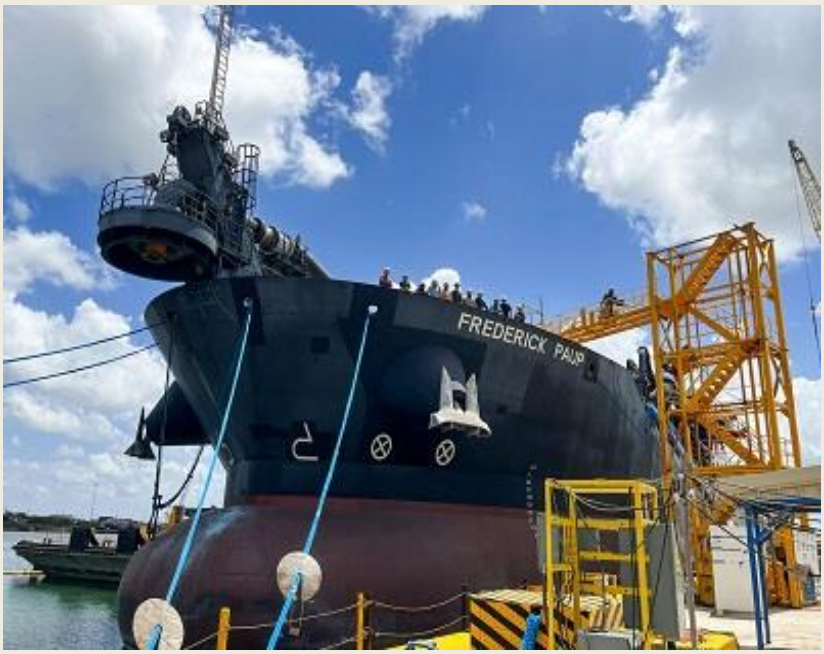
USACE REQUESTS PAUSE OF REVIEW OF HARBOUR DEEPENING WORKS IN WILMINGTON, NORTH CAROLINA



The US Army Corps of Engineers (USACE), in coordination with the North Carolina State Ports Authority, has asked the North Carolina Department of Environmental Quality's (NCDEQ) Division of Coastal Management (DCM) to pause its review of USACE's consistency determination for the proposed Wilmington Harbor federal channel deepening project. DCM has granted the request to pause its review. According to NCDEQ, the decision to pause allows time for the USACE to review and consider issues raised by DCM and the public before DCM completes its review. A timeline has not been established for when the pause may be lifted. According to the corps' draft environmental impact statement, the project would deepen and widen portions of the Wilmington Harbor

navigation channel in North Carolina's Brunswick and New Hanover counties to improve efficiency and accommodate larger vessels. In October 2025, the corps notified DCM that it found the project to be consistent with North Carolina's coastal management program laws, regulations and policies. The corps requested DCM's concurrence, as is required by the federal Coastal Zone Management Act (CZMA). In November 2025, DCM hosted a public hearing in Wilmington with strong public engagement and accepted public comments until December 2025. DCM has been reviewing the USACE's consistency determination for the project, pursuant to the CZMA. A federal consistency determination is the corps' finding that a proposed project meets the enforceable policies of a state's coastal management program to the maximum extent practicable. A state must then either concur with or object to the corps' finding. Once the review process resumes, DCM will decide whether to concur or object to the corps' determination for the proposed project. If DCM objects, it can offer alternatives or conditions that, if agreed to by the corps, would allow the project to proceed. *(Source: Baird)*

