Tugs Towing & Offshore Newsletter

27th Volume, No. 13 *1963 – "62 years tugboatman" - 2026* Dated 15 February 2026

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

Distribution twice a week 22.500+

TUGS & TOWING NEWS.

A NEW FORCE TAKES THE WATER: MED MARINE LAUNCHES RASTER 2800 FOR NOATUM MARITIME

MED MARINE has successfully launched a new RAstar 2800 class tugboat built for Noatum Maritime, at Eregli Shipyard on 12 January 2026. Compact in form yet formidable in capability, the RAstar 2800 measures 28.40 metres in length and delivers a powerful minimum bollard pull of 80 tonnes. Designed to perform where strength and precision matter most, the tug is ideally suited for demanding terminal and escort operations, offering agility, control, and reliability within a gross tonnage of under 500 GT. With a top speed of 12 knots and full compliance with Class FiFi 1 firefighting requirements, the vessel combines performance with readiness across a wide operational spectrum. Conceived as a true multi-purpose tug, the RAstar 2800 is equipped with forward and aft towing winches to support ship handling, towing, pushing, mooring, and firefighting operations. An aft towing hook further enhances flexibility during complex manoeuvres, while the advanced azimuth stern drive (ASD) propulsion system ensures responsive handling and sustained pulling power under demanding conditions. *Technical specifications of the tugboat:* Length: 28,40 m; Beam: 13,00 m; Depth: 5,40 m; Draft: 5,70 m; Gross Tonnage: <500; Bollard Pull: Min. 80 tons; Speed: 12 knots. *(PR-Med Marine)*

TE MATA ARRIVED FOR DRY-DOCKING AT LYTTELTON

As often happens the sun went out just as she came into camera range. The News Zealand registered with call sign ZMA2370 Napier Port owned **Te Mata** (Imo 9563598) arrived this afternoon for docking in the Lyttelton dry-dock where she will undergo survey and maintenance work.. The tug was built in 2011 by Strategic Marine Singapore - Singapore has a length of 23.80 mtrs a beam of 11.00 mtrs and a depth of 3.20 mtrs. She performed a bollard pull of 60 tons. *(Source & Photo: Alan Calvert)*

MIKHAIL CHEKOV – EMERGENCY RESPONSE AND SURVEY TUG DELIVERED TO RUSSIAN NAVY

Russian shipbuilder Astrakhan Ship Repair Plant, a division of state-owned United Shipbuilding Corporation, recently handed over a new tug ordered by the Russian Ministry of Defence. **Mikhail Chekov** (Михаил Чеков) is the seventh vessel under the Project 22870 series of tugs that have been built for the Russian Navy beginning in 2014. Design work on the tugs was undertaken by the Vympel Design Bureau. The newbuild honours **Mikhail Chekov**, a Soviet naval officer known for his marine rescue and salvage efforts in the Black Sea during World War II. *Manoeuvrable platform for harbour and coastal use* The new

tug has a length of 57 metres (190 feet), a beam of 14 metres (46 feet), a draught of 3.5 metres (11 feet), and a maximum displacement of 1,605 tonnes. Duties will include search and rescue, external firefighting, towing and salvage operations, dive support, marine surveys, and oil spill cleanup. Two 2,000kW (2,700hp) main engines drive two azimuthing propellers to deliver a speed of 14 knots. The other onboard systems draw power from three 1,520kW main diesel generators plus two 100kW generators that will serve as backup. Two 200kW auxiliary engines and two 1,000kW bow thrusters are also fitted. *Full rescue and firefighting fitout* The emergency response equipment includes a towing winch with hook, a diving bell that can be operated at a depth of 60 metres (200 feet), three firefighting monitors each with a discharge rate of 500 cubic metres (100,000 gallons) per hour, and an unmanned underwater vehicle for inspection at depths of up to 400 metres (1,300 feet). Compartments are also available for housing up to 36 additional personnel such as rescued accident survivors. **Mikhail Chekov** has since entered service with the Russian Navy. She is currently assigned to the Black Sea Fleet. *Specifications* Type of vessel: Emergency response tug; Flag: Russia; Owner: Russian Navy; Designer: Vympel Design Bureau, Russia; Builder: Astrakhan Ship Repair Plant, Russia; Length overall: 57 metres (190 feet); Beam: 14 metres (46 feet); Draught: 3.5 metres (11 feet); Displacement: 1,605 tonnes; Main engines: 2 x 2,000 kW (2,700 hp); Propulsion: 2 x propellers; Auxiliary engines: 2 x 200 kW; Generators: 3 x 1,520 kW; 2 x 100 kW; Side thrusters: 2 x 1,000 kW; Maximum speed: 14 knots; Safety equipment: Diving bell; Firefighting equipment: 3 x monitors; Type of fuel: Diesel; Additional personnel: 36; Operational area: Black Sea. *(Source: Baird)*

SHIPYARDS DELIVER TUGBOATS TO FRENCH OWNERS EXPANDING THEIR FLEETS

French owners increased their fleets of tugs and workboats in Q4 2025 for harbour and coastal towage. Investment in French towage and workboat fleets remained strong in H2 2025 with owners welcoming new additions to their fleets to meet rising demand for marine services and ship handling. Thomas Services Maritimes (TSM) added two reverse stern drive (RSD) tugs and an anchor-handling multipurpose vessel to its fleet in H2 2025. Damen Shipyards built **TSM Brest** and **TSM Dieppe** to its

RSD 2513 design with an overall length of 25 m, a beam of 13 m, a speed of 13 knots and 5,120 kW of power coming from two Caterpillar high-speed diesel engines. Both are operating in Rouen, France, according to automatic identification system (AIS) information. **TSM Bergen** was built by Neptune Marine in the Netherlands to its EuroSupporter 3912 design with dynamic positioning to DP2 class and equipment for towage, anchor handling, deploying remotely operated vehicles and supporting dredging. This 39-m, Bureau Veritas-classed vessel has a bollard pull of 28 tonnes, a speed of 11 knots and total power of 1,900 kW coming from three Volvo Penta, D16 MH main engines, driving three propellers and four thrusters. Boluda Towage France is adding to its fleet with a 28-m tug built to Damen's ASD 2813 design in Vietnam. **VB Brandy** has a beam of 12 m, a speed of 13 knots, 5,120 kW of power coming from two Caterpillar main engines, and a depth of 5 m. It is heading to Marseille, France, and called into Reunion in the Indian Ocean at the end of January, according to AIS. Boluda Towage has another tugboat en route to a northern European destination. Damen Song Cam has built RSD tugboat **VB-047** (*VB Boluman*) and it is heading to the UK under the flag of St. Vincent & Grenadines. This 353-gt tug was built to Damen's RSD 2513 design with a bollard pull of 80 tonnes, an overall length of 25 m and a beam of 13 m. According to AIS, it passed the Cape of Good Hope and visited the port of Las Palmas at the end of January and Portugal at the start of February. *(Source: Riviera by Martyn Wingrove)*

THE RESCUE TUG LAZURIT CAME TO THE AID OF A SHIP IN DISTRESS IN THE SEA OF JAPAN.

The rescue tug **Lazurit** came to the aid of a ship in distress in the Sea of Japan. February 12, 2026, Marine Rescue Service, Federal State Budgetary Institution. The rescue tug **Lazurit** came to the aid of a ship in distress in the Sea of Japan. The Primorsky branch of the Federal State Budgetary Institution "Morsalzluzhba" conducted an operation to assist a vessel in distress in the Sea of Japan. The operation took place from February 9 to 12, 2026, according to a statement from the agency. The bulk carrier **TAI ZE XING 319** (flagged Panama),

navigating in neutral waters, completely lost its propulsion and was unable to continue on its own. The rescue tug "**Lazurit**" was dispatched to the distressed vessel's location to conduct rescue operations. The crew of the rescue vessel from the Primorsky branch of the "Morsalzluzhba" quickly took the large-capacity bulk carrier into tow. During the four-day operation, the "**Lazurit**" ensured the safe passage of the distressed vessel to Vladivostok, where the bulk carrier was moored. *(Source: Sudostroenie; Photo: "Morsalzluzhba")*

OTAGO TUGS IN A SPIN OVER NEW ARRIVAL

A ship — make that boat — came up the harbour and met its new family yesterday. The new $15million Port Otago tug **Otepoti** arrived in the Otago Harbour yesterday morning after a 6070 nautical mile trip from inland China. The boat was built in the Damen Changde shipyard in Hunan, so it was a long trip to Dunedin, although they made good time. The boat left the shipyard on December 23, travelling via inland waterways to Zhangjiangang, which it left on January 10. It stopped at the Port of Palau on January 19 for fuel and provisions and then had a solid run to Dunedin. The tug was met at the head of the harbour by Port Otago's two other tugs, **Taiaroa** and **Arihi**, pilot boat **Te Rauone** and dredge **New Era**. Piper Oe Hayward welcomed the tug to Dunedin, playing his pipes at Taiaroa Head as the tug moved into the harbour. The tug is a key piece of infrastructure which will allow the port to be big-ship capable. Port Otago marine and infrastructure general manager Grant Bicknell said the port had an "always open" strategy. Bigger 10,000TEU (20 equivalent units) ships are on the horizon. "We just want to be well positioned to handle them in the future. "They are not around at the moment, but the industry is talking about them possibly coming [to] this part of the world and we just want to make sure that we have the capability to take them. "There was no definite timeline on when they would arrive, but we're gradually getting ready for them." The Rio ship class which calls carries 6000-8000TEU. Tug **Taiaroa**, which arrived in 2014, and **Ōtepoti** both possess Damen ASD 2312 70-tonne bollard pulls to manoeuvre the ships into position. Mr Bicknell said everything went well and the new tug arrived on the day it was supposed to. Some training would be carried out on the new tug next week and it would then get the official sign-off from Maritime NZ. *(Source: Otago News)*

AUSTRALIA'S BHAGWAN MARINE ACQUIRES VESSEL OPERATOR RIVERSIDE MARINE HOLDINGS

Australian marine solutions company Bhagwan Marine has entered into a share sale and purchase agreement to acquire 100 per cent of Riverside Marine Holdings. The acquisition will be on a debt-

free, cash-free basis with a normal level of working capital, for an enterprise value of up to AU$130 million (US$91 million). Founded in Brisbane in 1926 by the Campbell family, Riverside specialises in the management and operation of approximately 30 diverse vessels, including nine owned vessels, across five established brands. The Riverside group has long-standing clients within the industrial resources, scientific research, transport and logistics sectors. Bhagwan said Riverside is forecasting FY26 revenue of AU$63 million (US$44 million) and gross operating profit of AU$26 million (US$18 million). Among other things, the acquisition will ensure further diversification across services including third-party vessel operations, harbour tugs, sand dredging and commercial ferries; give Bhagwan an established presence in North Queensland, with additional operations in Mackay and the Pilbara; and increase Bhagwan's revenue base from 40 per cent to 50 per cent, supported by long-term contracts and high barriers to entry. Bhagwan Founder and Managing Director Loui Kannikoski said Riverside's, "highly complementary operations enhance diversification across service offerings, commodity exposure, and geographic presence." *(Source: Baird)*

DEPARTURE OF TUGBOAT CAUSES COOK STRAIT SAFETY CONCERNS.

