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MIDWEEK–EDITION

TUGS & TOWING NEWS

EON Named in Singapore, Marking Region's First All-Electric Tug

EON becomes the first all-electric tug in Southeast Asia, strengthening Singapore's ambitions as a leading maritime innovation hub. The Coastal Sustainability Alliance (CSA), an industry collaborative group led by Kuok Maritime Group (KMG), has marked a major milestone in Singapore's maritime decarbonisation journey with the naming ceremony of **EON**, the country's first fully electric harbour tug and the first vessel of its kind in Southeast Asia. The naming ceremony was held at the newly launched shipyard of PaxOcean at 5 Jalan Samulun. The event was officiated by Guest of Honour Ang Wee Keong, Chief Executive of the Maritime and Port Authority of Singapore. Mrs Ang (Ms Ashlynn Loo) served as the vessel's godmother, officially naming the E-Tug in front of CSA partners, industry leaders, and key maritime stakeholders. Designed and assembled in Singapore, EON showcases the nation's growing capability to deliver high-value, next-generation electric harbour craft and reinforces Singapore's position as a leading maritime engineering and innovation hub. Supported by MPA's Maritime Innovation and Technology (MINT) Fund, **EON** is the first E-Tug designed to operate in Singapore's port waters, directly supporting Singapore's decarbonisation roadmap for the harbour craft sector. From 2030, MPA will require all new harbour craft to be fully electric, capable of using B100 biofuels, or be compatible with net-zero fuels. Mr Ang Wee Keong, Chief Executive of the Maritime and Port Authority of Singapore (MPA), said, "The **EON** marks a significant milestone in Singapore's maritime decarbonisation journey. The operationalisation of an electric harbour tug signals the increasing readiness of electric solutions for energy-intensive operations in Singapore's port waters. It will also strengthen industry confidence in our transition towards a net-zero harbour craft fleet." Purpose-built to support demanding towage operations, **EON** is equipped with Echandia's 3MWh lithium-titanate oxide (LTO) battery system designed for fast charging, high-power delivery, and a 20-year operating lifespan. Compared with conventional lithium-ion batteries, LTO technology offers superior thermal stability and a near-zero risk of fire or explosion, significantly enhancing operational safety. The vessel is engineered to deliver instant high torque during towing, with sufficient battery capacity to complete two or more berthing and unberthing operations on a single charge. This enables shipowners and port users to

meaningfully reduce their Scope 3 emissions by at least 30% per operation, supporting their internal emissions-reduction targets while maintaining high operational performance. EON has also been engineered with full future-fuel readiness. Spare capacity in the battery rooms can accommodate additional energy storage systems, and the vessel's architecture supports hybrid configurations that can incorporate ammonia, hydrogen, or methanol fuel cells as these technologies mature. "The launch of **EON** is a testament to KMG's commitment to leading the maritime industry's energy transition. This vessel is not just a first for Southeast Asia; she is a clear demonstration that zero-emission harbour operations are viable today," said Mr Low Soon Teck, Managing Director and CEO of KMG. "This project exemplifies the successful collaboration of CSA, where industry and government partners are working together to build the sustainable maritime ecosystem that Singapore needs for the future." Classed by Bureau Veritas and flagged in Singapore, the 29-metre tug has a bollard pull of 50 tonnes and accommodation for up to 10 crew. It is powered by two 1,500kW fixed-pitch azimuth thrusters, combining high manoeuvrability with zero-emission operations. "From her launch to her naming today, **EON** represents the successful culmination of a shared vision. The successful construction of Singapore's first E-Tug is a great pride for the PaxOcean Group. It demonstrates Singapore's capability for high-value, innovative shipbuilding and sets a new benchmark for sustainable vessel construction in the region," said Mr Tan Thai Yong, Managing Director and CEO of PaxOcean Group. The successful delivery of **EON** reflects the strong collaboration within the Coastal Sustainability Alliance. KMG and PaxOcean would like to thank the active CSA partners for their technical expertise and strong support to the design, construction and sea trials of the E-Tug. The Group also expresses its appreciation to PSA Marine for facilitating the bollard pull test at its berth following the naming ceremony, supporting the vessel's operational validation. The introduction of the electric tug Eon. marks a tangible step forward inaccelerating the adoption of practical, scalable decarbonisation solutions across Singapore's maritime ecosystem. It also reinforces KMG's broader ambition to work closely with industry partners and regulators to build a future-ready, sustainable port. *(Source: Workboat365)*

RIO MAGUARI SHIPYARD NEARS COMPLETION OF THREE TUG SERIES FOR SVITZER BRAZIL

Delivery of the **Svitzer Copacabana** marks a key milestone as construction of the final two units advances in Brazil. The Rio Maguari Shipyard is progressing with its delivery program for Svitzer Brazil, with two additional tugs scheduled to join the fleet in 2026. These vessels will complete a three-unit series, following the handover of the first tug, **Svitzer Copacabana**, which marks another milestone in the long-running collaboration between the companies. The **Svitzer Copacabana** is a

Robert Allan Ltd designed Rampart 2300-class ASD tug, measuring 23.2 meters, capable of reaching 13 knots and delivering 70 tonnes of bollard pull. Outfitted with an external FiFi 1 fire-fighting system. The tug will reinforce operations involving FSRU units and expand service capacity in the country's key ports. Daniel Reedtz Cohen, general manager of Svitzer Americas, the delivery is part of the company's expansion strategy in the country. "We continue to invest in Brazil with the construction of modern vessels in Brazilian shipyards. We also have two more tugboats on order from the Rio Maguari Shipyard, scheduled for delivery this year." Fabio Vasconcellos, commercial director of the Rio Maguari Shipyard, the project reinforces the shipyard's position in the sector. "This delivery demonstrates Svitzer's confidence in our technical capabilities and consolidates the Rio Maguari Shipyard as an important supplier of port support vessels for the national and international markets." With the completion of the next units, the Rio Maguari Shipyard will conclude its series of three tugboats, further expanding its contribution to the development of the national shipbuilding industry. *(Source: Workboat365)*

MCALLISTER TOWING LAUNCHES SIMULATOR TRAINING PROGRAMME

A North American tugboat owner is working with a New York state university to raise crew competence using simulator training. McAllister Towing has started its first national training campaign using simulators as it expands its New York fleet. It has partnered with State University of New York Maritime College (SUNY Maritime) to provide courses using full-mission simulations with instruction focused on real-world towing operations, including

advanced wire-towing skills. SUNY Maritime is hosting these training programmes, which are led by tug captain Jeff Slesinger, which will simulate critical scenarios in vessel towage and harbour operations, “building confidence, precision and real-world readiness,” said McAllister. Captain Richie Bates is providing mentorship and evaluation oversight as the designated examiner on these courses. “At McAllister, training is not just something we do; training is our culture. It is how we develop mariners, strengthen crews, and build long-term careers,” said McAllister in a social media post. Tugboat crews can train in safe environments that accurately simulate the ports and conditions that McAllister’s tugs operate in. Training enables crews to learn side-by-side and gain experience, career development and professional qualifications, and builds teamwork. “We do not just crew boats; we are building the next generation of mariners,” said McAllister. In January, McAllister welcomed its latest newbuild harbour tugboat, **Gerald McAllister**, to its fleet supporting ships calling at terminals and quaysides in New York. It is the latest tractor tug in the New York-headquartered owner’s newbuilding programme, as it strives to enhance towage services while lowering emissions in key US ports. **Gerald McAllister** is the fifth in a six-tug series of 84-tonne bollard pull tugs that Washburn & Doughty Associates is building in Maine. It has 5,050 kW of installed power from two Caterpillar-manufactured Cat 3516E main diesel engines, linked to an exhaust aftertreatment system for compliance with the US Environmental Protection Agency’s Tier 4 emissions standards. This ABS-classed, 28-m tug has two Schottel azimuth Z-drives of type SRP 490 with fixed pitch propellers, two John Deere 4045 AFM85 generators, each developing 99 kW of electrical power, and an engineroom-monitoring system. "Power, ingenuity and manoeuvrability are all in one package to assist the largest ships arriving on the US East Coast,” said McAllister. *(Source: Riviera by Martyn Wingrove)*

THE FIREFIGHTING VESSEL "CHASOVOY" HAS RETURNED TO THE MARINE RESCUE SERVICE'S RESCUE FLEET AFTER REPAIRS.