RECORD-SETTING HOPPER DREDGE DELIVERED TO MANSON



Shipbuilder Seatrium AmFELS, Brownsville, Texas, has delivered the **Frederick Paup**, the largest self-propelled trailing suction hopper dredge built in the United States, to Manson Construction Co., Seattle. Designed by Manson in partnership with Hockema Group, Seattle, the **Frederick Paup** measures 420'x81' with a 28'6" draft and hopper capacity of more than 15,000 cu. yds. The vessel boasts approximately 25,000 hp, powered by three Tier 4 Wabtec 16V250MDC diesel-electric main engines and two 12V250MDC gensets, also from Wabtec. It is propelled by triple Schottel RudderPropellers type 510 L FP azimuthing stern drives and twin Brunvoll bowthrusters. The ABS-classed dredge features dynamic positioning, integrated dredging systems, and power management systems. It is equipped a suite of Furuno electronics, including radar, FE-800 depth sounders, FA-170 AIS, GP-170 GPS, and Inmarsat-C Mobile Earth Station FELCOM18 GMDSS, as well as Simrad AP70 MK2 autopilot control. The Jones Act–compliant newbuild surpasses Manson's 13,500-cu.-yd. Glenn Edwards — built by Alabama Shipyard, Mobile, Ala., in 2006 — as the largest self-propelled hopper dredge ever constructed in the U.S. The hopper dredge **Ellis Island**, built in 2017 by Eastern Shipbuilding Group, Inc., Panama City, Fla., for Great Lakes Dredge & Dock Corp., Houston, also has 15,000-cu.-yd. capacity, but it is not self-propelled. It is paired with the tug **Douglas B. Mackie** and operated as an articulated tug barge. Ordered in 2020, the **Frederick Paup** was originally scheduled for delivery in 2023, but the shipbuilding project faced significant delays. The delivery marks Seatrium's last from the Brownsville shipyard, which was sold to Karpowership, Istanbul, in September 2025. The new dredge will be deployed from Mobile, Ala., to support navigation channel maintenance, beach nourishment, and coastal restoration projects. These projects are largely conducted for the U.S. Army Corps of Engineers, including

efforts to increase the beneficial reuse of dredged material. *(Source: Workboat by Eric Haun; Photo: Manson Construction)*

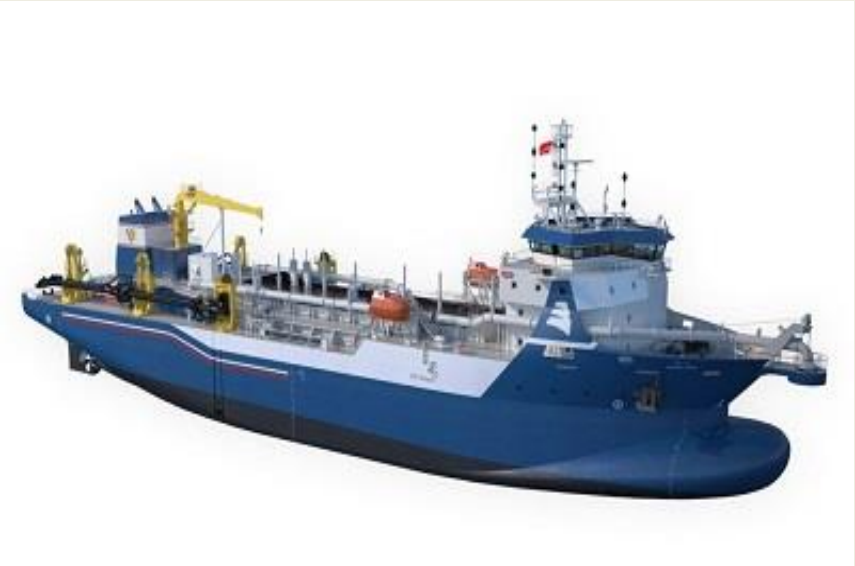
WORK ON TSHD DCI DREDGE GODAVARI NEARS END

Construction of the new IHC Beagle 12.000m3 trailing suction hopper dredger (TSHD) DCI Dredge Godavari at Cochin Shipyard is nearing its completion. The keel of the dredger – built in collaboration with Royal IHC for Dredging Corporation of India Limited (DCI) – was laid in September 2024. Shri Sarbananda Sonowal, Union Minister Ministry of Ports, Shipping and Waterways and H.E. Ms Marisa Gerards, Ambassador of the Kingdom of the Netherlands to India, attended the ceremony. "Building on the proven success of the Beagle class dredgers, this vessel is specifically adapted for the Indian market, featuring heavy-duty dragheads for clay-type soils and the robust IHC conical bottom valves," said Jacco Damman, Chief Design Officer Beagle class dredgers at Royal IHC. According to DCI, the construction of this high-capacity dredger is set to enhance India's dredging capabilities, supporting the growth of coastal and inland shipping market. Once commissioned, this new 127m long TSHD will be the most sophisticated and technologically advanced dredger ever constructed in India. *(Source: Dredging Today)*

