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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

INDIAN SHIPYARDS CUT STEEL ON ELECTRIC TUGS, LAUNCH NEWBUILDS



Indian shipyards have passed milestones in the construction of ASD tugboats for domestic owners, as investment in ship towage ramps up. Cochin Shipyard Ltd (CSL) and its subsidiary, Udupi Cochin Shipyard, have progressed the construction of harbour tugs for Indian owners investing in national ship-handling

services. At the end of February, CSL cut steel on an azimuth stern drive (ASD) tug that it is building for Polestar Maritime at its shipyard in Kochi. This tug is likely to have energy storage systems installed as Polestar ordered two electric-powered tugboats from CSL in January 2026, as part of the Indian government’s green-tug transition programme (GTTP). CSL will build the two battery-electric tugs with 60 tonnes of bollard pull to provide low-emissions towage at Jawaharlal Nehru Port. They will be built jointly by CSL and Udupi CSL to a Robert Allan Ltd design for delivery in 2027 and 2028. This is the latest electric-powered tug newbuilding contract an Indian shipyard has been awarded under GTTP. CSL is also constructing two tugboats with diesel engines and 70 tonnes of bollard pull for Polestar. These are to a Robert Allan Ltd design and comply with the Indian government’s approved standard tug design and specifications, for delivery in 2026. These will each have two Niigata engines, each rated at 1,838 kW, and two azimuth thrusters with 2.7-m diameter propellers in a nozzle, supplied by Japan’s IHI Power Systems, and will be classed by the Indian Register of Shipping. In February, Udupi Cochin Shipyard launched a second ASD tugboat, Ocean Royal, which it is building with 70 tonnes of bollard pull for Ocean Sparkle, a subsidiary of the Adani group. The shipbuilder is completing and commissioning the 33-m tugboat, the second of three it is building to a Robert Allan design for the Indian owner. The first, Ocean Alliance, was launched in October 2025 and delivered and classed by the Indian Register of Shipping in December 2025, 16 days ahead of schedule. All three will have two high-speed, four-stroke Niigata engines, each delivering 1,838 kW of power and driving two azimuth thrusters, each with a 2.7-m diameter propeller in a nozzle, all manufactured by IHI Power Systems. Udupi Cochin Shipyard is building 3,800-dwt general cargo ships for Norwegian owner Wilson, with the fifth launched in February 2026 and a series of DNV-classed 6,300-dwt dry cargo ships for Wilson, with the keel laid for the

first of these in December 2025. CSL and its subsidiary are building 18 tugboats for various owners over the next two years, including four battery-electric TRAnverse tugs for Svitzer. (*Source: Riviera by Martyn Wingrove*)

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MIKE'S INC.'S MV. PAMMIE TURNS 100

An unsuspecting observer probably wouldn't think much of the little tugboat, with its green handrails and yellow stripes, moving up and down the Mississippi. At first glance, it's impossible to guess that the mv. **Pammie** is celebrating its 100th birthday this year. The **Pammie**, originally a single-screw vessel operating under the name **F. H. Shepard**, was built by an



unknown shipyard in Memphis for L. L. Shepard in 1926. The first 40 years of its history remain a mystery; according to the Inland River Record, it went through periods of inactivity and changed hands several times, though it was recorded that it was rebuilt in 1962. In 1969, it was rebuilt again by Humbolt Boat Service in St. Louis and sold to East Perry Lumber Company. It operated under the name **Bettye** for the Frohna, Mo.-based company for four years until it was sold in 1973 to McKenzie Engineering Company and renamed the mv. **Kangaroo**. It went through a third rebuild in 1993 under McKenzie and was outfitted with 1710 Cummins engines as well as a replated hull. It remained with the company for nearly 50 years before it was purchased by Mike's Inc. Mike's Inc., founded by the late Mike Marko Sr., operates its shipyard in East Alton, Ill., its main facility in South Roxana and its machine shop in Wood River. The company began as a father-son venture in 1965 and has been growing ever since. The **Kangaroo** came at the perfect time for the shipyard. Mike Marko Sr., founder of Mike's Inc., was beginning drydock operations again after a seven-year hiatus. When the economy crashed in 2002, Marko made the decision to shut down the shipyard. He sold his drydock operations to National Maintenance & Repair and signed a seven-year non-compete agreement. In 2009, Marko started preparing to get back into the dry-docking business. "Dad started having a 2,700-ton drydock built since he was going to go back into the shipyard business again," said Amy Jo Marko, president of Mike's Inc. and daughter of Mike Marko Sr. "He knew that seven-year timeline was coming to an end, and he wanted to be ready. We didn't have a

tug at the time, and he began looking for something small to manoeuvre around the shipyard. So, we drove up to Keokuk, Iowa, to check (the Kangaroo) out.” Mike Marko Sr. bought the **Kangaroo** from McKenzie Engineering Company, as well as several barges. Mike’s Inc. renamed the vessel, and, after a bit of work, the **Pammie** was in operation again. “We cropped the aft end of the second deck cabin off,” Amy Jo Marko said. “You couldn’t see the stern from the wheelhouse, and our pilots were having a hard time with backing.” Marko also replaced the **Pammie’s** two-cylinder generator with new John Deere 45-kWe generators, installed cooler boxes and grid coolers and switched out its Cummins engines for a pair of John Deere 4.5L engines. The towboat was repowered in 2015 after Marko decided to replace the diesel 12-cylinder main engines with John Deere Tier 3 propulsion engines. Amy Jo Marko recounted that other than repainting, the 850 hp. vessel hasn’t needed much work since then. “She’s our everyday girl,” Amy Jo said. “She’s perfect for our yard. She does everything we ask of her. She spots all of our boats on drydock and pushes our crane barges and work flats around. Not just around our shipyard, she pushes the crane barges to nearby customer facilities to do work for them, too. And she mid-streams our customers’ boats to swing clutch tires and engine parts and other things that they need.” According to the Inland River Record, the mv. **Pammie** measures just 57.6 feet in length and 20 feet wide. It’s a little tug, but one of the most useful at Mike’s. “We can’t leave her down for very long,” Amy Jo Marko said. “She’s worth her weight in gold. Our pilots really like using her because she fits into little spots and isn’t hard to manoeuvre.” 100 years old isn’t young for a towboat, but the shipyard is well-equipped to keep the Pammie running for many years to come. “We have our own service techs for John Deere engines, and our machinists are the gear box guys,” she said. “We have our shipyard for the running gear, the underwater stuff. We try to keep her running in tip-top shape.” While the **Pammie** hasn’t been at Mike’s Inc. the longest – a title that belongs to the mv. **Jim Marko** – it is one of the most legendary of its boats, known as one of the oldest towboats running on the Mississippi River. (*Source: The Waterways Journal by Amelia Kingman*)

