Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

27th Volume, No. 10 *1963 – "62 years tugboatman" – 2025* Dated 04 February 2026

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

Distribution twice a week 22.500+

MIDWEEK–EDITION

TUGS & TOWING NEWS

NEPTUNE MARINE WILL DELIVER THREE NEW MEDIUM SIZED HARBOUR AND SEAGOING TUGS TO THE ROYAL NETHERLANDS NAVY.

We are proud to announce that Neptune Marine will build three new Medium Sized Harbour and seagoing Tugs for the harbour service of the Royal Netherlands Navy in Den Helder. The contract was officially signed yesterday. The new vessels will be deployed for towing operations within the naval harbour and will also support fuel supply activities and emergency response situations. In addition they will play an important role in the safe mooring and unmooring of naval vessels. This assignment confirms the confidence in our knowledge and experience in shipbuilding and maritime services. We look forward to a constructive cooperation with the Defence Materiel and IT Command throughout the construction and delivery of these modern harbour tugboats. The contract also includes two years of maintenance ensuring continuity and reliability after delivery. We are proud to contribute with this project to a future ready and modern fleet for the Royal Netherlands Navy. *(PR-Neptune Marine)*

ICE BREAKING BY THE FAIRPLAY TUGS

Winter shows just how versatile and indispensable our tugboats really are; Not only do they ensure

safe maneuvering, they are also currently “grinding” the ice on the water surfaces. With their

powerful engines, they push away ice floes and break up the ice as they pass through, keeping the fairway open and preventing the port from coming to a standstill. This additional work often takes place in the background, but it is crucial for operations to function properly. A big thank you to our crews, who carry out this extra work with experience, prudence, and full commitment in sub-zero temperatures. *(PR-Fairplay)*

THE EUROPEAN COMMISSION IS INVESTIGATING SPAIN, FRANCE AND ITALY FOR REQUIRING NATIONAL FLAGS FOR PORT TUGBOATS.

The European Commission announced on Friday that it has opened infringement proceedings against Spain, France, and Italy for imposing a national flag requirement on tugboats and mooring vessels operating in their ports, reports elestrechodigital.com. Brussels considers this requirement to contravene the principles of proportionality and non-discrimination established in EU legislation on port services. The Commission has notified the national authorities of the irregularity and has given them two months to take corrective measures. According to the

aforementioned digital publication specializing in maritime affairs, the European Commission explains that the regulations establish principles of transparency, non-discrimination and proportionality with the aim of ensuring compliance with social and labor legislation, including rules on labor inspections, by imposing requirements on ships that carry out towing or mooring operations in ports located in EU territory. The three states mentioned have established a requirement that tugboats in their respective ports fly their national flags. The argument presented to Brussels by these administrations is based on the concern that, without this requirement, national social legislation would not be applicable if the tugboat does not fly a national flag. However, the European Commission believes that this interpretation "is not correct" and that the regulation empowers Member States to enforce national social and labour legislation, regardless of the flag flown by the vessel subject to inspection. Community services add that, should Member States decide to impose a flag requirement, it must be defined as "a flag of any EU Member State, and not as the national flag of a particular Member State." This clarification is fundamental to understanding Brussels' position, which does not question the power of States to establish requirements, but rather the restrictive way in which this power has been applied, the aforementioned media outlet points out. *(Source: Puente de Mando; Photo: Juan Carlos Díaz Lorenzo)*

HARBOUR TUGBOAT MAKES FIRST PILOTAGE

A harbour tug has made its first pilotage as part of a £1m investment in a town's port. Cumberland Council said the tug, named Helvellyn, replaced a 32-year-old vessel which had become "increasingly difficult to cost-effectively maintain" from the Port of Workington. A harbour tug - also known as a pilot boat - is a specialized vessel designed to help guide ships to and from the port, which handles 300,000 tonnes of cargo each year. Port manager Ben Meil told BBC

Radio Cumbria that the former tug had been "a phenomenal vessel", but **Helvellyn** would reduce costs and increase operational capabilities. *(Source: BBC; Photo: Cumberland Counci)*

THE NEW WORLDWIDE TUG & OSV NEWS IS PUBLISHED

Worldwide Tug & OSV News is a free e-magazine and is the successor of the News from Everywhere section that was published by the Lekko Foundation in its magazine Lekko International for many years, but which unfortunately had to stop all activities at the end of 2019. If you want to be kept informed of all kind of transactions in the field of towage and offshore vessels, please send an e-mail to wwtugosvnews@gmail.com and you will receive a free PDF document every two months in your mailbox. Important notice: While care is taken in the preparation of Worlwide Tug & OSV News the editors cannot accept any responsibility for the accuracy of data published. The editors have attempted to contact all photographers to obtain permission to publish their photos. In some cases this was unsuccessful because e-mail addresses were no longer up-to-date. Financial compensation has never been paid to any photographer. Should there nevertheless be any photographer who believe that they have been wronged, please contact the mentioned e-mail address. The editors regrets that the e-magazine is unable to supply photographs published in Worldwide Tug & OSV News. To read the free magazine click on the link HERE *(Source: Leen van der Meijden compiler of the magazine; photo: Owen Foley)*

INDUSTRY MILESTONE: SVITZER'S FIRST METHANOL-HYBRID TUG LAUNCHED

A Turkish shipyard has built an escort tugboat with a large energy storage system and two methanol engines for one of the world's largest owners. Uzmar has launched the world's first methanol-hybrid tug at its shipyard in Turkey for Svitzer's growing operations in Scandinavia. **Svitzer Balder** has been built to a TRAnsverse design, developed by Svitzer and Robert Allan Ltd, with a 6,000-kWh battery system, two 350-kW methanol engines, and a 2,000-kW diesel engine. The Copenhagen, Denmark-headquartered owner said it will be "the largest and most powerful TRAnsverse tug we have ever built." The 35-m tug has a draught of 6 m, a bollard pull of 85

tonnes and will be mobilised to the Port of Gothenburg, Sweden, in time for Riviera's International Tug & Salvage Convention in May 2026, to provide near-zero emissions when towing, manoeuvring and docking ships, such as Maersk Line's methanol-fuelled container carriers. **Svitzer Balder's** launch required heavy lifting equipment as the tug weighs 1,070 tonnes without batteries or full equipment. It will take a few more months to prepare the tug, conduct sea trials, and deliver it to Gothenburg. "It is one of the biggest tugs we have ever built, and probably also the most complex because of its different fuel systems," said Svitzer site manager Jens Kumler Rasmussen. "So it is a massive task building this awesome tug." *(Source: Riviera by Martyn Wingrove)*

JAPANESE HYDROGEN DUAL-FUEL ENGINE ADVANCES TOWARDS OPERATIONAL TRIALS

ClassNK awards type-approval, NOx certificates to Yanmar Power Solutions for high-speed, four-stroke hydrogen dual-fuel engine. Hydrogen as a fuel has seen several pioneering applications in coastal shipping and offshore vessels, enabling significant reductions in CO2 and other greenhouse gas emissions compared with marine fossil fuels. Japan's Nippon Foundation's Zero Emissions Ships Project, established in 2022, has been an incubator for hydrogen breakthroughs. In October 2025, The Hydrogen Engine Zero Emission Vessels Consortium, led by JPN H2YDRO Co, took delivery of the tug Ten-Oh, which is equipped with BeHydro high-output hydrogen dual-fuel engines. Built by Japanese consortium member Tsuneishi Shipbuilding, the 38-m tug's two engines are fed by a high-pressure, large-capacity hydrogen gas storage and supply system provided by JPN H2YDRO. Each of Ten-Oh's BeHydro V12 hydrogen dual-fuel engines uses hydrogen and fuel oil, delivering 1,618 kW, while reducing CO2 emissions by roughly 60% compared with tugboats using conventional fossil fuels. BeHydro is a joint venture of Belgian companies, Anglo Belgian Corp and CMB.TECH. *Japanese hydrogen engine gets green light* Now, a new hydrogen dual-fuel engine has been developed as part

of the Nippon Foundation's Zero Emission Ships Project by Japan's Yanmar Power Solutions. In January, it was announced that class society ClassNK awarded type-approval and an NOx certificate for a new hydrogen-fuelled engine, clearing the way for shoreside demonstration of the marine engine. Yanmar Power Solutions reported the class society issued its type-approval in October 2025 and an NOX certificate in December 2025. The pilot-ignition hydrogen-fuelled four-stroke, high-speed engine is designed for power generation for Japanese coastal vessels. Testing on hydrogen engines, hydrogen storage and hydrogen loading is carried out at the Hydrogen Engine R&D Center, operated by JPN H2YDRO Co in Fukuyama, Japan. Last year, Yanmar Power Solutions began land-based testing using a small amount of hydrotreated vegetable oil (HVO) as a pilot fuel, while preparing for planned demonstration operations. Type-approval and NOx certificates are required for demonstration operations. The engine specifications covered by these certifications are designated as Electronically Controlled Gas Only Engine (Hydrogen). Yanmar Power plans to conduct operational trials in Japanese coastal vessels starting Q3 2026. Several other engine makers are adding hydrogen prime movers to their portfolios. One of the key concerns when using hydrogen as a marine fuel is that its flammability range of 4% to 75% by volume in air is wider than most common fuels, increasing the risk of ignition in the event of a leak, resulting in fire or explosion, points out Lloyd's Register. The class society has wide experience in supporting hydrogen-powered vessel development, including the first hydrogen-powered tug, Hydrotug 1. In September 2025, the 11th session of the IMO Sub-Committee on Carriage of Cargoes and Containers finalised interim guidelines for the use of hydrogen as fuel. Aligned with the IGF Code, these goal-based draft guidelines are expected to be approved at MSC 111 in May 2026. The guidelines provide further specific provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems that use hydrogen as a fuel to minimise the risk to the ship, its crew and the environment. *(Source: Riviera by John Snyder)*