ROYAL IHC OPTS FOR VERHOEF ELEKTROTECHNIEK

Verhoef Elektrotechniek has won a contract from Royal IHC for the electrical installation on a Beagle 8 trailing suction hopper dredger (TSHD), built for their client India's Vishwa Samudra Group. "Our work for this project includes integrating all electrical systems, supplying the necessary switchboards, implementing the drive system for the bow thruster and jet pumps, and

providing the complete onboard lighting system," Verhoef Elektrotechniek said. Vishwa Samudra



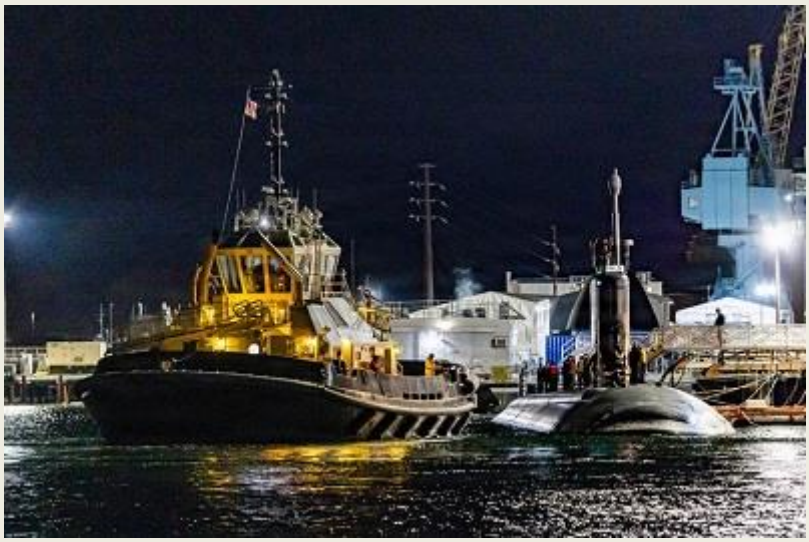
Group and Royal IHC signed the TSHD contract in October 2025. The new dredger will have a hopper capacity of 8,000 m³ and will be built at Royal IHC's shipyard in Kinderdijk, the Netherlands. Delivery is scheduled for summer 2027. According to Royal IHC, this will be the latest addition to the dredging fleet of Vishwa Samudra, one of India's fastest growing infrastructure companies. The company had previously selected two Beavers to help support its growing operations. *(Source: Dredging Today)*

ESG LAYS KEEL FOR NEW USACE HOPPER DREDGER DONNELLY

Eastern Shipbuilding Group (ESG) held the keel laying ceremony for new medium-class hopper dredger **Donnelly** at its Allanton shipyard yesterday. In 2023, ESG was contracted by the U.S. Army Corps of Engineers to design and construct the new hopper dredger for the Department of Defense. "We've built more hopper dredgers than any other U.S. shipyard so that's special and we're doing that right here from Bay County," Joey D'Isernia, ESG CEO, said. For this project, ESG has teamed with Royal IHC, a world-renowned designer and builder of dredging vessels and equipment. The Dutch company designed this tailor-made diesel-electric hopper dredger to precisely meet USACE requirements. *Vessel specifications:* Length: 320'; Beam: 72'; Hull Depth: 28'; Draft (hopper empty): 11'3"; Draft (hopper full): 25'6" Maximum Hopper Capacity: 6000 yd3; Maximum Dredging Depth: 65'. "The new hopper dredger will enter the USACE's Ready Reserve Fleet and will play a critical role in the Corps' navigation mission and provide for safe, reliable, effective, and environmentally sustainable waterborne transportation systems for vital national security, commerce, and recreation needs," the Army Corps said. The new vessel will replace the 57-year-old Dredge **McFARLAND** based in the Corps' Philadelphia District. The Dredge **McFARLAND** is one of four oceangoing hopper dredges owned and operated by USACE. *(Source: Dredging Today)*

YARD NEWS

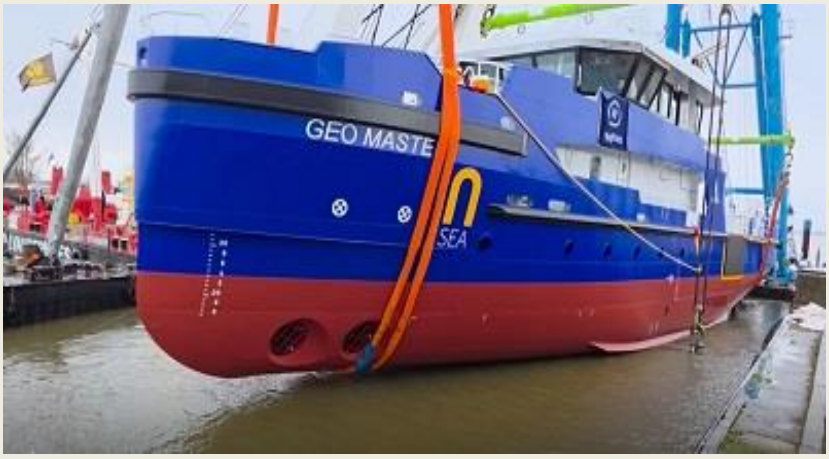
STANTEC–AECOM JV AWARDED $150 MILLION CONTRACT TO MODERNIZE US NAVAL SHIPYARDS



Naval Facilities Engineering Systems Command Atlantic (NAVFAC Atlantic) has awarded a $150 million architect-engineer contract to Stantec and AECOM JV to support the U.S. Navy's Shipyard Infrastructure Optimization Program (SIOP) and other critical infrastructure initiatives. The firm-fixed-price, indefinite-delivery/indefinite-quantity contract is expected to provide early-phase planning, design development, and technical analysis aimed at modernizing public shipyard infrastructure. Most of the anticipated work is expected to occur at Portsmouth Naval Shipyard, where SIOP investments are focused on upgrading dry docks, production facilities, utilities, and waterfront infrastructure while minimizing impacts to ongoing maintenance operations. "This contract expands NAVFAC's engineering advantage and ability to conduct deliberate, long-range planning as we rebuild the Navy's public shipyards," said Rear Adm. Jorge Cuadros, commander of NAVFAC Atlantic. "By investing early in rigorous design and engineering with our industry partners, we reduce risk, improve execution, and ensure our shipyard workforce has the modern facilities needed to safely and efficiently enable our warfighting fleets." SIOP is an enterprise-wide Navy effort integrating infrastructure, facilities, and industrial equipment investments across the service's four public shipyards to increase capacity and improve configuration for long-term fleet maintenance. "Through a coordinated, enterprise-wide approach, SIOP is delivering integrated investments in infrastructure and industrial plant equipment at the Navy's four public shipyards," said SIOP program manager Capt. Luke Greene. "These investments expand shipyard capacity, optimize configuration, and help ensure the Navy can meet the maintenance requirements of its nuclear-powered fleet well into the future." Under the contract, the joint venture will provide architect-engineer services tailored to the Northeast's geology, environmental conditions, and construction requirements. Scope of work may include development of military construction documentation; planning and design charrettes; design-bid-build and design-build solicitation packages; engineering studies and modelling; technical surveys

and investigations; construction cost estimates; collateral equipment procurement packages; interior design services; post-award construction support; program management; and updates to United Facilities Criteria and United Facilities Guide Specifications. The award includes a base year with four option years, providing up to 60 months of performance or until the contract's maximum value is reached. Option years could extend performance through January 2031. Fiscal year 2024 military construction-design funds totalling $10,000 were obligated at award to satisfy the guaranteed minimum. The contract was competitively procured via sam.gov in accordance with federal architect-engineer selection procedures under Title 40 of U.S. Code, Chapter 11. NACFAC noted that one proposal was received and evaluated based on specialized experience, professional qualifications, past performance, quality control, program management capacity, sustainable design practices, small-business commitment, firm location, and workload. *(Source: Workboat)*

