Tugs Towing & Offshore Newsletter

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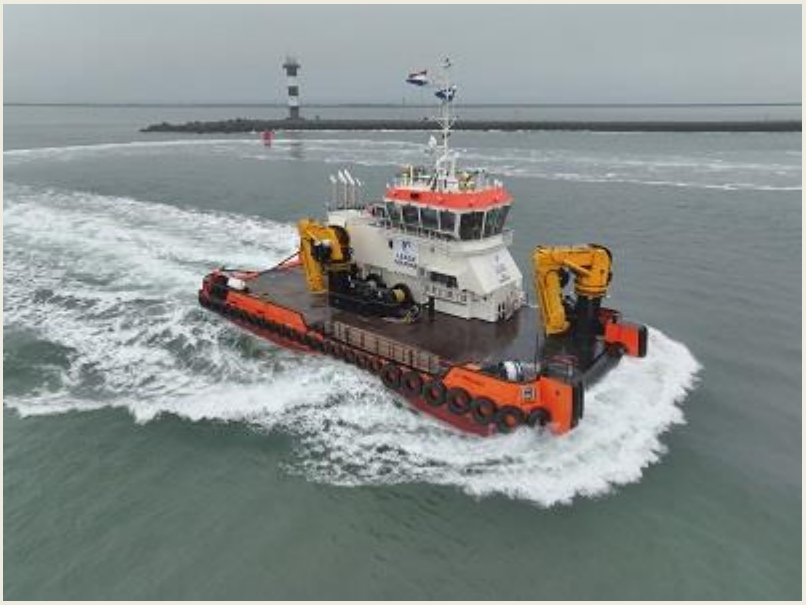
Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry

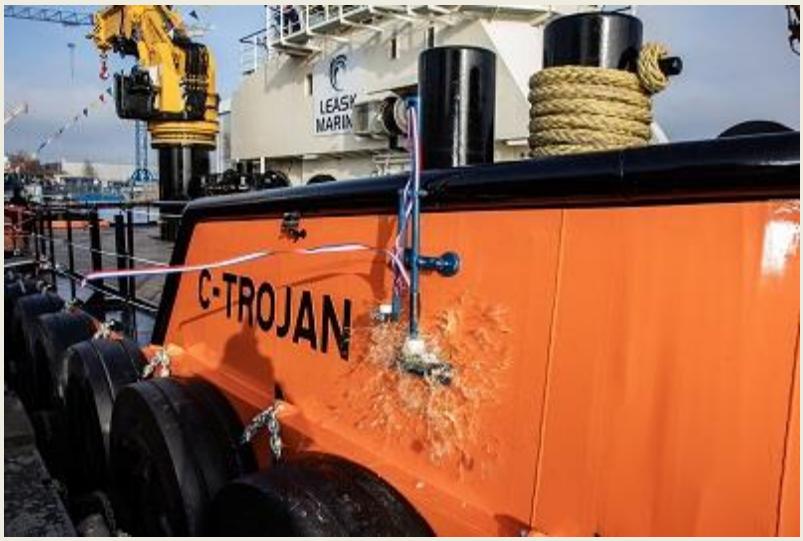
Distribution twice a week 22.550+

TUGS & TOWING NEWS.

DAMEN DELIVERS PURPOSE-BUILT MULTI CAT 3113 TO LEASK MARINE

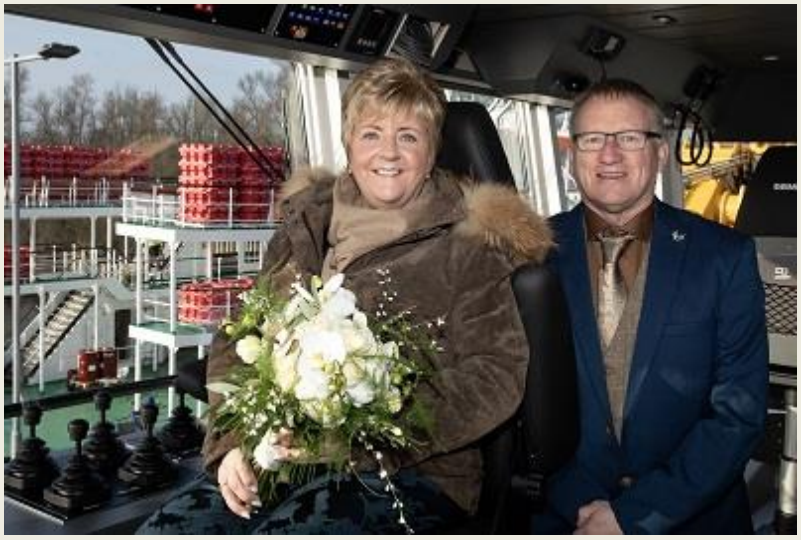


Damen Shipyards Group has delivered a Multi Cat (MuC) 3113 to Leask Marine. The vessel was named **C-Trojan** in a handover ceremony at Damen Shipyards Hardinxveld's location in the Netherlands. The MuC 3113 is a highly versatile vessel, purpose-built for Leask Marine's requirements. The company's fleet includes a Damen MuC 2712, named **C-Force**. Thanks to its stock building programme, Damen delivered this vessel just six weeks following the signing of contract back in 2021. This speed of delivery was one of the reasons Leask Marine selected Damen for its latest vessel. On this occasion, Damen was able to use a proven stock hull to construct a custom vessel. Among other things, Damen has outfitted the MuC 3113 with a DP1 dynamic positioning system, as well as a four-point mooring system, and has amended the layout of the vessel. This has included creating a separation between working and accommodation areas to help ensure crew well-being. Douglas Leask, CEO and Founder of Leask Marine said, "We turned to Damen for our latest vessel, having had a positive experience with the delivery and operation of our Multi Cat **C-Force**. We have been very pleased by the flexibility shown by Damen in customising the design. The result is a vessel that fully meets the requirements of our varied operations." Leon Fijnekam,



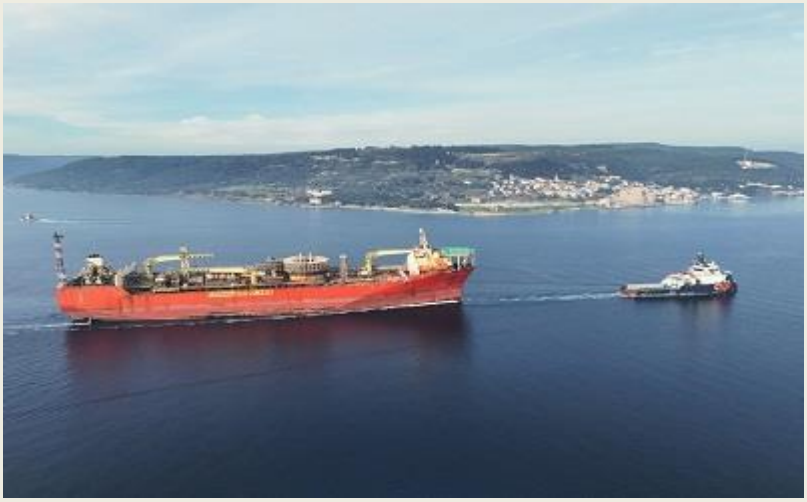
Commercial Manager at Damen Shipyards Hardinxveld, said, "It has been a pleasure to work with

Leask Marine again on the custom construction of the MuC 3113 C-Trojan. Our companies enjoy a good relationship, connecting well on both personal and professional levels." Wijtze van der Leij, Sales Manager UK at Damen, agreed saying, "I have been very impressed with the professionalism and dedication I've seen from Leask Marine. This is clearly a company that is very knowledgeable and very passionate about what it does and I highly value the way our two companies cooperate." Leask Marine, located in Scotland's Orkney Isles, operates a fleet of vessels, equipped with in-house designed and fabricated tools and equipment. Leask Marine performs a wide range of operations including marine construction, towage, salvage, diving and ROV operations. The MuC 3113 is designed to support a range of marine sectors worldwide, including offshore wind and HDD marine works, PLGR clearance, subsea cable landings, wave and tidal energy projects, dredging, marine construction, and towage operations. Following the handover, **C-Trojan** is heading directly for its first project, the contract having been secured prior to the completion of construction. *(PR-Damen)*



BOKA SWEEPER COMPLETES ANOTHER FPSO TOW

Recently, Boskalis' oceangoing tug **BOKA Sweeper** has successfully completed the long-distance tow of the **FPSO Djerba** (formerly *Gryphon A*) from the North Sea to Yalova, Turkey. The tow was carried out safely and as planned, with the **BOKA Glacier** escorting the FPSO during the voyage. Upon arrival in Yalova, the FPSO was disconnected, after which both vessels were released from the



project. We would like to thank the crews of **BOKA Sweeper** and **BOKA Glacier** for the successful execution of this project and our client Orion Capital for the cooperation throughout this project. *(Source: Boskalis)*

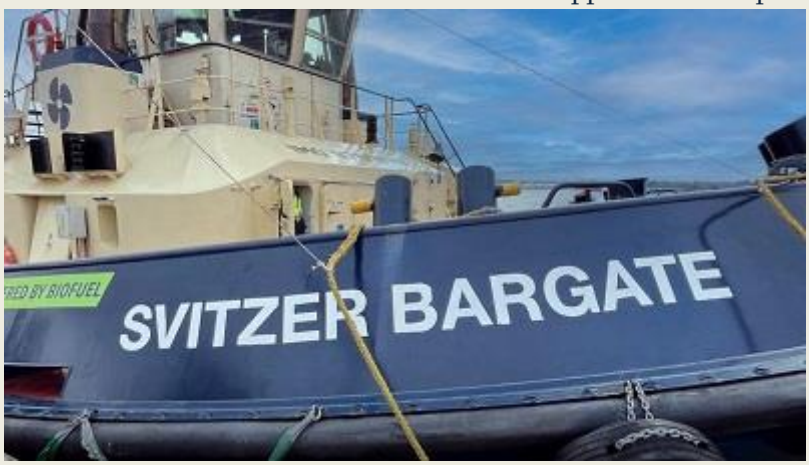
SVITZER INCREASED PROFITS IN 2025

Svitzer emerged stronger from a year marked by geopolitical turmoil, changing trade patterns and pressure on global supply chains. Both revenue and earnings grew in the first financial year after the delisting in May last year. Although revenue only increased marginally by DKK 23 million to DKK 6,343 million, the increase adjusted for exchange rate fluctuations was 4.4 percent, which according to the annual accounts is at the high end of the announced expectation. Operating earnings before depreciation, amortization, etc. (EBTDA) increased by just over DKK 100 million to DKK 1.887 billion. The improvement is primarily due to increased revenue and lower operating costs of DKK 73 million. Net profit grew to DKK 491 million from DKK 437 million, driven by higher operating income and lower financial costs. "Svitzer ended 2025 with a solid financial result, strengthened ownership and a clear strategic direction. The company enters 2026 with a strong starting point to create sustainable, long-term value through disciplined growth, continued innovation and operational excellence," the management report states. Svitzer employs over 4,000 people in 37 countries worldwide and has a fleet of 446 vessels. *(Source: Maritime Danmark)*

DP WORLD, SVITZER PARTNER TO BUNKER TUGBOATS WITH BIOFUEL

The terminal operator and tug owner are collaborating to cut emissions from ship handling and towage. DP World and Svitzer are working together to use biofuel on tugs to reduce emissions at a major container port in the UK. In the Port of Southampton, DP World supported the bunkering of 2014-built tugboat, **Svitzer Bargate**, with 100% hydrogenated vegetable oil (HVO) as part of its sustainability drive. HVO has replaced diesel as fuel on this 231-gt, 24-m tug as it handles container ships at DP's terminal on the English south coast. "The emissions savings contribute to DP World's

carbon inset programme, helping customers reduce emissions at the source and support their Scope 3 ambitions," said Svitzer. "This is a great example of how collaboration can deliver measurable emissions reductions." DP World said bunkering HVO on **Svitzer Bargate** "marked a meaningful step forward in reducing emissions from harbour towage operations." The Dubai, UAE-headquartered group added that the emissions savings from this activity form part of the last nautical mile carbon inset credits under its carbon inset programme. "It enables cargo owners to actively reduce supply chain emissions at the source," said DP World. It hopes to expand its partnership with Svitzer to include more vessels and cut greenhouse gas emissions further. "Our collaboration with Svitzer to expand the use of lower-carbon fuels could avoid more than 900 tonnes of CO2e annually, creating measurable emissions savings and helping customers to meet their Scope 3 goals." DP World's carbon insets address emissions at the source within its own supply chain, such as with marine services in ports, targeting reductions through using cleaner fuels or enabling more efficient transport. It aligns with the sustainability goals of cargo owners, vessel operators, ports and the maritime industry's decarbonisation initiatives. DP World started its carbon inset programme in the UK in 2025, initially as a six-month trial, rewarding importers with 50 kg CO2e of carbon credits for every loaded import container they move through its UK terminals. "The trial has been an undeniable success so far, and its extension to the end of 2026 is a testament to the confidence we have that more cargo owners stand to benefit from the programme's incentives," said DP World. Importers moving cargo through DP World UK ports who have registered for the programme will now qualify for 250 kg CO2e carbon inset credits for every import-laden container, which is five times the amount offered at the launch. "The carbon inset credits are designed to help our customers demonstrate measurable improvements in the carbon intensity of marine fuel consumption within their supply chains," said DP World. "These additional carbon credits address the emissions associated with the entire port call of container ships when manoeuvring into London Gateway or Southampton over their last nautical mile, specifically now also accounting for emissions of the tug and pilot boats." *(Source: Riviera by Martyn Wingrove)*