Maritime emergency rescue capability in Cook Strait has been compromised – say Greater Wellington Regional Council Chair Daran Ponter and Marlborough Mayor Nadine Taylor – with open-ocean tugboat **MMA Vision** off contract this month. “The absence of a dedicated rescue vessel for Cook Strait poses unacceptable risks,” says Cr Ponter. “Cancelling the **MMA Vision** contract puts lives and economic lifelines in peril.” Mayor Taylor strongly supports this sentiment, adding “Cook Strait is one of the most complex stretches of water in the world to navigate. It’s also a shipping route of national significance where the government is responsible for safety”. In a letter to the Minister of Transport, Cr Ponter and Mayor Taylor call for an extension of the **MMA Vision** contract until an equivalent vessel can be commissioned more affordably. They say at stake are: Human safety: A major mechanical failure or grounding of a large vessel in severe weather could endanger hundreds of lives. Financial stability: Every day, freight worth millions is shipped through Cook Strait, where a disaster could result in a ruinous loss of productivity and logistical delays. Environmental health: A fuel spill would cause a costly clean-up and long-term ecological damage, as well as international media coverage impacting tourism. Termination of the **MMA**

Vision contract was signalled in November 2026, when the government announced the purchase of new ferries with enhanced safety features – due in service in 2029. “Until then, we rely on an ageing fleet of ferries, plagued by a well-documented history of breakdowns to carry thousands of New Zealanders and visitors between the North and South islands,” Mayor Taylor says. “And new ferries are not immune to disaster,” says Cr Ponter. “The Wahine was only two years old when it capsized and sank in the mouth of Wellington Harbour – with the loss of 53 lives.” Each year, Cook Strait ferries sail over a million passengers, and freight worth $14 billion between North and South Islands markets. Half a million cruise ship passengers, as well as hundreds of commercial vessels and fishing boats also pass through Cook Strait annually. Cabinet papers show the rescue of large vessels in Cook Strait will be resolved from February by “relying on commercially available vessels to provide towing responses if required, noting these might not always be available in New Zealand waters”. “From July, the closest ship that can tow large vessels stricken in Cook Strait will be 1200 nautical miles away,” says Cr Ponter. “That’s about five days of travel time. “We cannot depend on harbour tugs for open-ocean rescues. They are not designed, equipped or crewed for towing large vessels in Cook Strait – where conditions are frequently beyond their operating parameters.” “There have been multiple near-miss incidents in Cook Strait over the past five years,” says Mayor Taylor. “We urge the government to maintain enhanced emergency response capability in this beautiful yet treacherous stretch of sea at the heart of our country.” *(Source: Wellinton.Scoop)*

THE PACIFIC FLEET'S RESCUE VESSEL ALATAU ARRIVED AT ITS BASE AFTER COMPLETING MISSIONS IN THE OFFSHORE ZONE.

During the long voyage, the ship traveled more than 20 thousand nautical miles. The Pacific Fleet's rescue tugboat "Alatau" arrived at its home port in Primorsky Krai after completing rescue support missions for the fleet's ships on a long-distance voyage, according to the Russian Ministry of Defense press service. "During its long voyage, the Alatau SBS traveled more than 20,000 nautical miles, crossing two oceans, four seas, and two straits," the statement said. It is noted that during the journey to the base, the crew also carried out a rescue operation to search for and lift aboard a Philippine citizen, Mark Kaganan, who was in distress in the open water. As previously reported by PortNews , on January 26, 2026, the Alatau SBS rescued a Filipino citizen found floating on the surface in the southern part of the South China Sea. Mark Kaganana had been

in the water for approximately two days before his rescue. He is a crew member of the tanker S. Grace and fell overboard while working on the deck. *(Source:PortNews)*

A SOLUTION MUST BE FOUND FOR THESE SAILORS: THE WORLD TRADER HAS BEEN IMMOBILIZED IN BREST FOR TWO MONTHS.

The tugboat **World Trader** has been immobilized in the port of Brest (Finistère) for over two months. The two Venezuelan sailors have not been paid. The situation of the sailors on the tugboat **World Trader**, stuck in the 5th basin of the commercial port of Brest (Finistère) since December 8, 2025, is worrying the Mor Glaz association. Which administration is dealing with it, which department? Is this potentially sensitive case of interest to anyone? The seafarers' protection association, which maintains that the vessel no longer has a flag , is demanding the **World Trader** be stripped of its ownership. The proceeds from its sale for dismantling could cover the back wages of the two Venezuelan sailors who remained on board. A solution must be found for these sailors. A meeting of the Seafarers' Welfare Commission is essential , emphasizes Jean-Paul Hellequin, president of Mor Glaz. *(Source: Ouest-France)*

LQB "NAVRUZ" (ACCOMMODATION) ROUTE TO DRY DOCK AHEAD OF NORTH CASPIAN PROJECT

The **LQB NAVRUZ**, Full management by ENKA a key asset slated for deployment in the North Caspian Sea this season, has commenced its scheduled special survey at a regional dry dock facility. The vessel departed from Kazakhstan, Enka Marine Base berth under tow by the dedicated tug "**Meric**", with escort support provided by tug "**Caspian Fauna**". The dry dock visit marks a critical phase in the unit's maintenance cycle, ensuring full regulatory compliance and operational readiness ahead of its upcoming project assignment. With a capacity for 350 POB, comprehensive messing and recreation facilities, offices and a DNV-classified helideck, **NAVRUZ** is positioned as a central accommodation solution for offshore employees working in the Caspian region. Its upcoming dry docking will include hull inspection, system certifications, and general overhaul works. *Vessel Overview:* Name: NAVRUZ; Type: Floating Hostel; Class: BV ☆ Ice L3 and HELIDECK; Built: 1986, Turku, Finland; Dimensions: 112 m LOA × 13.6 m beam; Notable Features: Helideck (D-value 17.54 m), gym, medical clinic, laundry, multiple Food stores, TV lounges, and full-service galley. Following the completion of its special survey, LQB NAVRUZ is expected to return to operation in the North Caspian, where it will serve as a primary accommodation base for an offshore project. *(Source: Enkamarine)*

FESCO'S ICEBREAKING VESSEL VASILIY GOLOVNIN ARRIVES AT INDIA'S BHARATI RESEARCH STATION

This is the **Vasiliy Golovnin's** second long-term stay during the 2025-2026 Antarctic expedition. FESCO Group (part of Rosatom State Corporation) says that its diesel-electric icebreaking vessel **Vasily Golovnin** has arrived at India's research station Bharati. This is the vessel's second long-term stay during the 2025-2026 Antarctic expedition, carried out by the Group under a contract signed with India's Ministry of Earth Sciences' National Centre for Polar and Ocean Research (NCPOR) in October 2021, FESCO said. The **Vasiliy Golovnin** delivered equipment, provisions, and fuel for two Indian Antarctic permanent research stations Bharati and Maitri. The vessel also delivered members of the Indian expedition who will replace their colleagues at the station and remain in Antarctica until next season. The situation in the Bharati area is complicated by a large number of drifting icebergs this year. The vessel is currently in Prydz Bay, drifting five miles off the coast as the approach to the station is blocked by icebergs. The crew delivers passengers and cargo to the station during daylight by helicopters. The diesel-electric ship will remain at this point until early March, when it is scheduled to return to Maitri, said Nikolay Chvertko, Director of FESCO's Vladivostok branch. The FESCO's vessel crew will also be assisting the Indian partners in conducting scientific research in the coastal waters. Previously, the Group successfully provided supplies to Indian research stations in Antarctica from 2018 to 2021. *(Source: PortNews)*

ACCIDENTS – SALVAGE NEWS

AGING OSV GOES HARD AGROUND ON THE ROCKS IN DOMINICAN REPUBLIC

An OSV carrying a tugboat on deck has gone aground outside the bay at Luperon, a popular sailing

yacht destination on the north side of the Dominican Republic. The vessel is the **ENE Vision** (IMO

9203459), a 1998-built OSV of about 1,800 dwt. It was formerly known as **HOS Crossfire**, and was sold by previous owner Hornbeck Offshore some time ago, the firm told local media; however, the vessel's name and ownership have not been updated in its Equasis record, and its status is listed as in layup. Its flag state is not officially recorded, but videos from the scene show that the vessel's stern is marked "Puerto Plata, Dominican Republic." Peter Swanson, a longtime maritime journalist, reports that the **ENE Vision** was both carrying a tug on deck and towing a barge astern. The barge was released and moved safely away by other vessels; the OSV, drifting and without power, was driven onto the rocks. Dominican Republic deputy marine resources minister José Ramón Reyes told local outlet Winston Noticias that no spill had been detected, and that responders plan to lighter off some of the stricken OSV's cargo in order to improve the odds of a refloat. An additional OSV arrived on scene and attempted to carry out a tow, but was not successful. One of the response vessels briefly grounded on a nearby shoal, according to sailing yacht cruiser Gary Helms, who posted a video to confirm the second grounding. The response vessel later refloated on its own, he reported. His on-site footage shows a long gash in the side of **ENE Vision's** hull at the waterline, the result of pounding on the rocks in heavy surf. The Puerto Plata region is currently under a high surf alert due to heavy swells, the same conditions affecting Puerto Rico. Surface conditions more favourable to salvage operations are expected later in the week. Watch the video HERE *(Source: Marex: Photo: Dale Phillips)*