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CLASSIFICATION DOCUMENTS HAVE BEEN ISSUED FOR THE RESCUE TUG "FAVOR"

The Russian Maritime Register of Shipping (RS) has issued classification documents for the Arctic rescue tug "**Favor**," a Project NE025 vessel. Rosmorrechflot announced this on March 12. The tug had previously passed all required tests and confirmed its technical readiness to perform assigned missions as part of the Marine Rescue Service's emergency rescue fleet in the Northern Sea Route. The tug "Favor" is registered in the seaport of Arkhangelsk. A ceremony to raise the Russian national flag on the vessel and commission it will take place shortly after the documents are issued, the agency added. The tug "**Favor**" was built at the Okskaya Shipyard for the Marine Rescue Service. The Morspazluzhba fleet already operates four Project NE025 Arctic rescue tugboats—Timan, Tepsey,

Uzon, and Pechak—built by Nizhny Novgorod shipbuilders: two in the port of Murmansk and two



in the port of Petropavlovsk-Kamchatsky. The Project NE025 rescue tugboats (developed by Nordic Engineering) are designed for emergency response and rescue operations, oil spill response, and to ensure the safe maneuvering of large vessels in challenging areas of ports and harbors along the Northern Sea Route. A key feature of the project is the optimization of design solutions using predominantly domestic

equipment. The local content level is approximately 70%. *Tug and rescue vessel of the NE025 project* Class – KM ⚙ Arc4 (hull, machinery) R1 AUT3 FF3WS Tug; Length – 29 m; Width – 10.0 m; Height at midships – 4.2 m; Draft at the slender waterline at midships – 3.2 m; Power of main engines – 2 x 694 kW; Crew – 8 people. (Source: Sudostroenie; Photo: Rosmorrechflot)

NORTH AFRICAN PORTS MODERNISED, TUG FLEETS EXPANDED WITH NEWBUILDS

Harbours and terminals along the North African coast have been expanded, enabling larger ships to berth and encouraging tug owners to expand their fleets. From Morocco to Egypt, investments have led to newbuild tugboats being delivered for ship escort, handling and docking as owners modernise their towage fleets. Newbuild



tugs along the north African coast have been built in Turkish, Vietnamese and Chinese shipyards. Tunisia's Office of Merchant Marine and Ports (OMMP) has received four newbuilds since mid-2025 from Med Marine Holding's shipyard in Eregli, Turkey. Med Marine is building up to six 28-m tugboats under the contract to Robert Allan Ltd's RAmports 2800 design, with the other two launched and being prepared for sea trials before their scheduled delivery in H1 2026. The fourth, yard number ER169, was completed as **Dougga** in January 2026, following the delivery of **Bulla Regia**, **El Jem**, and **Oudhna** to the OMMP fleet in Q3 and Q4 2025. These 428-gt azimuth stern drive (ASD) tugs are capable of ship escort, towing, mooring, pushing and emergency response with a FiFi-E class off-ship firefighting system. They have a beam of 12 m, a draught of 5 m, a bollard pull ahead of 60 tonnes, accommodation for eight crew and a top speed of 12 knots. All are powered by twin medium-speed diesel engines driving two azimuth thrusters on the stern and have an open aft deck engineered

to carry two 10-ft containers. “With **Dougga** now delivered, the six-vessel programme continues to take clear shape,” said Med Marine. “Each handover reinforces a shared focus on capability, reliability, and the long-term evolution of Tunisia’s port operations.” In Libya, Misurata Free Zone (MFZ) has signed a public–private partnership with Qatar’s Maha Capital Partners, Terminal Investment and Mediterranean Shipping Co to modernise, manage, develop and expand the port, which currently handles around 60% of all of Libya’s container trade. Together, these companies will expand the container-handling capacity to accommodate larger ships and support complex logistics chains, enhance safety and environmental standards, attract manufacturing and value-added services, and deploy new terminal equipment and digital systems. Further development of the deepsea port is planned. Misurata Free Zone expanded its tugboat fleet in 2023, adding a RAstar 2800 design escort tug with 85 tonnes of bollard pull from Med Marine. In Morocco, Svitzer added **Svitzer Ouezzane** in 2025 to operate at the Tanger Med port. This 32-m, 499-dwt escort tug was built by Uzmar in Turkey and delivered in Q4 2025. Tanger Med, situated 15 km from Spain, is Africa’s largest logistics hub, with more than 10M TEU capacity offered by four terminals. At the end of 2025, Moroccan port operator Marsa Maroc International Logistics (MMIL) became a minority shareholder in Boluda Maritime Terminals (BMT), acquiring 45% of the share capital in a transaction valued at €80M (US\$93M). Boluda will continue to manage BMT for operational stability and strategic decision-making while Marsa Maroc will facilitate regional growth. In 2024, BMT handled more than 1M TEU across its nine terminals in Spain and the Canary Islands. Together, both groups will operate 34 terminals in 20 ports across Spain and Portugal, the Canary Islands, and Africa. “This collaboration strengthens the positioning of both companies in the Morocco–Spain corridor, a vital maritime axis connecting both sides of the Gibraltar Strait, and creates new expansion opportunities,” said Boluda. One of the largest port infrastructure developments currently underway in Africa, is Nador West Med on the Mediterranean coast of Morocco. It is one of the region’s most ambitious new port developments, with significant capacities for container traffic and bulk cargo. Construction is progressing toward the planned start of operations in 2027, by Moroccan contractor SGTM. Across four terminals serving different vessel types and operational profiles, ShibataFenderTeam equipped around 1,520 m of quay with fender systems and bollards. *(Source: Riviera by Martyn Wingrove)*