WORKBOAT OPERATORS URGED TO BEAT WORKBOAT CODE EDITION 3 DEADLINE

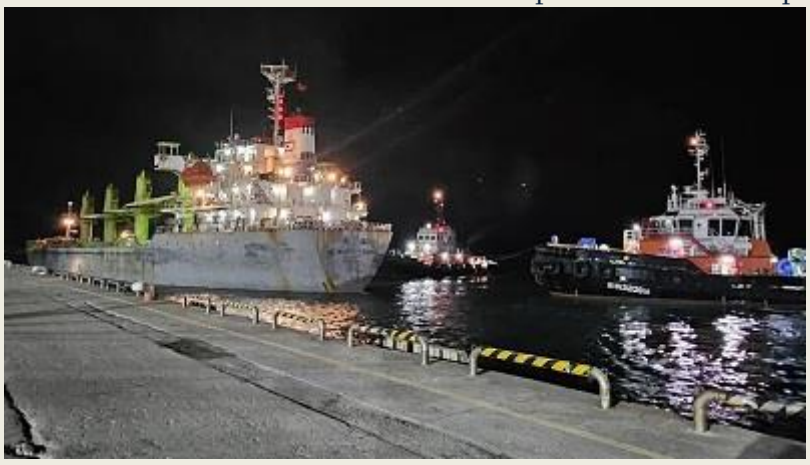
Joint MCA and Workboat Association notice urges workboat owners and operators to schedule surveys. Workboat owners and operators with vessels due for survey by December 2026 are being urged to act now to avoid missing the deadline for compliance with the updated code of safety standards. The Maritime and Coastguard Agency (MCA)

and the Workboat Association have issued a joint notice to operators affected by the transitional arrangements to the Workboat Code Edition 3. ending on 13 December 2026. The aim is to avoid demand for surveys at the end of the year causing a shortage of slots, and the potential for vessels having to be tied up while they wait to be seen by certifying authorities. Affected vessels will be among those currently holding five-year certification under previous codes, including the Brown Code, its equivalent standard published in MGN 280(M), or Workboat Code Edition 2, Amendment 1. Transition to Workboat Code Edition 3 permitted vessels to meet requirements by the vessel's next renewal examination or three years after the date of entry into force of the Code, on 13 December 2023, whichever is later. It means that 13 December 2026 is when the first cohort of vessels not to have transitioned to the new code must have secured the correct certification to remain active. The advice from the MCA and Workboat Association is: check the code, prepare the vessel, book the survey. Rob Taylor, MCA Code Vessel Lead, said: "The UK's fleet of workboats delivers a vital service for a wide range of maritime industries. To ensure business keeps flowing, we want to help make sure everyone is ready. "The Workboat Code Edition 3 was created to help the industry stay safe and support developing technology. It's a clearer code but there are changes, so we want everyone to be prepared without a last-minute rush. "The MCA and the Workboat Association are speaking with one voice to encourage owners and operators to do three things: check the code, prepare the vessel, book the survey." Kerrie Forster, Chief Executive Officer of the Workboat Association, said: "With the first transition deadline fast approaching, I urge all operators of previous Workboat Code editions to ensure their vessels, crew and documentation are fully aligned. "This is not just a regulatory milestone – it's an important opportunity for industry to demonstrate its commitment to safety, consistency, and professionalism. Do not allow yourself to be caught out by the 13 December 2026 deadline." An operator who is securing safety certification under the Workboat Code Edition 3 is Ben Wheatley, Marine Superintendent at Marine Plant Hire (UK) Ltd. Ben, whose background is a certified Master, believes embracing the Code is an "investment" that, with forward planning, has strengthened clients' confidence in Marine Plant Hire (UK) Ltd's capabilities and fuelled its expansion. Ben said: "Essentially, it makes you more commercially resilient – clients are seeing the value in the Code." *(Source: Workboat365)*

WHEN HARBOUR TUGS RESPOND TO EMERGENCIES, EVERY SECOND COUNTS

Gard P&I Club are in the process of publishing a series of insight articles about heavy weather. Written by Mark Russell, they are full of good advice and well worth reading. The second installment, published last week, concentrated on heavy weather when ships are in port or in the process of departing, so tugs feature prominently. Mr Russell kicked off with a section on mooring failures that also included a number of case studies. We learn of cruise passengers falling off a gangway when their ship broke away from the berth, and there are other sections that consider

mooring line failure, berth infrastructure failure and shore bollard failure. He pointed out that ships can take extra measures when heavy weather is expected, but, "if conditions are worse than forecast and parted lines in the water prevent use of ship's power, it may be too late for tugs to save the day." To demonstrate this, he cited three cases: a car carrier where tugs arrived 23 minutes after they were requested and eight minutes after the first line parted; a bulk carrier where tugs arrived 22 minutes after they were requested and 25 minutes after the first line parted; and a drill ship where tugs arrived 15 minutes after they were requested and 15 minutes after the first line parted. He concluded by saying that, "prudent overreaction may have seen tugs arriving earlier in these and other cases." Finally, Mr Russell considered heavy rains affecting river berths, and he cited a couple of cases on the Brisbane River. He failed to mention the fact that, in both Brisbane cases, tugs arrived in time to save the day – not the first time tugs in Brisbane have pulled victory from the jaws of defeat, of course. *Effectively, we live in a world where tugs are unlikely to be ordered before it is too late.* So, what can tug folk learn from these studies? First, I would suggest that response times of 23, 22 and 15 minutes are not bad at all. No doubt it seemed like much longer to the people on the ships involved, and it is true that "prudent overreaction" would have seen the tugs arriving in a more timely manner. But we all know that seafarers are reluctant to spend money (if they are even permitted to make decisions for themselves), so it is rare that a ship will order tugs before it becomes obvious that they will be needed. Effectively, we live in a world where tugs are unlikely to be ordered before it is too late. Perhaps the answer is for tug companies to become more proactive. With the vast amount of local knowledge possessed by tug companies, it is perfectly possible to work out when and where tugs might be needed in bad weather. In Hong Kong, I generally had a tug patrolling the harbour during typhoons. Slow steaming did not burn a great deal of fuel, and it meant we might have a tug close by if a ship got into trouble, at which time we could charge extra for an emergency response. The potential benefits outweighed the cost, and an added advantage was that I could get real-time information on the actual weather conditions in various corners of the port. In better weather, we also had a policy of not returning all our tugs to base when the container port was quiet. One or two would be left tied up in quiet corners in case there was an emergency – a policy that saved 15 or 20 minutes mobilisation time and could mean the difference between sorting out a problem and seeing it become much worse. Tactics such as the ones I describe are not too difficult to work out, and I suspect there are many companies in many ports that do something similar. If not, why not? *Another consideration is how often a particular port is likely to be affected by adverse weather.* Sometimes, the need to adapt to unfavourable conditions may be forced upon the tug companies by unexpected events, and in Hong Kong, we were victims of gentrification. When I first visited the port in the early 1970s, the tugs were based in the harbour and located close to the proposed site of the new container terminals. Sadly, as the population increased, the city expanded in all directions and residents who had paid a lot of money for harbourfront homes started complaining about the noisy, smelly tugs on their doorsteps. At the same time, reclamation removed many of the places we considered suitable for tugs to lurk between jobs. Over the years, tugs and other harbour support services were forced to move further from the central harbour areas, and response times became much greater. This process continues, and the local tug companies are probably already thinking up new strategies. People say Hong Kong will be nice when it is finished, but there is no



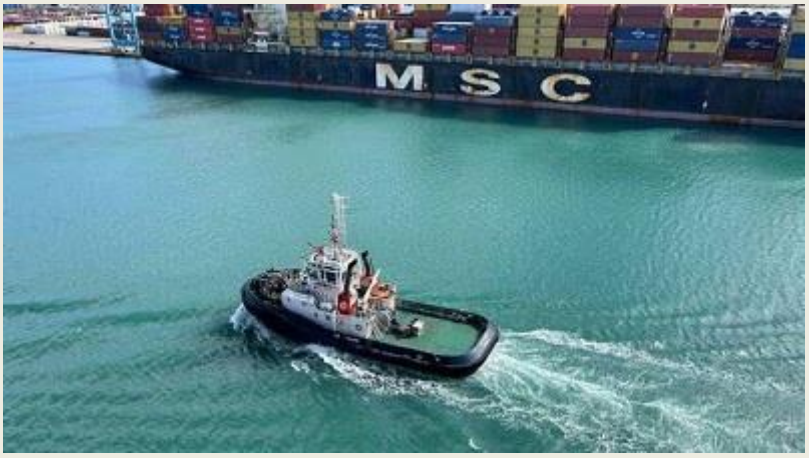
sign of it being finished any time soon. Another consideration is how often a particular port is likely to be affected by adverse weather. My arrival at a Hong Kong tug company coincided with a period when every typhoon seemed to avoid us. For many years, we went through the motions of preparing for typhoons that recurved before they reached us, or wandered off in unhelpful directions, so, whilst our seagoing tugs were busy, the harbour was generally like a millpond. Shortly after I retired, the typhoons returned. The experts blamed global warming, but my former colleagues had no doubt their fortunes improved when Jonah departed. Probably not something you can plan for! *(Source: Baird by Alan Loynd)*

MILESTONE REACHED ON QUANTUM TUG-SCHEDULING PROGRAM

A German research group, port authority and vessel owner have reached a pivotable point on the quantum tug-scheduling development project. Fairplay Towage and Fraunhofer CML have reached their first achievement point in developing a program using quantum computing to improve tugboat scheduling in the Port of Hamburg. They are using Soft Park software to improve planning and speed through realistic modelling and analytical algorithms to lower fuel consumption and reduce port delays. Tug dispatch in a busy port is complex, and is influenced by components including the location of tugboats and arriving ships, weather and sea conditions, other harbour activities and ship turnaround at terminals. “After six months of intensive work, we have created the basis for an optimised allocation of tugs to requirements, taking into account economic, technical and ecological factors,” said Fraunhofer CML in a social media update. The project team has defined the relevant parameters such as the number of tugs, crew deployment and technical requirements of those tugs, including length, draught and bollard pull. It has also set considerations for crew rest periods and tugboat maintenance times for realistic modelling, and prepared the quantum computing algorithms to help dispatchers plan tug fleet schedules. Future work will include ensuring the scheduling model “remains close to reality and at the same time offers real added value for decision-making,” said Fraunhofer CML “We are excited about the next steps and look forward to advancing maritime logistics with state-of-the-art technology.” The project is funded by Investitions and Forderank Hamburg and supported by the Port of Hamburg. *(Source: Riviera by Martyn*

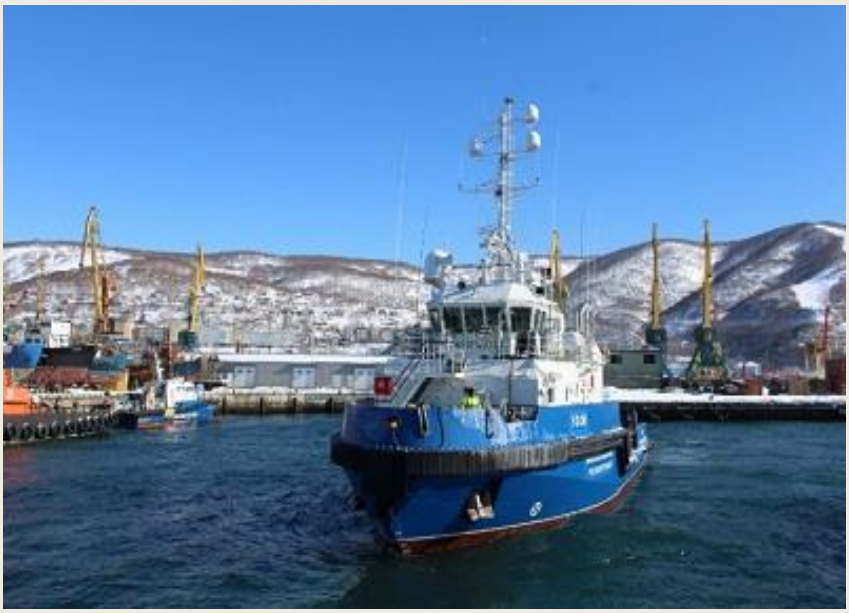
Wingrove)

THE CGT IS VEHEMENTLY OPPOSED TO BRUSSELS' INTENTION TO CHALLENGE THE REQUIREMENT FOR FRENCH-FLAGGED VESSELS FOR TOWING.



The CGT, the largest union among tugboat sailors and officers, wants to put pressure on French authorities to ensure the continued requirement for French flags for towing and mooring operations, as guaranteed by the customs code. The European Commission opened infringement proceedings on January 30th, issuing formal notices to France, Italy, and Spain. Meetings are scheduled at the Ministry of Transport. As a bastion of the French flag and employment, are port services threatened with losing their flag monopoly? According to Article 260 of the Customs Code, amended in 2013 by ordinance, towing operations are reserved for the French flag within the ports or territorial waters of metropolitan France and the French overseas departments, between the ports of one of these same territories, between the ports of Guadeloupe, French Guiana and Martinique and between the ports of Mayotte and Réunion. A foreign-flagged vessel may be permitted to conduct towing operations if no French tugboat is available or sufficient locally, nor in French ports closer to the home ports of any foreign tugboats that might be required. Foreign tugboats are permitted to enter French ports for operations originating from or destined for a foreign port, or from offshore beyond the limits of territorial waters. *(Source: Lemarin)*

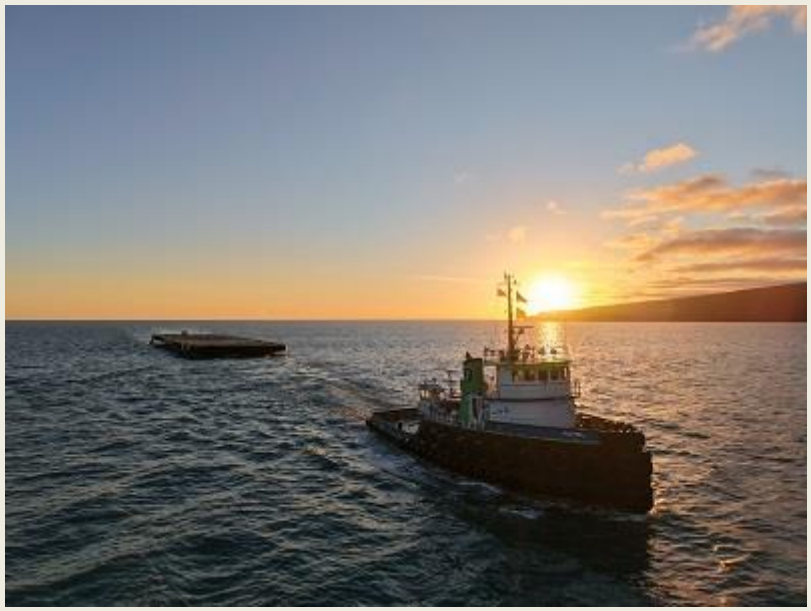
THE RESCUE TUG "UZON" DELIVERED THE FERRY "CAPTAIN DRABKIN" TO ITS WORK SITE IN KAMCHATKA.