DENMARK'S LAST ICEBREAKER HAS BEEN SOLD

The icebreaker **Thorbjørn**, which was put up for sale by Stevns Broker in Svendborg in 2024, has now finally been sold. For a good ten years, the 45-year-old and formerly state-owned icebreaker has been a landmark in Svendborg Harbor. But that's about to end. According to TV 2 Nord, the old icebreaker has been sold for an unknown amount. Stevns Broker does not want to say to whom, but the director of the company, Niels Højlund Hansen, told Fyns Amts Avis on December 31 last year that a potential buyer - an Icelandic-Canadian consortium - had at that time paid 10 percent of the agreed purchase price. The icebreaker was put up for sale in 2024 for DKK 30 million, but the director did not want to tell the newspaper what the price was. **Thorbjørn** was one of the Navy's three icebreakers - **Danbjørn** and **Isbjørn** were the other two, which were ready to sail out of Naval Station Frederikshavn for possible icebreaking tasks until 1996. As is well known, there were fewer and fewer of them, and in 2012 the Danish Parliament decided to put them all up for sale. **Thorbjørn** was successfully sold in 2015 to

Stevns Broker P/S, while the other two were never sold and sent for scrapping in 2023. And now Thorbjørn has a new owner - and in the Fns Amts Avis article from December 31st it was reported that the old icebreaker will probably leave Svendborg harbor in June this year. *(Source: Maritime Danmark)*

SIMULATION MEASURES THE DEMANDS ON ESCORT WINCHES

Ship escorting places a strain on deck machinery, impacting the selection of winches and ropes, and should be simulated to optimise performance and minimise risk of towage accidents. Increasing demand for escorting, manoeuvring and towing ships into terminals in areas with adverse weather and sea conditions is putting greater stress on winches during tug operations in rough seas. Demands on ropes and winches are exacerbated when ships arrive at terminals at speeds of more than 8 knots and need tugs to slow them down quickly before they can enter ports. Weather windows are also being widened to reduce waiting times outside ports, meaning escort tugs are operating in more adverse conditions. These factors are influencing the design of tugs and winch selection to optimise cost-effectiveness and safety for operators in challenging environments. Robert Allan Ltd has used simulation tools and real-world data to investigate how factors such as vessel size, winch characteristics and environmental conditions affect winch requirements and tug behaviour. The Canadian naval architect used a high-fidelity tug dynamic-towing simulation model covering the complex interactions between tug motions, towline dynamics, winch behaviour, skeg hydrodynamics, and thruster performance. It used numerical simulations to assess the impact of winch parameters, and environmental factors such as wave height, direction and period on operational demands, comparing standard winches with an idealised constant-tension winch. These findings were validated through real-world seakeeping operations during a year-long data-collection campaign using Robert Allan's RAbit vessel motion system on escort tugs in British Columbia, which captured tug and vessel movements, wave conditions and other operational metrics. Stresses on escort winches and system approaches to escort towage will be discussed at the 28th

International Tug & Salvage Convention, Exhibition & Awards, which will be held in Gothenburg, Sweden, in association with Caterpillar, 19-21 May 2026. During the convention, Robert Allan ship modelling and simulation specialist and project manager, Mike Shives, will present how the Canadian company has used these simulation tools and real-world data for tug design and winch selection. Also, during the ITS Convention, SeaWays Advisory managing director Arie Nygh will explain why a whole-system approach is required for escort towage, as tug and winch decisions should go beyond just considering bollard pull. He will explain how the maritime industry is realising the benefits of active escort towage as a way of mitigating operational and environmental risk in the event of a ship having an engine or rudder failure. He will cite an accident when an escort tug engaged in indirect assistance, steering a Capesize bulk carrier that resulted in damage to a ship's deck, to explain the risks involved. Capt Nygh's presentation will explain the contributing factors to the incident and how to best manage the risks to ensure safe and effective escort towage. In another technical paper, Kotug International director for maritime excellence, Patrick Everts, and Hampidjan Advant sales manager for tugs, towage and mooring, Feike-Jan Bergstra, will present how a hybrid towing rope was designed to eliminate the risk of complete disconnections, which happens with conventional ropes. Kotug has undertaken field trials with SafeLine rope on its tugs to assess real-world handling characteristics and operational benefits. Preliminary results will be presented at the convention. *(Source: Riviera by Martyn Wingrove)*

SEA JULIETT IN TEERENSTRA'S HALL

After a towage voyage from Den Helder to Rotterdam with the crane pontoon Noordzee, the **Sea Juliett** has returned to Den Helder. The tug, recently acquired by the Jifmar Group from Seacontractors in Vlissingen, was immediately blasted in Teerenstra's large blasting hall and painted in Jifmar colors. At the end of last week, the 32-meter-long tug was moored again at the Acta Jifmar shipyard in the Koopvaardersbinnenhaven. The **Sea Juliett** is a Damen Shoalbuster 3209 with a bollard pull of 47 tons and can perform not only towing and pushing operations, but also survey and anchor work. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

HINES FURLONG LINE ACQUIRES CAMPBELL TRANSPORTATION'S RIVER DIVISION

Hines Furlong Line Inc., Nashville, Tenn., has closed its acquisition of the River Division of Campbell Transportation Co. Inc., Houston, Pa., expanding its inland fleet and operating footprint across the U.S. river system. Hines Furlong Line first announced plans for the acquisition on Dec. 3, 2025. The operator said the deal strengthens its ability to serve customers as supply chains evolve and demand for barge transportation grows. "As supply chains grow more complex and market

demands continue to evolve, the inland barge industry is increasingly being shaped by operators with diversified fleets, expansive geographic reach, and the scale and capital capacity to invest for the long term," said Kent Furlong, president and founder of Hines Furlong Line. "This acquisition allows us to build upon our foundation and support long-term growth while continuing to deliver safe, efficient, and reliable transportation our customers have relied on for decades." Following the transaction, Hines Furlong Line now operates an expanded fleet that includes more than 800 hopper and tank barges, 64 inland towboats, and control of more than 1,000 permitted fleeting spaces. The company also oversees two repair shipyards and additional support facilities in key river corridors. Company officials said the combined operation now spans 10 cities, extending Hines Furlong Line's reach from the Upper Ohio River through the Lower Mississippi River system. The broader footprint is expected to improve coordination of vessel operations and shoreside support, including crew changes and mariner recruitment, across multiple regions. "CTC has been respected for its industry stewardship, operational discipline, and long-standing presence on the river," Furlong said. "We thank Peter Stephaich and Kyle Buese for their leadership, and we are proud to continue CTC's legacy within HFL for generations to come." Campbell's Gulf Division was not part of the transaction and will continue to operate independently under the Campbell Transportation Company name. That division remains headquartered in Houston and is led by President and CEO Kyle Buese. *(Source: Workboat)*

SULNORTE WILL RECEIVE A NEW TUGBOAT IN MARCH AND IS EVALUATING 7 MORE UNITS.

Port support company negotiates with shipyards for the construction of 2 tugboats and, in the long

term, is studying the construction of 5 more new vessels. Sulnorte expects to receive, in mid-March,

the last tugboat of a series of three new vessels built at the Rio Maguari Shipyard (ERM) in Pará. The company's most recent tugboat, the **SN Acaraú**, was delivered by ERM last year, with a Robert Allan design, Rampart 2300, with more than 75 tons of bollard pull (BP), Kongsberg azimuth thrusters and two Caterpillar engines. This +75 BP tugboat also has a FiFi 1 (firefighting) system. The next unit to be delivered will reinforce the company's presence in important port complexes in the country. The port support company is evaluating seven more vessels to expand its fleet. "In the short term, we are in advanced negotiations with some shipyards for the construction of two more tugboats, and in the long term, we are studying the construction of five more new vessels," Luíza Coli, Sulnorte's market intelligence and new business manager, told Portos e Navios. Sulnorte currently operates 26 tugboats located in ports across different regions of Brazil. Luíza emphasized that expansion plans are aligned with market demands. "Our strategy is to study the current and future scenario of Brazilian ports to allocate our resources efficiently and effectively," she stressed. The company closed the last year with over 8,000 of its own manoeuvres performed throughout Brazil. *(Source: Sinaval)*

THE TECHNICAL DESIGN FOR THE RDB 50.07 PUSHER TUG HAS BEEN COMPLETED.

