Tugs Towing & Offshore Newsletter

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

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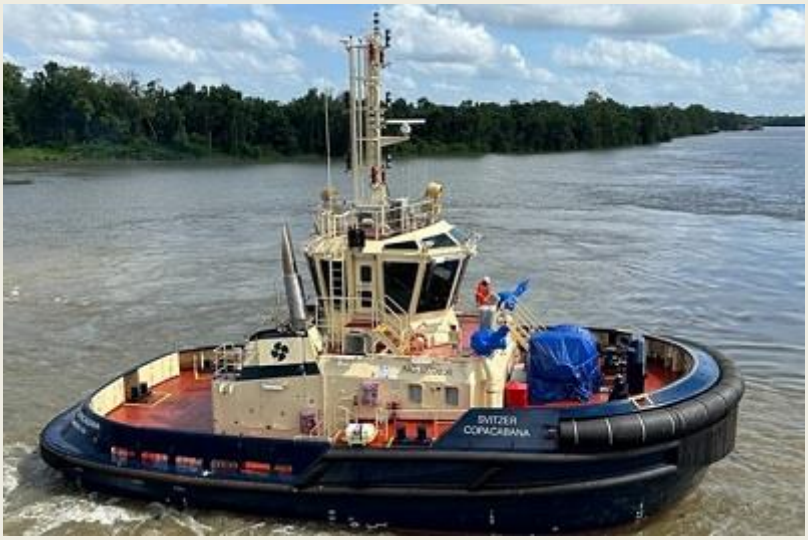
TUGS & TOWING NEWS.

SANMAR STRENGTHENS LONG-TERM PARTNERSHIP WITH SAAM TOWAGE THROUGH NEW TUG DELIVERY

Turkish tugboat builder Sanmar Shipyards has further reinforced its long-standing partnership with SAAM Towage through the delivery of a high-performance Boğaçay-Class tug that will operate in Latin America. The vessel, which has been named SAAM GUANAY, is based on the exclusive RAmparts 2400SX-MKII design by Canadian naval architects Robert Allan Ltd and becomes the 13th Sanmar-built tug in the SAAM Towage fleet. Designed for optimum performance in ship-handling operations, the tug measures 24.4m in length, with a 12m beam, 4.5m moulded depth, and a 5.45m draft. Powered by IMO Tier III compliant Caterpillar 3516E main engines delivering 2,350 bkW at 1,800 rpm, the vessel achieves an 80-ton bollard pull ahead and a free-running speed of 12.5 knots. This twin Z-drive diesel-powered tug is equipped with 77.9m³ of fuel capacity and 11.5m³ of fresh water, while offering FiFi-1 fire-fighting capability. Deck equipment includes an independent double-drum winch, and accommodation is provided for up to six crew. A wider-than-average beam enhances stability and overall performance, while advanced machinery automation systems optimise energy use across all operations, reinforcing Sanmar's and SAAM's commitment to environmental responsibility. SAAM Towage, operating in more than 90 ports across 12 countries in the Americas, shares Sanmar's vision of a greener and more sustainable maritime industry, supported by a new generation of low- and zero-emission tugboats. Rüçhan Çıvgın, Commercial Director at Sanmar Shipyards, commented: "Our partnership with SAAM Towage is built on mutual trust, shared values, and a vision for a more sustainable maritime future. We are proud to support their

fleet expansion with state-of-the-art tugs that deliver both performance and environmental compliance." Pablo Caceres, Sustainability and Development Director at SAAM Towage, commented: "At SAAM, we are proud to introduce this IMO Tier III, 80 ton bollard pull tugboat, built by SANMAR in its 24.4 meter configuration. This vessel brings together a versatile design and the installed power required for operating in ports with restricted maneuvering space, while also incorporating environmentally friendly systems that significantly reduce NOx emissions. This combination makes it the ideal tugboat to support our clients and partners in the most reliable, safe, and sustainable way across the ports where we operate." *(PR-Sanmar)*

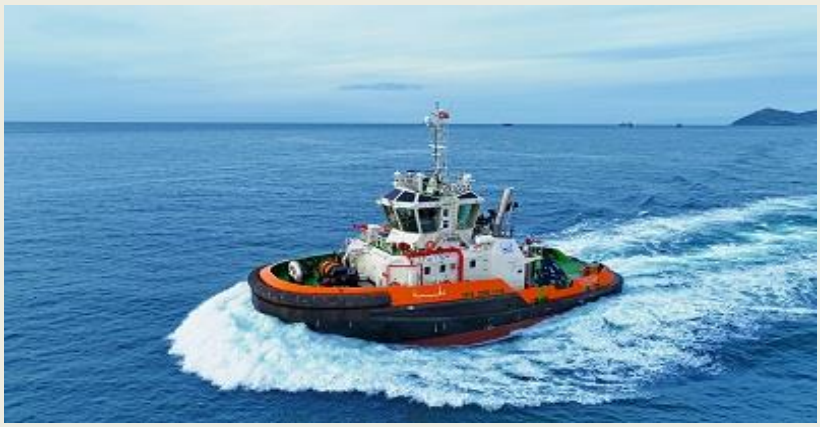
SVITZER BRASIL WILL RECEIVE TWO MORE TUGBOATS THROUGHOUT 2026.



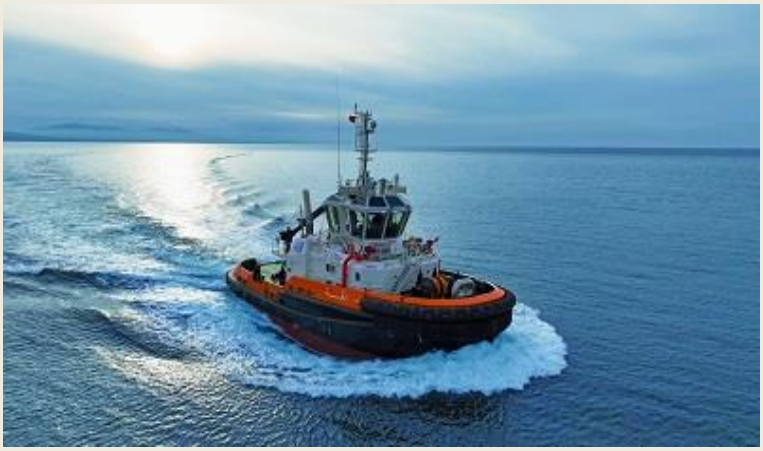
Vessels will complete a series of three port support units under construction at the Rio Maguari Shipyard. Svitzer Brasil will receive two more tugboats throughout the year, completing a series of three new units. Recently, the port support company received the tugboat Svitzer Copacabana (photo) from the Rio Maguari Shipyard (ERM) in Pará, which reinforced its operational capacity, especially in operations with liquefied natural gas (LNG) vessels. The vessel has an external fire suppression system (FIFI-1) and is an ASD tugboat of the 2300 Rampart series, with a length of 23.2 meters, a speed of up to 13 knots and a bollard pull of 70 tons. Daniel Reedtz Cohen, who took over as general manager of Svitzer Americas in January of this year, highlighted to Portos e Navios that the company has an expanding fleet, with 23 tugboats operating in the country, distributed among the nine ports where it operates. "We are present in nine of the country's main ports and continue with a high rate of investment and construction of new and modern vessels in Brazilian shipyards," said Cohen, who until the end of last year held the position of president of Svitzer in Brazil. "This delivery [of the Copacabana] reinforces our long-term commitment to the Brazilian market. We still have two more tugboats on order from the Rio Maguari Shipyard, scheduled for delivery this year," he projected. Cohen considers the fleet to be one of the newest on the market and composed entirely of company-owned vessels. He stressed that expansion plans remain firm and aligned with

the growth of the Brazilian market. *(Source: Sinaval)*

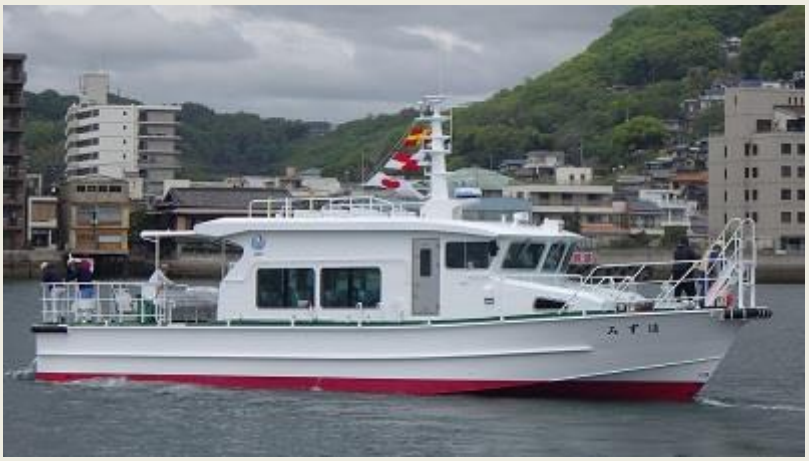
CONTINUING A SIX-VESSEL JOURNEY: MED MARINE DELIVERS DOUGGA, THE FOURTH STEP IN OMMP'S PROGRAM



Strengthening the maritime partnership between Türkiye and Tunisia, MED MARINE has successfully delivered DOUGGA, the fourth of six RAmparts 2800 series ASD tugboats built for Tunisia's Office de la Marine Marchande et des Ports (OMMP). The vessel was handed over on 2 January at MED MARINE's EREGLI SHIPYARD, marking a new chapter in the fleet renewal program launched under the November 2023 contract. Carrying the name of one of Tunisia's most enduring ancient cities, DOUGGA emerges as a modern echo of permanence and strength. Designed by Robert Allan Ltd., the 28-metre tug delivers 60 tonnes of bollard pull ahead and is built to Class FIFI-E standards, where disciplined engineering, firefighting readiness, and quiet resilience converge—offering confidence not only in operation, but in every moment it stands on duty. Following the successful deliveries of BULLA REGIA, EL JEM, and OUDHNA, DOUGGA enters service as the fourth vessel in a program defined by consistency and technical discipline. Powered by twin medium-speed diesel engines and featuring an open aft deck configured to carry two 10-foot containers, the tug is equipped for towing, mooring, escort operations, pushing, and firefighting. With DOUGGA now delivered, the six-vessel program continues to take clear shape—each handover reinforcing a shared focus on capability, reliability, and the long-term evolution of Tunisia's port operations. Technical specifications of the tugboat: Length: 28,20 m; Beam: 11,50 m; Depth: 5,49 m; Draft: 5,40 m; Gross Tonnage: 428; Bollard Pull: 60 tons; Speed: 12 knots @ 80% MCR; Crew: 8 Watch the YouTube video HERE *(PR-Med Marine)*

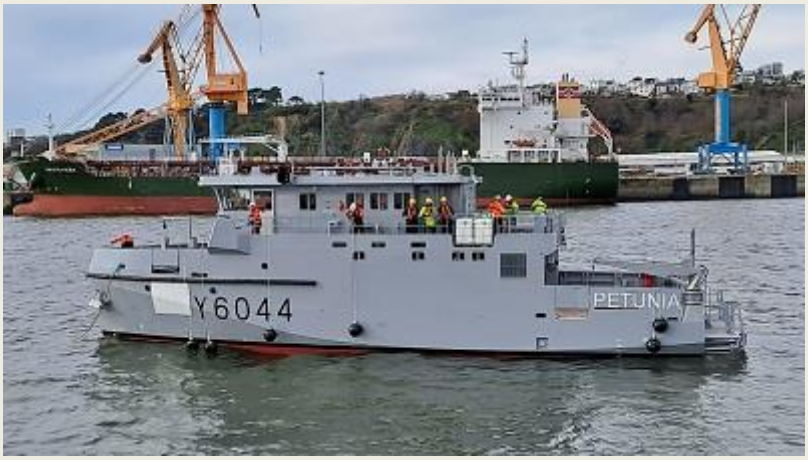


BEST SUPPORT WORKBOAT – MIZUHO – KISO SHIPBUILDING



This versatile, all-aluminium harbour service boat was recently delivered to Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and is now operating out of Sakata Port in Yamagata Prefecture. Built by local yard Kiso Shipbuilding, this compact 17.5-metre vessel nonetheless achieves enviable multi-role flexibility designed to consolidate functions and cut operating costs for MLIT. The rear cabin roof incorporates an awning that doubles as a drone launch/landing platform, enhancing surveillance, surveys, and disaster monitoring with aerial capabilities. "**Mizuho's** work is mainly used for coastal maintenance," Kiso Shipbuilding's Katsuhiko Kiso told Baird Maritime. "We paid attention to the layout so that operations can run as smoothly as possible. In addition, we have also taken care [laying out] the equipment so that it can accommodate local citizens for cruises as well as transport supplies in case of disasters." I think the main reasons for adopting 19-ton class ships are maintenance costs and crewing. Mr Kiso added that the vessel's displacement needed to be kept within the maximum limit of 19 tons in compliance with JCI requirements. The shipyard therefore designed it to be as large as possible while remaining below 19 tons. "I think the main reasons for adopting the 19-ton class ships are maintenance costs and crewing," said Mr Kiso. "I expect the number of these JCI ships to continue increasing." The trend toward multi-functionality will remain unchanged, especially considering shortages of crew. **Mizuho** was one of three vessels delivered by Kiso Shipbuilding in 2025, and Mr Kiso described that a pattern has apparently emerged since the three vessels are all workboats. He remarked that development is "going well" on another two vessels at the company's facilities. The development of workboats, particularly in Japan, will continue to emphasise adaptability to various roles, as Mr Kiso explained. "I believe the trend toward multi-functionality will remain unchanged, especially considering shortages of crew in the future," he told Baird Maritime. *(Source: Baird)*