The Arctic tugboat **Uzon**, a Project NE025 vessel, successfully completed its mission and delivered the diesel-electric vessel **Kapitan Drabkin**, which had undergone scheduled maintenance, to its intended operating area. This was reported by the Federal State Budgetary Institution "Morresluzhba" on February 25. Previously, the rescue tugboat **Pechak**, a Project NE025 vessel, ensured the smooth operation of the ferry crossing in Ust-Kamchatsk while the main ferry, **Kapitan Drabkin**, underwent scheduled

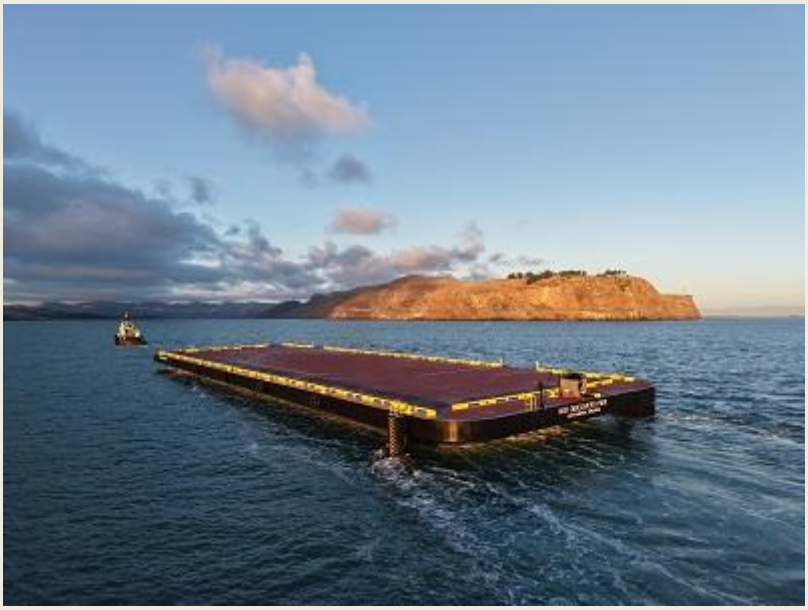
maintenance. Meanwhile, the cargo-passenger barges **Kamchatka-2** and **Sosnovka-1** were used to transport vehicles in Ust-Kamchatsk. The Arctic rescue tugboat **Uzon**, a Project NE025 vessel, joined the Marine Rescue Service fleet in March 2025. The vessel is registered in the port of Petropavlovsk-Kamchatsky. A total of five Arctic rescue tugs are included in the series. They are named "**Timan**," "**Tepsey**," "**Pechak**," "**Uzon**," and "**Favor**," each named after a different geographical feature. Rosmorrechflot is the state contractor for the construction. Two tugs will be based in the port of Murmansk, two in the port of Petropavlovsk-Kamchatsky, and one in the port of Arkhangelsk. The developer of Project NE025 is Nordic Engineering. Project NE025 rescue tugboat Length – 29.6 m; Width – 9.5 m; Depth – 3.3 m; Draft – 2.4 m; Main engine capacity – 2x634 kW. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

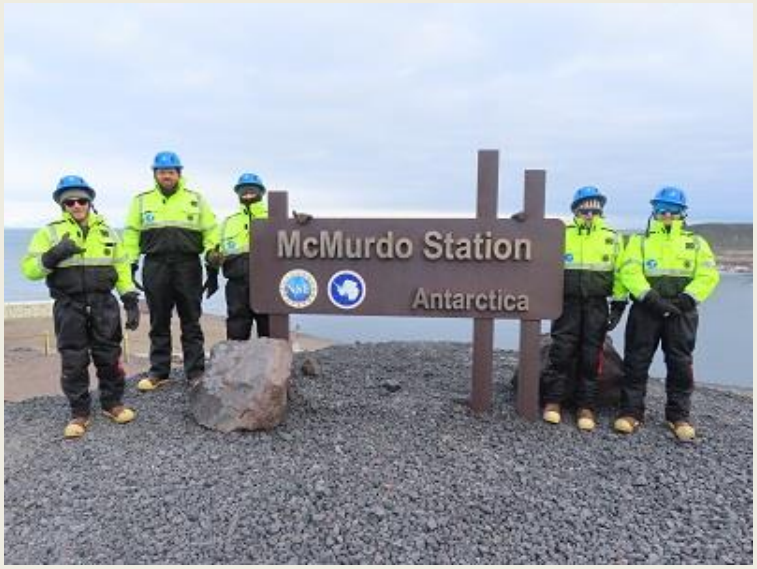
TRADEWINDS TOWING COMPLETES 9,200-MILE TOW OF NSF DISCOVERY PIER TO MCMURDO STATION, ANTARCTICA



Historic voyage marks first U.S. vessel certified under revised IMO Polar Code for ships over 300 gross tons Few maritime challenges rival the unforgiving conditions of the Southern Pacific and the remote approaches to Antarctica, where the Roaring 40s, Furious 50s, and Screaming 60s have earned their legendary reputations. Against this backdrop, TradeWinds Towing's ocean tug **RACHEL** has successfully completed a remarkable 9,200-mile voyage towing the **NSF DISCOVERY PIER** from Portland, Oregon, to McMurdo Station, Antarctica. The voyage began on December 3, 2025, and included port calls in Honolulu, Hawaii; Pago Pago, American Samoa; and Lyttelton, New Zealand, before the final push south. The **NSF DISCOVERY PIER**—a 328-foot-long, 100-foot-wide pier designed and constructed by Gunderson Marine & Iron—will replace the seasonal ice pier currently serving McMurdo Station. The existing ice pier must be rebuilt each year; alternatively, a temporary causeway or modular system must be installed, removed, and transported to and from the site by cargo vessel every season. The ice pier's specialized raked-side design helps mitigate the impact of Antarctic ice, ensuring long-term stability once installed. Preparation for the voyage began in late October 2025, with TradeWinds Towing and Gunderson Marine & Iron collaborating to meet

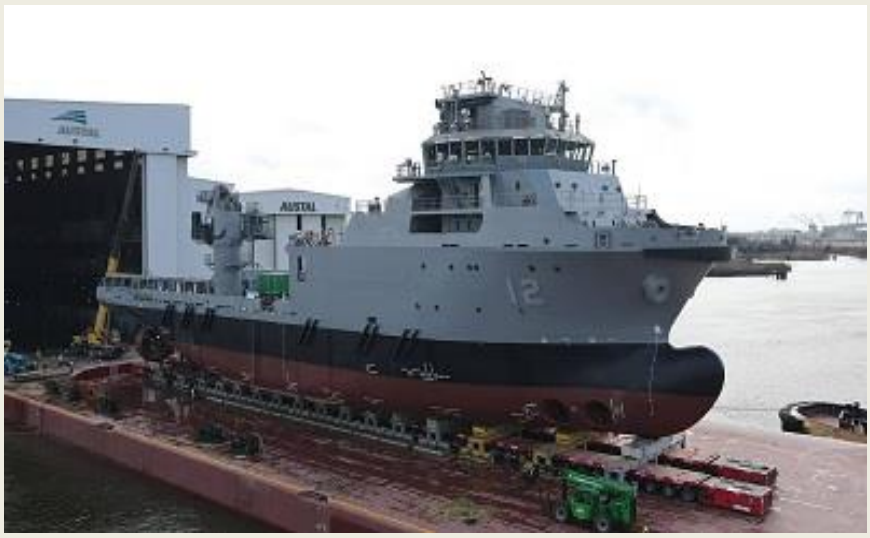
all U.S. regulatory requirements and International Maritime Organization (IMO) SOLAS standards. At the start of the voyage, the tug **RACHEL** became the first U.S. vessel to receive approval under the newly revised IMO Polar Code, which now applies to vessels over 300 gross tons. The certification required a comprehensive Polar Plan and Risk Analysis addressing navigation, extreme weather, engineering safeguards, tow-winch protection, and enhanced survival equipment. The voyage demanded meticulous logistical planning, including compliance with New Zealand's stringent biofouling regulations. The **RACHEL** underwent a full diver-performed hull cleaning in Honolulu, while the **NSF DISCOVERY PIER** qualified for an exemption due to its new-construction status. Upon arrival in Lyttelton on January 28, 2026, TradeWinds deployed management personnel to coordinate with the Port Authority for what could be a 40-day round-trip to Antarctica. Local officials noted that this was the first tug-and-tow configuration of its kind to enter the harbor in well over 15 years, drawing significant public interest. Departure from New Zealand included two Ice Pilots from SKUA Ice Pilots of Chile, as required by the IMO Polar Code, and close coordination with the **USCGC POLAR STAR**, the United States' only Antarctic icebreaking cutter. Months of planning ensured a synchronized arrival following McMurdo Station's annual hard-goods resupply vessel. As the **RACHEL** entered the Screaming 60s, Franklin D. Roosevelt's words rang true: "A smooth sea never made a skilled sailor." The crew navigated days of steady 20- to 30-foot seas. Constant communication between TradeWinds management and the captain's on-scene assessments ensured a safe and deliberate strategy through the region's notorious conditions. Expert forecasting by the professional team at Locus Weather provided timely, precise updates to management and tug as conditions evolved across the volatile weather in the "Screaming 60's" and Southern Ocean as they transpired. On February 20th, 2026, the **RACHEL** entered the ice gate in the Ross Sea, and the crew spotted their first penguin on drift ice—an unmistakable sign that McMurdo Station was within reach. With the escort of the **CGC POLAR STAR** the tug **RACHEL** safely moored the new pier, **NSF DISCOVERY PIER** to shore. This was done in conjunction with Gunderson Marine & Iron technical experts, crew of the **CGC POLAR STAR**, **USN Seabees**, US Army Corps of Engineers, and representatives from the United States National Science Foundation (NSF). This was an epic voyage logistically and required adept navigational expertise, Captain Justin Gustafson said it best by summing up the voyage, "I am proud to be a part of





this historic voyage delivering the NSF DISCOVERY PIER to McMurdo station. The voyage was a long trip for the Pier, originating from Portland, Oregon. The Southern Ocean gave the relatively low freeboard of the barge a bit of a fight during the final leg of the voyage. Crossing safely through 30'seas, with the help of our shoreside team and weather services, we were able to properly plan around the weather for a large portion of the transit - holding position north of an advancing front for approximately four days. With the help of the SKUA Ice Pilots and USCGC Polar Star we were able to avoid significant contact with sea ice during our final transit into McMurdo, with the Polar Star making a pass through an ice flow 15nm north of McMurdo." We at TradeWinds extend our sincere thanks to Gunderson Marine & Iron for entrusting us with this voyage. Its success was made possible only through the many dedicated partners whose timely logistics and shipping support were essential at every stage. This was a truly unique transit—one that many maritime professionals may experience only once in a lifetime. TradeWinds Towing, backed by its professional crews and experienced management team, remains committed and ready to support even the most demanding domestic and international transits. *(PR-TradeWinds)*

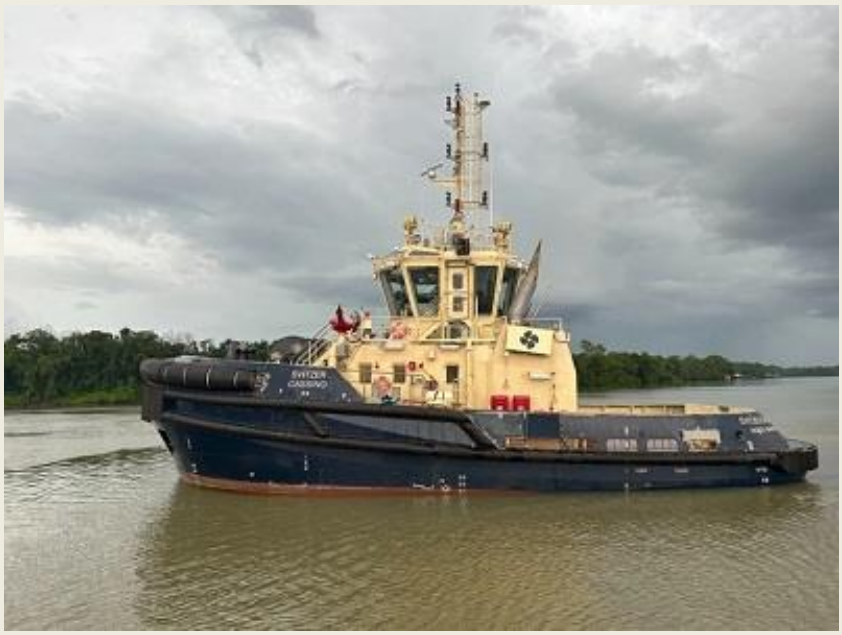
US NAVY TOWING AND SALVAGE SHIP SOLOMON ATKINSON FLOATED OUT



Austal USA launched the future US Navy towing, salvage and rescue ship (T-ATS) USNS Solomon Atkinson at its facilities in Mobile, Alabama, on Monday, February 23. The newest Navajo-class T-ATS honours the late Solomon Atkinson, a US Navy veteran and member of the Metlakatla Indian Community. A decorated US Navy SEAL who saw action during the Vietnam War and retired as a chief warrant officer four, Atkinson later became Mayor of Metlakatla, Alaska. The ocean-going tug, salvage, and rescue ships will be designed to support the navy's fleet operations. Each T-ATS will have a multi-mission common hull platform capable of towing heavy ships. The vessels will be capable of supporting a variety of missions including oil spill response, humanitarian assistance, search and rescue, and surveillance. The T-ATS will have 6,000

square feet (600 square metres) of deck space for embarked systems. A large, unobstructed deck will allow for the embarkation of a variety of stand-alone and interchangeable systems. *(Source: Baird)*

SVITZER CASINO ARRIVES TO BOOST OPERATIONS AT THE PORT OF PECÉM.



With over 73.85 tons of traction and state-of-the-art technology, the **Svitzer Cassino** was delivered by the Rio Maguari Shipyard to increase efficiency in port manoeuvres. With 73.85 tons of bollard pull and state-of-the-art technology, the tugboat Svitzer Cassino is now integrated into operations at the Port of Pecem (CE) . The vessel is part of Svitzer's expansion strategy in Brazil and increases its capacity to service large ships, raising the standard of efficiency and safety in port manoeuvres in the region. A global leader in towing services and maritime solutions, Svitzer is advancing the modernization of its fleet in Brazil with the delivery of the second of three tugboats ordered from the Rio Maguari Shipyard. This move reinforces the company's sustainable growth plan and its strategic presence in the Northeast region of Brazil. "Serving increasingly larger vessels demands technology, precision, and highly trained teams. The arrival of the **Svitzer Cassino** reinforces our long-term commitment to Brazil and demonstrates our confidence in the growth of the port sector, guaranteeing the precision and safety that the market demands," says Daniel Reedtz Cohen, general manager of Svitzer Americas. Designed to offer high manoeuvrability and efficiency in port operations and terminal support, the **Svitzer Cassino** is an ASD (Azimuth Stern Drive) type tugboat, recognized for its high manoeuvrability and performance. With a length of 23 meters (LOA), a beam of 11 meters, and azimuth propulsion, the vessel operates under the Brazilian flag, has ABS classification, and is equipped with a FiFi-1 fire suppression system. In addition to enhancing operational robustness at the Port of Pecém — one of the main logistics hubs in the Northeast and a strategic gateway for the region's foreign trade — the incorporation of the new tugboat also reinforces the value of the national shipbuilding industry. Built by the Rio Maguari Shipyard in Pará, the project contributes to job creation, technological development, and the strengthening of the Brazilian maritime production chain. With the addition of the **Svitzer Cassino**, the company now has 24 tugboats operating in the country. The new vessel is part of the strategic plan to expand the modern fleet in Brazil by the end of 2026, reinforcing the company's commitment to strengthening and sustainably growing Brazilian ports. *Importance of the Port of Pecém* Located in the Port of Pecém, in Ceará, the complex stands out as one of the most important logistics hubs in the Northeast. Its strategic location shortens maritime routes to Europe and North America, increasing the competitiveness of Brazilian foreign trade. With modern infrastructure and direct connection to the region's industrial park, Pecém stimulates exports, attracts new investments and plays a fundamental role in regional economic development, demanding high standards of efficiency and operational safety. In this context, Svitzer has been operating in the port since June

