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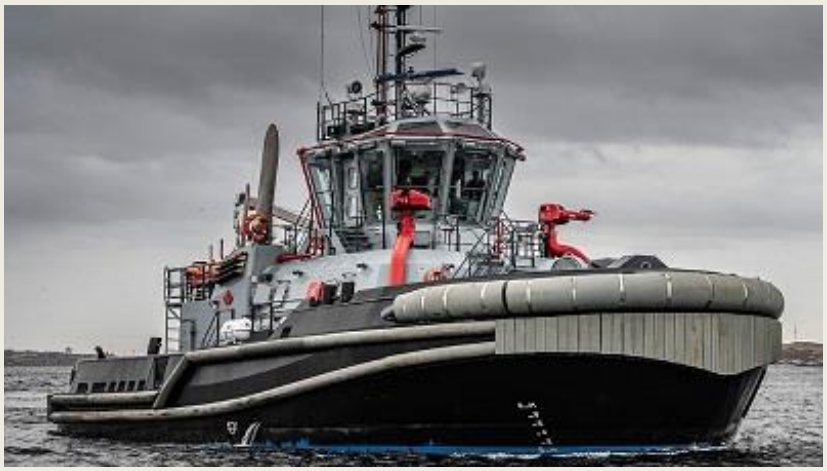
MIDWEEK–EDITION

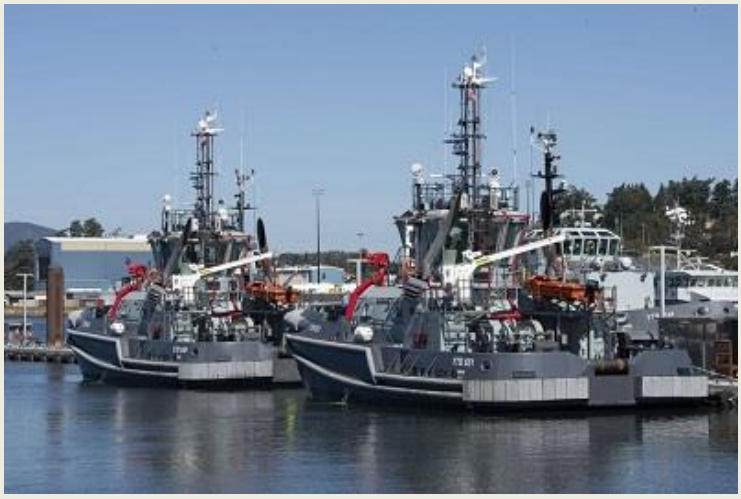
TUGS & TOWING NEWS

ADVANCING THE ROYAL CANADIAN NAVY'S FUTURE FLEET WITH NEW NAVAL LARGE TUGS



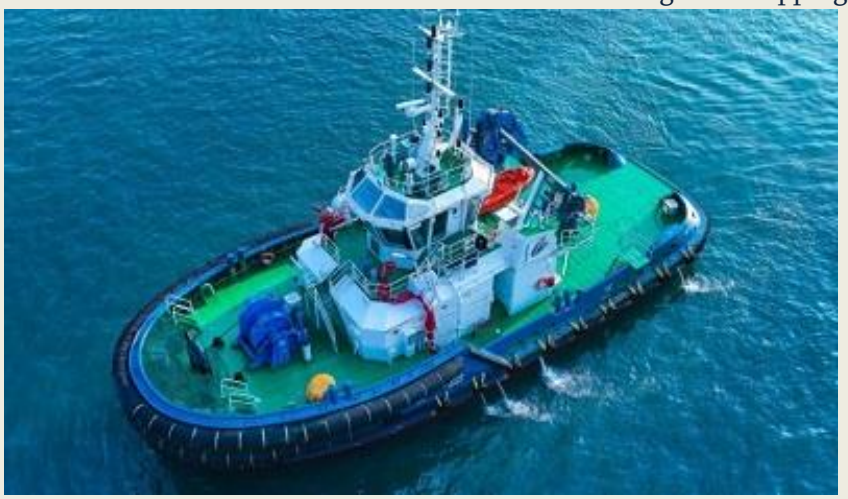
The Royal Canadian Navy (RCN) took another major step forward in modernizing its harbour and coastal support capabilities yesterday as the Department of National Defence officially accepted its third Naval Large Tug, Canadian Forces Auxiliary Vessel (CFAV) **Canso**. On behalf of Defence Minister the Honourable David J. McGuinty, the Honourable Lena Metlege Diab, Minister of Immigration, Refugees and Citizenship, visited Canadian Forces Base Halifax to mark the milestone and highlight the government's commitment to the RCN's growing fleet. **CFAV Canso** completed a demanding delivery voyage in 2025, sailing more than 1,000 nautical miles from the Ocean Industries Inc. shipyard in Îsle-aux-Coudres, Quebec, to Halifax. Ownership will transfer to the RCN once crew training is complete, expected in March 2026. It is the first of the new class to join the East Coast fleet, with sister vessel **Stella Maris** scheduled to arrive in November 2026. In August 2024, the first two tugs, **CFAV Haro** and **CFAV Barkerville**, were delivered to the West Coast fleet in Esquimalt, British Columbia. These powerful 24-metre-long, 11-metre-wide vessels, each with a six-person crew, are designed to perform critical harbour-berthing, coastal towing, and harbour firefighting duties. As the RCN introduces new classes of ships — including the Harry DeWolf-class Arctic and Offshore Patrol Vessels, Protecteur-class Auxiliary Oiler Replenishment ships, and upcoming River-class destroyers — the demand for reliable auxiliary support is rising sharply. To meet that demand, the Government of Canada amended its contract with Ocean Industries Inc. in December 2025, adding $81 million (including taxes) for a total value of $213.45 million. The amendment brings the total order to six Naval Large Tugs — three for each coast — replacing the aging Glen-class tugs and Fire-class fireboats that are reaching the end of their service lives. The two newest vessels will be named **CFAV Sansum** (after Sansum Narrows in British Columbia) and **CFAV Belle Isle** (after the Strait of Belle Isle between Newfoundland and Labrador), continuing the tradition of naming these tugs after historically significant Canadian straits. "Keeping with the naming tradition for Naval Large Tugs in the RCN, the two additional tugs are also named after straits," the release noted. "Naming Naval Large Tugs

after straits commemorates the symbolic similarities in function between waterways and tugs, with both providing safe maritime passage and manoeuvrability." Once all six vessels are operational, the RCN will enjoy built-in redundancy, ensuring harbour support remains available even during maintenance periods and significantly boosting overall fleet readiness. The expanded project will also sustain 40 to 60 skilled jobs at the Quebec shipyard, supporting Canada's marine industry under the National Shipbuilding Strategy. *Key quotes from the announcement:* "The strength of our naval fleet is not defined by its largest warships alone. The security of our oceans depends on the steadfast contribution of every vessel that keeps our fleet moving and our sailors safe. Our Naval Large Tugs are fundamental to that mission." The Honourable David J. McGuinty, Minister of National Defence. "Built under the National Shipbuilding Strategy, the Naval Large Tugs are an important investment to support the navy's future capabilities and Canada's marine industry. With today's acceptance into the fleet of **CFAV Canso** and the announcement of two additional tugs… we're making sure our sailors have the advanced and reliable vessels they need to protect Canada's interests at home and abroad for decades to come." — The Honourable Stephen Fuhr, Secretary of State (Defence Procurement). "The arrival of CFAV Canso strengthens Maritime Forces Atlantic's ability to safely support naval operations on the East Coast… Though operating behind the scenes, **CFAV Canso** will play a vital role in sustaining operations and supporting the RCN's long-term mission in the Atlantic." — Rear-Admiral Josée Kurtz, Commander Maritime Forces Atlantic and Commander Joint Task Force Atlantic. With the Naval Large Tug project now expanded to six vessels, the Royal Canadian Navy is ensuring its surface fleet has the robust, modern auxiliary support it needs well into the future — a quiet but essential backbone for Canada's maritime defence. *(Source: Ready Aye Ready; Photo: Corporal Brian Levesque)*



COCHIN SHIPYARD, POLESTAR MARITIME TAKE PART IN STEEL-CUTTING EVENT FOR TWO ASTDS-TYPE 70T BOLLARD PULL TUGS

This also comes almost a month after CSL won a green shipping order for two battery-electric



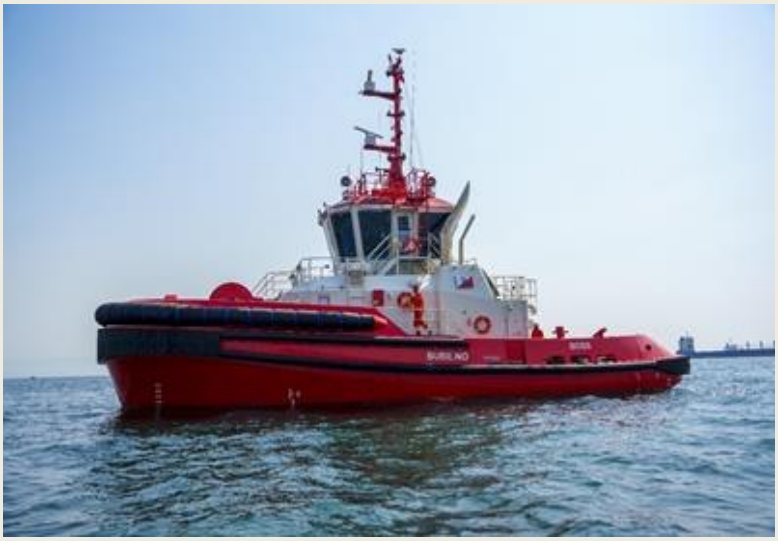
harbour tugs from Polestar under the Green Tug Transition Programme. Cochin Shipyard Limited (CSL) on Friday took part in the steel-cutting ceremony for two ASTDS 70-tonne bollard pull tugs for Polestar Maritime Limited. The new 70-tonne tugs measure 33m long, with a beam of 12.2m and a draft of 4.2m. The vessels will be propelled by two main engines of 1838 kW each and 2.7-metre-long propellers from Niigata IHI Power Systems Co. Ltd. The new vessels will also be built in line with the designs of Robert Allan Limited, the world's leading design house for harbour tugs. This brings CSL's total orderbook with Polestar to 19 ASTDS tugs and six green tugs. The difference between the two lies in the guidelines under which they are made—while ASTDS tugs are the standard ones made under the rules of the Ministry of Ports, Shipping and Waterways (MoPSW), green tugs are those specially built in line with the MoPSW's Green Tug Transition Programme (GTTP). The aim of the GTTP is to gradually replace or supplement conventional diesel-powered harbour tugs with low- or zero-emission alternatives at India's major ports. "CSL and Udupi-CSL have introduced Robert Allan Limited-designed tugs in India in compliance with ASTDS, setting benchmarks in quality and delivery timelines ... thereby strengthening the sustainable maritime industry," said Jose V.J., Director (Finance) and CMD (Additional Charge) of CSL. The ceremony was officiated by Polestar Maritime Director Vinit Badani, in the presence of Shri. Harikrishnan S. (Director - Operations), Harikumar A. (CEO, UCSL), Mr. Shiraz V.P. (Executive Director - Shipbuilding), as well as other senior officials from CSL and representatives from the Indian Register of Shipping (IRS), a classification body. This also comes almost a month after CSL won a green shipping order for two battery-electric harbour tugs from Polestar under the GTTP. The two 60-tonne bollard pull green tugs were to be used at the Jawaharlal Nehru Port, and were also to be built between CSL's main yard in Kochi and the Udupi-CSL's yard under a work-share arrangement, with the final assembly in Kochi. *(Source: The Week; Photo: CSL)*

SEVEN ICEBREAKERS ARE BREAKING THE ICE ON THE WŁOCŁAWEK RESERVOIR

Icebreakers, which have been breaking ice on the Włocławek Reservoir on the Vistula River since Thursday, reached the Popłatin area on Saturday. On Sunday, March 1st, from the morning hours, the icebreakers were moving ice through the weir spans of the Włocławek barrage. Seven vessels are participating in the icebreaking operation; four of them are operating in the upper part of the reservoir, closer to Płock, and three are operating near the Włocławek dam. The Włocławek Reservoir, which stretches along the middle reaches of the Vistula River from Włocławek in the Kuyavian-Pomeranian Voivodeship to near Płock in Masovia, is the largest artificial reservoir in Poland. It is 58 km long and 1.2 to 2 km wide. It was created in the late 1960s in conjunction with the construction of the Włocławek Dam and power plant. The lead icebreakers **Lew**, **Gepard**, **Niedźwiedź**, and **Bawół** are operating on the Włocławek Reservoir on Saturday, along with the linear icebreakers **Sokół**, **Jaguar**, and the additional **Mors**, announced the Regional Water Management Authority in Warsaw – Polish Waters. Six vessels had previously participated in the operation. The front units are making a channel in the ice cover on the section from Stare Duninów - km 646 of the Vistula to Płock - km 629. The task of the linear icebreakers is to crush the ice floes and widen the channel on the section from the water stage in Włocławek to the town of Główina (km 657 of the river) and to prepare the foreground of the dam weir for the planned commencement of ice floating. " We are at the frazil ice barrier in Popłatin. Icebreakers are currently working to free the barrier from the ice ," said Grzegorz Wesołowski, manager of the Hydrotechnical Facility in Włocławek, in a message posted on Facebook by Polish Waters on Saturday morning. He explained that the purpose of the frazil ice barrier is to stop the flow of frazil ice into the Włocławek Reservoir. In Popłatin near Płock, a frazil ice barrier, made of floats attached to a supporting cable, is installed each year before the winter season across the Vistula riverbed. As announced by Wody Polskie, after the end of Saturday's operation, four leading icebreakers will be moored overnight at the marina in Nowy Duninowo near Płock, while three line-of-sight vessels will return to the port at the dam in Włocławek. - The next stages of the activities will be adapted to the current ice situation and current conditions on the Vistula River - the press release stated. Polish Waters emphasized that they are constantly monitoring hydrological conditions and the thickness of the ice cover on the river, and that icebreaking is carried out "in a coordinated manner so as to break the ice as effectively as possible and at the same time ensure the safety of all vessels." The current icebreaking operation on the Vistula River's Włocławek Reservoir, which began Thursday morning, is preventative in nature, designed to prevent ice jams from forming in the river's middle reaches. On Thursday, the frontal icebreakers cut a channel in the ice cover to the town of Dobrzyń nad Wisłą, and on Friday, they cut a channel to the town of Stary Duninów. Icebreaking operations on the Włocławek Reservoir began following a control cruise by two icebreakers, **Orkan** and **Lew**, conducted by Polish Waters on Tuesday. The vessels then sailed several kilometers upstream from the dam, checking the ice cover