FRENCH NAVY'S NEW DIVE SUPPORT BOAT FLOATED OUT



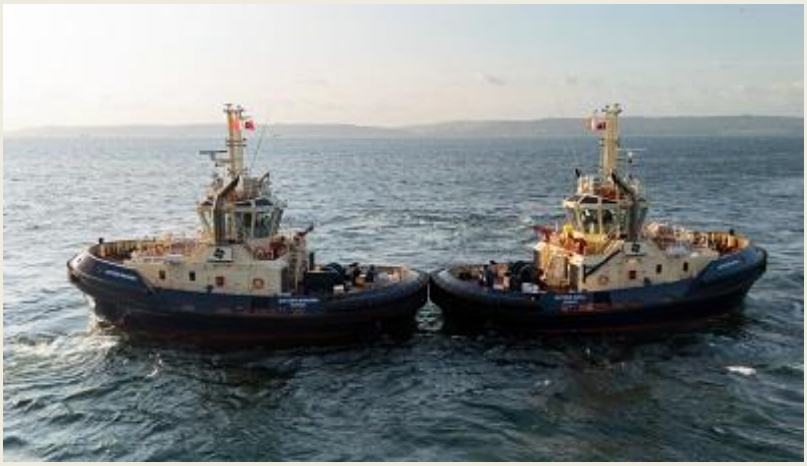
France's Merre Shipyard recently launched a new dive support boat slated for the French Navy. **Petunia** belongs to the eight-strong Ophrys-class, which will replace nine older dive support boats in French Navy service. The Ophrys-class boats will be used to support dive operations, primarily dive missions that are focused on the detection and disposal of sea mines. Upon completion, **Petunia** will have a length of 26.5 metres, a beam of seven metres, a draught of 1.7 metres, and a displacement of 105 tonnes at full load. Accommodation will be available for a standard crew of six plus up to 30

divers. Aluminium was used for the vessel's construction due to its non-magnetic properties, as other hull materials such as steel would pose a greater risk of causing mines to detonate prematurely. Two diesel engines that each produce 440 kW will deliver a maximum speed of 13 knots and a range of 250 nautical miles to allow the vessel to operate further offshore. Once the vessel reaches an area where there are suspected mines, it will switch to electric motors for low-speed navigation to allow it to remain on station for extended periods. Merre said the launching of **Petunia** took place the day after her earlier sister **Yucca** was delivered to the French Navy. *(Source: Baird)*

BOSKALIS PERFORMS 'QUADRUPLE TOW' TO AUSTRALIA

Boskalis carries out tandem tows dozens of times a year. This is a type of transport in which the cargo is towed by two powerful oceangoing tugs. Sometimes a third vessel joins, turning it into a triple tow to its final destination. But even that can be surpassed, and that is exactly what Boskalis recently did. With the **BOKA Centre**, **BOKA Defender**, **BOKA Guard**, and **BOKA Striker**, no fewer than four tugs were connected to the Scarborough Floating Production Unit (FPU). In addition, Boskalis' **BOKA Winger** sailed alongside as an escort vessel during this "quadruple tow" to Western Australia. Five vessels for a single cargo, isn't that excessive? Not at all. Weighing 70,000 tonnes, this four-legged offshore giant is a complex structure to transport. High bollard pull is essential, as are excellent communication and navigational skills on the part of the captains and crews involved. *Scarborough project* The Scarborough gas resource lies about 375 km offshore from the Burrup Peninsula and forms part of the Greater Scarborough fields. Woodside Energy plans to develop the Scarborough and North Scarborough fields using new offshore subsea wells tied back to a semi-submersible floating production unit in around 900 metres of water. Gas will be transported via a 430 km export pipeline to the existing Pluto LNG facility onshore, where it will be processed through a brownfield expansion. The destination is familiar territory for Boskalis. In recent years, the company has carried out various activities for the extensive Scarborough project. Using its subsea rock installation vessels **Seapiper** and **Seahorse**, backhoe dredger **Baldur**, construction support vessel **BOKA Tiamat** and trailing suction hopper dredger **Gateway**, Boskalis has carried out a wide variety of activities for the installation of the gas pipeline. *(Source: SWZ Maritime)*

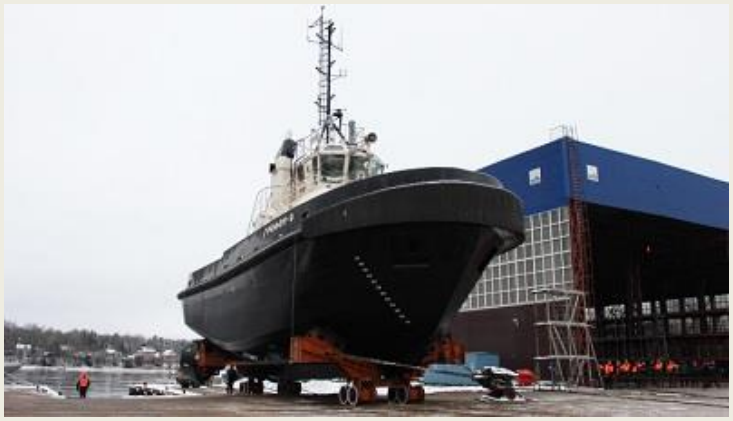
NEWBUILDS RAISE MIDDLE EASTERN HARBOUR TOWAGE CAPABILITIES



Towage assets in Middle Eastern ports were enhanced in H2 2025 with several newbuild tugs added for ship escort, manoeuvring and docking. Owners are investing in newbuild tugs as terminals in the Middle East are being expanded and port operators prepare for increased trade and larger vessels calling into harbours. In Bahrain, Svitzer added two 25-m azimuth tractor tugs, built by Sanmar Shipyards in Turkey, to its fleet supporting ships calling at APM Terminals facilities. Initially built as **Delicay XVI** and **Delicay XVII**, they were renamed **Svitzer Manama** and **Svitzer Awal** by the Danish owner. Built for handling and towing container ships in harbours such as Khalifa Bin Salman Port (KBSP), which is operated by APM, they have a FiFi1 off-ship firefighting system for emergency support. "With these new additions, we enhance our capability to manage larger vessels and parallel movements at KBSP," said Svitzer manager for Bahrain, Ahmad Hamdy. **Svitzer Manama** and **Svitzer Awal** were constructed to Robert Allan Ltd's TRAktor-Z 2500SX design with a moulded beam of 12 m, a least-moulded depth of around 5 m, and an extreme draught of nearly 7 m. Both tugs are capable of 80 tonnes of bollard pull and have a free-running speed of 12 knots, due to two main diesel high-speed engines driving two Z-drive azimuth thrusters. "This marks a significant milestone in our shared journey, underscored by a US$30M investment in new tugs," said APM Terminals Bahrain managing director Matthew Luckhurst. "The new tugs strengthen our joint ability to serve customers safely and efficiently while supporting Bahrain's strategic growth as a gateway for trade and logistics." Sanmar said the hullform and appendage configuration were model tested, while computational fluid dynamics optimised the designs to ensure the tugs are highly controllable and manoeuvrable. Also in Bahrain, Noatum Maritime Marine Services was selected by Bapco Upstream to provide marine services at an LNG terminal for five years. The subsidiary of AD Ports Group's maritime and shipping cluster will support gas carriers berthing at the offshore LNG import terminal near Khalifa Bin Salman Port. Noatum will provide towage operations using LNG-compliant tugboats; berth and undock LNG carriers and floating storage units; provide 24/7 emergency response and standby support; and ship pilotage. In Syria, P&O Maritime Services brought a Turkish newbuild harbour tug into Tartus Port, after parent group DP World commenced operations at the harbour under a 30-year concession. DP World welcomed **Al Fath** into service after it took over operations from the Syrian General Authority for Land and Sea Ports. The Dubai, UAE-headquartered group intends to spend US$800M to transform the harbour into an international logistics hub. Al Fath was built by Sanmar Shipyards as a Sirapinar-class tug to a RAmparts 2200 design with an overall length of 22 m, a beam of 11 m, a moulded depth of 4 m, a navigational draught of 5 m and a machinery automation system. It is powered by a pair of Caterpillar main engines coupled to twin

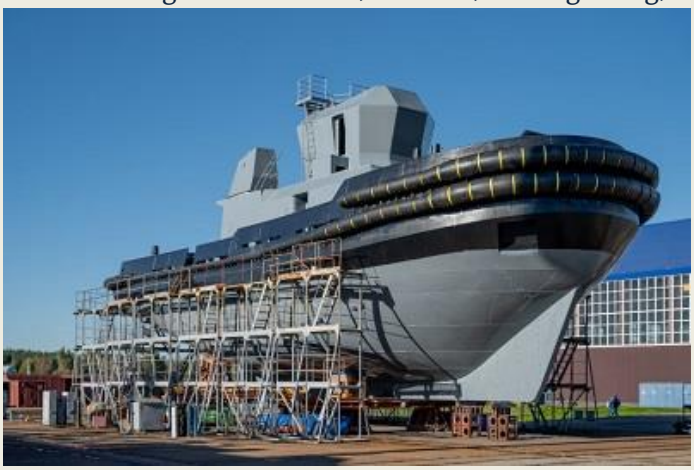
Schottel Z-drives, generating a bollard pull of 50 tonnes, and has a free running speed of 12 knots. DP World is assessing Tartus Port's infrastructure, including equipment, quay readiness and yard and warehouse facilities, and plans to dredge port access channels, basins and berths to achieve optimal design depths for deep-draught ships. In Saudi Arabia, Zamil Group's 2024-established Western Coast Port Services has been assembling a fleet of azimuth stern drive (ASD) tugs built by Damen Shipyards in China. Five 28-m tugs – Sahel 281, Sahel 282, Sahel 283, Sahel 284 and Sahel 285 – entered service in Jeddah Islamic Port during Q2 and Q3 2025. They have a beam of 13 m, a crane on the aft deck, a bollard pull of up to 83 tonnes, supported by 5,050-kW of installed power coming from two high-speed, diesel, four-stroke engines driving two azimuth thrusters, and have D-shaped fendering on the bow and stern. Two more ASD tugs have been ordered from Damen by the owner. *(Source: Riviera by Martyn Wimngtove)*

PELLA'S NEW LINE OF TUGS DELIVERS RELIABILITY AND EFFICIENCY BASED ON YEARS OF EXPERIENCE.



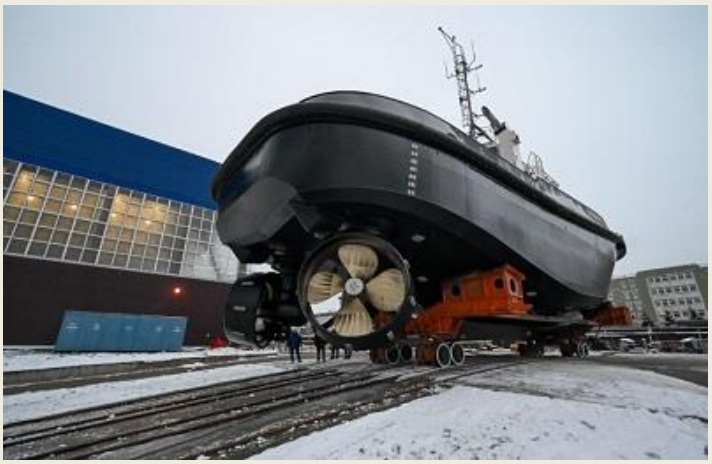
The Pella Shipyard has developed a line of PE-series tugs for a variety of applications. The line includes a heavy-duty escort tug for Arctic zones, a general-purpose tug for offshore missions, including escort duties, and a tug for ports and coastal operations. The launch of the lead tug, the PE-50 Griffin-9, took place in late 2025. Shipbuilders at the Pella Shipyard in Otradnoye, Leningrad, continue their familiar work of creating tugs for various purposes. The company has been designing and building tugs since the early 2000s. The experience gained during this time served as the basis for the development of the new PE series. As Yuri Danekin, Head of the Design Department at JSC Pella, told Sudostroenie.info at the recent Neva 2025 exhibition, the new developments are technologically advanced, resilient to harsh conditions, highly automated, and designed for long-term operation with minimal costs. The PE series of vessels includes the heavy-duty PE-80 escort vessel for Arctic zones, the versatile PE-60 tug for maritime missions, including escort duties, and the PE-50 tug for ports and coastal operations. "Our plant's core products are modern, technologically advanced tugs. These projects are designed to ensure the continuous operation of ports located at any latitude: from southern ports to the Northern Sea Route," explains Vadim Podosochny, Executive Director of JSC Pella. The key difference from previous Pella projects is that the designers conducted a study of the new tugboats' operational environment, analyzed the vessels they service, and studied international experience. Increased power was accommodated within the dimensions of the older tugboats,

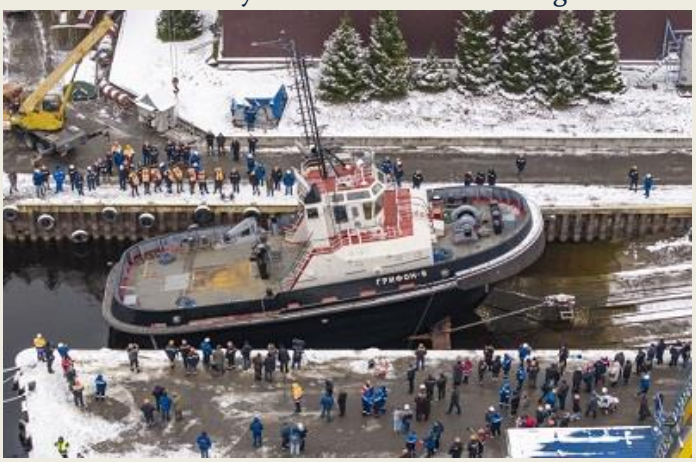
allowing for an increase in the key metric—power per ton of displacement. "This is key. It leads to a reduction in the cost per megawatt of power and savings in tugboat operation," emphasizes Vadim Podosochny. Each tugboat is designed to address specific needs. Let's take a closer look at each project. *Multifunctional tug PE-80* The most powerful tug in the line is the PE-80 escort tug. Designed for operation in harsh climates, including the Arctic, the PE-80 can perform the following tasks: escorting and towing large objects with a deadweight of over 200,000 tons; ● ice guiding; ● emergency rescue operations; ● extinguishing fires on ships and coastal facilities; ● elimination of pollution on the water surface. The tug has a single skeg, which serves several functions: reducing pitching, increasing directional stability, and improving controllability during escort operations. The project is available in two versions: for ice classes Arc5 and Arc6, allowing it to be used in temperatures down to -40°C and in ice thicknesses up to 1.5 meters. A bow-mounted winch provides a pulling force of up to 45 tons in escort mode. "The PE-80 tug is of particular interest, with its optimal hull size and high capacity, allowing it to service vessels of any displacement, including container ships, gas carriers, and tankers with a displacement of up to 200,000 tons," notes Vadim Podosochny. *Key characteristics of the PE-80 tug:* length – 33.5 m; width – 12.1 m; side height – 6.0 m; draft – about 5.7 m; main engine power – up to 6000 kW; traction force on the hook – up to 80 t; speed – up to 12 knots. *Seagoing tug PE-60* The PE-60 universal seagoing tug with azimuth propulsion is a development of Project 16609, under which more than 30 units were built, including for the fleets of various agencies. The PE-60 tug is designed for: ● towing of vessels and floating structures with a deadweight of up to 150,000 tons; ● providing guidance to vessels in port waters and mooring them at berths; ● fire fighting on ships and port facilities; ● participation in rescue operations in port and coastal areas; ● participation in operations to eliminate emergency oil spills; ● escort operations. The vessel has an Arc4 ice class and can operate year-round in waters with partial ice cover. Compared to Project 16609, it has an increased cruising area of R1. The tug's equipment includes a bow electrohydraulic winch and a towing hook. A stern winch and an external fire extinguishing system can also be installed. "This type of Pella product can operate in the ports of Murmansk, Kaliningrad, St. Petersburg, and Vladivostok. The PE-60 tug has significant capacity, which allows our customers to select the optimal size and handle their cargo," emphasizes Vadim Podosochny. *Key specifications of the PE-60 tug:* length – 27.5 m; width – 10 m; side height – 5.4 m; draft – 4.9 m; the power of the main engines is about 4000 kW; traction force on the hook – about 60 t; speed – up to 12 knots; crew – 8 people. *Port tug PE-50* The PE-50 project is a modernization of the proven Project 90600. More than 50 of these tugs are in operation in various regions of Russia and abroad. The tug's design has been upgraded to a reliable production standard, allowing the vessel to operate in challenging conditions. *The PE-50 tug can be used for:*