Rostov-on-Don Central Design Bureau "Stapel" has completed the design work and delivered the technical design for the RDB 50.07 pusher tug to the customer. This was announced by the design organization on February 2. According to RCB "Stapel," the tug was designed using the dimensions of Project 758B (OTA-900 type). The vessel's ergonomics have been improved, the power of the main engines has been significantly increased, as well as the class and level of automation, and the level of crew comfort. A bow thruster is installed to enhance maneuverability. Model tests of the tug were conducted in the basin of the Arctic and Antarctic Research Institute (AARI). The vessel is designed for pushing and towing dry cargo trains and barges (deck barges with equipment and fuel in tanks, and deck barges transporting hazardous

cargo in containers or in bulk). All rights to the project belong to Ural Transport Company LLC, the bureau notes. *Pusher tug of Project RDB 50.07* Class of the Russian Classification Society (RCO) – ✠ M-SP 3.5 (ice 30) A; Length – 40 m; Width – 8.4 m; Crew – 13 persons; Displacement according to the LWL – 387.3 t; Deadweight – 38.9 t; Main engine capacity – 2x550 kW; Draft according to the LWL – 1.97 m; Speed in deep calm water – 12 knots. *(Source: Sudostroenie; Illustration: RCPKB "Stapel")*

THE ARCTIC TUGBOAT PECHAK ARRIVED AT THE PORT OF UST-KAMCHATSK FOR ICE FERRY ESCORTS.

The Arctic tugboat "**Pechak**," a Project NE025 vessel of the Kamchatka branch of the Federal State Budgetary Institution "Morsalusluzhba," will provide ice escort services at the ferry crossing in the port of Ust-Kamchatsk. This was announced in a statement on January 30. The "**Pechak**" has already completed a challenging voyage from Petropavlovsk-Kamchatsky to the port of Ust-Kamchatsk, where it will provide ice escort services at the ferry crossing, supporting the town's operations until the arrival of the regular ferry "**Kapitan Drapkin**," which has returned from repairs. The main challenge for the Arctic tugboat during the voyage was the shallow depth of the river mouth near the port of Ust-Kamchatsk, so the passage through the shallow waters took place at high tide and in favorable weather conditions, according to the "Morsalusluzhba." The crew of the "**Pechak**" will be tasked with breaking ice and escorting two barges. The **Kamchatka-2** cargo-and-passenger barge and the **Sosnovka-2** barge are currently operating on a ferry crossing in Ust-Kamchatsk, which is up to 300 meters wide. The **Pechak** is the fifth vessel in a series of Project NE025 Arctic tugs built for the Marine Rescue Service at the Okskaya Shipyard according to a design by Nordic Engineering. Classification documents for the vessel were issued in June 2025. Project NE025 tug and rescue vessels are designed to participate in emergency response and rescue operations, respond to oil spills, and ensure the safe maneuvering of large vessels in challenging areas of the ports and harbors of the Northern Sea Route. *Tug and rescue vessel of the NE025 project* Class – KM ✪ Arc4 (hull, machinery) R1 AUT3 FF3WS Tug;

Length – 29 m; Width – 10.0 m; Height at midships – 4.2 m; Draft at the slender waterline at midships – 3.2 m; Power of main engines – 2 x 694 kW; Crew – 8 people. *(Source: Sudostroenie; Photo: "Morresluzhba")*

A MILESTONE MOMENT FOR HOLYHEAD TOWING - DELIVERY CEREMONY IN DUBAI.

Last week, the team attended the delivery ceremony of LLANDDWYN ISLAND in Dubai, marking an important addition to the Holyhead Towing fleet and a great opportunity to connect with colleagues and customers. Built by Albwardy Damen, LLANDDWYN ISLAND is a Damen Multicat 3313 SD - an ultra-shallow draft, multi-purpose vessel with 29 tonnes bollard pull, built to a very high specification. Beaumaris is her local port of registry on the Isle of Anglesey in North Wales. *(PR- Holyhead Towing)*

POLESTAR MARITIME ORDERS TWO BATTERY-ELECTRIC GREEN TUGS FROM COCHIN SHIPYARD

The two green tugs will be deployed at Jawaharlal Nehru Port Authority under the Government of India's Green Tug Transition Programme (GTTP). Mumbai-headquartered Polestar Maritime Limited has placed an order for two 60-ton bollard pull battery-electric green tugs with Cochin Shipyard Limited (CSL), India's leading shipyard. Polestar Maritime is a major player in harbour tugs, coastal towing and marine services at ports. The two green tugs will be deployed at Jawaharlal Nehru Port Authority under the Government of India's Green Tug Transition Programme (GTTP). Polestar Maritime emerged as the successful bidder for chartering the two battery-electric tugs under the programme. The vessels will be built to the design of Robert Allan Limited, a global leader in harbour tug design. CSL and its subsidiary Udupi CSL have introduced Robert Allan tug designs in India in line with the Approved Standard Tug Design and Specifications (ASTDS) notified by the Government of India to promote the Aatma Nirbhar Bharat initiative, the press release said. The tugs will be jointly constructed by CSL and Udupi-CSL under a work-share arrangement at CSL's Kochi yard. They will be equipped with battery-electric propulsion systems and will deliver zero direct

emissions during harbour operations. The batteries will be sourced domestically, reinforcing CSL's commitment to the 'Make in India' programme. With this order, the CSL Group's current order book includes 17 tugs, including six green tugs, at various stages of construction. "CSL is pleased to receive the order from Polestar for the GTTP tugs and reaffirms its commitment to transforming the maritime industry by introducing battery-electric tugs in India under the Green Tug Transition Programme," said Madhu S Nair, Chairman and Managing Director of CSL. *(Source: The News Indian Express*

OLD TOWBOAT COLUMN

THE TOWBOAT OAKLAND

In the glory days of steam towboating, one of the best vessels of that era was the Oakland. Built at Pittsburgh in 1872 by Capt. Tom Fawcett and Capt. William "McKeesport Billy" Smith for towing coal from Pittsburgh to New Orleans, the boat was constructed on a wood hull 210 feet long, 35 feet wide and 6 feet deep. Six boilers supplied steam to engines having 26-inch cylinders with a 9-foot stroke. Considered to be a fast boat, the Oakland once ran from Cairo to New Albany, Ind.—a distance of 400 miles including several landings—in 31 hours, an average of slightly less than 12 mph. In 1880, the big sternwheeler was sold to the St. Louis & Mississippi Valley Transportation Company, which operated it to tow grain from St. Louis to New Orleans until 1901, when the riverboat was sold to the People's Coal Company. Acquired in 1907 by the Combine (also known as the Monongahela River Coal & Coke Company) the boat towed for that famous firm until 1913. The handsome steamboat participated in the opening ceremony of Ohio River Lock and Dam 11 on July 6, 1911 (107 years ago last week), near Wellsburg, W.Va. Following a rebuilding, the Oakland was renamed F.M. Wallace in 1914; the towboat made the last coal delivery for the Combine in 1916. Early in January of that year, the Wallace collided with the towboat Val P. Collins, resulting in the loss of 10 loaded barges. After the

Combine ceased business, the Wallace worked for the Pittsburgh Coal Company until laid up in the Kanawha River at Point Pleasant, W.Va., from the autumn of 1918 until early 1920, when it was chartered to Federal Barge Line. Various officers who served on the steamboat included Capt. Cal Blazier, Capt. John Pierce, Capt. Ben Stout and George Bower, who was chief engineer and later became a steamboat boiler inspector at St. Louis. According to Capt. Fred Way, the **Oakland** was one of the towboat "immortals," and was known for having a texas deck (replete with jigsaw railing and trim) with rooms to accommodate all of its officers and guests. The roof bell, cast by the Fulton Bell Foundry, was inscribed to honor Capt. William Smith and remained on the Wallace until it was transferred to the towboat Crucible, of which Capt. Wallace Smith, grandson of Capt. Smith, was master. The bell was moved to the diesel-powered towboat **Crucible** (built by Dravo in 1951), which was later renamed **Bryan B**, in 1966 by Merdie Boggs & Sons. The bell today is displayed in the yard of Capt. Clarence Boggs at Ashland, Ky. The demise of the F.M. Wallace is clouded in uncertainty. In 1953, the wreck of the steamboat was reported as lying at Ames Towhead, some 14 miles below Herculaneum, Mo., on the Upper Mississippi River. However, a 1924 advertisement in The Waterways Journal offered the hull for sale by the Barrett Line of Cincinnati. Any reader having additional information is invited to contact this writer. *(Source: The Waterways Journal by Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

