Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

SANMAR HOLDS DELIVERY CEREMONY FOR FOUR FULLY ELECTRIC TUGS BUILT FOR BOTAŞ, TÜRKIYE'S STATE-OWNED CRUDE OIL AND NATURAL GAS PIPELINES AND TRADING COMPANY

Sanmar has held a ceremony to mark the delivery of four of its game-changing, fully electric ElectRA tugboats to Türkiye's state-owned crude oil and natural gas pipelines and trading company, BOTAŞ. The four eco-friendly, emissions-free harbour tugs are based on the exclusive-to-Sanmar ElectRA 2500SX design from renowned Canadian naval architects Robert Allan Ltd. They will operate at the BOTAŞ Marmara Ereğlisi LNG Terminal and the BOTAŞ Saros FSRU Terminal, both of which are of strategic importance to ensuring Türkiye's energy security. The ceremony was held at Sanmar's Tuzla Shipyard on Friday, 27 February, and was attended by Cem Seven, Chairman of Sanmar Shipyards, Ali Gürün, Vice Chairman & CEO of Sanmar Shipyards and other SANMAR management and employees. Guests included Erdinç Deli, BOTAŞ LNG Operations Manager, along with other BOTAŞ managers and employees. At the start of the tugs' production process, Erdinç Deli said the agreement marked a significant milestone in BOTAŞ achieving the targets set out in its National Energy Action Plan, aimed at enabling the transition to environmentally friendly technologies. The successful completion of this major contract carries additional significance for Sanmar as it celebrates its 50th anniversary year, with the company firmly positioned at the forefront of the tug and towing industry's transition toward a sustainable low- and zero-emissions future. The four ElectRA tugs delivered to BOTAŞ, known by their hull numbers during construction at Sanmar's Tuzla Shipyard, have been renamed **BOTAŞ HİLAL**, **BOTAŞ BAYRAK**, **BOTAŞ AY** and **BOTAŞ YILDIZ** by their new owner. Each tug measures 25.4m LOA, with a 12.86m beam and 5.55m draft, and delivers an impressive 70 tonnes of bollard pull ahead, with a top speed of approximately 13 knots. Accommodation is provided for a crew of up to eight. Equipped with battery banks producing 5,085 kWh, these powerful tugs also include backup diesel gensets to ensure fire-fighting capability and extended operational endurance. Their tank capacities include 54m³ of fuel oil and 18m³ of fresh water. Cem Seven, Chairman of Sanmar Shipyards said: "The fact that this strategic partnership coincides with Sanmar's 50th anniversary adds special significance to this project. Combining our half-century of experience with our innovative and entrepreneurial

spirit, we continue our work in line with our goal of shaping the future of global maritime shipping. We will continue to produce engineering solutions that inspire confidence with our people-centered, environmentally friendly, and innovative approach." Erdinç Deli, LNG Operations Manager of BOTAŞ said: "We have gathered here for the delivery ceremony of our four electric tugboats—named **BOTAŞ HİLAL**, **BOTAŞ BAYRAK**, **BOTAŞ AY** and **BOTAŞ YILDIZ** —which are the result of hard work and strong cooperation of two companies. In line with BOTAŞ's energy vision, these tugboats, built at this pioneering facility of the sector, are equipped with advanced technology, compliant with international standards, and prioritize environmental and safety commitments. They are valuable masterpieces and a source of pride, forged by the hard work of our craftsmen and the dedication of our teams. I would like to express my gratitude to all our engineers, technical teams, field workers, and suppliers who contributed to the construction of these electric tugboats. These vessels will be utilized for the manoeuvring of LNG carriers berthing at BOTAŞ Marmara Ereğlisi LNG Terminal and BOTAŞ Saros FSRU Terminal, both of which hold strategic importance in ensuring Türkiye's energy security. I hope that these electric tugboats will serve safely and add value to our country's economy and energy sector. I would like to thank to Sanmar family for bringing us together on this meaningful day, and I extend my respects to all of you." Each ElectRA Series tug reduces harmful emissions compared to traditional tugs by an amount equivalent to the annual emissions of 1,000 cars. With the delivery of the four electric tugboats built for BOTAŞ, the total number of electric tugs constructed by Sanmar and currently in operational service worldwide has reached 13. With another new electric tug set to commence operations shortly, this number will rise to 14, further consolidating Sanmar's position as a global leader in the zero-emission tug sector. Sanmar's new generation of environmentally friendly tugboats also includes the world's first large purpose-built methanol tugs, reinforcing the company's pioneering role in alternative fuel solutions for the maritime industry. *(PR-Sanmar)*

SPANISH AUTHORITIES CHASE TUG THAT ATTEMPTED TO SNEAK AWAY FROM DETENTION

The captain of the port of Las Palmas and the Maritime Authority in the Canary Islands reported that they had to chase down a tugboat, which was towing an offshore supply boat, when the tug decided to depart despite being under a detention order since December. The tug named **Sylvia M** ended up breaking down once again and having to be towed back to port, and is now facing the potential of a hefty fine. The Maritime Authority reports the tug and its tow were detected on Monday, March 2, at 1915 local time outbound leaving through the mouth of the harbor. They did not have a pilot aboard, and the vessel had not yet completed an inspection to lift the prior detention order. Further, it was attempting to go to sea in what the officials termed a severe storm. The port's control center contacted the tug and ordered it to return to port, but the order was ignored. They said the tug refused to cooperate. At that point, the patrol boat **Rio Ara** and a tug were sent to chase after the departing tug and tow. The **Sylvia M** had caused a previous incident on December 3 when it requested assistance while it was about three miles offshore. The 149 gross ton tug registered in Tanzania was towing the offshore service vessel **K-Marine IV**. The tug reported that one of its engines was not working and that its other engine was at half capacity. Further, it said it did not have enough fuel. A rescue boat was able to secure a new towline to the **K-Marine IV** and ordered the tug to cut its towline. The **Sylvia M** was escorted to a berth in Las Palmas. A port state inspection identified issues, including that its towing winch was inoperative. A detention order was imposed. Recently, the Spanish authorities said the flag representative had informed them that repairs were completed and the vessel was properly certified. However, it had not yet been inspected, and the detention remained in place. After sneaking away on March 2, the tug soon began experiencing propulsion and steering problems. The authorities reported the rescue tug they dispatched was able to bring the ship back to port at around 0330 on March 3. A sanction case has now been opened against the wayward tugboat. The Maritime Authority reports they are facing potential fines of up to €180,000 (US$209,000). The tug, of course, is also under a detention order, again. *(Source: Marex)*

TUG OWNERS INVEST IN AI APPS TO BOOST FLEET EFFICIENCY

AI-driven software is helping owners to shape future-ready, data-driven tugs and workboats to improve fleet efficiencies and lower emissions from operations. Tug and workboat owners are turning to artificial intelligence (AI) and digitalisation to improve fleet operations, chartering, scheduling and logistics.

Algorithms are processing data faster to generate insights for owners seeking to expand their operations and fleets. Jifmar Group is the latest to adopt digitalisation and AI-powered software to optimise chartering and scheduling for its fleet of workboats and tugs, by working with a French digital start-up. The French owner is integrating its fleet of more than 80 vessels into a unified digital ecosystem to increase operational transparency and prepare its assets for future projects after expanding its fleet through another acquisition. CMA CGM's innovation accelerator Zeebox initiated the strategic partnership between Jifmar and technology provider Seavium, enabling Jifmar to standardise technical information, enable data-driven decision-making and provide a clear trajectory towards long-term operational resilience by rolling out this software. "This partnership marks the next step in advancing our fleet and services into the digital era," said Jifmar head of innovation, Paul Berud. He added Jifmar will integrate Seavium's solution into its operations, "reinforcing our long-standing commitment to innovation." The partnership supports Jifmar's transition toward automation and efficient workflows across its departments. It comes after Jifmar acquired a fleet of workboats from Seacontractors in Q4 2025, which reinforces its presence in the Middle East and expands its operations. Jifmar operates a fleet of 84 vessels, with 26 in the Middle East and Indian Ocean. Emar Offshore Services is investing in digitalisation technology this year to enhance its operations and raise its ship-handling capabilities. The Netherlands-headquartered owner is working with a Dutch start-up to use AI to optimise data processing and logistics. Wave AI Solutions will help it to enhance its purchasing and logistics workflows, for both incoming and outgoing goods, destined for its vessels operating in West Africa. Emar will also work with Wave AI to build a central digital knowledge hub where maritime legislation, crewing data, technical documentation, and other key information streams will be stored. "This will serve as a single, reliable point of information across our organisation," said Emar. "Step by step, we are shaping a future-ready, data-driven and more efficient company, while contributing to the growth of new local technical talent." Emar is awaiting the arrival of a new azimuth stern drive (ASD) tugboat in July 2026 after its construction by Damen Shipyards, adding to its fleet of eight towing tugs. **E-Ten** is being constructed by Damen Song Cam Shipyard in Vietnam to Damen's ASD Tug 2813 design. It is progressing towards completion, and the 28-m vessel will be available for term charters and worldwide towage in Q3 2026. **E-Ten** will have 83 tonnes of bollard pull ahead and 80 astern, a beam of 13 m, a FiFi1 firefighting system, bilge and fuel management and dedicated tanks for fresh water, lubricants, foam, and dirty oil. Kotug International released more updates to OptiPort fleet scheduling software as it prepares to introduce version 2.0 later this year. Its upgrade release in December 2025 included enhancements to streamline operations and improve the user experience. Key highlights include enabling tug timeline and operational replays to third parties via a secure link; integrating information and warnings for vessels, tugs and towage jobs if there is missing data or weather-related delays; and introducing full control of synchronising information

with enterprise resource planning software. Kotug has improved OptiPort intelligence and analytics with new automated detection capabilities; algorithms to detect and classify tug operations worldwide; to identify operational bottlenecks and efficiency opportunities; and to analyse asset utilisation. Ultratug owner Ultranav is expanding its use of AI across its diverse fleet of more than 420 managed vessels to help seafarers navigate safely and avoid hazards. The privately held Chilean owner will deploy AI-driven programs on its tankers, bulk carriers, container ships and gas carriers after successfully running a pilot project within one of its business units. Ultranav will install ShipIn Systems' FleetVision across its fleet, which includes more than 90 harbour tugs and offshore support vessels, to scale AI-enabled safety and navigation risk management across its operations. FleetVision's bridge, safety and technical modules will be integrated with onboard camera systems to provide visibility of risks during vessel operations and to complement Ultranav's established safety management practices. *(Source: Riviera by Martyn Wingrove)*

NORTH EUROPEAN OWNERS BOOST WORKBOAT FLEETS WITH NEWBUILDS

Damen Shipyards has delivered multipurpose vessels to Leask Marine, Gerd Stensen and WUZ Port and Maritime Services. Leask Marine has taken delivery of a catamaran workboat to support marine construction, towage, salvage, diving and subsea operations in Scotland, UK. It welcomed **C-Trojan** to a growing fleet operating around the UK at a handover ceremony at Damen Shipyards' facilities in Hardinxveld, the Netherlands, in February 2026. This multipurpose catamaran was built to Damen's Multi Cat (MuC) 3113 design with dynamic positioning to DP1 class and a four-point mooring system. It is equipped for marine activities including towing operations, dredging, drilling, marine engineering, salvage, hazard clearance, subsea cable landing, wave and tidal energy projects, marine construction, deploying remotely operated vehicles and supporting offshore windfarm maintenance.

MuC 3113 vessels have an overall length of around 31 m, a beam of about 12 m, a shallow draught of 2 m, a deck area of 200 m2, a top speed of 10 knots and bollard pull of 28 tonnes, while accommodating 9 crew members and storing 120 m3 of fuel. For **C-Trojan**, Damen used a hull held in stock to construct a custom vessel for the Orkney Isles-headquartered owner. Damen amended the layout of the vessel, creating a separation between working and accommodation areas to improve crew well-being. Following the handover, **C-Trojan** is heading directly for its first project, the contract having been secured by the owner before construction was completed. Leask Marine founder and chief executive Douglas Leask said Damen was selected to deliver this new vessel due to the availability of the hull and the company's "flexibility in customising the design", resulting in "a vessel that fully meets the requirements of our varied operations." Leask Marine supports wave and tidal energy projects and provides salvage and towage services, while supporting marine construction and subsea operations. It previously added a MuC 2712 design vessel, **C-Force**, to its fleet in 2021, which took Damen just six weeks to deliver after signing the contract. In Norway, Damen Trading & Chartering's delivery of a new Shoalbuster workboat to owner Gerd Stensen resulted in the sale of a 16-m tugboat to a Polish owner. Leknes-headquartered Gerd Stensen took delivery of 23-m **Havdønn** in September 2025 after it was purchased in June 2025 and underwent a change in registry. Polarkonsult provided technical support and regulatory assistance to Gerd Stensen to transfer **Havdønn** from the Dutch flag to the Norwegian flag. This involved co-ordination between the shipowner, shipyard and builder, classification society and both flag administrations, identifying and resolving documentation gaps and non-compliance, and support with statutory documentation, manuals and approval packages. According to Damen Trading sales manager Bert Holster, **Havdønn's** delivery meant Shoalbuster tug **Nor Slep**, of Stu 1606 design, was available for sale. Gdańsk, Poland-headquartered WUZ Port and Maritime Services expressed interest in purchasing this 2019-built vessel, and it was transported from Norway's Lofoten region to Poland, with a stopover in the Dutch port of Rotterdam, on a heavylift vessel. When **Nor Slep**, arrived, it was renamed **Mis** and delivered to the new owneron 30 January 2026. Damen Trading has sold two inland pusher tugs to support a river development in the Democratic Republic of Congo (DRC). Business Incubation and Training Co purchased **Animo** and **Joset** from Dutch owner Sleepvaartbedrijf in January, and in February, they were loaded onto a heavy-lift vessel for their transfer to DRC. Once they arrive, these tugs will help revitalise river traffic on the Inkisi River in the Madimba territory. *(Source: Riviera by Martyn Wingrove)*

TTB 2026: WHEN VESSEL DESIGN MEETS SHIPYARD REALITY

Economic realities shape every vessel long before the first steel is cut. At Marine Log's Tugs, Towboats & Barges Conference (TTB) 2026, a panel titled "The Economics of Vessel Design: Tradeoffs Owners Can't Ignore" will explore how owners, designers and shipyards navigate competing priorities—cost, performance, regulatory requirements and emerging technologies—when bringing new vessels to market. Moderated by Garrett Rice, president and CEO of Coden, Ala.-based Master Boat Builders, the panel will feature naval architecture and marine engineering leaders Peter Soles, principal of business development at Glosten; Lawren Best, director of design development at Robert

Allan Ltd.; Cory Wood, vice president and principal naval architect at The Shearer Group/Bristol

Harbor Group; and Nick Hunter, marine engineer at Elliott Bay Design Group. The discussion will focus on how stronger collaboration between designers and shipyards early in the design process can improve project outcomes. Panelists will examine how contracting arrangements and project structures can encourage earlier cooperation, helping to align technical design decisions with practical shipyard realities before construction begins. The session will also take a candid look at whether traditional competitive bid processes are serving the industry well. While competitive bidding has long been the norm, many shipbuilders and designers argue that earlier partnerships can produce more efficient build strategies, fewer surprises during construction and ultimately better vessels. In addition to procurement practices, panelists will address technical and economic considerations that influence vessel design decisions, including tonnage calculations and regulatory frameworks that can shape vessel configuration and operational capabilities. Looking beyond individual projects, the panel will explore broader market dynamics affecting shipbuilding in both the near and long term. Participants will discuss demand trends, investment outlooks and the factors influencing vessel replacement cycles across the tug, towboat and barge sector. Another key question is where the industry's next wave of innovation will originate. Are new technologies emerging organically from within the maritime sector, or are they primarily being driven by regulation and environmental compliance pressures? The panel will examine how these forces are shaping propulsion choices, vessel efficiency strategies and future design approaches. *(Source: MarineLog by Heather Ervin)*

ICE OPERATIONS KEEP TUG OWNERS BUSY, NORTHERN EUROPE PORTS OPEN

Harsh winter conditions lead to higher ice accumulations in harbours in the Baltic Sea and additional work for owners of ice-breaking tugs. A cold winter in northern Europe resulted in a larger expanse of ice in the Baltic and North Sea coastlines than encountered in recent years, making additional work for ice-class harbour tugs. In Germany, Boluda Towing supported the safe

arrival and berthing of an LNG carrier in mid-February, through ice and Baltic Sea weather at the Mukran LNG terminal, which had been closed due to the harsh weather. Its 2004-built emergency towage vessel **VB Bremen Fighter** assisted harbour and terminal tugs 2023-built **VB Ivy**, 1993-built **VB Bremerhaven** and 1998-built **VB Wilhelmshaven** to escort 2022-built LNG carrier **Minerva Amorgos** to the terminal on behalf of charterer Deutsche ReGas. "Our tugboats played a key role throughout the manoeuvre, ensuring the vessel's safe positioning at the facility," said Boluda Towage. "We provided specialised services at the LNG terminal that demand the highest standards of safety, precision and co-ordination." This included **VB Bremen Fighter** breaking ice ahead of Boluda's three tugs towing **Minerva Amorgos** to the 2023-commissioned floating regasification terminal at the port of Lubmin, in the Bay of Greifswald. Fairplay Towing's tugs supported shipping in ice-prone ports and estuaries in Germany and Poland in Q1 2026 by breaking up and grinding pack ice and clearing ice floes as they pass through to keep fairways and harbours open. "This additional work often takes place in the background, but it is crucial for operations to function properly," said Fairplay. "With their powerful engines, tugs push away ice floes and break up the ice, preventing the port from coming to a standstill." On 10 February, three of its tugs, 1992-built **Fairplay-VII**, 2016-built **Fairplay-XVI** and 1998-built **Fairplay-71**, assisted cruise ship **AidaPrima** as it entered the Port of Gdynia and docked at the French Quay, opening the new season of cruise ship calls at the harbour. In Germany, Fairplay tugs will continue assisting LNG carriers at DET Deutsche Energy's regasification terminals in Brunsbüttel, Stade and Wilhelmshaven after securing an extension to its contract with the energy group to provide maritime services. Alfons Hakans had a busy winter, with plenty of ice-breaking work for its azimuth stern drive tugboat fleet in Finland as the country's harbours and waterways froze with greater volumes of ice than usual. The tug owner maintains contracts with the Finnish government to provide ice-breaking services, ensuring safe winter navigation for merchant shipping in Finnish waters. Its tugboat fleet also breaks ice around harbours and coastlines in Sweden and Estonia, keeping berths clear from ice when ships enter or leave the ports. Alfons Hakans said all its tugs are designed for ice-breaking operations. In Denmark, Tambour Towage was breaking ice in shipping routes and harbours in co-operation with the ice-breaking service of the Danish Defence and the Icebreaking Council. "This ensures cargo ships can continue to get safely to and from the ports, even when the ice tightens its grip," said Tambour Towage chief executive Rasmus Tambour. "It has been the coldest January in eight years, and ice-breaking tasks are carried out by private companies." Its 1981-built tugboat **Valdemar** broke packed ice in Guldborg Sound between the islands of Lolland and Falster to keep this passage open to ships. *(Source: Riviera by Martyn Wingrove)*

CONTRACTOR HOSPITALIZED BY TUG'S FIRE SUPPRESSION SYSTEM DISCHARGE IN MICHIGAN

A contractor performing maintenance aboard the tug Undaunted was hospitalized March 2 after the vessel's carbon dioxide fire suppression system unexpectedly discharged while the boat was laid up in

Ludington, Mich., authorities said. The incident occurred about 11:30 a.m. while the tug was docked for the winter on Lake Michigan. According to the Ludington Police Department, a worker from a third-party vendor was conducting maintenance on the vessel's fixed CO_2 fire suppression system when the system discharged, causing what officials described as a medical emergency. Crew members and staff from Interlake Maritime Solutions, the tug's owner, immediately began first aid and other potentially life-saving measures before emergency responders arrived, police said. The injured worker was transported to Corewell Health Ludington Hospital by LIFE EMS, with assistance from the Ludington Fire Department. Authorities have not released the individual's identity or condition. The tug Undaunted is operated by Interlake Logistics Solutions, a division of Interlake Steamship Co., Middleburg Heights, Ohio which manages a fleet of bulk carriers operating on the Great Lakes. The vessel was in winter layup at the time of the incident. Ludington police said the incident remains under investigation in coordination with Interlake Logistics Solutions. No additional injuries were reported. *(Source: Workboat)*

EUROCARRIER MERWEDESTROOM LAUNCHED FOR TRANSPORT

EuroCarrier Merwedestroom for Van Wijngaarden Marine Services B.V. has been launched in Hardinxveld for transport to Aalst. The vessel is being moved over water by her smaller sister vessel, the Scheldestroom. In Aalst the next phase of the project will begin: the outfitting. There the vessel will be further completed and fully equipped. EuroCarrier Maasstroom is scheduled for delivery in September 2026. *(PR-Neptune)*

WELCOME EN AVANT 19

After an long journey all the way from Vietnam, our newest tug **En Avant 19** has finally arrived at her final destination in Rotterdam! We're proud to welcome her and excited to begin the final preparations to get her fully ready for action. Soon, she'll be all set to take on her very first project and we can't wait to see her in operation. Stay tuned for more updates! *(Source: Muller Dordrecht)*

SMOOTH ICE OPERATIONS

Thanks to our cooperation with the Szczecin and Świnoujście Seaports Authority and the Maritime Office in Szczecin, and despite heavy ice conditions, the actions taken together have ensured smooth port traffic during the whole winter time!. It proves that nothing can surprise us at work, even weather patterns that were highly unpredictable in recent weeks. Keeping the pace high, we are glad to work in milder conditions now, and looking forward to spring welcoming! *(PR-Fairplay)*

FEDS SUE FORMER ALASKAN HARBOR OFFICIAL OVER COST OF RAISING SUNKEN TUG

The U.S. Department of Justice has filed a lawsuit seeking nearly $1 million from the owner of the tug Tagish after the vessel sank in Alaska's Gastineau Channel and was later removed using federal pollution response funds. According to a complaint filed in late February in U.S. District Court in Alaska, the federal government is seeking $914,794 from Don Etheridge and his wife, Teresa, to recover costs associated with raising the 107' tug after it sank near Juneau's downtown cruise ship docks in December 2022. Etheridge previously served as chair of Juneau's Docks and Harbors board. The privately owned, World War II–era wooden tug had been moored in Gastineau Channel south of the cruise ship berths while Etheridge worked on restoring the vessel as a long-term hobby project. When the vessel sank, it contained approximately 60 gals. of diesel fuel and 50 gals. of lubricating oil, prompting a response from multiple agencies, including the U.S. Coast Guard. Federal officials

determined the sunken vessel posed a potential pollution threat and issued an administrative order

requiring Etheridge to develop a removal plan. According to court filings, the order described the vessel as presenting a "substantial threat to public health and the welfare of the environment." Etheridge did not have insurance coverage for the vessel and was unable to fund the salvage effort. As a result, the removal was carried out using the federal Oil Spill Liability Trust Fund. The tug remained submerged for roughly two months before contractors completed the recovery operation in early 2023. Following the cleanup, the U.S. Coast Guard's National Pollution Funds Center billed Etheridge $914,794 in November 2025 for the cost of the response. The Justice Department's lawsuit alleges the bill remains unpaid. According to Alaska's KTOO, derelict and abandoned vessels continue to pose challenges for ports and waterways across Alaska. The sinking of Tagish follows other incidents in Gastineau Channel involving aging tugs, including the WWII-era **Challenger**, which sank in 2015, and the **Lumberman**, another former tug that drifted in the channel before being towed offshore and scuttled by the Coast Guard in 2021. Federal officials have also taken enforcement action in other recent cases. Last month, prosecutors charged three Alaska fishermen with allegedly intentionally sinking their vessels. *(Source: Workboat)*

ACCIDENTS – SALVAGE NEWS

PATROL BOAT DAMAGED AFTER HITTING BERTHED FERRY AT SWEDEN'S GRISSLEHAMN PORT

A Swedish Coast Guard patrol boat accidentally struck a berthed ferry at the Port of Grisslehamn on Sweden's Sea of Åland coast on Tuesday, March 3. The incident involving the Swedish Coast Guard vessel **KBV 202** and the Ro-Pax ferry Eckerö occurred at around 10:00 local time on Tuesday as the latter was preparing to depart Grisslehamn on a scheduled voyage to the Åland Islands off Finland. After hitting the ferry, the patrol boat crashed into a nearby quay, resulting in a hull breach just above the waterline near its bow. The ferry meanwhile suffered only minor damage. Authorities

said there were no injuries or pollution and that the passengers who were on board the ferry at the time have since safely disembarked. Eckerö's scheduled sailings for the next 48 hours were cancelled to enable repairs to be undertaken. Meanwhile, a tug has towed the patrol boat away from the quay where it had crashed. The Swedish Transport Agency and local police have begun an investigation into the mishap. *(Source: Baird)*

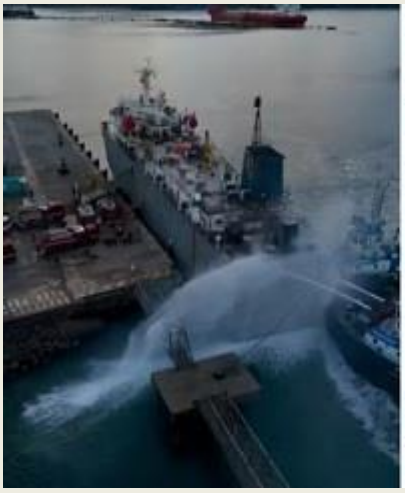
WORK BOAT SINKS IN SOUND OF KERRERA NEAR OBAN

The volunteer crew of Oban Lifeboat were paged shortly after 7.30am this morning (Tuesday) to a report of vessel sinking in the Sound of Kerrera amid concerns that there might be people on board. On arrival, the vessel, a workboat, had sunk at her mooring and a large amount of flotsam and debris was found around the wreck. Following an initial search, it was then confirmed by the vessel's owner that nobody was onboard. Oban Lifeboat recovered the vessel's Emergency Position Indicating Radio Beacon to ensure it could be deactivated and its battery did not begin to leak into the water. With the assistance of the manager of Kerrera Marina who attended in a rib, the crew recovered lifejackets, life-rings and as much floating debris as they could, and landed these ashore into the care of the HM Coastguard rescue team at Oban sailing club. *(Source: lifeboats)*

SHIP CARRYING CATTLE CATCHES FIRE IN THE PORT OF SÃO SEBASTIÃO

The vessel was carrying 2,600 animals destined for Türkiye; no one was injured. A fire broke out on a ship that was docked at the Port of São Sebastião, on the North coast of São Paulo, on Tuesday night (3). The incident occurred on a ship loaded with live cattle, which was destined for Turkey. According to the Companhia Docas de São Sebastião (CDSS), the company that manages the port complex, the fire occurred aboard the ship **North Star 1**, which was docked at the port, at around 9 pm. According to the Port Authority, the ship had approximately 2,600 animals on board. All of them were safely removed from the vessel, with the support of Vigiagro (International Agricultural Surveillance). The fire was brought under control by teams from the Fire Department, with support from the CDSS fire brigade, the CEATE (Emergency Response Center), and the port's emergency plans. The area where the ship was docked was isolated, and tugboats assisted throughout the

operation. The Fire Department reported that the fire started in an upper compartment of the vessel, where hay and feed used to feed the transported cattle were stored. There were 28 crew members aboard the **North Star.** According to the Fire Department, which responded to the incident with six vehicles and 18 personnel, in addition to support from the GBMar (Maritime Firefighters Group), at least five crew members and one firefighter required immediate medical attention after inhaling smoke during the fire. The corporation reiterated that no significant structural damage was found at the scene of the incident. CDSS stated that the incident is being monitored by the company and reiterated that there have been no reports of product spills into the sea. Civil Defense, the Brazilian Navy, and CETESB (Environmental Company of the State of São Paulo) are also following the case and will assist in the investigations. *(Source: BE News)*



READER REPORTS

The report on the sinking of the **DURA BULK** on page twelve of Towingline No.18 contains an AI image. The vessel was a Norwegian-built coaster as per the attached image and not a bulk carrier. The image on page sixteen is also not that of **DURA BULK** which operated with a deck-mounted grab. Thanks to Simon Smith.

SANCTIONED RUSSIAN LNG TANKER ARCTIC METAGAZ ERUPTS IN FLAMES AFTER DRONE ATTACK

A Russian-flagged liquefied natural gas (LNG) carrier, the **Arctic Metagaz**, caught fire in the Mediterranean Sea on March 3 following a reported drone attack. The vessel, which is under extensive international sanctions, was reportedly targeted while navigating between Malta and Libya. According to the maritime publication gCaptain, the vessel erupted in flames on the morning of March 3. OSINT analyst H. I. Sutton and the Greek news outlet Naftemporiki reported that explosions preceded the fire. While the exact nature of the weaponry is being analyzed, The Times of Malta and Reuters cited sources stating the tanker was likely struck by a drone around 4:00 AM. The Armed Forces of Malta confirmed they received a distress report and deployed units to the scene. According to Reuters, the 30-member crew, all Russian nationals, abandoned the ship and were rescued from a lifeboat within the Libyan search-and-rescue zone. The vessel's tracking data suggests a deliberate attempt to mask its movement. Data from Starboard Maritime Intelligence showed that the **Arctic Metagaz** disabled its Automatic Identification System (AIS) on the evening of March 2 after exiting Malta's exclusive economic zone. The **Arctic Metagaz** is a key component of Russia's shadow fleet, designed to bypass Western energy restrictions. According to Ukrainian military intelligence, the vessel is involved in transporting LNG from the sanctioned Arctic LNG-2 project to the Beihai terminal in China. The ship recently loaded cargo from the Saam floating storage unit (FSU) near Murmansk on February 18 before sailing around the United Kingdom and Spain to enter the Mediterranean. The vessel is currently subject to sanctions imposed by: ● The United States and the United Kingdom; ● The European Union and Switzerland; ● Canada, Australia, and New Zealand. Ukrainian volunteer and advisor to the Minister of Defense, Serhii Sternenko, claimed to possess "exclusive footage" showing a significant breach in the vessel's hull near the engine room, further supporting the theory of a kinetic strike. Ukrainian intelligence officials have noted that the **Arctic Metagaz** frequently utilizes "spoofing"—transmitting false positioning data—to hide its location. This practice is a direct violation of international maritime law. The vessel's involvement with the Arctic LNG-2 project makes it a primary target for enforcement of the global sanctions regime intended to limit Russia's energy revenues. The Ministry of Transport of the Russian Federation eventually confirmed the incident, as reported by the state news agency TASS. The ministry attributed the strike to Ukrainian "uncrewed cutters" (USVs) operating from the Libyan coast. Earlier, a €500,000 reward was offered online for information on the location of the sanctioned oil tanker Omra (IMO 9264881), a vessel linked to the shadow fleet transporting Russian and Iranian oil. The tanker was last tracked near Malaysia on February 17 after previously operating in Iranian

waters. Watch the video HERE *(Source: United24)*

GOOD NEWS: ICEBREAKERS MURMANSK AND KAPITAN PLAKHIN HAVE COME TO THE AID OF A BULK CARRIER IN THE BALTIC SEA.

The icebreakers "**Murmansk**" and "**Kapitan Plakhin**" of the Federal State Unitary Enterprise Rosmorport came to the aid of the bulk carrier "**SMP Novodvinsk**" in the Baltic Sea, according to a statement from the company on March 3. Rosmorport clarified that due to strengthening southerly winds, the "**SMP Novodvinsk**" found itself in a dangerous situation: the vessel began drifting northward and could have become trapped in ice between Sommers Island and Maly Sommers Rock. Thanks to the coordinated efforts of the icebreaker crews, the bulk carrier was successfully rescued. Despite poor visibility, the icebreakers successfully towed the rescued vessel to an anchorage in the seaport of Ust-Luga, ensuring its safety, Rosmorport added. *(Source: Sudostroenie)*

IRANIAN BOMB BOAT TARGETED SONANGOL TANKER OFF KUWAIT

New footage appears to suggest that Iranian forces used a drone boat to attack the tanker **Sonangol Namibe** off the coast of Kuwait. The tanker was at anchor about 30 nm to the southeast of Kuwait's Mubarak al Kabeer port on Wednesday night when an explosion occurred on the port side. The hull was penetrated and the ship has taken on water,

according to UKMTO. However, there were no injuries, and the blast did not start a fire, according to the security agency. The vessel was in ballast at the time of the blast, but satellite imaging taken the day after the strike shows a small petroleum slick emanating from the tanker. The strike expanded the proven kinetic risk zone to the far northeastern end of the Gulf, confirming the possibility of an Iranian strike at any location within the area. It also showed that the threat picture for shipping will continue to include surface attacks, even though Iran's larger combatant vessels have substantially been eliminated by U.S. forces. Iran is a longtime operator of unmanned bomb boats: it began providing the technology to Yemen's Houthi rebel group years before the concept was adopted and developed by Ukraine. Drone boats require a different defense strategy to prevent kinetic strikes, and they are difficult to defeat in swarms, as demonstrated by the Black Sea campaign targeting Russian warships and tankers. The strike may have outsize importance for regional energy production. According to local Basra News, **Sonangol Namibe** was due to call at an Iraqi loading terminal to take on oil. Iraq is so short on shoreside storage space that it has begun to shut in production; A proven threat to tanker tonnage in Iraq has more immediate implications for the global crude oil supply than a similar threat in Saudi Arabia or the UAE, as Iraq's tank farm capacity is low and any production shut-in will take weeks to restart. *(Source: Marex)*

U.S. Forces Hit Iranian Drone Carrier

U.S. forces have released new footage of a strike on one of Iran's "drone carriers," the converted merchant vessels that Iranian forces have rebuilt to launch ballistic missiles, suicide drones and other unmanned munitions. The vessel's appearance matches **IRIS Shahid Bagheri**, which U.S. Central Command previously claimed to have struck on the first day of the conflict. An accompanying statement by CENTCOM appears to confirm that an attack occurred on March 5. The footage released by U.S. Central Command shows that one of Iran's flat-deck conversions was hit twice - once amidships on the port side, and once again on the port quarter. The ship was hit Thursday and continued to burn as of Thursday night (EST), according to Central Command. The vessel can be identified as the **Bagheri** thanks to its ski-jump ramp, unique among Iran's drone-carrier fleet. Other comparable vessels in Iran's arsenal - **IRIS Shahid Roudaki** and **IRIS Shahid Madhavi** - have unmodified, conventional bows, limiting them to vertical takeoff and landing operations. Base ship **IRIS Makran**, a larger multipurpose vessel constructed on the hull of a tanker and fitted with a helideck, was hit in the deckhouse in a previous round of strikes. Adm. Brad Cooper, commanding officer of Central Command, said Thursday that the U.S. has now eliminated more than 30 Iranian warships. The tally includes **IRIS Dena**, the frigate torpedoed by a U.S. Navy attack submarine off the coast of Sri Lanka earlier this week. *(Source: Marex)*

Salvage Tug Reported Attacked Near Straits of Hormuz with Crew Feared Dead

A salvage tug sent to aid one of the vessels that had been attacked in the area around the Straits of Hormuz has apparently been attacked as well. The crewmembers from the tug are feared killed in a

missile attack. UK Maritime Trade Operations (UKMTO) said it received a report from a third party

of an apparent attack on a tug six nautical miles to the north of Oman. They reported the incident was being investigated. The tug is being identified by multiple security consultants as the UAE-flagged **Mussafah 2**. Built in 2012, it is reported to be 134 gross tons with a length of 26 meters (85 feet). The vessel's AIS has been dark since departing the Mina Zayed port in the United Arab Emirates yesterday. The tug was believed to be heading to the disabled UAE-controlled containership **Safeen Prestige**. The vessel was struck on Wednesday and reported an engine room fire while off the coast of Oman. Vanguard Tech is reporting that the tug was struck by two missiles today while approximately 18 nautical miles from Khasab, Oman. The report says there were eight crew aboard the tug and they are feared killed in the attack. There is no official confirmation or statement from the Oman News Agency regarding the incident. On Wednesday, it confirmed that the Omani navy had organized the evacuation of the crew from the **Safeen Prestige**. Reports indicate that the tug was also owned by AD Ports, which owns the containership. Dubai has been one of the areas heavily attacked by the Iranians in their revenge efforts in the Gulf. This was one of several salvage efforts believed to be underway after the Iranians had struck approximately 10 large commercial ships in the Gulf region. VShips, which managed the product tanker MKD Vyom that was attacked earlier in the week, also reported that a salvage tug had been sent to the vessel. It said the tug assisted in putting out the fires, and efforts were underway to move the vessel to a port of refuge. *(Source: Marex)*

GITGA'AT NATION RESPONDS TO TUGBOAT GROUNDING NEAR SAINTY

POINT; THIRD VESSEL TO RUN AGROUND NEAR HARTLEY BAY IN AS MANY MONTHS

Yesterday afternoon, Tuesday, March 3rd, The Gitga'at Nation had responded to a tugboat that had run aground off Hartley Bay. The nation was notified of the grounding at 4:47 p.m. and quickly dispatched a crew from Gitga'at territory by 5 p.m. to attend the scene. The Nation says that at the time, crew members didn't know what sort of incident they were heading towards, or what type of vessel had been grounded. As it turns out, the vessel was a large American tugboat, the **Muzon**, which had become beached at Sainty Point. The Canadian Coast Guard was notified and also attended the scene. Coast Guard crews were able to contact the crew on the vessel and conducted a visual inspection from the water. According to the Gitga'at crew that responded, there were no visible punctures, or dents on the vessel, only a few scratches. No contamination had been noticed in the surrounding water or the shore either. A closer inspection with the tugboat's engineer confirmed the same. A second tugboat was dispatched to the scene last night and remained there late into the evening until the **Muzon** had been refloated, sometime before midnight. The last Gitga'at crew on scene stood down around 8 p.m. and returned home. The Nation said they'll be sending a full report will be submitted to the Coast Guard, adding that this is the third grounding of an American tug in the area in the past three months. A statement released by the Nation said in part, "We are watching. We are responding. And we will continue to protect our Territory." *(Source: CFNR Network)*

OFFSHORE NEWS

SUBSEA7'S SCOPE AT TÜRKIYE'S LARGEST NATURAL GAS FIELD FURTHER EXTENDED

Subsea7 has secured an extension to the contract with Turkish Petroleum Offshore Technology Center (TP-OTC) announced in August 2025 for the third development phase of Türkiye's largest natural gas field. The variation order announced today, March 4, represents an extension to the contract announced on August 27, 2025, for the third phase of the Sakarya field development in the Black Sea and will connect the recently discovered Goktepe field to the Phase 3

floating production unit (FPU). Subsea7's scope of work comprises engineering, procurement, construction and installation (EPCI) of approximately 20 kilometers of flexibles, 120 kilometers of umbilicals, a rigid production riser and associated subsea equipment in water depths of 2,200 meters. Project management and engineering will be coordinated through the company's office in Istanbul, with offshore activities scheduled for 2027 and 2028. Subsea7 said that the award was large, meaning it is worth between $300 million and $500 million. David Bertin, Senior Vice President of Subsea7's Global Project Centre – East, said: "We are proud to continue to support TP-OTC in their ambitions in the Black Sea with the development of the Goktepe field, which will enable increased production through the Sakarya Phase 3 facilities and support Türkiye's gas needs. "To remind, Turkish Petroleum hired a consortium consisting of SLB, Subsea7, and Saipem on an EPCI contract in May 2023 for the second planned development phase of the Sakarya gas field, consisting of subsea production systems (SPS) and subsea umbilicals, risers, and flowlines (SURF).Subsea7 won a separate contract with TP-OTC in May 2024 to take care of the installation of Türkiye's first floating production unit as part of the second development phase. In August 2025 it was reported that the company had been selected to deliver the SURF for phase 3 of the Sakarya field development. *(Source: Offshore Energy)*

NKT SECURES LARGEST-EVER ORDER FOR UK INTERCONNECTOR

Danish offshore cabling specialist NKT has signed a firm contract for the HVDC power cable system for the Eastern Green Link 3 interconnector with a joint venture between the UK grid owners National Grid and SSEN Transmission. This order is the largest single project award ever received by NKT and will support the reinforcement of the UK transmission grid. The contract value is estimated at over €2.2bn ($2.55bn). Commissioning is expected at the end of 2033. The project comprises a turnkey scope for the design, manufacture, and installation of a 525 kV HVDC power cable system with a route length of approximately 680 km, including both onshore and offshore cable sections. The joint venture will manage the project's civil works. EGL3 is the largest electricity transmission investment of its kind ever in the UK and will play a crucial role in

strengthening grid resilience and efficiency. The link will enable the efficient transmission of renewable energy from northern Scotland to demand centres in the south. This will ensure the delivery of affordable, reliable, and clean power to up to 2 million homes and businesses across the UK. "EGL3 is a vital investment in the UK's future energy system. By securing the power cable contract, we are taking a decisive step towards strengthening the electricity network so more clean, homegrown power can flow from where it is generated to where it is needed most," said James Johnson, deputy project director for EGL3 at SSEN Transmission. EGL3 forms part of a broader programme of strategic grid reinforcements being delivered jointly by the UK's electricity transmission owners. Together, these projects will enhance the national network's capability to transmit renewable energy efficiently across Great Britain, supporting the continued development of a resilient and sustainable power system. *(Source: Splash24/7)*

CL SPEC LISA – VERSATILE PSV FOR OPERATION OFF WEST AFRICA

Cyprus-based CSM Energy has taken delivery of a new platform supply vessel (PSV). **CL Spec Lisa** is the first in a new series of PSVs developed in response to market demand for vessels that are capable of performing a range of logistics-related tasks. The newbuild has a steel hull, an LOA of approximately 82 metres (270 feet), a beam of 17 metres (56 feet), a draught of 6.3 metres (21 feet), a depth of 7.8 metres (26 feet), a clear deck area of 800 square metres (8,600 square feet), a deadweight of 3,900, and a gross tonnage of 3,348. *Flexibility in cargo transport and supply operations* The clear deck can be used to transport a range of payloads, typically ISO containers, spare parts and heavy equipment, for use at offshore platforms. On return trips, the vessel can transport waste material for proper onshore disposal. A diesel-electric propulsion setup that includes two azimuthing propellers and two bow tunnel thrusters delivers a service speed of 13 knots. Fuel is fed from tanks with a total capacity of 365.6 cubic metres (80,420 gallons). Also fitted are dedicated tanks for storing water, drilling mud, and other types of liquid cargo to be delivered to platforms. Some of the tanks can also house oil that has been recovered during spill response operations. *Laid out to ensure improved comfort* The PSV boasts a DP2 system and an energy storage system capable of peak shaving for improved efficiency. Her Fifi1 external firefighting equipment meanwhile includes

pumps and water monitors with a discharge rate of 1,200 cubic metres (260,000 gallons) per hour. **CL Spec Lisa** was designed by Sinopacific Engineering and Contracting and built by Nantong Rainbow Offshore and Engineering Equipment. The vessel complies with Liberian flag requirements and Bureau Veritas class rules including those under the COMF-NOISE and COMF-

VIB 3 notations, which indicate reduced noise and vibration levels, and the UMS notation, which means the machinery spaces can operate for up to 16 hours without manual supervision. The PSV is owned by Tianjin Haiyan No 5 Leasing and managed by CSM Energy. She has already entered operations and has been regularly deployed off West Africa. *Specifications* Type of vessel: Platform supply vessel; Classification: Bureau Veritas; Flag: Liberia; Owner: Tianjin Haiyan No 5 Leasing, China; Operator: CSM Energy, Cyprus; Designer: Sinopacific Engineering and Contracting, China; Builder: Nantong Rainbow Offshore and Engineering Equipment, China; Length overall: 82 metres (270 feet); Length bp: 75.28 metres (247 feet); Beam: 17 metres (56 feet); Draught: 6.3 metres (21 feet); Depth: 7.8 metres (26 feet); Deadweight tonnage: 3900; Gross tonnage: 3348; Capacity: 800 square metres (8,600 square feet); Propulsion: 2 x propellers; Side thrusters: 2; Cruising speed: 13 knots; Firefighting equipment: Pumps; monitors; Type of fuel: Diesel; Fuel capacity: 365.6 cubic metres (80,420 gallons); Operational area: West Africa. *(Source: Baird)*

TWO-SEASON PROGRAM TO DE-RISK CHEVRON'S FRONTIER ACREAGE OFF URUGUAY

Sintana Energy, Chevron's partner in the Area Off-1 lease off Uruguay, has announced a 3D seismic acquisition campaign on the lease. The survey will be carried out by Viridien using the **BGP Prospector** vessel and will cover approximately 4,300 sq km. Acquisition fieldwork will take place over two seasons: February-April 2026 and November 2026-April 2027, with most of the survey relevant to the key prospects on the license expected to be completed in the first season. Fast-track results from seismic acquired in the first season are expected in the fourth quarter of 2026, with full PSDM results from the first season expected in the second quarter of 2027. Sintana Energy holds a 40% non-operated interest in the block, following the 2025 farm-out of a 60% operating interest to a Chevron affiliate, and is carried for the total anticipated cost of the 3D seismic acquisition program. It is noted that the commencement of seismic acquisition follows the courts in Uruguay rejecting several attempted interventions by activist groups, demonstrating the depth of the upfront preparatory work for the campaign and the robustness of Uruguay's environmental consultation and permitting process. "We are excited to see activity on Area Off-1 beginning so soon after completion of our acquisition of

Challenger Energy in December 2025. 3D seismic acquisition is a key next step in defining the potential of Uruguay's offshore," said Robert Bose, CEO of Sintana Energy. *(Source: Splash24/7)*

NORDIC DONNA IN GLOMAR FLEET

A notable vessel that has been operating from Den Helder for some time is the **Nordic Donna**. This 26-meter-long vessel is being deployed by Glomar Offshore as a guard boat in the Dutch sector of the North Sea. It replaces the recently decommissioned guard boats **Drifa** and **Seaforce**. The **Nordic Donna** sails under the Panamanian flag, was built in 1958, and served as a rescue cruiser for many years. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

ONE OIL & GAS, TWO OFFSHORE WIND CAMPAIGNS ON SCHEDULE FOR TGS' SEISMIC VESSEL

Norwegian energy data and intelligence company TGS is set to deploy its seismic vessel **Ramform Vanguard** for an oil & gas site survey, followed by two offshore wind campaigns, in the upcoming summer season in Europe. TGS reported that the 1998-built **Ramform Vanguard** is set to kick-start a new acquisition campaign in mid-March with an oil & gas site survey, as part of the upcoming European summer season, following its winter-stack period. After this survey, the 86.2-meter-long vessel will continue performing two offshore wind contracts, extending the acquisition activities well into the third quarter. "We are very pleased to have secured a solid acquisition campaign for the **Ramform Vanguard**. We see opportunities for more work in the market, and if we are successful, the campaign may be extended further toward the end of Q3," said Kristian Johansen, CEO of TGS. "Our Ultra High Resolution 3D streamer solution has a proven track record within the offshore wind site characterization market. We are now taking another step and will do our first oil and gas site survey, thereby broadening our product offering and leveraging our technology to optimize asset utilization." On February 27, TGS announced the Nigeria Laide multi-client 3D survey, acquired in partnership with the Nigerian Upstream Petroleum Regulatory Commission (NUPRC) and SeaSeis Geophysical. The survey lies within the Outer Fold & Thrust Belt of the eastern Niger Delta, what the company says is one of Nigeria's most prolific hydrocarbon regions, and

covers approximately 11,700 square kilometers. “Nigeria continues to play a crucial role in the global supply of oil and gas. The expansion of our multi-client library in Nigeria in partnership with the government through the Laide 3D showcases our commitment to furthering hydrocarbon exploration in the region,” said Johansen. *(Source: Offshore Energy)*

NYK Secures ClassNK Approval for Long Distance Cable-Laying Vessel Design

ClassNK grants General Design Approval for long-distance cable-Laying vessel concept supporting Japan’s future HVDC subsea transmission network. Japan’s NYK Line has completed the basic design for a new cable-laying vessel intended to support the construction of a long-distance subsea direct current transmission network around Japan. The design received General Design Approval from ClassNK on Feb. 13. The vessel is being developed as part of a four-company consortium that includes Sumitomo Electric Industries, Furukawa Electric, and Mitsui O.S.K. Lines. The initiative is supported by Japan’s New Energy and Industrial Technology Development Organisation (NEDO) under its Research and Development Project for Offshore Wind Power Generation Cost Reduction (RIGHT). This is part of NEDO’s RIGHT project, which aims to develop high-voltage direct current (HVDC) transmission technologies by multiplexing direct current transmission lines from wind power generation, by ensuring proper protection control and power flow control for reliable and efficient transmission . Together with Sumitomo Electric and with the cooperation of Furukawa Electric, NYK has been responsible for developing the cable-laying vessel. With the completion of the vessel’s basic design and the acquisition of GDA from ClassNK, NYK Line has achieved its initial objectives within this NEDO-supported project. Moving forward, NYK will continue contributing to the realisation of a decarbonised society through the advancement of technologies essential for subsea DC transmission. *Long-Distance Subsea Cable-Laying Vessel History*

・2022: NYK was subcontracted by Sumitomo Electric to conduct the initial conceptual design of a self-propelled cable-laying vessel suitable for Japan’s unique conditions for NEDO’s ” Research and

Development of a Multi-purpose and Multi-terminal HIGH Voltage Direct Current Transmission System (RIGHT Project)" ・2023: NYK was newly selected by NEDO for a public solicitation for "Development of construction methods for the installation of cable protecting system, etc. and the development of new cable-laying vessels, etc." of "Research and Development of a Multi-purpose and Multi-terminal HIGH Voltage Direct Current Transmission System (RIGHT Project)". NYK began designing a self-propelled cable-laying vessel in cooperation with Sumitomo Electric. ・2024: NYK obtained the AiP from ClassNK for the design concept of the vessel. ・2026: NYK will proceed with the detailed vessel design and aim to obtain basic design approval from ClassNK. *(Source: Workboat)*

FRENCH SUPPLIER IN NAVAL PORT

The **VN Partisan** moored last Monday at jetty 23 in the Nieuwe Haven, from which it subsequently made several short voyages. The 83-meter-long French supplier had sailed from the French port of Brest to Den Helder. The **VN Partisan** operates for the European Maritime Safety Agency (EMSA) in Lisbon, established by the EU in 2002. The UT745 supplier was launched in 1995 at the Norwegian Vard shipyard in Soviknes as **Far Service** for Farstad Shipping from Aalesund and sailed for this shipping company until 2017. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

EVENT NEWS

EEUW OUDE SS MAARTEN BLIKVANGER OP NATIONALE SLEEPBOOTDAGEN

De Nationale Sleepbootdagen vinden dit jaar voor de 17e keer plaats in Zwartsluis. Tijdens het Hemelvaartweekend van 14, 15 en 16 mei wordt deze havenplaats omgetoverd tot decor van een breed scala aan sleepboten. Het evenement vindt elk jaar plaats, het ene jaar in Vianen en het andere in Zwartsluis. Meer dan 200 sleepboten doen mee. Het driedaagse festijn trekt gemiddeld 55.000 bezoekers. Naast een kijkje nemen aan boord kunnen bezoekers genieten van muzikale optredens, braderieën en rondvaarten. Een van de blikvangers dit jaar is de SS **Maarten**. Deze 19 meter lange parel is al vaker in Zwartsluis geweest. Dit jaar bestaat zij 100 jaar. Het schip heeft nog steeds de originele stoommachine en stoomketel van de bouw in 1926.

De sleepboot heeft een rijke historie achter de rug, ze is ingezet bij de aanleg van de Afsluitdijk en heeft in het Ruhrgebied gevaren als sleper. Sinds 2019 is Stichting Stoomboot Maarten volledig eigenaar van het varende monument. Naast sleepboten zullen er ook een paar speciale schepen te zien zijn. De marine zal met duikvaartuig Hydra aanwezig zijn. Het door waterstof aangedreven werkschip De Beulake van de provincie Overijssel zal eveneens te zien zijn in Zwartsluis. Historische sleepboten en moderne technologie kruisen zo elkaars vaarwegen. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

EDDA WIND SELLING SOV, CSOV FLEET TO NORTH STAR, NAVIGARE CAPITAL

Edda Wind has entered into agreements for the potential sale of its fleet of service operation vessels (SOVs) and commissioning SOVs (CSOVs), including newbuilds, with two buyers amongst which the fleet will be split: North Star and an affiliate of Navigare Capital Partners. The vessel operator said on 4 March that additional information would be provided upon closing of the transaction, with the completion of the sale still being subject to completing inspections and certain conditions being met. According to Edda Wind's website, the company's fleet currently comprises six CSOVs and one SOV, with three CSOVs on order. In June and August last year, the Norwegian company took delivery of two CSOVs, Austri Enabler and Monsoon Enabler, respecively. In the

first quarter of 2025, Edda Wind sold its SOV **Mistral Enabler**, formerly known as **Edda Mistral**, a year after the company sold its sibling vessel **Edda Passat**. As for the fleet buyers, North Star, a UK-based provider of offshore wind service vessels which was acquired by Partners Group in 2022, secured GBP 425 million (nearly EUR 500 million) in debt in 2024 to grow its fleet of SOVs for the European market. Last year, RWE entered into a long-term partnership with North Star for the charter of two CSOVs and also signed reservation agreements for two newbuild SOVs the UK shipowner has on order with Vard. The other potential buyer is an affiliate of the Danish maritime assets investor Navigare Capital Partners, which Edda Wind left unnamed. Navigare Capital made its first investment in the offshore wind support vessel segment in 2022, through a majority investment in a partnership with Norway's Norwind Offshore which, at the time, had five purpose-built vessels set to join the fleet during 2022-2025. In 2024, Navigare Capital and the Norwegian shipbuilder Vard signed (a new) contract for the design and construction of one tailor-made CSOV and agreed on new options for two additional vessels. *(Source: Offshore Wind)*

STRATEGIC MARINE DELIVERS FIRST TWO OF SIX SUPA SWATH VESSELS TO MAINPRIZE OFFSHORE FOLLOWING SEAWORK CONTRACT SIGNING

● First two Supa Swath vessels delivered to Mainprize Offshore following contract signed at Seawork 2024. ● Marks the initial deliveries under a six-vessel programme, with options for a further six vessels. ● Purpose-built Supa Swath design to support offshore renewables operations in Europe. Strategic Marine is pleased to announce the successful delivery of the first two Supa Swath vessels to Mainprize Offshore, marking a key milestone under the multi-vessel contract signed at Seawork in June 2024, Europe's largest on-water commercial marine and workboat exhibition. This delivery represents the initial handover under the six Supa Swath vessels contracted, with options for a further six units, and follows the earlier 2024 collaboration that saw **MO10** and **MO11** enter service as part of Mainprize Offshore's expanding fleet. The programme reflects the continued partnership between Strategic Marine and Mainprize Offshore to strengthen fleet capability in support of offshore renewables operations across Europe. The Supa Swath vessels are based on a next-generation design developed by Walker Marine Design, offering exceptional stability, operational efficiency, and versatility in demanding offshore environments. Purpose-built to meet the evolving needs of offshore wind operations, the vessels deliver enhanced seakeeping performance, improved fuel efficiency through advanced propulsion systems, and modern navigation and communications technologies to support safe and efficient operations. Mr. Bob Mainprize, Managing Director of Mainprize Offshore, said: "The delivery of the first two Supa Swath vessels under this programme is an important step in our fleet expansion. Strategic Marine was selected for these builds due to their consistently high-quality construction and fit-out, which has proven to deliver reliable workhorses for demanding offshore operations. These vessels demonstrate the performance and capability we require to support offshore renewables

activities, and we are pleased to see the successful progression of the programme following our contract signing at Seawork." Mr. Chan Eng Yew, Chief Executive Officer of Strategic Marine, commented: "We are proud to deliver the first two Supa Swath vessels to Mainprize Offshore as part of this significant contract. This milestone highlights the strong partnership between our teams and our shared commitment to delivering innovative, high-quality vessels that meet the demands of the offshore renewables sector." With this delivery, Mainprize Offshore continues to build momentum towards its planned fleet expansion, positioning the company to meet increasing operations and maintenance requirements across the European offshore wind market. Strategic Marine remains committed to delivering advanced vessel solutions that support the growth of offshore renewables globally. *(PR-Strategic Marine)*

FIRST TURBINE UP AT DOGGER BANK B OFFSHORE WIND FARM

The first of the 95 GE Haliade-X 13 MW wind turbines has been installed at Dogger Bank B, the second phase of the 3.6 GW Dogger Bank Wind Farm in the UK. This is according to the information in a Notice to Mariners issued by the project on 2 March, which states the wind turbine installation vessel (WTIV) Voltaire continues to work within the array site, with the commissioning service operation vessel (CSOV) **IWS Skywalker** also at Dogger Bank B providing construction support. Jan De Nul's WTIV **Voltaire** completed the installation of wind turbines on Dogger Bank A in the second half of February and immediately moved on to the same work on Dogger Bank B. The installation of Dogger Bank B wind turbines will continue until approximately the second quarter of 2027. All 277 foundations have been installed across the three 1.2 GW Dogger Bank Wind Farm sites, with inter-array cable work completed on the first two phases. While Dogger Bank A and B each comprise 95 Haliade-X 13 MW turbines, the third phase, Dogger Bank C, will feature 87 GE Haliade-X 14 MW turbines. The Dogger Bank Wind Farm project is owned by the consortium of SSE Renewables, Equinor, and Vårgrønn, which are also planning to build Dogger Bank D, the fourth phase of what is already set to become the world's biggest wind farm. *(Source:*

Offshore Wind)

BOSKALIS POSTS 2025 ANNUAL RESULTS

Boskalis posted a strong financial performance in 2025: the full-year group revenue, EBITDA and yearend orderbook were all slightly higher than the all-time highs in 2024. Revenue amounted to EUR 4.5 billion, an increase compared to 2024, with growth contributions from both the Offshore Energy and Towage & Salvage divisions. Adjusted for (de)consolidation and currency effects, the year-on-year revenue was stable. EBITDA increased to EUR 1.3 billion. There were no exceptional gains or losses in 2025, whilst the 2024 EBITDA was elevated by an exceptional gain of EUR 148 million. The Operating Result (EBIT adjusted for exceptional items) increased by 13.3% to EUR 886 million, and the net profit amounted to EUR 775 million. The 2024 net profit amounted to EUR 781 million which included an exceptional gain of EUR 143 million. According to Boskalis, the good performance reflects strong project execution across the two largest divisions – Dredging & Inland Infra and Offshore Energy. Growth within Towage & Salvage is largely explained by the acquisition of the remaining 50% share of Smit Lamnalco in late 2024. The order book was fractionally higher at EUR 7,0 billion compared to the end of 2024. *(PR-Boskalis)*

DREDGING NEWS

BOSKALIS' CSD RHÔNE BRINGS NEW SAND AT MARKER WADDEN

Boskalis is continuing to build with nature on the Marker Wadden. The construction of the Marker Wadden – seven unique nature islands in the Markermeer Lake in the Netherlands – is one of the many highlights in Boskalis' recent history in the Netherlands. In 2021, the last of more than 30 million cubic meters of sand, silt, and clay for this innovative project was dredged, and the islands were handed over to Natuurmonumenten. Handing over the proverbial keys did not mark the end of their involvement in this paradise of silt and clay – Boskalis recently carried out maintenance works in the nature reserve. This maintenance was necessary because part of the sand had been washed away by natural erosion due to the several storms combined with high water levels in

recent years, Boskalis said. Using the cutter suction dredger (CSD) **Rhône**, Boskalis Nederland brought in another 150,000 cubic meters of sand for several beach nourishments on the main island. "In addition, we received an extra assignment from Natuurmonumenten to apply another 210,000 cubic meters of silt in specific marsh areas," Boskalis said. "This additional silt enables, among other things, the restoration of reed beds, allowing nature to continue developing on its own. In this way, we ensure that the Marker Wadden can remain a paradise for people and wildlife for decades to come." *(Source: Dredging Today)*

SECOND PILOT PROJECT FOR INNOVATIVE WID SET TO BEGIN AT TUTTLE CREEK LAKE

The Kansas City District, U.S. Army Corps of Engineers, in partnership with the Kansas Water Office, is about to begin the second demonstration period for the innovative Water Injection Dredging project at Tuttle Creek Lake. The second demonstration period will take place from March 17-27, 2026, providing a real-world assessment of Water Injection Dredging's effectiveness in sedimentation management within inland reservoirs. According to USACE, this pioneering project aims to evaluate Water Injection Dredging (WID) as a potential alternative to traditional mechanical dredging. WID uses a controlled injection of water, under pressure, to loosen sediment from the riverbed, allowing it to be carried downstream by the natural current. "This project represents a significant step forward in exploring sustainable dredging techniques to restore water storage capacity and evaluate the associated environmental effects," said Laura Totten, project manager for the Tuttle Creek Reservoir Water Injection Dredging Demonstration Project at the Kansas City District. Tuttle Creek Lake is the largest reservoir in the Kansas River Basin. Over 40% of the population of Kansas, including the urban areas of Topeka, Kansas City, Manhattan and Lawrence depend on the flood control and water supply benefits of Tuttle Creek Lake and many more utilize the recreational and environmental benefits. *(Source: Dredging Today)*

SALTCHUK SUBSIDIARY INITIATES TENDER OFFER FOR GLDD SHARES

Saltchuk Resources, Inc. and Great Lakes Dredge & Dock Corporation said that Saltchuk's wholly-owned subsidiary, Huron MergeCo., Inc., today stared its tender offer for all issued and outstanding shares of common stock of GLDD at a price of $17.00 per Share in cash, subject to any required tax withholdings and without interest. The Offer is being made pursuant to the Agreement and Plan of Merger, dated as of February 10, 2026, by and among Saltchuk, Purchaser, and GLDD, which Saltchuk and GLDD announced on February 11, 2026. The GLDD Board of Directors has unanimously determined that the Merger Agreement and the Offer are in the best interests of GLDD's stockholders. The GLDD Board of Directors also recommends that the stockholders of GLDD tender their shares to Purchaser pursuant to the Offer. The Offer will expire at one minute after 11:59 p.m. New York City time on March 31, 2026, unless extended or earlier terminated. Instructions to tender Shares are being communicated to stockholders through MacKenzie Partners, Inc., the information agent for the Offer, or the institution or brokerage that holds Shares on the stockholder's behalf. Purchaser's obligation to accept and pay for Shares tendered in the Offer is subject to conditions, including satisfaction of a minimum tender condition and other customary conditions for transactions of this type. After the completion of the Offer and the satisfaction or waiver of certain conditions, Purchaser will merge with and into GLDD, with GLDD continuing as the surviving entity. *(Source: Dredging Today)*

HOPPER DREDGER PADRE ISLAND GEARS UP FOR PALM BEACH DREDGING JOB

The USACE Jacksonville District is about to begin dredging Port of Palm Beach Harbor to support the upcoming Federal Mid-Town Beach Renourishment Project in the Town of Palm Beach. "Instead of a traditional harbor maintenance project, sand from the harbor's entrance channel and settling basins will be used directly on the federally authorized Coastal Storm Risk Management project – maximizing efficiency by supporting both navigation and

beach restoration at the same time," USACE said. About 100,000–150,000 cubic yards of sand will be dredged from the harbor using the hopper dredger **Padre Island**, which collects sand onboard and transports it to the Mid-Town beach for placement. Because of this method, no pipeline will be installed in the inlet and no closures are expected, USACE said. Work in the harbor is expected to take about 30 days, with additional sand coming from offshore borrow areas. *(Source: Dredging Today)*

BOSKALIS CEO: RECENT DEVELOPMENTS IN THE MIDDLE EAST CAUSE CONSIDERABLE UNCERTAINTY

Boskalis said in its latest business results that as of year-end, the order book amounted to EUR 7 billion, fractionally higher than at the end of 2024. In the Dredging & Inland Infra division, revenue amounted to EUR 1.9 billion (2024: EUR 2.2 billion). The trailing suction hopper dredgers were utilized for an average of 32 weeks, predominantly on projects in Asia and the Middle East; the subsea rock installation vessels were very busy (49 weeks), whilst the utilization of the cutters was significantly lower (21 weeks) compared to last year. Commenting the latest news, Theo Baartmans, CEO Boskalis, said: "As for the outlook, we see that increased geopolitical tensions, trade restrictions and rising costs are affecting the appetite to invest in large infrastructure developments. The 2025 result was exceptional and will not be matched this year; however, based on the order book and taking into account the current situation in the Middle East, we remain cautiously positive about 2026." "Based on our strategy focused on the construction and maintenance of maritime infrastructure, as well as our relevance to major societal challenges, such as advancing the energy transition and providing solutions in response to climate change, the medium and long-term outlook for Boskalis is favorable." "Recent developments in the Middle East are causing considerable uncertainty. Although it is currently relatively quiet in terms of projects in the

Persian Gulf, we have many colleagues in the region. The unrest and limited opportunities to leave the region make this period particularly difficult for them and their families." "Safety is a top priority at Boskalis that extends beyond our vessels and projects; where possible, we are offering remote support and care to our colleagues."

JAN DE NUL'S TSHD KAISHUU ARRIVES AT EDR ANTWERP SHIPYARD DREDGING

Jan De Nul's trailing suction hopper dredger (TSHD) Kaishuu is getting ready for its next mission. The TSHD is currently at EDR Antwerp Shipyard, undergoing some maintenance work in the shipyard's Dock 5. Trailing suction hopper dredgers like this one play a vital role in maintaining waterways and keeping global trade flowing safely and efficiently. *(Source: Dredging Today)*

DUTCH DREDGERS STUCK IN PERSIAN GULF FOLLOWING ATTACKS ON IRAN

Almost 100 Dutch ships are stuck in the Persian Gulf because of the war between the United States and Israel on one side and Iran on the other, Dutch ship owners association KVNR has told the Financieele Dagblad. According to Dutch News, the vessels are mainly operated by dredging companies such as Van Oord and Boskalis, along with other offshore firms active in the region. "The safety of our colleagues in the region and on board our ships is our top priority and we are in daily contact with them," a Van Oord spokesman said. "Based on the most recent information, our people are currently safe and we hope the situation does not escalate further." Airspace over Qatar, Kuwait, Bahrain and the United Arab Emirates has been closed, flights have been cancelled and thousands of people have been stranded since the fighting broke out. The Dutch government said on Monday that it is too dangerous to attempt to evacuate nationals who wish to return home. *(Source: Dredging Today)*

YARD NEWS

GLAMOX TO LIGHT US NAVY'S TOWING, SALVAGE, AND RESCUE SHIP

Glamox, a leading lighting companies, has secured a contract from Austal USA to supply exterior and interior LED marine lighting for the future **USNS James D Fairbanks** (T-ATS 13), the latest Navajo-Class (T-ATS) Towing, Salvage, and Rescue ship being constructed for the US Navy (USN). This new contract brings the total to three T-ATS ships that Glamox is lighting for Austal USA. Previously, Glamox was awarded contracts to light five T-ATS vessels from Bollinger Houma Shipyards. For the future **USNS James D Fairbanks**, Glamox will supply 914 lights. They include navigation lights, floodlights, explosion-proof lighting, deck lighting, and lights for the interior of the vessel – from rooms, corridors and stairwells to crew quarters. The lighting will be delivered in Spring 2026 and fitted by Austal USA at its shipyard in Mobile, Alabama. T-ATS vessels will provide ocean-going towing, salvage and rescue capabilities to support fleet operations. They have a multi-mission common-hull platform capable of towing USN ships and will combine the capabilities of the retiring Rescue and Salvage Ship (T-ARS 50) and the Fleet Ocean Tug (T-ATF 166) vessels. The T-ATS series will be able to support current missions, including towing, salvage, rescue, oil spill response, humanitarian assistance, and wide-area search and surveillance. The T-ATS vessels may also enable future rapid capability initiatives, such as supporting modular payloads with hotel services and appropriate interfaces. Their large, unobstructed 6,000 square feet (557 square metres) of deck space allows for the embarkation of a variety of stand-alone and interchangeable systems. In addition to the T-ATS series, Glamox worked with Austal USA to supply lights for the auxiliary floating dry dock medium (AFDM) and navigation lights for the USN's Landing Craft Utility (LCU) 1700-class vessels. *(Source: MarineLink)*

IAA PORTNEWS: RS CERTIFIES OKEAN ELECTRIC PROPULSION FOR

PROJECT 22220 ICEBREAKERS

The equipment is an import-substituting solution for high-power marine electric propulsion. Specialists from the Russian register RS, Nuclear-Powered Ship branch have completed survey and issued the OKEAN 22220 certification of remote automated control, protection, and alarm monitoring system, RS said in its news release. The system developed at Central Research Institute of Marine Electrical Engineering and Technology (part of Krylov State Research Center) has been found to be fully compliant with the requirements of the Register's regulations and technical documentation, as confirmed by official compliance documents. The equipment certified by RS is intended for use on Project 22220 universal nuclear-powered icebreakers being built at USC' Baltic Shipyard. The Register specialists tested the OKEAN 22220 automatic control system, which is part of the UAL 22220 electric propulsion control system. The key features of the system include the system's equipment being integrated into a redundant fiber-optic ring to ensure reliability and data transfer speed. The system ensures propulsion operation modes under all operating conditions. Its proprietary domestic software is adapted for operation on both Intel and ARM64-bit platforms and its operability in the Far North has been confirmed. According to the classification society this equipment is an import-substituting system for high-power marine electric propulsion systems and replaces foreign-made equivalents. The Register confirmed that the system ensures the required electric propulsion operating mode without creating peak loads on the icebreaker's reactor and steam turbine plants. The ability to control a single propulsion motor in emergency mode while operating from backup diesel generators was also verified by RS specialists. *(Source: PortNews)*

USC WILL DEVELOP A PORT ICEBREAKER TO ENSURE YEAR-ROUND NAVIGATION IN THE ARCTIC.

USC is beginning to develop the technical design for the Icebreaker 7 ice-class port icebreaker, designed to support vessels in port waters and access channels along the Northern Sea Route. The vessel's architectural and structural design is that of a port icebreaker with a reinforced ice-resistant hull and an icebreaking stem, an extended forecastle superstructure, a midship-located accommodation superstructure, and a midship engine room. The vessel will feature a diesel-electric propulsion system, four electric propulsion and

steering units, and an open cargo deck at the stern. The icebreaker will have excellent icebreaking capabilities and maneuverability, allowing it to operate effectively in the confined spaces of ports. The creation of a new port icebreaker is an important step in strengthening our country's technological sovereignty and logistical independence in the Arctic region. The design developed by our specialists will form the basis for the construction of a series of vessels necessary to ensure sustainable cargo flows along the Northern Sea Route, emphasized Boris Bogomolov, USC Deputy General Director for Engineering. *(Source: Paluba)*

DEUTSCHE OFFSHORE SCHIFFFAHRT BEGINS CONSTRUCTION OF INNOVATIVE C CSOV FLEE

Deutsche Offshore Schifffahrt (DO) has reached a significant milestone: today, the first steel was cut for the “DO Joule” at the CSSC Huangpu Wenchong Shipyard in Guangzhou, China. The vessel is the lead ship of a new generation of Construction Commissioning Service Operation Vessels (C CSOVs) ordered by Schoeller Holdings. The four sister vessels will be built to identical specifications. The steel-cutting ceremony was initiated jointly by Johannes Wolters, Managing Director of DO, and Rangel Vassilev, Director Newbuilding and Special Projects at Columbia Shipmanagement. Columbia Shipmanagement will assume technical management of the fleet, while DO will act as developer, operator, and commercial manager. Delivery of the 96.25 meter-long and 20 meter-wide vessels is scheduled to begin in May 2027, with each subsequent vessel handed over at three month intervals. Designed by the renowned Norwegian design house Salt Ship Design, this vessel class is tailored for maximum versatility across the offshore energy sector. Its modular concept enables a broad range of above and below water operations throughout the entire project lifecycle—from construction and commissioning to ongoing operations and maintenance. Technically, the C CSOVs set new standards. A gangway with the industry’s largest operational envelope enables horizontal access to platforms at heights between 12 and 30 meters above the waterline. The vessels are further equipped with outstanding DP capabilities, a highly precise HiPAP hydroacoustic positioning system, and a 12.4 ton helicopter deck for worldwide offshore deployment. With a low

freeboard and modular railings, the vessels are optimized for installation, maintenance, and repair work, including the deployment of Remotely Operated Vehicles (ROVs). They also feature a removable daughter craft system. The enlarged and fully modular working deck offers 800 square meters of unobstructed deck space. The main crane can be reconfigured within 48 hours — between a 50 ton active heave compensated setup and a 10 ton 3D motion compensated mode—enabling a wide operational range and creating synergies with high-end installation and construction vessels. Accommodations onboard provide a modern and comfortable environment for up to 95 technicians. Hospitality services will be delivered by Columbia Signature, bringing extensive expertise from managing hotel operations on international cruise fleets. *(PR-DO)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar Holds Delivery Ceremony for Four Fully Electric Tugs Built for BOTAŞ, Türkiye's State-Owned Crude Oil and Natural Gas Pipelines and Trading Company*
   - *Damen delivers purpose-built Multi Cat 3113 Leask Marine*
   - *A new force takes the water: Med Marine launches RAster 2800 for Noatum Maritime*
   - *Continuing a six-vessel journey: Med Marine delivers Dougga, the fourth step in OMMP's program*
   - *SANMAR Strengthens Long-Term Partnership with SAAM Towage Through New Tug Delivery*
2. Several updates on the Broker Sales page posted last week

   (New page on the website. If you are interested to have your sales on the website)
   - *For Sale: Q Adventurer (new)*

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

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