● towing and turning over of non-self-propelled vessels and objects with a deadweight of up to

100,000 tons in ports and coastal waters; ● providing guidance to vessels in port waters and mooring them at berths; ● participation in rescue operations; ● fire fighting on ships and coastal facilities; ● participation in operations to eliminate emergency oil spills. The Arc4 ice class allows the tug to be used in waters with partial ice cover throughout almost the entire year. *Key characteristics of the PE-50 tug include:* length – 25.4 m; width – 8.8 m; side height – 4.7 m; draft – 4.2 m; main engine power – up to 3000 kW; traction force on the hook – up to 50 t; speed – up to 12 knots; crew – 8 people. The tug is equipped with an electrohydraulic bow anchor-tow-mooring winch. A single balance hook with a bollard pull equal to that of the tug is used to secure the towing line. A crane with a lifting capacity of up to 900 kg and a maximum boom reach of 10 m and an external fire extinguishing system are also provided. *Current stage* Regarding the current stage of the new tugboats' development, Vadim Podosochny explained that all submitted designs have been approved by the Russian Maritime Register of Shipping (RS), and the necessary production tooling has been developed at the Pella shipyard. The iron hulls have now been formed at the Otradny production facility. The vessels are awaiting delivery of their propulsion systems, for which a corresponding agreement was signed during the Neva 2025 exhibition . "We are ready to demonstrate the operation of these tugboats on the water as early as 2026," adds Vadim Podosochny. These words were confirmed by the launch of the tugboat "**Griffin-9**" (construction number 1001) in late November 2025. This is the lead tugboat of the PE-50 series, Project 05380. The customer for the vessel, which is being built for service in the Big Port of St. Petersburg, is the company "Griffin." As Anatoly Sakun, General Director of "Griffin" LLC, noted during the ceremony, the company orders new tugs exclusively from the Pella shipyard. Pella tugs have always been highly competitive in their segments. Continued customer demand indicates that the most important characteristics for shipowners have been retained in the new projects. *(Source: Sudostroenie.info; Advertisement of JSC "Pella)*





THE FRENCH SHIPOWNER JIFMAR BUYS THE SUPPLY VESSEL "ALIZÉ", FORMERLY OWNED BY CHAMBON AND THOMAS MARITIME SERVICES.

Last week, Jifmar acquired the "**TSM Alizé**," renamed "**Jif Alizé**," which will be operated internationally under the French flag. Originally ordered by the Marseille-based shipowner Chambon, it was bought by Thomas Maritime Services in 2021. Last week, Jifmar group finalized the acquisition of the AHTS (anchor hauler) type supply vessel **TSM Alizé** , previously operated, notably from Dieppe for marine renewable energies, by the Rouen-based group Thomas services maritimes (TSM). Originally commissioned by the Marseille-based shipowner Chambon, who sold it to TSM in 2021 , the vessel will retain the name **Alizé** , closely associated with its history and operations, but with the Jif prefix, as is customary for Jifmar. *(Source: Lemarin)*

MOROCCO ACQUIRES POWERFUL TURKISH TUGBOAT

Morocco has taken delivery of a new tugboat intended to strengthen its port operational capacity. The vessel, named **Boukraa-1,** was built at the Turkish shipyard Uzmar for the Danish shipping company Svitzer and was officially handed over in early 2026. The new vessel will be stationed in the port of Laâyoune and is specifically designed for assistance and escort duties under challenging conditions. The choice for this type of vessel is linked to the global scaling up of the maritime sector. As seagoing vessels become increasingly larger and port terminals expand, demand for support boats with greater tractive effort and stability is increasing. International shipowners are currently investing heavily in equipment that is not only more powerful but also meets stricter environmental requirements. According to market data from International Tug & Salvage, new orders are increasingly focused on technologies that significantly reduce emissions within port areas. The majority of recent new construction involves vessels with azimuth propulsion, where the propellers can rotate 360 degrees for maximum maneuverability. Although countries like Indonesia and China still build around a hundred traditional tugboats with fixed propellers annually, the market is rapidly shifting to more modern configurations. In addition to standard models, specialized designs, such as the Rotortug and

the recently introduced TRAnsverse models, continue to hold a significant share of the order books of major shipyards. Turkey plays a key role in this international market and was responsible for over a fifth of all global deliveries in the last quarter of 2025. Major shipyards like Med Marine and Sanmar supply a wide range of customers, ranging from private parties like Boluda Towage and P&O Maritime to government agencies in Tunisia and Turkey. Shipping companies base their choice of shipyards on a combination of technical expertise, quality, and pricing, with the Turkish sector currently proving to be highly competitive. Production capacity also remains high in Asia, with Indonesia accounting for nearly 19 percent of global deliveries in the final months of 2025. Dutch shipbuilder Damen Shipyards serves the market from various international locations and recently delivered vessels to authorities in Djibouti and Saudi Arabia. With nearly 400 tugboats under construction worldwide, there will be significant activity at the start of 2026. *(Source: Bladna.nl)*

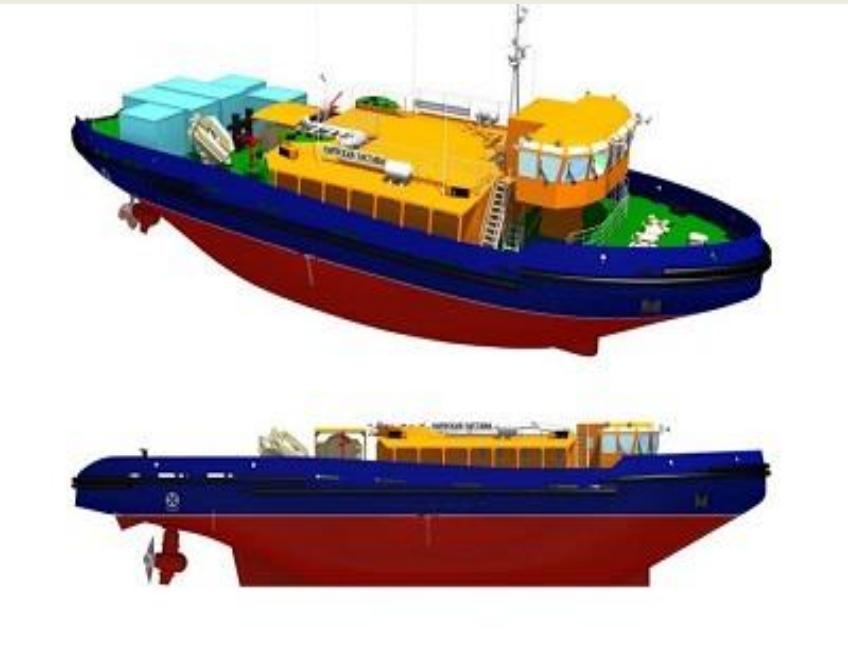
QING DIAN TUO 1 WAS NAMED AN INNOVATION PRODUCT OF CHINA'S SHIPBUILDING INDUSTRY 2025

Recently, released by China Association of the National Shipbuilding Industry, the 2025 Innovation Product List included this vessel — China's first 7,000HP hydrogen-electric hybrid ASD tug, named **Qing Dian Tuo 1**, independently R&D and built by our yard Jiangsu Zhenjiang Shipyard for Qingdao Port, marking a landmark achievement in green and low-carbon transformation of China's shipbuilding industry. *(Source: Jiangsu Zhenjiang Shipyard)*

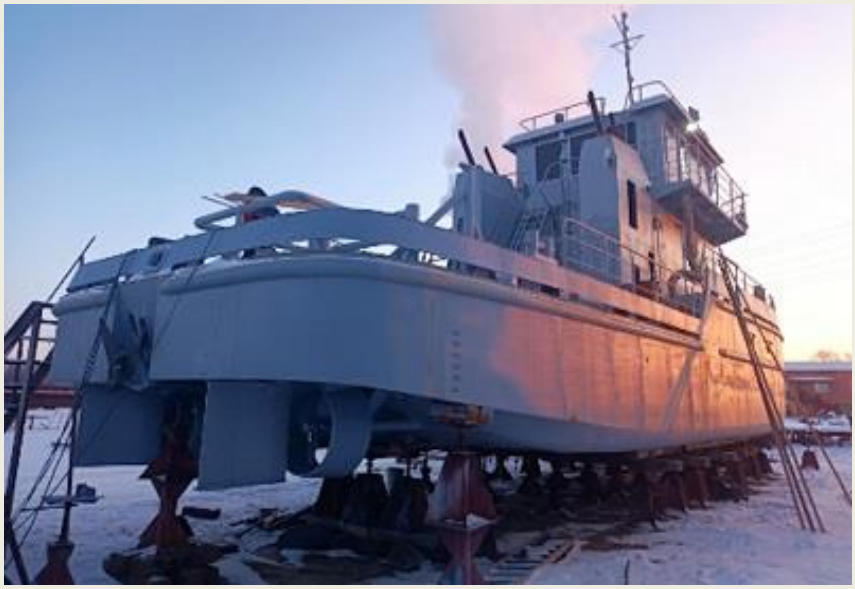
THE TECHNICAL READINESS OF THE ICEBREAKING TUG "NARVSKAYA ZASTAVA" HAS EXCEEDED 40%.

The overall technical readiness of the Project 3262 icebreaker tug "**Narvskaya Zastava**," under construction at the Nobel Brothers Shipyard (part of the Kalashnikov Concern), has exceeded 40%. This was reported on February 5 by the Concern's press service. Work is currently underway to install the main and auxiliary equipment, as well as the fabrication and installation of various

shipboard systems. Shipbuilders have successfully installed the two 1800 kW main engines onto their foundations in the vessel's engine room. Meanwhile, the vessel is being prepared for electrical installation, painting, and insulation work, the installation of fittings, and the installation of the towing and mooring gear. Tanks are being prepared for major testing. All work on the vessel is proceeding strictly according to schedule, the Concern emphasizes. The customer for the tugboat "**Narvskaya Zastava**" is the Committee for Nature Management, Environmental Protection, and Environmental Safety of St. Petersburg. The vessel is expected to operate primarily in the waters of the Neva and Svir rivers, along the entire length of the shipping lanes, Lake Ladoga and Lake Onega, and in the coastal areas of the Gulf of Finland adjacent to the Leningrad Region. As a reminder, the state contract for the construction of the icebreaker tugboat "**Narvskaya Zastava**" was signed in December 2023. The icebreaker's keel was laid on July 3, 2024. Delivery is scheduled for the end of 2026. *Icebreaker tug of Project 3262* Class RS – KM Arc4 [1] R3-RSN AUT2 Tug; Overall length – about 42.5 m; Length by design waterline (DWL) – 38.0 m; Width by DWL – 11.8 m; Height – 5.2 m; Draft by DWL – 3.8 m; Displacement – 655.7 t; Power plant – 2x1800 kW; Speed – about 11.0 knots; Crew – 8 persons; Endurance – 5 days. *(Source: Sudostroenie; Illustration: Kalashnikov Concern)*



CONSTRUCTION OF TWO T20 PROJECT PUSHER TUGS CONTINUES

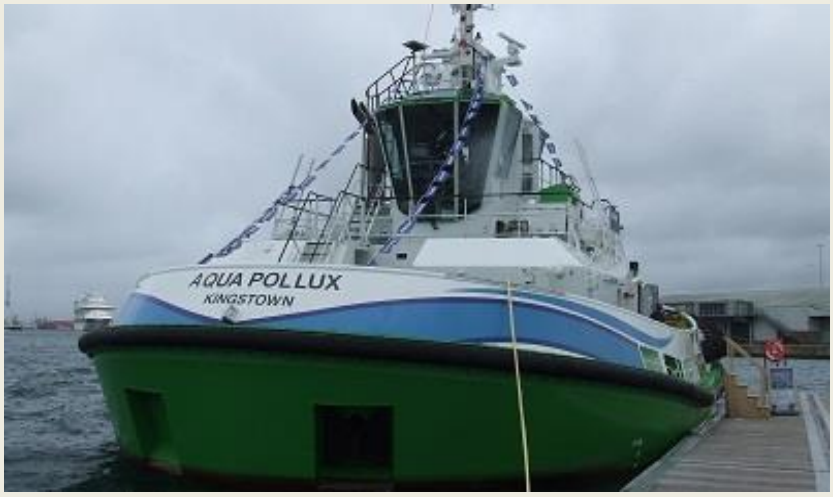


The construction of two Project T20 pusher tugs continues. This was reported on February 6, 2026, by the Russian Classification Society (RCO). It is noted that technical supervision of the construction of the vessels is carried out by specialists from the Ob-Irtysh branch of the institution. The new tugs are being built to the RCO class: "P1.2 (ice 30)". Pusher tug of Project T20. Overall length - 20.5 m; Length on design waterline - 20.29 m Overall; width - 6.15 m Width on design; waterline - 6.0 m Depth at midship; - 3.0 m Vessel draft at midship - 1.5 m; Gross tonnage – 143; Propulsion plant capacity - 411.0 kW; Crew - 3 persons. *(Source: Sudostroenie; Photo: RCO)*