2021, contributing to the safety and efficiency of port manoeuvres. The company's continued presence reinforces the international standard of services provided in the complex and accompanies Pecém's evolution as a strategic hub for Brazilian foreign trade. *(Source: PortoNaval)*

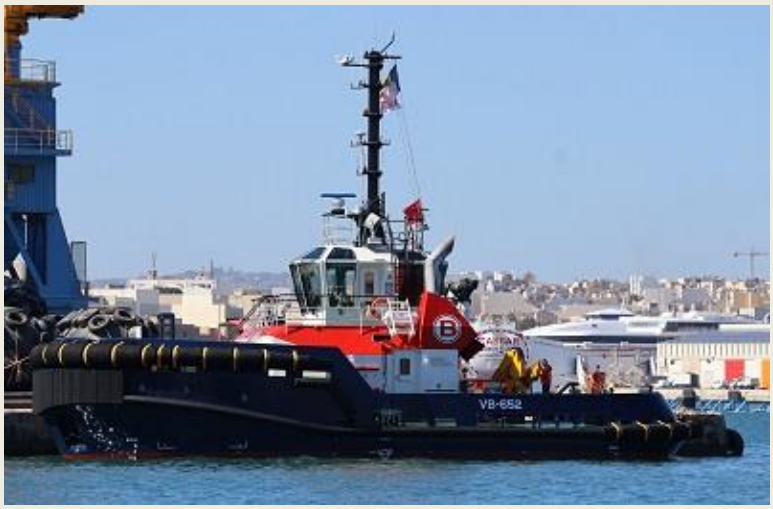
SPECIALIZED TOWAGE ASSISTANCE OBANA

Multraship was involved in the towage and safe positioning of the heavy-lift jack-up platform OBANA in Vlissingen. A non-standard operation requiring precise coordination and teamwork. Recently, Multraship was involved in the arrival of OBANA in Vlissingen. OBANA is a newly delivered heavy-lift jack-up platform, purpose-built for the decommissioning of offshore structures. The platform has been created by combining two former drilling rigs into a single six-legged jack-up unit, measuring 206 metres in length and 76 metres in width. Multraship was contracted to assist with towing OBANA to Vlissingen and safely bringing her alongside at Dixstone Yard, where the platform will be used for the processing of decommissioned offshore structures and materials. During the sea towage phase, MULTRATUG 29 joined OBANA while she was awaiting her allocated entry window into the port. From Westpit onwards, the operation was scaled up with the addition of MULTRATUG 28 and MULTRATUG 32. In total, six tugs were required to manoeuvre the platform in a controlled manner towards the quay. Given the size of OBANA in relation to the available berthing space, this was a non-standard operation requiring careful coordination, clear communication and full focus from all parties involved. The operation was completed successfully, and OBANA is now safely in position, ready for the next phase. Watch the video HERE *(PR-Multraship)*

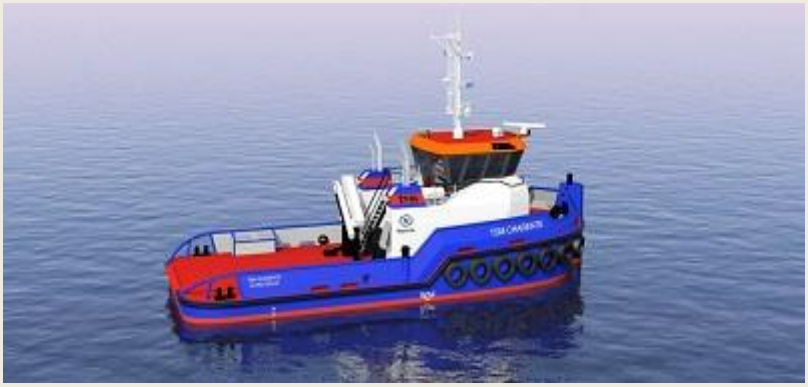
2026 BUILT TUG VB-652 AT MALTA DURING HER DELIVERY

attached an image of the 2026 Damen Song Cam built tug VB-652 berthed at Grand Harbour, Malta

uplifting bunkers during her delivery voyage to Wilhelmshaven, Germany from Vietnam on Wednesday 25th February 2026 with the wrong courtesy flag. The Merchant Flag of Malta introduced by the Merchant Shipping Act (Cap.234) states that ONLY vessels homeported at Valletta can fly the Malta Maritime Flag which consists of a red field bordered in white with a white Maltese Cross at its centre. The tug is a Damen ASD 2312. *(Photo Capt. Lawrence Dalli - www.maltashipphotos.com)*



TSM IS HAVING A MULTI-PURPOSE TUGBOAT BUILT FOR ITS OPERATIONS IN LA ROCHELLE



Following the acquisition of the La Rochelle mooring service in June 2024 and after the integration of two new mooring launches in 2024, TSM is taking another step in its local development by building a compact and versatile tugboat. This vessel will carry out towing operations for stationary dredges, pontoons and barges dedicated to maritime work, while strengthening operational capabilities on La Rochelle and the Atlantic coast. A compact, robust and optimized tugboat. TSM opted for a compact vessel, adapted to local constraints while maintaining a strong operational capacity. *Main features:* • Length: 20 meters; • Bollard pull: 20 tonnes; • Reduced draft. *A versatile work bridge* The bridge will be configured for various operations with a 35 t/m crane, a towing winch, and push winches. This configuration makes the vessel particularly suitable for marine work and coastal towing operations. *High-performance and environmentally friendly propulsion* In line with emissions reduction measures, the vessel will be equipped with engines compliant with IMO Tier III standards. This choice ensures performance while minimizing its environmental footprint. It is the first compact tugboat to be equipped in this way under the French flag. A strong emphasis on crew comfort In order to optimize the quality of life on board, TSM has opted for a layout that prioritizes comfort with 4 individual cabins for the crew. *Operations and strategic positioning* Currently under construction in the

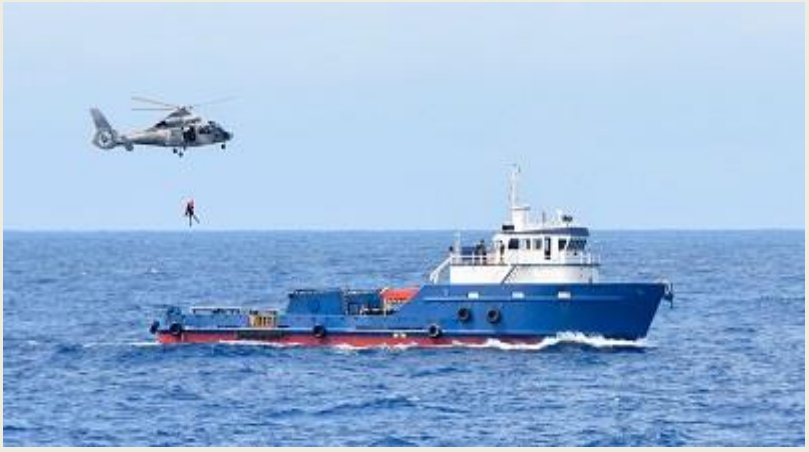
Netherlands, the vessel will be delivered in May 2026. It will be based in La Rochelle and will strengthen TSM's offshore fleet in the field of maritime works, coastal towing and marine renewable energy, in France and Europe. This project illustrates TSM's desire to consolidate its presence in La Rochelle and to continue developing a fleet of modern, efficient and safe vessels, after taking delivery of 5 new vessels in 2025 including 3 latest generation port tugs, 1 DP2 offshore vessel, and 1 27m CTV. *(Source: Mer et Marine)*

ACCIDENTS – SALVAGE NEWS

FIRE ON BOARD NEW MINESWEEPER VLISSINGEN AT NAVAL BASE

Problems with an electrical panel on the first new Dutch minesweeper **Vlissingen** have occurred. When the naval vessel arrived in its home port of Den Helder for the first time today, smoke appeared in one of the electrical panels shortly before docking, according to the Ministry of Defence. The minehunter **Vlissingen M840** received a nautical salute upon entering the port of Den Helder, after which a fire broke out. The ship moored shortly thereafter at the naval base. The cause is being investigated. The naval fire brigade was on board. A ministry spokesperson could not yet provide details on the extent of the damage or any possible consequences. The Vlissingen is not yet operational. According to the Ministry of Defence, the coming period will be devoted to testing and refurbishment. *Belgian problem* Earlier this month, a problem also occurred with a similar Belgian mine countermeasures vessel. On board the new Belgian minehunter **Oostende (M940),** the fire brigade responded on Tuesday evening, February 3rd, after the exhaust system overheated. The catalytic converter on the Oostende's exhaust overheated. That incident is being investigated. At the time, Belgian Defence Minister Theo Francken did not rule out sabotage. The Netherlands and Belgium have jointly ordered twelve minehunters. These are built by the French Navy. *Germany* Two men were arrested in Germany on Tuesday, February 3, on suspicion of attempting to sabotage naval vessels in the port of Hamburg. The Romanian and Greek suspects allegedly pierced drinking water pipes, stole fuel tank caps, disabled electronic safety systems, and dumped gravel into the ship's engine last year. The investigation and arrests were made jointly by police forces and prosecutors from Germany, Greece, and Romania. *(Source: Schuttevaer)*

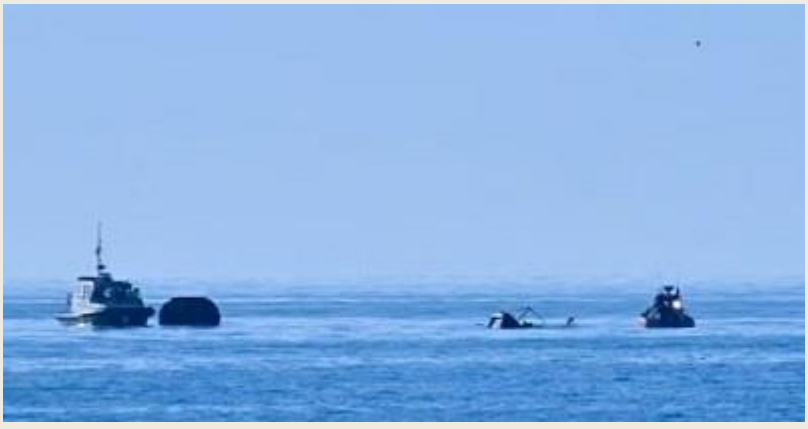
ANALYSIS: MV RAIDER AND HARD DRUGS ON THE HIGH SEAS



THE right of state authorities to board ships on the high seas has been in the spotlight of late with the recent case of the MV Raider (IMO 9032824). In a joint French-US operation in January 2026, authorities boarded the Togo-flagged vessel in international waters off French Polynesia and seized the contraband. The five tonnes of drugs were later dumped at sea (a whole different environmental controversy for another time). The ship and its crew were released and allowed to continue their voyage, triggering questions across the Pacific about the lawfulness of the operation and who had the right—and the obligation—to prosecute those involved. The ship was expected to continue its voyage to Sydney, however, tracking data reports the vessel is now bound for Noumea in French Caledonia. *Flag state primacy on the high seas* Under the United Nations Convention on the Law of the Sea (UNCLOS), ships on the high seas are governed by the principle of exclusive flag state jurisdiction. Beyond its territorial seas, the coastal state has very limited authority. The Raider was intercepted in international waters, beyond the territorial sea and exclusive economic zone of French Polynesia. That immediately limited France's legal authority. Absent flag state consent, UNCLOS permits boarding on the high seas only in narrowly defined circumstances, including piracy, slave trading, unauthorised broadcasting or where a vessel is stateless. Drug trafficking, despite its global opprobrium, is not among those automatic exceptions. UNCLOS obliges all states to cooperate in the suppression of illicit traffic in narcotic drugs by ships on the high seas. However, the onus is on the flag state to request assistance and coastal states are not given intervention powers. In practice, many drug interdictions rely on bilateral or multilateral agreements allowing boarding with flag state consent after the fact. Reports at the time of the interception of the Raider indicated that the French sought, but were denied, the approval of the Togo authorities to seize the vessel and arrest the crew. This will not enhance the reputation of Togo's privatised International Registration Bureau. The Togo flag is classified by the ITF and others as a "flag of convenience" and is often blacklisted under the Paris and Tokyo MOUs. The other consequence of Togo's withholding of approval may be that the seizure was unlawful. France had no unilateral right to interfere with the vessel on the high seas. *National security and international law* The case has drawn parallels with US drug enforcement measures closer to home. Since late 2025, the United States has carried out multiple lethal strikes against vessels it claims were engaged in drug trafficking linked to Venezuelan criminal groups. In several cases, suspected "drug boats" were destroyed and those on board killed by military force rather than being boarded. Another parallel is the interception of the Freedom Flotilla in the eastern Mediterranean high seas by Israel and the arrest of those on board, widely regarded as a breach of international law. Neither the US nor Israel are parties to UNCLOS, although the US at least has a stated policy of acting in a manner consistent with its provisions relating to traditional uses of the oceans. US officials have justified their strikes by designating certain cartels as terrorist organisations and framing drug trafficking as a national security threat. Israel also seeks to justify its actions on security grounds, but the weight of international legal opinion is against both sets of actions. *The limits of coastal state reach* Coastal states do have enhanced enforcement powers within their territorial sea (up to 12 nautical miles) and limited rights in their contiguous zones (the 12 nautical miles beyond the territorial sea) and EEZ, particularly relating to customs, economic exploitation and security. However, the Raider was

intercepted beyond those maritime zones, placing it outside the scope of those coastal enforcement powers. French Polynesian authorities later confirmed that overcrowded prisons and jurisdictional complexity were factors in the decision not to prosecute locally, with responsibility effectively deferred to either the Flag State or the destination country. That decision had the added advantage of avoiding a potentially difficult and embarrassing examination of the lawfulness of the boarding, seizure and arrests. *The risks of high seas lawlessness* While the French interception and cargo destruction in the Raider case might be legally dubious, the operation otherwise respected UNCLOS in that, in the absence of flag state approval, the vessel and crew were released. Contrast this with the US actions against Venezuelan vessels which many regard as constituting extra-judicial assassinations on the high seas. Similarly with Israel's actions against the Flotilla, which have been described as breaches of international law norms. It is widely recognised that the rules-based international order is under threat. If coastal states start ignoring established international law norms and UN conventions, global maritime trade and security may be substantially undermined. In a different context, China's action in the South China Sea is another example of a state flouting international law in the pursuit of its own territorial ambitions. UNCLOS provides a stable, predictable and fair regime for the regulation of maritime jurisdiction, rights and obligations. Australia is heavily dependent on secure sea lanes. Our security and prosperity are bound with the common adherence to UNCLOS and the other elements of international law. Adherence to that framework is not of merely theoretical importance. It underpins our regional relationships, limits unilateral overreach and ensures that enforcement at sea remains rule based rather than self-interested. The seizure of five tonnes of cocaine has attracted interest but not a great deal of criticism. Yet the Raider incident may be seen as the thin end of a jurisdictional wedge that has the capacity to split open the orderly conduct of trade on the high seas. *(Source: The DCN)*