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ISLA POPA & ISLA UVA – SVITZER'S NEW TUGS TO SUPPORT SHIP TRANSITS THROUGH PANAMA CANAL

Danish towage specialist Svitzer has deployed two of its newest tugs in Panama as part of the expansion of the company’s activities in Latin America, particularly along the Panama Canal. Named

after two local islands, **Isla Popa** and **Isla Uva** were built by Turkey's Med Marine at its Eregli



Shpiyard to a design developed by Canadian naval architecture firm Robert Allan Ltd (RAL). According to the Panama Canal Authority (PCA), the design has proven to be ideal for intensive assistance operations including those to be carried out in the canal. *Manoeuvrable and stable platforms* The RAL tugs each have a length of 25.9 metres (85 feet), a beam of 12.8 metres (42 feet), a draught of 4.85 metres (16

feet), a depth of 6.05 metres (20 feet), a gross tonnage of less than 400, and accommodation for a crew of six. Each tug is fitted with two MTU 16V4000M63R engines that each produce 2,000 kW (2,700 hp) at 1,800 rpm. The engines drive two Kongsberg Maritime US205S 2,500mm fixed-pitch propellers to deliver a service speed of 12 knots and a bollard pull of 65 tons. *Optimised for narrow lock passage* According to the builder, the vessels' design is intended to provide manoeuvrability, fuel efficiency and directional stability, which are key attributes for the challenging conditions of Panama's harbour and terminal operations. The tugs will assist vessels in entering and exiting the canal's locks as well as during transit through the Culebra Cut, which the PCA said is one of the most challenging sections of the waterway. *Secondary firefighting function* As with other RAL-designed tugs, the newbuilds feature wheelhouses that ensure unobstructed all-round visibility for ahead and astern navigation. Upward-facing windows meanwhile provide enhanced situational awareness when operating alongside and assisting larger ships. Monitors fitted just outside the wheelhouse enable each tug to be used for external firefighting, thus expanding the PCA's emergency response capability. The authority said the tugs will also ensure safe and agile transit through Neopanamax locks, where maximum manoeuvrability and precision are required. The PCA has already begun operating Isla Popa and Isla Uva under a charter agreement signed with Svitzer, which allows operational capacity to be expanded without compromising financial efficiency or flexibility in fleet management. *Specifications:* Type of vessel: Ship assist tugs; Flag: Panama; Owner: Svitzer, Denmark; Operator: Panama Canal Authority;

Designer: Robert Allan Ltd, Canada; Builder: Med Marine, Turkey; Length overall: 25.9 metres (85 feet); Beam: 12.8 metres (42 feet); Draught: 4.85 metres (16 feet); Depth: 6.05 metres (20 feet); Gross tonnage: 400; Main engines: 2 x MTU 16V4000M63R, each 2,000 kW (2,700 hp) at 1,800 rpm; Propulsion: 2 x Kongsberg Maritime US205S fixed-pitch propellers;



Cruising speed: 12 knots; Bollard pull: 65 tons; Firefighting equipment: 2 x monitors; Crew: 6; Operational area: Panama Canal. (Source: Baird)

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DELIVERY OF 3236kW ASD TUGBOAT



On March 15, 2026, one unit 3,236 kW ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for domestic shipowner as been delivered and sailed smoothly. The tugboat's overall length is 36.9m, the width is 10m, the depth is 4.6m, ahead bollard pull is 55.6t and astern bollard pull is 49.9t, the cruising range is 1000nm, and the speed is 13.5Kn.
(Source: Jiangsu Zhenjiang Shipyard)

BOLUDA TOWAGE ASSISTS THE LEGENDARY JUAN SEBASTIÁN DE ELCANO IN SANTO DOMINGO



On 10 March, the iconic Spanish Navy training ship [Juan Sebastián de Elcano](#) arrived at Sans Souci Port in Santo Domingo after crossing the Atlantic from Cádiz. As the historic ship approached the

port, the entry manoeuvre was assisted by Boluda Towage tugboats **VB Ron** and **VB Bongo**, ensuring a safe and precise docking operation. This call marked the 25th visit of the legendary vessel to the Dominican port. A symbol of maritime tradition and naval training, the Juan Sebastián de Elcano continues her voyage carrying the next generation of Spanish Navy officers. The ship embodies seamanship, discipline and Spain's long-standing maritime heritage. At Boluda Towage, we are proud to contribute to the industry with the experience and expertise of our crews, leading our powerful fleet of tugboats. *(PR-Boluda)*