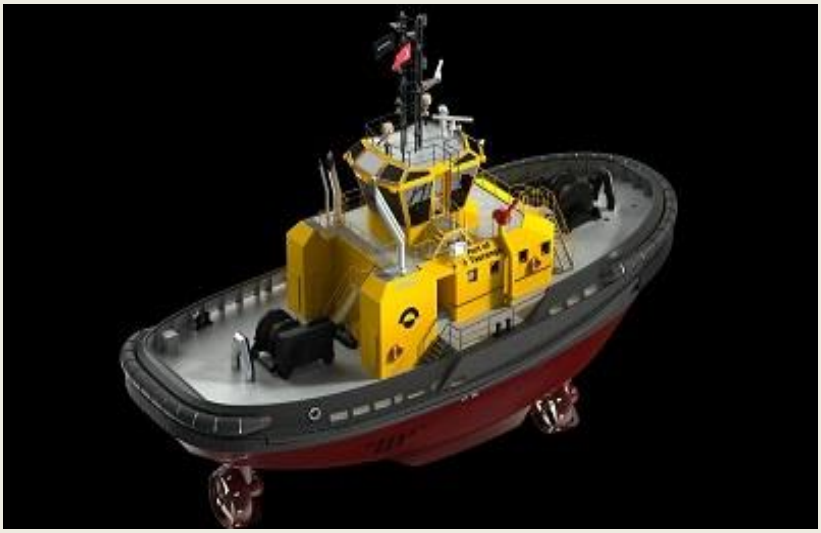
FOCUS SHIFTS TO BUILDING TUGS FOR SUSTAINABLE ASIAN HARBOUR TOWAGE

Owners and shipyards in Asia and Australasia are increasingly building battery-electric and hydrogen-hybrid tugboats to cut port emissions. Authorities in Asia and Australia are determined to reduce emissions from ship and barge towage and promote sustainable harbour operations. In response, shipyards have begun building tugs and owners operating them with energy storage systems or engines running on biofuels and alternative fuels for harbour harbour, coastal and emergency towage, and for offshore and deepsea operations. In Singapore, two owners are investing in battery-powered tugs. Kuok Maritime is preparing to bring its first fully electric tugboat into operation in April 2026 after it is outfitted, commissioned and tested in Singapore during Q1 2026. PXO-Ace-1 was built in Batam, Indonesia and transferred to Singapore in December 2025. The 50-tonne bollard pull tug is seen by Singapore's Maritime and Port Authority (MPA) as a first step towards electrifying the city-state's 1,600-plus harbour vessels. PaxOcean, a member of the Kuok Maritime Group, worked with ABB on the electric powertrain, with PXO-Ace-1 having a 3-MWh energy storage system, direct current (DC) grid and power management system. "Developing Singapore's first fully electric tug is a significant achievement and an important step in advancing maritime decarbonisation," said PaxOcean Group chief executive and managing director Tan Thai Yong. ABB supplied and integrated the battery module, Onboard DC Grid and PEMS power and energy management system to

optimise the use of the onboard energy and to support wide variations in power demand, including instant high torque. “The operational integrity, safety, and performance of this vessel depend on reliable systems and effective integration,” said Mr Tan. PaxOcean is opening a new shipbuilding facility in Singapore, with two graving docks and a floating dock, at Jalan Samulun in February 2026, moving from its existing shipyard in Tuas, Singapore. Elsewhere in Singapore, an unnamed vessel and shipyard owner, thought to be Seatrium, is building a newbuild battery-electric tugboat. Swedish manufacturer Echandia was selected to supply a 3-MWh battery system with a 25-year lifetime for the tugboat, which will be built to provide zero-emissions towage in Singapore’s harbour. It has an option to supply a second similar unit for another tugboat that the owner is planning to build. This is all part of Singapore’s ambitious plan to electrify its harbour craft fleet, including tugboats, workboats and pilot transfer vessels, to ensure all newbuild harbour vessels introduced in the nation’s ports are either fully electric or compatible with B100 biofuels or net-zero fuels by 2030. “Developing Singapore’s first fully electric tug is a significant achievement” Echandia will supply its lithium titanium oxide battery system, which it claims will last the entire lifetime of the tugboat due to its minimal degradation over time, eliminating the need for replacements and ensuring predictable performance. In Vietnam, Damen Shipyards has been building electric-powered reverse stern drive (RSD) tugboats for international clients and its own fleet, with **Bu Tinah** and **Bu Tinah 2** operating in the United Arab Emirates (UAE); **Sparky** in New Zealand; **Volta 1** and **Aqua Pollux** in continental Europe; along with **Aqua Stentor** in India and the UAE. These were built in Damen Song Cam Shipyard to Damen’s RSD-E 2513 design with a beam of 13 m, a maximum draught of around 7 m, and Toshiba-supplied battery modules designed to last throughout the tugboat’s 25-year life. They have two Ramme TW 1400r L permanent-magnet electric motors driving two Kongsberg US255 L drives, and two Caterpillar C32 generator sets for additional power, back-up when batteries cannot be charged, and for long voyages. *Hydrogen-fuelled tugs* In Japan, Tsuneishi Shipbuilding completed the first hydrogen-fuelled tugboat in the nation in August 2025, under the Nippon Foundation’s zero-emissions ships project. **Ten-OH** is equipped with two BEH2ydro 12-cylinder hydrogen dual-fuel engines, enabling the use of marine diesel if hydrogen is not available. When combusting hydrogen, this 38-m tugboat can manoeuvre ships, transit between jobs and undertake towage without emitting any CO2 emissions. JPNH2ydro, a joint venture between Tsuneishi Group and Belgium’s CMB.TECH,



supplied the engines, high-pressure hydrogen storage unit and fuel supply system for **Ten-OH**. 250 kg of hydrogen can be stored in high-pressure tanks, and each engine generates 3,280 kW of power. **Ten-OH** has a beam of 10 m, a draught of 4 m and two azimuth thrusters on the stern. In China, Jiangsu Zhenjiang Shipyards built the nation's first hydrogen-electric tugboat, **Qing Dian Tuo 1**, for Qingdao Port, signalling a technological leap for the major tugbuilding nation. The azimuth stern drive (ASD) tug has a hybrid propulsion system featuring a 7,838-kWh capacity, liquid-cooled lithium battery system, two 100-kW hydrogen fuel cells and a backup generator to drive two azimuth thrusters that generate 82 tonnes of bollard pull, and a top speed of 14 knots. The propulsion system enables the port operator to provide zero-emissions operations from this 39-m tugboat, with a projected annual reduction in CO2 emissions of 1,500 tonnes. The ASD tug has a beam of 11 m, a depth of 5 m and a draught of 4 m. Its onboard batteries are charged from a quayside facility between towing operations, via a fully automatic charging device. **Qing Dian Tuo 1** has been awarded the AUT-0 notation from China Classification Society. Other Chinese shipyards are active in the domestic market, with Rizhao Gangda Shipbuilding Heavy Industry building **Ri Gang Tuo 32** and **Ri Gang Tuo 33** for Rizhao Port, and Fuzhou Xingshun Shipbuilding constructing **Sea Cod** for Qingdao Bohwa Shipping. Lianyungang Hongyun Industry delivered battery-electric tugboat **Siugang Dian Tuo 01** to Guangzhou Port, and Fujian Baozhong Ocean Engineering built **Shun Da Tou Yi** for Rongchuangda Trading. *Hybrid propulsion* In New Zealand, Port of Tauranga has ordered a new tugboat with hybrid propulsion from Uzmar Shipyard in Turkey as part of its fleet renewal and to expand towage capabilities in New Zealand's busiest harbour.



Uzmar will construct a 32-m hybrid advanced Rotortug with around 80 tonnes of bollard pull for delivery in 2027 for the port, which has more than 1,400 ship visits per year. Port of Tauranga chief executive, Leonard Sampson, said the purchase followed a detailed design phase to address the harbour's operational, environmental and safety requirements. "The Rotortug design will provide us with enhanced manoeuvrability and precision, with greater strength in emergencies, and reduce our reliance on diesel, reducing greenhouse gas emissions thanks to the hybrid technology," said Mr Sampson. "Overall, it will be a welcome addition to our marine fleet's efficiency, capability, flexibility and sustainability as we prepare for more frequent visits from larger ships." In Western

Australia, Svitzer has replaced batteries on four 33-m ASD tugs supporting gas carriers at Chevron's Gorgon LNG production and export plant on Barrow Island. These tugs – **Svitzer Boodie**, **Svitzer Dugong**, **Svitzer Euro** and **Svitzer Perentie** – were built with 80 tonnes of bollard pull and diesel-electric propulsion for the Gorgon terminal in 2012. Their hybrid propulsion systems have batteries which are charged by the two diesel engines and can be used to supplement diesel power or replace it, cutting carbon emissions and noise. Svitzer's hybrid vessels can operate on one engine or purely on battery power while maintaining full steering and manoeuvrability when lower levels of power are required. These tugs also have electric deck equipment to minimise the risks of an oil spillage associated with hydraulic machinery, fuel tanks protected by a double-skin arrangement, solar panels for water heating and a water recycling plant. *(Source: Riviera by Martyn Wingrove)*

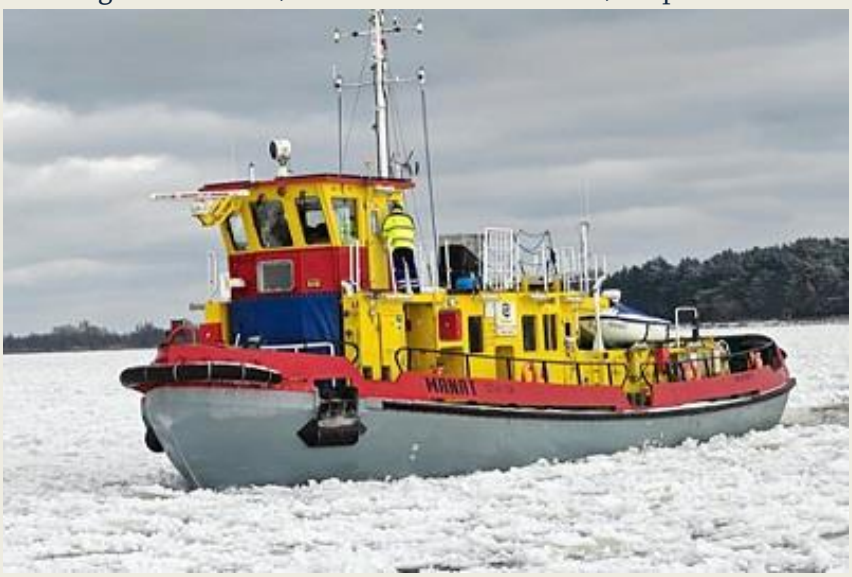
PENANG PORT BOOSTS FLEET WITH NEXT-GEN TUGBOAT

Penang Port Sdn Bhd has ushered in a new era in maritime services with the arrival of **PM Satu**, a next-generation tugboat designed to balance high-performance operations with environmental responsibility.Operated by Baiduri Dimensi, **PM Satu** reached Penang on Jan 29 and began full operations on Feb 1, marking a key milestone in the port's sustainability journey, Penang Port said. The tugboat increases Penang Port's bollard pull capacity to 50 tonnes, up 11 per cent from the previous 45 tonnes, enabling safer and more efficient handling of larger container vessels, bulk carriers and tankers. For customers, this translates into shorter turnaround times, lower port charges, and reduced idle time, reinforcing Penang Port's role as a swift, cost-efficient hub. **PM Satu** also extends support to ship-to-ship (STS) operations for Andaman Port Sdn Bhd, assisting oil and gas transfers and strengthening Penang Port's position as a northern gateway. PM Satu features shore power capability, allowing it to plug into onshore electricity while idling, cutting diesel use, fuel costs and emissions. *(Source: Straits Times)*

THE ICEBREAKING OPERATION ON THE LOWER VISTULA HAS STARTED

On Thursday morning, the linear icebreakers **Nerpa** , **Manat** , **Narwal** and **Puma** set sail from the Przegalina lock and icebreaker base in Gdańsk and will begin icebreaking operations on the Vistula River, on the so-called estuary section. The icebreakers sailed through the Martwa Wisła (Dead Vistula) and on to the Bay of Gdańsk, and from the Bay into the Vistula River bed, from where they headed upstream. Upon reaching Przegalina, they will be joined by the liners **Tygrys** (Tygrys) and **Foka** (Foka). They will continue crushing the Vistula upstream to Korzeniewo (this is the plan for the first phase). As reported by Wody Polskie - Regional Water Management Board in Gdańsk, the following people are in favour of launching the campaign: • favorable wind directions from the east and south, pushing the ice out, albeit simultaneously, and lowering the water level; • despite the low temperature at present – favorable forecasts for the next three days (temporary thaw) and progressive

warming in the south; • under these conditions, despite the low temperature, no ice-breaking jam should occur. The aim of the operation is to prepare the work front for icebreaking during a sustained thaw and ice flow from the south of the country. The ice cover on the Lower Vistula River is approximately 200 km long. " We must respond as quickly as possible to clear the riverbed to the lower station of the Włocławek barrage. This will allow for the eventual commencement of the removal of broken ice from the Włocławek Reservoir and the Upper Vistula River ," the statement read. Despite the negative temperatures, there will be a southerly wind on February 9-11, which will enable the ice to be floated into the Bay of Gdańsk. As emphasized, effective icebreaking requires a thaw and appropriate water levels, which allow for the safe breaking and movement of ice floes. While other RZGW units will not be conducting such operations due to current meteorological conditions, in Gdańsk there is an urgent need to take advantage of the upcoming, short-term thaw. *(Source: PortalMorski; Photo: RZGW Gdańsk)*