In the port of Murmansk, the vessel was presented to the Register's specialists. The Project 14613 fireboat "**Chasovoy**" has returned to the rescue fleet of the Northern Branch of the Federal State Budgetary Institution "Morsalzluzhba" after repairs. This was reported by the press service of the Morsalzluzhba. In the port of Murmansk, the vessel was presented to specialists from the Russian Maritime Register of Shipping (RS, Register) to confirm compliance with class requirements. The firefighting vessel "**Chasovoy**" is designed to escort and ensure the safety of vessels carrying flammable cargo, provide fire protection for offshore oil and gas fields, extinguish fires on floating and coastal facilities accessible from the sea, extinguish fuel fires on the water, escort the towing of emergency vessels and floating craft, conduct emergency rescue operations, perform primary special treatment of the external surfaces of vessels and floating craft, and perform decontamination work. *(Source: PortNews)*

AL SLOSS – CANAL BARGE COMPANY ACQUIRES FIRST UNIT IN NEW SERIES OF INLAND PUSHER TUGS

New Orleans-based Canal Barge Company has taken delivery of the first vessel in a new series of four inland pusher tugs designed and built by C&C Marine and Repair. **Al Sloss** is the first vessel in a new series of pusher tugs ordered by Canal Barge from the same builder. "One of the most interesting elements is that this project marked C&C's first construction integrating a full diesel exhaust fluid (DEF) system—a direct outcome of the vessel's EPA Tier IV compliance path—and it required careful integration into the overall machinery and tankage arrangement," the builder told Baird Maritime. "From a crew-and-operations standpoint, the vessel is also laid out as a purpose-built inland pushboat with accommodation for eight, and the specifications emphasise practical operator details such as pilothouse visibility considerations and systems organisation that support day-to-day towing work." C&C said the brief was to deliver an all-welded steel, diesel-powered, twin-screw tug purpose-built for push towing on inland rivers, canals, and intracoastal waterways, built with compliance in mind and with messing/berthing for a crew of eight. Duties include pushing barge tows, shifting barges, and supporting inland logistics movements consistent with the owner's operations. The design and onboard capacity, particularly the accommodation for eight and the consumables capacity sized for inland work, will support sustained operations and typical towboat duty cycles. *Part of fleet standardisation efforts* "In the context of the series program, the owner's requirements also included building a repeatable platform – **Al Sloss** as the first boat set the standard – while maintaining close collaboration during construction so that minor adjustments could be incorporated without losing momentum. In other words, it wasn't just 'build to spec', but 'build to spec with an engaged owner and an efficient, series-minded approach'." C&C explained that **Al Sloss** filled the owner's need for new, standardised capacity as the first unit of a four-boat series, bringing a high total installed power and a repeatable platform into service as part of a fleet upgrade program. With EPA Tier IV compliance incorporated in the propulsion architecture, the vessel will also support the owner's requirements for operating a contemporary inland tug that aligns with current emissions expectations while maintaining the operational fundamentals of a platform designed for real-world tow handling. The newbuild has a length of 87 feet (27 metres), a beam of 34 feet (10 metres), a depth of 11.3 feet (3.44 metres), and two Mitsubishi S12-R main engines that each produce

1,300 hp (970 kW). The engines drive two propellers via Reintjes WAF 665 gearboxes, thus forming a drivetrain designed for steady performance in continuous-duty inland towing service. *Outfitted for improved emission control* "The Tier IV compliance arrangement includes SCR/aftertreatment integrated into the stacks, and the overall machinery package is supported by a closed grid-cooler cooling approach, driveline components sized for inland duty, and an integrated steering/alarm/monitoring architecture," C&C told Baird Maritime. "In addition, the project incorporated a full DEF system, which is a key enabler of the Tier IV path and required thoughtful tankage, piping, and operational-access planning." The builder remarked that the standout element is the Tier IV architecture itself – particularly the integration of the aftertreatment/SCR in the stack arrangement – paired with the onboard DEF system that supports emissions compliance. "From an inland operator standpoint, the cooling and propulsion choices are also engineered around reliability and serviceability in river conditions, which is often the real differentiator in towboat performance over time." Also fitted are two FPT 99kW generators to supply power for the various onboard systems. The electronics and navigation suite is built around a Furuno radar/AIS and multi-station communications package, including dual FAR1518 12kW radars with open-array antennas and dedicated HD monitors, an FA170 AIS, an SC-70 GPS gyro heading compass, depth equipment and displays, and a hailer/intercom system with multiple stations. The communications equipment includes multiple fixed VHFs with antenna/speaker provisions and portable VHFs, along with connectivity provisions such as a marine cell antenna and an Intellian satellite antenna. *Proven deck machinery and electronics coupled with ease of operation* "What stands out is the emphasis on maintainability and system organisation," said C&C. "The specs include practical features like hinged radar masts for easier maintenance and a structured approach to onboard networking with defined Cat6 cabling runs and terminations from an electronics space to key areas of the vessel. That 'build it to be supported and upgraded' mindset is increasingly important for inland operators." The deck equipment package includes two Wintech 40-ton winches, a Wintech five-ton vertical capstan, and two Carlisle and Finch 1,000W searchlights, providing what C&C said is a heavy duty handling and visibility setup appropriate for inland tow work. "The vessel's structure and outfitting approach also reflect pushboat realities, with towing knees and robust fendering called out to support the loads and contact points inherent to pushing service." C&C said the interesting aspect of the deck equipment is the disciplined, work-first selection and integration. The gear itself is proven and appropriately sized, but the specifications emphasise robust foundations and structural support under deck fittings and major machinery so the tug can take repeated line loads and operational impacts without permanent distortion. "This is exactly the kind of detail that matters to operators and port engineers because it shows up in longevity and reduced maintenance," the builder remarked. The interiors meanwhile feature a soft-core joiner system in the accommodation spaces for improved comfort and fire protection, and the specifications detail safety/alarm and fire detection/suppression elements aligned with inland operational expectations. "Taken together with the series-build efficiency gains – where

the boats remain largely consistent from boat one through boat four but become faster and more

efficient to deliver – the overall program shows a mature approach to building repeatable, operator-focused inland tonnage," said C&C. The builder said the most significant design challenge was the systems integration required by a Tier IV propulsion and emissions-compliance approach – specifically packaging the aftertreatment/SCR and integrating the associated DEF system into a compact, serviceable inland towboat arrangement while preserving maintainability and crew-centric layout priorities. "At the same time, the design needed to support practical pilothouse ergonomics and sightlines for push operations, plus a workable multi-deck arrangement that meets the vessel's operational and accommodation requirements," C&C told Baird Maritime. "From a production perspective, the challenge was executing a high-quality newbuild while also setting the cadence for a four-boat series. Boat one is where the team proves the build plan, the vendor coordination, and the installation sequence." C&C said a second challenge was navigating the market conditions around equipment/material sourcing that were top-of-mind at the time. Even though tariff-related uncertainty prevails, the company's engineers have emphasised that impacts were ultimately minimal due to planning and vendor coordination, and so the challenge was more about risk management than about disruption. *Efficiency improvements as more vessels are built* "Finally, building in the DEF system for the first time at C&C added new installation and commissioning considerations, especially because it sits at the intersection of emissions compliance, consumables management, and operational reliability." For the builder, the biggest takeaway is that the series-build approach has compounded benefits. While there were no major changes from boat one through boat four, the repetitive nature of the program enabled the yard to refine installation sequences, reduce rework, and drive greater schedule efficiency with each hull that follows. "On the technical side, integrating the DEF system for the first time created a knowledge base that carries forward – covering design allowances, installation best practices, and commissioning lessons that reduce risk and time on future Tier IV projects," C&C told Baird Maritime. "From a project-control standpoint, the experience reinforced that early, proactive vendor coordination can keep external cost/supply volatility from becoming a schedule problem." Construction of **Al Sloss** lasted approximately six months. The remaining tugs in the series are scheduled to be delivered to Canal Barge at intervals of two to three months. *Specifications* Type of vessel: Pusher tug; Flag: USA; Owner: Canal Barge Company, USA; Designer: C&C Marine and Repair, USA; Builder: C&C Marine and Repair, USA; Hull construction material: Steel; Superstructure construction material: Steel; Deck construction material: Steel; Length overall: 87 feet (27 metres); Beam: 34 feet (10 metres); Depth: 11.3 feet (3.44 metres); Main engines: 2 x Mitsubishi S12-R, each 1,300 hp (970 kW); Gearboxes: 2x Reintjes WAF 665; Propulsion: 2 x propellers; Generators: 2 x FPT, each 99 kW; Displays: Furuno; Radars: Furuno FAR1518; Depth sounder: Furuno; Radios: VHF; Satcom: Intellian; Compass: Furuno SC-70; AIS: Furuno FA170; Audio system: Furuno intercom; Winches: 2 x Wintech; Capstan: Wintech; Other equipment installed: Selective catalytic reduction system; Searchlights: 2 x Carlisle and Finch; Type of fuel: Diesel; Crew: 8. *(Source: Baird)*

ICEBREAKERS COMPLETED THEIR OPERATION ON THE LOWER VISTULA NEAR TORUŃ

The icebreaking operation on the Lower Vistula, which lasted several days, concluded on Sunday in Złotoria near Toruń, near the mouth of the Drwęca River. The Vistula has been cleared, and the ice floes are flowing freely towards the Baltic Sea. The last time Poland's longest river was frozen in its Toruń section was in 2012. The icebreakers **Tygrys** , **Rekin** , **Orka** and **Foka** , sailing upstream, on Sunday crushed and broke the ice cover on the Toruń section of the Vistula, which was frozen for the first time since 2012. The icebreakers worked without any major problems, and only had to overcome a jam in the eastern part of the city, near the Rubinkowo housing estate. " It can be said that the icebreaking operation, i.e. breaking up the ice to the end of the existing ice cover, ended at the mouth of the Drwęca River into the Vistula around 11:20 a.m. Later, the icebreakers on the Toruń section widened the channel through which the ice floe flows, " Dr. Bogusław Pawłowski, a cryologist and professor at the Nicolaus Copernicus University in Toruń, who was on board one of the icebreakers, told PAP. " For two weeks, it has been known that the ice accumulation in the bend of the Vistula River near the Rubinkowo estate is exceptionally high. This resulted in a very high level of the Drwęca River at its mouth. Much higher than the water level at the Toruń gauge, which also remained in the "backwater zone" of ice accumulation near the Drzewny Port, " explained Dr. Pawłowski in an interview with PAP. He added that above the General Elżbieta Zawacka Bridge the pace of action slowed down significantly, and the icebreakers had to contend with a several-meter-thick layer of compacted frazil ice, the bottom of which was in many places resting on the river bed. "As the icebreakers reached the end of this section, the accumulated waters rushed down with great force and speed. At one point, the phenomenon of water flowing onto the surface of the ice inclined towards the icebreakers was observed, where the water level was already much lower ," the scientist told PAP. He jokingly added in an interview with PAP that a record was broken in Toruń on Sunday... in the number of drones

that tracked the work of icebreakers. - I fly a drone, but in a special application where flights are reported, I have never seen such a high number of them near our city - he said on Sunday. After completing the operation, the units will be waiting in the Winter Port in Toruń for a higher water level and the opportunity to return to the base in Przegalina. The icebreakers' work on the Vistula River in Toruń generated considerable interest from residents, who gathered in large numbers on the boulevards and bridges. Many of them photographed and filmed the operation. " I've never seen anything like this before. The children kept asking us to come here because they're beautiful pictures," Rafał, who was observing the ice breaking near the ruins of the castle in Złotoria, told PAP. On the General Zawacka Bridge in Toruń, a PAP reporter met several photojournalists. " From the bridge, there's a great view of Toruń's Winnica. There have been winters like this before, and I thought: 'I'll never see any more icebreakers here.' And I first photographed them in the 1990s, " said an amateur photojournalist from Rubinkowo, Toruń. In recent days, the ice-breaking operation on the river has been proceeding smoothly. The ice cover has reached a thickness of approximately 25-30 cm, with thicker ice only along the banks. The Vistula River between Toruń and Włocławek is not frozen. The river's reopening below Toruń allows for ice-breaking operations on the Włocławek Reservoir to begin, likely on Monday or Tuesday. *(Source: PortalMorski by Tomasz Więcławski)*