PHILIPPINES WORKS TO REFLOAT TANKER DRIVEN ASHORE IN STORM

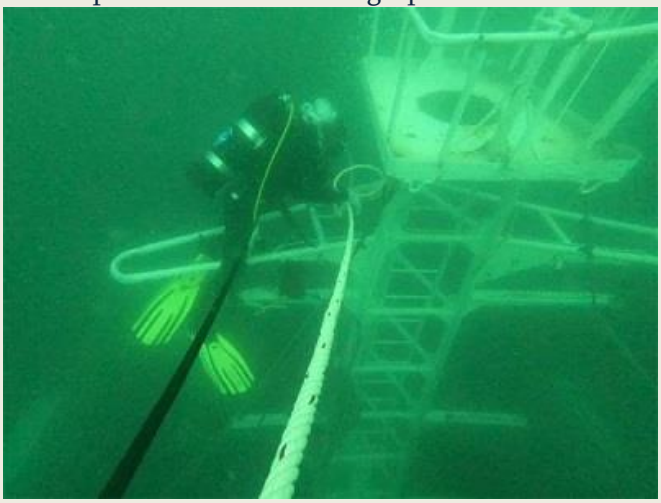
The Philippine Coast Guard is monitoring the situation as efforts are underway to refloat a tanker that went ashore in the environmentally sensitive Oriental Mindoro region, a province in the western Philippines south of Manila. They are reporting that the 18 crewmembers aboard the vessel are safe and there have been no reports of pollution from the vessel. The tanker **Espada** was traveling only with ballast from Batangas, south of Manila, to Negros in the southern Philippines when it encountered bad weather. The vessel sought shelter but eventually was driven aground. It is sitting on a muddy-sandy seabed, approximately 300 meters from a river estuary. The Coast Guard conducted an on-site verification. The inspections also showed that the vessel was in stable condition and that the hull appeared to be intact. No seawater ingress was reported. Refloating efforts began on February 10. The Coast Guard reports that towlines

were secured by a tug and that they were able to move the vessel approximately five meters. The effort was now focused on getting the vessel back into deep water. A full inspection of the hull is planned once the vessel has been refloated. The Philippines, however, remains on alert, especially because it suffered a significant oil spill in the same general area of Oriental Mindoro three years ago in February 2023. The **Princess Empress** leaked over 800,000 liters of fuel, prompting a difficult recovery effort. The Coast Guard Station Oriental Mindoro filed a formal notification with the Maritime Industry Authority regarding the grounding of the **Espada**. They requested that the vessel's Cargo Ship Safety Certificate be suspended pending a thorough investigation. The authority has agreed that a mandatory, thorough safety inspection should be required before the vessel can resume operations. *(Source: Marex)*

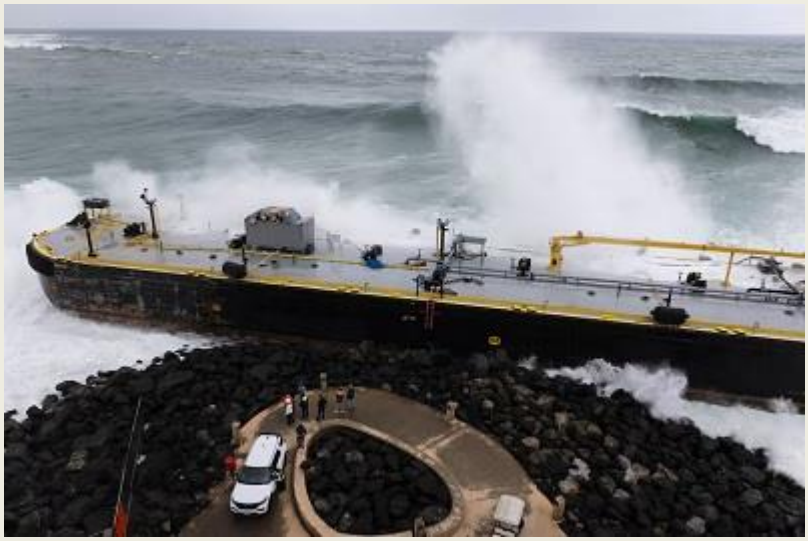
THAILAND REPORTS PROGRESS IN MANAGING OIL AND CONTAINERS FROM SUNKEN SHIP

Thailand has organized an Incident Command Center and reports it is making progress in the efforts to assess and manage the situation after the cargo ship **Sealloyd Arc** sank on Saturday night, February 7, near a popular tourist destination. While the ship is leaking oil, so far it has not approached shore, and they report success in rounding up the containers that were floating after the ship went down. The **Sealloyd Arc** is now reported to have had a total of 297 containers aboard, but 218 were loaded in the hull, with only 79 deck loaded. Initial reports said about 14 of the containers were declared on the manifest to have hazardous materials. The command has also determined that the vessel was carrying approximately 98 tonnes of heavy fuel and 32 tonnes of marine diesel oil. One of the first efforts was to locate the wreck and determine its position. There had been concerns that the ship might have drifted from its original location as it was sinking. Using sonar, they were able to confirm the location of the vessel, and divers were deployed to survey the wreck and attach a warning buoy to the rear mast. The ship is resting nearly upright, slightly tilted about three nautical miles south of Laem Phromthep. It was found at a depth of 61 meters (200 feet). The top of the stern mast is 14 meters (46 feet) below the surface. The survey determined that approximately 10 containers were on the seabed around the wreck. Teams formed two groupings on the surface, one with 13 containers and the other with 6 containers. They were towing the containers and arranging for a barge equipped with a crane to begin the retrieval. Teams are searching for

additional containers, with a vessel patrolling to the north of the wreck site and drones circling the area. Another vessel was called away to handle a separate maritime emergency with a yacht. They had also planned to use an aircraft, but the position places them in the flightpath for commercial aircraft entering and exiting Phuket Airport. So far, no additional containers have been located. Teams are also responding to the ongoing oil leak from the ship. They have deployed booms and are spraying dispersant. They believe the ship's diesel fuel is leaking, which they point out is easier to handle with dispersant and dissolves faster than if the heavy fuel leaks. They called the efforts satisfactory while noting the wind and currents had been driving the oil southwest toward open waters. An aerial survey shows the slick is extending for approximately 4.5 to 5 miles. So far, it has not moved toward shore, and based on oil spill modeling, they believe it is unlikely to threaten the shoreline, although it could damage sensitive marine areas. Divers have not been able to locate the source of the leak. The first goal is to seal the leak, and drivers were planning further efforts on February 10. The efforts are ongoing, with the information being sent to the Command Center to determine operational plans. They reported that discussions are underway regarding the possibility of salvaging the ship, although they believe the strong sea currents remain a challenge. India, after the **MSC Elsa 3** went down last year off its coast at a depth of approximately 50 meters (165 feet), determined that the best actions were to seal the leaks and then pump the fuel from the tanks. The Incident Command reported that they were meeting to review the operations, assess problems and obstacles, and determine the next steps for the operation plan. *(Source: Marex)*



GOVERNOR: REMOVAL OF BARGE WILL HAPPEN WHEN SEA CONDITIONS IMPROVE



The removal of a fuel barge that ran aground in San Juan Bay near El Morro will depend on improved sea conditions, due to the strong waves that were hindering efforts to remove it from the entrance to the bay, Gov. Jenniffer González Colón said Tuesday. "The waves are 10 to 12 feet high, so that makes it difficult to remove," the governor told reporters at a press conference in Manatí. "They are estimating that weather conditions should improve by Wednesday or Thursday, God willing, so that they can carry out the removal." González Colón noted that the 256-foot-long barge was not carrying fuel cargo. The president of the company that owns the vessel, Harbor Bunkering, said Monday that the barge was empty when it ran aground. "Thank God it was empty," the governor said. "It was coming to refuel in Puerto Rico, coming from St. Thomas. Obviously, it was empty, but it has residual diesel fuel on

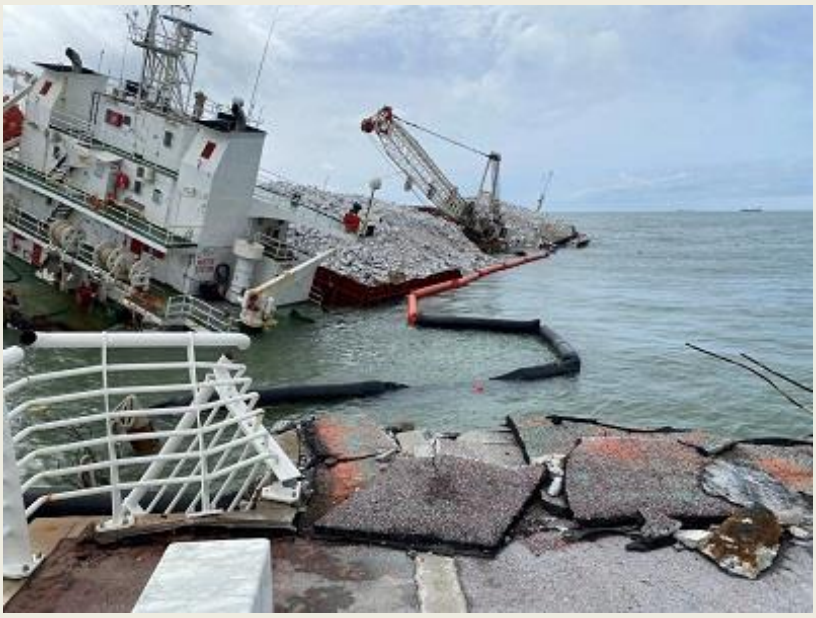
the upper deck, on the surface of the vessel, for pump operations. It's not fuel cargo." González Colón said the Coast Guard is in charge of handling the incident and pointed out with relief that the stranded vessel has a double hull. Earlier on Tuesday, Rep. José Aponte Hernández, who chairs the Committee on Federal and Veterans Affairs in the island House of Representatives, said he will be evaluating the situation going forward. "Although preliminary data points to a broken tow cable as the cause of the incident, the truth is that we don't really know why it happened," Aponte Hernández said. "However, we are closely monitoring the situation, including the barge removal process, as well as any potential fuel spill at the entrance to San Juan Bay." The veteran legislator added that the accident "confirms our insistence on requiring the highest safety measures for navigation near and within the bay, including the appropriate use and number of tugboats." "This committee will study yesterday afternoon's incident in great detail," he said. *(Source: The San Juan Star; Photo: Xavier Araújo)*

CHEMICAL TANKER COLLIDES WITH FISHING VESSEL OFF KOBE, INJURING ONE

On Wednesday afternoon, a chemical tanker collided with a fishing vessel off the coast of Kobe, Japan, according to the Japan Coast Guard. At about 1215 hours on Wednesday, the master of the small tanker **Maruoka Maru** contacted the coast guard station in Kobe to report a collision with an unnamed fishing vessel. Both vessels sustained damage towards the bow, but no pollution has been reported, the agency said. The skipper of the fishing boat sustained a non-life-threatening head injury in the collision, and he was medevacked to the hospital for evaluation and treatment. The cause of the collision is under investigation. **Maruoka Maru** (IMO 9882774) is a 1,000 dwt chemical tanker built in 2020 and employed in coastwise trade between Kure, Kobe and Osaka. It is managed by a Japanese firm. As of Thursday morning local time, **Maruoka Maru** had departed the region, headed westbound towards Kure. *(Source: Marex)*