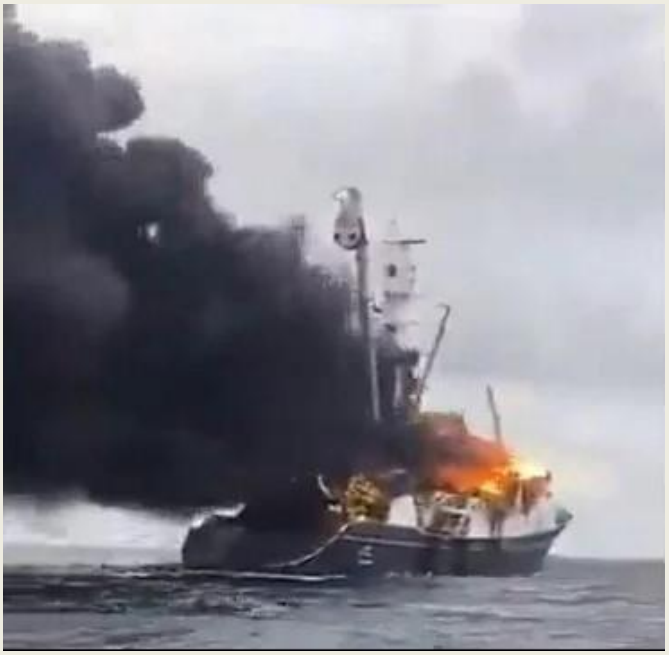
ACCIDENTS – SALVAGE NEWS

AGING FREIGHTER RUNS AGROUND NEAR PANAMA CANAL'S ATLANTIC ENTRANCE

An aging freighter has gone aground on a sandy beach near the Atlantic-side entrance to the Panama Canal. The Panama Maritime Authority and National Aeronaval Service of Panama report that a cargo ship is aground at Maria Chiquita, a small seaside community about 10 nm to the northeast of Colon. Monitoring from the air and ground is ongoing, and the crew have been safely evacuated from the vessel. The vessel's name is obscured in official photos, but AIS data suggests that it is the Turkish-owned freighter **Pax** (IMO 8416750). The ship is 40 years old, and has an

extensive history of inspection deficiencies in all major categories, including issues with fire safety equipment, steering gear and corrosion. AIS records for **Pax** appear to show that the vessel was loitering in the area for weeks, spending time adrift and at anchor. In the early hours of February 3, the vessel was under way at about five knots, navigating parallel to the coastline on an easterly course. At about 0100 GMT, she appears to have turned south and headed for the beach, making approximately the same speed until the grounding. The cause of the casualty is under investigation. *(Source: Marex)*

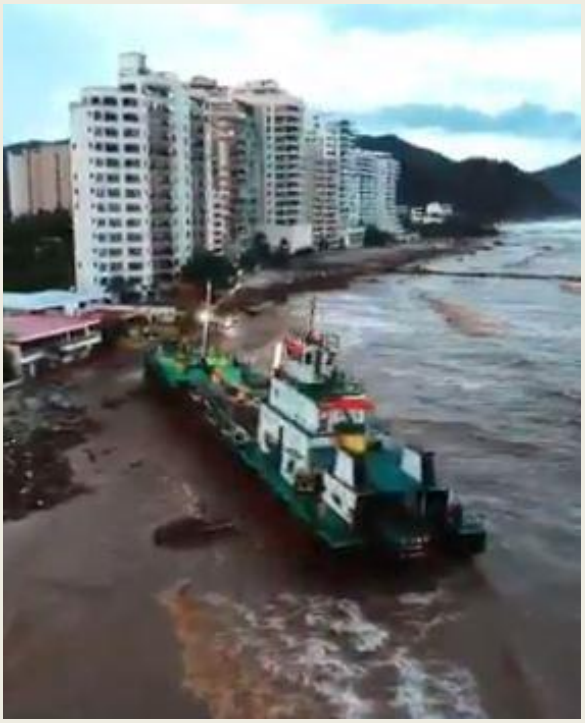
TUNA SEINER WITH SUSPECTED LINKS TO DRUG TRAFFICKING CATCHES FIRE IN MANTA



A tuna-fishing vessel with suspected links to cocaine smuggling has caught fire at the port of Manta, Ecuador, according to local media. The vessel **Gold Tuna**, a 1967-built purse seiner of about 180 feet in length, reported a fire at about 0400 hours on Monday morning. Local firefighters responded to the scene, and the blaze was extinguished in about three hours. Ecuador's security situation has deteriorated markedly in recent years, and drug-smuggling cartels use the country as a gateway for moving cocaine from Peru and Colombia. The banana-producing region around Guayaquil is a particular hotspot, as it is a hub for containerized cocaine exports bound for Europe, but the violence associated with drug-smuggling crime has expanded throughout the country. The activity has infiltrated maritime traffic, and **Gold Tuna** has previously been attacked by hostile criminals - perhaps because she is suspected of involvement in crime herself. **Gold Tuna** is registered with an Ecuadorian fishing company, but according to local media, she may be linked to an organized crime group. Police believe that in addition to fishing, she may serve as a floating refueling point for go-fast drug boats on the Ecuador-to-Central America smuggling route. According to Teleamazonas, **Gold Tuna** was hit previously in an armed attack. Unknown assailants arrived by boat on January 21, killing the vessel's security guard and planting an explosive device on board. Luckily for the owners, police intervened, and they removed and destroyed the bomb before it went off. Orlando Briones, a member of the crime family that has been linked to **Gold Tuna**, was assassinated last month, along with his nephew. His brother, Leo Briones Chiquito, was killed last July. The Briones Chiquito organization, known in Ecuador as Los Lobos, is believed to be a leading participant in the Ecuadorian cocaine transport trade. It is known for its members' violent and deadly riots with rival gangs on the streets and in

Ecuador's prison system. It has its roots behind bars, according to Insight Crime, and in the span of a few years it has grown into one of the most prominent smuggling organizations in the country. Los Lobos is sanctioned by the U.S. Treasury, which believes that the group is now the largest trafficking organization in Ecuador. *(Source: Marex)*

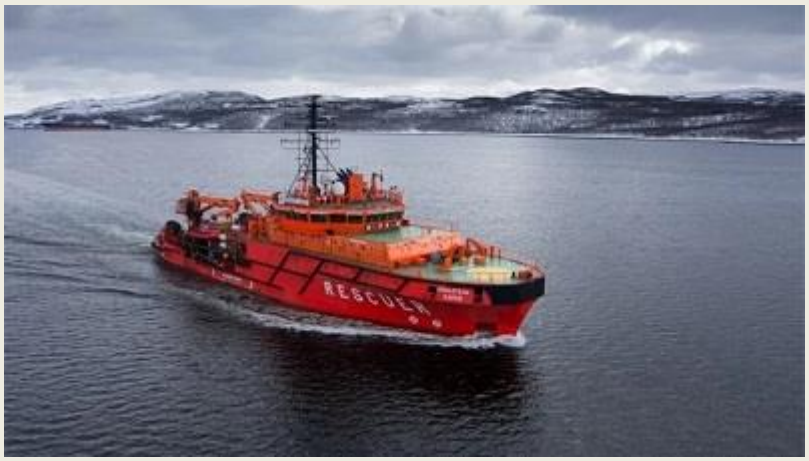
SMALL TANKER GROUNDS ON WATERFRONT AT PORT OF SANTA MARTA



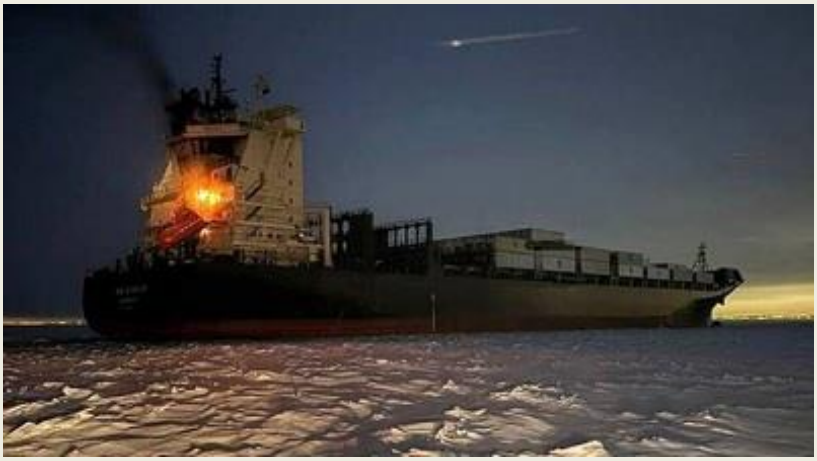
Officials in Santa Marta, Colombia worked hard this week to refloat a small bunker tanker that went aground next to a breakwater near the center of town. At about 2230 hours on Monday night, the small tanker **Intergod VII** grounded on Playa de Los Cocos, a beach about one mile south of the main commercial seaport. The vessel's master reported the incident to the local port authority and VTS operator, and the Colombian Navy responded to the scene. The vessel and crew are unharmed, and no pollution has been reported. The Colombian Maritime Authority (DIMAR) is investigating the casualty, and initial indications suggest that rough weather likely played a role. A cold front moving through the area brought high winds, heavy surf and record-setting rainfall on Monday. The weather conditions on the coast were severe enough that the port authority closed the harbor to navigation, and the public beaches were shut down for safety. Sections of the waterfront flooded, and large quantities of trash - abundant enough to make international headlines - washed out of the nearby river and up on shore. Watch the video HERE *(Source: Marex)*

RUSSIAN RESCUE SERVICE RESPONDS TO EXPLOSION AND FIRE ON

MSC BOXSHIP



An MSC containership inbound for Saint Petersburg, Russia was reportedly disabled after an explosion and fire in the Gulf of Finland. Details are coming from Russian media reports of the incident without official confirmation from the maritime services or MSC. A feeder ship named **MSC Giada III** (39,000 dwt) experienced an explosion in its engine room that is reported to have spread upward into the accommodation block of the ship. Images posted by the Russian media show flames at the rear of the accommodation block. Reports indicate the fire was brought under control while the Russian icebreaker Semyon Dezhnev was dispatched to aid. There are conflicting reports that the rescue vessel **Spasatel Karev** may have also participated in the rescue operation. The containership is registered in Liberia and has operated for MSC since 2022. Reports indicate it has a Russian captain and at least some of the crew are from Myanmar. Russian media is reporting the vessel's AIS signal went offline on the evening of February 4 while it was in Neva Bay. The ship appeared in Saint Petersburg on February 5, apparently towed into port. Its AIS signal has been restored and shows the vessel berthed. The fire was reportedly contained to a small area of the vessel. There are no reports of injuries to the crew or pollution from the ship. Built in 2002, it is a 2,700 TEU feeder that MSC employs on a route servicing the Baltic, Spain, and Portugal. The online schedule indicates the ship left Agadir and had made a stop in Antwerp before heading to Russia. It was due to proceed on to Riga and Klaipeda. *(Source: Marex; Photo: MNS)*

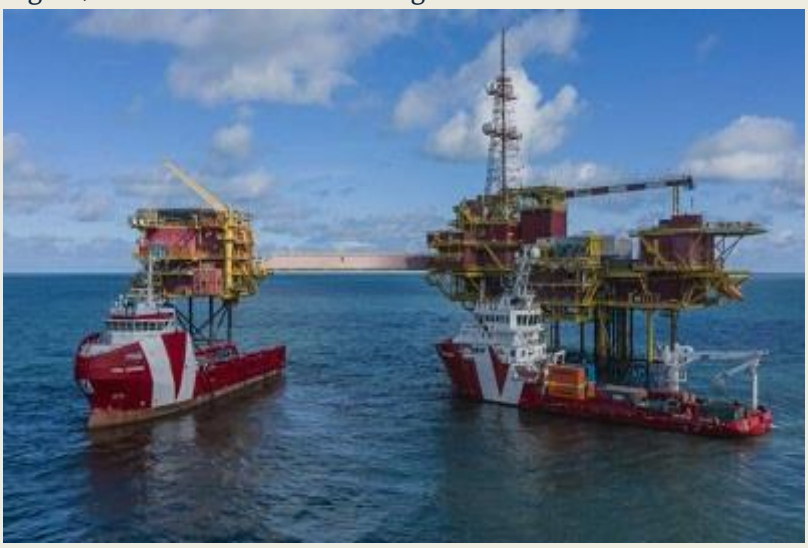


OFFSHORE NEWS

WESTWOOD ROLLS OUT OFFSHORE VESSEL INTELLIGENCE PLATFORM

London-based energy market research firm Westwood has launched a new offshore vessel intelligence platform aimed at improving visibility across the global offshore support, service and offshore wind fleets. The platform named MarineLogix covers more than 10,000 vessels operated by around 2,500 owners across over 30 vessel classes. MarineLogix is built around a utilisation model designed specifically for offshore work, Westwood said, adding that rather than relying on basic movement data, the platform processes large volumes of AIS information to build continuous activity timelines that reflect how vessels are actually working offshore. Vessel activity is then assessed against Westwood's proprietary offshore infrastructure datasets, allowing utilisation to be analysed by

region, vessel class and market segment. This enables benchmarking of working days across fleets and

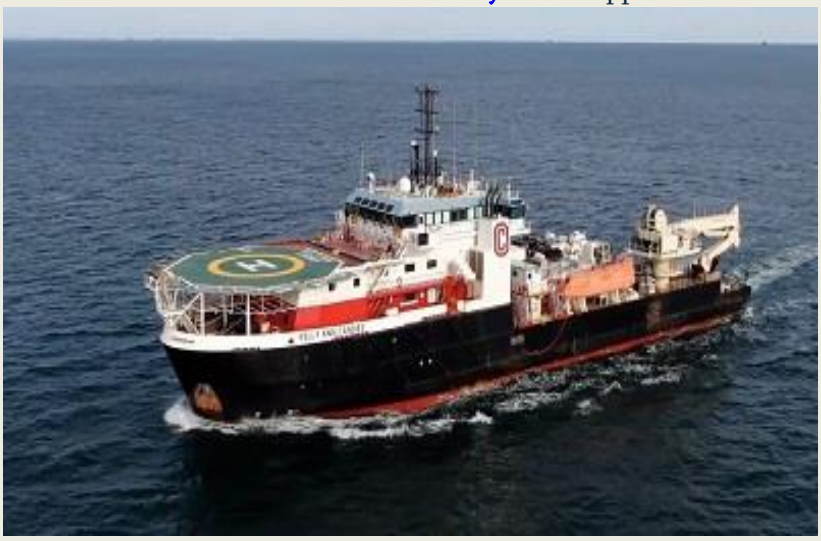


geographies, offering a clearer view of supply, demand and availability, Westwood noted. The launch comes amid rising volatility across offshore oil and gas, offshore wind and broader energy transition markets. Shifting demand patterns, regional bottlenecks and tighter deployment windows have increased the risk of idle time and missed pricing opportunities, putting greater pressure on owners and operators to make informed deployment decisions. Chen Wei, senior manager for offshore marine at Westwood, said inconsistent measures of vessel activity have long clouded market signals. "One of the biggest challenges in the offshore vessel market is non-comparable activity data," Wei said. "MarineLogix allows users to benchmark fleets, track daily developments and step back to a regional or global view, giving more confidence in deployment and investment decisions." Westwood chief executive Dominic Ferry said MarineLogix builds on the group's existing OffshoreLogix environment, broadening its coverage beyond vessels alone. "As offshore markets become more interconnected, isolated updates are no longer enough," Ferry said. "MarineLogix complements vessel intelligence with insights across rigs, subsea, platforms and offshore wind, offering a more complete view of how markets are moving." *(Source: Splash24/7)*

AQUEOS ACQUIRES DSV FROM OTTO CANDIES

Subsea and offshore energy services provider Aqueos Corp., Broussard, La., on Tuesday announced it has acquired the dive support vessel **Kelly Ann Candies** from Otto Candies LLC, Des Allemands, La. The purchase price was not disclosed. Constructed by Candies Shipbuilders, Houma, La., in 2012, the 277'x59' vessel is equipped to support pipeline installation, decommissioning, inspection, maintenance, and other underwater construction activities. Aqueos has chartered the vessel since 2019. "After six years of operating this highly specialized and exceptionally efficient vessel under charter, we fully recognize the Kelly Ann's critical role in delivering our offshore construction services," Eric Legendre, Aqueos president, said in a statement. "Bringing this unique asset permanently into our fleet positions Aqueos to expand our capabilities and continue providing

customers with industry-leading service for decades to come." The **Kelly Ann** supports surface air diving to 150', saturation diving to 1,000', and remotely operated underwater vehicle (ROV) operations to 3,000 meters (9,843'), with accommodations for up to 74 people. Its systems include a DNV-classed, IMCA-compliant, 14-person Dräger saturation diving system with a three-person bell and self-propelled hyperbaric lifeboat, along with an ABS-classed twin launch-and-recovery system for the surface diving system and integrated 150-hp work-class ROV.



The 5,289-gt vessel features quad 1,700-kW Caterpillar 3512 diesel engines, Schottel tunnel thrusters and stern thrusters, and a Kongsberg K-Pos DP2 dynamic positioning system. It cruises at 8 to 10 knots with a maximum speed of 12 knots. Fuel capacity is 209,600 gals. The vessel's electronics package includes Furuno 1815 GMDSS, Furuno FAR2137s/12 S-band and FAR2117/6.5 X-band radar, Furuno FES700 echosounder, Furuno DS-50 Doppler speed log. A satellite communication system enables voice and video conferencing throughout the vessel. The vessel's helideck is suitable for Sikorsky S-76 and smaller helicopters. "Acquiring the Kelly Ann reinforces our dedication to equipping our teams and our customers with the safest, most reliable tools to execute complex projects the right way," said Pat Michels, president and CEO of Michels Corp., Brownsville, Wis., which acquired Aqueos in 2022. *(Source: Workboat by Eric Haun)*

SOLSTAD LINES UP WORK FOR NORMAND TONJER CSV

Norwegian vessel owner Solstad Offshore has signed a letter of intent (LoI) with client for its **Normand Tonjer** construction support vessel (CSV). According to Solstad Offshore, area of operation for the vessel will be Asia-Pacific. The contract has a duration of 225 days, including mobilization, with further options thereafter, and will start in February 2026. The commercial terms and conditions are confidential between the parties. **Normand Tonjer** is a CSV built in 2010. The vessel has been supporting ocean bottom node (OBN) seismic operations working for the same client since 2018. In December 2023, Solstad exercised its option to purchase back the vessel from the Norwegian Mpsv for the net amount of $4 million, which was sold to the company in 2021. *(Source: MarineLink)*

FLOATEL PUTS THE SEAL ON 2013-BUILT VESSEL'S JOB WITH BRAZILIAN OIL & GAS PLAYER

Floatel International, an offshore accommodation provider, has hammered out an assignment for a 13-year-old semi-submersible accommodation and construction support unit with Brazil's Brava Energia. Floatel has now converted a letter of intent, announced on October 24, 2025, into a firm contract, enabling the 2013-built **Floatel Victory** to provide maintenance and safety unit (MSU) services to Brava Energia off the coast of Brazil. The MSU deal, which has a duration of six months, with options to extend the contract further, is scheduled to begin in Q4 2026. The previous assignment will end in early Q3 2026, if the options are exercised. The unit will undergo planned maintenance between the assignments. **Floatel Victory** is equipped with the Kongsberg dynamic positioning system for station keeping, certified to DP3 class. The unit, which accommodates 560 people in one and two bed cabins, has a telescopic gangway for client personnel to transfer between the vessel and the host installation. This contract follows Floatel's deal with Aker BP for the 2015-built **Floatel Endurance** to provide accommodation and construction support services to the FPSO Alvheim in the Norwegian North Sea. *(Source: Offshore Energy)*

TGS SECURES MORE OBN WORK IN EUROPE FOR 2026 CAMPAIGN

Oslo-listed seismic data specialist TGS has been awarded an ocean bottom node contract in Europe, extending the acquisition campaign further for the 2026 season. The company's node-on-a-rope crew is scheduled to begin acquisition in early April, and the contract is expected to last approximately 45 days. "Our node-on-a-rope crew ensures efficient acquisition of high-quality data over a well-established producing field for a repeat customer. The data is used to optimise resource extraction, and the contract contributes to our ongoing efforts to lead the way in acquiring and delivering high-quality data," said Kristian Johansen, CEO of TGS. This new deal follows two contracts, one for the

acquisition of a 4D streamer in the North Sea offshore Norway and one to expand multi-client data activities in Libya, won in the past week. A Ramform vessel will mobilise for the Norway survey in the second quarter of 2026, with the contract expected to run for approximately 65 days. The other deal was a letter of intent with North Africa Geophysical Company, a subsidiary of the Libyan National Oil Corporation, for advancing high-quality subsurface data. *(Source: Splash24/7)*

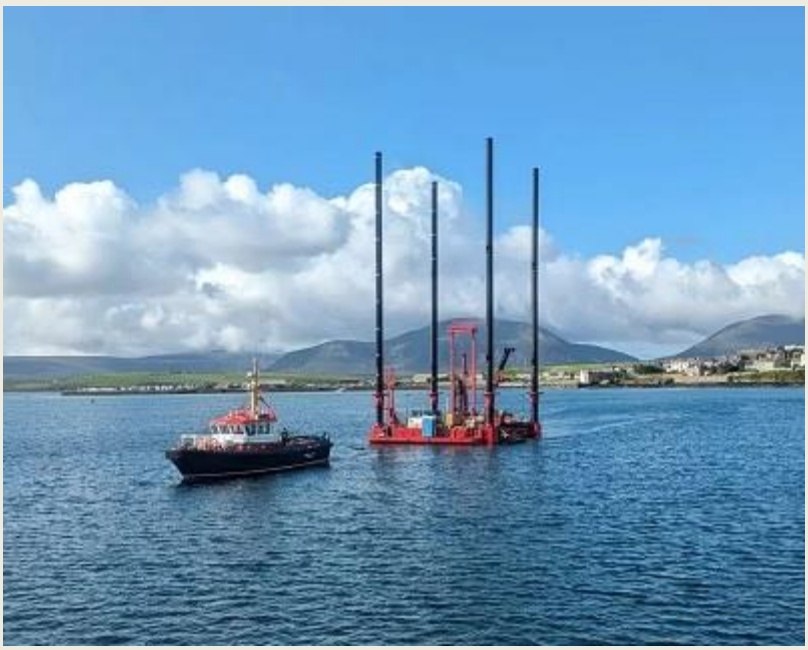
WINDFARM NEWS - RENEWABLES

KESTO SECURES FIRST CONTRACTS WITH VESTAS IN SOUTH KOREA

The ESVAGT and KMC Line joint venture, KESTO, will provide offshore service logistics for Vestas on Shinan-Ui offshore windfarm. KESTO, the new joint venture between Danish ESVAGT and South Korean KMC Line, has secured its first contracts: From 2028 and for a period of minimum ten years, KESTO will provide vessels to Vestas for their service scope on Shinan-Ui offshore windfarm. "This is an important and significant milestone for KESTO, and we are proud to extend ESVAGT's strong partnership with Vestas into Korea, supporting the renewable market, through our joint venture with KMC Line. KESTO will be the first vessel operator with long-term contracts, which is a testament to the quality and safe offshore operations, we offer our clients" says Søren Karas, CEO of ESVAGT. KESTO will be servicing Vestas from the construction phase, and once the wind farm is operational, KESTO will deliver service operations for Vestas in the wind farm until 2039. "This contract marks the formal start of KESTO's operational journey. KESTO aims to deliver superior offshore wind vessel services that meet both international operational standards and Korean regulatory requirements. We are excited to move forward with this long-term scope with Vestas.", says James Kim, CEO of KMC Line. *Vessel construction* KESTO has now initiated the construction of two 27-meter-long Crew Transfer Vessels (CTVs), each with capacity for 24 technicians. The vessels will safely transfer the technicians to the Vestas V236-15.0 MW turbines for daily service and maintenance. "Over the years, we have gained extensive experience with Safe Transfer Boat (STB) operations in offshore wind farms, where we have safely and efficiently transferred turbine technicians more than 350,000 times. STB operations are very similar to CTV operations, and we are confident that our experience, transfer of knowledge procedures and crew education plans will ensure Vestas the

highest level of quality operations", says Jacob Lykke-Kjeldsen, Senior Sales Executive at ESVAGT. The vessels, which are of European design and carefully selected based on performance and site-specific conditions, will be built at a Korean shipyard, adding to KESTO's ambitions and commitments in supporting the local supply chain. KESTO will take delivery of the vessels in Q1 2028. *Crew preparation* KMC's strong crew base and connections with Korean maritime universities will provide personnel, and joint training aboard ESVAGT's vessels will ensure a solid competency base before operations begin. "Our primary focus is to establish strong operational readiness ahead of vessel delivery. KESTO will leverage the proven crew resources and operational experience of the parent companies, while progressively developing the K-standard for operational excellence." says Han Cho, Representative Director of KESTO. *FACTS:* Shinan-Ui will be able to supply 350,000 South Korean households with green electricity annually when operational in 2028/29. *(PR-Esvagt)*

FUGRO BEGINS INTEGRATED SITE INVESTIGATIONS FOR SSEN TRANSMISSION'S WESTERN ISLES POWER TRANSMISSION LINK



Fugro is undertaking nearshore surveys for SSEN Transmission's Western Isles High Voltage Direct Current (HVDC) Link, a project that will enable the transfer of 1,800 MW of renewable energy from Scotland's islands to the UK mainland. These surveys will provide Geo-data to guide the design and construction of the cable landfalls, where subsea cables come onshore, helping to reduce risks and optimise route planning for this vital infrastructure. The Western Isles HVDC Link is a crucial project that will strengthen the UK's electricity network and unlock renewable energy potential for generations to come. Beyond expanding capacity, it will enable the efficient transmission of clean power from the Western Isles, reducing reliance on fossil fuels and supporting the UK's transition to

a low-carbon future. The new HVDC link will consist of approximately 83km of underground cable and 81km of subsea cable, connecting SSEN Transmission's Lewis Hub HVDC converter station and AC substation on the Isle of Lewis to the mainland. To support this, Fugro is combining geophysical mapping with geotechnical boreholes to build a detailed understanding of the seabed and coastline. The compact ARAN® 250 specialist jack-up platform - which operates in shallow waters – is delivering this work. As part of this investigation, operations have been organised to be as minimally invasive as possible. Borehole locations have been carefully identified, supported by geophysical data, to avoid unnecessary drilling and take account of environmental considerations. Investigations include drilling and testing at several potential landfall locations located near Arnish Point in Lewis and Dundonnell on the Scottish mainland. Soil samples will undergo advanced analysis at Fugro's Wallingford laboratory, turning complex ground data into actionable insights that help inform project plans. With survey work at Arnish Point now complete, the ARAN® 250 has moved to Dundonnell where it is expected to complete its operations in February, weather permitting. Niall MacLeod, Project Director for SSEN Transmission, said: "We welcome Fugro's progress in delivering nearshore surveys for our Western Isles HVDC Link, which will connect the Western Isles to the GB Transmission network for the first time. These surveys are another step forward in progressing the project. We'd like to thank everyone who had contributed to the marine consultation events that have helped inform our potential cable landfall sites for the project, which this survey work is helping to progress." Matthew Chappell, Fugro's Regional Service Line Director for Nearshore said "Our integrated approach, combining specialist platforms, expert teams, and advanced laboratory analysis, will give SSEN Transmission the reliable Geo-data needed to make informed engineering decisions and help deliver clean, secure energy to communities across the UK safely and sustainably." *(PR-Fugro)*

CAPE HOLLAND WINS WORK ON CDWE'S OFFSHORE WIND FARM IN TAIWAN

CAPE Holland has secured a contract with CDWE, a joint venture between CSBC Corporation and DEME Offshore, for work on the Fengmiao offshore wind farm project in Taiwan. The company will supply its CAPE VLT-640 Tandem Vibro Lifting Tool for foundation and offshore substation pile installation. Located 36 km off Taichung City in the Taiwan Strait, the 500MW project features 33 15MW wind turbines on jacket foundations requiring 99 pre-piles through templates. The four-legged jacket requires four 4.6m-diameter post-installed skirt piles totalling up to 810 tonnes, plus FOU piles totalling 585 tonnes. So far, the Vibro Lifting Tool has a perfect record in Taiwan, with over 400 jacket piles installed without incidents. "The successful application of the CAPE VLT on previous projects like Hai Long has proven its value in delivering safe, efficient, and cost-effective pile installation," said Frank Koopman, Venterra Group managing director. *(Source: Splash24/7)*

STOP THE JOB CUTS: THE RENEWABLE ENERGY SECTOR CALLED TO MOBILIZE IN PARIS AND MONTPELLIER

The 118,000 renewable energy workers in France are being called upon to mobilize in front of the National Assembly in Paris and the prefecture in Montpellier on Tuesday, February 10. This appeal, signed by the works councils (CSEs) of several companies in the sector, aims to denounce "a sector weakened by the lack of a clear political direction." While the Renewable Energy Syndicate (Ser), France Renewables and Enerplan for solar energy are due to meet tomorrow, Friday, February 6, with Prime Minister Sébastien Lecornu and Roland Lescure, the Minister in charge of Energy, at Matignon, a call for mobilization has just been launched by the renewable energy sector. Signed by several works councils (social and economic committees) of companies in the sector, including those of EDF Power Solutions, Valorem, Baywar Re and its CGT union branch, it invites the 118,000 employees who work in France. (*Source: Lemarin)*

DREDGING NEWS

TONGJUN – NEW HOPPER DREDGER BOASTS INTELLIGENT SYSTEMS AND LONG-RANGE DISCHARGE CAPABILITY

China Communications Construction Company (CCCC) has expanded its fleet of vessels with the recent acquisition of a new trailing suction hopper dredger (TSHD) built by Shanghai Zhenhua Heavy Industries (ZPMC). CCCC said that **Tongjun** (通浚) is China's first independently designed and built 35,000-cubic-metre (1.2 million-cubic-foot) class dredger, featuring a maximum hopper capacity of 38,168 cubic metres (1.348 million cubic feet) and measuring approximately 198 metres (650 feet) long by 38.5 metres (126 feet) wide. These attributes make the TSHD one of the largest vessels of her type in Asia and the second largest in the world. *Multi-purpose dredger for port and offshore waters* Once in service, **Tongjun** will be used in a variety of tasks such as domestic and international port and channel dredging, deep-sea sand extraction, land reclamation, deep-sea mining, trench excavation and backfilling, crushed stone bedding, and deep-sea pipeline laying. Dredging can be performed up to a maximum depth of 120 metres (390 feet). The owner said she is

also the first dredger anywhere in the world to receive the International Maritime Organisation's intelligent dredging ship class notation. During trials, the TSHD's two 9,000kW dredge pumps achieved a discharge distance of 12 kilometres (7.5 miles) while her seakeeping ability was validated even under complex conditions. *First in a new TSHD series* The vessel also incorporates intelligent control across the entire dredging process, from precise navigation to efficient dredging. The dredging control system boasts full automatic features and will allow all navigation and dredging activities to be undertaken by only one crewmember. **Junguang**, a sister vessel of **Tongjun**, is under construction at ZPMC's shipyard in Qidong and is scheduled to enter operational service within this year. Both dredgers are classed by China Classification Society and were built using more than 95 per cent domestic content. *Specifications* Type of vessel: Trailing suction hopper dredger; Classification: China Classification Society; Flag: China; Owner: China Communications Construction Company; Builder: Shanghai Zhenhua Heavy Industries, China; Length overall: 198 metres (650 feet); Beam: 38.5 metres (126 feet); Capacity: 38,168 cubic metres (1.348 million cubic feet); Other electronics: Intelligent control system; Dredging equipment: 2 x pumps. *(Source: Baird)*

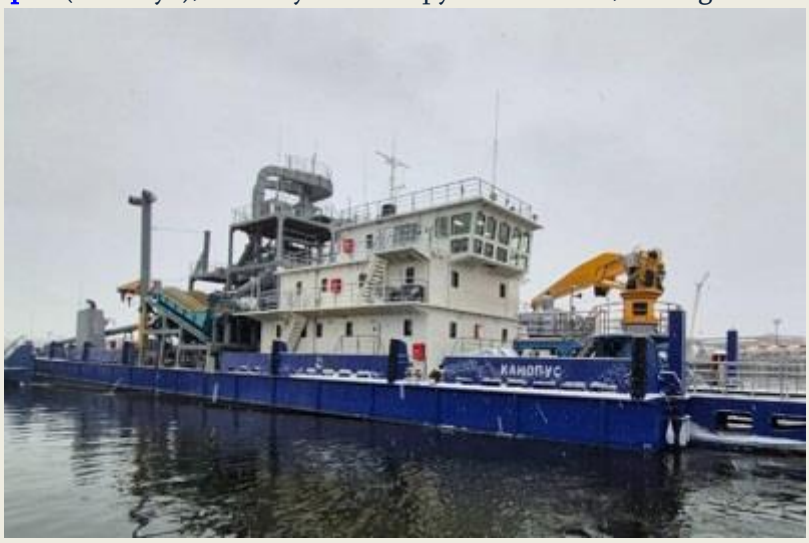
WATERMASTER CLASSIC V RAISES THE BAR IN CROATIA

Sokol d.o.o. Vinkovci is moving ahead with the restoration of the Bosut River in Croatia with a **Watermaster Classic V**. Sediment build-up in the Bosut River in Croatia has reduced the river's flow and depth. This means higher flood risk, degrading water quality and ecological health, and it limits the river's use for irrigation and recreation. The Bosut cleanup project with Watermaster is efficient because one machine replaces many, according to Sokol. "Typical river maintenance includes sediment removal by suction dredging or excavating, vegetation clearing, and debris removal. Our multipurpose Watermaster can handle all those tasks," Sokol Vinkovci said. Watermaster can "walk" from land into the river and work safely and independently in shallow, hard-to-access areas, without additional machinery or support personnel. *(Source: Dredging Today)*

NEW CUTTER SUCTION DREDGER KANOPUS READY FOR ACTION

The Russian State Transport Leasing Company (STLC) has taken delivery of a new cutter suction

dredger (CSD). The dredger **Kanopus** (Канопус), built by local shipyard Nefteflot, belongs to the Project Ts480M2rD/NF series of CSDs – designed by the Russian naval architecture firm Stapel. According to Nefteflot, the new dredger will be used primarily for the development of sand and gravel quarries and the maintenance of inland waterways. Ownership of the dredger will remain with STLC while engineering firm HydroStroyMekhanizatsiya will be responsible for her operation under lease. *(Source: Dredging Today)*

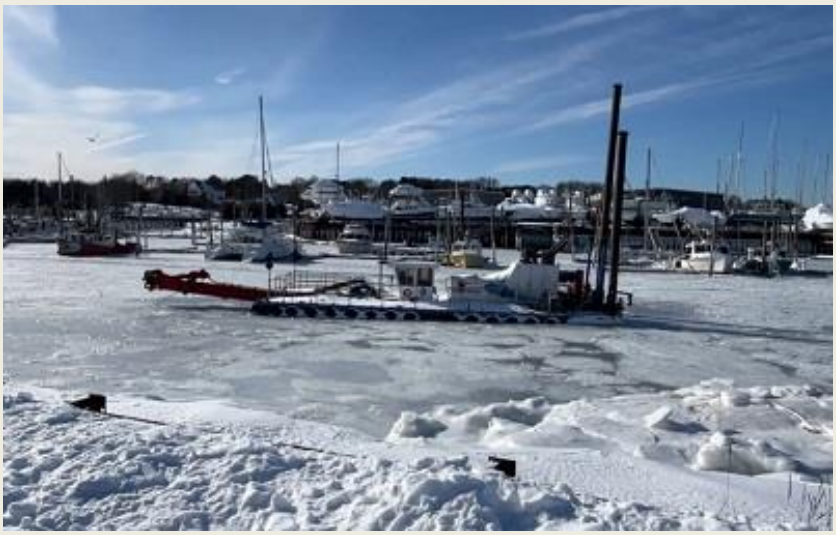


NMDC GROUP POSTS STRONG SET OF FINANCIAL RESULTS FOR 2025

NMDC Group today posted a strong set of financial results for 2025, reporting revenues of AED28.8 billion ($7.8 billion), up 10 percent y-o-y, with the UAE representing 81 percent of total revenues and international markets representing the remaining 19 percent. According to NMDC, net profit surged 29 percent y-o-y to cross the AED4.0 billion mark, on the back of operational efficiencies, margin expansion and a favourable business mix. As a result, NMDC Group's Board proposed a 20 percent year-on-year increase in cash dividends to reach AED844.4 million ($230 million) in 2025, representing AED1 per share, pending the approval of the company's upcoming Annual General Assembly meeting. The group's awarded projects in 2025 reached AED19.5 billion ($5.3 billion), building up a solid

backlog of AED57.9 billion ($15.7 billion). “We’re proud of our financial performance in 2025, which serves to reflect NMDC Group’s commitment to its shareholders, partners, clients, and the UAE, underscoring why we are a partner for growth across various critical industries,” said Mohamed Thani Al Rumaithi, Chairman of the Board of Directors of NMDC Group. Eng. Yasser Zaghloul, Group CEO, NMDC Group, added that the group’s solid financial results for 2025 mark a year of meaningful progress and operational milestones, “adding another memorable chapter of resilient growth to their 50-year legacy”. *(Source: Dredging Today)*

CSD SAND SHIFTER RESUMES YARMOUTH DREDGING, CSD COD FISH II REMAINS FROZEN



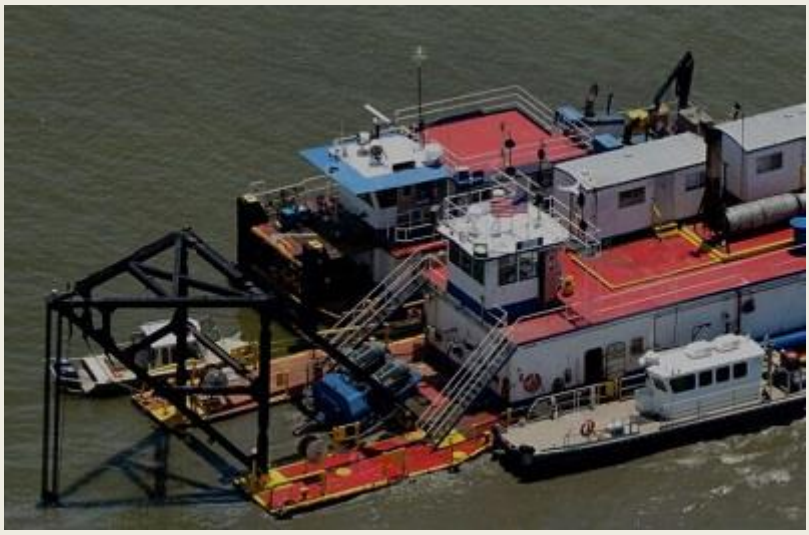
Barnstable County’s dredge vessel **Sand Shifter** has resumed operations in the Parker’s River Approach Channel in Yarmouth following a weather-related pause caused by high winds and extreme cold temperatures. Dredging restarted this week after several weeks of delay, with crews taking advantage of a brief window of favorable conditions. The current scope of work focuses on clearing shoaling between the jetties and along the southern portion of the channel. Sand removed from the channel is being placed on Seagull Beach as part of ongoing beach renourishment efforts. This project represents the first of two planned dredging efforts in Yarmouth. Once work in the Parker’s River Approach Channel is complete, the dredge team will move on to scheduled projects in Chatham and Harwich. The County’s other dredge, **Cod Fish II**, remains frozen in place on the north side of Sesuit Harbor in Dennis. The U.S. Coast Guard will arrive early next week to assist with icebreaking operations, allowing the dredge to return to service. Watch the YouTube video HERE *(Source: Dredging Today)*

WID MAAS GEARS UP FOR TILBURY DREDGING JOB

Port of London Authority said that the contractors instructed by Port of Tilbury London Ltd will kick off the dredging operations at Tilbury Lock Entrance, Tilbury Grain Terminal Main Berth and Tilbury 2 CMAT. These dredging works will be carried out by the water injection dredging method by the **WID Maas** and will be conducted during ebb tides only. An

alternate dredging vessel may be substituted if necessary, the Port Authority said. Water injection dredging is a dredging technique that removes sediment 'the natural way'. It is an efficient and environmentally friendly way of maintaining the depth of navigation channels, ports and rivers. A water injection dredger can work very close to embankments and quay walls because of the maneuverability of the vessel. The areas to be dredged includes Tilbury Lock bellmouth/entrance and the respective berth boxes of the other locations. The dredging program is expected to be complete no later than March 1, 2026. *(Source: Dredging Today)*

INLAND DREDGING COMPANY WINS GULF INTRACOASTAL WATERWAY DREDGING CONTRACT



Inland Dredging Company from Dyersburg, Tennessee, has won a $10.2 million firm-fixed-price contract for a maintenance pipeline dredging program in Texas. The project includes dredging work on the Gulf Intracoastal Waterway, from High Island to Causeway with Chocolate Bayou in Galveston, Chambers, and Brazoria counties. Work will be performed in Galveston, Texas, with an estimated completion date of July 15, 2026. "Fiscal 2026 construction, Corps of Engineers, Civil funds in the amount of $10,270,400 were obligated at the time of the award," the U.S. Department of Defense (DoD) said. The U.S. Army Corps of Engineers, Galveston District, is the contracting activity. *(Source: Dredging Today)*