OLD TOWBOAT COLUMN

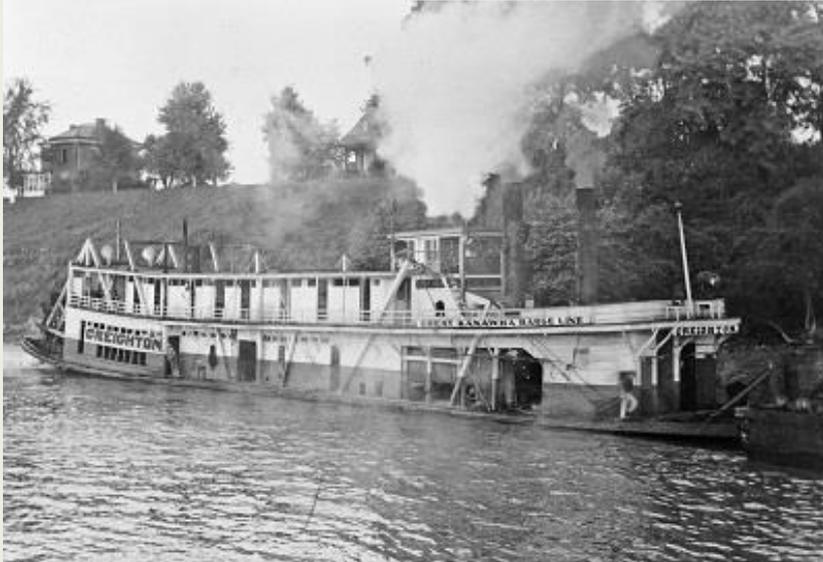
THE CLARA CAVETT

This week, the Old Boat Column presents an image of a towboat that was dubbed the “race horse of the Allegheny.” The vessel originated in 1877 as the Muskingum River packet **Mink No. 2**, constructed by the Knox yard at Harmar (Marietta), Ohio. Built on a wooden hull measuring 132 feet in length by 21 feet in width, the slim sternwheeler operated daily in the Zanesville-McConnellsville trade from 1877 until 1883



under the command of Capt. Carlton Morgan; the riverboat continued in this run until 1886, with Capt. Diodate Morgan as master. Eventually, the **Mink No. 2** was converted into a towboat, utilized to tow barges of coal and salt for the Pomeroy (Ohio) Towboat Company. The steamboat was later sold to Capt. W.L. Cavett of Pittsburgh. On September 30, 1894, the boat collapsed a flue while at Pittsburgh, resulting in the death of one crewman. Following extensive repairs and rebuilding, the riverboat was renamed **Clara Cavett**. The Pittsburgh Plate Glass Company bought the boat in 1898, with Capt. F.M. Campbell serving as the longtime master; his son worked as a deckhand and eventually earned his pilot's license. The **Clara Cavett** made its debut as a regular vessel on the Allegheny during the summer of 1901. Recently purchased by George Giles, superintendent at the Creighton plant of the Pittsburgh Plate Glass Company, the vessel was assigned to tow sand and gravel barges for a fleet of sand diggers. Capt. F.M. Campbell was in command with his son, Capt. E.K. Campbell, serving as pilot; he would eventually become river transportation manager of the company. Other crew members were Frank Stuart, who obtained his chief engineer's license just in time to take over the engine room of the **Clara Cavett** when it began regular operations on the Allegheny. Serving as mate was F.C. Campbell with Jack Haught, fireman; Minta Shearer served as both cook and chambermaid for many years. According to river people, the **Clara Cavett** was as reliable as clockwork and, throughout its long career, was never involved in a serious accident. By 1913, time had taken its toll and the steamboat was removed from the lists and tied up. The **Clara Cavett** was replaced by the **Harry No. 2**, which later towed the **Clara Cavett** to the marine ways at Elizabeth, Pa., where it was rebuilt. In the summer of 1914, the towboat came out as the virtually new **Creighton**. Retaining the original hull dimensions, the superstructure was entirely new. The

Creighton remained in service with the Pittsburgh Plate Glass Company until the spring of 1929,



when, in a deal with the Arrow Transportation Company, the steel-hulled towboat **Wacouta** was brought from the Tennessee River to replace the **Creighton**. The faithful steamboat would never again return to its old familiar haunts on the Allegheny and, after a period of operating on the Tennessee and Cumberland rivers, it served in the Kanawha River coal towing trade. The **Creighton** was sold in early 1936 to the West

Virginia Sand & Gravel Company, which dismantled the venerable vessel. The hull, main and cabin decks became a boathouse for the Charleston Yacht Club at Kanawha City, W.Va. (Source: *The Waterways Journal* by Keith Norrington)

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ACCIDENTS – SALVAGE NEWS

CRUISE SHIP GROUNDS ON REEF IN PAPUA NEW GUINEA AFTER ECDIS ROUTE CHANGE DERAILS APPROACH

An Australian expedition cruise ship grounded on a reef while approaching a remote harbor in Papua New Guinea after a last-minute route modification in the ship's electronic navigation system delayed a critical turn during the early-morning approach, according to a newly released preliminary investigation. The 93-meter Australian-flagged expedition vessel Coral Adventurer ran aground at 0525 on December 27, 2025, near Nussing Island, about 100 kilometers east of Lae, while carrying 80 passengers and 44 crew on a 12-night cruise from Cairns. No injuries were reported, but the ship sustained hull indentation and structural damage after striking a reef at about 8.5 knots. The grounding occurred during the ship's final approach to Dregerhafen, a narrow and poorly marked harbor used by expedition cruise vessels visiting Papua New Guinea's remote Huon Peninsula. *A Small Navigation Change With Big Consequences* According to the Australian Transport Safety Bureau (ATSB) preliminary report, the chain of events began hours earlier when the ship's chief mate modified the pre-planned approach route in the vessel's Electronic Chart Display and