MEDOV AT THE CENTER OF THE RESCUE OF THE GUANG RONG SHIP THAT RAN AGROUND IN MARINA DI MASSA

Supported the creation of a joint venture between BlueTack and Fratelli Neri which also took care of the towing of the hull to Livorno. The Genoese group Medov also played a leading role in the rescue of the general cargo ship **Guang Rong**, which ran aground last January off the coast of Marina di Massa and was recently towed to Livorno. "After the initial phase of emergency management and securing the area, the intervention evolved into a structured wreck removal project, which required specialized technical expertise, environmental protection, and coordination between public authorities and private operators," according to a statement. Medov emphasizes that he acted as BlueTack's general agent in Italy and France, contributing to coordination activities during the initial phase of the project. Specifically, the group led by Giulio Schenone supported the creation of a joint venture between BlueTack (an international company specializing in maritime salvage and wreck removal) and Fratelli Neri, an Italian company based in Livorno and active in salvage and towage services. "The Guang Rong case demonstrates how, in operations of this complexity, organizational coordination is as important as technical capability," said Luigi Derchi, general manager of Medov. "Our goal was to facilitate cooperation between international and Italian expertise, ensuring alignment with safety standards and environmental requirements." Drawing on his experience in the maritime and salvage sectors, Medov has helped foster collaboration between international technical specialists and local operations teams, supporting the management of operations in an environmentally and socially sensitive area. In previous major salvage operations, Medov served as local agent for Titan Salvage, the leader of the international consortium responsible for the salvage of the **Costa Concordia**. *(Source: Shipping Italy)*



DESPITE SALVAGE ATTEMPT, SPANISH FISHING VESSEL SINKS IN SEVERE STORM

An attempt to tow the stricken Spanish longliner **Itoitz** to safety failed when the towline parted, and the vessel has disappeared in worsening storm conditions, according to Spanish rescue authorities. At about 1050 hours on Monday morning, the Salvamento Maritimo rescue center in A Coruña received a distress call on VHF from a good Samaritan fishing vessel. The crew reported that they had just rescued seven people from another fishing vessel, the **Itoitz**, which had taken on a severe list. All seven survivors were medevaced by helicopter and delivered safely to

A Coruña's local airport. No injuries were reported. On Monday, an initial attempt to deliver a salvage crew to the fishing vessel's deck by helicopter had to be abandoned because high winds and heavy seas made the insertion unsafe. Under the direction of the Ferrol Maritime Captaincy, the response vessel **Maria Pita** was dispatched to the scene to provide an escort and evaluate the potential for towage. Conditions were rough: by Tuesday, winds exceeded 30 knots and wave heights were recorded up to 20 feet, too severe for the response vessel to approach **Itoitz** safely. Wave height moderated somewhat overnight, and **Maria Pita's** crew attempted to rig a tow line at about 1000 hours on Wednesday, Salvamento Maritimo sources told La Voz de Galicia. The line parted, leaving the vessel adrift once again. **Maria Pita** returned to port and was replaced by the rescue tug **Alonso de Chaves** on scene. Weather conditions deteriorated once more as **Itoitz** continued to drift, now roughly 40 nautical miles to the north of Ribadeo. At about 2200 hours on Wednesday night, **Itoitz** ceased transmitting on AIS and its EPIRB beacon activated, as would be expected in the event of a sinking. The rescue tug **Alonso de Chaves** located the EPIRB afloat on Thursday afternoon, unattached to the **Itoitz**, indicating that the fishing vessel was likely lost. Severe conditions on scene - with waves of up to 30 feet recorded - prevented the tug's crew from recovering the EPIRB safely. The **Alonso de Chaves** is standing by on scene, awaiting calmer conditions before approaching the last known position of the abandoned fishing vessel. Rescue coordinators will also dispatch a search aircraft to the site once the weather clears. "Crew safety and operation efficiency remain our priority," Salvamento Maritimo said in a statement. *(Source: Marex)*

OFFSHORE NEWS

EIDESVIK SECURES FRESH EQUINOR EXTENSION FOR LONG-SERVING PSV

Norway's Eidesvik Offshore has been awarded a charter extension from compatriot energy giant Equinor for one of its large platform supply vessels (PSV). The extension was awarded to the 5,700 dwt PSV **Viking Avant**. The extension will begin in direct continuation of the current charter. Eidesvik said in an Oslo Bors filing that the vessel's firm period will last until the end of May 2026, with further options for

extension. This latest deal extends the vessel's work time with Equinor into its 22nd year. The 2004-built vessel has been on contract with Equinor since its delivery. *(Source: Splash24/7).*

DOF SECURES NEW NORTH SEA VESSEL DEAL AND AUSTRALIA EXTENSION

Norwegian offshore contractor DOF Group has won a new contract for one of its vessels and an extension for another. According to the company, the new deal was awarded to the 2011-built anchor handler **Skandi Skansen** in the North Sea. Under the contract, DOF will provide vessel and ROV services for 30 days with planned commencement in the second quarter of 2026. The extension was given to the 2012-built PSV **Skandi Kvitsøy**. An unnamed international oil company hired the platform supplier in the first quarter of 2024 on a two-year deal in Australian waters. The undisclosed client has now extended the vessel's stay for six months. The contract is now firm until September 2026, with further options until the first quarter of 2028. The value of the six-month option is described as limited, placing it under $15m. *(Source: Splash24/7)*

TGS TARGETS ANGOLA FRONTIER WITH ULTRA-DEEPWATER 2D SURVEY

Oslo-listed seismic data specialist TGS has announced the Ultra Profundo multi-client 2D survey offshore Angola. The survey covers approximately 12,600-line km, and the survey vessel Ramform Victory commenced operations earlier in the first quarter. Data acquisition is estimated to be completed in approximately 100 days, with fast-track products available in the third quarter. Full data processing is scheduled for completion in the second quarter of 2027. The Ultra Profundo multi-client 2D survey marks the first 2D multi-client acquisition over Angola's ultra-deepwater areas since 2015 and targets a highly underexplored region. The survey delivers modern, long-offset seismic data critical for imaging complex pre-salt and top-salt structures and basin-floor channel systems, significantly enhancing regional geological understanding. "Angola's ultra-deepwater margin represents one of the most exciting frontier exploration opportunities in West Africa. Our Ultra Profundo multi-client 2D program delivers high-quality seismic coverage

needed to unlock pre-salt and sub-salt potential," said Kristian Johansen, CEO of TGS. *(Source: Splash24/7)*

DUTCH MARINE SCIENCE INSTITUTE WELCOMES NEWEST VESSEL TO FLEET

The Royal Netherlands Institute for Sea Research (Nederlands Instituut voor Zeeonderzoek; NIOZ) has taken delivery of its newest research vessel following a formal hand-over from Spain's Armon Shipyard. **Anna Weber-van Bosse** was built to a design by Netherlands-based C-Job Naval Architects. She will replace Pelagia, a research vessel that has been with the NIOZ for 35 years. The NIOZ said the official transfer of the vessel from Armon took place earlier this week in between sea trials off the coast of Spain. The vessel will soon sail for the Netherlands with NIOZ personnel on board. **Anna Weber-van Bosse** has an LOA of 80 metres, a beam of 17 metres, a summer draught of five metres, a gross tonnage of 3,481, and accommodation for 16 crewmembers and 30 scientists. The vessel is fitted with a DP2 system while her hull has been strengthened to ice class 1C standard. The vessel boasts a selection of laboratories including wet and dry labs, a CTD hangar, a large working deck, and a drop keel and gondola that can house larger sensors. Her electronics include single- and multi-beam echosounders and underwater positioning sensors from Kongsberg Maritime and acoustic Doppler current profilers from Nortek. The propulsion system includes generators supplied by ABC. The generators are EU Stage V-compliant and can be configured in the future to permit operation on methanol. *(Source: Baird)*

RAWABI VALLIANZ OFFSHORE ACQUIRES NEW ANCHOR HANDLER FROM CHINESE YARD

Saudi-Singaporean joint venture company Rawabi Vallianz Offshore Services recently took delivery

of a new anchor handling tug supply vessel (AHTS) built by Jiangmen Hangtong Shipbuilding of China. **Rawabi 65** belongs to the same series as **Rawabi 209** and **Rawabi 214**, which were delivered by Jiangmen Hangtong to Rawabi Vallianz Offshore in 2025 for operation in support of oil and gas clients in the Middle East. The ABS-classed AHTS has a length of 65 metres, a beam of 16 metres, a depth of 6.8 metres, a draught of 5.1 metres, and a service speed of 10 knots. The ship is fitted with an electric propulsion system that consists of four diesel generators and two azimuthing propellers. The propulsion, which will work in conjunction with a DP2 system, generates significantly reduced vibration and noise compared to a traditional diesel propulsion arrangement. The electronics suite includes a GPS, an AIS, an autopilot, and an area A3 GMDSS. The deck equipment includes a three-tonne crane and an anchor handling winch. The accommodation spaces include cabins, recreational areas, medical compartments, and a mess. *(Source: Baird)*

CSM ENERGY TAKES DELIVERY OF FIRST NEWBUILD PSV MARKING A MILESTONE ITS IS FLEET EXPANSIONS WITH SPEC SPP40 SERIES

CSM Energy is pleased to announce the successful delivery and takeover of the management of a newbuild Platform Supply Vessel (PSV), marking a significant milestone in the company's fleet expansion programme. The vessel is the first large PSV from the SPEC SPP40 series, constructed at a shipyard in China and delivered following the successful completion of sea trials and acceptance procedures. CSM Energy will take on the full ship management operations of the vessel. A formal naming and delivery ceremony was held at the shipyard to commemorate the occasion, attended by representatives from ship manager CSM Energy, together with the owner and other guests. The ceremony featured traditional celebrations, including a lion dance, symbolising good fortune, safety, and prosperity as the vessel enters service. The vessel was also unveiled and officially named **CL SPEC LISA.** The delivery represents CSM Energy's entry into a new generation of modern offshore support tonnage, reinforcing its long-term commitment to operational excellence, asset renewal, and the provision of high-quality services to offshore energy operators. The SPP40 series, SINOPACIFIC ENGINEERING & CONTRACTING (SPEC) in-house design, is a high-capacity, multi-role PSV platform engineered to meet the demanding requirements of offshore logistics and support operations. The vessel features a large, optimised deck area for cargo handling, advanced propulsion and manoeuvring systems, and enhanced accommodation standards to ensure crew comfort and safety during extended operations. Built to high international classification and regulatory standards, the SPEC SPP40 PSV incorporates modern design principles focused on fuel

efficiency, operational flexibility, and reduced environmental footprint. Managing Director at CSM Energy, Kyriacos Tsangaris said: "This delivery marks an important step forward for CSM Energy as we continue to modernise and strengthen our fleet. The SPEC SPP40 design aligns closely with our operational requirements and long-term vision. This vessel provides the capability, reliability, and efficiency our clients expect, while positioning us well for future offshore market opportunities." The newbuild PSV will be deployed to support a broad range of offshore activities, including platform supply, logistics, and field support operations. As the first vessel in this newbuild series managed by CSM Energy, it sets the benchmark for future fleet additions and reflects the company's confidence in the SPEC design and build quality. *(PR-CSM Energy)*