ALTERA ARRIVED AT OUR MERWEDE YARD IN HARDINXVELD-GIESSENDAM

The hull for the new cable installation and repair vessel named **Altera** arrived at our Merwede yard in Hardinxveld-Giessendam. The hull was transported from out partner shipyard in Poland by tow, executed by our EuroTug **Neptune 11.** Over the past months, the accommodation for the **Altera** has been constructed at our yard in Hardinxveld-Giessendam. The hull and accommodation will now be integrated here, after which the vessel will enter the next phase of outfitting. The vessel is under construction for N-Sea Group. With this milestone, we enter a new phase of the project and continue working towards delivery. *(PR-*

Neptune)

ENGINES REBUILT FOR ARMY CORPS TOWBOATS

Two Missouri River towboats operated by the U.S. Army Corps of Engineers, Omaha District, are undergoing major engine overhauls to ensure reliable navigation and river maintenance operations ahead of the 2026 season. "The engines were last installed on the **Missouri** towboat in 1996, so they have a little over 20,000-plus hours on them," said Larry Morgan, Missouri River Project Office towboat pilot and maintenance supervisor. "So, they're due for an overhaul." The main engines and power generator sets from the towboats **Missouri** and **Brandy Fitzhugh** were removed in early December and shipped to Memphis, Tenn., for complete rebuilding. Getting the engines out of the towboats required careful maneuvering and patience. Mechanics coordinated with a crane operator by radio to remove the engines through openings in the tops of the vessels. This process involved dismantling exhaust stacks and lifting thousands of pounds of equipment first. "The mains are around 6,000 pounds apiece with no transmission on them," Morgan said. "The power generator sets are somewhere between 650 and 750 pounds, depending on what fluids are in them, so it requires a pretty good-sized crane." The main engines are Cummins K19 six-cylinder diesel engines paired with Twin Disc gear reduction transmissions. The generator sets, powered by smaller four-cylinder Cummins diesel engines, provide electricity for onboard systems, including lights, heat, steering, and electronics. Once removed, the engines were loaded onto trailers and transported to Memphis for full machining and rebuilding. "They'll go down for a full rebuild — new heads, new injectors, new pumps," Morgan said. "All components that are bolted to the engine are going to be rebuilt, so when we put them back in, everything is new, just like a new engine would be." Once reinstalled, the rebuilt engines are expected to last decades. "We anticipate the engines to last probably another 20,000 to 25,000 hours," Morgan added. "With our timeframe of running on the river, that's maybe 25 to 28 years of runtime." The towboats are essential to maintaining about 250 miles of the Missouri River, from Rulo, Neb., to Sioux City, Iowa. Crews use the vessels daily to push barges loaded with rock for bank stabilization, wing dikes, and other underwater structures that keep the navigation channel open. The Omaha District places approximately 30,000 to 40,000 tons of rock annually. The engine overhauls are expected to be completed and reinstalled in time for the 2026 Missouri River operations season. "They're used daily to push barges up and down, and when a boat is down, it's a significant impact to the mission." Watch the YouTube video HERE *(Source: Workboat)*

RUSSIAN ICEBREAKERS CONVOY SHIPS ON THE FROZEN BALTIC SEA

Due to the largest ice cover in years in the northern Baltic Sea, Russian icebreakers, including one of

the most powerful in the world, the nuclear-powered **Sibir** , have begun operating throughout the

Gulf of Finland, even near Estonia and its island of Hiiumaa, ERR radio reported. According to the Estonian Transport Agency, Russian icebreaker traffic has so far been concentrated in the eastern part of the Gulf of Finland, including the entrance to the Russian port and oil terminal in Ust-Luga. However, in recent days, these specialized vessels have begun clearing the waterways and escorting ships bound for ports near St. Petersburg, including those in the Estonian and Finnish exclusive economic zones. Russian icebreakers are also assisting in the recovery of ships from the Gulf. Due to persistent low temperatures since early January, the ice in the Gulf of Finland is on average twice as thick as in recent years (up to about 40 cm thick in coastal waters), and the ice cover is the most extensive since the 2010-2011 winter season. Such conditions have significantly slowed freight transport, including the export of key raw materials and fuels for Russia. The nuclear-powered icebreaker **Sibir** , built in 2021, was brought into the Gulf of Finland from the Arctic this winter. According to the Finnish Coast Guard, more than 10 Russian icebreakers are currently operating in the Baltic Sea, and each day, about six ships depart from Russia loaded with cargo and an equal number arrive empty. It is estimated that around 40 percent of Russia's seaborne oil exports pass through the Gulf of Finland, but much of this transport is carried out by outdated and ice-insecure "shadow fleet" vessels. Meteorological services, in turn, assume that the ice cover in the Bay will increase until the end of February, after which it will gradually melt, but icebreakers will still be necessary to improve navigation in this part of the Baltic Sea. *(Source: PortalMorski)*

OPERATIONAL SUCCESS IN MUKRAN: BOLUDA TOWAGE SUPPORTS THE BERTHING OF THE LNG CARRIER MINERVA AMORGOS

On 18 February, the Mukran LNG terminal reached a new operational milestone with the safe arrival and berthing of the LNG carrier Minerva Amorgos, a vessel specialized in the transport of liquefied natural gas. The operation, carried out under typical Baltic Sea weather conditions for this time of year, required precise coordination among all teams involved. Our tugboats, operating on behalf of Deutsche ReGas as charterer, played a key role throughout the manoeuvre, ensuring the vessel's safe positioning at the facility. This deployment highlights Boluda Towage's commitment to operational excellence in strategic energy and energy-transition projects across Europe, as well as our ability to provide specialized services at LNG terminals that demand the highest standards of safety, precision, and coordination. We would like to express our gratitude to Deutsche ReGas, the port teams, and everyone involved for their professionalism, collaboration, and dedication. This shared success reinforces confidence in our capabilities and strengthens our presence in critical operations throughout the Baltic Sea. *(Source: Boluda)*

AUSTRALIAN NEWBUILD EMERGENCY TOWING VESSEL LAUNCHED

A Chinese shipyard has launched Australian Maritime Safety Authority's newbuild hybrid-propulsion, emergency-response vessel and will prepare it to assist casualties across the Great Barrier Reef and Torres Strait. The Australian Maritime Safety Authority (AMSA) welcomed the launch of **Reef Responder** at China's Rizhao Gangda Shipbuilding Heavy Industry in February 2026 after it was floated out of the drydock and moved alongside a quayside. "This marks significant progress toward a new vessel in Australia's national maritime emergency response capability," said AMSA, adding, "the next stage is its fit-out and commissioning." Once completed, this 65-m vessel will be mobilised to respond to ship casualties, to protect the Great Barrier Reef and marine environment of the Torres Strait, and maintain aids to navigation. In Q2 2025, Boskalis subsidiary Smit Lamnalco ordered the construction of this emergency response and salvage vessel from the Chinese shipyard, using Robert Allan Ltd's RASalvor 6500 design, with 120 tonnes of bollard pull. After acquiring Smit Lamnalco's Australian operations, Boluda Towage Australasia owns the vessel, which will replace emergency towage vessels **Reef Keeper** and **Coral Knight** under a 10-

year emergency response services contract. **Reef Responder** will have dynamic positioning to DP2 class and hybrid propulsion using Everllence main engines, Cummins generators and Brunvoll azimuth thrusters with controllable-pitch propellers and 3,800 kW of power. It will also have four tunnel thrusters, a propulsion control system and gearboxes with power take-out and power take-in functions, which enable a wide variety of operational modes during transits and operations, and when the vessel operates in DP2. *Enhance your technical and guest operations* AMSA is responsible for providing emergency response for ships in distress, including when they lose power. In early February, AMSA requested the assistance of four emergency towing vessels after Liberia-flagged, 43,498-gt bulk carrier, Swift Hangzhou, experienced engine issues shortly after departing Gladstone Port, Queensland. AMSA activated an incident management team on 2 February 2026 to co-ordinate a response, and worked with Queensland authorities to deploy emergency towing vessels and a maritime casualty officer to manage the response. The vessels assisted and ensured the vessel remained clear of navigation hazards. 2015-built, 229-m **Swift Hangzhou** was still at a safe anchorage outside Gladstone Port on 23 February 2026, according to automatic identification system information. *(Source: Riviera by Martyn Wingrove)*