Information System (ECDIS). The adjustment—adding an extra waypoint to smooth a tight turn around Nussing Island—appeared minor. But the change invalidated the system’s route safety verification, meaning the new route could not be activated until the officer performed a new safety check in the ECDIS route editor. That delay proved critical. At 0512, as the ship approached the key wheel-over point where the vessel should have begun turning toward the harbor entrance, the chief mate attempted to activate the



modified route. The system refused to load it until the safety check was completed. While the officer worked through the issue, the ship sailed past the planned turning point. *Hard Turn, Rising Speed* Realizing the waypoint had been missed, the chief mate switched the ship from autopilot to manual steering, commanding both Azipull thrusters simultaneously to execute a rapid turn back toward the planned track. During the maneuver the vessel slowed sharply to 3.8 knots. Believing a strong current was responsible for the loss of speed, the chief mate increased the power on both propulsion thrusters from 120 RPM to 180 RPM. The ship regained the planned track several minutes later and autopilot was re-engaged. But by then the vessel had accelerated to over 8 knots, well above the intended approach speed. Moments later the ship reached the next wheel-over point, where the autopilot was expected to execute a continuous turn toward the harbor entrance. Instead, the turn came too slowly, causing the ship to overshoot the intended track. *Darkness and Confusion on the Bridge* The chief mate again switched to manual steering and increased the rate of turn, but the vessel continued drifting west of the planned route. Complicating matters were the environmental conditions. The approach was being conducted in moonless darkness during nautical twilight, and the area had no navigational aids or lights ashore. Investigators say the officer later reported difficulty reconciling what was visible outside with the electronic chart display. The chief mate told investigators they were “unable to correctly visually identify the entrance into Dregerhafen” and began losing situational awareness while focusing on the ECDIS screen. At 0524, the master arrived on the bridge. About a minute later the master warned that the ship appeared to be heading toward shallow water. The chief mate ordered a hard turn to port. Seconds later, a loud grinding noise echoed through the ship. *Impact at 8.5 Knots* At 0525:17, Coral Adventurer struck a reef connecting Nussing and Kumbam Islands. The vessel shuddered repeatedly before coming to a stop roughly 160 meters off the planned track. The ship ended up resting on the seabed along its starboard side, though its propulsion and steering systems remained operational. Passengers were informed of the grounding shortly afterward, but they were not mustered, and parts of the cruise excursion program continued ashore while the situation was assessed. *Three Days to Free the Ship* Initial attempts by the crew to refloat the vessel at high tide were unsuccessful. Coral Expeditions subsequently brought in tug assistance from Pacific Towage. A first attempt by the tug Macedon was abandoned after the tug’s engines overheated. On December 30, passengers were evacuated and flown back to Cairns while a more powerful tug, Langila, attempted another pull. At 1534, the ship was finally refloated and moved to a nearby anchorage for inspection by classification society DNV. *Investigation Focuses on Human Factors* The ATSB says its investigation is continuing and will examine voyage data recorder recordings, CCTV footage from the bridge, bridge resource management and human

factors, the ship's passage planning and navigation procedures, and safety management oversight by the operator. The preliminary report contains no formal conclusions, but the sequence of events highlights how a routine ECDIS modification, combined with automation reliance and challenging conditions, can quickly cascade into a major navigational incident. A final report is expected once the investigation is complete. *(Source: gCaptain)*

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SUPPLY BOAT CAUGHT SMUGGLING DRUGS NOW ISSUED A DISTRESS CALL OFF AUSTRALIA



Nearly two months after French authorities intercepted a small vessel smuggling a large amount of cocaine across the Pacific, the same vessel has now turned up off Australia and issued a distress call. ABC News Australia reports the vessel was escorted into Sydney harbor on Friday, March 13, after the Australian Maritime Safety Authority became involved. The vessel named

Raider is reported to have made a distress call on Thursday, reporting a shortage of food and fuel. A representative of the International Transport Workers Federation told ABC News that when they contacted the ship, they were told it was down to just 200 liters of water for the 11 crew onboard. AMSA coordinated the response, including the provisioning of supplies to the vessel. It escorted the Raider to a detention area in Sydney while reporting they were also working with the Australian Border Force and New South Wales Police. The **Raider** first drew attention from the French Navy, which boarded the vessel in French Polynesian waters on January 16. A search discovered 96 bales containing a total of 4.87 tons of cocaine. In a decision that was later questioned by some, the French forces decided to seize the drugs but released the vessel and its crew. The cocaine was disposed of in the ocean, and the Raider was permitted to continue on its voyage. Authorities noted at the time that the drugs were likely being smuggled to Australia and were not destined for French Polynesia. They said the region had become part of a known smuggling route for drugs from South America. The ship next turned up in the Cook Islands after issuing another distress call. It stopped in the Cook

Islands to make engine repairs. Later, ABC News reports it was heading toward Australia but briefly diverted toward New Caledonia before arriving off the Australian coast. ITF's Australian coordinator, Ian Bray, told ABC News the crew is from Ecuador and Honduras, and they were hired in December to sail the vessel from Panama to Australia. They understood they were delivering the **Raider** to its new owners in Australia. ABC reports the crew has not been arrested. They are unlikely to face any charges, as the drug smuggling was discovered outside Australian authority. The crew is expected to be held in immigration detention, reports ABC. AMSA is checking the Raider to determine if the vessel is seaworthy. The crew from the **Raider** is likely to be repatriated to Central America, while it is unclear what will happen to the vessel. *(Source: Marex)*