POSIDONIA SHIPPING READIES NEWLY ACQUIRED PSVS FOR CHARTERS IN BRAZIL

Two high-spec PSVs acquired from Seatrium are undergoing reactivation in a Brazilian shipyard in preparation for long-term charters with Petrobras. Two DP2-class platform supply vessels (PSVs) acquired by Posidonia Shipping are undergoing shipyard activation in preparation for service in the Brazilian offshore oil and gas market before mid-year. Both vessels are being reactivated at Maua Shipyard in Niteroi, Brazil. The first PSV, GNL 1001, will be renamed **Posidonia Jaguar** before being delivered in February for a long-term charter with Brazilian oil major Petrobras. The second, GNL 1008, to be renamed **Posidonia Cougar**, will be delivered in early April. Brazilian shipbroker, WSB Advisors, reported that both vessels have long-term contracts with Petrobras. The Rio-based OSV owner acquired both PSVs, as well as a 100% equity interest in Guanabara Navegação Ltda, from Seatrium. In November, the Singapore-listed marine engineering firm signed a binding agreement to sell the two PSVs and its Brazilian shipowning subsidiary to Posidonia Shipping for US$60M. The two DP2-class PSVs in question are based on MTD 9045P-DE designs. Each has an overall length of 94 m, beam of 20 m, deadweight of 4,500 tonnes, with a clear deck area of 1,000 m2 and accommodation for 26. A Brazilian shipping company specialising in maritime cargo transport, offshore and ship management, Posidonia Shipping owns, operates and manages a fleet of about 20 vessels, including 4,100-dwt Posidonia Lion, the first hybrid-battery PSV in the owner's fleet and only the third operating in the country. *(Source: Riviera by John Snyder)*

HAVILA FANØ ARRIVES IN DENSE FOG

Logistics service provider Peterson Den Helder has also chartered the Havila Fanø, owned by Havila Shipping from Fosnavaag, for a short period for the SNS Pool. It is a sister vessel of the Havila Borg and **Havila Herøy**, which also operate from Den Helder (see also the January 11, 2026, report). The **Havila Fanø** had come from Bergen, Norway, to Den Helder and moored at Paleiskade last Saturday in dense fog (photo). A few hours later, the supplier set sail for its first cargo run. The 80-meter-long **Havila Fanø** was launched at the Norwegian Simek shipyard in 2010 and has a working deck of 805 square meters. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

JUMBO OFFSHORE COMPLETES MOORING LINE INSTALLATION FOR ERREA WITTU FPSO

Jumbo Offshore completes mooring line installation for Errea Wittu FPSO mooring spread for ExxonMobil Guyana Ltd. at Uaru Field, Stabroek Block, Offshore Guyana. Jumbo Offshore has completed mooring pre-installation activities for the FPSO Errea Wittu for Exxon Mobil Guyana Ltd. at Uaru Field, Stabroek Block, Offshore Guyana, on behalf of Modec. The scope of work included the installation of suction anchors and the pre-lay of mooring lines in preparation for FPSO hook-up. Jumbo Offshore performed installation engineering, procurement, mobilisation and marshalling activities to support offshore installation. The offshore campaign was executed using Jumbo Offshore's J-class installation vessel, **Fairplayer**. All operations were conducted in accordance with project requirements and applicable safety standards. Freek Muurling, Project Manager at Jumbo Offshore said, "I am very proud of the hard work and commitment shown by all Jumbo personnel and subcontractors during the preparation, mobilisation, and execution of this deepwater pre-lay mooring project. The team demonstrated full focus on engineering, procurement, documentation, and meticulous planning in sometimes challenging circumstances. The yard and offshore teams' resilience and teamwork led to a safe and successful completion of the mooring line installation campaign. I would also like to highlight the transparent and constructive communication between Jumbo, Modec, and Exxon, which created a strong working relationship and contributed greatly to moving the project forward safely and efficiently." The Uaru field is located 200 kilometres offshore Guyana at a depth of 1,750 metres. It is estimated to

hold more than 800 million barrels of oil. The Errea Wittu FPSO will produce 250,000 barrels of oil per day and will have a gas treatment capacity of 540 million cubic feet per day. It will have a water injection capacity of 350,000bpd, a produced water capacity of 300,000bpd and a storage capacity of two million barrels of crude oil. *(PR-Jumbo)*

FUGRO ZENITH AT NIEUWEDIEPKADE

Last Saturday, the **Fugro Zenith** also moored at Nieuwediepkade. The 89-meter-long and 20-meter-wide survey vessel had sailed from IJmuiden to Den Helder to mobilize for a new project. This last mobilization had already taken place almost a year ago. In 2020, the vessel was delivered as **Sea Gull** by the Chinese Fujian Mawei shipyard, and from 2025, it will be part of the Fugro Marine Services fleet. It sails under the flag of the Bahamas and has a deadweight tonnage of 5,200 tons. With the high drilling rig on its working deck, the survey vessel is a striking sight. *(Source: www.maritiemdenhelder.eu; Photo Paul Schaap)*

THE RESEARCH VESSEL "AKADEMIK IOFFE" RETURNED TO KALININGRAD AFTER TWO MONTHS OF EXPEDITIONS.

The research vessel (RV) "**Akademik Ioffe**" of the P.P. Shirshov Institute of Oceanology of the Russian Academy of Sciences (IO RAS) completed voyages 71 and 72, returning from extensive research in the Norwegian Sea and the Mid-Atlantic Ridge. As the IO RAS press service told Sudostroenie.info on

February 12, the expeditions yielded unique data on the thermohaline and hydrochemical properties

of ocean waters, as well as magnetic anomalies and bottom sediments in the study areas. During the first stage of the expedition, which took place in the Norwegian Sea, the scientists focused on analyzing temperature, salinity, and current velocity profiles in the quasi-permanent Lofoten Eddy, an anticyclonic structure approximately 100 km wide and over 1,500 m deep. This eddy, formed by the bowl-shaped topography of the ocean floor, is an important element of ocean circulation, and its properties indicate that the water originates from the Norwegian Slope Current. The second stage of the expedition was devoted to exploring the Vema Fracture Zone, where two underwater waterfalls formed from Antarctic bottom water were identified. These waterfalls, with currents reaching speeds of 40 cm/s, contribute to unique circulation processes in the area. The geomagnetic data obtained during the expedition yielded a number of interesting, unusual, and at times paradoxical results. The presence of pronounced magnetic anomalies in the axial zone of the Mid-Atlantic Ridge and on its flanks has been confirmed, as well as the assumption that they are unusual in shape for intra-fault ridges near the equator. The internal structure of the S26-26 seamount, associated with its long-term formation on board the Atlantis transform fault, was also unexpected. "The data obtained will help in further studying changes in the ocean environment and understanding its influence on climate and biodiversity," noted the expedition leader, head of the Laboratory of Hydrological Processes, Doctor of Physical and Mathematical Sciences, Corresponding Member of the Russian Academy of Sciences E.G. Morozov, and scientific director of the geological and biological programs, head of the Laboratory of Paleooceanology, Doctor of Geological and Mineralogical Sciences E.V. Ivanova. *(Source: Sudostroenie; Photo: A.S. Kushchik | IO RAS)*

WINDFARM NEWS - RENEWABLES

GUSTOMSC DESIGN FOR KOREA'S WIND TURBINE INSTALLATION VESSEL

GustoMSC, through its parent company NOV, has been awarded contracts for the design and supply of equipment for Hanwha Ocean's new wind turbine installation vessel (WTIV), based on the GustoMSC NG-16000X design. Hanwha Ocean recently said it secured an order from its affiliate Ocean Wind Power 1 for a WTIV that will serve the Korean offshore wind market, including the 390 MW Shinan-Ui project, developed

by a Hanwha Ocean-led consortium. For GustoMSC, the contracts, signed in mid-2025, mark the fourth NG-16000X vessel to be constructed, following the initial US-built version and two units for Cadeler, both of which were built by Hanwha Ocean. The vessel designer says the new NG-16000X vessel is tailored to meet Korea's future demands in offshore wind installation, offers enhanced carrying and lifting capacities, with longer legs designed to enable operations in greater water depths. The new WTIV will be ready to run on alternative fuels, including liquefied natural gas (LNG) and ammonia. The jack-up vessel will feature the proprietary GustoMSC Rack & Pinion jacking system with a variable speed drive, and will be equipped with a 2,600-tonne leg-encircling crane, ensuring readiness for future offshore wind market requirements in Korea, NOV says. *(Source: Offshore Wind)*

FIRST HORNSEA 3 MONOPILE FOUNDATIONS ARRIVE IN THE UK

The first monopile foundations for Ørsted's Hornsea 3 offshore windfarm have arrived in the UK from Spain, where they are being fabricated. The monopiles for what will be the single largest offshore windfarm in the world – with a capacity of 2.9 GW – were shipped to the Steel River Quay at Port of Teesworks. The monopiles are the first of 197 foundations destined for Hornsea 3. They were transported to the UK aboard BigLift Shipping's heavy-lift vessel CY Interocean II. Load out and load in were completed by Mammoet and BigLift, working in close co-oporation with Ørsted and Haizea Wind Group in Spain, which fabricated the foundations. Each structure is around 90 m in length, weighs an average of 1,670 tonnes and has a diameter of 8 m at the top, widening to up to 11 m at the base. Cadeler is to transport and install the foundations for the offshore windfarm, this being the first time the company has taken responsibility for the entire transport and installation scope for offshore monopile foundations. To execute the T&I scope, Cadeler will have three vessels on hire, including its first A-class newbuilding, Wind Ally. Hornsea 3 managing director Luke Bridgman said, "2026 is the year we begin offshore work on Hornsea 3 in earnest. The arrival of these first monopiles marks a key milestone in that process." *(Source: Offshore Wind)*