VB-047 ARRIVED AT TILBURY

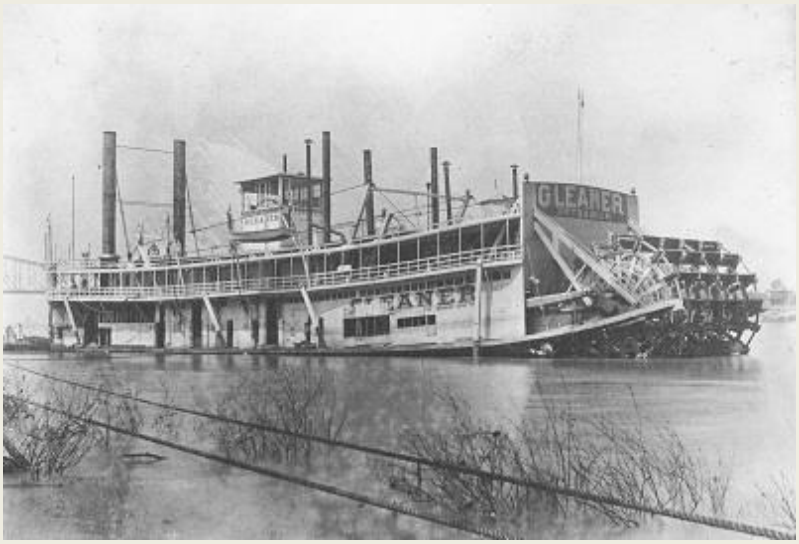
The **VB-047** (IMO 1082378) has (Finally) arrived at Tilbury after a marathon voyage from Vietnam. Seen on the photo passing Tilbury fort. The Vincente Boluda tug is a RSD 2513 tug. This powerful ship handling tug is designed for all types of vessels. The twin fin skeg gives the tug her optimal towing performance in all circumstances. Her rounded surface and an obstacle-free deck ensure her safe working environment and an excellent all-round visibility from the wheelhouse. She has a length o.a. off 24.73 mtrs a beam o.a. of 13.13 mtrs and a draft of 6.20 mtrs. And performed a free sailiong speed 12.6 knots and a bollard pull of 80 tons. *(Photo: Geoff Watson)*

WORK ON DP2 MPV SMOKEY CONTINUES STEADILY

Herman Senior said that the progress on its new DP2 Multi-Purpose Vessel (MPV) **Smokey** continues steadily and according to schedule. Major steel structures are now clearly taking shape, with key sections of the hull and internal framework progressing smoothly in the Albwardy Damen yard. The build is advancing in line with planning, and the vessel is rapidly evolving from individual blocks into a recognizable offshore asset, Herman said. MPV **Smokey** is being developed as a highly versatile offshore platform. In addition to DP2 dynamic positioning, the vessel will be equipped with a 4-point mooring system and spud poles, allowing for flexible and efficient station keeping across a wide range of operational environments. The construction work is taking place at the Albwardy Damen shipyard in the United Arab Emirates. *(Source: Dredging Today)*

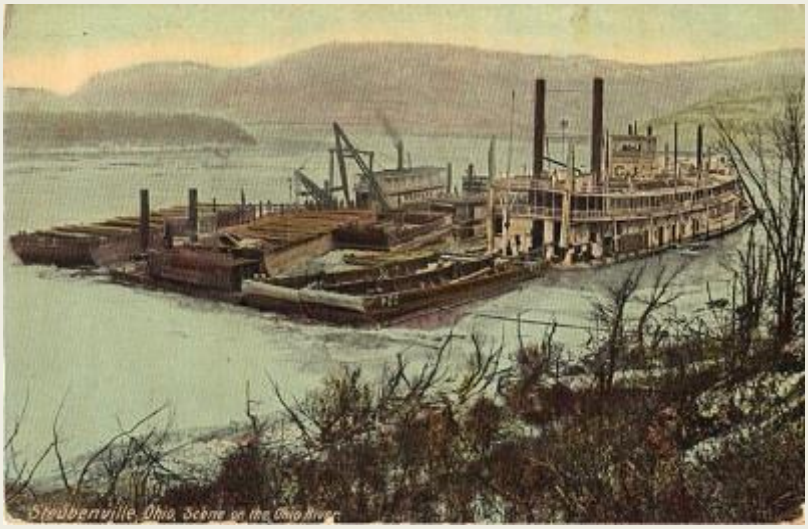
OLD TOWBOAT COLUMN

THE TOWBOAT GLEANER



Built in 1896 at Madison, Ind., the wooden hull of the towboat **Gleaner** measured 185 feet in length by 35 feet in width. Five boilers supplied steam to engines (24-inch cylinders with an 8-foot stroke) recycled from the towboat **Jay Gould** (built 1880), which was dismantled at Madison as the **Gleaner** was under construction. Owned by the St. Louis & Mississippi Valley Transportation Company, on its first trip the **Gleaner** towed the stripped-down hull of the **Jay Gould** to St. Louis. In November 1901, the boat was sold to the Peoples Coal Company of Pittsburgh. A year later, the towboat was taken to Marietta, Ohio, and the original engines were replaced with ones having 28.5-inch cylinders with an 8-1/2-foot stroke. The replacement engines were touted to be new, but The Waterways Journal reported them as having come from the 1877-built towboat **John Porter**. During the severe winter of 1902, the **Gleaner** was drydocked at Cincinnati for the replacement of the hog chain system. The rejuvenated riverboat came out in March 1903, with Capt. John Case as master with Capts. Henry Lindenburn and Jason

Curtis presiding in the pilothouse. In October 1904, the towboat was again at Marietta, for the replacement of the cylinder timbers. This was hampered by a delay of two months due to the stranding of the towboat **Venice** (and the barge carrying the timbers) in the Monongahela River at Merriman's Riffle. While at Marietta, the **Gleaner** also received a sixth boiler. With work completed, the towboat departed for Pittsburgh on December 28, 1904. The steamboat was sold in 1908 to the West Kentucky Coal Company. During their ownership the boat was sunk, along with 30 barges of coal, by a storm on June 13, 1912, at Plaquemine, La. Capt. William Crow was master for West Kentucky Coal, with Capt. Henry Nye (formerly on the famous towboat Sprague) as pilot. Literally worn out, the **Gleaner** was beached at Paducah and dismantled in 1918. *Capt. Ben Gilbert*



In a talk given before a river group in 1980, Capt. Ben Gilbert (1904–1991) told of his river career, which began in 1919 during summer vacation from school when he worked as a water boy at the West Kentucky Coal Company's barge yard at Paducah. After a brief stint as cabin boy on the Ellen Richardson, Gilbert was hired to scrape mud from the hull of the **Gleaner** while it was undergoing repairs at Paducah. He next signed on as cook's helper aboard the **Gleaner** as it was about to depart with a 25-barge tow for New Orleans. The tow consisted of 20 barges of coal for Vicksburg and five barges of grain for New Orleans. The boat laid up every night, requiring the deckhands to run a check line ashore from a yawl, made fast to a convenient tree. The yawls were large (three sets of oars) and often the deck crew went ahead of the tow, taking soundings and setting temporary buoys. Gilbert, who enjoyed a 50-year career as master-pilot, vividly recalled the musical tones "sung" by the roustabout who heaved the lead line into the river and conveyed the water depths to the pilothouse. *(Source: The Waterways Journal by Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

TWO DEAD AFTER CARGO SHIP COLLIDES WITH FISHING BOAT OFF CENTRAL JAPAN

Two people died while 10 others suffered injuries after a cargo ship collided with a recreational fishing vessel off the coast of Mie Prefecture in central Japan on Friday, February 20. The Japan Coast Guard said the incident occurred off Toba City at around 12:55 local time on Friday when the 499-ton cargo vessel **Shinsei Maru** struck the smaller **Kosei Maru**, causing the latter to break apart and capsize. **Kosei Maru's** captain and the 12 passengers were all thrown overboard. According to the coast guard, all 13 of them had already donned lifejackets by the time their vessel capsized. Two passengers aged 84 and 67 suffered cardiac arrest and were immediately evacuated to hospital but were later pronounced deceased. The five crewmembers on **Shinsei Maru** meanwhile suffered no injuries as a result of the collision. The coast guard has since arrested **Shinsei Maru's** second officer, who was reportedly at the helm when the incident occurred. He is being detained on suspicion of negligence. *(Source: Baird)*

110-METER INLAND VESSEL EMELIE DEYMANN AGROUND IN THE OUDE MAAS AFTER ENGINE PROBLEMS

The inland vessel **Emelie Deymann** lost control and ran aground in the Oude Maas on Sunday, February 22, after its main engine failed. The 110-meter-long dry cargo vessel was loaded with containers. Rijkswaterstaat (the Directorate-General for Public Works and Water Management) and the water police responded with emergency boats, and the tugboats **La Quatra** and **Cunado 2** brought the vessel to a port in Dordrecht; on Monday, it departed again under escort of a pushboat. The **Emelie Deymann** sails for the German shipping company Deymann. Built in 2012, it transports a variety of cargo by water; the shipping company has offices in Hamburg, Rotterdam, and Luxembourg, among other locations. In 2021, the vessel conducted a sea trial in Sweden as the first inland cargo vessel to sail between Stockholm and Västerås, but the trial was terminated after two months due to disappointing results, after which it returned to the Dutch and German rivers. *(Source: HeadLiner; Photo: Jelle Vreeburg)*