COAST GUARD CALLS OFF SEARCH FOR MISSING CREW OF FISHING VESSEL LILY JEAN

On Saturday, the U.S. Coast Guard suspended its search for the missing crew of the fishing vessel **Lily Jean**, which disappeared about 25 miles off the coast of Massachusetts on Friday morning. "The decision to suspend the search was incredibly difficult. Our thoughts and prayers are with all the family members and friends of the lost crew of the **Lily Jean**, and with the entire Gloucester community during this heartbreaking time," said Capt. Jamie Frederick, commander of Coast Guard Sector Boston, in a statement Saturday. The U.S. Coast Guard received

an EPIRB distress signal from the **Lily Jean** at about 0650 hours Friday morning, and it launched a search in response. Using several surface vessels and aircraft, it conducted a search over the span of the following 24 hours, covering more than 1,000 square miles of ocean. One body was recovered in the search, along with a deployed but empty life raft, and six remain lost at sea. On Saturday, the USCG determined that it had completed all reasonable search operations and called off the effort. The victims included 22-year-old fishery observer Jada Samitt, a recent graduate of University of Vermont. "It is with profound sadness and shattered hearts that we share the loss of our beloved Jada. She was vibrant and compassionate with an infectious smile and spirit," her family said in a statement. "Jada was on the **Lily Jean** that day because of her strong belief in her work, not only as an observer, but as someone who knew her important role as a crew member." Others identified by friends and family included Sean Therrien, 45; John Paul Rousanidis, 33; Paul Beal and his son, Paul Beal Jr.; and skipper Gus Sanfilippo, known for his appearance on the History Channel show Nor'Easter Men. Lily Jean was a 72-foot fishing vessel homeported in the busy fishing hub of Gloucester. The cause of the sinking is not known, and an investigation is under way, led by the Coast Guard Northeast District. *(Source: Marex; Photo: Steven Kennedy)*

TANKER RESCUES 27 FROM LOST TUNA SEINER OFF GALAPAGOS

Last weekend, a merchant tanker rescued 27 fishermen who were forced to abandon a burning vessel off the coast of the Galapagos Islands. On Saturday, the fishing vessel **La Pena** - a 240-foot tuna seiner flagged in Venezuela - was operating about 500 miles north of the Galapagos Islands in the Eastern Pacific. At about 1550 hours, the U.S. Coast Guard's rescue coordination center in Alameda, California received a notification from satcom and navigation company Garmin. The firm sells handheld satellite messaging devices that can be used to send text messages and distress signals, and its command center had received an SOS alert from a Garmin user aboard **La Pena**. The device allows two-way communications, and the watchstanders in Alameda were able to text back and forth with the survivors in real time - a feature not available with an EPIRB. The survivors said that **La Pena** had caught fire while under way and

had gone down. All 27 crewmembers were alive and afloat in the vessel's lifeboat, but had no lifejackets or provisions on board with them. They had the Garmin device, which had 37 percent battery (and decreasing). To conserve power for comms, watchstanders in Alameda told them to turn it off for 90 minutes, then turn it on to send an update. In the meantime, the Coast Guard went about looking for a vessel that might be near enough to divert and come to their aid. The location off the coast of Central America is thinly served by conventional SAR assets, but near to the sea lanes for the Panama Canal, and reasonably well-trafficked. An AMVER query turned up two ships within 100 nautical miles, and one of them, the **Seaways Kenosha**, volunteered to divert and pick up the survivors**. Seaways Kenosha** doubled back on her previous course and arrived on scene at about 0330 hours on Sunday. Her crew quickly and safely recovered all of the survivors from **La Pena,** and the ship resumed her commercial voyage to La Pampilla, Peru. Plans are under way for returning the survivors to shore, the Coast Guard said. "The outcome of this case is a direct result of the vigilance and professionalism of our watchstanders, who quickly pieced together limited information, coordinated with multiple domestic and international partners and directed nearby vessels to the scene," said Capt. Patrick Dill, chief of incident management, Coast Guard Southwest District. "Their actions, together with the rapid response of motor vessel **Seaways Kenosha**, helped ensure 27 mariners were brought to safety from a life-threatening situation in a remote area of the Pacific Ocean." *(Source: Marex)*

PCG RESCUES 225 PASSENGERS, CREW IN NEW BASILAN MARITIME INCIDENT

The Philippine Coast Guard (PCG) promptly responded to a maritime incident near Pangasahan Island, Basilan, early Monday morning, rescuing 210 passengers and 15 crew members, as reported by RH Boy Gonzales. The incident occurred at around 4:47 a.m. on February 2, 2026, when the vessel **ML AS Express 2** experienced a steering and rudder malfunction while traveling from Banguingui, Sulu, to Zamboanga City. The ship was moved to shallow waters to prevent further danger. A PCG search and rescue team safely transferred 128 of the 225 passengers onto the **BRP Tubbataha** (MRRV-4401), while 82 passengers and all 15 crew members remained on board the vessel. The

Coast Guard is currently escorting the ship to Zamboanga City to ensure the safe disembarkation of all passengers and crew. *(Source: DZRH)*

CANADA PLANS CHANGES TO SALVAGE REGULATIONS

A North American government will consult with the maritime industry in 2026 on its proposal to require shipowners to precontract salvors. Canada is considering changing its federal regulation framework for salvage and pollution control from shipping to ensure the maritime industry is prepared to tackle challenging emergency responses in cold climates. The nation's government will consult with industry in 2026 on its proposal to require shipowners to precontract salvors and firefighters so they are ready for emergencies. Canadian Department of Justice legal counsel David Côté explained the anticipated changes, the challenges with search and rescue (SAR) and the authority of the Canadian Coast Guard (CCG) at a summit in London, UK, in December 2025. "We are looking at a precontract for salvage and firefighting in Canada. If approved, then legislation could be introduced to ensure the shipping industry has the domestic capacity to react to a greater number of situations," he said. "A consultation paper will likely be coming in 2026 for industry comment." At present, the CCG is the first responder to shipping accidents and is the backstop for salvage, while pollution response already has a precontract requirement, and the government already expects wrecks of vessels of all sizes to be removed. "CCG has overriding authority over the maritime domain and provides search and rescue and salvage towage," said Mr Côté. The CCG could also take on salvage if the owner or insurer is unwilling or unable to complete it. "CCG will take over and seek reimbursement from the owner and/or insurer," he added. Canadian Coast Guard is the first responder to shipping accidents and is the backstop for salvage, while pollution response is a precontract requirement, and the Canadian Government expects vessel wrecks of all sizes to be removed. *(Source: Riviera by Martyn Wingrove)*

GROUNDED CARGO SHIP WAITS OFF COAST OF ISTANBUL WITH NO CALL FOR ASSISTANCE

Comoros-flagged cargo ship measuring about 100 meters ran aground off Kisirkaya near Sariyer on the northern edge of Istanbul's Bosphorus Strait late Feb. 1, triggering a precautionary deployment by Turkish maritime teams while the vessel remained in place without requesting rescue assistance. *Grounding reported off Kisirkaya as ship headed toward Romania* The vessel, identified as **Razouk**, was sailing in waters off the Bosphorus on its way to anchor at Constanta Port in Romania when it ran aground for reasons that had not been determined at the time of reporting. The incident took place in the Bosphorus Strait, the narrow waterway linking the Black Sea to the Sea of Marmara and serving as a key shipping corridor between European and Asian ports. *Maritime authorities moved in after notification* Following notification of the incident, teams affiliated with Turkish maritime authorities were dispatched to the area. Work to free the vessel was reported as ongoing, although no cause for the grounding was provided in the initial information. *No rescue request, teams positioned as a precaution* Officials said the ship did not submit a request for rescue assistance. Because no such request was made, responders were not able to intervene directly, but they were understood to have positioned themselves in the vicinity as a precautionary measure while the ship continued to wait grounded off the coast. *(Source: Turkiye)*

LADY SHAM BULK CARRIER RESCUED IN ISTANBUL STRAIT

The 108-meter-long dry cargo ship "**Lady Sham**," which experienced engine failure in the Istanbul Strait, was safely anchored at the Büyükdere Anchorage Area thanks to the intervention of the Coast Guard teams. The 108-meter-long cargo ship **Lady Sham**, flying the San Marino flag, which departed from Çayırova and was passing through the Istanbul Strait to go to Burgas Port in Bulgaria, began to drift off Rumeli Kavağı in the evening hours after its anchors became entangled with an unknown object during its passage through the strait. *The ship anchored at Büyükdere Port* Following a report, teams from the General Directorate of Coastal Safety were dispatched to the scene. The drifting ship refused to release its tow ropes to the rescue boats. The ship, towed by the teams, was safely anchored in Büyükdere Port. *(Source: Deniz Haber)*

FUEL FROM CAPSIZED AKAROA BOAT LEAKS INTO THE OCEAN,

CREATING SHEEN

The fuel from a capsized tourist boat in Akaroa has leaked into the ocean, creating a fuel sheen around the vessel. The emergency began when passengers heard a loud “bang” shortly after midday, and the vessel began taking on water. Thirty-eight passengers and three crew were taken from the **Black Cat** cruise boat after it grounded just outside the Akaroa Heads. All were safely evacuated and taken back to the Main Wharf in Akaroa. No one was injured, Black Cat Cruises said in a statement on Saturday. On Sunday, the company said “the environment is coping with the release of this fuel, with sheens decreasing throughout the day.” Wildlife specialists are on standby, and precautions are in place to mitigate any potential impacts to the surrounding environment. The company said no wildlife in distress have been observed so far. The company will attempt to move the vessel into deeper water, where it can be submerged in a controlled manner to prevent further structural damage from wind and sea conditions. Once stabilised, the vessel will be lifted and removed from the area. The timing of this will depend on weather, sea conditions, and operational safety requirements, the company said. *(Source: Stuff)*