DREDGING NEWS

SALTCHUK AGREES TO BUY GREAT LAKES DREDGE & DOCK IN $1.5B DEAL

Saltchuk Resources, which continues to build a diversified holding in marine services, freight transport, and energy distribution, has agreed to buy Great Lakes Dredge and Dock Corporation, the largest provider of dredging services in the United States. The deal, which has a total value of $1.5 billion, is an all-cash offer for the public company, which will become a standalone business within the private, family-owned Saltchuk group. A 136-year-old business, Great Lakes Dredge & Dock reports it has a fleet of approximately 200 specialized vessels, which it calls the largest and most diverse fleet in the U.S. dredging industry. As of the end of November, the company reported it had a substantial dredging backlog of $934.5 million with an additional $193.5 million in low bids and options pending awards. Among the major projects it is working on are the Port Arthur LNG Phase 1 project in Texas, the Brownsville, TX Ship Channel, and the Woodside Louisiana LNG project. The company is scheduled to report year-end financial results next week. “After extensive review, we have determined that this transaction is in the best interests of Great Lakes’ shareholders as it delivers immediate and certain value at a premium to the company’s all-time high valuation,” said Lawrence R. Dickerson, Chairman of the Great Lakes Board of Directors. Saltchuk and Great Lakes’ board agreed to the terms, which call for a $17 per share cash tender offer for all the outstanding shares of the company. The companies highlighted that it is a 25 percent premium to Great Lakes’ 90-day volume-weighted average price and a 5 percent premium to the company’s all-time high closing price. Investors drove the stock price up 5 percent today to $16.95, up nearly 30 percent since January 1. Great Lakes has also been working to expand its business, including supporting the offshore energy industry. It ordered the first U.S.-flagged Jones Act-compliant subsea rock installation vessel, Acadia, from Philly Shipyard (now Hanwha Philly). The vessel was launched in July 2025 and is scheduled to be delivered in the first quarter of 2026. The company is already handling rock placement work for Equinor at the South Brooklyn Marine Terminal in New York and for the Empire Wind 1 project. The Acadia is booked to support the Empire Wind 1 project and then Orsted’s Sunrise Wind project. Great Lakes said the projects provide full utilization for the vessel in 2026 while noting it can also be used in the international market. “Our long-term growth strategy will continue with a partner who shares our vision while maintaining our leadership position in U.S. dredging and global offshore energy,” said Lasse Petterson, Great Lakes’ President and Chief Executive Officer, commenting on the acquisition by Saltchuk. The group already owns a broad portfolio of shipping-related companies, including TOTE Group, Tropical Shipping, Young Brothers, the New Bedford Foss Marine Terminal, and Saltchuk Marine companies, which include AmNav, Cook Inlet Tug & Barge, Foss Maritime, and Foss Offshore Wind. In 2024, it also acquired OSG (Overseas Shipping Group). Headquartered in Seattle, Saltchuk reports consolidated annual revenues of approximately $5.6 billion. The closing of the tender offer is subject to customary closing conditions, including the expiration of the Hart-Scott-Rodino Act. The companies said they expect the deal to close in the

second quarter of 2026. *(Source: Marex)*

JAN DE NUL'S TSHD CRISTÓBAL COLÓN BUILDS MALDIVES ECO CITY

Maldives Airports Company Limited (MACL) said that a total of 116 out of 137.5 hectares have been reclaimed at Rasmalé Site A, reaching 84% completion. Reclamation works at Rasmalé Site A on started on December 1, 2025. The operations are being carried out with the Jan De Nul's trailer suction hopper dredger (TSHD) Cristóbal Colón. Rasmalé, also known as Maldives Eco City, is a groundbreaking project located in Fushi Dhiggaru Lagoon, minutes away from Malé. Encompassing 1,150 hectares of land – a landmass nearly three times the combined area of the two phases of Hulhumalé – the project aims to address the housing crisis by providing 65,000 housing solutions. According to Housing Development Corporation (HDC), it is poised to become the largest land reclamation initiative in the nation. *(Source: Dredging Today)*

FUGRO COMPLETES ARTIFICIAL REEF INSTALLATION FOR WOODSIDE AND RECFISHWEST

Fugro has successfully installed an artificial reef off the coast of Dampier, Western Australia, on behalf of Woodside Energy and Recfishwest, creating a new habitat to support local fish species and enhance recreational fishing opportunities for the community. The project involved the deployment of 48 concrete reef modules which were installed on the seabed from Fugro's multipurpose vessel, the Fugro Etive. The reef structure spans approximately 16,000 m² and is designed to promote marine biodiversity. Over time, the concrete modules will attract marine growth and a variety of fish species, creating a thriving and sustainable marine ecosystem. This initiative is a result of a collaboration between Woodside and Recfishwest with the support of the WA Government, City of

Karratha, Traditional Owners and local fishing clubs. It reflects a shared commitment to environmental and local community engagement. Barry Walsh, Service Line Director I&M, Pacific, Fugro, said:" We're proud to support this project, using our marine expertise to install reef modules that will help boost biodiversity and benefit the local Dampier community for years to come. Our collaboration with Woodside and Recfishwest demonstrates what can be achieved when industry and the recreational fishing community work together for positive impact." *(PR-Fugro)*

ORION ACQUIRES J.E. MCAMIS

Orion Group Holdings Inc. announced it has acquired J.E. McAmis Inc. and JEM Marine Leasing LLC for approximately $60 million, net of cash acquired, expanding its heavy marine, jetty, and breakwater construction capabilities. The transaction was announced Feb. 4 in a press release issued by the Houston-based specialty construction company. Orion said the acquisition advances its long-term growth strategy and strengthens its competitive position in marine construction. J.E. McAmis, founded in 1973 and headquartered in Vancouver, Wash., specializes in marine construction projects, including jetty and breakwater construction, dredging, environmental restoration, and dam and spillway work. The company has operated primarily in Washington and Oregon, with additional projects in Canada, Florida, Alaska, and Hawaii. "We are very pleased to welcome the J.E. McAmis team to Orion," said Travis Boone, president and CEO of Orion. "Known for their outstanding safety record, on-time performance, and healthy margins, McAmis has excellent cultural alignment with Orion. The combination of our two companies provides increased scale and capacity by adding a highly skilled workforce, strategic marine equipment and real estate, and new capabilities to serve customers across a broader set of opportunities. This acquisition reflects the disciplined execution of our strategy to be the premier marine construction contractor in attractive end markets delivering long-term shareholder value." According to Orion, J.E. McAmis brings a $1.4 billion pipeline of opportunities, strong client relationships with the U.S. Department of Defense and the U.S. Army Corps of Engineers, and marine and real estate assets valued at $34 million. The acquisition also adds Jones Act-compliant marine assets to Orion's equipment fleet.

"We are proud of what our J.E. McAmis team has built and we believe Orion is the right company to carry that legacy forward," said John McAmis, president of J.E. McAmis, Inc. "Their scale, capabilities, and commitment to predictable excellence create a strong platform for our people and customers, and we believe this combination positions the business for sustainable long-term growth." The purchase consideration includes $46 million in cash funded through borrowings under Orion's credit facility, $12 million in a five-year subordinated promissory note bearing interest at 6% per annum, and $2 million in Orion common stock. The agreement also includes up to $10 million in contingent consideration based on profits earned on projects in backlog, plus 40% of profit on select near-term pursuits. Orion said the acquisition is expected to be accretive to adjusted EBITDA and margins in 2026. The company plans to provide consolidated full-year 2026 financial guidance with its full-year 2025 and fourth-quarter 2025 earnings release. Oppenheimer & Co. Inc. and D.A. Davidson & Co. served as M&A advisors to Orion, with Jones Walker LLP acting as legal advisor. *(Source: Workboat)*

WINTER DREDGING VIDEO UPDATE: FROM PARKERS RIVER COMPLETION TO BASS RIVER SETUP

Barnstable County's dredge program continues its winter operations across Cape Cod, moving from the completed Parkers River Approach & Entrance Channel project to the next phase of work at the Bass River Approach Channel. This latest video update provides a behind-the-scenes look at the work required to maintain safe navigation channels and support coastal infrastructure across the region: Following completion of the Parkers River dredging project, the crew conducted a post-dredge survey to determine the areas dredged and volume of material removed. According to the County, this project was originally planned to take just over a week, but due to prolonged extended periods of strong winds, cold weather conditions and harbor ice, the project took six weeks to complete. Upcoming dredging work following Bass River is planned for several locations across the

region, including Chatham (Aunt Lydia's Cove & Mill Creek) and Harwich (Saquatucket and Allen Harbors). Watch the YouTube video HERE *(Source: Dredging Today)*

THE ENTRANCE DREDGING BEGINS

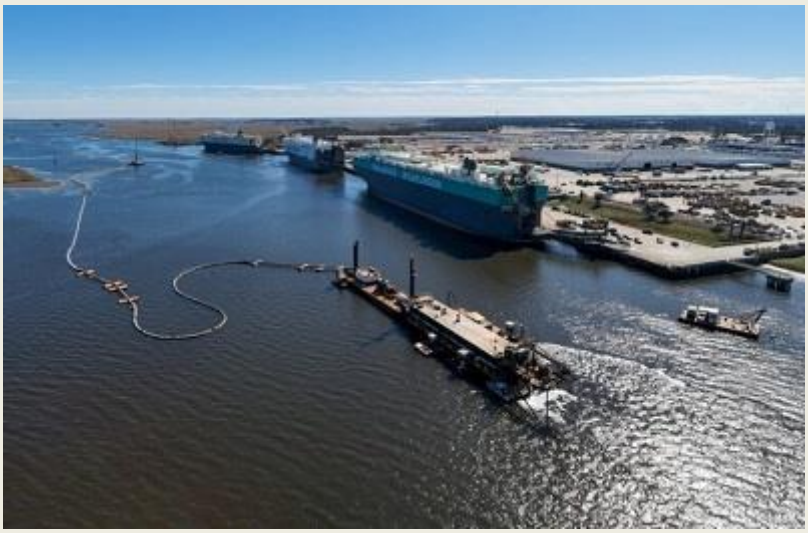
Central Coast Council said that a dredging program for The Entrance Channel is set to start Monday, February 16, 2026. The commencement of the project follows the June 2025 Ordinary Council meeting resolution to allocate $1.2 million to fund dredging in Tuggerah Lake. "The start of this program shows Council's commitment to turning community priorities into action. I am eager to see the progress of the dredging program at The Entrance, which will support our community and help mitigate future flood risks," said Councilor Rachel Stanton, Chair of the Coastal, Estuary and Floodplain Risk Management Subcommittee. To allow for these works to progress, Karagi Reserve carpark will be closed from today until the dredging program is complete in mid-May. Also, Picnic Point boat ramp will be used from Tuesday, February 17, when the dredge will be floated into the water for initial testing. The main goals of this dredging projects are: ● realign and widen the channel, ● provide sand for beach nourishment, ● and improve access around Karagi Spit and the reserve carpark. *(Source: Dredging Today)*