GROUNDING IN ROSKILDE FJORD - CAPTAIN FINED

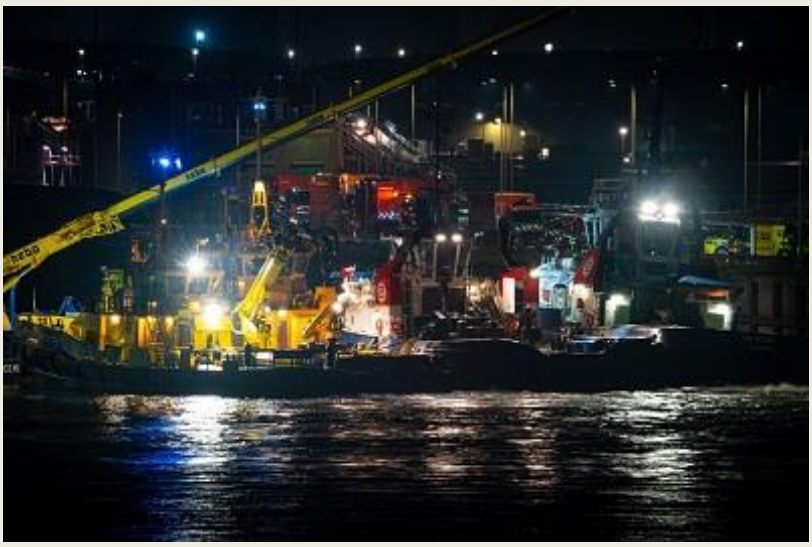
The 'Baltic Wind' ran aground on Feb 18, 2026, at around 4 p.m. UTC, off Kulhuse, close to the mouth of Roskilde Fjord in Isefjord, northern Sjælland. The ship hit a sandbank shortly after it had left Frederiksværk enroute to Aviles. The ship was inspected by the Nordsjællands Police, and no leaks nor pollution have been reported. At approximately 11:30 p.m., a patrol vessel from the Danish Navy Home Guard had arrived at the grounded ship. As of Feb 19, the ship remained stuck on sandy bottom in pos. 55° 57' N 011° 54' E. The vessel has been detained by the Danish Maritime Authority until a preliminary investigation has determined whether the ship has been damaged by the grounding. Once the 'Baltic Wind' has been pulled off, a diving investigation of the ship's bottom was to be carried out to check the seaworthiness. Since the grounding occurred outside the shipping channel, there was no obstrucition for shipping traffic to and from Roskilde Fjord. As the captain had tried to free the ship after it ran aground, he has been fined with 9750 Danish crowns for a violation of the Maritime Act. The next step was for the shipping company was to submit a salvage plan, which must then be approved by the Danish Maritime Authority. Once the ship has been refloated, it was to be pulled back to Frederiksværk for another inspection. It remained stationary in its position as of Feb 23. *(Source: Vesseltracker)*

SALVORS PREPARE TO REFLOAT GROUNDED BARGE AT SAN JUAN HARBOR ENTRANCE

The U.S. Coast Guard has approved a salvage plan for the wreck of the fuel barge Defiant, which ran aground at the base of the historic El Morro fortress at San Juan's harbor entrance on February 9. Defiant drifted onto a rocky breakwater in a severe storm, and was battered by waves for days, resulting in hull damage. Conditions have since calmed, allowing salvors to board and make preparations for refloating the vessel. Contracted crews have sealed off and tested seventeen of the

barge's compartments, including the 10 fuel tanks. When ready, the tanks will be pressurized with compressed air, displacing water inside and allowing the barge to be safely refloated. At high tide, two tugs will be used to pull the barge off the rocks and keep it under control. Environmental assessments have been performed to plan for and minimize any impacts to coral or marine life. The barge had minor, residual amounts of diesel aboard when it grounded, and has been defueled to the greatest extent possible in preparation for a refloat. The timing of the operation is dependent on the salvors' logistics and on the prevailing wind, wave and tidal conditions. While the operation is under way, a maritime safety zone will be in effect around the barge and tugs, and mariners are advised to stay well clear. "San Juan Harbor is Puerto Rico's main seaport," said Lt. Cmdr. Ray Lopez, incident commander for the U.S. Coast Guard. "Following the removal of the barge from the rocks off San Felipe del Morro, our primary operational priority is to protect the maritime transportation system and ensure that the channel remains safe and open." *(Source: Marex)*

INTERIM STATEMENT 'COLLISION BETWEEN TUGBOAT AND TANKER'



This interim statement provides a process update on the investigation into the collision on the Nieuwe Waterweg in Rotterdam on the night of February 23, 2025. A harbor tug and a tanker arriving from sea collided in dense fog. The tug was waiting for another incoming vessel. As a result of the collision, a tear developed in the tug's hull, causing water to flow into the accommodation. Emergency pumps were deployed to prevent sinking, and the vessel was moored to a shallow water as a precaution. The investigation focuses on the following aspects: navigation, positioning, and communication in limited visibility; the organization of ship movements in the port of Rotterdam under such conditions; possible measures to manage collision risks; and the factors that contributed to the collision occurring despite existing measures. The collection and analysis of factual information has been completed. The report is currently being prepared for public review. The final report of the investigation is expected to be published in the second quarter of 2026. *(Source: Onderzoeksraad voor veiligheid)*

SHIP IN ANDERNACH LEAKS DUE TO UNLOADING

A motor vessel loaded with road salt suffered a leak in the port of Andernach on Monday, February 23, around 11:50 a.m., according to the Andernach Water Safety Police. Police were alerted by the control room in Koblenz that the vessel was taking on water in the harbor basin. Initial indications suggested the damage to the aft hold occurred during unloading. A leak caused water to flow into the hold. Divers. Fire departments from the region responded to the port. The DLRG rescue company and the Red Cross were also on site as a precaution. Divers were also deployed to seal the leak. To prevent the ship from sinking, the mixture of water and road salt was removed from the hold using pumps. The mixture is being collected in a controlled manner and then pumped into special containers. Port operations in Andernach largely continued despite the incident. However, there are minor restrictions on port traffic. No personal injuries were reported. Authorities are still investigating the exact cause of the damage. *(Source: Binnenvaartkrant)*

FIRE ON CRUISE SHIP EXTINGUISHED, 32 PEOPLE RESCUED.

A tourist boat anchored at Gia Luan wharf (Cat Hai special zone, Hai Phong) to pick up visitors to tour Lan Ha Bay suddenly caught fire. All 32 people on board, including 15 foreign tourists, were rescued safely. On February 22nd, information from the Cat Ba Border Guard Station (Hai Phong Border Guard Command) indicated that functional forces had promptly extinguished a fire on a tourist boat anchored in the Cat Hai Special Economic Zone. Rescue forces saved and brought many people, including many foreign tourists, safely ashore. The fire occurred at approximately 10:15 AM on February 21st at Gia Luan wharf, Cat Hai special economic zone, while the ship was anchored to receive tourists visiting Lan Ha Bay. According to initial information, the cruise ship HP 5765 (SEA CORAL), belonging to Sealife Group Co., Ltd., captained by Mr. Nguyen Van Tuong (38 years old, residing in An Phu commune, Hai Phong), suddenly caught fire in the engine room. At the time of

the incident, there were 17 crew members, service staff, and 15 foreign tourists on board. Immediately after discovering the fire, Captain Nguyen Van Tuong reported the emergency to the Cat Ba Border Guard Station, requesting rescue assistance. Upon receiving the information, the unit dispatched a motorboat along with 12 officers and soldiers to quickly reach the scene. Simultaneously, the authorities coordinated with the Fire Prevention and Rescue Police Department of the Cat Hai Special Zone and other vehicles operating near the area to participate in firefighting efforts. Thanks to the timely implementation of rescue measures, by 10:40 AM the same day, all 32 people on board had been brought ashore safely. The fire did not cause any casualties. By approximately 12 noon, the fire was brought under control and completely extinguished. The damage was mainly concentrated in the engine room of the ship. The cause of the fire on the tourist ship is currently being investigated by the authorities in Hai Phong. *(Source: Tanhnnien)*

PORT OF SABETTA BRIBERY CASE: COURT OF APPEAL ACQUITS DEME

DEME Group has been acquitted in the long-running bribery case surrounding the dredging operations at the Port of Sabetta, Russia. This was decided by the Ghent Court of Appeal today. The public prosecutor had sought a forfeiture of 12.6M and a fine of EUR600.000, but the Court cleared DEME and five of its former executives, citing insufficient evidence. The case centered on a 420M contract for dredging works at Sabetta. In 2013, both DEME and Jan De Nul applied for the works after the Russian Ministry of Transport outsourced the tender to USK Most. DEME secured the contract through its Russian joint venture Mordraga – Jan De Nul did not. Suspicious of a conflict of interest involving an intermediary, Jan De Nul filed a criminal complaint in 2016 with the East Flanders public prosecutor. Without clarity on whether any alleged acts were carried out without the knowledge or consent of its board or shareholders, the offence could not be established. *(Source: Dredging Today)*

OFFSHORE NEWS

SEABIRD EXPLORATION NETS CONTRACT EXTENSION FOR SEISMIC SURVEY VESSEL

Norwegian marine seismic survey services firm SeaBird Exploration, part of SED Energy Holdings, has secured a contract extension for its **Fulmar Explorer** seismic survey vessel. SeaBird Exploration has signed a three-month contract extension for ocean bottom node (OBN) source work for the vessel in the Western Hemisphere. This extension now commits the 2009-built vessel through mid-June 2026, maintaining the same commercial terms as the original agreement, the company said. The name of the client or the value of the contract extension has not been disclosed. *(Source: MarineLink)*

TIDEWATER'S FLEET TO GROW TO 231 UNITS FOLLOWING ACQUISITION OF BRAZIL'S WILSON SONS

U.S. offshore vessel operator Tidewater is set to see an increase in its global vessel fleet size to 231 units thanks to the acquisition of Brazilian shipping company Wilson Sons. Tidewater has entered into a definitive agreement to acquire all of the outstanding shares of Wilson Sons Ultratug Participações and its affiliate Atlantic