PHILIPPINE COAST GUARD RESCUES ENGINEER TRAPPED ON CAPSIZED SHIP

The Philippine Coast Guard responded to the reports of a capsized cargo ship in Cebu province on March 11. It was able to rescue the crew of the vessel, but reports that one dockworker was killed in the incident. A small inter-island cargo ship named **Theresa I** was docked at the APO Cement Port in Naga City, Cebu. It was conducting a loading operation, which involved a de-ballasting procedure. The vessel



lost stability, rolling to one side, which caused the cargo to shift, and the vessel capsized. As the vessel capsized, one of the mooring lines snapped. It hit a dock worker from the cement plant, who was taken to a hospital where he was pronounced deceased. There were 19 crewmembers aboard the ship, and according to the details from the Coast Guard, when they arrived, they heard sounds coming from the ship. One of the engineers was trapped in the engine room of the vessel. They were able to extricate him from the ship, and he was reported to be receiving medical attention. The other crewmembers were accounted for. They were reported to be in good condition. The Coast Guard deployed 100 meters of oil spill boom around the vessel. They are monitoring for possible oil leaks and report that an investigation is underway regarding the incident. *(Source: Marex)*

GREEK-OPERATED TANKER HIT BY UNKNOWN ASSAILANTS NEAR CPC TERMINAL

The Greek-owned tanker **Maran Homer** (IMO 9761372) has been hit by an attack while awaiting loading at the port of Novorossiysk, Russia, according to Greece's shipping ministry. Operator Maran Tankers Management reports that **Maran Homer** was struck by an unknown object at 0435 local time on Saturday. The tanker was located in international waters of the Black Sea and was awaiting instructions to load Kazakh-origin oil at the Caspian Pipeline Consortium (CPC) single-point mooring terminal. The tanker sustained only minor damage to the deck and deck equipment, the company said. The vessel was in ballast at the time of the strike, and there were no signs of pollution. Following the attack, the ship departed the scene and got under way. *Ukraine has not*

claimed responsibility for the strike. The **Maran Homer's** specific destination is of consequence, as



there are two terminals at Novorossiysk: the Sheskharis terminal in the inner harbor, which exclusively loads Russian oil and has been repeatedly attacked by Ukrainian forces; and the CPC terminal in deep water outside the harbor, which loads mostly Kazakh oil piped overland through Russia. Ukraine has attacked the CPC pipeline, loading terminal and associated

tanker traffic in the past. These actions have attracted pushback from the U.S. government, which views the CPC as essential to American interests in the region. Chevron and ExxonMobil hold minority ownership stakes in the CPC pipeline and terminal, and taken together, the two American companies own 75 percent of Kazakhstan's Tengiz field, the prolific field that feeds the pipeline. The CPC loading terminal is a key bottleneck for Tengiz, as Kazakhstan has few other export routes to get its oil to global markets. Warnings of potential Ukrainian strikes on the loading terminal (among other factors) have delayed the ramp-up of Tengiz to full rated capacity, according to Reuters. The CPC pipeline's largest shareholder is Russian midstream company Transneft, which earns transit revenue for the barrels that pass through the system. Ukraine views Russian energy assets - Transneft included - as top-priority targets, as petroleum revenue is essential to covering the cost of Russia's ongoing invasion. (Source: Marex)

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ITALY WEIGHS OPTIONS AS DAMAGED RUSSIAN LNG TANKER DRIFTS IN THE MEDITERRANEAN

Russia's transport ministry said the **Arctic Metagaz**, carrying LNG from the Arctic port of Murmansk, was attacked last week by Ukrainian naval drones launched from the Libyan coast. Kyiv has not claimed responsibility. Italian authorities are weighing how to deal with a Russian liquefied natural gas tanker left adrift in the Mediterranean after what Moscow described as a Ukrainian drone attack, sources said on Friday. Russia's transport ministry said the **Arctic Metagaz**, carrying LNG from the Arctic port of Murmansk, was attacked last week by Ukrainian naval drones launched from the Libyan coast. Kyiv has not claimed responsibility. Libya's maritime rescue agency initially said the tanker had sunk, but the vessel has remained afloat and is now drifting between Italy and Malta, around 30 nautical miles off the small Italian island of Linosa, the Italian navy said. "The

situation is under control. The ship is in international waters and the navy, a tugboat and an environmental response vessel are escorting it," said Filippo Mannino, mayor of Lampedusa, which includes Linosa. *Massive damage above waterline* Two Italian sources said it was still unclear how much LNG and fuel remained aboard the tanker. The 30 crew members were evacuated after the attack, which the sources said occurred south of Malta. One source said all



options were being considered, but the preferred solution would be for the vessel's manager, Russia-based LLC SMP Techmanagement, to hire a specialised company to tow it to safety. Italy does not want the tanker to dock at one of its ports, the source said, describing it as a "ticking time bomb filled with gas". It added that the drone appeared to have struck the ship above the waterline. The hull was still holding, although photos showed a gaping hole on the port side, with the stern sitting lower in the water than the rest of the ship. A spokesperson for Italy's Civil Protection agency said the vessel was being monitored and was not heading towards Italian waters. The boat got as close as 22 nautical miles to Malta's coast earlier this week, but now appeared to be drifting away, and was reported about 61 nautical miles offshore by Thursday. Malta's transport authority warned other ships to keep at least five nautical miles away from the *Arctic Metagaz* at all times. Prime Minister Robert Abela said Malta's government was ready to act if necessary, without giving details. Since Russia's full-scale invasion of Ukraine in February 2022, Kyiv has repeatedly targeted Russian oil refineries and other energy infrastructure in an effort to undermine funding for Moscow's war machine. (Source: *The Business Standard*; Photo: via REUTERS)

THE FIRE ON THE USS FORD INTENSIFIED: 600 CREW MEMBERS AFFECTED.