CUTTER SUCTION DREDGER H.R. MORRIS DEPARTS CHANNEL ISLANDS HARBOR

Manson's cutter suction dredger **H.R. Morris** departed Channel Islands Harbor recently to begin work on the Ventura Harbor Maintenance Dredging project in Ventura, CA. According to Manson Construction, this project entails the annual maintenance dredging of federal navigation channels and sand traps within Ventura Harbor. The dredged material will be placed along South Jetty Beach, a vital area for commercial fishing and a popular destination for both tourists and residents. The Ventura Harbor entrance channel and sand trap (the area behind the offshore breakwater) require annual maintenance dredging in order to ensure that vessel traffic can safely access the harbor and its maritime support facilities. The need for the maintenance dredging

results from the down coast movement of an average of about 500,000 cubic yards of sandy material each year which is deposited by littoral processes in the sand trap and entrance channel. If this material is not dredged and deposited on the down-coast beaches, the harbor entrance can become unsafe for vessel navigation and the beaches are not adequately renourished. *(Source: Dredging Today)*

BRUNSWICK DREDGING IN FULL SWING, SAVANNAH HARBOR DEEPENING STUDY ON THE WAY



Dredging work is moving ahead in the Port of Brunswick's inner and outer harbor, aimed at returning the channel to its authorized depth. "This is terrific news for our customers, who rely on the Port of Brunswick to serve the fast-growing Southeast market," said Georgia Ports President and CEO, Griff Lynch. "Deeper water will mean increased vessel transit efficiency at America's premier auto port." The federally funded work is part of annual maintenance dredging for the waterway. The U.S. Army Corps of Engineers project will address shoaling and other natural processes common to harbors across the country. Dredging is a normal requirement for harbor maintenance. Current dredging operations are expected to be complete in March, with additional work to be completed this summer. Col. Ronald Sturgeon, Commander of the Savannah District for the U.S. Army Corps of Engineers, said: "This work will enhance the safety and efficiency of these vital waterways to support economic growth for both Georgia and the nation. We are committed to making smart, data-driven decisions from the outset, keeping environmental sustainability front and center." The growing size of RoRo ships makes harbor maintenance increasingly important, USACE said. Vessels with a capacity of 4,000 to 8,000 CEUs (car equivalent units) are now the most common newbuild size, enabling carriers to move more cargo in fewer trips. Vessels up to 10,000 CEUs are eventually expected to serve the U.S. East Coast. *Corps of Engineers to begin Savannah Harbor deepening study* The U.S. Army Corps of Engineers will soon begin a feasibility study on deepening and widening the Savannah Harbor to better accommodate large vessels calling on the Port of Savannah. Deeper water would allow large vessels to transit the Savannah River with fewer tidal

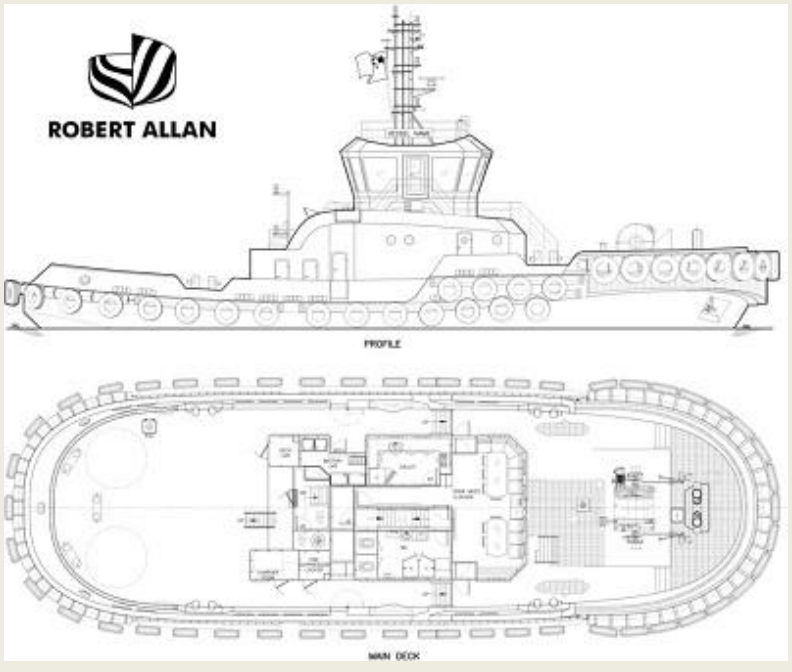
restrictions, USACE said. Wider sections would enable big ships to pass each other in two-way traffic, enhancing the efficient flow of cargo. Congress recently approved the Energy and Water Appropriations Act of 2026, allocating $500,000 to start the study. The Corps' review will begin after it receives the federal funding and a cost-sharing agreement is reached with the state of Georgia. Total cost of the three-year study is expected to be $3 million. The Corps of Engineers is overseeing the project because the Savannah Harbor is a federal waterway. *(Source: Dredging Today)*

YARD NEWS

KEEL LAYING FOR 4780KW ASD TUGBOAT

On 11th of February, 2026 ,one unit of 4780kW ASD Tugboat built by Jiangsu Zhejiang Shipyard for National Hazardous Chemicals Emergency Rescue Gulei Team was keel laid successfully. *(Source: Jiangsu Zhejiang Shipyard)*

STEEL CUTTING CEREMONY OF AMPRA 3600 FOR RIZHAO PORT



The steel cutting ceremony of the first fully electric tugboat for Rizhao Port, part of Shandong Port Group on December 9, 2025, marked an important milestone and made a major step forward in the port's transition toward low-carbon and intelligent operations. The vessel is designed by Robert Allan Ltd. and is being built by the Shandong Sea-land equipment group. The new tugboat, the first unit of the two tugs to this design, will be powered by a lithium iron phosphate (LFP) battery system with capacity of 7300 kWh as its primary energy source, enabling continuous operation for over 15 hours at a service speed of 8 knots in full electric mode. The vessel will be equipped with an intelligent navigation system and an intelligent energy management system, delivering zero emissions, significantly reduced noise levels, and improved operational efficiency

compared with conventional diesel-powered tugboats. Rizhao Port previously took delivery of two 5,000-horsepower azimuth stern drive tugs with towing and firefighting capabilities in 2022 and two 6500-horsepower muti-function tugs early last year. All four tugs were designed by Robert Allan Ltd. The involvement to this new full electric tugboat project highlights Robert Allan Ltd.'s strong commitment to supporting global decarbonization goals and advancing the development of smart, green ports. *(PR-Robert Allan)*

U.S. Coast Guard Awards Arctic Security Cutter Contracts to Davie Defense, Closing Out 11-Ship Program

The U.S. Coast Guard has completed contract awards for 11 Arctic Security Cutters, closing out Donald Trump's directive to rapidly expand America's icebreaker fleet as competition intensifies in the High North. The latest contract, announced today, calls for construction of up to five Arctic Security Cutters by Davie Defense, bringing the President's initial order to completion and marking what officials are calling a historic milestone in U.S. Arctic capability. Under the arrangement, Davie Defense will construct two Arctic Security Cutters at its sister facility, Helsinki Shipyard in Finland, and three in the U.S. at the company's facilities in Galveston and Port Arthur, Texas. The contract builds on a previous awards to Bollinger Shipyards and Rauma Marine Constructions of Finland announced in late December, which established a joint U.S.-Finland production framework designed to deliver vessels on an accelerated timeline. "America has been an Arctic nation for over 150 years, and we're finally acting like it under President Trump," said Secretary of Homeland Security Kristi Noem. "Our adversaries continue to look to grow their presence in the Arctic, equipping the Coast Guard with Arctic Security Cutters will help reassert American maritime dominance there. Revitalizing the U.S. Coast Guard's icebreaking capabilities is crucial for our security and prosperity, and today's announcement is an important step in that direction." The Arctic Security Cutters will defend U.S. sovereignty, secure critical shipping lanes, protect energy and mineral resources, and counter foreign malign influence in the Arctic region. A robust icebreaker fleet will enable the Coast Guard to control, secure and defend U.S. Alaskan borders and Arctic maritime approaches, facilitate

maritime commerce vital to economic prosperity and strategic mobility, and respond to crises and contingencies in the region. Delivery of the first Arctic Security Cutter is expected in early 2028. *Unprecedented International Collaboration* The program represents an unprecedented shipbuilding partnership spanning three nations. The December 29 contracts awarded agreements to Rauma Marine Constructions of Finland to build up to two vessels, with the first expected in 2028, while Bollinger Shipyards will construct up to four cutters domestically in Louisiana with the first U.S.-built vessel slated for 2029. The contracts stem from the ICE Pact, a trilateral framework between the United States, Canada, and Finland signed in July 2024 to accelerate icebreaker production in response to Russian and Chinese activities in Arctic regions. "Awarding these contracts ensures the United States maintains its leadership as a maritime power in the Arctic," said Adm. Kevin E. Lunday, commandant of the Coast Guard. "Accelerating construction of these cutters will enable the Coast Guard to defend our northern border and approaches, while strengthening domestic shipbuilding and reinforcing the nation's industrial base." *Two Designs, One Mission* The 11-ship program will employ two distinct designs. The Bollinger and Rauma vessels will be based on Canada's Seaspan Shipyards' production-ready Multi-Purpose Icebreaker design, developed in partnership with Finland's Aker Arctic Technology under Canada's National Shipbuilding Strategy. The Polar Class 4 MPI design is capable of breaking through four feet of ice at up to four knots, sailing more than 12,000 nautical miles, and remaining deployed for over 60 days. Each 328-foot vessel will displace about 9,000 tons, powered by a diesel-electric plant with variable-speed DC-bus propulsion delivering roughly 7,200 kW. The cutters will carry a crew of about 85 and meet Lloyd's Polar Class PC4 standards, enabling missions ranging from national defence and maritime sovereignty to scientific research and search and rescue across the Arctic year-round. Davie's ASC design is based on a different proven platform, with seven previous variants delivered from Helsinki Shipyard already in service today. "We're deeply honored by this vote of confidence," said Kai Skvarla, Chief Executive Officer of Davie Defence. "We can't wait to get started on delivering mission-ready cutters to our valued U.S. Coast Guard partner. By anchoring construction in Texas, while drawing on Helsinki Shipyard's proven icebreaker expertise, we can deliver the ASCs to meet the Coast Guard's operational needs in the world's harshest environments." *Texas Emerges as Icebreaker Hub* Building in Finland ensures the shipbuilder can meet the USCG's accelerated schedule to deliver the first ASC in 2028, with American shipbuilders working and learning alongside Helsinki's world-leading icebreaker builders. This will support the efficient all-American construction of three ASCs at Davie's facilities in Galveston and Port Arthur, Texas. Davie Defense is the U.S. arm of INOCEA, a UK-owned maritime group with operations in Finland, Canada and the U.S. In 2025, INOCEA acquired Gulf Copper & Manufacturing's shipbuilding assets in Galveston and Port Arthur. Davie Defense plans a $1 billion overhaul of the historic Gulf Copper shipyard in Galveston, Texas, aiming to create the "American Icebreaker Factory"—a purpose-built facility for constructing Arctic Security Cutters. "Our focus is on disciplined execution for the U.S. Coast Guard—combining proven designs with Helsinki Shipyard's world-leading expertise helping re-establish world-class shipbuilding capability in Texas, where we will deliver cutters on-time and on-budget," said Alex Vicefield, Co-Founder of INOCEA Group. *Closing the Arctic Gap* The Coast Guard currently operates only three polar icebreakers: the heavy icebreaker **Polar Star** commissioned in 1976, the medium icebreaker **Healy**, and the **Storis**, a recently commissioned former commercial vessel. Coast Guard assessments indicate at least nine Arctic Security Cutters are needed to serve U.S. national security interests year-round in the Arctic. The deal coincides with substantial funding under President Trump's signature "One Big Beautiful Bill Act", which includes nearly $9 billion allocated specifically for building a series of heavy, medium, and light Arctic Security Cutters. The program represents part of Force Design 2028, an initiative introduced by Secretary Noem to transform the Coast Guard into a more agile, capable and responsive fighting force. "The Arctic Security Cutter is one of the most consequential and time-sensitive shipbuilding