OFFSHORE NEWS

UNDERWATER INSPECTION SHIP TO BE STATIONED IN FREDERIKSHAVN

The Navy's new special ship for monitoring critical underwater infrastructure, the former offshore wind service ship **Norwind Helm**, will be based at Naval Station Frederikshavn when the ship is delivered at the end of this year. "The acquisition of a ship for underwater and seabed surveillance strengthens the Danish Armed Forces' ability to monitor and protect the underwater infrastructure on which Denmark depends. This is an area where threats are constantly evolving, and where we must be able to respond quickly and independently. On the recommendation of the Chief of Defence, we have chosen to place the capacity at Naval Station Frederikshavn," says Minister of Defence Troels Lund Poulsen. The location is justified, among other things, by the fact that Naval Station Frederikshavn is logistically ready for the ship and thus meets the requirements for rapid

construction. At the same time, there are operational and logistical advantages to co-locating with other units of the Navy. The ship is expected to have a crew of around 50 people. **Norwind Helm** is built by Norwegian Vard and launched in October 2024. It is 85 meters long, 19.5 meters wide and has a tonnage of 2,454 DWT. The parties in the defense conciliation circle have also decided that the Navy's new mobile coastal missile defense will be based at Naval Station Korsør. *(Source: Maritime Danmark)*

MCDERMOTT LANDS QATAR'S FIRST OFFSHORE DECOMMISSIONING CONTRACT

Houston-based offshore contractor McDermott has been awarded a decommissioning definition engineering contract by QatarEnergy for the country's inaugural offshore decommissioning initiative. Under the contract scope, McDermott will develop a comprehensive technical and commercial framework and conduct detailed techno-economic studies to ensure the safe and systematic retirement and removal of 27 ageing offshore platforms. This encompasses all associated subsea infrastructure, including subsea cables and pipelines, located in the Al-Karkara, Idd El-Shargi, and Maydan Mahzam fields. "As the first decommissioning project of its kind in the country, and given the scale of assets to be retired, this award represents a significant milestone and an exciting new chapter for McDermott, QatarEnergy, and Qatar," said Mike Sutherland, McDermott SVP of offshore for the Middle East. McDermott added that it also installed most of Qatar's offshore assets. Definition engineering will commence immediately and be led from the company's Doha office. *(Source: Splash24/7)*

SEABIRD EXPLORATION ADDS MORE WORK TO SEISMIC VESSEL

SeaBird Exploration, part of SED Energy Holdings, has signed a three-month contract extension for OBN source work for the **Eagle Explorer** survey vessel in the Western Hemisphere. This extension now commits the vessel through mid-May 2026, maintaining the same commercial terms as the

original agreement. The initial contract for ocean-bottom node-source work was signed in mid-September last year. It had a fixed duration of approximately three months, with options to extend the total period to four months. The deal was scheduled to start in mid-November 2025. The 2009-built **Eagle Explorer** joined SeaBird's fleet in 2018. The vessel can operate worldwide as either a 3D, 2D, or source vessel. *(Source: Splash24/7)*

TGS SIGNS DEAL IN LIBYA FOR MULTI-CLIENT DATA ACTIVITIES

Norwegian energy data and intelligence company TGS has signed a letter of intent (LoI) with a subsidiary of Libya's National Oil Corporation (NOC) for the expansion of multi-client data activities in Libya. The deal, signed with North Africa Geophysical Company (NAGECO), is said to establish a framework that enables further multi-client collaboration, subject to final contractual arrangements and regulatory approvals. According to TGS, the collaboration reflects a shared commitment to advancing high-quality subsurface data and supporting Libya's upstream development through fit-for-purpose data and technology solutions. The LOI was signed during a formal ceremony attended by Masoud Suleman, NOC Chairman, and Maged Elarbed, head of NAGECO. "This Letter of Intent represents an important milestone in our engagement with Libya and the National Oil Corporation," said David Hajovsky, Executive Vice President, Multi-Client at TGS. "We are encouraged by NOC's confidence in TGS and our multi-client capabilities. Our focus is

on delivering trusted data quality, technology and expertise that supports informed decision-making and long-term value creation for Libya's energy sector." Of note, NOC opened a new licensing round for onshore and offshore acreage in Libya in March 2025, following a nearly 18-year hiatus. The 11 offshore blocks covering 128,714 square kilometers are situated across three areas. One is located in the Sabratha Basin, three in the Sirte Basin, and seven in the area offshore the Cyrenaica platform. As for other news coming from TGS, the Norwegian company last week announced it had secured its second ocean bottom node (OBN) deal in Europe for the 2026 season. *(Source: Offshore Energy)*

ENI TAPS SHEARWATER FOR TIMOR SEA 3D SEISMIC SURVEY

Norwegian offshore seismic vessel player Shearwater Geoservices has been awarded a 3D seismic acquisition contract by Italian energy giant Eni for work in the Timor Sea. The project comprises approximately 1,500 square km on the TL SO 22-23 PSC and is scheduled to commence late in the first quarter of 2026. The two-month survey will be conducted by Shearwater's 2012-built high-capacity vessel **SW Bly**. The company will use its advanced acquisition capabilities and processing software to fast-track delivery of high-quality decision-ready data directly from the vessel to the client. "By delivering decision-ready data to Eni shortly after the data acquisition, Shearwater will support timely and well-informed development decisions," said Irene Waage Basili, Shearwater CEO. *(Source: Splash24/7)*

UNCREWED VESSELS, DIGITALISATION IMPROVE VESSEL EFFICIENCY

Future OSV fleets will include uncrewed ships that are remotely commanded and monitored from shore bases. Reach Subsea has two remotely controlled vessels, with two more under construction as it expands its fleet to provide subsea inspection and light intervention work. If its concept of uncrewed remotely operated vehicle (ROV) deployment vessels takes off, the company expects to add more vessels, said Reach Subsea managing director for the UK, Alastair McKie. Its first Reach Remote vessel is operating in Norway, providing ROV services to Equinor, and its second is supporting Woodside Energy's deepwater subsea projects offshore Australia. "**Reach Remote 2** is in Australia where it has just been operating 26 days at sea, of which it deployed an

ROV for 22 days in 5-m wave heights," Mr McKie said. He added that the next two uncrewed vessels are likely to be deployed in northern Europe when they are completed in the next two or three years. "We have ambition plans to grow our fleet. We are developing our fleet and technology at pace with Reach, with three and four under construction, and we are in design talks for five and six," said Mr McKie. Remote monitoring and digitalisation are providing vessel owners and propulsion manufacturers with vast levels of data, providing insight into the condition and performance of thrusters and propellers. Steerprop has introduced condition monitoring for its azimuth thrusters installed on OSVs, icebreakers, tugs and workboats. Information from sensors provides insights for managing maintenance, drydocking schedules and performance during dynamic positioning (DP) and long vessel transits. Steerprop offshore segment director Anu Peippo said digital packages enable wear on the shaft seal to be measured, along with the condition and performance of propellers and fine-tuning of thrusters. She said owners could "increase drydocking intervals, customise nozzles, monitor seals, review thruster dynamics and improve DP station-keeping" using digitalisation. "For DP, vessels need quick, responsive thrusters, designed for specific vessel operations," said Ms Peippo. Data is also important when planning and designing subsea support vessels, whether they are built from new or converted for subsea operations. Ulstein International chief designer Øyvind Gjerde Kamsvåg said subsea support vessels are built for specific requirements, but have the flexibility to operate in several markets. When repurposing or retrofitting vessels, automation and control systems need to "interface with existing vessel systems", he said. Conversion projects need an "integrated system approach with the hull, propulsion, automation, operations and energy generation all considered". Data enables naval architects to optimise vessel designs, improving hull and propulsion efficiency and enabling "energy buffering and peak shaving". "Around 10% to 30% energy reductions are possible without needing to change fuels," said Mr Kamsvåg. *(Source: Riviera by Martyn Wingrove)*