DUTCH HYBRID SURVEY VESSEL HITS THE WATER

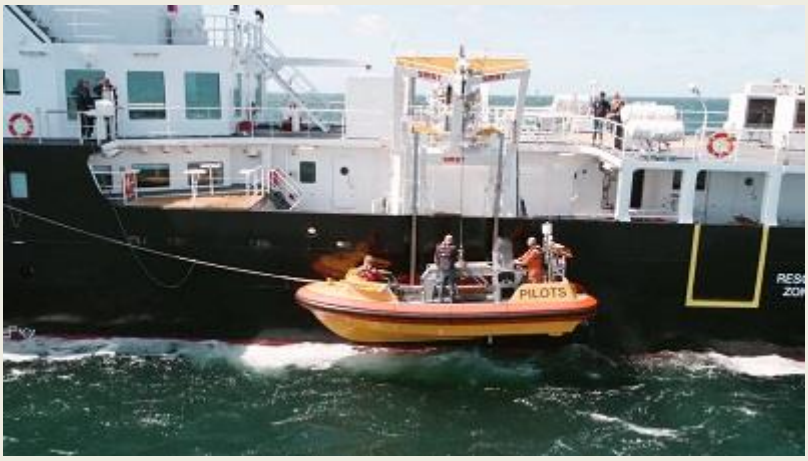


A hybrid survey and remotely operated vehicle (ROV) support vessel that will kickstart a charter for N-Sea Group has officially been launched in the Netherlands. N-Sea signed a long-term charter agreement with Mainport Shipping at the end of 2024 for the delivery of **Geo Master**, built by Neptune Construction in Hardinxveld-Giessendam, the Netherlands. The keel laying ceremony was held on January 21, 2025, with the vessel officially launched on January 9, 2026. Once in operation in mid-2026, N-Sea will have it under full commercial management and control. **Geo Master** will be able to run on biofuel. "Designed to support high-resolution geophysical and geotechnical surveys, the DP2 vessel will be equipped with advanced systems, enhancing operational efficiency and data accuracy," said Irish Mainport Holdings. Geo Ranger, another vessel of similar design and equipped with similar equipment, is also under N-Sea Group management and control. Watch the video HERE *(Source: Offshore Energy)*

SMST SECURES NEW ORDER FOR DAVIT SYSTEMS ON BELGIAN PILOT VESSEL

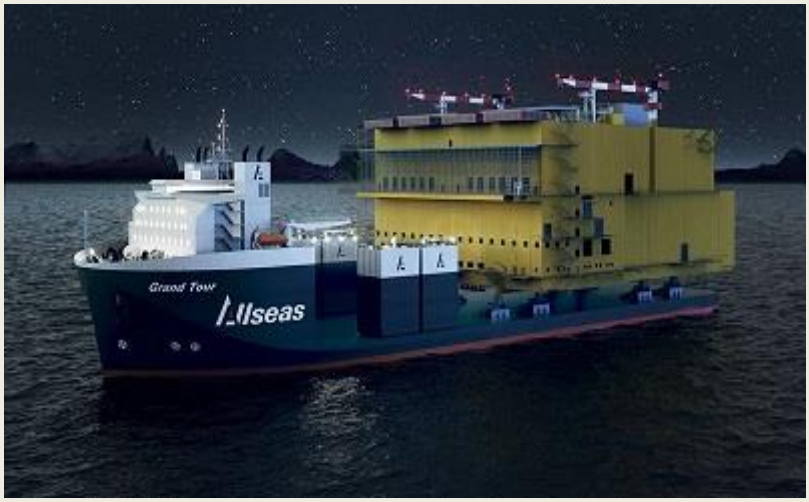
SMST is proud to announce a new order for three advanced davit systems to be installed on an 80-meter pilot base vessel to be operated by Vloot DAB, the state-owned Belgian pilotage service. Equipped with these davit systems, the newbuild will ensure safe and efficient deployment and recovery of Fast Launch Craft used to transfer pilots to and from seagoing vessels. The vessel is designed by Conoship and will be build by Estonian shipbuilders Baltic Workboats and Western Baltija Shipbuilding, part of the BLRT Grupp. The decision by Vloot DAB to choose SMST is a direct result of the excellent performance and reliability experienced by Dutch pilots. "Our davit systems have proven to deliver outstanding workability, enabling safe and efficient deployment and retrieval operations, even under the most challenging conditions", says Jochem Tuinstra, Sales Manager at SMST. With this order, SMST continues to strengthen its position in the davit market. The SMST product range includes models from S to XL, designed to meet diverse operational

requirements for marine and naval applications. With their high-speed hoisting configuration, the



davit systems safely and smoothly handle a maximum weight from 4.5t (S) to 25t (XL) in sea conditions up to a significant wave height of 3.5m (and up to 4.0m in emergency situations). Each system is equipped with a wave compensation system to extend workability and ensure operational safety. An improved cable spooling setup is part of the sustainable and robust design, guaranteeing durability and reliability. Margus Vanaselja, CEO of Baltic Workboats states: "This project represents a major milestone for Baltic Workboats as the largest vessel we have ever undertaken. Our extensive experience and proven ability to deliver complex projects give us confidence in this collaboration with SMST, which shares a similar background of technically advanced projects. Their strong track record and innovative solutions make them a trusted partner." *(PR-SMST)*