The fire on the *USS Gerald R. Ford* aircraft carrier, belonging to the US Navy, has turned out to be more serious than initially reported. According to US officials and crew members, the fire initially started in the laundry area. However, the flames spread through the ventilation ducts, escalating and reaching the ship's sleeping quarters. This affected the living

spaces of over 600 crew members, roughly one-eighth of the total crew. U.S. Central Command (CENTCOM) stated that the fire may have been caused by an electrical malfunction and was not related to combat. Two sailors sustained non-life-threatening injuries, and the ship's propulsion system was undamaged and retained its operational capability. According to reports in the *New York Times*, the fire started in the ventilation line of a dryer and took more than 30 hours to bring under

control. Following the incident, more than 600 employees were left without beds and forced to stay in temporary accommodations. At the time of the fire, the aircraft carrier task force to which the **USS Gerald R. Ford** belonged was operating in the northern Red Sea, far from the high-risk Strait of Hormuz. Officials specifically emphasized that the incident was not the result of enemy action. Despite the setbacks, the ship is reportedly continuing its mission and is expected to set a record with its long deployment duration. However, recent developments have brought the ship's maintenance needs and operational burden back into question. *(Source: DenizHaber)*

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A FRONTEx SHIP SANK OFF THE COAST OF GREECE

An Estonian ship belonging to the European Union's Frontex agency sank on Monday off the coast of the Greek island of Kastelorizo, located near Turkey, the AFP news agency reported on Monday evening, citing the Greek coast guard. – The Greek Coast Guard informed us that all persons on board were rescued – said Frontex spokesman Krzysztof Borowski. According to AFP, four injured people were transported by helicopter to a



hospital on the island of Rhodes. The circumstances of the accident, which did not occur during the operation, are being investigated. According to Estonian public broadcaster Ert, five people were on board the vessel: three Estonian crew members, a Greek coast guard officer, and the Estonian ambassador to Greece. “ It is unclear whether the ship hit the bottom, collided with a tree trunk floating in the water near the port, or whether the sinking was caused by an incorrect maneuver, ” said Kastelorizo Mayor Nikos Asvestis. The mayor, quoted by AFP, said that one person was seriously injured, but the agency did not specify who. *(Source: PortalMorski)*

FISHING VESSEL PEPE MASES CAUGHT FIRE

On March 16, the 21 meter long fishing vessel **Pepe Mases** (MMSI: 224136960) caught fire in the

Balearic Sea approximately 8 nautical miles off Benicàssim, Spain.



Spanish authorities were alerted of the fire and dispatched the 21 meter long Salvamento Marítimo rescue vessel **Salvamar Sabik** (MMSI: 224228230) along with the 28 meter long, 280 gt tugboat **VB Saja** (IMO: 9439682) and vessel Salvada 7 (MMSI: 225999187). The Salvamento Marítimo reported that all 3 crew members were rescued with one suffering from smoke inhalation. The crew members were taken ashore to Castellón. The tugboats attempted to extinguish the flames, but the blaze had already consumed

most of the fishing vessel. The **Pepe Mases** would later sink. The **Salvamar Sabik** was able to remove some of the floating debris from water. (Source: *Shipwreck Log*)

FOUR DEAD FOLLOWING VESSEL COLLISION OFF NORTHEASTERN JAPAN

Four people are confirmed dead as a result of a collision between a cargo ship and a fishing vessel off the coast of Aomori prefecture in northeastern Japan on Tuesday, March 17. Local news outlet NHK said the incident between the 748-tonne cargo ship and the 140-tonne trawler occurred approximately 20 kilometres



off the city of Misawa at around 01:00 local time on Tuesday. The trawler capsized due to the force of the impact, and all who were on board fell into the sea. Officials of the Japan Coast Guard said they learned of the incident upon being notified by the captain of the cargo ship at 01:20. All 13 of the trawler's crew were subsequently pulled out of the water by 07:00. Tragically, however, four fishermen who were found unconscious were later pronounced deceased. The coast guard said that the incident occurred in calm seas with wave heights of no more than one metre and that the fishermen were all wearing lifejackets by the time they were pulled from the water. None of the cargo ship's six-strong crew suffered injuries from the collision. The coast guard has already begun investigating the incident. (Source: *Baird*)

OFFSHORE NEWS

CHINESE LAUNCH NEXT-GEN DEEPWATER MULTI-PURPOSE OFFSHORE ENGINEERING VESSEL

Chinese state-owned port and naval machinery manufacturer Shanghai Zhenhua Heavy Industries



(ZPMC) has launched a next-generation deepwater multi-purpose offshore engineering vessel for a specialized subsidiary of state-owned oil & gas firm China National Offshore Oil Corporation (CNOOC). The 126-meter-long vessel, launched in Qidong, Jiangsu Province, is destined for CNOOC Shenzhen Offshore Engineering

Technology Service. According to ZPMC, it is designed for a wide range of offshore engineering operations and integrates full lifecycle capabilities and multi-mission functionality. The vessel is fitted with a 400-ton offshore crane for lifting marine structures and platform maintenance, a 3,000-ton-class powered cable reel for subsea cable deployment and a 12-person saturation diving system. A 1,600-HP trencher launch and recovery unit supports pipeline repair, umbilical installation, and trenching operations. In addition, three to four auxiliary cranes can be installed along the port side to enhance pipeline servicing and emergency response operations. It accommodates up to 100 personnel. The vessel further features a double-deck configuration and streamlined monohull design, a 28-meter beam, and approximately 2,000 m² of deck space, with a central 7.2 × 7.2-meter moon pool supporting saturation diving systems and remotely operated vehicles (ROVs). It is capable of operating at depths up to 300 meters and is equipped with an electric azimuth thruster and a DP2 dynamic positioning system. “To manage the vessel’s complex equipment systems and technical requirements, the project team adopted a modular construction method combining multiple work sites, defined assembly zones, and phased integration. The hull was divided into three primary sections – bow, midship, and stern – comprising 93 prefabricated blocks,” ZPMC said. “Plans for each section were optimized based on equipment layout and functional requirements, with careful consideration of technical feasibility, quality assurance, safety compliance, and schedule coordination. Final assembly was completed through an block-by-block integration approach, improving construction efficiency and achieving a 100 percent success rate in first-time hull alignment.” *(Source: Offshore Energy)*