ADNOC USES OSV FLEET OPTIMISATION SOFTWARE TO CUT EMISSIONS

One of the largest Middle Eastern owners of support vessels and workboats is renewing a digitalisation contract to optimise fleet planning and strengthen compliance. ADNOC Logistics & Services (L&S) in investing in digitalisation services for its fleet to reduce operational costs, improve compliance and lower emissions. The Abu Dhabi, UAE-headquartered owner has renewed its partnership with Marseille, France-based Opsealog for another five years to use software to optimise fleet planning and analytics for insights into vessel performance. This agreement builds on a successful partnership initiated in 2020, and covers more than 100 offshore support vessels (OSVs). In the past five years, ADNOC L&S has saved 20,400 m3 of fuel and 55,600 tonnes of CO2. “This

strategic partnership ensures we maintain complete visibility across one of the world's largest OSV fleets," said ADNOC L&S senior vice president for offshore logistics Captain Mohamed Al Ali. "Opsealog delivers the critical data that empowers operational decision-making, optimises fleet planning, and strengthens compliance as we advance toward ADNOC Group's ambitious target of net zero by 2045." ADNOC L&S uses Opsealog's Marinsights performance management platform for insights into fleet activity, emissions and productivity. It supports efficiency gains, real-time decision-making, and monitors fuel consumption and engine running hours without the need for hardware. Under the new agreement, ADNOC L&S will also engineer insights for preventive maintenance and contract performance. ADNOC L&S has deployed Opsealog software on its platform supply vessels, anchor handling tug, supply vessels and fast support intervention vessels. "This contract renewal validates the operational value of our services," said Opsealog business director Damien Bertin. "Managing performance at this scale, without installing a single device on board, sets a new benchmark for our industry." *(Source: Riviera by Martyn Wingrove)*

NEW FLOATING CRANE FOR THE FEHMARNBELT PROJECT

The large floating crane **Hebo Lift 9** has now joined the fleet of ships servicing the Fehmarnbelt project. The floating crane is part of the original project description and has not been called in to alleviate the delays the project has been experiencing. The floating crane will place the enormous anchors on the seabed, to which the IVY submersible will be attached with long steel cables in connection with the submergence of the first tunnel element this spring. A total of 8 anchors will be used, each weighing 500 tonnes. The anchors are shaped like a large box that is lowered onto the seabed. They can then be picked up again by the crane and reused in connection with the lowering of the next element. **Hebo 9** handles the weight quite easily, as it can lift up to 800 tons. The crane itself can lift to a height of 67 meters and the width of the vessel is 27 meters. The crane has previously completed tasks on the new Storestrømsbro Bridge. *(Source: Maritime Danmark)*

MUSEUM NEWS

SPURN LIGHTSHIP TO REOPEN AFTER RESTORATION

A maritime tourist attraction is to open again to visitors after undergoing restoration work. Spurn Lightship will open at its new location in Hull Marina on 7 March, the city council said. Built in 1927, the ship was moored at the mouth of the Humber Estuary to warn sailors of the shifting sandbanks. It served for almost 50 years and after its decommissioning it became a floating museum in 1987. It has been closed to visitors since 2018, with the restoration work including removing rust and repainting, as well as repairing the deck and replacing rotting wood and cracked windows. Hull City Council said the area around the ship was also undergoing work, including improving visitor access. The lightship is part of the £27.5m revamp of the city's maritime heritage, which includes refurbishing Hull Maritime Museum, the Dock Office Chambers and building a new attraction at North End shipyard incorporating a new home for the restored North Sea trawler the Arctic Corsair. Council leader Mike Ross said the reopening was "an exciting new chapter for the vessel and marks the start of an incredible year for Hull, celebrating the city's rich maritime heritage". "Spurn Lightship will once again offer residents and visitors the chance to experience a vital piece of Hull's maritime story, preserved with care and authenticity so that stepping aboard feels like visiting a working lightship," he added. It will be free to visit the ship, which will be open from Wednesday to Sunday between 11:00 and 15:00 GMT, weather permitting. *(Source: BBC)*

WINDFARM NEWS - RENEWABLES

TIDAL TRANSIT FURTHER EXPANDS FLEET WITH THE LATEST GENERATION WINDFLEX-27

Specialist provider of crew transfer solutions to the offshore wind industry, Tidal Transit, has unveiled the latest addition to its growing fleet of purpose-build crew transfer vessels (CTVs). Emilia

Jane was christened at Penguin International's shipyard in Singapore. The new 24-passenger CTV is

the latest WindFlex-27 with quad-IPS propulsion, designed by Incat Crowther UK and built by Penguin International Limited. Expected to arrive in the UK in March 2026, Emilia Jane will provide essential service and maintenance support to offshore wind operations in the North Sea. Her higher bollard pull rating also delivers increased workability in higher sea states. Building on her predecessors' designs (**Arabella Jane**, **Anthea Luna** and **Imogen Rose**), **Emilia Jane** features future-proofed hull architectures, cutting-edge onboard systems, and has been fitted with a Volvo Penta IPS propulsion system chosen for its extremely high levels of fuel efficiency. **Emilia Jane** was specially designed as the next-generation frontrunner for upcoming electric builds. With UK and European offshore wind increasingly transitioning towards electrified crew transfer solutions, the unique shape of her hull and electric-ready IPS system will enable zero-emission modifications when required by the industry. Leo Hambro, commercial director of Tidal Transit, commented: "Penguin International has once again delivered an outstanding vessel - to be expected considering the company's exceptional marine, shipbuilding and technical expertise. We're delighted to be continuing our relationship with Penguin, and we can't wait for **Emilia Jane** to reach UK shores and begin servicing the offshore wind sector." George Phillip, General Manager, Group Commercial and Fleet at Penguin, added: "Having provided Tidal Transit with four high-specification CTVs to date, **Emilia Jane** truly represents the next generation of crew transfer vessels. With fuel efficient quad-IPS propulsion and a streamlined design, she's light and fast without compromising on durability or performance. We're thrilled to be working alongside Tidal Transit and look forward to continuing our relationship for many more years to come." Chris Hartnoll, CEO and Managing Director at HICO Investment Group, which has invested in Tidal Transit, added: "Penguin has built another excellent vessel, and it's great to see Tidal Transit continuing to strengthen its fleet with modern, efficient CTVs that are ready for the next wave of innovation in offshore wind. As we continue to invest in advanced IPS drive systems to prepare for the industry's move towards full-electric drivetrains, **Emilia Jane** represents another step on that pathway. We're excited to see her out on the water soon." *(PR-Tidal Transit)*

INDUSTRY COALITION CALLS FOR CLEAR FRAMEWORK TO UNLOCK OFFSHORE O&M FLEET ELECTRIFICATION IN THE UK

The Offshore Charging Working Group, a broad coalition from across the offshore wind and maritime value chain, is working to address the remaining barriers to decarbonising offshore service operations through the electrification of service operation vessels (SOVs) and crew transfer vessels (CTVs). The group has concluded that early design consideration and commercial clarity on access to offshore power for charging are the key outstanding challenges. The Offshore Charging Working Group brings together vessel owners, technology providers, industry organisations and is supported by tier 1 wind farm developers, reflecting a shared ambition to enable electric CTV and SOV operations within offshore wind farms. Industry readiness to deploy zero-emission vessels is growing, provided a clear and workable policy framework is in place. The group has engaged with

The Crown Estate, the UK Department for Energy Security and Net Zero (DESNZ), and Low Carbon Contracts Company (LCCC), highlighting the need for design allowance during early FEED phases, clarity on offshore power access, pricing treatment under the Contracts for Difference (CfD) scheme, and physical access to offshore charging infrastructure. "Technology is no longer the limiting factor. What industry needs now is clear, practical guidance from authorities to enable offshore charging to move from concept to delivery," says Øystein Huglen, representing Maritime CleanTech in the working group. *(Source: Prova; Photo: Bibi Marine)*

GEOTECHNICAL SURVEYS UNDERWAY AT TOTALENERGIES' 2 GW OFFSHORE WIND SITE IN GERMANY

TotalEnergies has contracted Fugro to perform geotechnical surveys for the NordSee Energies 1 (NSE1) offshore wind farm at the N-12.1 site in Germany, where survey work is already underway. Investigations will be carried out at around 140 locations, reaching depths of up to 50 metres below the seabed. The geotechnical surveys will provide essential insights into seabed conditions at planned wind turbine locations and inter-array cable routes, directly informing the safe and efficient design of turbine foundations, according to Fugro, which is mobilising a fleet of five specialist vessels for the campaign. The company said it was also deploying advanced technologies for the work, including its SEACALF Mk V seabed cone

penetration testing system. The subsequent laboratory testing programme will be carried out at Fugro's laboratories in Wallingford, UK, and Louvain, Belgium. "With a five vessel programme, this is one of the largest offshore wind investigations we've undertaken in Europe", said Remmelt de Jong, Fugro's Regional Business Line Director for Marine Site Characterisation in Europe and Africa. "By combining advanced technology with expert analysis, we're ensuring TotalEnergies receives the foundation data needed to keep this project on schedule and support Europe's clean energy ambitions." TotalEnergies was awarded the rights for the N-12.1 site at the German offshore wind tender in 2023, when the developer secured the area with a bid value of EUR 1.875 million/MW (EUR 3.75 billion total). As part of the same tender, TotalEnergies also secured a site for its 1 GW Ostsee Energies (OSE) project in the German Baltic Sea, the O-2.2 area, with a bid of EUR 2.07 million/MW (EUR 2.07 billion total). In November 2025, TotalEnergies submitted permit applications for the two offshore wind farms to the Federal Maritime and Hydrographic Agency (BSH). Construction work on both NSE1 and OSE projects is planned to begin in 2029, with commissioning expected for 2031. *(Source: Offshore Wind)*