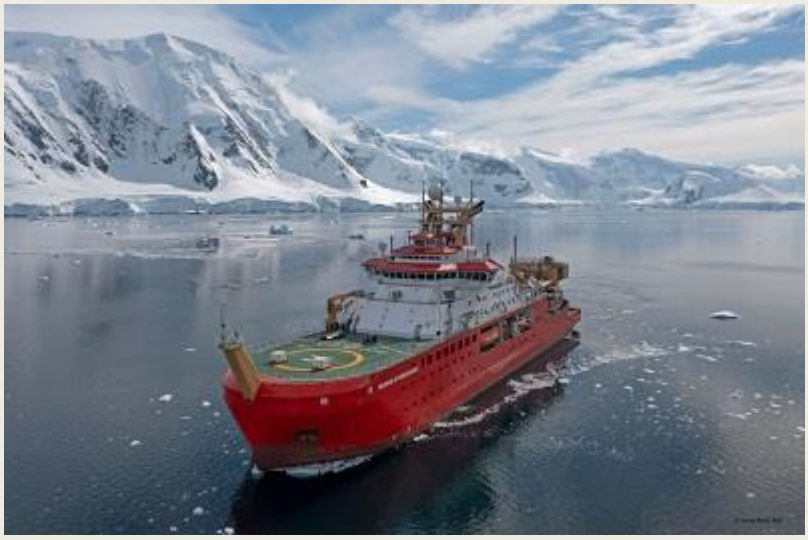
FUTURE-READY WÄRTSILÄ 31 ENGINE SELECTED FOR ALLSEAS FLEET EXPANSION NEWBUILD



Technology group Wärtsilä will supply the engines for a new purpose-built semi-submersible Heavy Transport Vessel (HTV) which is designed to minimise exhaust emissions and maximise fuel efficiency. The ship is being built for Switzerland-based offshore contractor Allseas Group at the Guangzhou Shipyard International (GSI) facilities in China. The engine order was booked by Wärtsilä in Q4 2025. The future-proof Wärtsilä 31 engine was selected because of its modular design, which enables a significant reduction in maintenance requirements and costs, and

its readiness to use alternative sustainable fuels. "This new HTV strengthens the flexibility of our fleet and how we deliver projects. We selected the Wärtsilä 31 engine for its high efficiency, future-ready design and ability to transition to low- and zero-carbon fuels, which supports both operational adaptability and our long-term sustainability ambitions," says Sytske de Groot, Manager, Naval Architecture – Allseas. The vessel will operate with four Wärtsilä 31 engines, each fitted with a Wärtsilä NOx Reducer for emissions abatement. Delivery is scheduled for the first quarter of 2028. "The Wärtsilä 31 engine delivers what the industry needs today and prepares operators for tomorrow. Its exceptional fuel efficiency reduces operating costs immediately, while its capability to convert to sustainable fuels ensures a clear path toward decarbonisation. This makes it one of the most future-ready propulsion solutions available," comments Stefan Nysjö, Vice President, Power Supply, Wärtsilä Marine. Wärtsilä has already supplied equipment to a number of vessels for Allseas, including the engines for Allseas' purpose-built cargo barge, '**Braveheart**'. *(PR-Allseas)*

ANSCHÜTZ UPGRADES NAVIGATION SUITE ON UK POLAR RESEARCH SHIP RRS SIR DAVID ATTENBOROUGH



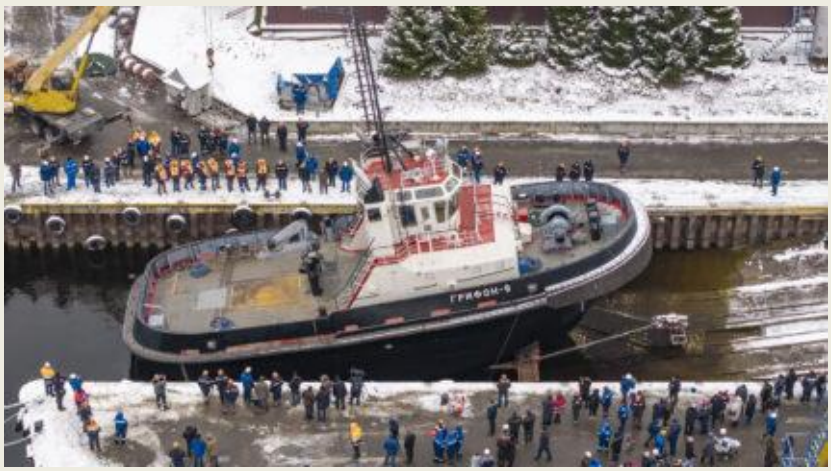
German marine navigation specialist Anschütz has completed a refit of the Integrated Navigation System on the UK polar research vessel **RRS Sir David Attenborough**, delivering a SYNAPSIS NX INS alongside a full radar upgrade, according to the company. The work targets bridge system stability and performance for operations in high-latitude environments. The 129-metre vessel, built by British shipyard Cammell Laird, operates in Antarctica under Polar Code ice class 4 requirements and carries the LR NAV1 IBS notation. The refit covered both radar and INS, including the installation of a new generation of compact marine computers and software upgrades. Five multifunctional workstations were equipped with the latest SYNAPSIS software, with changes focused on usability and system stability. The software expands route planning, voyage management and positioning functions via ECDIS and is intended to improve situational awareness through updated user interfaces. SYNAPSIS NX is type-approved in line with IMO Performance Standards MSC.252(83) and IEC 61924-2 for INS. The LAN-based architecture allows system functions to be controlled from any workstation and integrates radar systems, precision autopilots and a redundant gyro compass system. The vessel is owned by the UK's Natural Environment Research Council and operated by the British Antarctic Survey for scientific research and logistical support. Anschütz is a Germany-based provider of marine navigation systems and maritime technology, with roots dating back to 1905 and an international sales and service footprint. *(Source: PortNews)*

LAUNCHING OF 78M PSV WITH ELECTRIC PROPULSION

On January 22, 2026, our Jiangsu Zhenjiang Shipyard company successfully launched a multi-

functional 78m PSV with Electric Propulsion and DP-2 built for Singaporean shipowner UNICORE SHIPPING. Integrating transportation, fire-fighting and rescue functions, the vessel adopts an electric propulsion system and advanced dynamic positioning system. Boasting excellent manoeuvrability including full azimuth rotation and strong adaptability to complex sea conditions, it is a veritable "maritime all-rounder". Representatives of the shipowner and ABS attended the launching ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

PELLA ACQUIRED A METAL CONSTRUCTION PRODUCTION FACILITY



The shipbuilding company Pella has acquired a metalworking company. One of the sellers is Nikolai Melnik, director of Rekordstroy LLC, a subsidiary of Pella. According to Delovoy Peterburg, the new owner of the A1 Production and Construction Company (PSC-A1) is Intro-Pella. It is currently defending itself against claims from a logistics company for a botched towing operation. This deal is part of the plan for the further development of our holding's complex of enterprises," Sergei Ivanov, Deputy General Director of the Leningrad Shipyard "Pella," told DP. According to him, PSK-A1 is engaged in general construction work in the shipbuilding industry and performs approximately the same finishing work as Rekordstroy. That's why Nikolai Melnik, director of Rekordstroy, appears there, the head of Pella clarified. Since late November, Intro-Pelle has owned

80% of PSK-A1, a company whose primary activity is the production of structural metal structures. According to Sergei Ivanov, these are structural metal structures used in shipbuilding. The value of the transaction has not been disclosed. The sellers of the shares were private individuals: PSK-A1 CEO Dmitry Borisov, Oleg Biletsky, and Nikolai Melnik. Prior to the transaction, they owned 33.34% and 33.33% of the shares, respectively. Following Intro-Pella's acquisition of PSK-A1's authorized capital, Dmitry Borisov exited the business but retained his directorship; the other two owners each retained 10%. *(Source: Paluba)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Contract signed for newbuild EuroCarrier Maasstroom*
   - *Damen announces contract with Qatari Emiri Navy for two ASD Tugs 3212*
   - *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*
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*

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

mailto: *jvds@towingline.com*

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