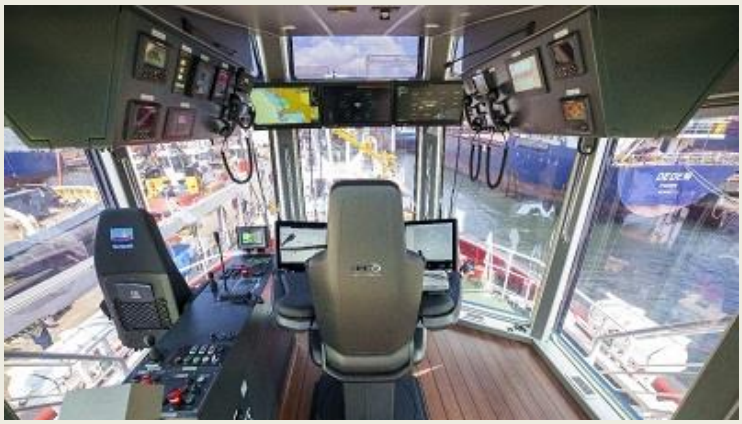
there. The reconnaissance confirmed that the ice thickness in the reservoir reached up to 40 cm in places. Each winter, icebreakers are assigned to protect the Włocławek Reservoir and the Włocławek Water Stage as part of the so-called ice duty. They, for example, break up ice jams forming on the river, allowing the water to flow freely and preventing it from accumulating, which poses a flood risk. In November 2025, the Polish Waters – Regional Water Management Authority in Warsaw announced that during the current winter season, starting in early December, eight icebreakers would be stationed at the Włocławek Dam base, including six primary vessels – **Orkan**, **Sokół**, **Lew**, **Gepard**, **Bawół**, and **Niedźwiedź** – and two reserve vessels – **Jaguar** and **Mors**. The icebreakers are to remain on standby there until the end of March of this year. The last major icebreaking operation on the Włocławek Reservoir in the middle reaches of the Vistula River was conducted from mid-February to early March 2021. During this time, due to significant river rise, a flood alert was in effect in Płock and seven municipalities in Płock County located along the river. An ice jam formed in the Kępa Polska area, restricting the free flow of water. Ice jams also formed in the Wola Brwileńska and Dobrzyków areas. The Vistula River, which surged in floodwaters at the beginning of 2021, flooded boulevards in Płock, among other areas, flooding buildings there, as well as Gmury Street and the single-family housing estate there, from which residents were temporarily evacuated. Water intakes for the city and the Orlen production plant were at risk of flooding. In addition to Polish Waters and local governments, firefighters, police officers, municipal guards, and Territorial Defense Force soldiers also participated in the flood control efforts. *(Source: PortalMorski)*

TECHNOLOGIES ADVANCE TUG HANDLING, SAILING AND POSITIONING



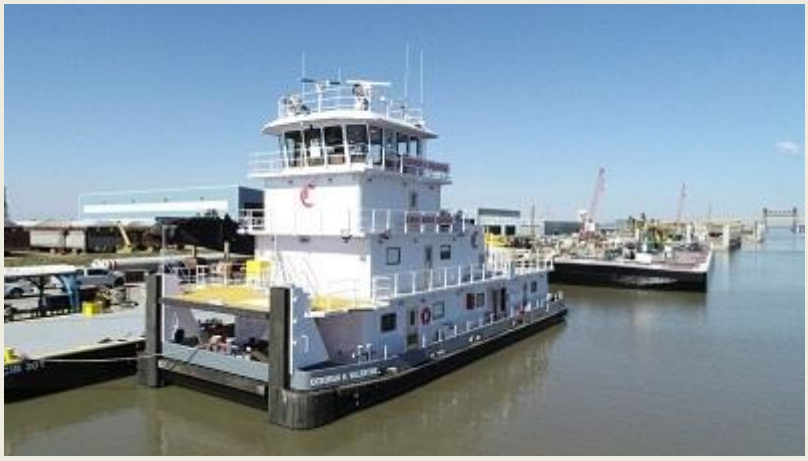
Integrated bridge system and developments in dynamic positioning are being eclipsed by advances in AI-driven autonomous navigation. Tugs are being built with integrated bridge systems (IBS) and dynamic positioning (DP) for greater control, better station-keeping for various operations in ports and coastal environments and for offshore and salvage activities. Automation and control technology is becoming more advanced with enhanced

human-machine interfaces to reduce tug masters' workloads and improve situational awareness. In June 2025, Sanmar Shipyards delivered 24-m tugboat **Boss** to Buksér og Berging to handle ships in the port of Stavanger on the west coast of Norway. At the time, Sanmar said it was the first tug built with an IBS supplied and integrated by Marine Technologies, a subsidiary of US vessel owner Edison Chouest. It was built as a Bogacay-series tug to Robert Allan Ltd's RAmparts 2400SX-MKII design with a beam of 12 m, a least moulded depth of 4.5 m, a navigational draught of 5.5 m, a bollard pull of 75 tonnes, a free-running speed of 12 knots and accommodation for six crew. The IBS has an operator console and workstations with several screens for displaying ECDIS, radar and engineering data, plus speedlog, radios and thruster controls. "This cutting-edge architecture consolidates all navigation, communications and control systems into a unified, streamlined interface, providing captains and chief engineers with enhanced situational awareness and unparalleled operational command," said Sanmar when describing the IBS. "The system is engineered to set new standards for safety, efficiency and sustainability in modern tug operations. Boss is fitted with additional bridge features designed to enhance operational performance, including a 180-degree rotating operator chair, optimising visibility and control during both ahead and astern manoeuvres." **Boss** has two Caterpillar-manufactured Cat 3512E main engines, which comply with IMO Tier III emissions standards, and two azimuth Z-drives on the stern. It is also equipped with towing and tugger winches, tow pins, a stern roller and a deck crane for efficient and secure towing operations across a wide range of demanding tasks. Marine Technologies vice president for sales and marketing, Frederik Thanem, said as IBS and automation advances further, vessel propulsion and onboard machinery would be controlled through systems that are becoming more autonomous and require less interaction by seafarers. "We are going from manual processes to data-driven decisions with more advanced IBS, DP and thruster controls," he said. "The pace is accelerating, and technology is becoming a strategic enabler of the growing operational complexity." Mr Thanem said that while there are rising demands on smaller crews operating vessels, digital technologies such as internet of things, data analytics, connectivity, and artificial intelligence (AI) are enabling them to deliver more without compromising safety. "With seamless integration, automation systems are supporting people and reducing cognitive loads on operators through decision support," he said, adding that these technologies are providing operational assurance and predictive execution to vessel owners. Real-time data supports DP operator decisions, verifies system readiness, continuous condition and performance monitoring, and operational workflows. It enables owners to identify trends in fleets of workboats and tugs and raise fleet uptime. "As long as digital foundations are in place, new capabilities can be put into place faster to support operators using operational data and analytics," said Mr Thanem. *DP transit integration* ABB Marine and Ports has developed its vessel command system to integrate DP and transit operations in one module, with modes and functionality for manual and autonomous control, and emergency response. It works with bridge electronics such as radar and chart systems, and has intuitive user interfaces, including touchscreens and joystick controls for azimuth thrusters and propellers, enabling operators to switch between modes. ABB Marine and Ports global product manager Alina Colling said its Marine Pilot Control has been redesigned and developed using feedback from operators to become easier to use and interact with. "We have taken a systematic approach to ensure we enhance safety," said Ms Colling. Development focused on an operator-centric design to enhance safety and reduce



human error. “We spent a lot of time creating an operator-centric design to ensure that the system ends up being an extension of the operator, and not the operator having to learn and understand the system,” she said. “The system is engineered to set new standards for safety, efficiency and sustainability in modern tug operations” ABB’s system can command the vessel at all speeds and eliminates the need for switching between different control modes. “Marine Pilot Control unifies all vessel controls. It is not just for DP operations, but for all stages of vessel operations,” said Ms Colling. It can be used in port, during transits and then coastal and offshore operations, with operators commanding a vessel’s propulsion and steering using the joystick and switching to DP when at the mission destination. Marine Pilot Control incorporates hydrodynamic forces and hull-thruster interactions to predict vessel motion and improve operational efficiency. “It can predict motions ahead of time, which ensures a more efficient way of operation in terms of both operational speed in transit and DP operations at low speeds,” said Ms Colling. “We have gone beyond DP. There is no need to switch between different control systems. Our command transfer is a lot clearer. It is a bumpless command transfer between the joystick and the DP mode.” ABB developed functionality to support various operational needs, and it can conduct automated emergency stops when there are system faults. “We have enabled more predictive, efficient and safer operations,” said Ms Colling. “We have opened the door to new levels of performance with a control system that can be used for the entire phase of all operations.” *AI-assisted navigation* New applications will enable AI to assist in vessel navigation during transits and support tug masters towing ships. Autonomous navigation systems use data from sensors and bridge electronics to provide an augmented reality display and hazard alert to bridge teams. OrcaUboat has developed an advanced pilot assistance system (APAS) that combines AI-driven automation with real-time decision-making to support semi-autonomous sailing for workboats, tugs and unmanned surface vessels. According to OrcaUboat global marketing manager Janet Gao, it uses sensors, algorithms and machine learning to provide precise environmental perception and autonomous navigation. “It is the only shipping autonomous driving system in China with four categories of certification from the China Classification Society,” she said. These were secured in January 2026. Orca APAS has been trialled on over 1,000 unmanned vessels, accumulating more than 750,000 km of autonomous driving mileage, “which guarantees consistent performance in diverse environments,” said Ms Gao. “The system’s high versatility allows it to be used on different types of vessels, regardless of propulsion system, making it adaptable to various maritime operations.” Orca APAS can optimise routes and reduce fuel consumption and emissions while improving navigational safety. “Automation streamlines operations, reduces labour costs, and optimises fuel usage, benefiting commercial operators,” said Ms Gao. *(Source: Riviera by Martyn Wingrove)*

C&C DELIVERS PUSHBOAT DEBORAH H. VALENTINE TO CANAL BARGE

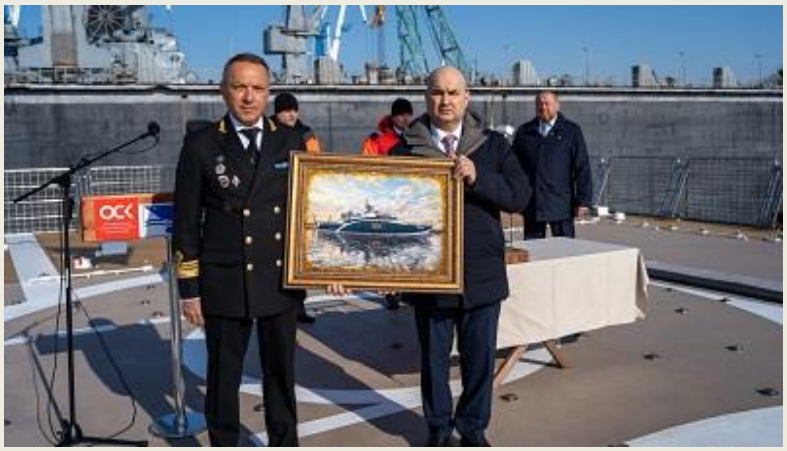


Shipbuilder C&C Marine and Repair, Belle Chasse, La., announced it has delivered the **Deborah H**. Valentine, the second of four newbuild inland pushboat series for Canal Barge Co., New Orleans. Delivery of the 87'x33'8"x11'3" vessel follows the handover of the series' first towboat, Al Sloss, in January. The next two vessels will be delivered in two-month intervals, according to the builder. The twin-screw boats were designed by C&C's in-house engineering team. Each is powered by two EPA Tier 4 Mitsubishi S12R main engines (each rated 1,260 hp at 1,600 rpm) supplied by Laborde Products and is equipped with two Laborde Products generators at 99kW each. The propulsion system includes Reintjes WAF 665 reduction gears provided by Karl Senner LLC. Steering, alarm, and monitoring systems were supplied by Eagle Control Systems Inc. The towboat's navigation and communications suite was supplied by GMENI Marine Electronics and Supply and includes Furuno radars, AIS, a satellite compass, a bridge alarm system, a loudhailer, and Standard Horizon VHF radios, along with associated bridge instrumentation and sensors. Additional equipment includes two Carlisle & Finch 1,000-watt searchlights, two Wintech 40-ton winches, and a Wintech 5-ton vertical capstan. The vessels are outfitted for Subchapter M service on inland rivers, canals, and intracoastal routes, with accommodations for a crew of eight. In addition to the Canal Barge series, C&C Marine and Repair is constructing six 2,600-hp inland towboats for open sale. The first of those vessels is scheduled for completion early in the third quarter of 2026, with additional deliveries to follow. The shipyard is also nearing completion on two Multi Cat–class workboats, both expected to deliver before the end of the first quarter of 2026, as well as a large cutter suction dredge slated for delivery in the second quarter of 2026. *(Source: Workboat by Eric Haun)*

THE STATE FLAG WAS RAISED ON THE PROJECT 23700 RESCUE VESSEL VOEVODA.

The new Project 23700 emergency rescue vessel **Voevoda** has joined the Marine Rescue Service fleet. The ceremonial raising of the Russian Federation National Flag on the vessel took place at the Yantar Shipyard. Viktor Chernov, Head of the Marine Rescue Service, and Andrei Serikov, Director of the Baltic Branch, participated in the flag-raising ceremony. The rescue vessel was built according to a design by the Severnoye Design Bureau. The construction

contract was awarded by the Russian Ministry of Industry and Trade in December 2016. The keel was laid on April 21, 2017, and the vessel was launched on November 8, 2019. The Project 23700 vessel is



equipped with four diesel engines with a capacity of 5460 kW each, thanks to which it can reach a speed of up to 22 knots, has an unlimited navigation area and is designed to support emergency rescue operations, as well as the transportation and supply of small search and rescue vessels. Technical characteristics of the Project 23700 vessel: Length, m 111.5; Width, m 24; Maximum draft, m 7.5; Economy speed, knots 16; Maximum speed, knots 21.5; Cruising range, mill 5000; Autonomy, days 30; Displacement, t 8860; Class RS KM ICE1 [1] Aut Special Purpose Ship SDS<60 HELIDECK-H. *(Source: Paluba)*

OLD TOWBOAT COLUMN

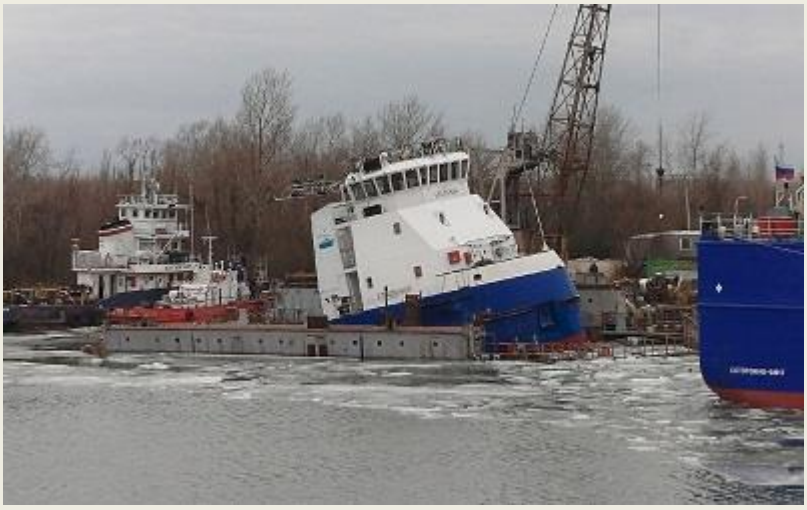
THE SADIE DOWNMAN OPERATED ON BAYOU TECHE

The **Sadie Downman**, which was typical of the small towboats that ran on southern rivers, was built in 1899. Records show that the steamboat was first inspected at Morgan City, La. Constructed on a wooden hull measuring 110 feet in length by 24 feet in width, it had a depth of only three feet. The sternwheeler's original name was **Joseph A.**

Breaux. The second inspection was conducted at New Iberia on January 27, 1900. By the time of the third inspection in early 1901, the vessel's name had been changed to **Sadie Downman**. The riverboat was owned by the New Iberia Lumber Company. Records also indicate that, until 1906, the boat was classified as "inland passenger" (86 tons), but upon conclusion of the 1907 inspection, done at New Iberia on March 11, the classification was changed to "inland towing." The **Sadie Downman** could be legally operated with a crew of three persons. The **Sadie Downman** seldom ventured beyond Bayou Teche and its neighboring waterways, leading a rather routine existence. The steamboat inspectors noted only one accident involving the **Sadie Downman**. On January 22, 1910, while crossing Six Mile Lake with a load of slabwood, the boat sprang a leak, floated four miles and sank in five feet of water at the end of Cypress Pass Island. Damage was minimal and the vessel was quickly raised and repaired. However, the owners of the towboat requested an investigation by the inspectors at New Orleans. As a result of their findings, the licenses of Capt. J.P.T. Roberts (master of the boat), August Gounder (chief engineer) and Phil Kraemer (assistant engineer) were suspended for a period not exceeding 30 days. The inspectors concluded that the men were guilty of negligence and inattention to duty. On the same day that the **Sadie Downman** sank, a similar bayou towboat, the **Anton Wilbert**, caught fire (allegedly from a lantern) while tied up at Franklin, La., and burned to the waterline. The **Anton Wilbert**, like the **Sadie Downman**, was owned by a Louisiana lumber company and was small in size, being 91.3 feet in length by 21 feet in width. The **Anton Wilbert** was rebuilt in 1913 at Houma with Capt. Alex Chotin in command and Charles Gouner the chief engineer. While making its first trip following the rebuilding, the riverboat capsized on Village Bayou, with the crew members narrowly escaping. The sternwheeler ultimately burned at Bayou Plaquemine in the autumn of 1923 and sank; the wreck blocked the bayou until it was cleared. The **Sadie Downman** was destroyed by fire at Houma on June 15, 1913. *Birthday Belle* A special cruise on October 14 commemorated the 104th birthday of the steamer **Belle of Louisville**. The riverboat was launched at Pittsburgh in 1914 by the James Rees & Sons firm. Originally named **Idlewild**, it first operated as a day packet and ferry at Memphis. Converted to an excursion vessel, the name was changed to **Avalon** in 1948 and its whistle and calliope were heard on many rivers. Tied up in 1961 and narrowly escaping the scrapyard, the stalwart sternwheeler became the **Belle of Louisville** in 1962. *(Source: The waterways Journal by Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

A FLOATING DOCK WITH THE TUGBOAT "STALNOY" OF PROJECT 81 SANK ON THE DON RIVER.



The floating dock "**Plavdok-08**," an Übigau 400 project, and the tugboat "**Stalnoy**," a Project 81, sank on the Don River near the city of Azov. Information about the incident appeared in the "Typical Riverman" community on the evening of February 27. No injuries were reported. The floating dock "**Plavdok-08**" is 44.43 meters long, 20 meters wide, and has a lifting capacity of 600 tons. Built in 1956 in the

GDR at the Dresdener Maschinenfabrik und Schiffswerft Übigau AG shipyard, the dock is set to celebrate its 70th anniversary this year. The Project 81 pusher tug "Stalnoy" was built in 2015 at the Sredne-Nevsky Shipyard of the United Shipbuilding Corporation. The vessel is designed for pushing and short-term towing of Project 82 barges with a lifting capacity of 4,300 tons. *(Source: Paluba Media)*

FIVE CREW MEMBERS STILL MISSING AFTER TUG SINKS OFF MOSSEL BAY COAST

One of the missing crew members is presumed dead. Thirteen of the 18 crew members have been accounted for following the sinking of the Tug Leo, a vessel that reportedly went down on Saturday, 28 February, approximately 80 nautical miles from Mossel Bay. Of the 18 crew members on board, five remain missing. One of the missing crew members is presumed dead. This is according to a statement issued by the South African Search and Rescue (Sasar) today, 1 March. A search-and-rescue operation is currently underway for the missing crew members, although weather conditions remain challenging. The Maritime Rescue Coordination Centre Cape Town (MRCC) was alerted to the incident via a mayday distress message received at around 19:00 on Saturday. The message reported uncontrolled water ingress and requested immediate assistance. “The crew abandoned ship into four life rafts before the tug sank in the early hours of this morning [1 March],” Sasar said. Two merchant vessels and one local fishing vessel remain in the vicinity and continue to assist with search operations. A helicopter has also been deployed to provide aerial support across the search area. An Incident Management System (IMS) structure has been activated to coordinate the ongoing response effort, comprising the MRCC, on-scene resources and relevant authorities. Sasar has extended its sincere condolences to the family of the deceased and said its thoughts remain with all those affected. Note: The tug Leo is the former 1991 built Offshore Supply vessel GMTS Tracker 01 (Imo 9007142) *(Source: Mossel Bay Advertiser; Photo: Barend J. van Rensburg)*

PANAMANIAN SHIP SINKS OFF LAAYOUNE, ALL CREW MEMBERS RESCUED

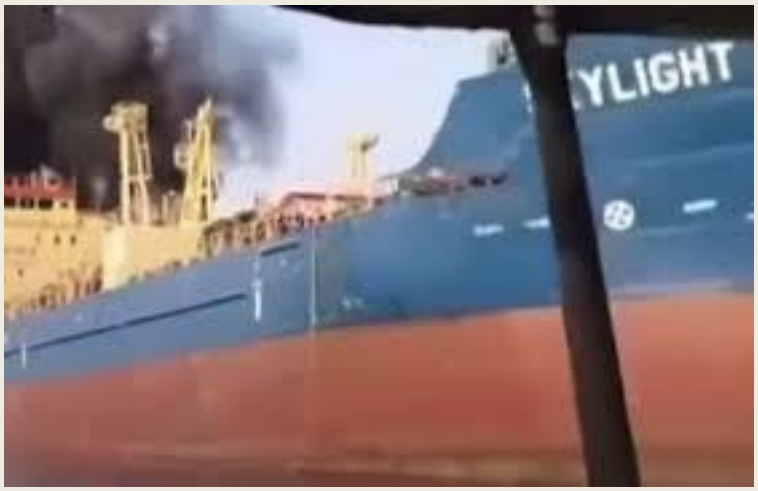
A Panamanian-flagged merchant ship was shipwrecked on Saturday off the coast of Laayoune, the Moroccan Ministry of Transport and Logistics said in a press release. This incident occurred following a report of water ingress while the commercial vessel "**DURA BULK**" was en route to the port of Laayoune carrying a cargo of bulk clinker, the Ministry said. The ministry said in a statement that the vessel, **Dura Bulk**, flying the Panamanian flag, was carrying a shipment of loose clinker when the incident occurred on February 28, 2026, while en route to Laayoune port. Authorities launched an extensive search-and-rescue operation, successfully saving all crew members, who are foreign nationals. The rescued sailors were provided medical care and transferred safely. The ministry confirmed it is working closely with relevant authorities to monitor the situation and said an investigation will be conducted to determine the cause of the sinking. *(Source: The North African Post)*

TSAVLIRIS SALVAGES TWO BULK CARRIERS AND ASSIST ONE DRILLSHIP

A Greek salvage specialist has chartered vessels and used its own assets to salvage multiple ships in the first two months of 2026. In January 2026, Tsavliris Salvage used 2006-built anchor-handling tug, supply (AHTS) vessel **Logindo Sturdy**, with a bollard pull of 150 tonnes, to tow 33,044-gt bulk carrier, 2015-built **Blueray**, in ballast condition, from Pulau Laut anchorage, Indonesia, to Banten Shipyard, Indonesia, with the convoy arriving on 6 February 2026. In the Indian Ocean, Tsavliris towed 32,987-gt bulk carrier, **Common Calypso**, laden with Brazilian soya beans, to safety after it experienced a main engine problem while en route from Santos, Brazil, to Chittagong, Bangladesh, and was drifting 10 nautical miles east of the Solomon Islands. The Greek salvage company mobilised 2006-built anchor handling tug **Boka Alpine**, with 200 tonnes of bollard pull, to tow the 2011-built ship to Hambantota Port, Sri Lanka. "During the voyage, the tow connection had to be replaced due to damage caused by yawing," said Tsavliris. On 26 January, the convoy arrived safely at its destination. On 23 January 2026, Tsavliris assisted 65,790-gt drillship **Discoverer India** to exit the Platygiali Port, Greece, using three Patras-based tugs – **Proteas**, **Apollon**

and **Hermes** – to deliver the 2010-built ship to AHTS **Fram Prince** for onward towage. *(Source: Riviera by Martyn Wingrove)*

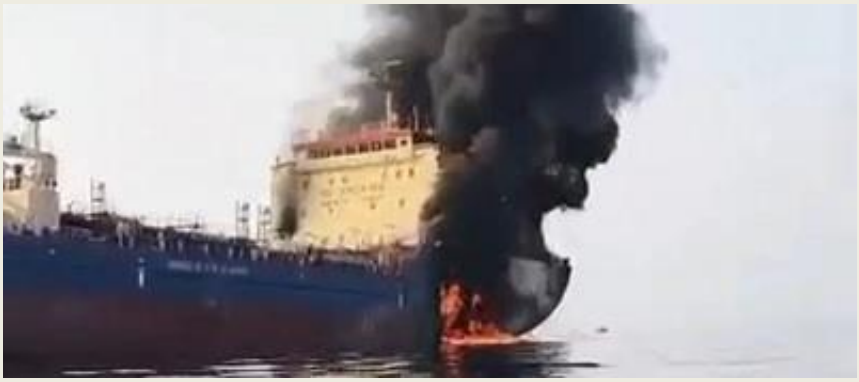
THE FIRST 36 HOURS: STRAIT OF HORMUZ BECOMES A WAR ZONE, TANKERS HIT, SHIPPING GIANTS HALT GULF TRANSITS



The world's most vital energy artery is under siege. Following coordinated U.S. and Israeli strikes that killed Iran's Supreme Leader Ayatollah Ali Khamenei and top military commanders, the Strait of Hormuz—through which roughly 20% of global oil supply flows—has become a war zone, forcing major shipping lines to halt operations and sending hundreds of vessels to seek shelter in open waters. The escalation has been swift. Iran's Revolutionary Guard Corps responded with sustained missile and drone attacks targeting both military installations and commercial shipping across the region. Three U.S. service members have been killed in action, while Iranian strikes on civilian vessels mark an ominous expansion of the conflict's scope. President Trump confirmed the sinking of nine Iranian naval vessels in a social media post, declaring: "We are going after the rest – They will soon be floating at the bottom of the sea, also! In a different attack, we largely destroyed their Naval Headquarters." U.S. Central Command previously confirmed the sinking of an Iranian Jamaran-class corvette at a pier in Chah Bahar during the opening hours of the operation, which the Trump Administration is calling Operation Epic Fury. The impact on commercial shipping has been immediate and severe. Within 24 hours, at least three tankers had been struck by missiles or drones in what maritime security officials describe as indiscriminate attacks. The oil tanker **Skylight** was hit 5 nautical miles north of Khasab, Oman, forcing crew evacuation and injuring four. The crude carrier **MKD Vyom** took a projectile strike above the waterline, sparking an engine room fire that was later controlled. A third vessel, the **Sea La Donna**,

also reported an attack. Concerningly, the Joint Maritime Information Center has "found no association that would make these vessels a viable candidate for targeting and attack," underscoring that merchant ships of any flag or nationality now face existential risk in Gulf waters. The JMIC has elevated the regional threat level to CRITICAL—its highest classification—warning that "an attack is almost certain." While Iran has not formally closed the Strait of Hormuz, the operational reality reflects "active kinetic hazard conditions" throughout the waterway. Major shipping companies have responded with unprecedented action. Maersk announced it is "suspending all vessel crossings in the Strait of Hormuz until further notice," while also rerouting its ME11 and MECL services around the Cape of Good Hope to avoid the Bab el-Mandeb Strait. MSC Mediterranean Shipping has taken even more drastic measures, instructing "all MSC vessels currently operating in the Gulf region, as well as those en route" to proceed to "designated safe shelter areas until further notice." The company has also temporarily suspended all worldwide cargo bookings to the Middle East region. German carrier Hapag-Lloyd said Sunday it has suspended all vessel transits through the Strait of Hormuz. CMA CGM has activated emergency security measures and ordered all vessels inside or bound for the Gulf to proceed to shelter, suspended Suez Canal transits, and is rerouting ships via the Cape of Good Hope. The French carrier says it will impose an Emergency Conflict Surcharge effective March 2, 2026, citing security risks tied to escalating tensions. The surcharge ranges from $2,000 per 20-foot container to $4,000 for reefers and special equipment, covering cargo to and from Gulf and Red Sea countries. It applies to new bookings, unshipped cargo, and cargo already afloat. "The safety of seafarers is paramount," stressed World Shipping Council President and CEO Joe Kramek said. "Seafarers must not be targeted or placed at risk as a result of conflict, and the fundamental principle of freedom of navigation must be respected." An update from Poten & Partners indicated Japanese shipping giants Nippon Yusen, Mitsui O.S.K. Lines, and Kawasaki Kisen have similarly halted all Hormuz operations, directing vessels to anchor in safe waters. Shipping data indicates hundreds of crude and LNG tankers have dropped anchor outside the chokepoint, clustered off the Gulf and Arabian Sea in what amounts to a near-standstill in transit, according to Poten. The traffic slowdown is measurable. Historical data shows an average of 138 vessels transit the Strait daily. In the past 24 hours, only 110 vessels made the passage—a reduction that may represent "a temporary reactionary pause or surge displacement rather than a sustained structural decline," according to JMIC's update the situation. Compounding navigation risks, significant GNSS interference continues across the region, causing positional offsets, AIS anomalies, and intermittent signal degradation. Under the current aerial threat environment and congestion challenges, this "degraded positional integrity acts as a risk amplifier, increasing probability of navigational incident or miscalculation," maritime authorities warned. The insurance market has moved decisively in response. Steamship Mutual issued a formal Notice of Cancellation of War Risks coverage for the Persian/Arabian Gulf and adjacent waters, with cancellation effective 72 hours after 0000 GMT on March 1, 2026. "Insurance market posture now aligns with the JMIC elevation of the regional maritime risk level to CRITICAL," the agency noted. Oil markets have reacted sharply. As of March 1, Brent Crude jumped approximately 10% in over-the-counter trading to around $80 per barrel, up from roughly $73 before the weekend strikes, according to Poten's update. JPMorgan and Barclays analysts warn prices could spike to $100–$130 per barrel if the conflict results in prolonged supply disruption. Judah Levine, Head of Research at Freightos, assessed the broader implications: "The US-Israel strikes on Iran and subsequent Iranian retaliation targeting multiple countries in the area are driving significant logistics disruptions in the region which could start to be felt more broadly if the conflict stretches on." He added: "While Iran has banned US vessels from transiting, it has not officially closed the Strait of Hormuz. But two oil tankers were attacked on Sunday nearby and the Iranian Revolutionary Guard Corps has warned passing vessels that transits are not safe." Alternative export routes exist but remain severely limited. Saudi Arabia can utilize a pipeline into the Red Sea carrying

about 5 million barrels per day, while the UAE can pipe 1.5 million barrels daily to Fujairah for export. Iraq can move some crude into the Mediterranean but only from northern oil fields. Others, including Iran, have no options but to transit Hormuz via ship for export. The conflict has also expanded to U.S. allies and infrastructure. U.S. Central Command said in a statement on social media that the Iranian regime is "actively targeting civilians," alleging missile and drone strikes against more than a dozen civilian sites across the region. CENTCOM listed major infrastructure and residential targets including Dubai International Airport, Kuwait International Airport, Zayed International Airport, Erbil International Airport in Iraq, multiple hotels in Dubai and Bahrain, the Port of Dubai, and residential neighborhoods in Israel, Bahrain, and Qatar. The UAE Ministry of Defence confirmed that two Iranian drones targeted a warehouse at Al Salam naval base in Abu Dhabi, causing a fire with no casualties. The ministry condemned the attack as "a blatant act of aggression and a flagrant violation of national sovereignty and international law," affirming the UAE "reserves its full right to respond to this escalation." French Health Minister of Armed Forces and Veterans Catherine Vautrin said a hangar at France's naval base in Abu Dhabi—located next to an Emirati facility—was struck in a drone attack targeting the port. She described the damage as limited and purely material, with no injuries reported, adding that French forces remain on maximum alert as the situation continues to evolve hour by hour. France has reportedly deployed its aircraft carrier Charles de Gaulle to the Eastern Mediterranean following the attacks. Meanwhile, the Yemen-based Houthis have threatened to launch new attacks against Israel and U.S. ships interest and shipping in the Red Sea and the Gulf of Aden. Global leaders are urging a return to diplomatic talks as concerns mount over uncontrollable escalation and the potential for broader regional war. Yet the operational outlook for the next 24-48 hours remains grim. Maritime authorities project that "the aerial threat from missiles and drones will not change" and that "the risk of collateral damage remains HIGH." For now, the maritime industry faces an unprecedented crisis. With the world's most critical energy chokepoint under active fire, hundreds of vessels at anchor, and insurance coverage withdrawn, the global supply chain confronts a disruption that could reshape trade flows for months to come. Watch the video HERE *(Source: gCaptain)*

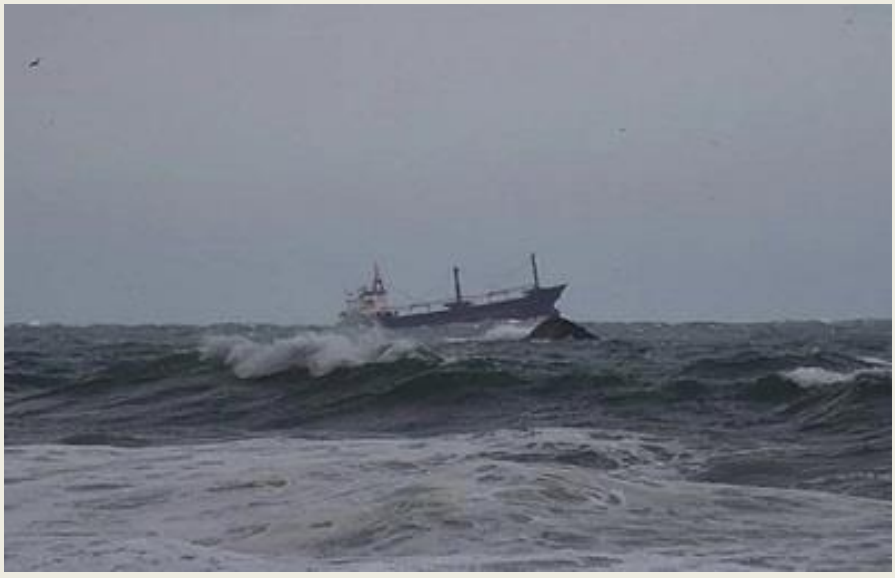


SEAFARER DEATH CONFIRMED ABOARD PRODUCT TANKER STRUCK OFF

OMAN

V.Ships Asia, managers of the Marshall Islands–flagged product tanker **MKD VYOM** (IMO 9284386), repor that the vessel suffered an explosion and subsequent fire after being struck by a suspected projectile while off the coast of Muscat, Oman on 1 March 2026. The company issued a statement reading as follows: It is with great sadness that we confirm one crew member, an Indian national, who was in the engine room at the time of the incident, has died. V.Ships Asia is in contact with the crew member's family and is providing all necessary support. Our deepest condolences are with them during this extremely difficult time. The remaining 21 crew members, made up of Ukrainian, Indian and Bangladeshi nationals, have been accounted for and no other injuries have been reported. All the crew members have now been safely disembarked from the MKD Vyom following a rescue operation which was conducted by another vessel in the vicinity. The hull of the MKD Vyom was breached above the waterline; however, the vessel remains safely afloat and is currently drifting approximately 50 nautical miles off the coast of Muscat, Oman. The fire remains contained to the engine room, and the Royal Navy of Oman is en route to provide firefighting assistance. *There continues to be no reports of pollution*. Tug assistance has been requested - with tugs due to reach the vessel at approximately 1300 LT - and plans are underway to safely tow the vessel to a port of refuge where she will undergo further inspection. V.Ships Asia would like to thank the crew onboard the **MKD Vyom**, the vessel that undertook the rescue operation and the Royal Navy of Oman for their timely and professional response to this incident. *(Source: SMI; File Photo Alarabyia)*

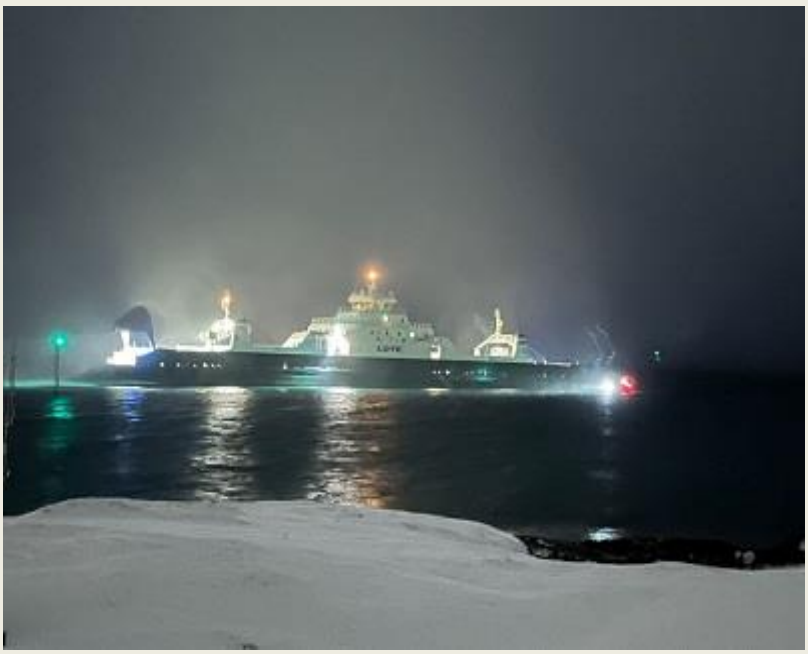
A PANAMA-FLAGGED SHIP SANK OFF THE COAST OF MOROCCO



The Moroccan Ministry of Transport has reported that a Panama-flagged commercial vessel sank off the coast of Layun in the Western Sahara region of southern Morocco. The Moroccan Ministry of Transport announced that a Panama-flagged commercial vessel sank off the coast of Layun in Western Sahara. The foreign crew on board were rescued, and the ship was reportedly carrying cement. An investigation has been launched.

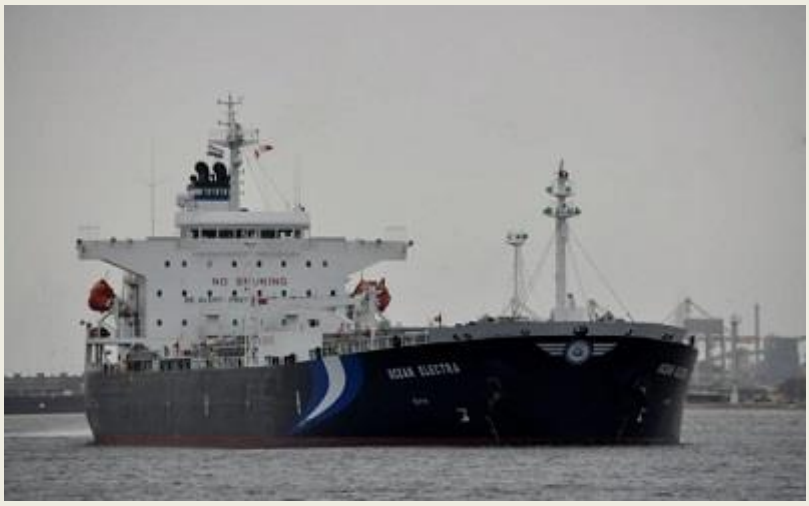
The Moroccan Ministry of Transport has reported that a Panama-flagged commercial vessel sank off the coast of Layun in the Western Sahara region of southern Morocco. The ministry's statement said that they received a report yesterday that the ship was taking on water while en route to Layun port. It was reported that the all-foreign crew on board were rescued before the ship sank. The ship was said to be carrying materials used in cement production. The ministry is coordinating with relevant authorities to initiate an investigation to determine the causes of the incident. *(Source: DenizHaber)*

FJORD1 FERRY REFLOATED AFTER GROUNDING ON NORWAY'S BOGNES–SKARBERGET ROUTE



A ferry operated by Fjord1 was refloated and secured alongside after running aground on approach to Skarberget on the E6 Bognes–Skarberget link in Nordland late on Saturday, according to Fjord1. The vessel, MF **Lote**, grounded at about 14:00 local time on 28 February during the inbound leg and was unable to free itself under its own power, prompting the mobilisation of assistance including a rescue craft and tugboats. Fjord1 regional manager Jan Petter Jagedal Thomsen said the ferry was "off the ground and alongside" shortly before 22:00 and confirmed that "all passengers have come ashore". A lifeboat from the Norwegian Society for Sea Rescue remained on standby during the incident. There were 11 passengers and eight crew on board at the time of the grounding. No official information on damage or wider operational impact had been released at the time of writing. Fjord1 AS is a Norwegian transport company providing scheduled ferry and passenger vessel services primarily on domestic coastal and fjord routes. The company operates under public service contracts with regional transport authorities and maintains in-house technical and operational capabilities for fleet management and maintenance. *(Source: PortNews)*

OCEAN ELECTRA



On March 1, the 182.5 meter long, 47377 dwt tanker **Ocean Electra** (IMO: 9402782) sustained minor damage in the Persian Gulf approximately 35 nautical miles off Dubai, UAE. Reports state the **Ocean Electra** was struck by a drone or missile while en route to Al-Hamriva in Dubai. Authorities have not reported any injuries or significant damage to the tanker. There was no disclosure where the tanker had been struck or if any pollution had been released. The **Ocean Electra** was last reported under command off Dubai. *(Source: Shiprweck Log; Photo: Ruud Coster)*

U.S.-FLAGGED STENA IMPERATIVE HIT FOLLOWING OPERATION EPIC FURY STRIKES

The U.S.-flagged tanker **Stena Imperative**, which is enrolled in the U.S. Tanker Security Program is one of at least five ships damaged in the wake of U.S. and Israeli strikes on Iran, Reuters reports, citing the vessel's owner Stena Bulk and operator Crowley as saying the vessel was damaged by "aerial impacts" while berthed and that a shipyard worker was killed as a consequence of the impact. The **Stena Imperative** appears to be the vessel reported by UKMTO as being struck today by two unknown projectiles while berthed in Bahrain. Windward AI reports that four other tankers were attacked in the Strait of Hormuz and Gulf of Oman between February 28 and March 1, 2026, in the 36-hour window following the Operation Epic Fury strikes on Iran. The attacks, says Windward, have effectively halted commercial maritime traffic through one of the world's most critical energy chokepoints. "Analysis of vessel affiliations, targeting patterns, and cargo data points to a strategy of indiscriminate area denial — not precision targeting — aimed at demonstrating Iran's capability to disrupt the Strait and deter commercial shipping," says Windward, which identifies the vessels as: ● **MKD Vyom** — one crew member killed (engine room explosion); carrying ~585,000 barrels of gasoline loaded in Amsterdam, bound for Saudi Arabia. ● **Skylight** — four crew injured; vessel caught fire; all 20 crew evacuated by Omani authorities. ● **Hercules Star** — Strike confirmed off Mina Saqr, UAE; damage

and casualty details limited. ● Sea La Donna — Status unconfirmed; GPS spoofing/jamming indicators noted; no verified damage or casualties. Windward says that Arab Gulf commercial traffic has effectively stopped. Maersk, MSC, CMA CGM, and Hapag-Lloyd have all suspended Gulf transits, war risk insurance has been cancelled, and hundreds of vessels are now at anchor or adrift. *(Source: MarineLog; Photo: Crowley)*

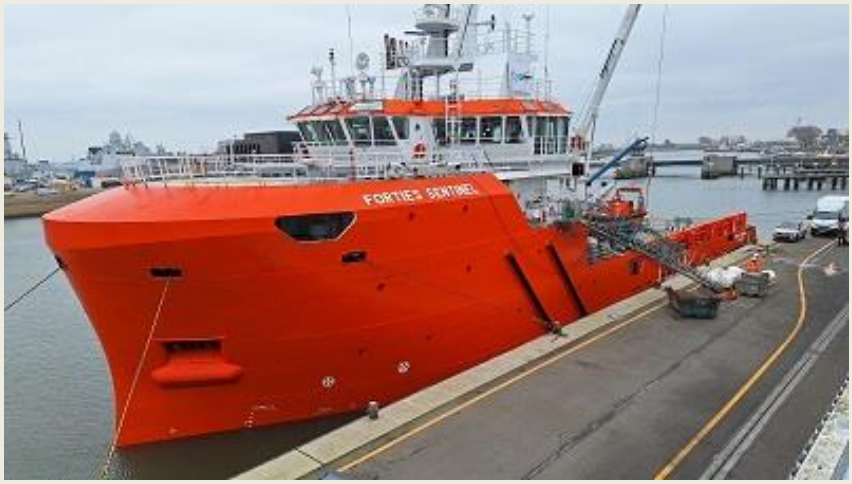
OFFSHORE NEWS

BRAZILIAN OSV OWNERS OCEANPACT AND CBO TO MERGE

Two publicly held Brazilian OSV owners, OceanPact and CBO, have announced that they are to merge. OceanPact unveiled the plan to merge with fellow Brazilian company CBO in a regulatory filing, and said it will be implemented through the incorporation of CBO's holding company into OceanPact. The deal comes days after OSV major Tidewater entered into a definitive agreement to acquire all the outstanding shares of another leading vessel owner in Brazil, Wilson Sons Ultratug, and its affiliate Atlantic Offshore Services, in a US$500M deal. Closing of the transaction between OceanPact and CBO is subject to approval by the Brazilian Antitrust Regulatory Agency, and the fulfilment of other customary conditions precedent for transactions of this type, including approval at the companies' general shareholders' meetings and consent from creditors. Once the deal is completed, the combined company will have a fleet of 73 vessels, annual revenue of more than US$778Mn and a backlog of US$2.7Bn. In a statement, OceanPact said the deal will strengthen cash generation, increasing the potential for dividend distribution; expand operating capacity through a larger asset base; and create value through commercial and operational integration and synergies. The company also highlighted fleet complementarity, leading to increased capabilities, lower average fleet age, optimised vessel allocation and client diversification. OceanPact chief executive and founder Flavio Andrade said, "We are bringing together complementary fleets, teams and capabilities, gaining flexibility to execute contracts, improve vessel allocation, capture efficiencies and expand our ability to compete in larger and more technically demanding projects. New opportunities will be unlocked for the services segment, such as subsea operations,

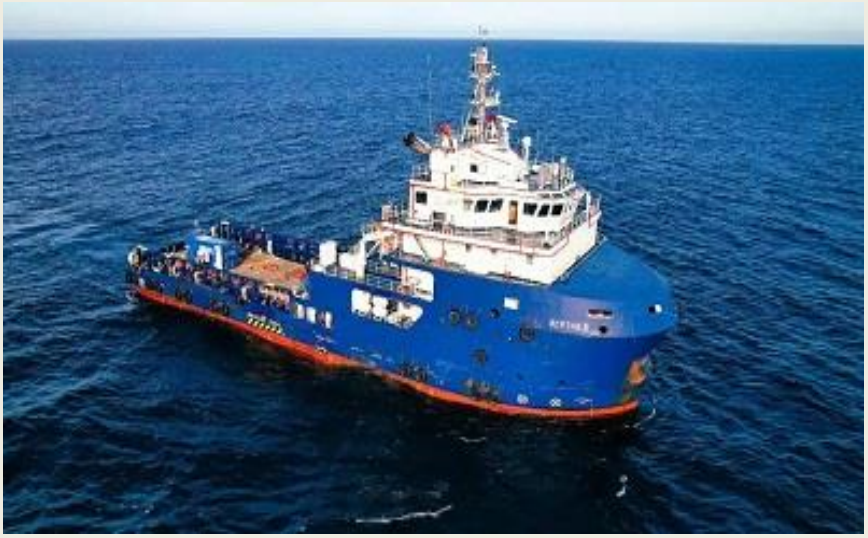
decommissioning and environmental projects." CBO Group chief executive Marcos Tinti said now "is a favourable moment for the companies to join forces." He said the deal will allow the combined entity to "generate even greater value for clients, employees, shareholders and the broader business ecosystem around us." The combined company's executive management team will be led by Flavio Andrade as chief executive, Eduardo de Toledo as chief financial officer, Marcos Tinti as vessels segment vice president, and Haroldo Solberg as vice president responsible for integration. *(Source: Riviera by David Foxwell)*

FORTIES SENTINEL ON REPEAT



After being spotted twice previously in the roadstead the **Forties Sentinel** was finally photographed on Friday while moored behind the Blue Centre for bunkering and crew changes. In the evening, the 2016-built emergency response and rescue vessel (ERRV) departed for sea again. The 61-meter-long vessel, owned by Cyan Sentinel from Aberdeen, is still operating at the J6-A platform in the Dutch sector of the North Sea. In the event of an emergency, it can accommodate 300 people. The Cyan Sentinel fleet currently consists of 13 modern ERRVs. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

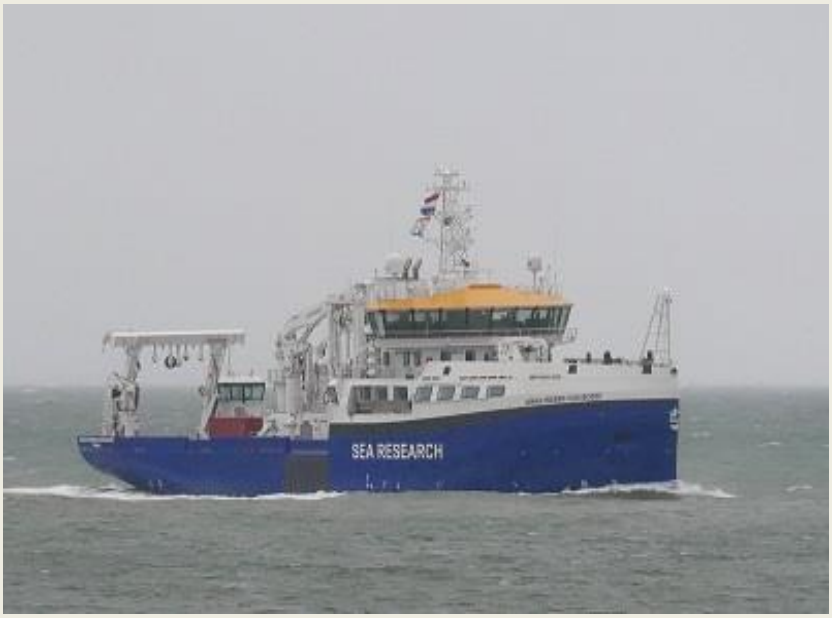
ZUMAIA OFFSHORE TO UPGRADE 'BERTHA B' TO NEXT-GENERATION OSV



Next-generation OSV **Bertha B** set to reinforce Zumaia Offshore's operational and environmental capabilities. Starting in mid-March, Zumaia Offshore's DP2 PSV **Bertha B** will begin an ambitious six-month conversion project designed to modernise and fully integrate her propulsion, manoeuvring, and onboard service systems, while simultaneously completing her five-year Special Class Survey. The upgrade includes the full electrification of the vessel's propulsion plant, the replacement of combustion engine–driven equipment, and comprehensive enhancements to the manoeuvring and dynamic positioning systems

under a unified electrical architecture. This transformation will position the vessel at the technological forefront of the offshore sector, boosting operational performance and significantly improving day-to-day efficiency. The impact will be substantial: the new configuration is expected to cut emissions by nearly 40% and markedly reduce the vessel's overall environmental footprint. This investment represents a decisive step forward in our commitment to operational excellence, energy efficiency, and long-term sustainability. Led by Zumaia Offshore S.L., and supported by key partners including Finanzauto, CINTRANAVAL Ship Design, Veth Propulsion by Twin Disc, Lynxeo, American Bureau of Shipping (ABS), and Astilleros de Santander S.A.U., this project will evolve the Bertha B into a next-generation offshore support vessel, one that sets a new benchmark in innovation, decarbonisation, and marine environmental protection. Today, the **Bertha B**, owned jointly by Zumaia Offshore and the Erhardt Group, provides 24/7/365 surveillance, emergency response, and assistance services to Enagás at the Gaviota platform, a strategic gas-storage facility located approximately six nautical miles off the port of Bermeo in the Basque Country. *(Source: Workboat365)*

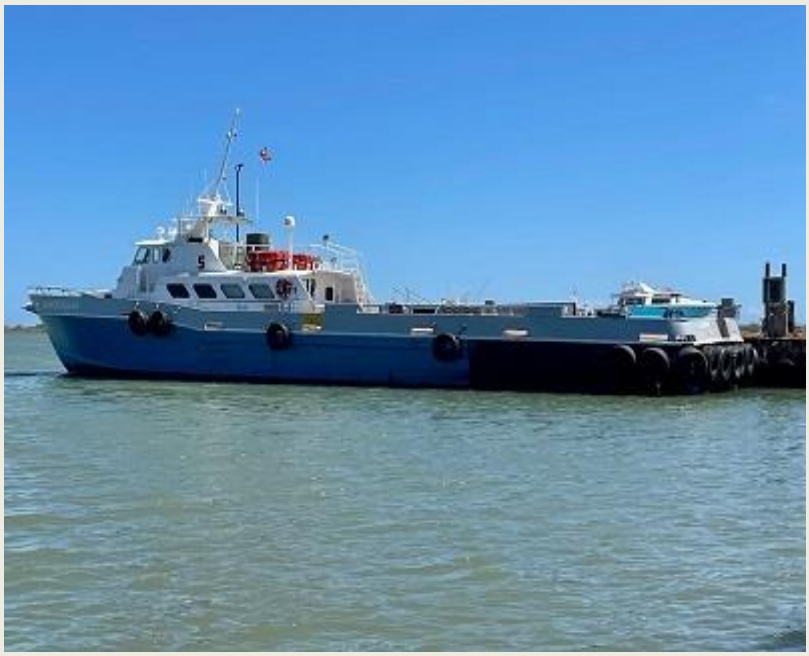
NIOZ FLAGSHIP ARRIVES



After a trial run from Vigo, Spain, to Bergen, Norway, the brand-new replacement for the **Pelagia**, the **Anna Weber–van Bosse**, arrived Saturday afternoon at the NIOZ harbor on Texel. Upon arrival, she was met by two other NIOZ vessels, the **Wim Wolff** and the **Adriaen Coenen**. The **Anna Weber–van Bosse** will be christened here by Queen Maxima on Thursday, March 12, and an open house will be held on board two days later. The 80-meter-long research vessel was delivered in Vigo in mid-February by the Spanish Armon shipyard. The keel was laid on October 11, 2023, the ship was launched on October 31, 2024, and the first trial runs were conducted last year on November 21 and 22. The ship, built under ice class, is suitable for methanol-

powered operation. It is equipped with state-of-the-art survey equipment, several laboratories, a Class 2 dynamic positioning system, an A-frame on the aft deck, and a large work deck. On board, there are accommodations for 16 crew members and 30 scientists. The new research vessel is named after biologist Anna Weber-van Bosse. *(Source: www.maritiemdenhelder.eu; Photo: Jan van Dijk)*

G&S MARINE REPOWERS CREW BOAT WITH SCANIA ENGINES

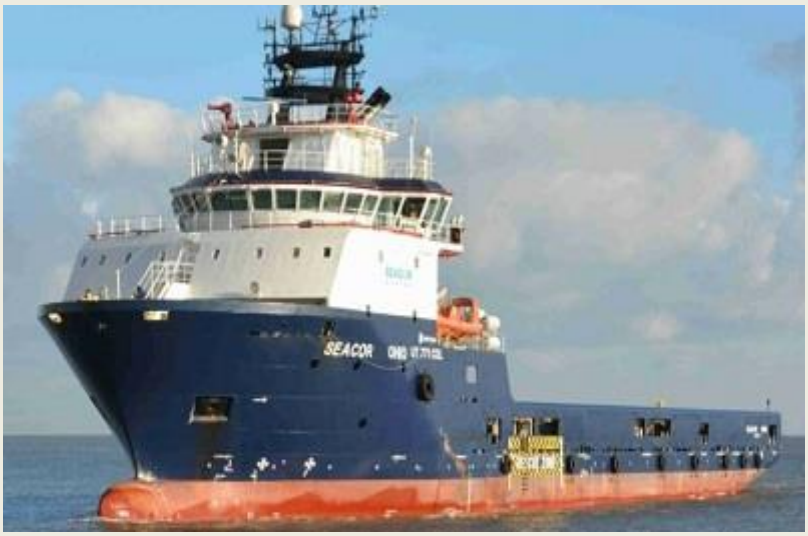


S Marine Inc., Aransas Pass, Texas, has repowered the **Launch Runner**, a 110' quad-screw crew boat, replacing four 600-hp Scania DI13 Tier 2 engines installed in 2015 with four Scania DI13 Tier 3 engines rated at 650 hp at 2,100 rpm. The repower was completed at G&S Marine's facility in Aransas Pass, Texas, by Bay Area Diesel, Rockport, Texas, a dealer for Laborde Products, Covington, La., the North American distributor for Scania marine engines. The new engines provide the vessel with more than 2,600 hp total. "For us, the decision was simple. Scania engines already proved themselves on the **Launch Runner**, and Bay Area Diesel proved they had our back," said Garry McCrae, owner of G&S Marine. "The Tier 3 DI13s give us the performance we need with less downtime, and when we need support, we get it." McCrae told WorkBoat that the refit required modifications to the exhaust system because of differences in the turbochargers between the old and new engines. Bay Area Diesel managed the exhaust adjustments as well as cooler updates and control integrations during the installation. "A quad-screw repower is always a big lift, but the DI13s fit well, and our team managed the changeover with limited yard time," said Joey Steckler, owner of Bay Area Diesel. "We built the install around the vessel's schedule so **Launch Runner** could get back to work quickly, with a clear plan for ongoing support." "Our role is to make sure the dealers we hand-pick can stand shoulder to shoulder with operators," said Jacob Yoder, dealer development representative at Laborde Products. "That means giving them the parts pipeline, training, and backing to deliver real solutions without delays." The **Launch Runner** was built by Breaux's Bay Craft Inc., Loreauville, La., in 1986. *(Source: Workboat; Photo: G&S Marine)*

TWO 2018-BUILT VESSELS PICK UP NORTH SEA GIG WITH TGS

Norwegian energy data and intelligence company TGS has hired two platform supply vessels (PSVs), managed by Norway's shipping company, Remøy Shipping. Remøy Shipping's new term contract in the North Sea with TGS is for two of its managed vessels: **Seacor Ohio** and **Seacor Yangtze**. The deal has a duration of 160 days firm plus options. Both of the 2018-built vessels are said to have entered the charter contract in February and are currently in Green Yard Kleven, Norway, for a twin mobilization of a node-on-a-rope seismic project. "The contracts now entered into with a

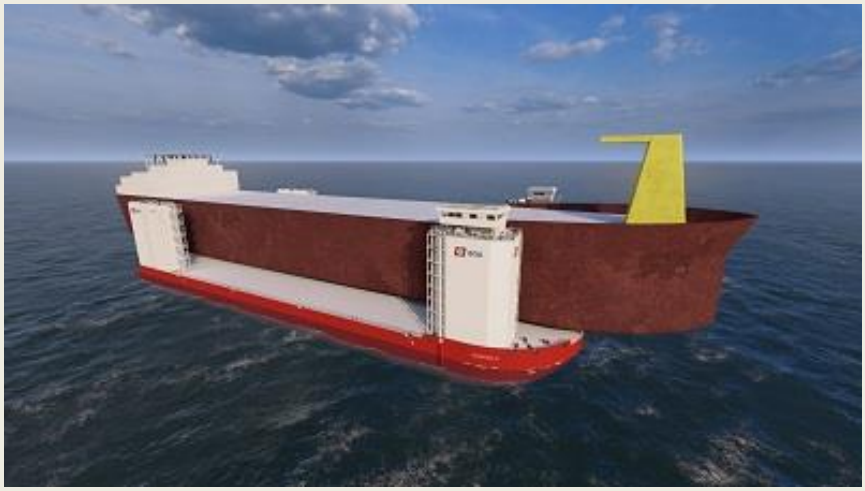
demanding and market leading customer are a statement of our operational capabilities, and we are looking forward to support TGS on this project in a safe and efficient way," emphasized the Norwegian firm. Remøy Shipping is providing management services for these vessels thanks to its deal with Seacor Marine, a U.S. offshore support vessel provider. Meanwhile, TGS recently embarked on two offshore acquisition campaigns in Angola and the Gulf of America (the U.S. Gulf of Mexico), respectively.



(Source: Offshore Energy)

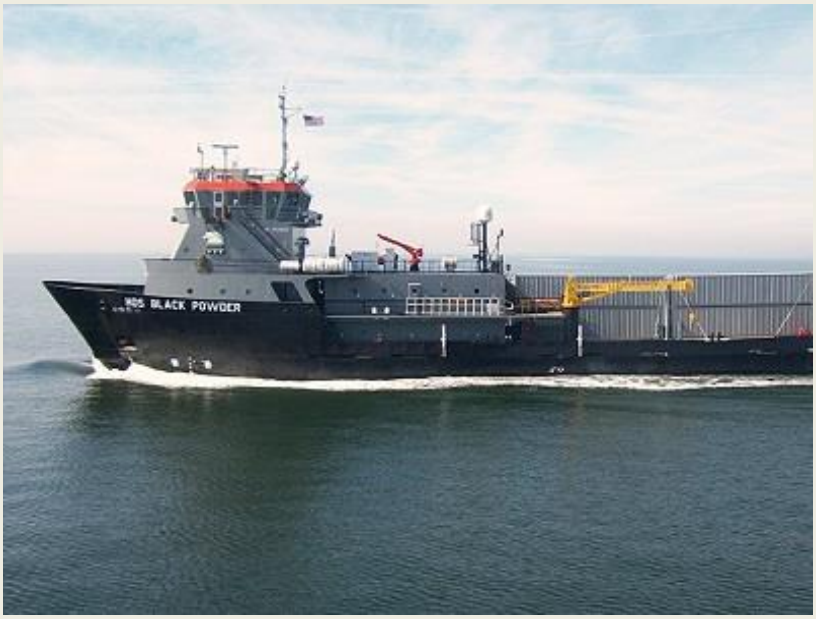
AF OFFSHORE DECOM AWARDS BOA CONTRACT FOR FLOAT-ON AND LOAD-IN OF FLOATING STORAGE UNIT ALBA AND FLOATING PRODUCTION PLATFORM FPF-1

AF Offshore Decom has awarded a contract to BOA for 2 float-on and load-in operations, named the floating storage unit ALBA and the floating production platform FPF-1. Both units will be dismantled and recycled at AF Environmental Base Vats. Under the contract, BOA will deploy its newly built,next-generation semi-submersible heavy transport barge, the **Boabarge 39**, for AF Offshore Decom to executethe two float-on and load-in operations. **Boabarge 39** represents the latest development in heavy marinelaunching



and transport technology, featuring: · Dimensions166x73x9,15m; · Deadweightof 57.500T; · Highdeck load capacity 35t/m2; · Submersingcapacities to 22,5m water above deck; · Advancedballasting systems; · Optimizedstructural strength for large displacement floaters; · Enhancedoperational efficiency and environmental performance. The newbuild barge is well suited for large-scale decommissioningprojects, docking operations of both vessels and rigs and launchingsolutions of heavy cargo with large footprint. This contract award marks a significant milestone as the firstcontract for the newbuilt barge. BOA appreciate the award from AF Offshore Decom and looks forwardto a close collaboration on these projects. *(PR-BOA)*

HORNBECK OFFSHORE AWARDED $291.8M MILITARY SEALIFT COMMAND CONTRACT



Hornbeck Offshore Operators LLC, Covington, La., has been awarded a $291,794,000 firm-fixed-price Military Sealift Command contract (N3220526C4004) to provide operation and maintenance of four government-owned Transportation Auxiliary General Submarine Escort (T-AGSE) vessels — or "blocking boats." The vessels under this contract will include **USNS Arrowhead**, **USNS Eagleview**, **USNS Westwind**, and **USNS Black Powder**. All four were originally built as Hornbeck Offshore Services HOS 240 class OSVs. The contract includes a one-year base period, four 12-month options, and a six-month option under Federal Acquisition Regulation 52.217-8. The contract will be performed in Kings Bay, Georgia; and Bangor, Washington, beginning March 1, 2026, and will conclude Aug. 31, 203. Military Sealift Command, Norfolk, Va., is the contracting activity. *(Source: MarineLog)*

EVENT NEWS

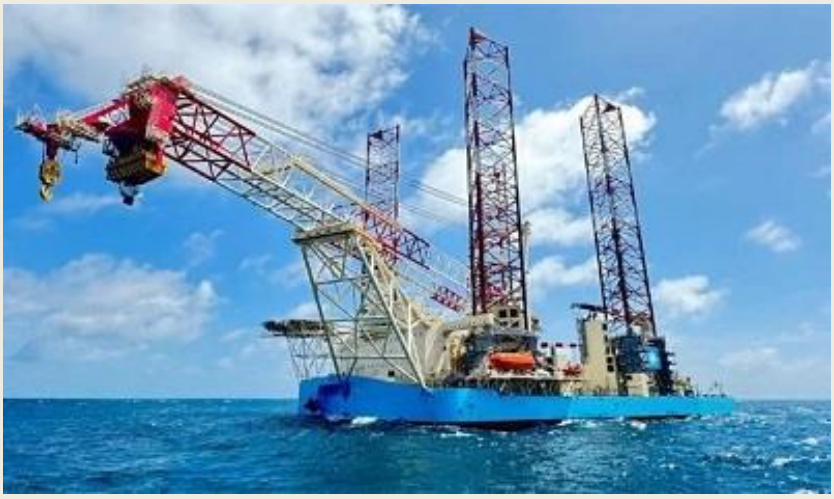
VLOOTDAG ENKHUIZEN 18 APRIL – AANMELDEN KAN NOG

Een paar weken nog en de haven van Enkhuizen bruist met maritiem erfgoed, chartervaart en uitnodigende workshops. Een dag waar het publiek uitgenodigd wordt om in de haven aan boord van de charterschepen te stappen. "Als chartervaartondernemers zijn wij al jarenlang verbonden met de haven van Enkhuizen. Onze schepen vormen een vertrouwd onderdeel van het stadsbeeld, maar wat er zich aan boord afspeelt blijft voor veel bewoners vaak verborgen." Al dus de organisatie van de Vlootdag. "Tijdens de Vlootdag Enkhuizen stellen wij onze schepen open en nodigen we iedereen uit om een kijkje te komen nemen aan boord. Kom rondwandelen langs de kades, stap aan boord, maak kennis met schippers en bemanning en ontdek hoe het leven en werken op het water eruitziet. Zo brengen we onze branche en het maritieme erfgoed van dichtbij tot leven." Evenement voor het

hele gezin. Het evenement zet in om de beste kanten van de schepen te laten zien. Ieder schip kiest voor een eigen sfeer en eigen programma. Op verschillende schepen zullen er lezingen gegeven worden, kunnen er workshops worden gevolgd in knopen of zelf in het want klimmen van de schepen. Aan de wal zullen verschillende stands van maritieme initiatieven en organisaties laten zien wat de mogelijkheden zijn voor de bezoekers om betrokken te raken bij de schepen. Van het boeken van een zeiltocht tot aansluiten bij een behoudsvereniging. *Rondvaarten door de haven* Stap gratis aan boord voor een korte rondvaart van circa 30 – 45 minuten langs de Gependam en het Zuiderzeemuseum. Bij voldoende wind kan het zijn dat er een zeil wordt gehesen, waardoor je Enkhuizen niet alleen ziet, maar ook écht ervaart vanaf het water. *Lezingen, workshops & informatiestands* Aan boord van verschillende schepen valt van alles te ontdekken: ● Inspirerende lezingen en verhalen (tijden en locatie volgen) ● Workshops, zoals een knopenworkshop en klimmen in de wanten ● Informatiestands van maritieme organisaties en initiatieven ● Elk schip heeft zijn eigen sfeer en verhaal, waardoor er voor jong en oud iets te beleven is. *Kinderactiviteiten – plezier voor de hele familie* De Vlootdag is een echte familiedag. Voor kinderen zijn er volop activiteiten: ● Spelletjes op het buitenplein ● Een springkussen ● Creatieve en sportieve activiteiten aan boord, zoals knutselen, schminken en speurtochten ● Terwijl de kinderen zich vermaken, kunnen ouders rustig rondkijken en genieten van de schepen en de haven. *Eten & drinken* Op en rond het terrein is er voldoende gelegenheid voor een hapje en een drankje. Aan boord van sommige schepen wordt eten en drinken verkocht, en in de directe omgeving vind je onder andere een snackbar, visboer en het restaurant Rijksmagazijn. Het schip de Schuttevaer fungeert tijdens de Vlootdag als gezellig café. *Locatie* Het evenement vindt plaats aan de noordzijde van de Buitenhaven van Enkhuizen. Direct naast de Snackbar “Enkhuizer Friethuys” en de VVV. Een duidelijke plattegrond op de dag zelf wijst je de weg langs alle schepen en activiteiten. *Kom langs en beleef de Vlootdag* Of je nu liefhebber bent van historische schepen, met het gezin op pad gaat of gewoon wilt genieten van de maritieme sfeer: de Vlootdag in Enkhuizen is een dag die je niet wilt missen. 18 april 2026; 12.00 – 18.00 uur; Buitenhaven Enkhuizen. *Aanmelden voor schepen* Wil je met jouw schip deelnemen aan de Vlootdag Enkhuizen en onderdeel zijn van deze maritieme dag? Meld je dan aan via vlootdag.enkhuizen@gmail.com *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

SEATRIUM DELIVERS WTIV TO MAERSK OFFSHORE WIND



The next-generation wind turbine installation vessel, which became the center of a dispute before it was completed, has been successfully delivered, with both companies now celebrating the possibilities. Seatrium reports it completed the delivery on February 26 after sea trials and final readiness evaluations at the Tuas Boulevard Yard in Singapore, while Maersk Offshore Wind is calling the ship the first in its journey towards growing a future-ready fleet. Maersk Offshore Wind, which is owned by the investment company A.P. Moller Holding, was formed with the sale of the former Maersk Supply Services offshore business. The company became a pure play for the offshore wind sector and designed its vessel to target the U.S. market. Last fall, with the market under pressure and an uncertain outlook, the company announced it was cancelling the construction contract, despite Seatrium's protestation that the vessel was more than 90 percent complete. The companies settled their dispute with Maersk Offshore Wind agreeing to pay the construction contract price of $360 million with a cash payment of about $110 million on delivery. Seatrium is providing a mortgage on the ship secured by its future earnings. Seatrium celebrated the delivery, highlighting that the vessel was custom-engineered and built to install some of the world's largest offshore wind turbines and using a first-of-its-kind design to potentially set a new benchmark for global offshore wind installation. For Seatrium, the unique vessel is a calling card as it seeks to leverage its long heritage in offshore vessels into the offshore wind segment. The new ship uses a feeder-based design for installations so that it can remain at the site while smaller boats ferry out the components. Maersk Offshore Wind formed a partnership with Edison Chouest for the feeder barges and tugs to supply the vessel. With the feeder components built in the United States, the concept was to focus on the U.S. market with a system that could meet the Jones Act requirements while having been built internationally. The unique feeder system locks the barges to the vessel, which Maersk Offshore Wind highlights for providing "absolute stability for a stable, fixed-to-fixed transfer." It will permit the feeders to supply the jack-up vessel even in higher sea states, extending the working time and reducing the cost and time for installation. Maersk highlights that the feeders will also permit

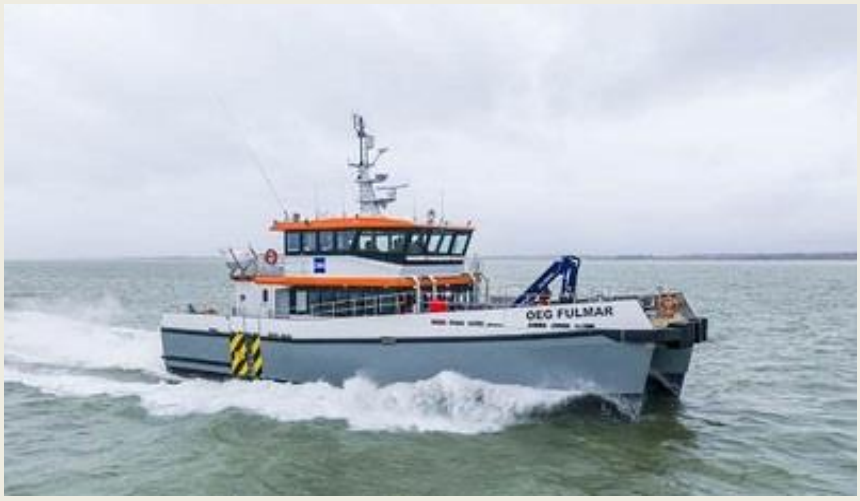
the use of smaller, shallower marshalling points. They will also be capable of reaching ports behind bridges, locks, or hurricane gates. Seatrium highlights the installation of a 1,900-tonne main crane with a 180-meter hook height. It is capable of placing 15 MW or larger turbines. The vessel was contracted in 2022 to handle the installation for Equinor's Empire Wind project off New York's Long Island. The project has faced and beaten back two stop-work orders from the Trump administration. It is currently proceeding after having received a preliminary injunction against the latest efforts by the U.S. Department of the Interior to derail the project. Maersk Offshore Wind reports the WTIV will depart Singapore in March. It will be proceeding to New York to begin its assignment for Empire Wind. After having planned to focus on the U.S. market, it is believed Maersk Offshore Wind is pivoting into the international market to find later assignments for the vessel. *(Source: Marex)*

DAJIN'S NEW DECK CARRIER TRANSPORTING HORNSEA 3 MONOPILES FROM CHINA TO UK

Dajin Heavy Industry has shipped first Hornsea 3 monopiles to the UK onboard its new ultra-large, heavy-cargo deck carrier, **King One**. The Chinese foundation manufacturer recently announced that it named the new vessel and sent off King One on its maiden voyage, not revealing the project the deck carrier was deployed on. The deck carrier is 240 metres long, 51 metres wide, has a deadweight of 40,000 tonnes, and a deck area of 12,000 square metres. According to Dajin, the vessel is purpose-built for the offshore wind and offshore oil & gas sectors, and is capable of transporting monopiles, jackets, and floating foundations for 15 MW–25 MW offshore wind turbines, as well as large offshore modules. On 2 March, the company said via social media the vessel was shipping monopiles for Ørsted's 2.9 GW Hornsea 3 offshore wind farm. Haizea Wind Group recently delivered the first monopiles for the project from its factory in Bilbao, Spain under a contract the company signed with Ørsted in 2022, which covers part of the XXL monopiles that the offshore wind farm will comprise. The remainder of the foundations was contracted from SeAH Wind, which commenced production for Hornsea 3 at its new factory in the UK in July 2025. However, SeAH and Ørsted recently decided to discontinue the

contract for the supply of monopiles due to the new factory reportedly not being ready to meet the project's volume and timeline. The portion of the monopiles that was to be produced by SeAH will reportedly be delivered by Dajin, EEW and Steelwind Nordenham. Hornsea 3 will comprise 197 XXL monopiles, which are being stored at Steel River Quay on the Teesworks site before they are loaded onto offshore wind installation vessels later this year. The 2.9 GW offshore wind farm will feature Siemens Gamesa's 14 MW turbines, installed approximately 160 kilometres off the Yorkshire coast, is expected to be operational by the end of 2027. *(Source: Offshore Wind)*

OEG EXPANDS OFFSHORE WIND VESSEL FLEET WITH NEWBUILD CTV



OEG has expanded its offshore wind vessel fleet with the delivery of the crew transfer vessel (CTV) **OEG Fulmar**. Fulmar will operate in UK waters, with its first charter already secured in Scotland, supporting construction of Inch Cape offshore windfarm. A contract for the CTV was awarded to OEG last year. Fulmar can accommodate up to 24 windfarm personnel for high-speed transfers, with configuration options to allow for extended offshore trips. While working on the Inch Cape development, the CTV will provide crew and cargo transfer services for transit to the offshore substation platform. It will also be utilised as part of the servicing campaign for the OEG supplied welfare units installed on the platform. An Ambitious-class CTV designed by Chartwell Marine and built by UK-based shipyard Diverse Marine, Fulmar is the second CTV developed by the naval architects for OEG's fleet, following delivery of Furioso in 2024. OEG currently owns and operates a fleet of 15 multi-purpose CTVs, in the UK, Europe and Taiwan. The company is in the process of modernising its fleet, with two older vessels sold last year and further vessels earmarked for disposal this year. Inch Cape is 15 km off the Angus coast in the North Sea. The 1.1-GW development spans a 150 km² site. When operational, it will comprise 72 wind turbines and an offshore substation. *(Source: Riviera by David Foxwell)*

WIND TURBINE INSTALLATION TO START AT 1.4 GW EAST ANGLIA THREE

Jack-up vessels **Wind Osprey** and **Wind Pace** will start installing wind turbines at the East Anglia Three offshore wind farm site in the UK around 18 March. Both vessels will mobilise at the Port of Esbjerg, Denmark, with first load-out for **Wind Osprey** expected on 15 March, while the first load-out for **Wind Pace** is scheduled to take place mid-April, according to a Notice to Mariners from the project team. Marine operations for the wind turbine installation work will be conducted by the owner of the two jack-ups, Cadeler, and construction operations will be conducted by the wind turbine supplier Siemens Gamesa. **Wind Osprey** and **Wind Pace** will install a total of 95 Siemens Gamesa 14+ MW wind turbines, with the work expected to be completed in the third or fourth quarter of this year. Offshore construction on East Anglia Three, located 69 kilometres off the coast

of Suffolk, started in April 2025, when the first of the project's 95 monopile foundations was installed. Cadeler's two jack-up vessels are being deployed for wind turbine installation under a Vessel Reservation Agreement the company signed with ScottishPower Renewables in 2022, when the developer booked two installation vessels to do the work. East Anglia Three is owned by Iberdrola's UK arm, ScottishPower Renewables, and Masdar, with ScottishPower Renewables leading the development, construction and operation on behalf of the partnership. *(Source: Offshore Wind)*

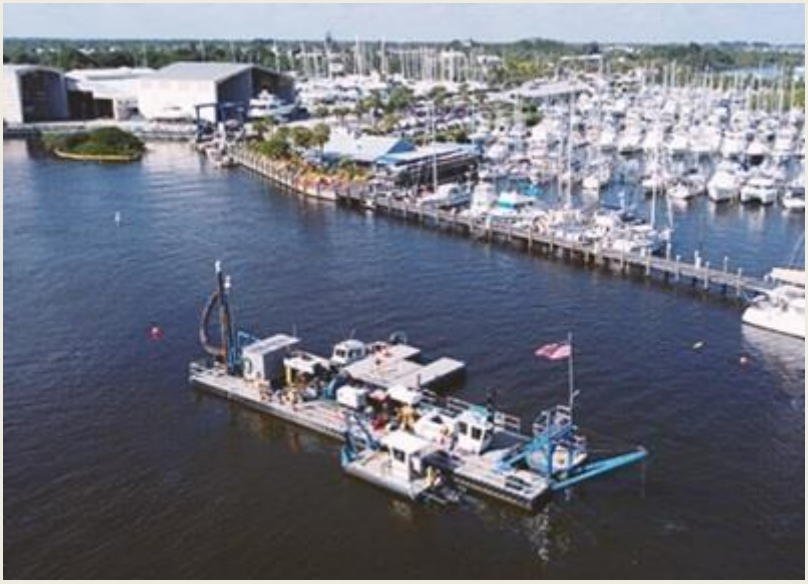
THE "GOELO ENABLER", A TURBINE MAINTENANCE VESSEL FOR THE SAINT-BRIEUC WIND FARM, HAS BEEN TRANSFERRED TO THE FRENCH FLAG.

The "**Goelo Enabler**," a vessel used for maintaining the turbines of the Côtes-d'Armor wind farm, has changed its Norwegian flag to the French international register (RIF). This was a condition imposed on the Norwegian shipowner Edda Wind by its charterer, Siemens Gamesa. The change of flag for the **Goelo Enabler** , a service vessel operating in the Saint-Brieuc offshore wind farm, was expected. It is now complete. Following a final inspection, the 82.85-meter-long SOV (support offshore vessel), chartered by Siemens Gamesa for a five-year contract, was registered under the French International Register (RIF) on Thursday, February 26. Since its

delivery in March 2024, the vessel had been registered under the Norwegian flag, the country of origin of its owner, Edda Wind. *(Source: Lemarin)*

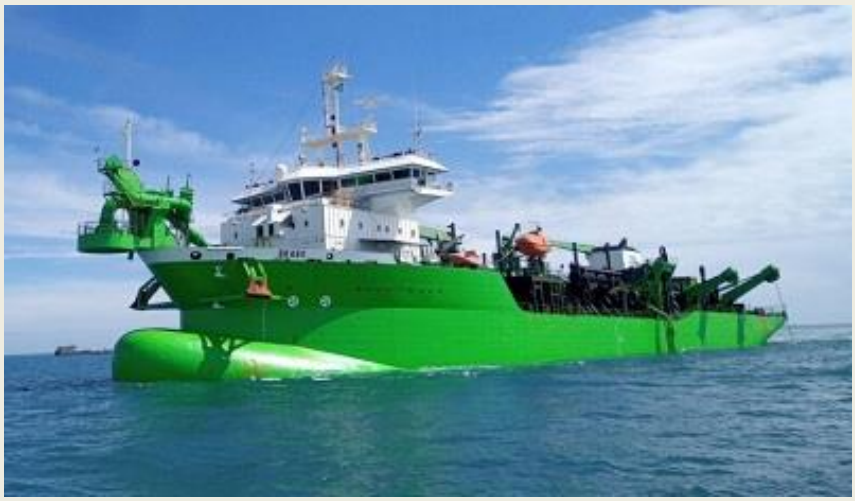
DREDGING NEWS

TAYLOR CREEK DREDGING ABOUT TO BEGIN



In partnership with St. Lucie County, Safe Harbor Marina Harbortown in Fort Pierce will be starting the third phase of their marina renovations in the following days. The dredging will occur in three distinct phases which will be spaced out over the next six months, removing 7,500 cubic yards of muck from areas adjacent to Taylor Creek. According to the County, the removal of this material will ultimately reduce sedimentation into Taylor Creek and the Indian River Lagoon, helping improve water quality. The material will be excavated and transported in sealed dump trucks to the St. Lucie County Taylor Creek Dredge Material Management Area (DMMA) located on Ridgehaven Road in Fort Pierce. This effort is set to be performed under permits secured from both USACE and the Florida Department of Environmental Protection (FDEP). The waterway along Taylor Creek and the surrounding marinas will remain open during this dredging project, the County concluded. *(Source: Dredging Today)*

DEME MAINTAINS STRONG ACTIVITY OVERSEAS



DEME Group said today that their Dredging & Infra segment maintained strong activity overseas in 2025. In the Middle East, projects in Saudi Arabia and Egypt progressed well, combining capital dredging, land reclamation and dry earthmoving works. In Africa, the segment continued with maintenance and land reclamation activities in Nigeria, alongside the Grand Lahou coastal protection program in Ivory Coast. Earlier this month, DEME reached several key engineering milestones in the Grand Lahou project – an important step in safeguarding the vulnerable Lahou-Kpanda region. “As part of the WACA

program, we successfully opened a newly engineered inlet to stabilize water flows, closed the old eroding inlet using our vessel **Uilenspiegel**, and reclaimed nearly 2 million m³ of sand to reinforce the natural barrier protecting the community," DEME said. Also, maintenance and capital dredging projects remained ongoing across several countries along the West African coast, supported by DEME's cutter suction dredger (CSD) Spartacus since the second half of 2025. In India, DEME continued maintenance activities at several ports and started the deepening works at the Port of Paradip. In the Asia-Pacific region, DEME initiated a new phase of capital dredging in the access channel to the Port of Patimban in Indonesia while also undertaking maintenance dredging at key locations such as Port Hedland in Western Australia. *(Source: Dredging Today)*

GRAB DREDGER TJALFE R COMPLETES WORK ON ROCK REEF IN DENMARK

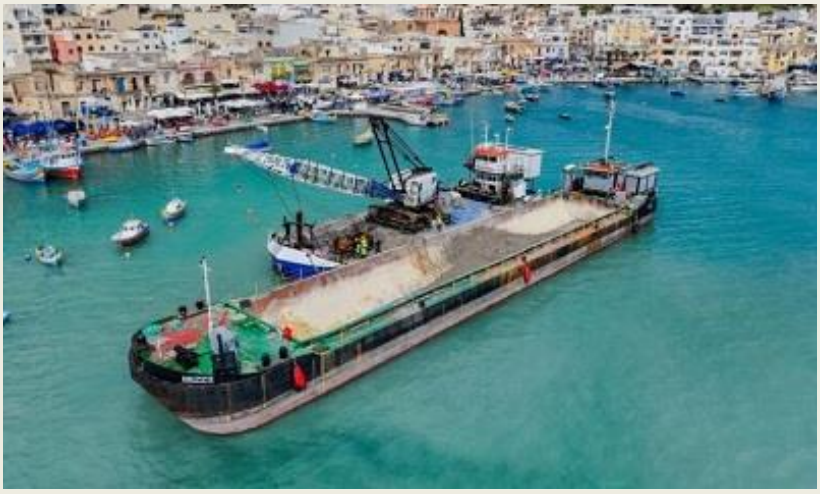
Rohde Nielsen has completed the re-establishment of a rock reef in Køge Bay, Denmark, for the Danish Environmental Protection Agency (Miljøstyrelsen). The company said that this project aimed to restore and enhance Denmark's marine ecosystems by strengthening vital stone reef habitats. The works were carried out by the grab dredger **Tjalfe R**, installing a total of 16,730 tons of rocks across the 10-hectare area in the southern part of the bay.

(Source: Dredging Today)

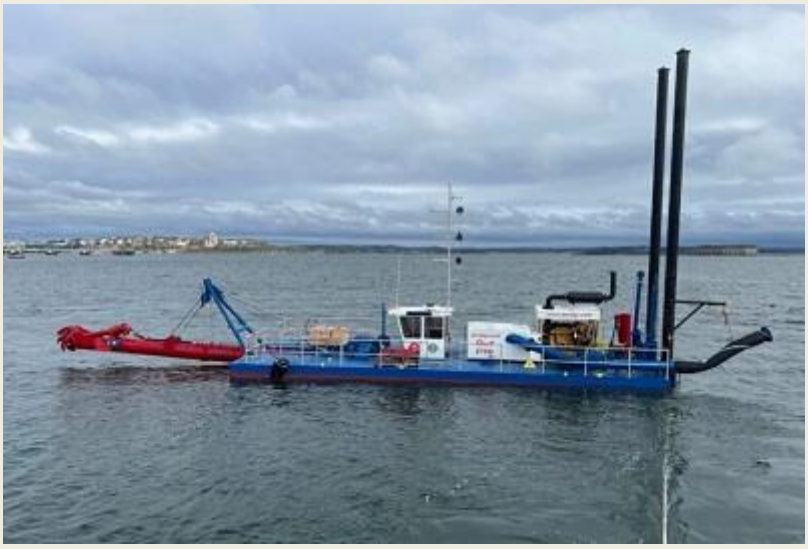
MARSAXLOKK DREDGING UNDERWAY

Chris Bonett, the Minister for Transport, Infrastructure and Public Works, said that works have officially started on the dredging project in Marsaxlokk during a site visit where he followed the ongoing works closely. According to Bonett, this project is an important one for the fishing community and other operators who rely on the port for their livelihood. Through dredging and the

removal of material that has accumulated over the years, the depth of the fairway will be increased to around five meters. The dredging work had not been carried out for several years. Now, Infrastructure Malta stepped in to improve maritime operations. The collected material will be used to extend Għar Aħmar Bay in Marsaxlokk. Bonett also added that the project also aligns with the Malta Vision 2050, promoting sustainable maritime works that will improve access to Marsaxlokk port while supporting the regeneration of Għar Aħmar Bay using the recovered material. *(Source: Dredging Today)*



SACO RIVER DREDGING KICKS OFF



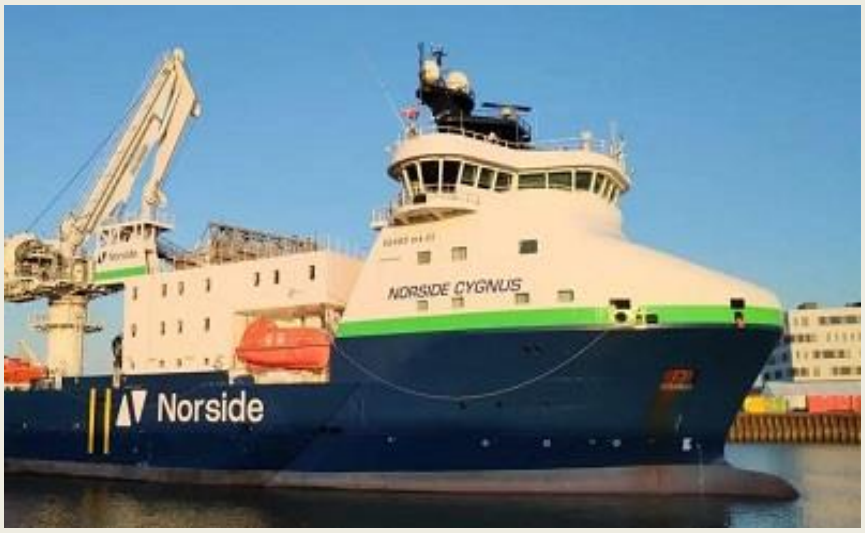
Dredging works are set to start at Camp Ellis Beach in Saco this week. According to the City of Saco Government, crews will move 7,200 cubic yards of sand from the Saco Riverbed to Camp Ellis to fortify it. York County Emergency Management officials said that flooding has caused more than $110 million in damage to protective dunes and beaches across coastal York County and add this project is a major step in making sure it doesn't happen again. This Saco dredging project will be the second use of the York County-owned dredge. Traffic shouldn't be impacted by the work, but the City is urging drivers to use caution when traveling through the work area. *(Source: Dredging Today)*

YARD NEWS

NORSIDE WIND SELECTS SEAONICS MOTION-COMPENSATED CRANE FOR NORSIDE CYGNUS

Third Seaonics motion-compensated crane for Norwegian offshore wind owner. Seaonics has secured a new contract with Norwegian shipowner Norside Wind AS to supply an ECMC C25 3D motion-compensated crane for the Commissioning Service Operation Vessel (CSOV) **Norside Cygnus**. The crane will be installed and commissioned at Fjellstrand Verft shipyard during the

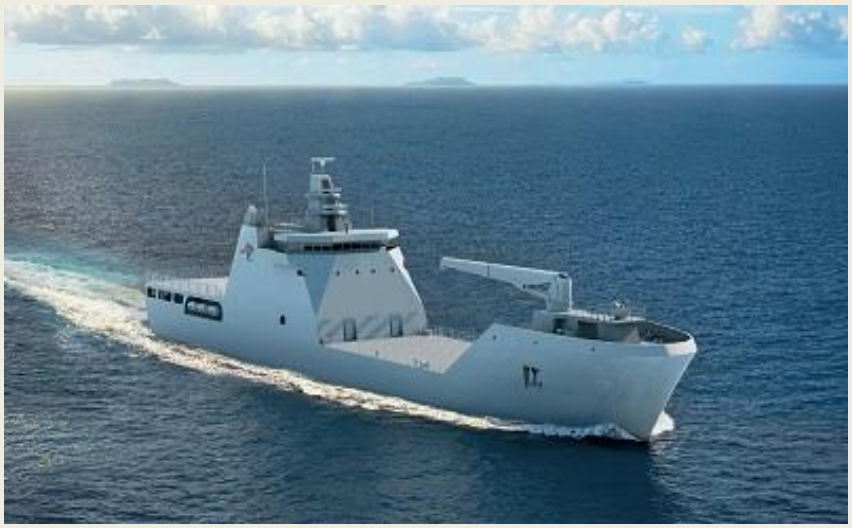
CSOV's scheduled yard stay, with sea trials planned just two months after contract signing. The award marks the third C25 3D unit Seaonics will deliver to Norside Wind. Earlier C25 3D cranes were installed on **Norside Cetus** and *Norside Supporter*. The latter vessel originally featured a 50-tonne AHC crane from Seaonics, which was replaced with a C25 3D model in a 2025 retrofit. Seaonics said the short delivery window is enabled by its serial production set-up for the C25 3D platform and close project coordination with the owner. *ECMC C25 3D Crane* The Seaonics Electric Controlled Motion Compensated C25 3D Crane is designed for safe and efficient offshore lifting operations and includes: ● 3D motion-compensation technology. ● Electric drive system for reduced energy consumption. ● High-precision lifting and load control. ● Integrated control system for smooth and accurate movements. ● 5T@25M / 7T@22M in 3D Motion Compensation Mode. ● 10T@20M / 15T@16M in Harbor Mode (2-fall). This delivery marks Seaonics' 19th ECMC C25 crane and the 24th 3D compensated crane delivered to date. *(Source: Workboat365)*



AUSTAL CONTRACTS DAMEN AS PARTNER FOR LOCAL CONSTRUCTION OF LST 100 VESSELS FOR THE AUSTRALIAN ARMY

On Friday, 20 February, Austal Defence Australia and Damen Shipyards Group signed a contract supporting the local construction of Landing Ship Transport (LST) 100 vessels for the Australian Defence Force. Under the agreement, Damen will provide the design and associated licences, enabling Austal to build the vessels at its Henderson shipyard in Western Australia. The signing ceremony took place at the Australian Marine Complex Common User Facility (AMC CUF) in Henderson and was attended by representatives from industry and government, reflecting the importance of the programme for Australia's defence and industrial capability. The contract follows the Commonwealth of Australia's announcement in November 2024 selecting the LST 100 as the preferred design for the Australian Defence Force's Landing Craft Heavy (LCH) programme, following a competitive tender process. *Proven and trusted design* The LST 100 design was selected

based on its proven operational credentials and successful service history. An earlier model has already been constructed and delivered, and its performance has contributed to further international adoption, including selection by NAVSEA for the United States Navy. In recent years, defence organisations have increasingly adopted proven and in-service vessel designs as a means of reducing programme risk and accelerating delivery schedules. By building on established platforms with a demonstrated operational track record, defence organisations are able to minimise technical uncertainties, shorten development timelines, and focus on rapid capability deployment. For Australia, the vessels will be built by Austal as part of the company's fifteen-year Strategic Shipbuilding Agreement with the Commonwealth of Australia. A total of eight Landing Craft Heavy vessels will be delivered over a twelve-year period, with construction scheduled to commence later this year. The vessels will be constructed in Henderson using Austal facilities and the AMC CUF, located 23 kilometres south of Perth. The complex, which already plays an important role in supporting the local economy, is undergoing major upgrades in order to be able to facilitate large-scale defence shipbuilding projects in the coming years. *Strengthening littoral capabilities* The Landing Craft Heavy program supports the Australian Army's contribution to the 2024 National Defence Strategy, which includes enhancing the Army's ability to conduct agile, distributed and littoral operations as part of an integrated force. The new vessels will help enable Army to project, sustain and support land forces across Australia's northern approaches and wider region, contributing to a more responsive and resilient national defence posture. Damen is proud to bring our expertise and craftsmanship to this Australian shipbuilding project, which will enhance capability, support sustainability, drive regional development, and strengthen the Australian Defence Force's littoral capabilities. *Wide-ranging operational role* Each vessel, measuring 100 metres by 16 metres, will be capable of transporting more than 500 tonnes of military vehicles and equipment. In addition to supporting amphibious operations, the ships will enable deployment, sustainment, logistics movements, humanitarian assistance, and disaster relief missions. *Building a strong partnership* Damen Regional Director Oceania Rabien Bahadoer said: "It has been a pleasure to work closely with Austal throughout this process. By maintaining an open, transparent, and constructive partnership, we have been able to establish a strong basis for a programme that delivers lasting value for Western Australia and Australia's defence capability." Speaking at the signing ceremony, Damen Area Director Asia Pacific Michiel Hendrikx added: "We are grateful for the opportunity to work alongside Austal and our Australian partners on this important programme. Around the world, we actively seek long-term cooperation with strong local shipbuilders and industrial partners, combining shared expertise, mutual respect, and a commitment to quality. This approach allows us to contribute to sustainable national shipbuilding ecosystems while learning from our partners and growing together. We are confident that this collaboration will support the Australian Army's operational needs for many years to come, and we are proud to be part of Australia's shipbuilding future." *(PR-Damen)*



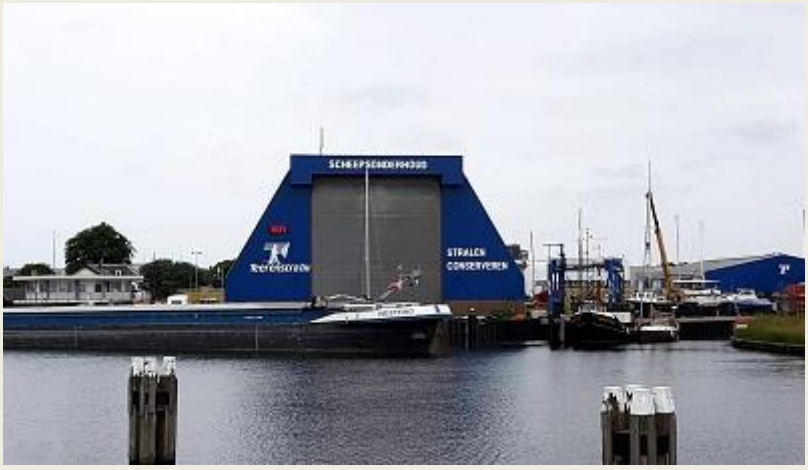
ASSO.SUBSEA LINES UP ANOTHER NEWBUILD AT CHINA MERCHANTS SHIPYARD

Greek offshore contractor Asso.subsea has exercised an option at China Merchants Heavy Industry's Shenzhen yard for the construction of a second next-generation trenching support vessel (TSV). The new vessel, to be named **Andromeda**, will be a sister ship to **Avra**, which was ordered in September 2025 for delivery at the end of 2027. Delivery of the latest newbuild is scheduled for the second quarter of 2028. The contract follows the declaration of an option included in the original agreement for the first vessel, further cementing Asso.subsea's relationship with the CMHI yard in Shenzhen. The contractor now has three ships under construction at the same site. Like its sister ship, Andromeda will feature 24 MW of installed hybrid power and more than 180 tonnes of bollard pull. The DP-2 vessel is designed with double redundancy and is being billed as one of the most powerful purpose-built trenching support vessels on the market. Ioannis Togias, executive director of marine technology at Asso.subsea, said the order reflects rising demand for high-performance trenching solutions in offshore energy projects. By adding a second vessel with identical specifications to **Avra**, Togias noted the company will be able to offer parallel deployment and greater operational flexibility to clients worldwide. The order forms part of Asso.subsea's longer-term fleet expansion strategy as offshore wind, interconnector and subsea cable projects grow in size and complexity. With two high-spec TSVs and a cable layer under construction in China, the Greek contractor said it is positioning itself for increased trenching and cable installation work in the years ahead. *(Source: Splash24/7)*

BRASPENNING GROUP ACQUIRES MARITIME BLASTING AND PAINTING COMPANY TEERENSTRA

The Amsterdam-based Braspenning Group has acquired the renowned blasting and painting company Teerenstra from Den Helder. With this move, two established names with more than 120 years of combined expertise in the maritime and industrial sector are joining forces. Teerenstra has

been a trusted partner for the fishing industry, maritime companies, and regional industry for decades. The well-known location, experienced team, and short lines of communication will be retained. This means that daily collaboration for clients will hardly change. What will be added is the support of an international group with extensive experience in surface treatment, corrosion protection, rope access, and scaffolding. This creates new opportunities for capacity expansion, larger projects, and technological strengthening—while maintaining the local craftsmanship that has been known in Den Helder for fifty years. The acquisition marks a special moment: Braspenning Group is celebrating its 70th anniversary this year, while Teerenstra reached half a century of practical experience last year. The combination of local roots and international reach forms the foundation for the new Braspenning Den Helder branch. "With the acquisition of Teerenstra, we are adding a strong, locally rooted partner to our group. We are proud of this step and look forward to the future with confidence." *(PR-Braspenning)*



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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *A new force takes the water: Med Marine launches RAster 2800 for Noatum Maritime*
   - *Continuing a six-vessel journey: Med Marine delivers Dougga, the fourth step in OMMP's program*
   - *SANMAR Strengthens Long-Term Partnership with SAAM Towage Through New Tug Delivery*
   - *Neptune Marine will deliver three new Medium Sized Harbour and seagoing Tugs to the Royal Netherlands Navy.*
   - *Contract signed for newbuild EuroCarrier Maasstroom*
2. *Several updates on the Broker Sales page posted last week.*

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

   (pls contact jvds@towingline.com)
   - *For Sale: DCS Explorer (sold)*

3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*

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

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