OFFSHORE ELECTRIFICATION SYSTEMS READY, BUT CHANGE NEEDED TO SPEED INTRODUCTION

Offshore windfarms are ideally suited to vessel electrification and the technology is ready, but regulators need to take action to speed its introduction. So said speakers at the 2026 Offshore Wind Journal Conference in London on 2 February 2026, noting that offshore charging systems are now commercially available. The technology is aligned with operational requirements, vessel size and daily energy usage, they said. It is not constrained by vessel type or vessel capability, but the UK – and European market – remains constrained by a complex and fragmented regulatory framework. Bibby Marine vessel newbuild director Gavin Forward told the conference that part of the problem is that offshore windfarms are designed for electricity export, not electrical operations. When it comes to the introduction of offshore charging, this creates a misalignment in decision timing, power access and pricing. "It's a blocker for electric operations, despite economic and environmental benefits," he told delegates. "Offshore electrification requires aligned access across the main parties involved to make it an attractive, low-risk choice." In the UK, he explained, alignment is needed between The Crown Estate, which is responsible for seabed access and leasing; Department of Energy Security and Net Zero (DESNZ), responsible for policy intent and market design; and Low Carbon Contracts Company (LCCC), which is responsible for contract execution and CfD settlement. As Mr Forward told delegates, there is a 'decision-timing mismatch.' "At The Crown Estate, commitment must be made for charging at FEED, long before vessel and O&M strategies are defined," he explained. "At the moment, charging infrastructure is designed out to minimise early, pre-final investment decision capex." At DESNZ, there is what Mr Forward described as 'unclear access to power.' "There is no explicit confirmation that offshore wind electricity can be used for vessel charging under a CfD and

wider policy arrangements, creating legal and commercial uncertainty. At the LCCC, there is no defined pricing mechanism. There is no neutral electricity pricing mechanism, such as CfD strike-price equivalence or export volume adjustment. This undermines the business case, despite eSOV demand being negligible. These fragmented responsibilities mean that The Crown Estate enables infrastructure siting, and DESNZ and LCCC determine power access and pricing, but the absence of a co-ordinated, end-to-end framework leaves a critical gap that prevents deployment. What is needed, said Mr Forward and other speakers at the conference, is much greater policy alignment, and alignment in the roles of The Crown Estate, DESNZ and LCCC so that infrastructure siting, power access and pricing are addressed together as a single end-to-end pathway. "Early-stage enablement can ensure that offshore charging capability is considered at seabed leasing and FEED stage," Mr Forward said, "through lease conditions or incentives to prevent charging infrastructure being designed out before vessel strategies are defined. "Clear access to power needs clear policy intent that offshore-generated power can be used for defined operational purposes, including vessel charging, without creating new subsidies. "For pricing neutrality, we need to establish a clear, neutral pricing mechanism for offshore charging, such as CfD strike-price equivalence or export volume reduction, removing commercial uncertainty without distorting CfD economics." *(Source: Riviera by David Foxwell)*

IN PORT-LA-NOUVELLE, MARINE ASSISTANCE NOUVELLOISE ACQUIRES A VESSEL TO SUPPORT WIND POWER

By purchasing a crew transfer vessel, the Aude-based company, a specialist in port services, confirms its entry into the offshore wind market. Marine Assistance Nouvelloise, a service company based in Port-La-Nouvelle since 2010, has just taken delivery of a new vessel for transporting wind farm crews, the **Aria** . The fast launch (13.10 meters long by 5.40 meters wide,

with two 368 kW Iveco engines) can accommodate up to twelve passengers in addition to its crew , the company stated. It was acquired from Réunion Ships Agency, where a vessel of the same name was already used for crew transport. *(Source: Lemarin)*

THE OSV VESSEL "WIND MOVER" ARRIVES IN LAS PALMAS ON ITS LONG DELIVERY JOURNEY FROM CHINA

As puentedemando.com already reported in its edition of January 30, three OSV vessels linked to the offshore wind sector and transport and placement operations of large tonnage components will pass through the port of Las Palmas until mid-February. The first, named "**Norse Wind**," arrived at the end of January, and the second, named "**Wind Mover**," is now here, a day ahead of schedule. The third OSV, named "**Wind Ally**," will arrive in the coming days. Therefore, weather permitting, it is expected that all three vessels will be in the port of Las Palmas at the same time. The handling of these ships, built in China and equipped with a 3,200-ton crane, is handled by a recently established shipping agency in the port of Las Palmas: Inchcape Shipping Services, with a Scottish parent company and managed by Ángel Mayor as Operation Manager. These vessels, renowned for their high technical capacity and operational versatility, make port calls in Gran Canaria for logistical, support, and resupply operations. Their presence reinforces the image of the Port of Las Palmas as a strategic hub in the mid-Atlantic. *(Source: Puente de Mando; Photo: Nicolás Arocha)*

STRATEGIC MARINE STRENGTHENS TAIWAN OFFSHORE WIND PRESENCE WITH FIRST STRATCAT 27 DELIVERY TO A TAIWANESE COMPANY

● 27m Crew Transfer Vessel delivered to a Taiwanese company for offshore wind operations in Taiwan. ● Proven StratCat 27 platform designed for reliable performance in Taiwanese waters. ● Supports Taiwan's continued expansion of renewable energy capacity. SINGAPORE, 3 February 2026 – Strategic Marine, a global leader in aluminium vessel construction, has successfully delivered a 27-metre Crew Transfer Vessel (CTV) to a Taiwanese company in Taiwan, reinforcing its role as a trusted vessel partner to the region's offshore wind industry. Based on Strategic Marine's proven StratCat 27 design, developed in collaboration with BMT, the vessel is purpose-built to support offshore wind farm construction, operations, and maintenance activities. The CTV features an optimised hull form for improved seakeeping, manoeuvrability, and operational performance in Taiwan's offshore operating conditions. This delivery marks another milestone in Strategic Marine's ongoing engagement with Taiwan's offshore wind sector, as the country continues to advance its renewable energy targets. The vessel will support the safe and efficient transfer of technicians and

crew to offshore wind sites, contributing to long-term operational readiness and sustainability objectives. The milestone delivery also marks the 8th SC27 class of vessel to be deployed in the region, further solidifying its testament of the quality, reliability and functionality of its class. Mr. Chan Eng Yew, Chief Executive Officer of Strategic Marine, commented: "We are pleased to deliver the StratCat 27 Crew Transfer Vessel to a Taiwanese company in Taiwan. This project demonstrates our ability to deliver reliable, high-performance vessels that are tailored to regional requirements and support the continued growth of offshore wind across Asia." Strategic Marine remains committed to delivering purpose-built vessel solutions that meet the evolving needs of offshore wind operators worldwide. *(PR-Strategic Marine)*

NAMING CEREMONY FOR WINDWARD PARIS AT VARD BRATTVAAG

On Wednesday January 28, the Commissioning Service Operation Vessel (CSOV) for Windward Offshore was named **Windward Paris**. The naming ceremony was held at the delivery yard, Vard Brattvaag in Norway. *Delivered before contractual delivery date* **Windward Paris** is the second CSOV VARD has delivered to Windward Offshore, one week before contractual delivery date. The first vessel was **Windward Athens**, delivered on time in September 2025, and is currently operating under an O&M

contract, while **Windward Paris** will support the construction phase of a new offshore wind farm in the German Bight. These two vessels are the first of four highly advanced and hybrid all-around platforms Windward Offshore has contracted with Fincantieri subsidiary VARD and are the maiden project for Windward Offshore in the CSOV/SOV market. Both vessels were chartered fairly in advance and are going straight into operation after delivery. *Well-received VARD 4 19 design* **Windward Paris** is based on the well-received VARD 4 19 design, featuring battery hybrid technology and preparation for future operation on green methanol, designed for sustainable offshore windfarm support operations. As two of VARD's total delivery of 4, both **Windward Athens** and **Windward Paris** are delivered with cyber notation according to the mandatory regulations. *Deliveries from our integrated value chain* **Windward Paris** is 87.5-meter long with a beam of 19.5 meters. She is equipped with a height-adjustable motion-compensated gangway with elevator system, and a height-adjustable boat landing system. Seaonics has delivered an 5T@25m Electric Controlled Motion Compensated (ECMC) C25 3D Crane designed for offshore wind operations. It features a fully electrical controlled motion compensation system, ensuring smooth and precise movements even in challenging conditions. To achieve energy-efficient and smart operations at sea, with the goal of reducing fuel consumption, the vessel has a comprehensive SeaQ package from Vard Electro that includes systems and solutions for Power, Control, Bridge, and Communication. Vard Interiors has delivered HVAC-R, piping systems and modern interior solutions designed to create environments that are both functional and conducive to individual well-being and productivity aboard the vessel. The CSOV has accommodation for 120 people on board. *Technical specifications:* ● Length of 87.5 meters and beam of 19.5 meters. ● Height-adjustable motion-compensated gangway with elevator system. ● Height-adjustable boat landing system; ● Battery hybrid system. ● Prepared for future operation on green methanol. Watch the video HERE *(PR-Vard)*