Offshore Services (WSUT) at an enterprise value of approximately $500 million, including the assumption of WSUT's existing debt. WSUT's fleet consists of 22 platform supply vessels (PSVs) and following the transaction, Tidewater will own a fleet of 213 offshore support vessels (OSVs), bringing its total global fleet size to 231 vessels, including crew boats, tug boats and maintenance vessels. The acquisition will also expand Tidewater's current fleet of 6 vessels in Brazil to a total of 28. According to the company, WSUT's 19-unit-strong fleet of Brazilian-built vessels would enable Tidewater to import international-flagged vessels into Brazil under the Brazilian Special Registry (REB). "The Brazilian offshore vessel market is one of the largest and most compelling in the world and the addition of WSUT to the Tidewater fleet will enhance our presence in the country. WSUT has an excellent reputation as both a shipowner and ship operator, with a fleet that is among the most impressive worldwide today. As of today, 21 of WSUT's 22 vessels are active and working in Brazil, allowing Tidewater to commercialize this new asset base," said Quintin Kneen, Tidewater's President and CEO. "As we've surveyed the world and evaluated different regions, Brazil stands out as perhaps the most attractive to Tidewater. The scale of the offshore industry in Brazil, and in particular the offshore vessel industry, is one of the best in the world and we believe the long-term fundamentals for this market are highly favorable." Under the terms of the transaction, Tidewater will acquire all of the outstanding shares of WSUT for cash consideration to be funded from cash on hand. It is also anticipated that WSUT's existing debt of approximately $261 million, as of September 30, 2025, will be rolled over as part of the transaction. Already unanimously approved by Tidewater's Board of Directors, the transaction is expected to close late in the second quarter of 2026, subject to required regulatory approvals and other customary closing conditions, including approval from the Brazilian Antitrust Authority (CADE). "Assuming the transaction closes at the end of the second quarter, we expect the WSUT business to generate approximately $220 million of revenue and generate a gross margin of approximately 58% over the first twelve months. In addition, we would expect to incur approximately $14 million of annual G&A expense," Kneen stated. *(Source: Offshore Energy)*

STRIL MERMAID ON REPEAT

For the second time in a month, logistics service provider Peterson Den Helder has chartered the **Stril Mermaid**. This time again for a short period. In the early morning of Wednesday, February 18th, this 79-meter-long supplier, owned by Simon Mokster Shipping from Stavanger, sailed from Lowestoft to Den Helder. The **Stril Mermaid** is a Havyard 832 CDRS type and was delivered in 2010 by the Simek shipyard in Flekkefjord. The supplier has a deadweight of 4,000 tons and a 755-square-meter working deck. Her home port is Brønnøysund. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SDHI DEEPENS SHIPBUILDING REVIVAL WITH OSV COMPLETION DEAL

India's Swan Defence and Heavy Industries Limited (SDHI) has won a contract to complete five offshore support vessels for San Maritime India. San Maritime has begun docking the vessels at SDHI's shipyard in Pipavav for completion under IR Class and subsequent delivery. The completion of San Maritime's five OSVs will strengthen Indian-flag tonnage and offshore capability, create maritime jobs, and reinforce the country's vision of advancing indigenous self-reliant shipbuilding through targeted financial assistance and incentive schemes. The project's start will also support local vendors and service providers in the shipbuilding ecosystem. The hulls were acquired by SDHI as part of the Reliance Naval and Engineering Limited acquisition plan. They were subsequently acquired by San Maritime, and construction of the vessels began under the previous regime at the Pipavav shipyard. Located on the west coast of India, the shipyard offers unmatched shipbuilding capabilities, including the country's largest dry dock (662m x 65m), wet basin (340m x60m), and 1.2 km dedicated waterfront for berthing, docking, and launching of vessels. A few months ago, SDHI secured its first major shipbuilding deal since taking over and reviving the Pipavav shipyard with Norway's Rederiet Stenersen for the construction of six 18,000 dwt chemical tankers worth about $220m. *(Source: Splash24/7)*

SAIPEM WINS NEW OFFSHORE CONTRACT IN SAUDI ARABIA WORTH APPROXIMATELY $500 MILLION

Offshore activities will be performed by the group's construction vessels currently operating in the region, while fabrication activities will be carried out at Saipem's Saudi shipyard Taqa Al-Rushaid Fabricators Co. Ltd. in Dammam. Saipem announced it has been awarded a new offshore contract (Contract Release Purchase Order, or CRPO) in Saudi Arabia, under its existing Long Term Agreement (LTA) with Aramco. The Italian group will be responsible for the engineering, procurement, construction, and installation (EPCI) of a 48-inch pipeline, approximately 65 km offshore and 12 km onshore, as well as related subsea infrastructure in the Safaniya field, one of the

largest offshore fields in the world. Offshore activities will be carried out by Saipem's construction vessels currently operating in the region, while fabrication activities will be carried out at the company's Saudi shipyard, Saipem Taqa Al-Rushaid Fabricators Co. Ltd., in Dammam, further strengthening the company's industrial presence in the Kingdom. The project will leverage Saipem's proven experience in the construction of pipelines and strategic offshore infrastructure in the region, combined with its advanced engineering capabilities. Activities will be performed in compliance with the highest standards of safety, quality, and environmental protection, which characterize all the company's operations, ensuring execution efficiency and reliability at every stage. The combination of leveraging local expertise and resources and cutting-edge technical capabilities will support the efficient construction of strategic energy infrastructure for Saudi Arabia. This new contract strengthens Saipem's long-standing presence in Saudi Arabia and further consolidates its long-standing relationship with Aramco, confirming Saipem's ability to provide integrated, high-quality solutions for complex offshore projects. *(Source: Shipping Italy)*

EVENT NEWS

VLOOTDAG HARLINGEN - ZATERDAG 11 APRIL VAN 11:00-17:00 UUR

Met de Vlootdag opent de Verenigde Bruine Zeilvaart Harlingen elk jaar het nieuwe seizoen. Zeilschepen van de Bruine Vloot langs de kade. Bezichtiging aan boord en bezoek van de CdK. Gehele Zuiderhaven Bonte Markt, muziek en andere feestelijkheden. Twee schepen voor informatie en vertier kinderen. Veerpontje van Zuiderhaven naar de buitenhaven. Meevaren op het Wad met schepen van Harlinger Bruine Vloot. Je geniet er van de nautische sfeer in Harlingen. Op de kade langs de Zuiderhaven zeezijde worden allerlei activiteiten georganiseerd. Zo is er o.a. de bonte markt, muziek, entertainment, demonstraties van oude ambachten én is er van alles te doen voor kinderen. De Harlinger zeilschepen houden 'open schip', zodat je de schepen van binnen kunt bekijken. Aan boord zijn exposities, demonstraties, koffie- en theeschenkerijen, proeverijen en meer. Ook is dit je kans om kennis te maken met de bemanning van de schepen. Ze geven je graag uitleg over hoe het is om mee te zeilen aan boord en welke reizen ze komend seizoen aanbieden! Ook liggen er een aantal

zeilschepen klaar voor een korte rondvaart op het Wad. Een mooie kennismaking met dit ambacht. BENG Evenementen organiseert de Bonte Markt met een breed scala aan producten, van kleding en antiek tot ambachtelijke streek- en seizoensgebonden items. De markt wordt opgevrolijkt met live muziek en entertainment. Het is de perfecte plek om te genieten en te struinen. *(Source: Scheeepspost)*

WINDFARM NEWS - RENEWABLES

BOSKALIS PREPARES 150 KILOMETRES OF BALTICA 2 INTER-ARRAY ROUTES FOR CABLE INSTALLATION

Boskalis has completed the preparation of 150 kilometres of inter-array cable routes at the 1.5 GW Baltica 2 offshore wind farm site in Poland. In 2023, Boskalis was awarded a contract for the transportation and installation of export and inter-array cables for the Polish offshore wind farm, owned by PGE and Ørsted. Under the contract, the Dutch company is also responsible for the levelling of the seabed, pre-trenching, and the removal of boulders. Boskalis started boulder clearance work in August last year, using its vessel Boka Falcon and the T-Rex plough, preparing the routes for cable trenching. The cable trenching began at the end of 2025, using the Megalodon plough to prepare the seabed so that, after installation, the cables can be laid correctly and protected. “Completing works on the inter-array cable routes means we are closing a key stage of seabed preparation for the connections between turbines. The quality of trenching and corridor preparation directly affects installation safety and the protection of the cables once they are laid. We are now focusing on the next offshore work package, maintaining the pace and sequence of activities in line with the project schedule”, said Ulrik Lange, Vice President and Managing Director of the Baltica 2 project at Ørsted. The next stage will include preparation of the 260 kilometres of export cable route, ahead of installation to be carried out later by the Ndurance and Boka Ocean vessels, also operated by Boskalis. Located approximately 40 kilometres off the Polish coast near Ustka, the Baltica 2 offshore wind farm will feature 107 Siemens Gamesa 14 MW-222 turbines. Once commissioned in

2027, the 1.5 GW project will become the largest offshore wind farm in Poland, capable of supplying approximately 2.5 million households with green energy, according to its developer. *(Source: Offshore Wind)*

NEW OWNER OF THREE SEAJACKS JACK-UPS NETS CONTRACT FOR POLISH OFFSHORE WIND FARM

UK-registered Novastar Energy Holdings, a wholly-owned subsidiary of UAE-based HEA Energy, which bought three Seajacks vessels from Eneti in 2023, has secured a contract for Baltica 2, a 1.5 GW offshore wind farm being built by PGE and Ørsted in Poland. According to a contract award notice published this month on an EU tender website, the Baltica 2 joint venture selected Novastar Energy Holdings/HEA Energy for the provision of a jack-up vessel in November 2025 and signed the contract on 20 January 2026. The jack-up will support the offshore substation (OSS) commissioning activities at Baltica 2, providing accommodation and access, as well as crane operations. The initial contract is for 14 months, with six extension options, two for 30 days, two for 14 days, and two for seven days. HEA Energy has been the owner of three Seajacks jack-ups since 2023, when the company bought Seajacks Hydra, Seajacks Leviathan and Seajacks Kraken for a total of USD 70 million (around EUR 64 million at the time) from Eneti. The vessels have been renamed HEA Hydra, HEA Leviathan and HEA Kraken following their acquisition. Over the past year, HEA Hydra has been deployed on the Dogger Bank C offshore wind farm in the UK and on a project in the US, where HEA Leviathan was also working in 2025, according to social media posts by HEA Energy. The Baltic 2 offshore wind farm in Poland, located approximately 40 kilometres off the Polish coast near Ustka, will comprise 107 Siemens Gamesa 14 MW-222 turbines and four 375 MW substations designed, manufactured, and commissioned by a consortium of Semco Maritime and PTSC Mechanical & Construction (PTSC M&C), and installed by Seaway7. Major offshore construction work on the wind farm in the Polish part of the Baltic Sea will start this spring, with seabed preparation underway and main components being manufactured. *(Source: Offshore Wind)*