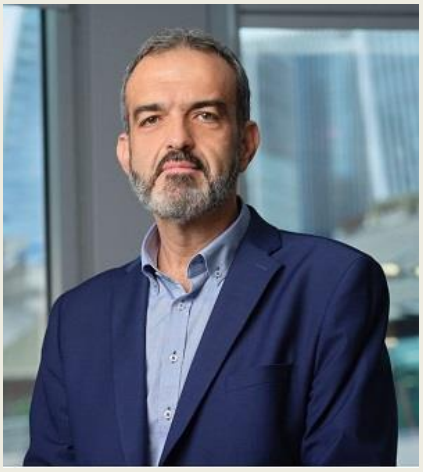
LIVORNO: PILOT BOAT AND YACHT COLLIDE, ONE DEAD



The small boat capsized and the driver was recovered lifeless. The causes of the accident are still to be verified. A man died in the collision outside the port of Livorno between a pilot boat and a 50-metre yacht. The causes of the accident are still to be verified. The collision occurred less than a mile from the entrance to the port of call, at

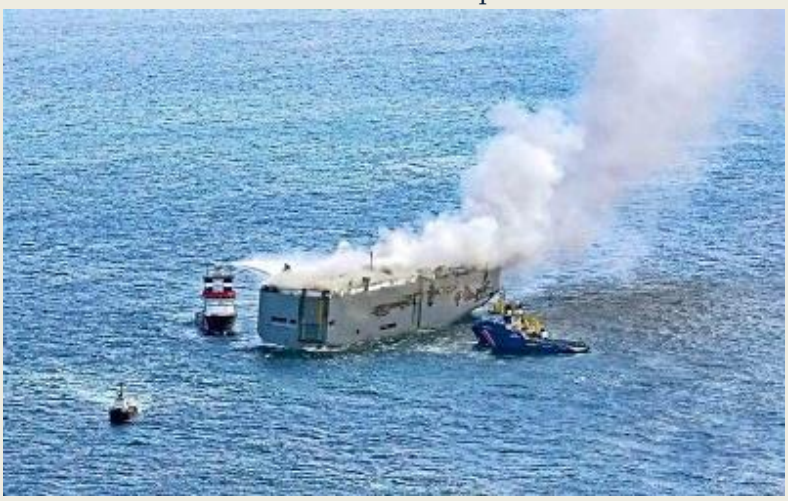
around 2.30pm. In the collision, the pilotine capsized and the driver of the small boat died. The body was recovered from the water when there was nothing more to be done. The harbour master's office with tugs was immediately on the scene. The victim is a seaman of about 30 years of age. According to information, the pilot of the yacht had already boarded the vessel, when the pilot boat driven by the 30-year-old man, who had just carried out the transhipment, for causes still under investigation by the harbour master's office, first went overboard, then only remained afloat with the bow. Although rescue services were immediately alerted, the man was recovered from the sea lifeless. *(Source: Italy News)*

SALVAGE AND P&I CROSS PATHS IN MARINE CASUALTIES



In a marine casualty situation where there is real and present danger, the prompt deployment of suitable emergency response providers is of utmost importance to minimise the risks to life, environment and property. Often, the nature of a maritime incident requires professional salvors with experience, specialised equipment and vessels to be appointed to salvage the asset and prevent environmental damage. Where there is real and present danger, the prompt deployment of suitable emergency response providers is of utmost importance to minimise the risks to life, environment and property. Salvage is an "act whereby a volunteer preserves or contributes to the preserving at sea of any cargo, freight or other property in peril," said Britannia P&I divisional director of claims and head of its Greek office, Konstantinos Samaritis. The use of the Lloyd's Open Form (LOF) contract enables the salvor and shipowner to agree to immediately provide salvage services to a ship in distress on a 'no cure, no pay' basis to avoid the situation deteriorating while terms are negotiated, he explained. "Liability for salvage costs is usually covered under an owner's hull and machinery (H&M) insurance," said Mr Samaritis. "If the salvage services are performed under an LOF contract, P&I may be directly involved via the Special Compensation P&I Clause (SCOPIC), which is often incorporated into the standard LOF contract." SCOPIC provides a safety net for salvors in circumstances where there is ultimately no salvage fund, or it is insufficient to cover their expenses. "Under SCOPIC, P&I insurers are potentially responsible for compensating salvors if the value of salved property is insufficient to reward them adequately," Mr Samaritis explained. "SCOPIC tariff rates are pre-agreed daily and hourly rates for tugs, equipment and personnel, plus a 25% uplift on the total tariff amount." If SCOPIC is invoked, it will be payable to the extent that SCOPIC remuneration exceeds any award made under Article 13 of the Salvage Convention 1989. Article 13 sets criteria for payment to salvors "based on factors like salved values, skill and effort, measure of success, nature and degree of danger, time used and expenses incurred, to encourage maritime rescue operations," said Mr Samaritis. If the Article 13 award is greater than SCOPIC, the award will be discounted by 25% to avoid the special compensation mechanism being misused. Outside of SCOPIC, Article 14 of the Salvage Convention covers special compensation and "provides that the salvor will, subject to certain conditions, recover its expenses whenever there is a threat of damage to the environment," he explained. "That said, the salvors decide whether to invoke SCOPIC, but cannot claim under Article 14 in that case. As regards who is responsible for what, an Article 13 award would be paid by H&M insurers, whereas SCOPIC or Article 14 special compensation would be covered under an owners' P&I insurance." Once invoked, SCOPIC allows owners to appoint a special casualty representative (SCR) to monitor the salvage operations and associated costs. The SCR is typically appointed by the P&I Club on behalf of shipowners. "The SCR will determine whether the expenses generated are reasonable under the circumstances and ensures

that the remediation measures are appropriately implemented," said Mr Samaritis. "In many marine casualties, the competent authorities will issue an order requiring bunker removal. If this is ordered for environmental protection rather than as a necessary part of salvage operations, the relevant cost would generally be covered under P&I." If the salvage efforts are abandoned because the asset in peril becomes a constructive total loss, salvage may well develop into a wreck-removal situation. "In that case, P&I insurance comes into play," he said. *"Handling a marine casualty can be extremely challenging and complex"* The Nairobi Wreck Removal Convention 2007, which entered into force in 2015, provides a legal framework for states to remove shipwrecks that may adversely affect the safety of lives, goods and property at sea and the marine environment, and introduces the concept of reasonableness into wreck removal requirements and efforts. "Other claims and liabilities dealt with

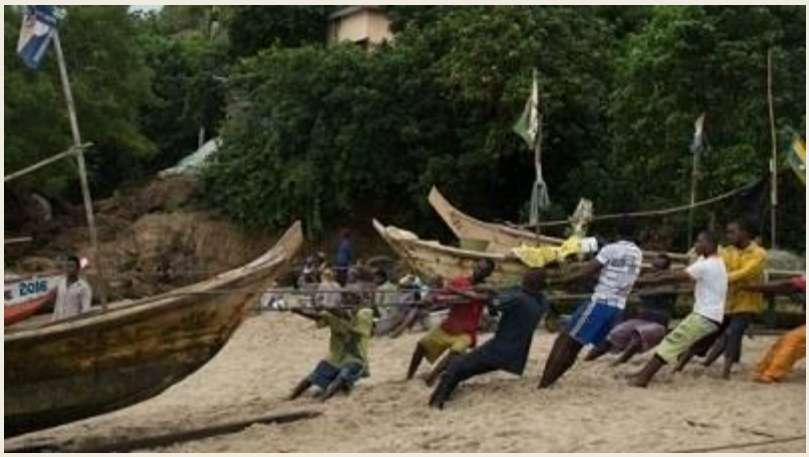


by P&I in a marine casualty incident would often include pollution clean-up costs and environmental damage, death, personal injury and repatriation of crew, loss or damage to cargo, damage to another vessel, fixed floating object or other property," said Mr Samaritis. "Handling a marine casualty can be extremely challenging and complex. Effective co-operation between shipowners and their property and liability insurers throughout the casualty response is essential with a view to increasing the likelihood of the operation being successful." *(Source: Riviera by Martyn Wingrove)*

71 Fishermen Left Adrift in Gulf of Guinea After Pirates Steal Outboards

Ghana's armed forces intervened to save 71 fishermen from an attack by unknown assailants off the country's coast, officials confirmed on Thursday. The news was first reported by Vanguard Tech and confirmed by the AP. On Wednesday night, armed pirates robbed at least four fishing vessels at a location in the Gulf of Guinea, just off the coast of Senya Bereku. The assailants successfully stole the outboard motors off the fishing boats and departed the scene. The fishermen were left adrift overnight, unable to get back to shore. On Thursday morning, Ghana's navy and air force launched a

search and rescue operation to find and retrieve the victims. As of Thursday, officials said that they had rescued 71 fishermen, and added that the search effort was still under way. Patrols have been upped in the area to monitor for any further suspicious activity, and an investigation into the identity of the perpetrators is under way. The mass robbery is a rare instance of crime targeting artisanal fishermen at a multi-vessel scale. Petty crime at sea is not uncommon in the Gulf of Guinea, but ambitious attacks of any form have largely tailed off over the past five years, driven down by international intervention and a regional recognition that piracy was raising the cost of shipping. Tensions between Ghanaians and the fishing fleet have been high for years, but have generally centered on distant-water trawlers and the Chinese-owned fish meal plants that these industrial fishing vessels generally serve. Local activists and fishermen allege that intense fishing pressure from foreign operators is depleting local stocks and ruining the livelihoods of artisanal fishermen. *(Source: Marex)*



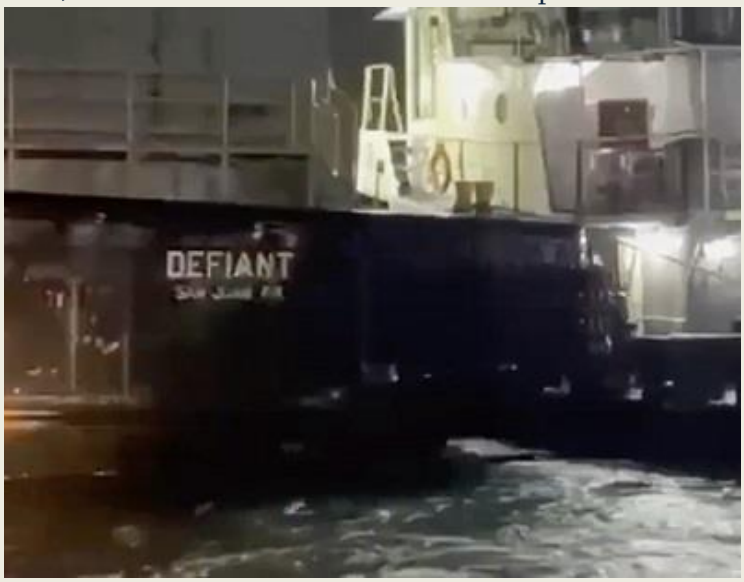
CARGO SHIP TOWED FREE AFTER FIVE DAYS AGROUND IN ROSKILDE FJORD

After five days on a sandbank, the cargo ship **Baltic Wind** was successfully freed on Monday. The ship has now sailed to Hundested, where diving investigations will determine the ship's fate. After five days aground in Roskilde Fjord, the cargo ship **Baltic Wind** was finally towed free on Monday afternoon. The Danish Maritime Authority reports that there is now new information in the case after the ship was sailed to Hundested for further investigations. *(Source: SN)*

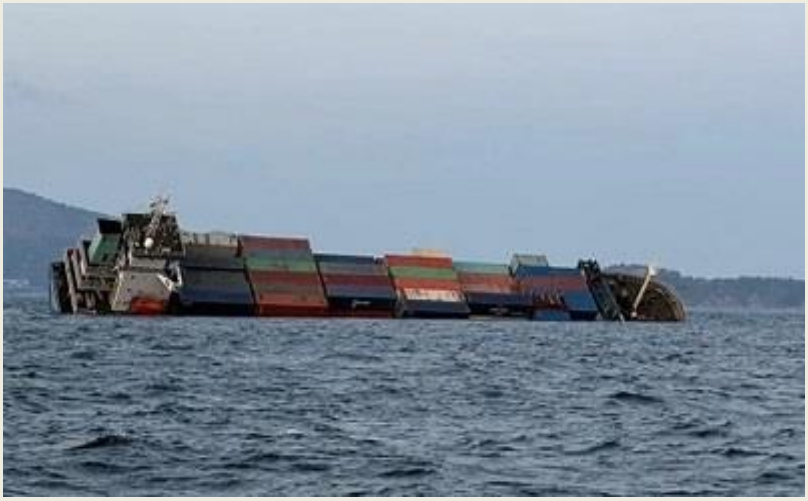
GROUNDED BARGE DEFIANT REFLOATED AND REMOVED

A saga we have been following since 265-foot fuel barge **Defiant** grounded off Puerto Rico on Feb. 9 looks to be coming to a successful conclusion. The unified command managing response efforts to the incident reported the successful refloating and removal of the barge from the Castillo San Felipe del Morro shoreline, Wednesday. The unified command stood down after response personnel and contracted salvors successfully refloated the **Defiant** at approximately 2:22 a.m., just before the arrival of high tide. Salvage crews and tugboat operators prepositioned three tugboats and completed all the preparations including the pressurization of all cargo tanks, voids and compartments in the barge. The tugboat, **Lobo Grande**, successfully pulled the barge off the rocks with the assistance of

the incoming tide. When the vessel refloated, salvors and the Unified Command responders assessed the condition of the barge, ensured the vessel was stable, floating properly and that pressure was holding steady prior to the captain of the port authorizing the continued transit. During refloating, Coast Guard and partner agency marine units assisted with maintaining a 500-yard safety zone throughout the barge's transit inside San Juan Harbor until its destination at Pier 16, where it is currently moored. *The San Juan Port resumed normal operations and is open to all vessel traffic.* "We would like to thank unified command partner agencies, the Puerto Rico Government and all federal agencies who collaborated in this effort," said Capt. Luis J. Rodríguez, Coast Guard Sector San Juan commander and captain of the port. "Working together, each played a vital role in safeguarding the safety of the San Juan Port maritime transportation system, protecting the marine environment and ensuring the safety of all responders." "The removal of the 265-foot barge from the mouth of San Juan Bay, was a highly complex and sensitive operation," said Lt. Cmdr. Ray Lopez, Coast Guard unified commander for the **Defiant** grounding response. "The salvors understood the challenges and took all necessary precautions to ensure the safe removal of the barge, and its relocation to a facility for assessment and repair without incident. We are truly appreciative and grateful to all Unified Command partner agencies, crews and personnel who took part in this effort. The excellent work and technical expertise from the salvors ensured a successful refloat." "We thank the entire team for their commitment and collaboration," said Eng. Amarilys Rosario, Department of Natural and Environmental Resources unified commander for the **Defiant** barge grounding response. "This successful operation reflects the professionalism, coordination, teamwork, and readiness of everyone involved." Agencies and marine industry companies participating in the Defiant response: U.S. Coast Guard Sector San Juan, U.S. Coast Guard Salvage Engineering Response Team, Station San Juan, National Oceanic Atmospheric Administration, the Environmental Protection Agency, U.S. Fish and Wildlife Service, National Park Service, the U.S. Army Corps of Engineers, the Puerto Rico Department of Natural and Environmental Resources, Puerto Rico Ports Authority, Puerto Rico Emergency Management Bureau, San Juan Municipal Police, Fire Department, Puerto Rico Cultural Institute, Harbor Bunkering Corp., Donjon-SMIT. Watch the YouTube video HERE *(Source: MarineLog)*



OIL LEAKING FROM SEALLOYD ARC SHIPWRECK HITS THAILAND'S TOURIST BEACHES



Thai officials are sounding the alarm and calling the latest developments "worrying" as reports grow of oil leaking from the wreck of the cargo ship Sealloyd Arc reaching Thailand's beaches. They point out that efforts have been ongoing for 19 days, spraying dispersants at the site of the wreck, and in the early days, the winds were keeping the oil offshore. Reports of oil on the beaches and in the shallow waters near popular tourist destinations began coming in on February 25. The Marine Department said it was monitoring the situation and had received reports of tar balls scattered approximately 80 to 100 meters (260 to more than 330 feet) along Kahang Beach at Koh Hey, a popular tourist spot located about five miles southeast of Phuket. Just three days earlier, it had reported an approximately three nautical mile long oil slick to the southeast of the wreck. At the time, it said the coral reef area of Koh Kaew Noi, which is about 1.1 nautical miles north of the shipwreck site, was clean. Today, February 26, it reports westerly winds are carrying the oil slicks into the heart of the Racha Island's tourist area, including Patok Bay, Tue Bay, Hila Bay, and Siam Bay. There were reports of tar balls scattered on the beaches and in the rocky areas. Oil is also staining offshore floats. The oil has appeared in clumps, and some of it has hardened into large clumps. The Department of Marine and Coastal Resources is warning that even small amounts of toxins from the oil could destroy beautiful coral reefs and have long-lasting effects on rare marine animals. Teams have been sent to the beaches to manually remove the tar balls, and it is also requesting cooperation from shops and hotels to immediately clean up oil slicks from the beaches. Media reports are saying as much as 900 meters (more than a half mile) of the beaches have been affected. The beaches remain open, but there are reports of tourists saying oil is sticking to their feet, bodies, and clothing. The authorities report booms have been deployed, but according to the media, there are an insufficient number of booms to stop the oil from reaching the beaches. Also, efforts to begin diving to the wreck to stop the leaks have been delayed due to negotiations over costs between the owner of the vessel and the underwater survey team. The first dive reportedly began on February 26. The Sealloyd Arc (6,500 dwt) rolled onto its side on February 7 and sank several hours later after the Royal Thai Navy and local fishermen rescued the 16 crewmembers. The ship was located by divers at a depth of 61 meters (200 feet). The top of the stern mast is 14 meters (46 feet) below the surface. The ship is listing but sitting upright on the seafloor. The Incident CommandCenter reported that the vessel was carrying approximately 98 tonnes of heavy fuel and 32 tonnes of marine diesel oil. It was also carrying 297 containers, 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. Several of the containers were floating after the vessel sank, but the concern was on the hazardous materials, which were said to be chemicals, including hydrogen resin and ethyl alcohol. During a planning session on February 19, the command center emphasized the urgency, noting that seasonal shifts in sea conditions expected in April could increase the risk levels. It said the ship's owner had appointed a local representative and that there was insurance coverage to cover expenses. *(Source: Marex)*

OFFSHORE NEWS

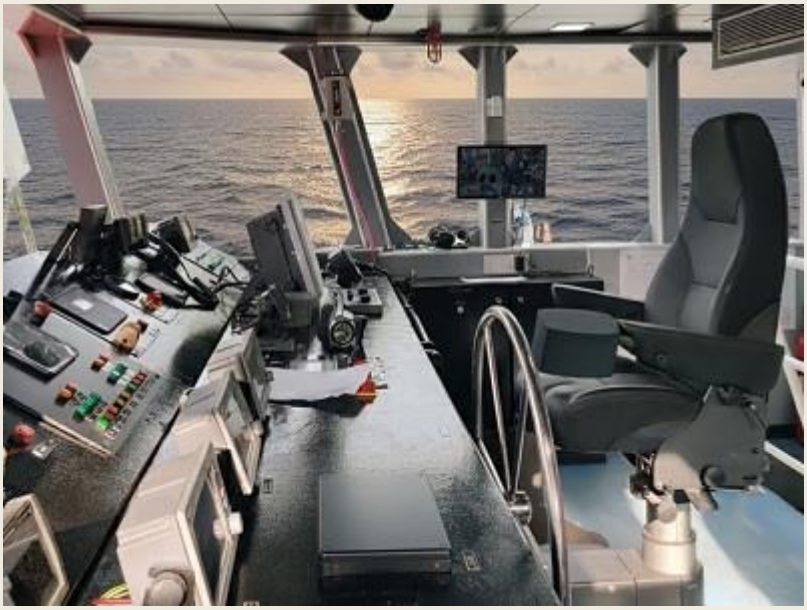
KONGSBERG MARITIME TO EQUIP LS MARINE'S ULTRA-LARGE CABLE LAY VESSEL

Kongsberg Maritime has been selected to supply a fully integrated equipment package for a next-generation ultra-large cable laying (CLV) vessel being built for LS Marine Solution at Tersan Shipyard in Türkiye. The vessel, designed to support growing global demand for subsea high-voltage direct current (HVDC) and optical cable installation, will be 148.4 meters long and 31 meters wide, with a cable carrying capacity of 13,000 tonnes and total displacement of 18,800 tonnes. It is expected to enter operation in 2028 following an approximately three-year construction period. Kongsberg Maritime's scope includes K-Pos dynamic positioning systems, integrated control and navigation systems, a battery hybrid DC electrical system, and all main propulsion and thruster units. The battery hybrid DC power and propulsion system is designed to reduce the number of engines required during operations. A high-capacity shore connection, supported by the battery system and Kongsberg Maritime's Energy Control System, will enable zero-emission operations during port stays and cable loading activities. The configuration is aimed at lowering greenhouse gas emissions and aligning with global ESG standards. The vessel will also feature permanent magnet motors on all azimuth thrusters and K-Pos DP systems to enhance positioning accuracy and operational efficiency. The design supports mobilization of Kongsberg Maritime's Remote Cable Pull-In systems for floating wind farms, enabling pull-in and hang-off operations of dynamic cables without personnel transfer or crane-based equipment handling. "This project reflects Kongsberg Maritime's consistent commitment

to applying our in-house domain knowledge of cable lay operations to optimize marine systems and mission system integration. It represents our fifth fully integrated system award for cable lay vessels within the past year,"said Leszek Kopec, Senior Sales Manager at Kongsberg Maritime. *(Source: Marine Technology)*

VMS SKY – INDIA'S VINAYAK MARINE SERVICES WELCOMES VERSATILE CREWBOAT TO FLEET

Indian offshore support vessel operator Vinayak Marine Services (VMS) has taken delivery of a new crewboat built locally by Synergy Shipbuilders. **VMS Sky** was built to a design by Vector Marine and Offshore Technology. The design was developed in compliance with Indian Register of Shipping class requirements and IMO High-Speed Craft (HSC) Passenger Category A standards. According to the builder, **VMS Sky** is also India's first HSC-compliant aluminium crewboat. *Carrying capacity ideal for light to medium supply duties* The newbuild has an LOA of 29 metres (95 feet), a moulded beam of seven metres (23 feet), a maximum draught of only 1.45 metres (4.76 feet), a moulded depth of 3.2 metres (10 feet), a gross tonnage of 168, and seating for up to 36 technicians. The aft deck has approximately 155 square metres (1,670 square feet) for the transport of various payloads, allowing the vessel to be used for limited logistical support as a complement for larger dedicated platform supply vessels. She is also configured for towing and standby duties. *Propulsion setup configured for heavy duty use* Two Caterpillar C32 diesel engines that each produce 1,300 hp (970 kW) at 2,100 rpm drive Teignbridge propellers via Reintjes WVS 430 gearboxes enable the crewboat to reach a maximum speed of 22 knots – to permit faster turnarounds in port, thereby maximising utilisation – as well as a cruising speed of 15 knots. A Quick BTAC 513-750 bow thruster provides additional lateral manoeuvrability during berthing/unberthing and transfers while two Perkins 93.6kW generators supply electrical power for the various onboard systems. Fuel oil and freshwater capacities are 23 cubic metres (5,100 gallons) and 13.53 cubic metres (2,976 gallons), respectively. *Full electronics suite* The crewboat also features a sewage treatment plant, a fixed CO2 fire suppression system, main and emergency firefighting pumps, and six liferafts of various capacities to be used should evacuation become necessary. The electronics suite consists of a radar, MH/HF radios, and an AIS from Furuno; VHF radios from Icom; a Hanshin echosounder; a magnetic compass and a GPS from Simrad; a MacMurdo SART; an area A3 GMDSS; and satellite



communications gear from Sailor. **VMS Sky** has already entered operational service with VMS. She has been deployed primarily off the western coast of India, supporting offshore energy activities in the region. *Specifications* Type of vessel: Crewboat; Classification: Indian Register of Shipping; HSC Passenger Category A; Flag: India; Owner: Vinayak Marine Services, India; Designer: Vector Marine and Offshore Technology, India; Builder: Synergy Shipbuilders, India; Hull construction material: Aluminium; Superstructure construction material: Aluminium; Deck construction material: Aluminium; Length overall: 29 metres (95 feet); Beam: 7.0 metres (23 feet); Draught: 1.45 metres (4.76 feet); Depth: 3.2 metres (10 feet)[Gross tonnage: 168; Capacity: 155 square metres (1,670 square feet); Main engines: 2 x Caterpillar C32, each 1,300 hp (970 kW) at 2,100 rpm; Gearboxes: 2 x Reintjes WVS 430; Propulsion: 2 x Teignbridge propellers; Generators: 2 x Perkins, each 93.6 kW; Side thruster: Quick BTAC 513-750; Maximum speed: 22 knots; Cruising speed: 15 knots; Radar: Furuno; Depth sounder: Hanshin; Radios: Furuno MF/HF; Icom VHF; Satcom: Sailor; Compass: Simrad; GMDSS: Area A3; GPS: Simrad; AIS: Furuno; Other electronics: McMurdo SART; Firefighting equipment: Fixed CO2 suppression system; pumps; Liferafts: 6; Type of fuel: Diesel; Fuel capacity: 23 cubic metres (5,100 gallons); Freshwater capacity: 13.53 cubic metres (2,976 gallons); Crew: 36; Operational area: Western India *(Source: Baird)*

ALLSEAS TAKES DELIVERY OF NEW CARGO BARGE FOR OFFSHORE PLATFORM TRANSPORT

Allseas' new cargo barge **Braveheart**, built by the CIMC Changhong Shipyard, which held a keel-laying ceremony for the new vessel in April 2025, has now departed China for the Netherlands. **Braveheart** was purpose-built to fit precisely within **Pioneering Spirit's** bow slot to enable seamless transfer of offshore structures, from decommissioned platforms heading ashore to newly built topsides and offshore wind substations destined for installation, the company said via social media on February 25. At 200 meters long and 57 meters wide, the new cargo barge is a close match to Iron Lady, but with a deeper operational draught, a full electric ballast system for faster load transfer operations, and a significantly higher deck load capacity, Allseas says. Now en route to Rotterdam, **Braveheart** will be outfitted to final completion and operational

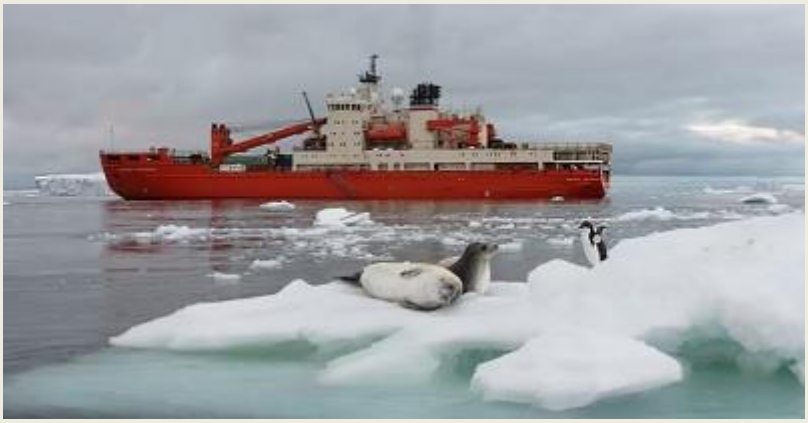
readiness, ahead of supporting **Pioneering Spirit's** 2026 heavy lift commitments in the North Sea. Last year, Allseas placed an order with China's Guangzhou Shipyard International for a semi-submersible heavy transport vessel, which the company plans to use in executing TenneT's 2 GW offshore wind programme. The new vessel, named **Grand Tour**, will have a load capacity of 40,000 tons and is also designed to fit precisely within the bow slot of **Pioneering Spirit**. *(Source: Offshore Energy)*

THE SUEZ CANAL WITNESSES THE TRANSIT OF THE SEMI-SUBMERSIBLE VESSEL HUA RUI LONG AMONGST VESSELS OF THE SOUTH CONVOY

"Choosing the transit through the Suez Canal achieves savings in time and cost, and ensures a reduction in harmful carbon emissions, making it the optimal destination for qualitative transit operations" Adm. Ossama Rabiee, Chairman and Managing Director of the Suez Canal Authority, announced that traffic through the Canal today witnessed the transit of the heavy-lift semi-submersible vessel **HUA RUI LONG**; one of the world's largest heavy-lift vessels, through the New Suez Canal amongst vessels of the south convoy after its navigation through Bab El-Mandab on its journey from Singapore to Denmark. The vessel built in 2022 is affiliated to the Chinese company Guangzhou Salvage Bureau. It is 252 m. in length, 77.7 m. in breadth, has a gross tonnage of 115254 tons and is transiting through the Canal while carrying the ship **NORTHERN ENDEAVOUR** on board. The transit operation of this semi-submersible vessel is considered a qualitative operation as its breadth exceeds the maximum permissible breadth of 75 m. which required special navigational measures where 4 SCA tugboats were used to ensure navigational safety. Adm. Rabiee gave directives to assign 6 of the SCA's senior pilots to pilot the vessel during its transit through the Canal, provide navigational aid through the escorting tugboats in addition to real-time monitoring from the Main Traffic Control Center and pilotage stations along the Canal. Admiral Ossama Rabiee emphasized that the success of these specialized transit operations unequivocally reflects the Suez Canal's readiness to accommodate various types and sizes of vessels and maritime units. It further attests to the consummate professionalism of the Canal's pilots and the accumulated acumen of the Authority's tug masters in maritime safety. Admiral Rabiee pointed out that, over the past few years, the Suez Canal has undergone a remarkable infrastructural transformation. The ongoing development projects of the waterway have substantially elevated navigational safety levels and the Canal's accomodation capacity, thereby consolidating its standing as the fastest, shortest, and safest option for these specialized transits. In this regard, H. E. noted that the Suez Canal received 27 vessels of this class in 2025, in addition to four more transiting since the beginning of this year. The chairman of the Authority further stated that the New Suez Canal has contributed to enhancing the Canal's capacity to accommodate special transits due to its straight course and minimal curvature. Concurrently, the Southern Sector Development Project yielded a 28% increase in the navigational safety factor, having enabled a 40-meter eastward expansion of the Canal's width, thus increasing its capacity to receive

specialized vessels that were previously unable to transit. Admiral Rabiee emphasized that opting for transit through the Suez Canal secures tangible savings in both time and operational expenditure, while simultaneously curbing deleterious carbon emissions, making it the ideal route for mega vessels and special transits. He noted that the Suez Canal saved this voyage approximately 3,432 nautical miles compared to other navigational routes. It is worth mentioning that the Heavy Lift vessel **HUA RUI LONG** transited through the Canal in ballast on its first voyage through the Canal in October 2022. *(Source: SCA)*

R/V AKADEMIK TRYOSHNIKOV OF USC CONTINUES TO WORK OFF THE COAST OF ANTARCTICA



The vessel of project 22280 set sail from the port of Punta Arenas and headed for the Bellingshausen station. The research vessel **Akademik Tryoshnikov**, after a short stop in the Chilean port of Punta Arenas, went to sea and continues to carry out tasks as part of the 71st Russian Antarctic Expedition. The next point of the route will be the Russian station Bellingshausen, located on King George Island (Waterloo) in the South Shetland Islands archipelago. The ship carries participants of the 71st Russian Antarctic Expedition, as well as about 2,000 tons of various cargo. These include food, fuel, building materials and scientific equipment necessary for the smooth operation of Russian Antarctic stations in the current season. Earlier, on January 21, 2026, **Akademik Tryoshnikov** left St. Petersburg. After calling at Montevideo and Punta Arenas to replenish supplies, the ship headed directly to the Antarctic coast. The return to the port of registry, St. Petersburg, is expected in May 2026. **Akademik Tryoshnikov** is a Russian research vessel built under Project 22280 by order of the Federal Service for Hydrometeorology and Environmental Monitoring. It is designed to support the activities of the Russian Antarctic Expedition. *(Source: www1.ru)*

HUAXIA DEJING 108 – CHINA'S LARGEST CABLE LAYING VESSEL ENTERS SERVICE

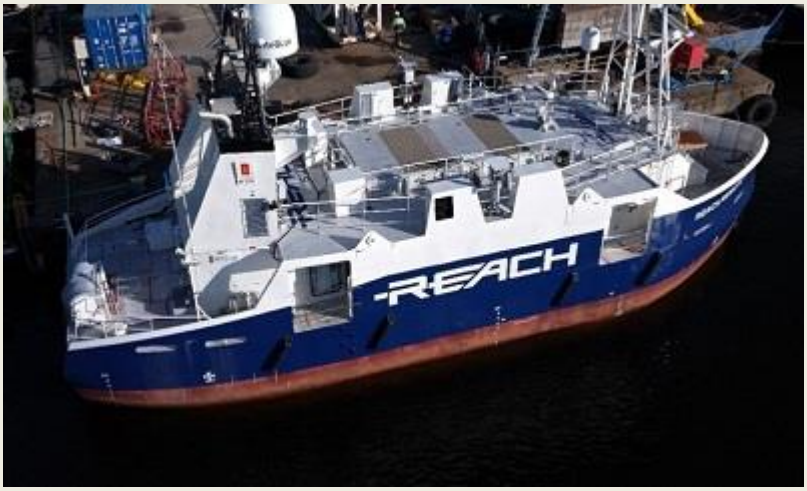
Jiangsu Dayang Offshore Equipment has completed construction of what it said is the largest cable laying vessel (CLV) ever built in China, as well as the largest single-carousel CLV in the world.

Huaxia Dejing 108 (华夏德京108) is owned by Huaxia Financial Leasing and operated by offshore construction company the Dejing Group. The newbuild has an LOA of 171 metres (561 feet), a beam of 38 metres (120 feet), a depth of 12.8 metres (42 feet), a displacement of 35,000 tons at full load, a service speed of 13 knots, and submarine cable and fibre-optic capacities of 15,000 tons and 3,000 tons, respectively. *Increased capacity for fewer voyages* The capacities allow Huaxia Dejing 108 to transport and install larger and heavier submarine and fibre-optic cables in a single voyage and to simultaneously lay two separate cables, thus enabling projects to be completed in less time. The onboard equipment can lay submarine cables at a depth of 300 metres (980 feet) while fibre-optic cables can be installed at 500 metres (1,600 feet). Notable features include an intelligent operating system, an A-frame with a lifting capacity of 80 tons, a burial plough that can be deployed at a depth of 500 metres, a remotely operated vehicle for cable burial and emergency repair, a helicopter deck to facilitate crew transfers, and a DP2 system capable of accurate station keeping even under extreme offshore conditions. The DP2 system will enable cable installation to be carried out within a broader weather safety window, thus allowing for a greater number of projects to be completed each year. *Fitted out for domestic and global deployment* Power for the onboard systems is supplied by six generators. The propulsion system also includes three 3MW main azimuthing thrusters, two 2.8MW side thrusters, and a 2.5MW retractable thruster. Huaxia Dejing 108 was built in compliance with China Classification Society requirements. The CLV can be deployed on both domestic and overseas cable installation projects. In addition to laying cables connected to offshore wind farms as well as umbilical cables at oil fields, the vessel can also install cables through which electricity can be supplied from the mainland to remote island communities. *Specifications:* Type of vessel: Cable laying vessel; Classification: China Classification Society; Flag: China; Owner: Huaxia Financial Leasing, China; Operator: Dejing Group, China; Builder: Jiangsu Dayang Offshore Equipment, China; Length overall: 171 metres (561 feet); Beam: 38 metres (120 feet); Depth: 12.8 metres (42 feet); Displacement: 35,000 tons; Capacity: 18,000 tons; Propulsion: 3 x thrusters; Generators: 6; Side thrusters: 3; Dynamic positioning: DP2; Other electronics: Intelligent operating system; Other deck equipment: A-frame; Other equipment installed: Helicopter deck. *(Source: Baird)*

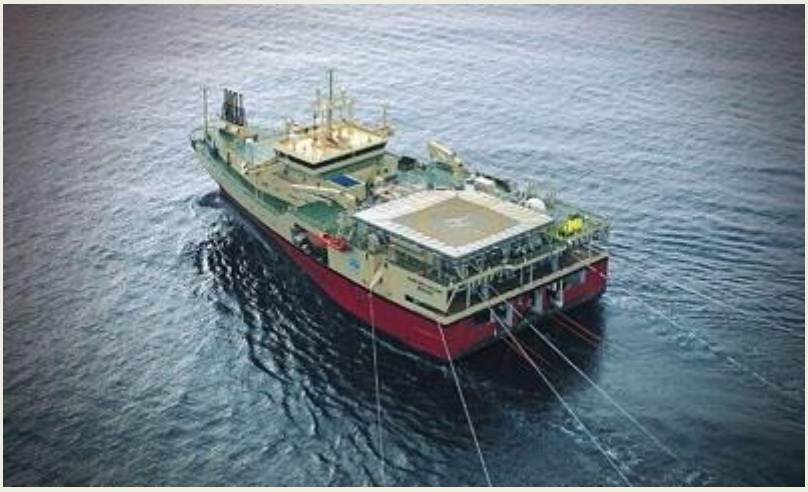
REACH SUBSEA LANDS EQUINOR PIPELINE SURVEY DEAL

Norwegian offshore services player Reach Subsea has secured a contract from Equinor, acting on behalf of gas infrastructure operator Gassco, to carry out external inspections on about 3,500 km of subsea pipelines. The work covers a large part of Gassco's pipeline network in Norwegian waters and

along export routes to Denmark, Germany and the UK. The contract also includes options for additional inspection work covering pipelines linked to the Netherlands, Belgium and France. The campaign will mainly be carried out using **Reach Remote 1**, the company's uncrewed surface vessel. The vessel will deploy Reach Subsea's remotely operated vehicle, while a conventional support vessel will be used where required. Chief executive Jostein Alendal said the award confirms the company's investment in remote and autonomous inspection technology and demonstrates how uncrewed solutions can be deployed efficiently across large geographic areas while maintaining data quality and operational standards. Planning for the inspection campaign has started, with most of the offshore work scheduled for the second quarter of 2026. *(Source: Splash24/7)*



TGS DEEPENS WEST AFRICA FOOTPRINT WITH 3D SURVEY IN NIGERIA



Oslo-listed seismic data specialist TGS will undertake the Nigeria Laide multi-client 3D survey in partnership with the Nigerian Upstream Petroleum Regulatory Commission and SeaSeis Geophysical. The survey lies within the Outer Fold & Thrust Belt of the eastern Niger Delta, one of Nigeria's most prolific hydrocarbon regions and covers approximately 11,700 sq km. The survey is supported by industry funding. The Laide multi-client 3D survey design is based on the GeoStreamer dual-sensor system, long offsets, wide tow, and a triple-source configuration, delivering modern broadband seismic data that supports full-integrity PSTM and Q-PSDM through advanced Elastic FWI-driven velocity model

building. The implementation of this technology enables explorers to overcome the complex geological challenges of the deepwater eastern Niger Delta, including stacked toe-thrust structures, elongate anticlines, inner fold-and-thrust-belt geometries, shale diapirs, and mud volcanoes. High-fidelity 3D seismic data provides operators with the data quality needed to evaluate prospects with greater confidence. "Nigeria continues to play a crucial role in the global supply of oil and gas. The expansion of our multi-client library in Nigeria, in partnership with the government through Laide 3D, showcases our commitment to furthering hydrocarbon exploration in the region," said Kristian Johansen, CEO of TGS. *(Source: Splash24/7)*

EIDESVIK WINS PSV EXTENSION FROM AKER BP

Norwegian offshore vessel owner Eidesvik Offshore has secured a further contract extension from Aker BP for the platform supply vessel **Viking Prince**. The 2012-built PSV will remain on hire for about two more months, extending its current contract to the end of April. The latest award follows an extension agreed last November that kept the vessel working through to the end of February 2026. Financial details were not disclosed. Bømlo-based Eidesvik operates a fleet of offshore service vessels, including platform supply vessels, subsea ships and construction support units, with most of its activity focused on the North Sea. *(Source: Splash24/7)*

SEAMAR GROUP SECURES LONG-TERM CHARTER AGREEMENT WITH ENI ENERGY NETHERLANDS BV FOR THE DSV SEAMAR SPLENDID

The SeaMar Group (SeaMar) is pleased to announce that we secured a new long-term contract with Eni Energy Netherlands B.V. (Eni) for its Diving Support Vessel (DSV) **SeaMar Splendid**. The contract will start on the 2nd of March 2026, reinforcing the strong and enduring partnership between the two companies. This agreement marks a significant milestone, as the vessel has been continuously deployed for this Client since 2009. The upcoming contract period will see the DSV **SeaMar Splendid**

continue to support Eni's Inspection, Repair and Maintenance (IRM) activities on the Dutch Continental Shelf, in line with previous campaigns. As part of the new charter, SeaMar will implement a comprehensive upgrade program to further enhance the vessel's performance, sustainability profile and onboard living conditions. The focus will be on reducing the environmental impact, improving operational efficiency and reliability and enhancing comfort. "These investments reflect SeaMar's long-term commitment to responsible vessel management and to providing a safe, comfortable and sustainable working environment. With this new contract commencing in 2026, the *SeaMar Splendid* will have supported Eni's IRM campaigns for well over a decade and a half. This remarkable achievement demonstrates the strength of our company and the dedication of the crews who make these operations possible", says Rory Balkema, Managing Director of SeaMar. "This long-term commitment reflects Eni's continued trust in our vision and capabilities. We value the loyalty and confidence they have placed in us over many years and look forward to continuing this successful partnership while further improving sustainability and wellbeing onboard" *(PR_SeaMar)*

DENAR PATHFINDER TO TURKEY

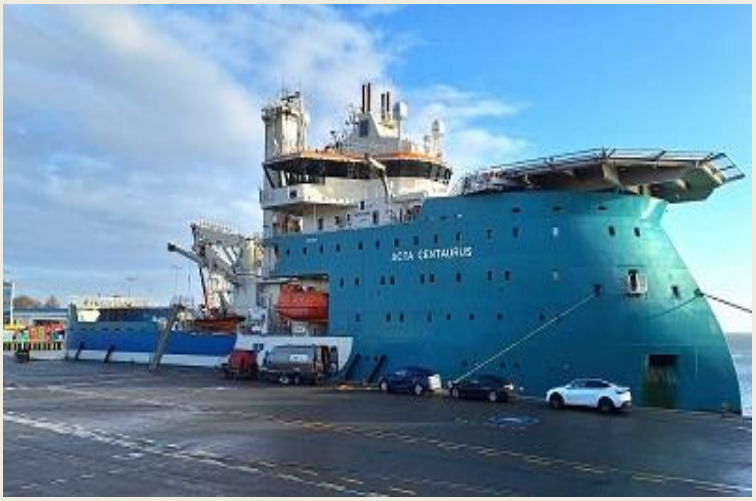
On Tuesday, February 24th, the former **Glomar Worker** of GloMar Offshore, now the **Denar Pathfinder**, finally departed Den Helder, bound for Yalova, Turkey. Earlier this month, the vessel was sold to the Turkish company DenAr Ocean Engineering Services, which intends to reuse it as a survey vessel. In preparation for the voyage to Turkey, bunkering from the FincoEnergies tanker Irene took place behind the Blue Port Centre on Thursday, February 19th. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

WINDFARM NEWS - RENEWABLES

ACTA CENTAURUS VISITS

In the early morning of Monday, February 23, the 93-meter-plus **Acta Centaurus**, owned by Acta

Marine in Rotterdam, moored at Nieuwediepkade. The Ulstein SX195 construction support vessel had sailed from Hull to Den Helder. Since its delivery by the Norwegian Ulstein shipyard in Ulsteinvik in 2019, the vessel has primarily been deployed for the construction and maintenance of wind farms in European waters. The **Acta Centaurus** is equipped with a dynamic positioning system, a service-compensated gangway, an offshore crane, and a large helicopter deck. Accommodation for 120 people is available on board. The **Acta Centaurus** was scheduled to depart for Hull that evening. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