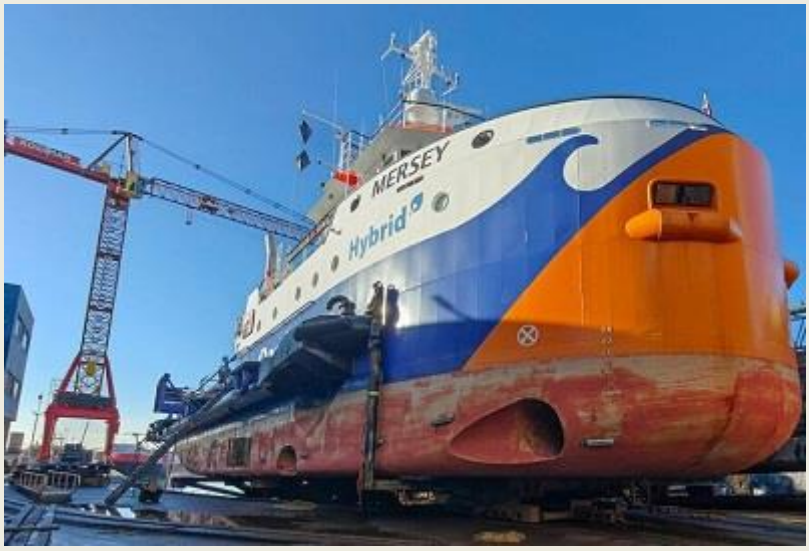
FROM ZEELAND TO WADDEN ISLANDS – BOSKALIS' TSHDS READY FOR ACTION

Boskalis' crews work along the Dutch coast almost year-round with their trailing suction hopper dredgers (TSHDs) Causeway, Freeway, **Shoalway** and **Strandway**. "Through beach and foreshore

replenishment, we help protect the coastline from the effects of climate change – from Zeeland in the south to the Wadden Islands in the north," Boskalis said in its latest announcement. "One vessel, however, often breaks this coastal routine: our **Strandway**. In recent years, the vessel has built up a warm relationship with the port city of Rotterdam." The **Strandway** has, for example, carried out long-term maintenance dredging in the port's navigational channels, while also working for the land reclamation project in the Rijnhaven. In recent weeks, the vessel has been active in the Maasmond, dredging silt in the navigational channels in the Rotterdam port area. "Naturally, the **Strandway** also operated at other locations along the Dutch coast, such as Ameland or Vlissingen, and internationally in Emden (Germany) and Southsea, Portsmouth (United Kingdom)," Boskalis said. "But Rotterdam is never far away, especially because the **Strandway** is also equipped with specialized equipment to respond rapidly to oil spills, helping to limit environmental damage in the port," the Dutch company concluded. *(Source: Dredging Today)*

MAINTENANCE WORK UNDERWAY ON VAN OORD'S WID MERSEY

Van Oord's water injection dredger **(WID) Mersey** has arrived at the Shipyard Gebr. Kooiman BV in Zwijndrecht. According to Kooiman, the WID is there for some maintenance work. Also, various modifications are also being conducted. The WIDs **Maas** and **Mersey**, developed by Kooiman Engineering in close cooperation with Van Oord, were delivered in mid-2021 and have been in continuous operation since then. Van Oord said that two electrically driven pumps force water through the U-shaped water injection pipe located at the rear of the vessel. This pipe injects water into the bottom, loosening sediment which is carried away by the current. The vessels measure 43.07 x 12.40 metres (length and width including the water injection pipe) and have a draught of 3.40 metres. *(Source: Dredging Today)*



YARD NEWS

MACGREGOR SECURES MAJOR ORDER FOR LARGE AHC SUBSEA CRANE ON NEW-GENERATION FLOATING WIND FARM CONSTRUCTION

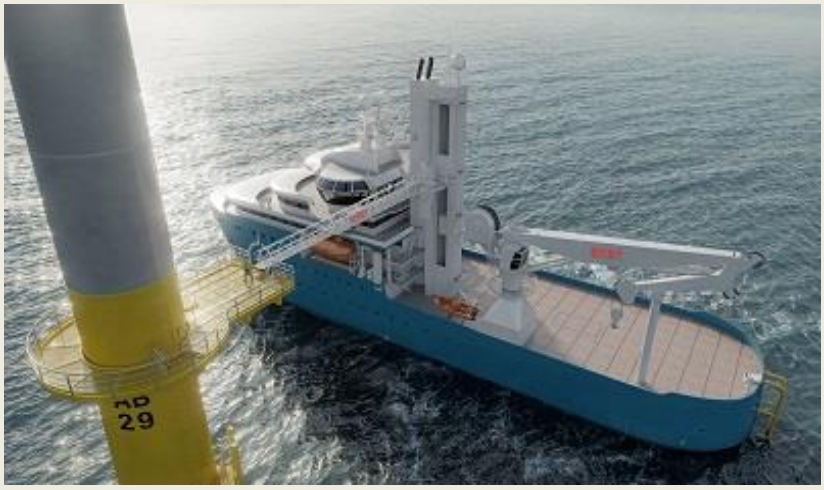
VESSEL

MacGregor has been selected to supply a substantial 400-tonne Active Heave Compensated (AHC) subsea crane for a new 127-metre Floating Wind Farm Construction Vessel (FWCV). Purpose-built for the burgeoning floating offshore wind market, the new vessel is a significant development for the industry and requires one of the largest subsea AHC cranes ordered in recent years. The order is booked into MacGregor's first quarter 2026 order intake. The contract for MacGregor is with Chinese shipyard, Jiangsu Dajin Heavy Industry Co., Ltd. Operations will be managed by Hana Shipping Co., Ltd. The 400-tonne SWL AHC subsea crane is a critical piece of equipment for the new FWCV, which is specifically designed to support mooring operations, cable laying, and other essential construction activities for floating wind projects. The vessel's first project is anticipated to be at the Ulsan Floating Wind Farm Construction, located 70 km off the coast of Ulsan, South Korea. Delivery of the crane is scheduled for the end of 2027, with the vessel's delivery following in Q2 2028. "This significant contract win underlines MacGregor's position as one of the few global suppliers capable of delivering AHC subsea cranes of this size and complexity with the track record of proven performance in service," said Lucie Addicks, Executive Vice President Offshore Solutions Division, MacGregor. "This order demonstrates how MacGregor offers not only technically robust and efficient solutions, but also close cooperation with project partners that is backed up by the local presence to support the yard and the ship in service." The level of integration required for this crane design, particularly due to the under-deck location of its main hoist, necessitates very close cooperation with the shipyard. The proximity of MacGregor's production facilities to the shipyard, along with readily available local resources, will ensure a smooth and efficient project execution. *(PR- MacGregor)*

SMST TO SUPPLY MISSION EQUIPMENT FOR FIRST-OF-ITS-KIND CSOV PLUS OF MARCO POLO MARINE AND PKR OFFSHORE

SMST has been selected by Marco Polo Marine to deliver a comprehensive mission equipment package for the company's first of its kind Commissioning Service Operation Vessel Plus (CSOV

Plus). The scope comprises an Access & Cargo Tower fitted with a motion compensated gangway (Telescopic Access Bridge L2) and a 100t knuckle boom crane, enabling safe and efficient people and cargo transfer to platforms worldwide through the tower's adjustable landing heights, alongside high capacity lifting in demanding offshore conditions. Designed for dual sector operations across offshore wind and oil & gas, both the CSOV Plus, designed by Salt Ship Design, and SMST's equipment package emphasize flexibility and long-term operational value. SMST's modular design allows the crane's knuckle configuration to be exchanged, enabling future upgrades or configuration changes without replacing the full crane. Whether supporting the complete lifecycle of offshore wind projects, or maintenance and construction activities in oil and gas, the flexible set-up can be optimized for the specific operational profile. "Marco Polo Marine's CSOV Plus sets a new benchmark for multi mission capability, and we're proud that our mission equipment will power safe, efficient operations across sectors", said Charlotte Hietkamp, Sales Manager at SMST. "From the motion compensated gangway integrated in the Access & Cargo Tower to the 100t knuckle boom crane, the package combines reach, precision and adaptability, backed by our proven track record in offshore mission equipment and knuckle boom cranes." Marco Polo Marine selected SMST on the strength of the companies' earlier collaboration and SMST's portfolio breadth. Our choice for SMST is rooted in the positive experience with their equipment on our first CSOV, Wind Archer, and the confidence we have in SMST as a partner", said Sean Lee, CEO of Marco Polo Marine, "Their track record in the equipment aligns with our development, making SMST the right fit for our CSOV-Plus vision." "The selection of SMST's gangway and crane solutions for our CSOV-Plus reflects our commitment to delivering the highest standards of safety and efficiency for offshore wind operations. By working with an established technology partner like SMST, we are enhancing the vessel's capability to support technicians and clients in challenging offshore environments", added Kelvin Teo, Managing Director of PKR Offshore. *(PR-SMST)*

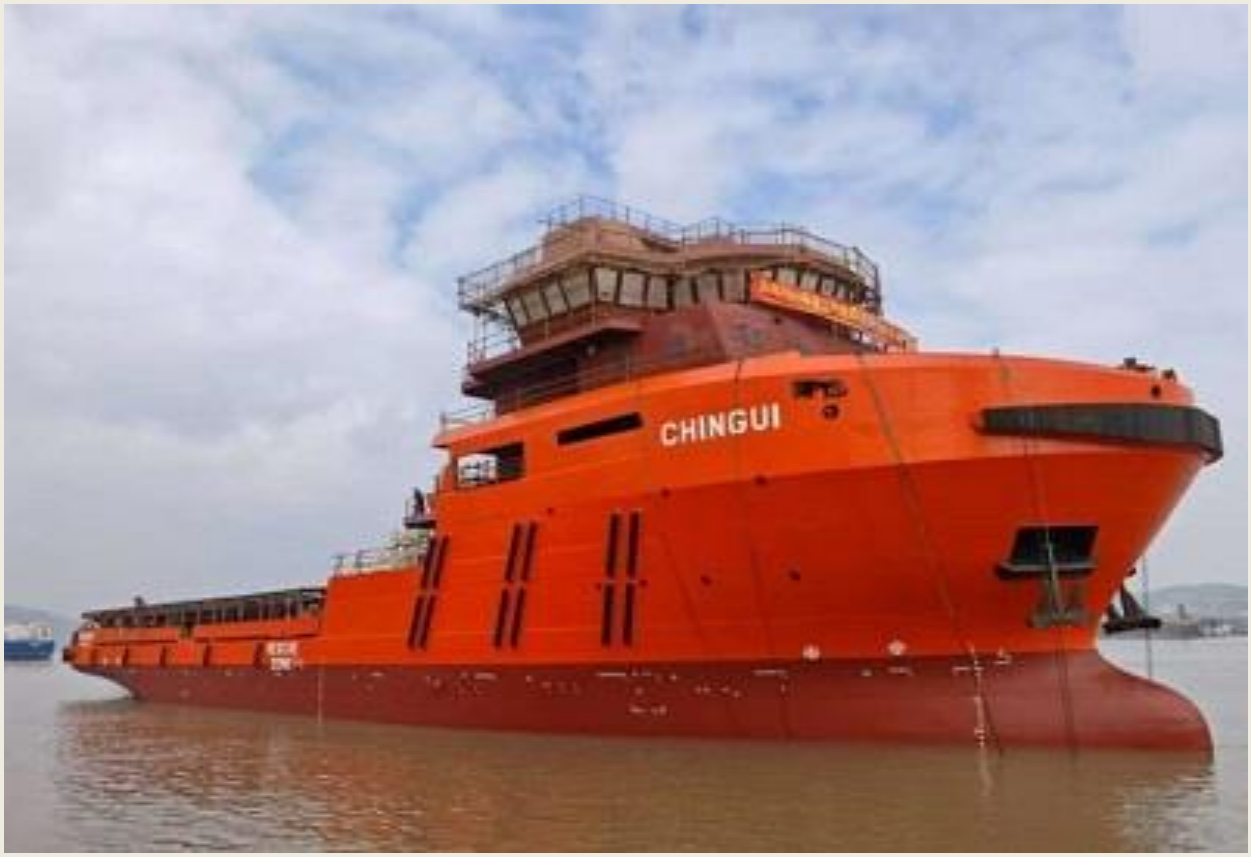


KEYFIELD INTERNATIONAL SIGNS $18M CONTRACT FOR NEW AHTS

Keyfield International has entered into a shipbuilding contract through its subsidiary, Keyfield Resolute, for the construction of a new anchor handling tug supply vessel. The agreement with China's Jiangsu Shunhong Marine Technology involves a contract price of $18 million, which is equivalent to MYR70.7 million. Jiangsu Shunhong has previously

constructed offshore support vessels for the group, including the Keyfield Wisdom. The board of directors confirmed the vessel will be a 90-tonne diesel-electric DP2 unit. Construction of the new DP2 AHTS is part of a strategy to allocate more resources to the anchor handling tug supply market while expanding international charters, Keyfield stated. Existing vessels are largely committed to long-term charters, so the new vessel will allow the company to pursue spot charter opportunities, Keyfield noted. The group intends to fund the project through a combination of internal cash and remaining proceeds from an issuance of approximately MYR45 million. The project is expected to, "have a positive effect on the earnings of our group in the future," Keyfield remarked. Deployment into vessel chartering operations is tentatively scheduled for 2027 or 2028. The group added it will appoint representatives to supervise the entire shipbuilding project to mitigate risks related to delivery timelines or specifications. *(Source: Baird)*

NEW AHTS DESIGN LAUNCHED IN CHINA



Fujian South East Shipbuilding in China successfully launched its Z 4650 AHTS design. The vessel is a 78m anchor handling and tug supply vessel with 150t bollard pull, scheduled for delivery in early

2027. *(Source: OER International)*

ROYAL IHC CUTS STEEL FOR NEW QIT MADAGASCAR MINERALS ELECTRIC CSD

Earlier this week, Royal IHC cut the first steel plate for a new electric cutter suction dredger (eCSD), in the presence of their client – QIT Madagascar Minerals (QMM). This milestone marks the official start of construction for this vessel. The new eCSD is engineered to operate in the Mandena mining pond, working alongside the CSD Fasimainty. "With a robust cutter power of 1,100 kW, it is specifically designed to meet the challenges of Mandena's compact ore conditions. Powered by a shore-supplied electric system boasting a total capacity of 5,000 kVA, the dredger sets new standards in operational efficiency and sustainability," Royal IHC said. This dredger will replace the current dry mining method, aligning with QMM's mission to advance sustainable mining practices in Madagascar. *(Source: Dredging Today)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Continuing a six-vessel journey: Med Marine delivers Dougga, the fourth step in OMMP's program*
   - *SANMAR Strengthens Long-Term Partnership with SAAM Towage Through New Tug Delivery*
   - *Neptune Marine will deliver three new Medium Sized Harbour and seagoing Tugs to the Royal Netherlands Navy.*
   - *Contract signed for newbuild EuroCarrier Maasstroom*
   - *Damen announces contract with Qatari Emiri Navy for two ASD Tugs 3212*
2. Several updates on the Broker Sales page posted last week

   (New page on the website. If you are interested to have your sales on the website)

   - *For Sale: Q Adventurer (new)*

   (pls contact jvds@towingline.com)

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

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