NKT STRIKES €6BN AGREEMENT TO SECURE COPPER FOR POWER CABLES

NKT, one of the leading manufacturers and installers of power cables for the offshore wind industry, has renewed a long-term copper supply agreement with mining and smelting company KGHM. The contract secures a stable supply of European-produced copper for NKT's power cable manufacturing over the next decade, ensuring long-term availability through to 2036. NKT said its need for copper continues to grow in line with the company's expansion of production facilities to meet demand for power cable solutions. Ensuring access to reliable copper supply sources is essential to maintaining NKT's competitiveness and strengthening the resilience of its value chain. Guided by a long-term

perspective on copper market developments, the company has strengthened its security of supply for the coming decade through the renewed agreement with KGHM. NKT said the contract serves as an enabler of NKT's strategic ambitions of delivering reliably, sustainably and at scale, while reducing the company's exposure to market fluctuations and geopolitical uncertainty. NKT president and chief executive Claes Westerlind said, "Our extended partnership with KGHM is an important step in securing the long-term supply of copper that underpins our ability to deliver reliable power cable solutions to our customers. "KGHM is a longstanding, trusted partner to NKT, consistently demonstrating strong operational performance and high-quality output. By strengthening this relationship, we are reinforcing the robustness of our supply chain, reducing our exposure to market volatility and ensuring a stable foundation for NKT's continued growth." KGHM operates across the copper value chain, from mining, smelting, refining and recycling to rod manufacturing. The new deal means NKT can leverage KGHM's vertically integrated production capabilities and strong European footprint. *(Source: Riviera by David Foxwell)*

CLS GROUP ENTERS TALKS TO ACQUIRE MARINE MEASUREMENT FIRM AKROCEAN

CLS Group in France has entered into negotiations to acquire fellow French company Akrocean, which specialises in ocean measurement services, primarily for the offshore wind sector. CLS Group, a provider of Earth and ocean observation and monitoring solutions, has entered into exclusive negotiations with Valemo and Geps Innov, Akrocean's shareholders. It said the acquisition would enable CLS to offer clients a more comprehensive and integrated marine data portfolio. The transaction is part of CLS' growth strategy, the aim of which is to strengthen its oceanography and marine renewable energy capability. CLS supports offshore activity by combining metocean measurement, floating LiDAR solutions and underwater acoustics, enabling clients to optimise offshore operations and energy projects whilst ensuring they comply with environmental requirement. Founded in 2017, Akrocean provides offshore measurement solutions based on instrumented buoys. They are regularly used in offshore wind projects to assess wind resources,

characterize metocean conditions, establish site baselines, and ensure rigorous environmental monitoring. CLS director of energy and infrastructure applications Mauricio Fragoso Da Rocha said, "We want to accelerate our ability to sustainably support the rapid expansion of renewable energy, particularly offshore wind. We are seeking a partner with whom there are significant synergies. Akrocean fully aligns with this vision." Akrocean president Jean-Luc Longerorche said, "Our vision, technologies, industrial capabilities, and values strongly resonate with those of CLS. "We are enthusiastic about the prospect of joining forces with a partner with whom strategic alignment and potential synergies are so evident. The exclusive discussions initiated today open the door to ambitious development opportunities." *(Source: Riviera by David Foxwell)*

DREDGING NEWS

ANOTHER DAMEN CSD650 READY FOR DELIVERY

Another CSD650 has been successfully finalized at the Damen Dredging yard. After full assembly and trials, the cutter suction dredger is now ready to be delivered and shipped to its owner. According to Damen, a single operator can control the entire dredger from the operating cabin and the spacious, raised operating cabin allows for a perfect view of the jobsite. Made for mining operations, capital dredging projects and maintenance dredging, this dredger can operate all its functions simultaneously. *(Source: Dredging Today)*

PACIFIC SHIPBUILDING LAUNCHES NEW CSD

Pacific Shipbuilding JSC marked a significant achievement today in its latest maritime project – launching of a new cutter suction dredger (CSD) and keel laying of the second vessel in a prestigious series of 10 vessels. "As the lead vessel of this series, it represents our commitment to precision engineering and our dedication to supporting global dredging and infrastructure needs. Built with

the signature quality of Pacific Shipbuilding JSC, this vessel is designed for high performance in demanding environments," the Vietnam-headquartered company said. According to Pacific, this 6.500m3 capacity CSD is a powerhouse of efficiency, boasting the following technical specifications: ● Vessel type: cutter suction dredger, ● Max. length (L_max): 57.50m, ● Length (L): 45.10m, ● Breadth (B): 10m, ● Depth (D): 3.20m, ● Design draft (d): 2m. "This launch is just the beginning. With 9 more vessels currently in the pipeline, our team is working around the clock to ensure each ship meets the highest standards of maritime excellence," Pacific concluded. *(Source: Dredging Today)*

KERJAYA PROSPEK WINS $129M PENANG LAND RECLAMATION AND DREDGING CONTRACT

Kerjaya Prospek Group Bhd has won a $129 million contract for land reclamation and dredging works for the Seri Tanjung Pinang (Phases 2B and 2C) development in Penang. In a filing with Bursa Malaysia today, the group said that its wholly owned sub-subsidiary, Future Rock Sdn Bhd, accepted a letter of award from Tanjung Pinang Development Sdn Bhd today. Tanjung Pinang Development is an indirect subsidiary of Eastern & Oriental Bhd. The contract covers reclamation and dredging works for the Seri Tanjung Pinang (STP) project located in Tanjung

Tokong, Penang. According to the announcement, these works are scheduled to start on March 11 and are targeted for completion by March 31, 2029. *(Source: Dredging Today)*

BUILDING INFRASTRUCTURE, NOT PAPERWORK INITIATIVE ANNOUNCED

Assistant Secretary of the Army for Civil Works Adam R. Telle today announced a major initiative, "Building Infrastructure, Not Paperwork," for the Army's Civil Works program. According to USACE, "Building Infrastructure, Not Paperwork" will provide greater focus on their core Civil Works missions, while minimizing non-core programs, direct funding to priority water resources projects that will provide the greatest benefits to the nation, shorten permitting timelines, and reduce or eliminate extraneous regulations and paperwork that slow the delivery of Civil Works projects and programs. "President Trump has empowered his administration to work with lightspeed efficiency to make our government deliver more for all Americans. The Army Civil Works' 'Building Infrastructure, Not Paperwork' initiative will enable the U.S. Army Corps of Engineers to deliver critical projects and programs for the nation more efficiently, sooner, and at less cost than the current ways of doing business," said Telle. "This will eliminate bureaucratic delays and provide fast, clear decisions needed to save lives and empower our economy." "Continuous Army transformation is about rapidly delivering war winning capabilities to the Army today, not years in the future. But that's not all; we're also transforming at home, too," added Secretary of the Army, Daniel P. Driscoll. "I'm incredibly proud of the 'Building Infrastructure, Not Paperwork' (BINP) transformation initiative the Army Civil Works and U.S. Army Corps of Engineers teams recently unveiled. BINP will build and strengthen American infrastructure across our nation, increasing resiliency and providing tangible, long-lasting value for the American people." "Building Infrastructure, Not Paperwork" will enable USACE district commanders around the nation to execute the Civil Works projects and programs that benefit the nation. USACE commanders will be empowered to take informed risks in advancing critical water resources projects and programs to completion faster and at less cost. The policy changes will also bring greater transparency and accountability for the program to the American public, project partners and sponsors, industry, and the elected leaders who make the annual funding decisions for the Civil Works program, USACE said. The plan consists of 27 initiatives grouped under five categories: ● Maximizing the Ability to Deliver National Infrastructure, ● Cutting Red Tape, ● Focus on Efficiency, ● Transparency & Accountability, ● Prioritization. The initiatives do not affect USACE execution of its emergency response support to natural and manmade disasters. "The U.S. Army's Civil Works program has been an invaluable cornerstone for more than 200 years. 'Building Infrastructure, Not Paperwork' will return USACE to a focus on its core missions and ensure the enterprise continues to be the most trusted national resource delivering water resources solutions. This is only possible with President Trump's

leadership that has enabled our team to maximize our ability to deliver national infrastructure and cut red tape for the American people," concluded Telle. *(Source: Dredging Today)*

UNION DREDGERS KICKS OFF PALM JEBEL ALI DREDGING

Union Dredgers and Marine Contracting (UDMC) has started dredging works for an ongoing project at Palm Jebel Ali, covering Fronds A to G. According to Union, the project includes the supply and installation of stormwater outfall pipelines along with a specialized outfall structure to improve water management in the area. "Our vessels, Hammerhead and Helciprion, along with the flat-top barge Diver 1, are on site executing the works efficiently and safely. This ensures timely completion while utilizing state-of-the-art marine equipment," Union said. The stormwater outfall system is designed to enhance environmental safety and support proper drainage for the Palm Jebel Ali community. *(Source: Dredging Today)*

YARD NEWS

BIGLIFT SHIPPING LAUNCHES FIRST BC-CLASS MODULE CARRIER CY FRONTIER

Topics: BC-Class Modular Carrier, BigLift Shipping, fleet expansion, Heavy Lift, Heavy Transport, maritime logistics, module carriers, newbuild vessels, shipping industry, vessel launch. BigLift Shipping has announced the successful launch of the first vessel in its series of four BC-Class module carriers, the CY Frontier. The vessel was launched on Sunday, 15 February, and will now move to the outfitting quay for final completion and commissioning. The second vessel in the series, m/v BigLift Pioneer, is scheduled to enter service towards the end of the year. With the addition of the newbuilds, the company expects to operate six heavy transport vessels (HTVs) by the end of 2026, expanding its capacity to support heavy lift and transport projects globally. *Designed for*

performance and flexibility The BC-Class vessels are purpose-built for heavy transport operations.

Each vessel has a length of 180 metres and a beam of 43 metres. The cargo deck measures 43 by 140 metres, providing 6,020 square metres of unobstructed space. Cargo operations can be carried out over the stern or side using ro-ro or skidding methods. With a depth of 12 metres and a deadweight capacity of 25,000 metric tons, the vessels are equipped with a ballast system capable of 12,000 cubic metres per hour. *Program milestone* According to the company, the launch represents a key milestone in its fleet expansion program and reflects its focus on innovation, reliability and service delivery. Source (including image credits): BigLift Shipping. *(Source: Heavy Lift News)*

FREIRE SHIPYARD SIGNS A CONTRACT WITH THE SWEDISH DEFENCE MATERIAL ADMINISTRATION TO BUILD FOUR NAVAL SUPPORT SHIPS

• The new fleet will be constructed to operate in challenging weather conditions and will have diesel-electric propulsion systems that will increase fuel efficiency; • Each vessel will measure 47 metres length, and accommodate 16 crew members. Spanish shipyard C.N.P. FREIRE, S.A. (FREIRE SHIPYARD) has signed a contract with the Swedish Defence Materiel Administration (FMV) to construct four new vessels for naval support missions. The ships will be 47 metres length, capable of reaching speeds of up to 12 knots and offering an endurance of up to 10 days, with accommodation for 16 crew members. The vessels will mount two main cranes on the main deck, as well as an auxiliary crane for supplies, which will permit fully autonomous loading and unloading operations. A stern ramp will allow the onboarding of wheeled cargo. *A new generation of sustainable ships* Propulsion in based on a diesel-electric system, with four variable speed generators and direct current distribution systems to enhance fuel efficiency and reduce emissions, meeting the highest environmental standards. These vessels will be able to navigate in ice conditions and built to withstand harsh weather conditions. Azimuth fixed pitch propellers and bow thrusters will provide a smooth manoeuvrability. With this addition, the Swedish Defence Materiel Administration strengthens its operational support and response capabilities, integrating enhanced logistical functions that allow it to perform its duties more effectively. *(PR-Freire)*

ULSTEIN UNVEILS NEW SUBMARINE VESSEL

The Norwegian shipyard and naval design firm Ulstein has developed a new subsea vessel for floating and fixed installations in the offshore wind energy market, as well as for the offshore oil and gas. The company states that the SX232 is based on three fundamental principles, including an optimized hull design based on the Ulstein Twin X-stern, an intelligent power and propulsion system developed to minimize energy consumption during dynamic positioning operations, and an integrated energy recovery system that utilizes all waste het from the machinery systems (cooling water and exhaust gases). According to the company, the project was deployed to include versatile fuel options and a battery energy storage system to reduce peak demand and provide a reserve of rotating power. The forward section of the vessel accommodate 130 people and includes two hangars for remotely operated vehicles (ROV's). A central platform is located at the rear of the accommodation block, complemented by a large flat deck of over 2.000 m². The basic platform is configured with a 250-ton offshore crane, but can also support a larger, 400-ton crane. With the increased crane capacity, the vessel is considered capable of supporting the installation of suction anchors. Additionally, an alternative use of the Ulstein SX232 platform is for cable lying operations, "The offshore energy market is booming, as is the demand for subsea vessels capable of operating in challenging environments and performing complex tasks, Whether installing, maintaining or decommissioning offshore wind farms or oil and gas platforms, subsea vessels need to be flexible, efficient, and reliable," Ulstein said in a statement. "The offshore vessel market is experiencing a moment of great optimism thanks to high growth rates in offshore energy investments, l;arge order books, and higher daily rates. These positive trends in the offshore energy market led Ulstein to develop the Ulstein SX232, a new subsea vessel that combines innovation, versatility, and reduced emissions. *(Source: Portos e Navios)*

MOU SIGNED WITH PT PAL TO ADVANCE ENERGY EFFICIENCY AND

DECARBONISATION IN INDONESIA

Kongsberg Maritime today announced the signing of a Memorandum of Understanding (MoU) with PT PAL Indonesia, the country's largest state owned shipyard. The signing ceremony took place at PT PAL's headquarters in Surabaya and was attended by representatives from Kongsberg Maritime, PT PAL, and the Norwegian Ambassador to Indonesia, Rut Krüger Giverin. Kongsberg Maritime is one of the world's leading providers of marine technology solutions. Its offerings span marine automation, navigation, propulsion, dynamic positioning, energy management, deck handling, and vessel design — enabling safer, more efficient, and more sustainable operations across the global maritime industry. This MoU represents the next phase of Kongsberg Maritime's growing commitment to the Indonesian maritime sector. In July 2025, the company expanded its national presence with the opening of two new offices in Jakarta and Batam, established to provide local sales, service, spare parts, and aftermarket support. This expansion was designed to strengthen customer engagement and deliver faster, more responsive support across Indonesia's rapidly developing maritime landscape. Wenche Andersen, Managing Director, APAC Service Management at Kongsberg Maritime, said: "Today's signing marks the beginning of a meaningful partnership with PT PAL—one that supports Indonesia's maritime ambitions and advances our shared goals for energy efficiency and decarbonisation. With our expanded presence in Indonesia and a strong foundation built alongside national authorities, we are committed to enabling long term, sustainable value for shipowners and the wider maritime community." Mr. Wiyono Komodjojo, Chief Marketing Officer (CMO) from PT PAL said: "We are very pleased to formalise our collaboration with Kongsberg Maritime through this MoU. As Indonesia accelerates its maritime modernisation and decarbonisation efforts, strong partnerships with global technology leaders are essential. "PT PAL has long been committed to delivering high quality, future ready vessels for our national fleet, and this cooperation will support us in integrating advanced energy efficient and low emission technologies into newbuilds and retrofits alike. Together, we aim to strengthen Indonesia's maritime capabilities and contribute to a more sustainable industry for the years ahead." The MoU with PT PAL builds on this foundation and defines a new framework for cooperation on energy efficient and decarbonised maritime solutions for Indonesian vessel owners and operators. The partnership also aligns with the roadmap jointly developed with Indonesia's Ministry of Transportation during the establishment of Kongsberg Maritime's local entity. *(PR-Kongsberg)*

SEATRIUM TO CUT $50M IN ANNUAL COSTS WITH NON-CORE ASSET SALES

It sold 17 tugboats in Singapore for $104m with a towage contract. Seatrium Limited expects to achieve annual operational cost savings of more than $50m through a series of non-core asset sales scheduled for completion in the early months of 2026, according to a press release. The company sold a fleet of 17 tugboats in Singapore to KST Maritime Pte. Ltd. and Maju Maritime Pte. Ltd. for $104m in January 2026, including a contract for KST Maritime to provide towage services to

Seatrium shipyards in the city-state. The tugboat sale is expected to close in the first quarter of 2026,

the press release said. Other divestments include the Can-Do 2 floating dock sold to Winter Park Trading – F.Z.E for $16.9m in cash for scrap and component recycling. In Indonesia, the company sold its Karimun Yard to PT Tirta Segar Alami for $22m in December 2025. Seatrium relocated operations from the Karimun site to its facility on Batam Island. The company also expects to complete the $12.5m sale of Crescent Yard to Mooreast Holdings Ltd. by the end of March 2026. These transactions follow the 2025 sales of the AmFELS yard in Texas and GNL Platform Supply Vessels, the press release said. *(Source: Marine Report)*

NAM CHEONG HOOKS $64.5M DEAL TO BUILD FOUR OSVS

Malaysia-based offshore support vessel (OSV) builder Nam Cheong has secured shipbuilding contracts worth $64.5 million from a UAE-based global energy maritime logistics company for the construction of four offshore support vessels, marking its first newbuild contract win in over a decade. The order comprises two dive support vessels (DSVs) and two 60-meter remote operated landing crafts (ROLC), with deliveries scheduled between the second half of 2027 and early 2028. All four vessels will be constructed at Nam Cheong's Miri Yard in Sarawak, Malaysia. The two

ROLCs will be the first vessels of their kind to be built, according to the company. They will be fully unmanned and remotely operated via satellite connection from shore, equipped with auto docking capability and based on a remote-control system developed by SeaOwl Group. Nam Cheong said the contract signals a resurgence in demand for its shipbuilding activities after more than 10 years without a newbuild award. The company cited strengthening global offshore oil and gas demand, an ageing global fleet averaging 15 to 16 years approaching a replacement cycle, and OPEC+'s eighth consecutive month of production increases as supportive market factors. "We are thrilled to have an established UAE-based global energy maritime logistics company as our new customer. This marks the beginning of the resurgence in demand for our shipbuilding activities after more than a decade. "I am confident that our decades of proven track record, strengthened technical know-how, and commitment to meeting customers' requirements will enable us to ride on this positive newbuild momentum and deliver long-term value to our shareholders," said Leong Seng Keat, Chief Executive Officer. *(Source: MarineLink)*

WEBSITE NEWS

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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)

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

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