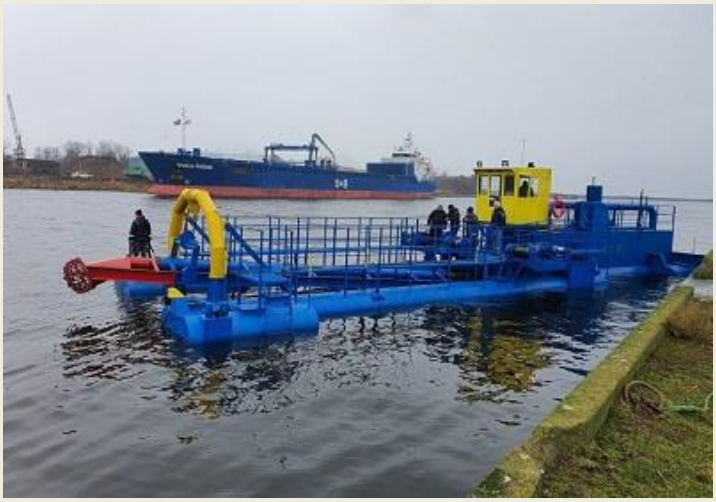


BOSKALIS SECURES CONTRACT FOR THE INTER-ARRAY CABLE SYSTEM AT THE GENNAKER OFFSHORE WIND FARM

Royal Boskalis B.V. (Boskalis) in consortium with TKF Subsea Solutions B.V. (TKF) recently signed a contract with OWP Gennaker GmbH, as developed by Skyborn Renewables, for the supply and installation of approximately 140 kilometers of 66 kilovolt inter-array cables for the Gennaker Offshore Wind Farm (OWF) in the German Baltic Sea. As part of the scope, Boskalis and TKF will deliver the complete inter-array cable system connecting the future 63 wind turbine generators in the OWF. The cables will be manufactured in the Netherlands by TKF, after which Boskalis' specialized cable-laying vessel **BOKA Ocean** will install the cables as of the end of 2027. The contract represents a value that is considered to be sizable(1) With a planned capacity of 976.5 megawatts, the Gennaker OWF will become the largest offshore wind farm in the German Baltic Sea, supplying about one million households with clean energy. Commissioning of the OWF is planned for 2028. Boskalis is already active on the Gennaker OWF through its subsidiary Heinrich Hirdes EOD Services GmbH, which is conducting an identification and clearance campaign for unexploded ordnance (UXO) within the OWF, for which is has mobilized its dedicated UXO vessel Kamara. Boskalis' strategy is aimed at leveraging on key macro-economic factors, which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. *(1) A sizable contract refers to a contract with a value of EUR 50-150 million. (PR-Boskalis)*

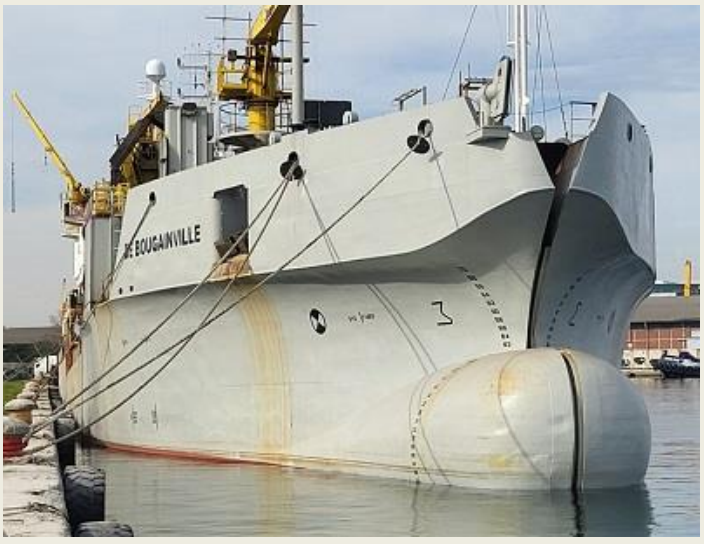
DREDGING NEWS

PROJECT INSTITUTE COMPLETES TWO NEW DREDGERS



Project Institute LLC from Kyiv has just announced the completion of two dredger models – the **HCC 300/30** and the **HCC 2000/60**. The main technical feature of the new machines is the use of a specially developed wear-resistant steel alloy. According to the company, this material directly affects the service life of the equipment – the dredger hulls have increased resistance to abrasion and hydroabrasive wear, which is critical in sand extraction, dredging and shore reinforcement. Model performance: ● HCC 300/30 – 230 m³/hour (head up to 30 m), ● HCC 2000/60 – up to 2300 m³/hour (head up to 60 m). Both dredgers are now ready for shipment. *(Source: Dredging Today)*

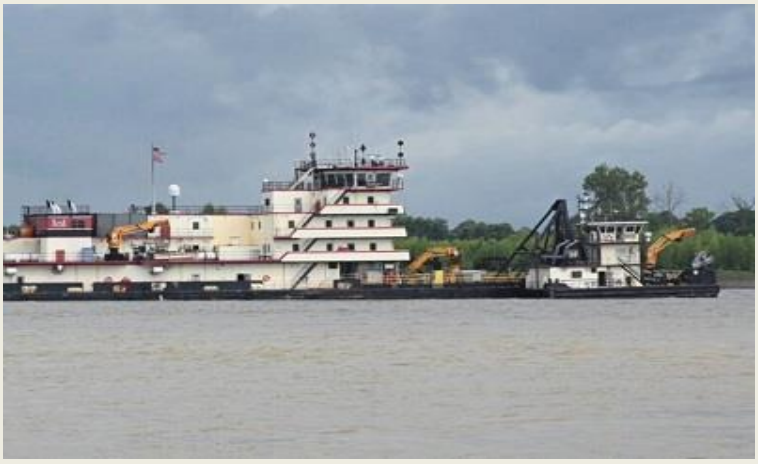
JAN DE NUL'S TSHD DE BOUGAINVILLE ARRIVES AT PORT OF THESSALONIKI



Hellenic Ports said that Jan De Nul Group's trailing suction split hopper dredger **De Bougainville** has arrived at the Port of Thessaloniki. "Managing a vessel of this caliber demands more than standard agency work. It requires a deep understanding of technical requirements, rapid-response logistics, and seamless coordination with local authorities," Hellenic Ports said. "Our team is providing the high-tier husbandry and technical support necessary to maintain its demanding operational schedule." The **De Bougainville**, designed for high-precision dredging and reclamation works, is a specialized TSHD

with a capacity of 3.700 m3 and was built at the Tianjin Xinhe Shipyard in the Peoples Republic of China. *(Source: Dredging Today)*

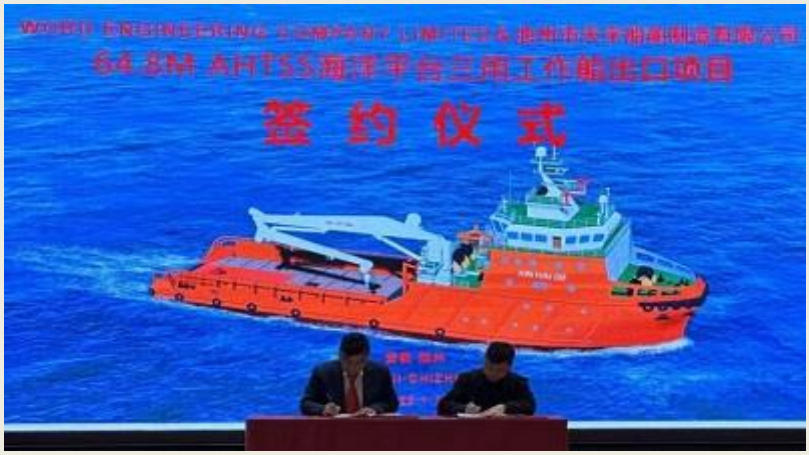
USACE HOSTS VIRTUAL SYMPOSIUM ON MARITIME NAVIGATION



In recognition of National Engineers Week, the U.S. Army Corps of Engineers, New Orleans District, held a virtual symposium yesterday, discussing topics related to "Navigation." USACE personnel, as well as stakeholders and representatives from local industry, presented topics related to maritime navigation on waterways within the New Orleans District and the United States, discussing subjects such as: ● Dredging for Navigation, ● Engineering Responsibility (regarding moveable bridge structures over navigable waterways), ● Mississippi River Navigation Challenges, ● River Survey Methods and Applications, ● Beneficial Use of Dredged Material and Operation, and ● Maintenance of Navigation Channels within the USACE New Orleans District area of responsibility. National Engineers Week, an annual, week-long event being held February 22-28 this year, highlights the contributions and innovations engineers have made, USACE concluded. *(Source: Dredging Today)*

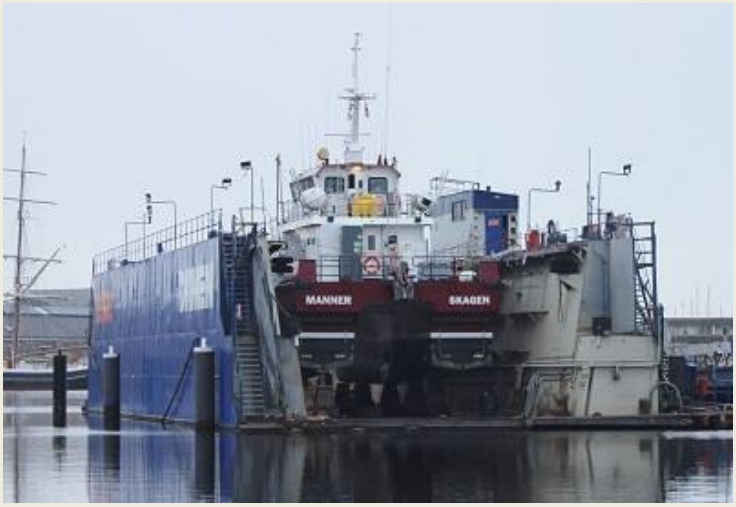
YARD NEWS

CHINESE SHIPBUILDER PENS AHTS CONSTRUCTION DEAL



China's Chizhou Tianyu Shipbuilding and Hong Kong Word Engineering Company have signed a contract for the construction of a 64.8-meter anchor handling tug supply (AHTS) vessel. The deal marks Guichi Shipbuilding Industrial Base's first foreign trade order in 2026. The project builds on prior cooperation. Namely, in September 2025, the companies signed for two 12,000 dwt heavy-duty deck carriers worth 140m yuan ($20.5m), a record for Chizhou export value and tonnage. The AHTS will have a maximum deadweight of 1,400 tonnes, DP2 dynamic positioning, and SMART (SHM, MHM, INF) notations, suitable for deep-sea oil exploration and shallow-water operations across China, Southeast Asia, the Middle East, and other regions. Guichi Shipbuilding Industrial Base hosts eight shipyards. It leads civilian shipbuilding upstream of Nanjing and develops inland green intelligent vessels and marine engineering equipment. In 2025, Guichi secured 25 foreign trade vessel orders totalling 623m yuan ($91m), with steady growth. *(Source: Splash24/7)*

ANOTHER CATAMARAN HEADS TO DAMEN SHIPYARD



For the second time in a short period, an aluminum catamaran from Northern Offshore Services (NOS) has been spotted at Damen Shipyards Den Helder. This week, it's the 28-meter **Manner**, part of the shipping company's M-class. Almost immediately after arrival, the catamaran went into dock (photo). Built in 2013, the Manner sails under the Danish flag and has Skagen as its home port. The crew transfer vessel is propelled by four Volvo Penta engines of 588 kW each. Accommodations on board are for 24 passengers. Yesterday, the Manner left dock and departed for IJmuiden. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

EIDESVIK OFFSHORE TO CONVERT VIKING ENERGY TO AMMONIA POWER

Conversion at Halsnøy Dokk positions **Viking Energy** for ammonia powered operations under long-term service with Equinor. Eidesvik Offshore has signed a contract with Halsnøy Dokk for the conversion of the platform supply vessel (PSV) **Viking Energy** to ammonia-powered operations, marking a key milestone in the Apollo project. The conversion moves the world's first ammonia-powered offshore vessel into the execution phase. From 2026, **Viking Energy** will be able to operate on ammonia for Equinor, with the potential to reduce greenhouse gas emissions by 70 per cent or more. The vessel has been on continuous contract with Equinor since

delivery in 2003. “This is a defining moment for Apollo. With the yard contract signed, the project takes a decisive step towards demonstrating what is possible when it comes to ammonia as a maritime fuel,” says Emilie Dorgeville, project co-ordinator of Apollo. Work begins with prefabrication of steel and piping systems in spring 2026. Conversion is planned to be completed autum 2026. The scope includes major structural modifications, installation and integration of a new ammonia dual-fuel engine, ammonia tank and fuel systems, and technical upgrades required for safe operation. Testing and commissioning are being conducted following the completion of the convertion. **Viking Energy** will be equipped with a Wärtsilä 25 dual-fuel engine capable of operating on ammonia and marine gas oil. Wärtsilä will supply the ammonia technology, while Breeze Ship Design is responsible for ship design and engineering. The design package recently received a preliminary assessment from the Norwegian Maritime Authority, reaching another important milestone in the Apollo project. “Ammonia-fuel technology is ready, and we’re excited to bring that capability onboard **Viking Energy**,” says Stefan Nysjö, Vice President of Power Supply, Wärtsilä Marine. “It’s been extremely rewarding to work closely with our partners to apply a fully integrated ammonia solution – combining engine technology, fuel supply, and safety systems – to an existing vessel. This project marks an important milestone in supporting the maritime industry’s journey towards zero-emission operations.” Apollo represents a first-of-a-kind retrofit of an existing offshore vessel to ammonia fuel — a pioneering step that turns ambition into action. As a safety-driven and regulatorily anchored demonstration project, Apollo is designed to address technical integration, operational procedures

and regulatory frameworks required for ammonia as a maritime fuel. By documenting real-world offshore operations, Apollo lays the groundwork for broader adoption across the maritime sector. Equinor plays a central role in driving the project forward, with financial backing for the conversion. The retrofit forms part of the EU-supported Apollo project, led by Maritime CleanTech. “This is exactly how maritime decarbonisation must happen. This is a bold industrial partnership combined with structured learning and regulatory alignment,” says Håvard Tvedte, interim CEO of Maritime CleanTech. The consortium brings together eight European partners: Equinor, Eidesvik Offshore, Maritime CleanTech, Wärtsilä, Breeze Ship Design, DEME Group, VTT Technical Research Centre of Finland and the National Centre for Scientific Research “Demokritos”. Together, the partners combine operational experience, technology development, and safety expertise to accelerate the adoption of ammonia in maritime operations. *(Source: Workboat365)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- *Damen delivers purpose-built Multi Cat 3113 Leask Marine*
- *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.*

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

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

- *For Sale: Q Adventurer (new)*

(pls contact jvds@towingline.com)

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

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

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