DREDGING NEWS

NEW CUTTER SUCTION DREDGER ARRIVES IN FIJI

Officiating the handover, the Counsellor and Deputy Head of Mission of the Embassy of Japan to Fiji, Mr. Isami Takada, said that the dredger – funded under Japan's Grant Aid for Economic and Social Development – marks a shift from disaster response to long-term resilience. Takada also added that the dredger will reduce flood risks by improving drainage and river mouths, protecting farmland from siltation and waterlogging, and ensuring safer coastal and river navigation – supporting livelihoods before, during and after disasters. At the ceremony, the Minister for Agriculture, Waterways and Sugar Industry, Hon. Tomasi Tunabuna, described the handover as part of "the strong and enduring Fiji–Japan partnership." The dredger will be a key asset in clearing silted waterways, increasing river discharge capacity, and protecting agricultural land and communities, while reaffirming the 'Kizuna' bond between Fiji and Japan and assuring the dredger's proper use

and maintenance for the benefit of all Fijians, Tunabuna concluded. *(Source: Dredging Today)*

SPOTLIGHT ON THE LARGEST SELF-PROPELLED HOPPER DREDGER IN U.S. HISTORY

The newest addition to the Manson Construction Co. fleet – the hopper dredger **Frederick Paup** – departed the Seatrium AmFELS shipyard in Brownsville, Texas, bound for Mobile, Alabama, last week. Representing Manson's largest single investment since its founding in 1905, the **Frederick Paup** is the largest self-propelled hopper dredger ever constructed in the United States. Designed in collaboration with Hockema Whalen Myers Associates, Inc., of Seattle, Washington, and built by Seatrium AmFELS in Brownsville, Texas, this Jones Act vessel reflects the strength of American engineering, shipbuilding, and maritime craftsmanship, the Dredging Contractors of America (DCA) said. With a hopper capacity of 15,150 cubic yards, the dredger was designed and constructed with next-generation capabilities, enhanced safety systems, increased speed and capacity, and improved fuel efficiency. According to DCA, the giant dredger will immediately begin work in Mobile, Alabama, performing maintenance dredging for the U.S. Army Corps of Engineers' Mobile District navigation projects – ensuring reliable access for deep-draft vessels and safeguarding the marine transportation system. *(Source: Dredging Today)*

CONSTRUCTION OF THE NON-SELF-PROPELLED DREDGER PROJECT TSK.571 CONTINUES

Construction of the TSK.571 non-self-propelled, collapsible, single-deck dredger with hydraulic and milling loosening continues, according to a statement from the Russian Classification Society (RKO) on February 2. The dredger is being built under the technical supervision of the Ob-Irtysh branch of the Russian Classification Society. The RKO vessel's class is P1.2. The dredger is designed for

dredging operations in categories I-IV soil. Non-self-propelled collapsible single-deck dredger project TSK.571; Overall length – 32.0 m; Length on design waterline – 31.63 m; Width on design waterline – 10.04 m; Height at midships – 2.0/3.4 m; Deadweight – 35.36 t; Gross tonnage – 76.10 m; Development depth – from 1 to 13 m; Productivity on soil – 833 m³/h. *(Source: Sudostroenie; Photo: RKO)*

NEW TSHD MAGDALENA HITS THE WATER IN VIETNAM

Baggerbedrijf De Boer B.V. – Dutch Dredging said that their new 2,300 m³ trailing suction hopper dredger (TSHD) **Magdalena** was launched at the Nam Trieu Shipyard in Haiphong, Vietnam, today. This marks the next phase in the construction process, carried out in close cooperation with Royal IHC. With the successful launch, the **Magdalena** moves one step closer to deployment on projects worldwide, Baggerbedrijf De Boer said. The new dredger is scheduled to enter service in the second half of 2026. The keel laying ceremony of the TSHD **Magdalena** took place in March 2025. The new dredger will be an upgrade of the Lesse, a TSHD that was delivered by Royal IHC to Dutch Dredging in 2019. According to Royal IHC, the new hopper meets the latest IMO Tier III – Euro Stage V environmental regulations. *(Source: Dredging Today)*

YARD NEWS

FROM POLAND TO NETHERLANDS: HULL OF N-SEA'S NEW CABLE LAYER LAUNCHED

Dutch shipbuilder and designer Neptune Marine has launched the hull of the dual-fuel cable installation and repair vessel destined for compatriot N-Sea Group. The hull of the 100-metre-long cable-laying vessel (CLV) **Altera** hit the water last weekend, starting its journey from the shipyard in Poland to the Netherlands. The Polish-built vessel is expected in the Netherlands in the coming weeks for installation of the accommodation unit and cable mission equipment at Neptune Marine's yard in Hardinxveld. Commissioning is scheduled in June, when it will begin its first inter-array

cable installation campaign on the 1.1 GW Inch Cape offshore wind farm in Scotland. Neptune

Marine commenced construction of the vessel in March 2025. UAE's Subsea Cable Assets (SCA) has been appointed to deliver the full design, manufacturing, delivery, and commissioning of a cable installation deck spread for the CLV. The newbuild DP2 vessel will be dual-fuel (methanol) prepared, equipped with a 25-tonne offshore knuckle boom crane, a mooring system and will be able to accommodate up to 99 people. *(Source: Offshore Wind)*

SEATTLE TO RECEIVE $323M TO EXPAND US ICEBREAKER BASE FOR POLAR SECURITY CUTTERS

The US Coast Guard has confirmed plans to spend $323 million expanding and modernizing its Seattle icebreaker base, underscoring the service's push to strengthen its Arctic presence as new heavy icebreakers enter the fleet later this decade. The commitment was confirmed during congressional questioning when Ranking Member Sen. Maria Cantwell (D-WA) asked Coast Guard leadership to verify the scale of planned investment at the Seattle facility. "I believe

that's correct, ranking member," U.S. Coast Guard Commandant Kevin Lunday responded, confirming the $323 million figure for expansion and modernization of the base. The planned expenditure builds on an initial $137 million contract awarded to Whiting-Turner to modernize Pier 36, the historic waterfront facility that anchors the Coast Guard's icebreaking operations in Seattle. That earlier contract focuses on adding a new berth and deepening the basin, upgrades designed to accommodate the deeper draft and larger footprint of the future Polar Security Cutters (PSC). Once complete, the work will allow the next generation of heavy icebreakers to enter and operate from the port without restriction. Pier 36 has long served as the Coast Guard's primary West Coast hub for polar operations and is currently home to the medium icebreaker **Healy** and heavy icebreaker **Polar Star**. The modernization effort reflects the facility's evolving role as Seattle prepares to become the homeport for the service's new heavy icebreakers as well. According to Lunday, "The critical part of the work there is to rebuild and build out the capability for our polar security cutters that will be homeported there as well as Healy which continues to be homeported there." When Cantwell pressed further on whether Seattle was part of the Coast Guard's long-term infrastructure prioritization, and when lawmakers could expect to see new ships arriving in Puget Sound, Lunday pointed to the construction timeline. The first PSC, currently under construction in Mississippi, remains on track for delivery in 2030. While a specific arrival date in Seattle has yet to be finalized, Lunday said delivery to the Coast Guard is "right now on track in 2030." Seattle's expansion is part of a broader recapitalization of the Coast Guard's icebreaking fleet. The service plans to field up to 11 Arctic Security Cutters (ASC) alongside three Polar Security Cutters. All PSCs are expected to be stationed in Seattle, while some ASCs are likely to be based in Alaska. Lunday told lawmakers the Coast Guard is "rapidly expanding our icebreaking fleet to secure our northern border and maritime approaches in the Arctic," adding that contracts have already been awarded to build six ASCs, two in Finland and four in the United States, with additional contracts planned to bring more shipbuilding into US yards. "We recently awarded two contracts to rapidly build and deliver six Arctic security cutters, two to a shipyard in Finland, four to a shipyard in the United States, and we're working on rewarding an additional contract for five more that will onshore more ship building into US shipyards and strengthen America's industrial base," Lunday confirmed. Alaska is also seeing significant infrastructure investment. Icebreaker Storis will be home-ported in Juneau, supported by roughly $300 million in shoreside improvements. Sen. Dan Sullivan (R-Alaska) asked whether that effort was on schedule. Lunday replied that the Coast Guard is moving quickly to execute the funding and have the pier and infrastructure ready by 2029, aligning with the expected 2028 delivery of the first two ASCs. Housing remains a challenge, however, with additional funding still needed to support crews and families. "And so we're moving quickly to be able to execute that funding and have that peer and infrastructure there ready by 2029," the Admiral confirmed. Beyond ships and piers, the expansion carries major personnel implications. Manning 11 ASCs and up to three PSCs will require a significant influx of trained sailors. "Just to give one quick example," Lunday said, "the 11 Arctic security cutters that we're building…will require 1,300 new Coast Guard people that don't exist today." Recruitment and training, he emphasized, will be critical as the service scales up its Arctic operations. *(Source: gCaptain)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

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)

   (pls contact jvds@towingline.com)
   - *Te koop: Q Adventurer (new)*
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER