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.

ANOTHER PAIR ASD 2312'S SAFELY DELIVERED ON THEIR OWN KEEL, UNDER OWN POWER. TO ABIDJAN AND TO ROTTERDAM BY REDWISE FOR BOLUDA TOWAGE

"Right on the heels" or for a better term, in the wake of the RSD 2513's VB-048 and VB049 (not to forget the VB-047 at London just before) Redwise has successfully and safely completed the delivery voyage of two brand new ASD2312 harbour tugs, the VB-651 and VB-652, from Damen Song Cam Shipyard in Vietnam. How it all worked out is a mystery of the seas, and of course astute seamanship, but both arrived on the same day, almost at the same time on two different continents. The tugs departed together in January from Vietnam with a bunker call in Singapore, before splitting up. The VB-651 went South to proceed via Sunda Strait, Port Louis and Cape Town to Abidjan, while the VB-652 first provided a guided tour for the Boluda management in Singapore, showing the vessel at her best. She subsequently departed for Rotterdam, proceeding to the Arabian Sea to pick up her security team for the passage through the Gulf of Aden and the Red Sea. Whereas the first 1.000 engine service for the VB-651 was carried out in Cape Town, for the VB-652 this was in Boluda's home turf at Malaga. The gods were with the tugs on the voyages and played their part. Whether it were Thor, Zeus, Poseidon, Jupiter, Indra or others we will never know, but they both all played their role: Poseidon for the VB-651 crossing the equator, but one of them also closer to Africa with Cyclone GEZANI making acquaintance between Port Louis and the South African coast, necessitation slowing down to let this moody weather phenomena pas well ahead. Not to be outdone, Storm DANA pestered the VB-652, one of the many that caused unusual weather in Spain this winter and necessitating the VB-652 to seek shelter. Her predecessor the extratropical Storm Leonardo had previously played havoc requiring the VB-047 to seek sheltering for weather, but far worse, causing massive flooding's in Portugal and Spain. Having gone through all this and then still for the VB-651 and VB-652 arriving on the same day with two completely different routes, Oceans and continents is simply just how it worked out and more importantly, respecting the weather and sea without taking undue risk. Not only judging from the pictures but more so from our own best knowledge, this latest duo from a complete quintet harbour tugs arriving from Vietnam in Europe, stood up to it very well as well. A

credit to the tradesmen building them as well. For a lot of seaman this may not seem uncommon though, remembering well on leaving Long Beach after taking bunkers and hardly seeing any vessel for the next couple of weeks, before it all converges again near Japan, any many similar crossings. **Redwise** likes to thank Boluda Towage for once again placing its trust in us and our dedicated crews. At the same token we want to thank our loyal crewmembers, with in excess of 70 seafarers permanently employed together with contracted colleagues who take it upon them to deliver these vessels across the oceans. **Redwise** is a Dutch maritime service provider, market leader in global ship delivery of vessels under own power and on their own keel. In addition to this, we provide crew management, deep sea pilotage, and the operation of the survey vessels **ARCTIC** and **BALTIC**. Known for taking responsibility, commitment, hands-on approach, experienced personnel employed by **Redwise** both on-shore and at sea, with a practical problem-solving mind set, we are proud to support ship owners and shipyards cross a wide range of vessel types and projects on- and over the seven seas. Meet us at www.redwise.com *(PR-Redwise; Photo: Ruud Zegwaard)*

MEDITERRANEAN MARKET: SVITZER'S FOCUS ON NORTH AFRICA AND GREECE

Danish tug owning group Svitzer operates a fleet of harbour and escort tugs in two countries in North Africa and at an LNG import terminal in Greece as it consolidates its position in the region. Svitzer's biggest operations in the Mediterranean region are in Egypt, where its fleet operates in the Suez Canal, at the Sumed oil terminal in Ain Sokhna and at the Idku LNG terminal, east of Alexandria. The Suez Canal Authority (SCA) operates four Svitzer-owned azimuth stern drive (ASD) tugs with around 80 tonnes of bollard pull, while two Svitzer tugboats support tankers in Ain Sokhna. Svitzer's operations in Idku are performed by four ASD tugs with 60 tonnes of bollard pull, two mooring boats and a pilot boat, supported by 47 crew members and 12 onshore staff, who are all Egyptian. On the vessels run for SCA, 92 crew members are supported by 10 onshore employees, all local Egyptians. In Morocco, Svitzer supports container ships at the Tanger Med II terminal with five ASD tugs with 90 tonnes of bollard pull — **Svitzer Al Hoceima**, **Svitzer**

Chefchaouen, Svitzer Tanger, Svitzer Tetouan and 2025-built Svitzer Ouezzane. Svitzer also owns three pilot boats at Tanger Med II - Svitzer Oued Aliane, Svitzer Oued Martil and Svitzer Oued Rmel. "For Svitzer, the region is important because we are supporting customers who need safe and predictable towage in sites of strategic importance for both energy supply and global trade," said Svitzer managing director for the Middle East and North Africa cluster, Karim Cordahi. "Our focus is straightforward: build strong local crews, maintain disciplined ways of working, and deliver reliable performance for the ports and terminals we serve," he said. "That means clear procedures, drills and training, well-maintained equipment and close co-ordination with the port community." In Greece, Svitzer operates four ASD tugboats, built to Robert Allan Ltd's RAstar 2800 design, at the Alexandroupoli floating storage and regasification unit (FSRU) and LNG import terminal. All were adapted for working in LNG zones and have FiFi1 firefighting systems on board; two have bollard pulls of 85 tonnes, and the other two have 80-tonne bollard pulls. One has a winch on its stern with 300 m of wire for towage operations. "In the Mediterranean, there is very little margin for error," said Mr Cordahi. "Ports are busy, weather can turn quickly, and schedules are tight. Tug availability, response time and consistent ship-handling matter every day. He said Svitzer respects local expertise and trains local employees to meet towage and ship-handling requirements. "Our expertise in sensitive and strategic operations, including LNG-related sites, positions Svitzer as a reliable partner for safety and on-time support," said Mr Cordahi. *(Source: Riviera by Martyn Wingrove)*

PROPULSION SELECTED FOR CANADIAN NAVAL DOCKYARD TUG PAIR

Group Ocean has ordered high-speed engines for two more harbour tugs it is building for the Royal Canadian Navy. In December 2025, the Royal Canadian Navy exercised options and contracted Group Ocean to build two more 24-m harbour tugs to work in its dockyards in eastern and western Canada. Ocean Industries is building these naval tugs in its shipyard in Isle-aux-Coudres, Quebec, and Everllence will provide four high-speed, four-stroke engines, two for each vessel. This is a repeat order for the German engine builder, as it previously supplied similar engines to four harbour tugs built for the North American navy. Ocean is building the harbour tugs as part of Canada's National Shipbuilding Strategy, which aims to rebuild a strong, sustainable domestic marine sector, and the navy's fleet modernisation campaign. Everllence will provide four

12-cylinder 12V 175D-MM high-speed engines, each rated at 1,860 kW at 1,800 rpm, and exhaust aftertreatment units to comply with IMO Tier III emissions standards for the two azimuth stern drive harbour tugs. Ocean is building these naval large tugs (NLTs) to Robert Allan Ltd's RAmparts 2400 design and with a bollard pull of 60 tonnes and a top speed of 12 knots. They will provide ship docking, coastal towing, firefighting and other support services to Canada's maritime forces operating both in the Atlantic Ocean and Pacific Ocean. Everllence said it will deliver the shipsets in October 2026 and July 2027 and provide maintenance, service and technical support after they enter service, supported by its teams in Vancouver and Halifax. NLTs are replacing the Royal Canadian Navy's five civilian-crewed Glen-class large tugs and two fire-class rescue boats, which were working in naval dockyards in Halifax, Nova Scotia, and Esquimalt in British Columbia. Ocean Industries has built four of these vessels and gained orders in December 2025 for two more at its facilities in Isle-aux-Coudres, Quebec. According to the Royal Canadian Navy, Canadian Forces auxiliary vessels (CFAV) **Haro** and CFAV **Barkerville** were delivered in August 2024 and are working in Esquimalt, while CFAV **Canso** was delivered in January 2026 and will operate in Halifax in March 2026 when its crew is fully trained. Another NLT for Halifax, CFAV **Stella Maris**, is still under construction with delivery scheduled for November 2026. Deployment of CFAV **Sansum** in British Columbia and CFAV **Belle Isle** in Halifax will provide the Royal Canadian Navy with redundancy to compensate for capability gaps during maintenance or repairs and will strengthen overall fleet readiness. "The strength of our naval fleet is not defined by its largest warships alone," said Canada's minister of national defence, David McGuinty. "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 — guiding ships through narrow waterways, ensuring safe passage home, and supporting our sailors as they head out on deployment." *(Source: Riviera by Martyn Wingrove)*

CRESCENT TOWING CUTS FUEL COSTS BY OPTIMISING TRANSITS

Tugboat captains are reducing speed and emissions when sailing between towage jobs along the Mississippi River and in US ports. Crescent Towing has reduced fuel consumption and greenhouse gas emissions from its towage operations in the US by monitoring the behaviour of its masters as they transit between ship-handling jobs. The US tugboat owner and Cooper Group subsidiary used software to monitor and analyse how vessel captains navigate their assets for a year, using LionRock Maritime's PowerCaptain in Q1 2025 in a port before extending its use across the rest of its fleet operating on the Lower Mississippi River in Louisiana, and in harbours at Mobile, Alabama, and Savannah, Georgia. "After the results came in, we quickly deployed it across all our operations," said Crescent Towing senior operations manager Andrew White. "The system monitors sailing speeds during transit and has effective performance scorecards for the captains and crews." PowerCaptain uses information from the automatic identification system (AIS) to locate and track vessel movements, including tugs operated by Crescent Towing, in this application. It analyses these movements and provides insights to managers and crews, enabling them to manage vessel speeds and change behaviour to lower fuel consumption and emissions. "The beauty of this product is

that it does not require any installation on board as it just uses AIS data," said Mr White. "Within a matter of days after implementation, the captains started reducing their transit speeds to economical levels, when operationally possible. For us, it has translated into tangible fuel savings." PowerCaptain made Crescent Towing's masters more aware of excessive speed when operating the tugboats they command, helping them to minimise this navigational behaviour. "We have reduced fuel consumption, fuel costs and related CO2 emissions by 9% to 12%" "By simply making our captains aware of their excessive speeding, we were able to reduce consumed fuel without further correction," said Mr White. "By operating this system, we have reduced fuel consumption, fuel costs and related CO2 emissions by 9% to 12%." This enables Crescent Towing to meet its social and financial responsibilities while improving compliance from transits and towage operations. "With this system, we can do good for the planet, while also saving costs in our business. Rarely do you get this clear win-win," said Mr White. "Our goal in 2026 is to take a more proactive approach in acknowledging compliance, which we believe will further reduce consumption." Crescent Towing operates 16 tugs on the Mississippi River from the port of New Orleans up to Baton Rouge, five tugboats in Savannah and three in Mobile. Also in the US, Moran Towing uses PowerCaptain to support its drive to lower emissions and fuel consumption from harbour operations. According to a LinkedIn post, Moran director of US Gulf operations, Mary McCarthy, said PowerCaptain played a key role in the owner's decarbonisation strategy. LionRock Maritime owner and managing director Rick Broersma said PowerCaptain has also been trialled on vessels in Rotterdam, the Netherlands, and has since been adopted by tug owners, helping them to lower fuel consumption, costs and greenhouse gas emissions by as much as 17%. "The product got adopted swiftly by attentive tugboat operators who saw the significant savings potential with very limited investment in both time and cost," said Mr Broersma. "It provides an easy-to-understand sailing performance scorecard for captains and addresses sailing behaviour," he said. "It keeps the captain in command of the sailing pattern, optimising where commercially and operationally feasible." Mr Broersma said there is no hardware installation, and the "technical innovation and complexity is all under the hood and out of sight for the user." *(Source: Riviera by Martyn Wingrove)*

SULNORTE DETAILS TRAINEE PROGRAM

Applications are now open for the Sulnorte Trainee program. The port support company has announced that the focus is on operations-one of its strategic areas of activity, aligned with the organizational structure and its processes. Those interested participating in the 'Be a Trainee at Sulnorte' program have until March 31st to register on this website Sulnorte emphasized that trainees will have the opportunity to develop a veriety of skills, explore diverse ezperiences through specialized training, immersion in different areas of the company, and participation in real and challenging projects. According to the company, port tugboat operations are dynamic, technical, and require operational intelligence. Mandatory Requirements: Education: bachelor's degree from an

institution recognized by the Ministry of Education, having completed the degree between December

2022 and December 2025. Job openings will be available in the Operation areas – Eligible candidates will be those with degrees in engineering, administration, and related fields. Language: Fluent English (Will be tested). Computer skills: Advanced knowledge of the Microsoft Office suite (Excel, Word, PowerPoint etc). Availability for relocation and travel is required, in any of the cities where Sulnorte operates. Branches are located in: Rio Grande (RS), Porto Alegre (RS), Paranaguá (PR), Santos (SP), Vitoria (ES), Salvador (BA), Maceio (AL), Vila do Conde (PA) and Santarem (PA). Availability for the final in-person stage in Rio de Janeiro, at main office. More information; https://sulnortetrainee.my.canva.site/ *(Source: Portos e Navios)*

RB-2256 – RUSSIAN NAVY ACQUIRES HARBOUR TUG FOR SHIP ASSIST DUTIES

The Russian Navy recently placed a new harbour tug into service at the Baltic Fleet headquarters at Leningrad Naval Base in Saint Petersburg. Designed by United Shipbuilding Corporation's Vympel Design Bureau, **RB-2256** (РБ-2256) belongs to the Project 705BM series of tugs whose main functions are ship assist of surface vessels and submarines and towing of distressed vessels of up to 1,000 tons displacement. The tugs can also be used for external firefighting and search and rescue. *Compact design ideal for operation in high-traffic harbour waters* **RB-2256** is a single-deck tug with an LOA of 17 metres (56 feet), a beam of five metres (16 feet), a draught of only 1.5 metres (4.9 feet), and space for six crewmembers. The crew's living quarters are located in the bow while rubber fendering is fitted at the bow and the stern. The propulsion compartment is located amidships and houses two diesel engines that drive nozzle-housed, controllable-pitch propellers via shaftlines to deliver a service speed of 10 knots and a bollard pull of just over 15 tonnes. Two rudders provide the manoeuvrability necessary for navigating safely in confined harbour waters. *Built with ice navigation capability* The propulsion can also enable the vessel to stay out at sea for three days if needed. **RB-2256** was built in compliance with Russian Maritime Register of Shipping requirements including the Ice2 notation, which indicates safe independent navigation in light surface ice conditions in non-Arctic seas, or through pack ice up to 0.55 metre (1.8 feet) thick when navigating astern of an icebreaker. *Specifications:* Type of vessel: Ship assist tug; Classification: Russian Maritime Register of Shipping;

Flag: Russia; Owner: Russian Navy; Designer: Vympel Design Bureau, Russia; Length overall: 17 metres (56 feet); Beam: 5.0 metres (16 feet); Draught: 1.5 metres (4.9 feet); Main engines: 2; Propulsion: 2 x controllable-pitch propellers; Rudders: 2; Cruising speed: 10 knots; Bollard pull: 15 tonnes; Firefighting equipment: Monitors; Type of fuel: Diesel; Accommodation: Cabins; Crew: 6; Operational area: Saint Petersburg, Russia. *(Source: Baird)*

CAFIMAR CONSOLIDATES AFTER EXPANDING TUGBOAT FLEETS

Italian owners are using technology to lower emissions in ports as demand for harbour towage increases through higher trade volumes and terminal expansion. Cafimar Group has invested in its tugboat fleet working in Italian harbours as it regained towage concessions and tackled pressures to improve efficiency and reduce emissions.

According to Cafimar managing director Gian Paolo Russo, in 2025, the company consolidated its position in Mediterranean markets, with seven newbuilds delivered from 2022 to 2024. It added six tugboats and a barge to its fleet operating in the Mediterranean, the Middle East and West Africa. “Last year was a period of fleet consolidation that kept us busy on the commercial side,” said Mr Russo. Cafimar affiliate, Rimorchiatori Laziali, secured 15-year towage concessions in one of Italy’s largest ports, Civitavecchia, which serves Rome, in 2022, and in several north Sicilian ports in 2023. In Civitavecchia, Cafimar operates five azimuth stern drive (ASD) tugs, all with class notations for FiFi1 firefighting and ship escort, with bollard pulls of between 70 tonnes and 85 tonnes. In Sicilian ports, Cafimar’s subsidiary Somat operates seven FiFi1 classed tugs, some with ASD propulsion and others with two propellers, with bollard pulls ranging from 50 tonnes to 75 tonnes. “We also operate a fleet of eight tugs between the Mediterranean and north and west Africa,” Mr Russo told Riviera. Cafimar’s deepsea towage is operated by Somat. These vessels have ASD or twin-screw propulsion and between 50 tonnes and 85 tonnes of bollard pull, providing both deepsea towage and terminal support activities. Cafimar also has three ASD tugs of 80 to 90 tonnes of bollard pull deployed in the Middle East, either on period charter and within the spot market; and two 90-m flat-top barges, with a beam of 27 m, in the Mediterranean region. “During 2025, we performed more than 70 deepsea towage operations in the Mediterranean region,” said Mr

Russo. “There are several interesting projects in the Mediterranean, but it is a mature market. As long as we offer high performance levels, charterers in the market will consider us.” An example of a 2024 delivery is **Pellegron**, a 32-m tug with a 13-m beam, a 5-m draught and accommodation for 10 crew members, working in north Sicily ports. It was built by Sanmar Shipyards in Turkey to Robert Allan Ltd’s RAstar 3200SX design with a bollard pull of 80 tonnes and a free-running speed ahead of 13 knots from twin Z-drives. “The Mediterranean is our home market,” said Mr Russo. “Commercially, our target is not just offering simple towage. We are determined to offer a full service, providing our clients with reliability and flexibility.” He said charterers are Cafimar’s partners, for whom the company would “offer its best performance in their project” to ensure it is completed successfully. “A charterer is a partner. If they are successful, then it is a success for us as well,” Mr Russo added. “From a technical point of view, we offer the expertise of our team, and then we try to organise the job in the best practical and safe way possible. We strongly believe that performance is the key to making a difference.” Cafimar is at the forefront of sustainable operations and reducing emissions in Italian harbours as it has introduced tugs with IMO Tier III-compliant propulsion and shore power for vessels. In Civitavecchia port, through its controlled company Port Utilities, Cafimar’s tugs use shore electricity while at berth. Future investments will be targeted for growing Mediterranean markets, but the rising costs of fleet additions is challenging, said Mr Russo. “It is a difficult sale and purchase market as prices are strong lately,” he said. “We were looking for possible candidates, both newbuilds and secondhand, but we did not find the right candidates.” *Tug deliveries* Energy efficiency and sustainability are increasingly important in tug owners’ operations across Italian ports as environmental requirements become more important to authorities and shipowners. Introducing the emissions control area across the Mediterranean means newbuild tugs delivered into this market are equipped with technology to minimise NOx emissions for IMO Tier III compliance. European Union environmental rules on shipping and ports have led to some harbours being fitted out with shore power for vessels, including tugs and workboats, resulting in fewer emissions. In Italy, Rimorchiatori Augusta, a subsidiary of Boluda Towage/MedTug, has taken delivery of two 24-m harbour tugs from Med Marine after their construction at the Eregli Shipyard in Turkey. **VB Etna** and **VB Stromboli** each have a beam of 12 m, a depth of almost 5 m, a bollard pull of 65 tonnes and 3,590 kW of installed power. They are working at the port of Milazzo in Sicily, according to automatic identification system data. Boluda Towage/MedTug also took delivery of 437-gt **VB Insigna**, a multipurpose escort tug in the Port of Genoa in September 2025. Sanmar Shipyards built **Bogacay LXXIII** as a 23-m tug with a beam of 12 m and 65 tonnes of bollard pull and renamed it **VB Neptuno** for Boluda Towage/MedTug’s Rimorchiatori Sardi to work in Cagliari, Sardinia. Sanmar delivered a similar Bogacay-series tugboat, **VB Jupiter**, to the same owner at the start of 2026. In November 2025, Italian operator Rimorchitori Napoletani named two Sanmar-built harbour tugs, **Gargano** and **Portosalvo**, in Naples after they were built as Bogacay-series tugs to Robert Allan’s RAmparts 2400SX-MKII design. These 24.5-m tugs have an optimised hull–propeller–engine configuration, a moulded beam of 12.0 m, a moulded depth of 4.5 m, a navigational draught of 5.5 m, a bollard pull of 70 tonnes and a free-running speed of 12.5 knots. They are the seventh and eighth tugboats that Sanmar has built for Rimorchitori Napoletani as part of

a successful partnership which began in 2017. In Greece, Cafimar is partnering with Fratelli Neri and Boluda/Mediterranean Shipping Co in the joint venture Nemeca Towage & Salvage, which operates 14 tugs and three launches in the ports of Piraeus, Thessaloniki, Kavala and Corfu, as well as offering salvage, coastal towage and offshore support services. A new addition to the Nemeca fleet was welcomed in 2025, when escort tug Gaia was delivered by Sanmar after its construction to Robert Allan's RAstar 2900SX design with a FiFi1 system, a bollard pull of over 80 tonnes and two Caterpillar-manufactured Cat 3516E main engines each developing 2,350 kW at 1,800 rpm. Also in 2025, the Refinery Tugs consortium owned by Nemeca, along with Spanopoulos Group and Vernicos Scafi, won a €60M (US$70M) annual contract to provide towage and marine services at terminals to three refineries in Greece, operated by Helleniq Energy. A fleet of escort and harbour tugs will handle tankers ranging from very large crude carriers (VLCCs) to product carriers at refinery terminals at Aspropyrgos, Elefsina and Thessaloniki. The contract with Helleniq covers terminal

services for between 7 and 10 years with 28 to 30 tugs, each with either FiFi-E or FiFi1 firefighting systems and bollard pulls ranging from 45 to 90 tonnes. Up to seven tugs are used to escort, handle, manoeuvre, berth and undock VLCCs unloading crude to the terminals, and to provide stand-by services. Fewer are required to support product tankers. The companies involved in this long-term contract have either taken delivery of new tugboats or have vessels on order with shipyards, ready for this major contract. Spanopoulos operates a fleet of 75 tugboats to offer harbour and ocean towage, offshore support services, salvage and emergency response, pollution control and diving operations. Vernicos Scafi has 49 tugs, including recently added SVS-series azimuth stern drive tugs constructed by Med Marine in Turkey, and has two more on order for delivery in Q3 2026. *(Source: Riviera by Martyn Wingrove)*

THE TOWING STRIKE AT TSM IN ROUEN HAS SPARKED A NATIONWIDE CONFLICT CALLED BY THE CGT UNION.

Led by the Force Ouvrière union at Thomas Maritime Services in Rouen, the strike is having a snowball effect nationwide. Refusing to allow Boluda tugboats from Le Havre to maneuver ships in Rouen and "break the strike," the CGT union has filed a national strike notice for the towing sector. For its part, Haropa Port maintains that this measure "was dictated by safety reasons." The exceptional deployment on March 9th to Rouen of two Boluda tugboats, the VB Gascogne and VB

Longchamp, normally based in Le Havre, has sparked a national outcry. Pierrick Samson, the general secretary of the CGT maritime union (National Federation of Maritime Unions), confirmed to Le Marin that a strike notice had been filed at the national towing branch level (Aperma), effective in five days. The CGT has also refused to participate in the Boluda Towing France works council meeting scheduled for March 10th. *(Source: Lemarin)*

ACCIDENTS – SALVAGE NEWS

THREE MORE VESSELS HIT BY PROJECTILES IN STRAIT OF HORMUZ, SHOWING MERCHANT SHIPS REMAIN IN FIRING LINE

Three more vessels have been hit by unknown projectiles in the Strait of Hormuz, maritime security and risk firms said on Wednesday, bringing the number of ships struck in the region since the Iran conflict began to at least 14. Shipping along the narrow strait has come to a near standstill since the United States and Israel began strikes on Iran on February 28, preventing exports of around a fifth of the world's oil supply and sending global oil prices surging to highs not seen since 2022. Iran's Revolutionary Guards have warned that any ship passing through the Strait will be targeted. U.S. President Donald Trump has threatened to ramp up U.S. attacks on Iran if it continues to obstruct the strait. The Thai-flagged **Mayuree Naree** dry bulk vessel was struck by "two projectiles of unknown origin" while sailing through the Strait on Wednesday, causing a fire and damaging the engine room, the ship's Thai-listed operator Precious Shipping PSL.BK said in a statement. "Three crew members are reported missing and believed to be trapped in the engine room," Precious Shipping said. "The company is working with the relevant authorities to rescue these three missing crew members," it said, adding that the remaining 20 crew members had been safely evacuated and were ashore in Oman. Images provided by the Thai navy showed smoke pouring out of the back of the ship. Iran's Guards said in a statement carried by the Tasnim news agency that the ship was "fired upon by Iranian fighters," suggesting the first direct engagement by the Guards who have previously fired missiles or drones. The U.S. Navy has refused near-daily requests from the shipping industry for military escorts through the Strait of Hormuz since ?the start of the war on Iran, saying the risk of attacks is too high for now, sources familiar with the matter told Reuters. Trump has said the U.S. is prepared to

provide naval escorts whenever needed. *Two other ships sustain minor damage* Earlier on Wednesday, the Japan-flagged container ship **ONE Majesty** sustained minor damage from an unknown projectile 25 nautical miles (46 km) northwest of Ras Al Khaimah in the United Arab Emirates, two maritime security firms said. Its Japanese owner Mitsui O.S.K. Lines 9104.T and a spokesperson for Ocean Network Express (ONE), its charterer, said that the vessel was struck while at anchor in the Gulf and an inspection of the hull had revealed minor damage above the waterline. All crew are safe, they said, adding that the vessel remains fully operational and seaworthy. The owner said the cause of the incident remained unclear and was under investigation. A third vessel, a bulk carrier, was also hit by an unknown projectile approximately 50 miles northwest of Dubai, maritime security firms said. The projectile had damaged the hull of the Marshall Islands-flagged **Star Gwyneth**, maritime risk management company Vanguard said, adding that the vessel's crew were safe. Owner Star Bulk Carriers said the ship was hit in the hold area whilst anchored. There were no crew injuries and no listing. The Guards' statement included a reference to another ship, which it said was hit by projectiles – usually a reference to drones – on Wednesday morning. Reuters was not immediately able to confirm that report. *(Reporting by Jonathan Saul in London, Yannis Souliotis and Renee Maltezou in Athens, Panarat Thepgumpanat in Bangkok and Kentaro Okasaka in Tokyo, Tala Ramadan, Nayera Abdallah in Dubai and Enes Tunagur in London; Editing by Louise Heavens and Philippa Fletcher)*

COAST GUARD RESPONDING TO LARGE BARGE FIRE IN DELAWARE BAY

The U.S. Coast Guard and multiple partner agencies are responding to a barge fire in Delaware Bay on Tuesday after a tug reported that the vessel it was towing had caught fire. According to the Coast Guard, watchstanders at Sector Delaware Bay received a call at approximately 8:20 a.m. from the tug **Douglas J**, reporting that the barge under tow was on fire. The barge was reportedly carrying scrap metal. Authorities are towing the burning barge to a position about two miles off Maurice River Cove, New Jersey, in an effort to move the incident away from the main shipping channel while firefighting operations continue. The Coast Guard has established a safety zone and issued a Broadcast Notice to Mariners as crews work to contain the fire and reduce

potential hazards to vessel traffic in the busy port complex. Multiple fire departments have deployed fireboats to assist with suppression efforts. No injuries have been reported and the cause of the fire remains under investigation. Responders from Coast Guard Station Philadelphia, Coast Guard Station Cape May, and Coast Guard Air Station Atlantic City have been deployed to assist. Partner agencies on scene include the Wilmington Fire Department, Delaware City Fire Department, Philadelphia Fire Department, New Jersey Office of Emergency Management, and Delaware Emergency Management. The incident follows another major barge fire in the Delaware Bay region in 2022, when a barge carrying scrap household appliances burned for approximately 26 hours in what officials described as the largest firefighting operation in Delaware state history. Response operations for the current fire remain ongoing. *(Source: gCaptain)*

TANKERS AND CONTAINERSHIP HIT ACROSS PERSIAN GULF AS MARITIME ATTACKS CONTINUE

A new series of maritime attacks has struck commercial vessels across the Persian Gulf overnight, signaling that the shipping conflict linked to the escalating U.S.–Israel confrontation with Iran is continuing to spread beyond the Strait of Hormuz. According to multiple security advisories issued by the United Kingdom Maritime Trade Operations (UKMTO), two tankers were struck by projectiles roughly five nautical miles south of Al Basrah, Iraq, late on Wednesday, March 11. Initial reports indicated one tanker had been hit by an unknown projectile that caused a fire onboard. An update issued early March 12 confirmed that a second tanker in the same area was also struck, with the impact likewise triggering a fire. Crew members from both vessels were evacuated safely and no environmental damage has been reported. In a separate incident hours earlier, UKMTO said a containership was struck by an unknown projectile about 35 nautical miles north of Jebel Ali in the United Arab Emirates, causing a small fire onboard. The vessel's crew was reported safe. *Authorities are continuing to investigate the incidents.* Open-source maritime analysts reported that multiple ship-to-ship (STS) transfer operations were underway off southern Iraq around the time of the attacks, highlighting the concentration of tanker traffic near the region's critical oil export infrastructure. According to monitoring group TankerTrackers.com, four STS operations were observed taking place off the southern Iraqi coast, including a transfer involving the tanker **Zefyros** (IMO 9515917) and **Safesea Vishnu** (IMO 9327009). The two tankers are suspected of being the two targeted in the attacks. **Zefyros** is a Greek-owned tanker, while **Safesea Vishnu** is owned by New Jersey-based Safesea Transport, according to the analysts. Ship-to-ship transfers are commonly used in the area to facilitate crude exports linked to Iraq's Basrah oil terminal complex, one of the world's most important energy export hubs. The three incidents bring the total number of new attacks on vessels to six in just 24 hours. Earlier on Wednesday, the Joint Maritime Information Center (JMIC) reported that 13 commercial vessels had been struck during the first 12 days of the conflict, citing incident reporting compiled by UKMTO. The day's other attacks included strikes on the container ship ONE Majesty and the bulk carriers **Mayuree Naree** *(See above)* and **Star Gwyneth** operating in

or near the Strait of Hormuz. The Thai-flagged bulk carrier **Mayuree Naree** suffered the most severe damage after an explosive strike triggered a major engine-room fire roughly 11 nautical miles off Oman's coast. Twenty crew members were rescued while three remain missing. The International Maritime Organization has reported that at least seven seafarers have been killed in attacks since the conflict began. Beyond attacks on vessels themselves, regional infrastructure has also come under fire. Qatar on Thursday condemned what it described as an Iranian drone attack targeting fuel storage tanks at the Port of Salalah in Oman, calling the strike a violation of international law and a dangerous escalation that threatens regional stability. Taken together, the incidents suggest the maritime conflict is expanding beyond the Strait of Hormuz transit corridor into the broader Persian Gulf and key regional energy and logistics hubs, including waters near Iraq's Basrah oil export terminals and shipping lanes approaching Dubai. Traffic through the Strait of Hormuz—which normally carries around 20% of the world's seaborne oil shipments—has slowed dramatically since the conflict erupted. UKMTO has advised vessels operating in the region to transit with caution and report any suspicious activity immediately. Watch the video HERE *(Source: gCaptain)*

THREE RESCUED FROM SINKING FISHING BOAT OFF BOOTHBAY HARBOR, MAINE

A crew from US Coast Guard Station Boothbay Harbor in Maine rescued three people from the water approximately 23 miles (37 kilometres) south of Boothbay Harbor at around 09:02 local time on Wednesday, March 11. Station Boothbay Harbor crew located the 40-foot (12-metre) fishing vessel **Vesta Renee** at 09:01 and rescued three mariners from the water within one minute of arriving on scene. One mariner reported minor hypothermia, while the other two had no reported injuries. At 07:03, Sector Northern New England received a mayday call, via VHF channel 16, from the crew of Vesta Renee. The mariners reported that the vessel was taking on water and that they intended to abandon ship. At 07:13, Sector Northern New England launched a rescue boat from Station Boothbay Harbor as well as an HC-144 Ocean Sentry surveillance aircraft and an MH-60 Jayhawk helicopter from Air Station Cape Cod. The Coast Guard Northeast District requested that the mariners activate their emergency position indicating radio beacon to assist in finding their location. The mariners did not have a liferaft or personal flotation devices. "Our crews are constantly training for situations like this so they can respond as quickly as possible when lives

are at risk," said US Coast Guard Lieutenant Jeanpierre Freeman. "Because of that preparation and the crew's fast response, all three fishermen were recovered from the water within minutes of arriving on-scene." *(Source: Baird)*

THE SHIP THAT RAN AGROUND IN THE DARDANELLES STRAIT HAS BEEN RESCUED.

The bulk carrier **'NOTA APP'**, which ran aground due to engine failure while passing through the Dardanelles Strait, was rescued from its grounded position and anchored in the Karanlık Liman Anchorage Area. A grain-laden ship that ran aground in the Çanakkale Strait due to engine failure has been rescued. The bulk carrier "**NOTA APP**" ran aground due to engine failure while underway. The incident occurred off the coast of Kilitbahir village in Eceabat district. The 189-meter-long, Panama-flagged ship had set sail from Novorossisk to Dekheila Port. During its passage through the strait, the ship experienced engine failure, and its captain reported the situation via radio to the Çanakkale Strait Ship Traffic Services Center Directorate. Following the malfunction, the drifting ship soon ran aground. Upon the incident, the "**Kurtarma-21**" tugboat and the "**KEGM-8**" boat, belonging to the General Directorate of Coastal Safety, were dispatched to the scene. After underwater dives by divers, a rescue operation began with the support of the " **Kurtarma -4**" and " **Kurtarma -15**" tugboats. Following the operations carried out, the cargo ship was freed from where it had run aground and anchored at Karanlık Liman Anchorage. *(Source: DenizHaber)*

PROBE REVEALS US NAVY OILER RAN AGROUND IN ARABIAN SEA FOLLOWING LAST-MINUTE COURSE CHANGE

An investigation has revealed that a sudden course change and failure to assess the risks of navigating in restricted waters caused a US Navy supply ship to run aground in the Arabian Sea on September 23, 2024. According to a navy investigation obtained by Business Insider, the grounding of the Henry J. Kaiser-class fleet replenishment oiler **USNS Big Horn** occurred due to, "a series of poor decisions, failure to follow procedure, application of open water navigation to restricted waters, and failure to exhibit proper risk calculation." The probe revealed that **Big Horn's**

captain at the time ordered that the ship sail along a shortcut through shallow waters rather than take a longer but safer route toward its final destination at the Port of Duqm in Oman. The report stated that although the course change triggered safety alarms on the bridge, there was no indication that the captain or the watchstanders present acknowledged those same warnings as the ship sailed at high speed along its new route. Because of the high transit speed, the ship shook violently as soon as the hull made bottom contact. No pollution or casualties were reported. However, the ensuing damage necessitated repairs and other services that cost around US$20 million in total. Navy investigators said that the grounding could have been prevented. "No members of the bridge team, including the captain and navigator, seemed to realise they were steaming into restricted waters," the investigation stated. "No consideration was given for a required navigation brief, a more detailed plan, or thorough review of the proposed track prior to steaming through." *(Source: Baird)*

USS GERALD R. FORD REPORTS LAUNDRY ROOM FIRE

The Nimitz Class carrier **USS Gerald R. Ford** (CVN-78) has suffered a fire in its onboard laundry facility, which has injured two crew members but not otherwise impaired operations of the carrier. In announcing the incident, CENTCOM emphasized that the cause of the fire was not combat-related and was contained. It said there is no damage to the ship's propulsion plant, and the aircraft carrier remains fully operational. The problem in the laundry comes on top of previously reported problems with blocked heads on board the carrier, possibly reflective of the extended deployment of the carrier and the build-up of maintenance problems. The new incident was confirmed by a post on X from Central Command, with suggestions that the fire was caused by faulty electrics. It said that two sailors were receiving medical treatment for non-life-threatening injuries and were in stable condition. **USS Gerald R. Ford** departed Norfolk, Virginia, on June 24, 2025, bound for Northern Europe and then the Mediterranean. She redeployed to the Caribbean in late 2025 and then back to the Mediterranean in the buildup for the attacks on Iran. Last Thursday, March 5, she transited the Suez Canal. With no end date in sight for her current deployment, it has been highlighted that she is rivaling Vietnam War deployments and is likely to set a modern record for days deployed. In February, the U.S. Navy issued a statement commending the sailors for what it acknowledged was a challenging,

extended deployment. It addressed the issues, writing, "Reports have raised concerns regarding shipboard systems, including sanitation. Navy officials state that **Gerald R. Ford's** systems are operating within expected parameters." At the time of the new incident, **USS Gerald R. Ford** carrier strike group was back operating in the northern Red Sea, having been seen several days before as far south as Jeddah. When the Ford passed through the Suez Canal last week, it was escorted by three Arleigh Burke guided missile destroyers - **USS Mahan (DDG-72)**, **USS Bainbridge (DDG-96)**, and **USS Winston S. Churchill (DDG-81)** – and by the Kaiser Class Oiler **USNS Kanawha (T-AO-196)**. Rather than joining **USS Abraham Lincoln (CVN-72)** in the Arabian Sea, it appears as if Central Command is holding **USS Gerald R. Ford** in the northern Red Sea for better balance, and from there its carrier air wing could be optimally positioned tactically to address targets in northern Iran. Although from the Red Sea, the Ford will not be best positioned to join in the suppression of IRGC forces attacking targets in the Straits of Hormuz, it would be close at hand to counteract the threatened Houthi resumption of strikes on shipping in the southern Red Sea and the Gulf of Aden. *(Source: Marex)*

ENGINE-ROOM FIRE DAMAGES PITTSBURGH TOWBOAT

small engine-room fire damaged the Gateway Clipper towboat **Empress II** while the vessel was docked along the Monongahela River in Pittsburgh on March 10. According to local reports, firefighters were dispatched to the Gateway Clipper dock at Station Square shortly after 5:20 p.m. after smoke was reported coming from the vessel. Allegheny County dispatchers said crews were called to West Station Square Drive at approximately 5:22 p.m. Pittsburgh Public Safety officials told WTAE that the fire was confined to the engine room and the compartment above it. The towboat had just returned from operations on the Monongahela River when the fire was discovered. Firefighters were able to contain the fire within about 15 to 30 minutes, according to reporting by WTAE. Video from the scene showed light smoke coming from the vessel's upper level while responders sprayed water onto the vessel from the dock. Aerial footage showed first responders working aboard the vessel at the Station Square landing while firefighters assessed damage and ventilated the boat. Gateway Clipper, which operates sightseeing and event vessels on Pittsburgh's rivers, confirmed the incident in a statement and reported that no injuries occurred. "Today a small fire occurred on our Empress II tow boat. Our crew responded immediately, and first responders were on scene within minutes. No one was injured, and the situation was quickly contained," the company said. The company also credited its crew and local responders for their handling of the incident. "We are incredibly grateful for the swift action of our crew members, who train regularly for these types of situations," Gateway Clipper said in its statement. "Additionally, we praise the professionalism of our local fire, emergency, and regulatory teams. The safety of our crew, passengers, and community is always our top priority." Authorities have not released a cause of the fire, and the extent of the damage to the vessel has not been reported. *(Source: Workboat)*

OFFSHORE NEWS

VIKING SUPPLY SHIPS AB ENTER INTO AN AGREEMENT TO ACQUIRE AHTS VESSEL MAERSK MAKER

On 11 March 2026, Viking Supply Ships entered into an agreement with Kistefos AS to acquire the AHTS Ice Class 1A vessel **Maersk Maker**. The vessel was built in Norway in 2019, and delivery is expected at the end of March 2026. Upon delivery, the vessel will be renamed **Tor Viking**. Kistefos AS entered into an agreement to acquire the vessel from Maersk Supply Service Brazil (Maersk) in August 2025. Viking Supply Ships will acquire the vessel on the same terms as agreed between Kistefos AS and Maersk. Following the acquisition, Viking Supply Ships will control a fleet of eight AHTS vessels, of which four are Ice Class 1A and two are Ice Class 1A Super. *(PR-Viking Supply)*

HEA ECO 1 – HEA ENERGY WELCOMES CONSTRUCTION SUPPORT VESSEL TO FLEET

UAE-based HEA Energy recently took delivery of a new offshore construction vessel (OCV) built by Fujian Southeast Shipbuilding of China. **HEA Eco 1** has an LOA of 69.8 metres (229 feet), a moulded beam of 17.6 metres (57.7 feet), a draught of 4.5 metres (15 feet), a moulded depth of six metres (20 feet), 520 square metres (5,600 square feet) of free deck space with each square metre of space rated to carry 7.5 tons. The OCV will support offshore construction activities

by transporting personnel, cargo, water, and fuel to drilling platforms. *Hybrid propulsion coupled with comprehensive electronics and deck equipment selections* Four Cummins CCFJ1350-Z-W-MTCM engines that each produce 1,350 kW (1,810 hp) at 1,800 rpm drive two 1,470kW azimuthing thrusters housing controllable-pitch propellers to deliver speeds of up to 12 knots. A Cummins CCFJ250-Y-W-MTCM 250kW generator is available as an emergency unit while two 700kW bow thrusters provide additional lateral manoeuvrability. As a hybrid vessel, the OSV also boasts three 172.2kWh lithium iron phosphate battery packs. The comprehensive electronics suite includes X-band and S-band radars, an echosounder, a speed log, a GPS, an AIS, gyro and magnetic compasses, an autopilot, a weatherfax, VHF and MF/HF radios, a GMDSS, Inmarsat satellite communications equipment, and a bridge navigational watch alarm system. The deck equipment includes two electro-hydraulic capstans, two mooring winches, two tugger winches, and main and auxiliary cranes with lifting capacities of 70 tons and three tons, respectively. *Outfitted for emergency response and water treatment* The OCV boasts a DP2 system and external firefighting equipment consisting of two pumps and foam and water monitors. Two water treatment plants each have a rated capacity of 15 cubic metres (3,300 gallons) per day while tank capacities are 648 cubic metres (143,000 gallons) and 958 cubic metres (211,000 gallons) for fuel oil and freshwater, respectively. A sewage treatment plant is also fitted. There is onboard space for two 25-person lifeboats and four 25-person liferafts, which can be lowered into the water with the aid of dedicated davits. The accommodation meanwhile includes single, double, and four-person cabins that can house a total of 100 personnel. **HEA Eco 1** sails under the Panamanian flag and is classed by the American Bureau of Shipping. *Specifications* Type of vessel: Offshore construction vessel; Classification: ABS +A1 (E) Offshore Support Vessel, (FFV 1) HYBRID IEPS [LEE, PMT, PBU] SPS + AMS, ESS-LIBATTERY + DPS-2, CRC, RW UWILD BWT MLC-ACCOM; Flag: Panama; Owner: HEA Energy, UAE; Builder: Fujian Southeast Shipbuilding, China; Length overall: 69.8 metres (229 feet); Length waterline: 69.33 metres (227.5 feet); Length bp: 68.74 metres (225.5 feet); Beam: 17.6 metres (57.7 feet); Draught: 4.5 metres (15 feet); Depth: 6.0 metres (20 feet); Capacity: 520 square metres (5,600 square feet); Main engines: 4 x Cummins CCFJ1350-Z-W-MTCM, each 1,350 kW (1,810 hp) at 1,800 rpm; Propulsion: 2 x controllable-pitch propellers; Generator: Cummins CCFJ250-Y-W-MTCM, 250 kW; Maximum speed: 12 knots; Batteries: 3 x lithium iron phosphate, each 172.2 kWh; Hydraulic equipment: Pumps; Atlas Copco air compressors; Radars: X-band; S-band; Dynamic positioning: DP2; Radios: VHF; MF/HF; Satcom: Inmarsat; Other electronics: Speed log; weatherfax; Winches: 4; Capstans: 2; Cranes: 2; Watermakers: 2; Firefighting equipment: 2 x pumps; foam monitor; water monitor; Liferafts: 4; Lifeboats: 4; Fuel capacity: 648 cubic metres (143,000 gallons); Freshwater capacity: 958 cubic metres (211,000 gallons); Accommodation: Cabins; Crew: 100; Operational area: Middle East. *(Source: Baird)*

SANHANGGONG 9 – CHINESE HEAVY LIFT SHIP WITH SECONDARY EMERGENCY RESPONSE FUNCTION

China Communications Construction Company (CCCC) has taken delivery of a new semi-submersible heavy lift vessel. Built by Ningbo Zhenhe Shipbuilding, **Sanhanggong 9** (三航工9) has an LOA of 105 metres (344 feet), a beam of 43.5 metres (143 feet), a depth of 7.5 metres (25 feet), a deadweight of 14,175, and a lifting capacity of 18,000 tons. The dimensions make the vessel one of the largest semi-submersible deck cargo ships to be built and operated in China. *Power generation setup optimised for reduced emissions* The vessel boasts towers that can be removed if needed, such as for clearing the deck prior to the transport of offshore wind turbine components, concrete caissons weighing up to 12,000 tons each and other types of oversized cargo. Cranes with lifting capacities of 50 and 25 tons are also fitted. Power for the various onboard systems is provided by an S4L1M and three S6L1M generators from Stamford. An installed energy storage system can be used in place of the generators, thus significantly reducing the vessel's exhaust gas emissions. *Suitability for large-*

scale, offshore salvage and rescue Because of the ship's significant lifting and transport capacity, she

can also be used for emergency response such as salvage of capsized vessels and search and rescue, particularly under extreme sea conditions. **Sanhanggong 9** is classed by China Classification Society. The vessel will be operated by CCCC's Third Harbour Engineering Bureau. *Specifications* Type of vessel: Heavy lift vessel; Classification: China Classification Society; Flag: China; Owner: China Communications Construction Company; Builder: Ningbo Zhenhe Shipbuilding, China; Length overall: 105 metres (344 feet); Beam: 43.5 metres (143 feet); Depth: 7.5 metres (25 feet); Deadweight tonnage: 14175; Capacity: 18,000 tons; Generators: Stamford S4L1M; 3 x Stamford S6L1M; Cranes: 2. *(Source: Baird)*

MV ALMA JOINS SAL FLEET FOR HEAVY SEA TRANSPORT

The **Sun Rise**, now renamed MV **Alma**, has been commissioned by SAL Heavy Lift. The vessel was purchased last year, along with the MV **Sun Shine**, from Pan Ocean (South Korea). The **Sun Shine** will also be used for heavy lift transport worldwide under the new name MV **Luisa**. Built in 2012, MV **Sun Rise** is a semi-submersible deck carrier. This means the deck can be partially submerged to transport large or floating cargo. With a large deck measuring 134 by 44 meters and a deadweight capacity of over 24,000 tons, the vessel is widely deployable for offshore and heavy transport projects. The arrival of MV **Alma** expands SAL's capabilities to carry out complex transports worldwide. Sailing under the flag of Antigua & Barbuda, the vessel is 168.50 meters long and 40

meters wide. It can transport floating cargo, or floating modules, for the offshore industry. SAL Heavy Lift is a German shipping company specializing in heavy maritime transport and is part of the German Harren & Partner Group. *(Source: Schuttevaer)*

NORWEGIAN SHIPOWNER OFFLOADS ANOTHER 2016-BUILT VESSEL

Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has taken steps to divest one of its platform supply vessels (PSVs). Following its commitment to a near-term sale of a minimum of two vessels in December 2025, subject to market conditions, alongside the sale of the PSV **Energy Empress** and the PSV **Energy Partner** in January 2026, Golden Energy Offshore Services' subsidiary, **Energy Passion**, received confirmation that all subjects were lifted for a legally binding sales agreement for the 2016-built PSV **Energy Passion**. The Norwegian player explains that the agreement is based on the industry standard Saleform 2012 form and subject to ordinary conditions for payment upon delivery. The gross sale price for the PSV is agreed at $28 million (approximately NOK 269 million). The completion of the sale is expected in mid-April 2026. This is anticipated to result in a booked gain of around $5.4 million, generating net proceeds after repayment of the lease, break fees, and transaction costs of about $14 million (approximately NOK 134 million). "These agreements reconfirm the value of the company's modern quality fleet which after the completion of the sale consists of MPSV **Energy Duchess**, PSV **Energy Paradise**, and PSV **Energy Pace** (sister vessels to PSV **Energy Passion**), and the 2005-built PSV **Energy Swan**," underlined GEOS. *(Source: Offshore Energy; Photo: Patrick Hill)*

BOSKALIS SUBSEA SERVICES WINS ITS FIRST DECOMMISSIONING-SPECIFIC CONTRACT WITH SHELL

Boskalis Subsea Services has secured its first decommissioning-specific project with UK-headquartered energy giant Shell under a multi-million-pound contract. The company has been tasked with the removal of subsea infrastructure and associated remediation across a number of assets using the 2012-built construction support vessel (CSV) **Boka Northern Ocean**, expected to take over 100 vessel days. The scope covers site surveys, removal and recovery of concrete mattresses, grout bags, pipelines, umbilicals, structures, remediation of piles,

as well as targeted debris recovery activities, and umbilical recovery. "This award represents an important milestone for Boskalis, as our first decommissioning-specific project for Shell UK. We are extremely pleased to have been selected for this scope and look forward to applying our offshore execution expertise, subsea capability and strong safety focus to deliver the project safely and efficiently," said Stuart Cameron, Managing Director at Boskalis Subsea Services. Boskalis Subsea Services recently established a dedicated ROV department, backed by its Remote Operations Centre (ROC) in Aberdeen, which opened in 2025, prompting a large-scale recruitment drive to support further growth. *(Source: Offshore Energy)*

OCEANICA WINS OVER $730M IN PETROBRAS SUBSEA VESSEL DEALS

Brazilian engineering firm Oceanica Engenharia has entered into new long-term contracts with state-owned oil and gas giant Petrobras, valued at approximately 4.2bn reais ($736m). The shallow-diving support vessels (SDSV) **Oceanicasub IV, V, VII, and IX** had their contracts renewed for the provision of subsea services, including workclass ROVs, electric ROVs, and diving operations, for inspection, maintenance, and subsea intervention activities. Petrobras also contracted the **Oceanicasub VI** vessel, which will expand the company's operational capacity for subsea services. In the remotely operated vehicle support vessel (RSV), the **Oceanicasub VIII** vessel also had its contract renewed. All contracts have a four-year term, with operations expected to commence in the first half of 2027 and continue through 2031. With these new contracts, the company's backlog increases to approximately 12bn reais (2.3bn), strengthening Oceanica's position in the Brazilian offshore services market. *(Source: Splash24/7)*

AMENDMENT TO LOAN PROVIDES DOF WITH MORE FLEXIBILITY,

BENEFITS SHAREHOLDERS

DOF Group has secured approvals for an amendment to a term loan facility that will provide it with greater flexibility and enhance cash flow available for shareholders. In a 12 March 2026 statement, the company said all necessary credit approvals are now in place to amend the amortisation profile of the loan. The company first highlighted the amendment in its Q4 2025 results presentation, in which it said it was seeking an updated amortisation profile on the DOF Shipowning senior secured term loan facility, subject to certain final approvals. Under the amendment, the scheduled amortisation profile of the term loan is reduced by 40% going forward, resulting in a reduction in scheduled annual amortisation instalments on the loan from US$144M to US$86M. The company said the amendment includes certain conditions, including that the leverage ratio measured by NIBD/NTM EBITDA stays below 2.0x. As of 31 December 2025, the outstanding balance on the loan was US$903M. In the Q4 2025 presentation, the company said the reduced portion of the amortisation will be added to a balloon repayment at maturity in 2030. It said the reduction in amortisation on an annual basis corresponded to approximately US$58M, flattening the maturity profile of the group's borrowing and reducing the need to seek alternative sources of financing. DOF Group chief financial officer Martin Lundberg said, "We appreciate the support shown by our lenders in getting this amendment in place. "Reducing the annual amortisation profile increases flexibility and the cash flow available for shareholder returns while maintaining a solid balance sheet and sustainable leverage within our target range of 1.5 - 2.0x." DOF Group completed a major refinancing effort in March 2025. *(Source: Riviera by David Foxwell)*

OFFSHORE SERVICE VESSELS: A MEASURED MARKET RECOVERY

The outlook for the offshore support vessel (OSV) business has brightened considerably since the dark days of the previous decade and is possibly in a "Goldilocks moment" — not too weak and not too strong. While strengthening, it has not yet reached the point of significant new vessel ordering. Paradoxically, across maritime markets, observers are often concerned when exuberance gets out of hand. For now, newbuild activity remains limited. On the Q3 2025 earnings call for listed company Tidewater (NYSE: TDW), which operates more than 200 vessels across worldwide markets — including 34 in the Americas, with charterers such as Exxon Mobil, Total and Pemex — Piers Dayer Middleton, executive vice president and chief operating

officer, told listeners: “OSV supply growth is expected to remain very moderate, supporting market dynamics overall, with the OSV order book of 134 units according to Clarksons Research still representing roughly 3% of the current fleet, reflecting limited capacity for supply growth. Newbuilding activity in the OSV space continues to be subdued, and we see no signs of significant new supply entering the market in the foreseeable future.” *(Source: MarineLink)*

EVENT NEWS

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

Met de Vlootdag opent de Verenigde Bruine Zeilvaart Harlingen elk jaar het nieuwe seizoen. Zeilschepen van de Bruine Vloot langs de kade. Bezichtiging aan boord en bezoek van de CdK. Gehele Zuiderhaven Bonte Markt, muziek en andere feestelijkheden. Twee schepen voor informatie en vertier kinderen. Veerpontje van Zuiderhaven naar de buitenhaven. Meevaren op het Wad met schepen van Harlinger Bruine Vloot. Je geniet er van de nautische sfeer in Harlingen. Op de kade langs de Zuiderhaven zeezijde worden allerlei activiteiten georganiseerd. Zo is er o.a. de bonte markt, muziek, entertainment, demonstraties van oude ambachten én is er van alles te doen voor kinderen. De Harlinger zeilschepen houden 'open schip', zodat je de schepen van binnen kunt bekijken. Aan boord zijn exposities, demonstraties, koffie- en theeschenkerijen, proeverijen en meer. Ook is dit je kans om kennis te maken met de bemanning van de schepen. Ze geven je graag uitleg over hoe het is om mee te zeilen aan boord en welke reizen ze komend seizoen aanbieden! Ook liggen er een aantal zeilschepen klaar voor een korte rondvaart op het Wad. Een mooie kennismaking met dit ambacht. BENG Evenementen organiseert de Bonte Markt met een breed scala aan producten, van kleding en antiek tot ambachtelijke streek- en seizoensgebonden items. De markt wordt opgevrolijkt met live muziek en entertainment. Het is de perfecte plek om te genieten en te struinen. (Source: Scheepspost)

WINDFARM NEWS - RENEWABLES

ULSTEIN VERFT DELIVERS NEWBUILD 322, THE CSOV WINDEA CARNOT

On 11 March 2026, Ulstein Verft, Norway, delivered the **Windea Carnot**, a Commissioning Service Operation Vessel (CSOV). The vessel was built on behalf of an institutional investor and has now been handed over to its new owner, Bernhard Schulte Offshore (BSO). The 'Windea Carnot' is the third of three sister ships built at Ulstein that BSO has integrated into its modern offshore fleet since the middle of last year. BSO now operates six specialised vessels serving the global offshore energy industry. “The offshore market offers promising prospects. Therefore, we are pleased to have added **‘Windea Carnot’** to our portfolio,” says Matthias Müller, Managing Director at Bernhard Schulte Offshore. “The Ulstein design, characterised by reliability, flexibility and innovative features, is very well received by the offshore industry.” “With **Windea Carnot**, Ulstein continues to deliver future-ready offshore vessels designed for safe and efficient operations in demanding conditions,” says Gunvor Ulstein, CEO of Ulstein Group. The vessel features Ulstein's TWIN X STERN® solution, providing exceptional manoeuvrability, reduced vessel motion, and improved fuel efficiency. Featuring hybrid battery propulsion and prepared for future methanol fuel use, the CSOV is designed for low-emission operations and is well-suited for both operations and maintenance (O&M) as well as construction support activities, including deployments in demanding offshore conditions. The CSOV, offering comfortable single cabins for up to 90 charterers’ offshore personnel, is fitted with a centrally positioned, height-adjustable walk-to-work gangway and elevator tower to enable safe personnel and cargo transfers. Furthermore, the **‘Windea Carnot’** is equipped with a helideck for helicopters with a maximum take-off weight of up to 8.6 tonnes. A 3D motion-compensated crane with a lifting capacity of up to 5 tonnes supports offshore handling operations, while generous storage areas and step-free access optimise onboard logistics. In addition, a height-adjustable boat-landing system enables stepless transfer between the CSOV and smaller crew transfer vessels, a key

safety feature when operating in offshore wind farms. The newbuilding is named after the French physicist and engineer Nicolas Léonard Sadi Carnot, who is widely regarded as the father of thermodynamics. This naming continues the tradition of the two previous sister ships, **'Windea Curie'** and '**Windea Clausius'**, also named after outstanding scientists. *Caption 1:* The **'Windea Carnot'** is the third of three sister ships that BSO has integrated into its modern offshore fleet since the middle of last year. ©Ulstein Group *Caption 2:* The new CSOV has a helideck for helicopters with a maximum take-off weight of up to 8.6 tonnes. ©Ulstein Group *Caption 3:* Featuring hybrid battery propulsion and a methanol-ready design, the CSOV is built for efficient, low-emission operations in the global offshore energy sector. ©Ulstein Group. *(PR-Ulstein)*

NEW CABLE-HANDLING HUB PLANNED AT BINTAN OFFSHORE MARINE CENTRE

Cable-handling specialist PASSER Group and Australian logistics experts Qube have signed a memorandum of understanding marking the next step in their growing collaboration in the offshore sector. The MoU signed by the companies outlines their intention to establish a dedicated storage and cable-handling hub at the Bintan Offshore Marine Centre, strengthening regional capability. "Our combined capabilities will support umbilical handling for the offshore oil and gas sector and subsea power cable handling for the offshore wind industry," the companies said. PASSER, which operates from bases in Norway, The Netherlands and Lithuania, provides cable transportation services to the offshore industry, managing the full logistics chain, including carousel barges for transport by sea, storage equipment at intermediate facilities, and transfer operations between different handling systems. Sydney, New South Wales-based Qube is Australia's largest provider of integrated logistics services. PASSER and Qube are currently collaborating on an offshore oil and gas project in northwest Australia, combining their strengths in manufacturing offshore baskets, supplying rental equipment, providing project management services, and cable spooling operations and technical support. "This partnership reflects our shared dedication to enabling the development of energy sector in the APAC region," the companies said. *(Source: Riviera by David Foxwell)*

OCEANALPHA LAUNCHES V180 USV–ROV SYSTEM ENABLING UNMANNED SUBSEA IMR OPERATIONS AT 3,000M

At Oceanology International 2026, one of the world's leading events for the global ocean industry, OceanAlpha unveiled its new 24-meter-class V180 USV–ROV System, designed to support deep and offshore subsea operations. The V180 USV–ROV System is a deep-sea unmanned operational platform integrating a DP2-enabled offshore USV, and a work-class ROV dedicated for subsea inspection,maintenance, and repair missions up to 3,000 meters. *An Integrated Platform for Diverse Ocean Missions* At the core of the system is the V180 deep-sea operation USV , a multi-purpose unamaned platform with a full-load displacement of 180 tonnes. Featuring a dual-moonpool configuration and an open deck layout, the platform enables flexible deployment of a wide range of mission modules, including a 2-tonne work-class ROV integrated into the system architecture. The system supports subsea operations at depths of up to 3,000 metres and offers an endurance of up to 30 days, allowing rapid transition between deep-sea engineering, subsea surveying, and oceanographic research missions. From offshore oil and gas infrastructure inspection and offshore wind farm construction to marine scientific exploration, the V180 USV–ROV System delivers stable and reliable operational performance across multiple offshore applications. *Flexible Operations for Offshore Robotics* The V180 USV supports three operational modes—autonomous navigation, remote control, and crewed operation—allowing flexible deployment according to mission requirements and regulatory conditions. Compared with conventional crewed offshore vessels, the unmanned design significantly reduces the need for crew accommodation and working spaces, enabling greater capacity for mission equipment and fuel. Combined with a hybrid power system and extended endurance, the platform can substantially reduce day-to-day operational costs and logistical complexity while lowering carbon emissions during operations. This provides a more economical, efficient, and environmentally responsible solution for offshore activities, aligning with global sustainability goals. *Keeping People Off High-Risk Offshore Worksites* Safety was a central consideration in the design of the system. The V180 is equipped with a DP2 dynamic positioning system, enabling high-precision station-keeping during operations, and features a dual Starlink satellite communication system to support shore-based remote control. Operators can precisely control both the USV and the deployed ROV from an onshore

control center. This operational approach eliminates the need for personnel to work in hazardous sea states and high-risk offshore environments, effectively removing human exposure to operational risks and significantly reducing the likelihood of injury. Pinestone Shi, General Manager of OceanAlpha, said: Only a very limited number of projects worldwide are currently exploring USVs in the 24-meter class for work-class ROV collaboration due to the significant engineering challenges involved in integrating offshore-class vessel architecture, autonomous navigation systems, dynamic positioning capability, and ROV launch and recovery systems into a fully unmanned platform. Against this backdrop, the introduction of the V180 USV–ROV System represents a major step forward in enabling unmanned deep-sea operations and expanding the role of USVs in offshore engineering. *Building a Comprehensive USV Portfolio for the Ocean Industry* In recent years, OceanAlpha has steadily expanded and refined its unmanned surface vessel portfolio to meet the evolving needs of the ocean industry. The debut of the V180 USV–ROV System marks a significant milestone, representing a comprehensive breakthrough in OceanAlpha's offshore unmanned operational capabilities while further completing its USV product ecosystem. Today, OceanAlpha offers a full spectrum of USV platforms ranging from the 4.5-meter M40P, the 7.5-meter L25, and the 8.5-meter L42, to the 24-meter V180 USV-ROV system, as well as the upcoming 15-meter V11 USV-ROV system. This tiered fleet structure enables mission coverage from nearshore environments to extended offshore and deep-sea operations. Across this product family, operational capabilities scale progressively—from single-sensor payload to multi-sensor integration; from fixed mounting to dynamic deployment, recovery, and towing operations; and from USV swarming to cross-domain collaboration between USVs and ROV. This evolution of the capability ladder reflects OceanAlpha's deep expertise in the marine sector, its industry-leading research and development strength, and one of the most comprehensive unmanned maritime solution portfolios on the market today. Watch the YouTube video HERE *(PR-OceanAlpha)*

MAERSK NAMES ITS FIRST WIND TURBINE INSTALLATION VESSEL AHEAD OF DEPLOYMENT IN US

Maersk Offshore Wind has officially named its first next-generation wind turbine installation vessel (WTIV) **Maersk Viridis**, built by Seatrium. The vessel was delivered in late February 2026 from Seatrium's Tuas Boulevard Yard in Singapore after completing sea trials and readiness checks. The

naming ceremony, held on 12 March on the main deck of the WTIV, now formally christens the vessel ahead of its first operational deployment. **Maersk Viridis** is expected to soon begin work on the Empire Wind project off New York, where it will be used for the installation of the Vestas 15 MW turbines. The WTIV is designed to install 15+ MW offshore wind turbines and features a 1,900-tonne crane with 180-metre hook height. Using a feeder-based installation concept, the vessel can remain on-site while auxiliary feeder vessels transport components. Equinor-owned Empire Offshore Wind signed a charter agreement for the vessel in 2022, securing it for the offshore wind farm that is now under construction in the US. *(Source: Offshore Wind)*

DREDGING NEWS

CVM ORDERS EASYDREDGE DREDGER AT ROYAL IHC

Royal IHC and La Congolaise des Voies Maritimes (CVM) have signed a contract for the delivery of an **Easydredge 2700XL** trailing suction hopper dredger (TSHD). The vessel will be customised to meet CVM's specific operational needs. Customised features include greater autonomy, upgraded bow thruster and propulsion power, expanded accommodation, and advanced automation systems to optimise performance in challenging riverine conditions. Royal IHC will deliver a comprehensive service package to support CVM throughout the first year of operation, including planned maintenance software, technical support, experienced crewing, and operational training. This is to ensure optimal performance from day one. *Built in Vietnam* The TSHD will be built at IHC's partner yard Nam Trieu in Vietnam, as part of the company's shipbuilding strategy of offering customers a wider range of choices, with the same reliability and quality level. The **Easydredge 2700XL** is part of Royal IHC's proven range of standardised hopper dredgers, designed to combine cost-efficiency, adaptability, and ease of operation. With a hopper capacity of approximately 3300 m3, the vessel is tailored for maintenance dredging and land reclamation projects, offering a robust and versatile solution for La Congolaise

des Voies Maritimes. *Navigability along the Congo River* 'This new vessel is essential in maintaining navigability along the Congo River, ensuring that we keep the strategic ports of Boma and Matadi accessible. This step sends a strong signal to the maritime operators involved in the Democratic Republic of Congo's international trade, who will now have the opportunity to conduct their business in an environment that offers all the necessary advantages,' says Jeanne Blandine Kawanda Walwom, Director General of CVM. Bert Jan ter Riet, COO of Royal IHC: 'This contract underscores Royal IHC's commitment to strengthening local dredging capacity within the region. It also fits our strategy for Africa, where we see ports striving for autonomy and a rising interest in dredging.' *(Source: SWZ/Maritime)*

USACE HOPPER DREDGERS YAQUINA AND ESSAYONS GEAR UP FOR GRAYS HARBOR JOB

The U.S. Army Corps of Engineers (USACE) said that they plan to conduct Grays Harbor maintenance dredging in the Outer Harbor beginning as early as April 8, with USACE hopper dredge vessels **Yaquina** and **Essayons** and a contracted hopper dredge. The **Yaquina** is expected to start dredging in the outer harbor of Grays Harbor as early as April 8 and will dredge approximately 12 days. According to USACE, the **Essayons** is expected to start dredging in the outer harbor as early as April 8 and will dredge approximately 30 days. Dredging work will be performed continuously, 24/7, with all work concluded no later than May 31, 2026. USACE said that the dredging works will occur in shoaled areas of the Bar, Entrance, Pt. Chehalis and South reaches. *(Source: Dredging Today)*

ALBERT LEA WATERSHED DISTRICT OKS $7.7M DREDGING CONTRACT

The Shell Rock River Watershed District Board of Managers has approved a $7.7 million contract with dredging company J.F. Brennan Co. for the third and final phase of dredging on Fountain Lake

in Albert Lea, Minnesota. The project is set to remove about 600,000 cubic yards of sediment from

portions of Bancroft Bay, Bancroft Creek, and the east basin of Fountain Lake's main bay. According to Shell Rock River Watershed District Administrator, Andy Henschel, the dredging works will begin in the spring and take two years to complete. The District said in a press release that the sediment removal is a major step toward improving water quality and moving the Lake closer to delisting it from Minnesota's Impaired Waters List. Also, the project advances the goals outlined in the One Watershed, One Plan Comprehensive Watershed Management Plan, developed with support from local and state partners. *(Source: Dredging Today)*

TSHD ALBATROS ARRIVES AT PORT OF DEVONPORT

The trailing suction hopper dredger (TSHD) Albatros has arrived at the Port of Devonport. TasPorts is preparing to start a major maintenance dredging campaign at the Port, supporting safe navigation and port operations at one of Tasmania's key trade gateways. Under the project, the TSHD will complete dredging across the operational port area over the next 14-weeks. As part of this campaign, up to 470,000m3 of natural sediment within the Mersey River will be removed and relocated to an approved offshore disposal site. *(Source: Dredging Today)*

PORT OF TEMA DREDGING IN FULL SWING

The Port of Tema dredging works, aimed at enhancing navigational efficiency and operational capacity in the area, are in full swing. The project involves the dredging operations on the turning basin from -11.5m to -14m, while Berths 13 and 14 are being dredged to depths of -14m and -12m draft respectively to accommodate larger vessels and improve operational efficiency. Yesterday, the Minister for Transport, Hon. Joseph Bukari Nikpe, paid a working visit to the Port of Tema to inspect the progress of ongoing dredging works. Commenting the project, Nikpe said that the dredging of Berths 13 and 14 will now allow larger vessels carrying up to 65,000 tons of clinker and

other materials to dock directly at Tema, eliminating the previous need for partial offloading at

Takoradi Port. During the visit, the Minister also toured the James Town Fishing Harbor to assess its operations and explore ways to fully equip the facility to make it fully operational. He was accompanied by the Minister for Fisheries and Aquaculture Development, Hon. Emelia Arthur, Deputy Minister for Transport, Hon. Dorcas Affo-Toffey, Deputy Minister for Trade, Agribusiness and Industry, Hon. Sampson Ahi, and the Chief Director of the Ministry of Transport, William Kartey. *(Source: Dredging Today)*

WORK ON NARRAGUAGUS RIVER FEDERAL NAVIGATION PROJECT MOVES AHEAD

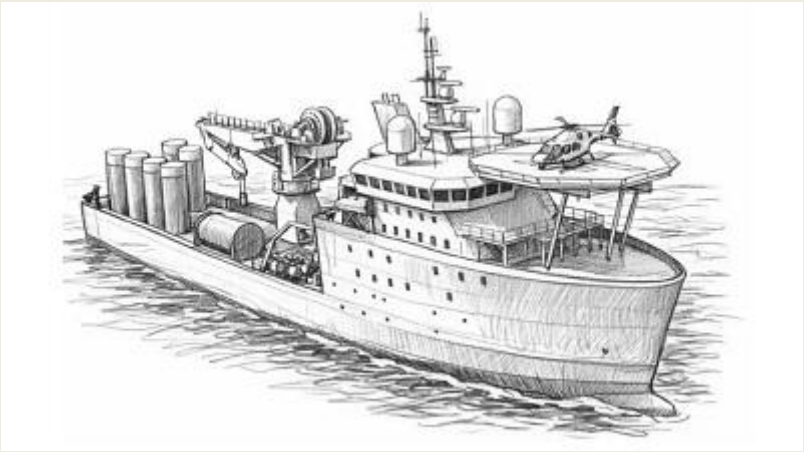
The U.S. Army Corps of Engineers, New England District, is on track to complete the Narraguagus River Federal Navigation Project (FNP) located in Milbridge, Maine by April 2026. Narraguagus River FNP supports commercial fishing and aquaculture vessels (lobster, crab, scallop, urchin, clam, etc) as well as seasonal recreational and transient boating. By completion of this project, the District will have dredged approximately 154,000 cubic yards of sand. The Narraguagus River flows southeasterly through the towns of Cherryfield and Milbridge and empties into Narraguagus Bay, about 20 miles east of Bar Harbor and 10 miles west of Jonesport. According to USACE, the waterway serves blueberry and sardine canning industries in Wyman and Milbridge, the local fishing fleet, and a small recreational fleet. *(Source: Dredging Today)*

YARD NEWS

WORK ON NEW DAMEN TSHD 1000 IN FULL SWING

Damen said that the construction activities on their new TSHD 1000 trailing suction hopper dredger (TSHD) are moving forward according to schedule. According to the latest update, "construction is moving quickly and the full vessel is coming together nicely." "This impressive 58-meter vessel, with a 1,000 m³ hopper capacity, is part of Damen's renowned Port & Maintenance series." Damen is building the TSHD 1000 at Shipyard 189 in Haiphong, Vietnam. Shipyard 189 was established in 1989 and has built more than 150 vessels for military and commercial customers for both Vietnam and foreign countries. *(Source: Dredging Today)*

NEW VESSEL CONCEPT TARGETS FLOATING OFFSHORE WIND OPERATIONS



Njord Subsea and Chartwell Marine combine offshore construction and naval architecture expertise to develop a specialist vessel for floating offshore wind installation and subsea activities. Njord Subsea and Chartwell Marine have completed a collaborative vessel design challenge aimed at addressing the emerging operational demands of next-generation floating offshore wind projects in the UK and international markets. As the offshore energy sector accelerates the deployment of floating wind technology, new classes of specialist offshore vessels are required to support the complex installation, maintenance and long-term operation of deep-water renewable infrastructure and complex mooring systems. Combining Chartwell Marine's renowned expertise in next generation vessel design with Njord Subsea's extensive experience in offshore construction and project execution, the two companies have developed an innovative concept vessel tailored specifically to these evolving requirements. The design challenge focused on defining a vessel capable of delivering safe, efficient, and cost-effective support for floating turbine deployment and lifecycle operations. Key areas explored included enhanced operational flexibility, expanded deck capacity, storage solutions, overboarding systems and improved operational efficiency to align with net-zero maritime objectives. Andrew Newman, Director at Njord Subsea, commented on the collaboration: "Floating Wind has the potential to

revolutionise both green energy generation and how we view the marine space. The challenges that come with it require all disciplines to come together, and it has been immensely satisfying to work with one of the undisputed thought leaders in the marine space, Chartwell Marine." The partnership reflects a growing recognition that cross-disciplinary cooperation is essential to unlocking the full potential of floating wind technologies. As the sector moves from pilot projects to large-scale commercial deployment, both companies see significant opportunities for innovation in vessel design, marine operations, and project delivery. The resulting concept establishes a new benchmark for operational capability and sustainability in offshore mooring installation vessels and represents an important step toward enabling the next generation of floating wind developments. "We're really pleased to be collaborating with Njord Subsea on this new vessel and applying our offshore wind expertise alongside their operational insight to create a highly capable solution for the next generation of floating wind projects," said Andy Page, Managing Director at Chartwell Marine. "By focusing on operational flexibility and efficiency from the outset, we can deliver a vessel that is designed for the task at hand." *(Source: Workboat365)*

US COAST GUARD AUTHENTICATES KEEL FOR THREE NEW CUTTERS

The US Coast Guard has authenticated the keels for future coast guard cutters **Allen Thiele**, **Fred Permenter** and **Samuel Wilson** in Bayou La Batre, Alabama. In a special proceeding, the keels for three cutters were authenticated simultaneously, a departure from the traditional single-vessel ceremony. Keel authentication is a time-honored maritime tradition in which the ship's sponsor welds their initials onto a ceremonial plate that is permanently affixed to the cutter, signifying the foundation of the vessel. All three cutter sponsors attended the ceremony. One of the cutter's namesakes, Master Chief Petty Officer Allen Thiele, a boatswain's mate, served in the US Coast Guard from 1958 to 1990 and was selected as the fifth master chief petty officer of the coast guard. Chief Petty Officer Fred Permenter, a boatswain's mate, was awarded the Gold Lifesaving Medal in 1952 following the rescue of four of five crew members when St. George's Reef Light Station's motor launch capsized as it was lowered in heavy seas. Chief Petty Officer Samuel Wilson, a boatswain's mate, was awarded the Coast Guard Medal of Extraordinary Heroism in 1979 during the

rescue of 81 crew members from the Japanese Fishing Vessel **Ryuyo Maru No.2** that ran aground on St. Paul Island, Alaska. The cutters are the first three of 30 future WCCs that will replace the coast guard's legacy inland tender fleet. "The new fleet has been designated the 'Chief Petty Officer's Class' and the crews onboard who carry out critical missions on behalf of the Nation will honor the legacy of the senior enlisted leaders whose names they bear," said Master Chief Petty Officer of the Coast Guard Phillip Waldron. The "Chief Petty Officer Class" designation for these cutters highlights the close involvement of the chief petty officer community, many of whom were in attendance. The vessels are expected to strengthen the US capabilities to facilitate commerce vital to economic prosperity, strategic mobility, and maritime dominance. According to the officials, the waterways commerce cutters (WCC) fleet will play a critical role in controlling, securing, and defending America's ports and waterways. and maintaining the United States' 12,000-mile marine transportation system. This critical waterway network supports more than $5.4 trillion in annual economic activity and millions of American jobs, it was highlighted. Acquisition of the WCC fleet is supported by funding from the One Big Beautiful Bill Act, which included $162 million to accelerate production rates and deliver three cutters ahead of schedule. The first waterways commerce cutter is expected to be completed in 2027. *(Source: Naval Today)*

FN AND DAMEN JOIN FORCES TO DEVELOP NEXT-GENERATION MARITIME DEFENCE SOLUTIONS

Damen Shipyards Group has signed a memorandum of understanding (MoU) with FN Herstal, laying the foundation for a strategic industrial participation in maritime defence. With this, the two parties aim to collaborate closely on the integration of FN solutions with Damen vessels, and the development of the regional, European and NATO defence eco-systems. The agreement was signed at the BEDEX (Brussels European Defence Exhibition & Conference) event on March 12. The agreement provides for close collaboration in innovation and engineering, including the joint exploration of advanced maritime solutions and unmanned surface vessels (USVs). The solutions that the partnership will develop are aimed at meeting current and future operational requirements of the Belgian and Dutch navies as part of the BeNeSam (Belgian-Netherlands Cooperation Accord) agreement, as well as those of NATO and European partners. *Shared vision* The agreement reflects the two parties' ambition to develop integrated, reliable and future-proof maritime defence solutions. It is based on a shared vision, combining FN's expertise in defence and security systems with Damen's maritime platforms, modular ship designs, and proven integration capabilities. Both parties will align their industrial positioning, knowledge sharing, and joint visibility towards institutional and operational stakeholders, with the aim of supporting competitive and operationally relevant solutions. *Sustainable industrial growth* This collaboration contributes to sustainable industrial growth, strengthens the defence ecosystems in Belgium and the Netherlands, and supports the development of high-quality maritime solutions within a structured, long-term partnership. With this agreement, FN and Damen confirm their joint

commitment to contributing to maritime security, technological innovation, and strategic autonomy, by building on complementary expertise and a clear focus on the future of maritime defence. Julien Compère, CEO of FN Herstal said, "The collaboration between FN and Damen opens up unprecedented perspectives in the development and innovation of integrated maritime platforms. By combining our respective expertise, we create the conditions to offer solutions with high operational added value, tailored from the outset to the current and future challenges of the world's most demanding armed forces." Arnout Damen, CEO of Damen said, "This collaboration aligns with our ambition to deliver complete and integrated maritime defence solutions. Together with FN Herstal, we are strengthening our innovation capabilities, including in the field of unmanned systems, and supporting navies with solutions designed from the ground up for complex maritime operations." Vincent Maes, Director Damen Belgium said, "This partnership is reflective of Damen's commitment to working together with like-minded partners to meet the needs of our clients in the defence and security sector. This is more important than ever at this time of geopolitical challenge. With this agreement, FN and Damen combine our respective capabilities in order to address emerging naval needs in national, regional and NATO spheres, providing innovative solutions for now and for the future." *(PR-Damen)*

DAMEN UNVEILS FIRST WATERBUS 2907 ELECTRIC

Fully electric vessel designed for sustainable city operations. Damen Shipyards Group has completed construction of the first Waterbus 2907 Electric. The fully electric vessel is designed to provide sustainable public transport in urban areas, operating with extremely low levels of wash and zero emissions. The shipbuilder has introduced the vessel at a special event at Damen Shiprepair Amsterdam. *Stimulating access to sustainability* Damen is now offering the vessel for immediate sale or lease as it aims to support wide access to sustainable solutions. For the development of the vessel, Damen has received a sustainable shipbuilding subsidy (Subsidie Duurzame Scheepsbouw

(SDS)) from the Netherlands Enterprise Agency (Rijksdienst voor Ondernemend Nederland (RVO)). The subsidy aims to stimulate innovative, experimental technologies to promote sustainability in shipbuilding and conversion. Damen initially built a series of hybrid Waterbuses 2907, prepared for conversion to full electric at a later date. This first fully electric version is an evolved design that draws on lessons learned in the construction of the first generation. This can be seen, for example, in the improved ergonomics in the vessel's wheelhouse and 1000 VDC system architecture. *Low wake* The Waterbus 2907 features an optimised, highly efficient hull that Damen has developed together with MARIN (Maritime Research Institute Netherlands). During the development, focus was on creating a design with the optimal sizing of the main dimensions, including the hull length and the spacing between the catamaran hulls. As a result of this work, the vessel features slender hulls with a beam of just 1.1 metres. Carbon fibre has been incorporated into the hull to reduce weight, compensating for the added weight of the batteries. The low weight of the hull ensures that the wake produced by the vessel is minimised. As a result, disruption to other waterway users and infrastructure is also minimal. The Waterbus 2907 Electric also features azimuth thrusters that allow for easy manoeuvrability, even in tight areas on busy waterways. *Zero emissions* In line with its practice of serial production of proven solutions, Damen, together with its co-makers, has developed a standard DC system and battery cabinets. This has resulted in a 1000-volt system that allows for rapid recharging. The vessel uses charging sockets proven in operation in the automotive sector. It is also prepared for the latest Megawatt Charging System (MCS), developed for the heavy-duty automotive sector. Damen has planned a full test later this year. With MCS, the Waterbus 2907 Electric will be able to charge even faster. *Passenger focus* Damen has placed considerable focus on the passenger experience. This has resulted in a highly flexible interior layout. Operators are able to select not only the seating types they would like to use, but can also tailor the layout to the requirements of their route. *For example*, the vessel's large deck can be used to provide considerable bicycle storage, complete with charging for electric bikes. If the Waterbus is being operated in an area with fewer bicycles, then there is the option to increase the number of seats. *Battery buffer* Damen has been a frontrunner in the construction of electric vessels, including several examples for the public transport sector delivered around the world. The company offers a full service scope, delivering not only the vessel but, when required, also the charging infrastructure. Damen's involvement in vessel electrification has also seen the company participate in the Charging Energy Hub project. In this, Damen collaborates with 30 industry stakeholders towards the development of battery charging facilities to offset the high demand placed on the grid and the resultant congestion. *Urban solution* On March 12, Damen held an event to officially introduce the Waterbus 2907 Electric. Damen clients, suppliers and local authorities were invited to Damen Shiprepair Amsterdam to experience the vessel, and its suitability for modern urban operations, first-hand. "The development of the Waterbus 2907 Electric has been a fine balancing act," states Damen's Product Manager Fast and City Ferries Lodewijk van Os. "This is a vessel that will be in constant use, facing multiple mooring and boarding moments every hour of the day. As such, it needs to be robust. At the same time, however, it will operate in an environment where sustainability is paramount. We've put a lot of effort into creating a platform that is efficient in operation, producing zero emissions, and optimally comfortable for passengers. "Electrification offers a clear route to increasingly sustainable maritime operations. This is particularly relevant for the waterborne public transportation sector, where new, greener connections will increase the attractiveness of services for both tourists and commuters alike." Damen Design and Proposal Engineer Public Transport Jan van Ooijen agrees, saying, "There is a lot of experimentation taking place in electric waterborne public transportation currently. We see a lot of concepts in development. We wanted to take this to the next level of maturity with the creation of a solution that offers a reliable, sustainable service." *(PR-Damen)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Twin RSD Tugs Safely Delivered to Rotterdam by Redwise for Boluda Towage, via the Red Sea and Suez Canal*
   - *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*
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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