programs in U.S. Coast Guard history," said Ben Bordelon, President and CEO of Bollinger Shipyards. "With clear direction from President Trump and an aggressive delivery timeline, our mission is straightforward: leverage the full strength of our shipbuilding facilities across the Gulf Coast, along with our proven partners, to deliver these cutters on schedule and mission ready on day one." The contract comes as Bollinger continues to construct the first Polar Security Cutter for the U.S. Coast Guard. Bollinger acquired the troubled three-vessel program from Singapore-based ST Engineering in 2022 through its acquisition of VT Halter Marine. The program has faced substantial challenges, including schedule delays, cost overruns, and an incomplete concept design. President Trump's appropriations bill provides $4.3 billion for the advanced procurement and construction of Polar Security Cutters two and three, fully funding the program through completion, with completion of the first PSC now anticipated by May 2030. *(Source: gCaptain)*

DAMEN AND BLUE WATER AUTONOMY ANNOUNCE LICENCE AGREEMENT FOR LIBERTY CLASS 60-METRE AUTONOMOUS SHIP FOR THE U.S. NAVY

Vessel design draws on successful Axe Bow hull and targets first vessel completion and serial production for the U.S. Navy this year. Damen Shipyards Group has announced a licence agreement with Blue Water Autonomy, a Boston-based technology and shipbuilding company. Under the agreement, Blue Water Autonomy will construct its first vessel, the Liberty Class. Designed by the two companies in partnership, Liberty is a 60-metre steel autonomous ship with a range of over 10,000 nautical miles and over 150 tonnes of payload capacity. Construction is scheduled to begin at Conrad Shipyard in March 2026. The first vessel is expected to be completed for the U.S. Navy later this year under a programme of record. As the U.S. Navy looks to expand fleet capacity, accelerating the deployment of unmanned systems

that complement traditional crewed ships has become a critical effort. Liberty's design supports a range of missions, including missile, sensor, and logistics payloads, and offers the Navy a ship immediately producible with existing U.S. shipyards and commercial supply chains. *Proven design* The Liberty class will be built on Damen's Stan Patrol 6009 hull design. Blue Water selected the design due to its Axe Bow, a distinctive, vertical bow that slices cleanly through the waves, minimising slamming and allowing more gradual wave re-entry. With over 300 Axe Bow vessels operating globally, the hull shape offers proven performance. The proven design reduces technical risk, allowing Blue Water to focus engineering on re-architecting the vessel's internal systems for autonomous operation. The resulting platform retains the hull's performance, payload capacity, and seakeeping characteristics, while supporting months-long deployment and serial production. The Axe Bow design offers unprecedented seakeeping characteristics. This hull shape has been patented by Delft University of Technology in the Netherlands and the exclusive right of use has been granted to Damen Shipyards, which has been involved in the research and development phase. The licence fee and additional contribution for every ship that uses this hull shape is reinvested in Research at Delft University by the Collaborative Axe Bow fund founded by Damen and Delft University of Technology. "The Liberty class reflects our focus on building autonomous ships that are designed from the start for long-duration operations and repeat production," said Rylan Hamilton, CEO of Blue Water Autonomy. "By adapting a proven hull and re-engineering it for unmanned operations, we're delivering a vessel that can operate for extended periods without crew while being produced at a pace the Navy urgently needs. This is a modern take on an old idea: building capable ships quickly and at scale." To achieve autonomy, Blue Water redesigned the vessel from the inside out, beginning with the engine room and extending to the ship's mechanical and electrical systems through autonomous configuration of fault-tolerant propulsion systems. Those design choices enable automated control and fault management with limited human intervention on months-long deployments, resulting in a design with an operational range of approximately 10,000 nautical miles. Wrapped around the ship's internal technology, the Axe Bow steel hull offers a rugged wave-piercing ship proven in harsh ocean environments. Damen and Blue Water saw symbiosis between Damen's proven hull and Blue Water's focus on high endurance autonomous vessel technology. The Stan Patrol 6009 hull design has been deployed across multiple commercial and government programmes and provides a well-established foundation for new applications. Damen supports the programme through its Damen Technical Cooperation (DTC) licensing model, which it has applied with partners and shipyards around the world, including in the United States. "The Axe Bow hull was designed for demanding operational requirements, from speed and range to seakeeping," said Mark Honders, Design and Licence Manager at Damen. "Seeing the Stan Patrol 6009 adapted for autonomous operation underscores the flexibility of the design and demonstrates how proven commercial designs can serve new and emerging maritime missions." *Privately Funded and Production Ready* The launch of Liberty comes as U.S. Navy and Pentagon leadership push defence contractors to privately develop key military technology. Blue Water's ships will be constructed at Conrad Shipyard in Louisiana, whose five yards and 1,100-strong workforce produce

30+ ships per year. Conrad uses an advanced shipbuilding approach, including highly automated panel line and welding techniques, that allow parallel builds and scalable throughput. “Conrad has a long history of building complex vessels for both commercial and government customers,” said Cecil Hernandez, President and CEO of Conrad Shipyard. “We have the infrastructure, workforce, and production readiness to begin construction and support serial builds, helping translate advanced vessel designs into operational capacity.” Liberty class is a reference to the Liberty Ships of World War II, which were produced rapidly and at scale to meet urgent national needs. Following delivery of the first ship, Blue Water plans to move into serial production, targeting ten to twenty vessels per year. Construction of the Liberty class will take place at Conrad Shipyard in Louisiana – which has produced Damen-designed hulls before – leveraging existing shipyard capacity and workforce to support efficient production, and drawing on its experience delivering complex commercial and government vessels. *(PR-Damen)*

NORTHERN LIGHTHOUSE BOARD’S NEWEST SHIP POWERED BY SCHOTTEL

SCHOTTEL is proud to have been chosen by Spanish shipyard GONDAN to provide the propulsion package for the Northern Lighthouse Board’s (NLB) newest vessel **POLE STAR**. The ship was officially named on 21 January 2026 by Her Royal Highness The Princess Royal, Patron of the Northern Lighthouse Board. *“A relationship that will last the lifetime of the vessel”* Phil Day, Director of Operations with the Northern Lighthouse Board, said:

“A SCHOTTEL solution was offered by GONDAN, who won the contract to build **POLE STAR** following an open tender process, as part of the package. NLB is delighted to be using this equipment and entering into a relationship that will last the lifetime of the vessel.” *High manoeuvrability and operational redundancy* Designed to maintain and service lighthouses, buoys, and other marine aids to navigation, **POLE STAR** requires high manoeuvrability supported by reliable propulsion. To meet these demands, the vessel is equipped with two SCHOTTEL RudderPropellers type SRP 460 LE and two TransverseThrusters type STT 2. This thruster configuration provides a high level of system redundancy, significantly enhancing the vessel’s reliability and operational safety. It fully supports

the vessel's advanced dynamic positioning (DP) capabilities, ensuring precise station-keeping even under demanding conditions. *Focus on efficiency and sustainability*

In line with NLB's commitment to efficiency and sustainability, both SRPs are installed in the LE-Drive variant ("embedded L-Drive"). The vertically integrated electric drive motor eliminates the need for an upper gearbox, resulting in higher mechanical efficiency, reduced fuel consumption and lower vibration and noise levels. Its low installation height also enables a particularly compact integration into the vessel. To further reduce noise and vibration, the STTs feature an elastically mounted well installation, significantly enhancing onboard comfort. This design also allows an inspection of the thrusters inside the thruster room for maintenance purposes. To meet stringent environmental requirements, the thrusters are equipped with SCHOTTEL LeaCon, a DNV-type approved seal monitoring system that offers safe and reliable protection against seawater contamination from lubricating oil. LeaCon also monitors seal condition, enabling early detection of operational wear and reducing the risk of unscheduled maintenance.

Safer and more environmentally friendly than its predecessor

The new **POLE STAR** replaced the fourth vessel of the same name, which reached the end of its economic service life after many years of dependable operation. The newbuild is designed to conduct hydrographic surveys as well as buoy and lighthouse servicing across Scotland and the Isle of Man. It delivers improved seakeeping performance, safer and more efficient buoy handling operations, as well as towing and firefighting capabilities. In addition, the ship offers enhanced crew accommodation and environmental benefits compared to her predecessors. *(PR-Schottel)*

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:
   - *A new force takes the water: Med Marine launches RAster 2800 for Noatum Maritime*
   - *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*

2. Several updates on the Broker Sales page posted last week

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

- *For Sale: Q Adventurer (new)*

(pls contact jvds@towingline.com)

3. Several updates on the Newsletter – Fleetlist page posted last week

- *SCRA - Casablanca by Jasiu van Haarlem (new)*
- *Clots Maritiem - IJmuiden by Jasiu van Haarlem*
- *Abeille International - Le Havre by Jasiu van Haarlem*
- *ALP - Rotterdam by Jasiu van Haarlem*
- *Bennett - Rochester by Jasiu van Haarlem*

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

mailto: *jvds@towingline.com*

DISCLAIMER