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NEW LONG-TERM CONTRACT FOR SONGA COMMANDER

Remøy Shipping announced that the **Songa Commander** is awarded a long-term contract with Adura. Adura is a new UK-based joint venture (JV) between Shell and Equinor and is the UK's largest independent North Sea producer. **Songa Commander** will support the drilling development at the Rosebank field, West of the Shetland Islands. The contract has a duration of about 500 days, covering seven development wells and two plug & abandonments. (Source: OER)



NAVEGANTES WILL BUILD A KEY PIECE FOR OIL LOGISTICS IN BRAZIL.



The city of Navegantes (SC) will expand its presence in the Brazilian shipbuilding industry with the construction of six offshore vessels, which are structures used for maritime support. The project will receive R\$ 2.2 billion from the Merchant Marine Fund (FMM) and will take place at the Navship shipyard, located in the municipality. The

federal government released R\$ 134 million of the total approved amount, which enabled the start of construction. The contract stipulates the delivery of the six PSV 5000 class vessels (Platform Supply Vessel) by December 2030. This type of vessel occupies a strategic position in the logistics of the oil sector in Brazil, serving operations in deep and ultra-deep waters, such as those in the pre-salt layer. The vessels will transport supplies between onshore bases and offshore drilling or production platforms in Petrobras' oil and gas operations. “These ships complement the transportation and operation of oil in Petrobras' large systems. The production of these vessels here at the shipyard generates direct and indirect jobs and is crucial for strengthening the shipbuilding industry in Santa Catarina,” stated the Minister of Ports and Airports, Silvio Costa Filho. *Ships will have hybrid technology to support oil operations.* Their versatility and large cargo capacity allow for the continuous supply of platforms without production interruptions. These vessels belong to the category of large maritime support vessels and transport fuel, water, drilling mud, equipment, and various essential supplies for the oil industry. Each vessel has a cargo capacity exceeding 5,000 tons. The new vessels will also incorporate technologies focused on energy efficiency. The ships will

utilize hybrid diesel-electric propulsion, with a system that combines different fuel sources with energy storage solutions, a feature that promises to reduce emissions and increase operational efficiency. According to the Navship shipyard, each unit will have battery banks capable of providing enough power to keep the vessel in position for a certain period, even without another power source. This feature assists with dynamic positioning operations near the platforms. The ships will also have an electrical connector that will allow them to receive power directly from the port when they are docked. *Navegantes has the potential to generate 1,200 jobs with new ships.* The municipality of Navegantes estimates that the project for the six vessels should create more than 1,200 direct and indirect jobs. The construction of the ships should also boost the regional production chain, with demand for suppliers of parts, specialized services, and technical labor. According to Mayor Liba Fronza (PSD), the new projects reinforce the municipality's position in the Brazilian naval sector. This strategic position, facilitated by the construction of the vessels, is further emphasized by Navship's director, David Munaretto. "These vessels play a fundamental role in supporting offshore industry operations in Brazil and, at the same time, strengthen the Brazilian shipbuilding industry, generating jobs in Navegantes, boosting local suppliers, and reinforcing the Itajaí Valley region as a strategic hub for shipbuilding," he emphasized. The Navship shipyard began operations in 2005. The company is part of Bram Offshore Transportes Marítimos Ltda., which is linked to the international Edison Chouest group. The group invested US\$42 million to establish the unit in Navegantes. (Source: *Sinaval*)

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N-SEA'S HYBRID, BIOFUEL-READY VESSEL STARTS SEA TRIALS

The hybrid survey and remotely operated vehicle (ROV) support vessel **Geo Master**, which will be on a charter for N-Sea Group, is carrying out its sea trials. N-Sea signed a long-term charter agreement with Mainport Shipping at the end of 2024 for the delivery of **Geo Master**, built by Neptune Construction in Hardinxveld-Giessendam, the Netherlands. The keel laying ceremony for the vessel that will be able to run on biofuel was held on January 21, 2025, with the vessel officially



officially

launched on January 9, 2026. Once in operation, N-Sea will have the vessel under full commercial management and control. **Geo Ranger**, another vessel of similar design and equipped with similar equipment, is also under N-Sea Group management and control. (Source: *Offshore Energy*)

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offshore vessel within the Boskalis fleet. In addition, two new Work-class Remotely Operated Vehicle (W-ROV) spreads were installed. Following the successful completion of sea trials in the North Sea, the **BOKA Fulmar** has departed for West Africa. There, the vessel will play a key role in the anchoring and installation of an FPSO, supported by several Boskalis anchor handling tugs. We thank all colleagues involved for their hard work during the mobilization of the **BOKA Fulmar** in Rotterdam and wish the vessel crew a safe and pleasant voyage to West Africa. (Source: *Boskalis Post*)

FUGRO REINFORCES ITS ROLE AS MAJOR CONTRIBUTOR TO UN OCEAN DECADE INITIATIVE FOR SEABED MAPPING

Fugro announces further commitment to The Nippon Foundation-GEBCO Seabed 2030 project, a flagship programme of the United Nations Ocean Decade, during Oceanology International in London. As the Ocean Decade reaches its halfway point, Fugro is expanding the group of vessels actively contributing to the Seabed 2030 project. Fugro's



largest vessels, working on geotechnical surveys, are now also contributing to the collection of ocean-floor data alongside the original and ongoing geophysical fleet. The UN Ocean Decade aims to generate "the science we need for the ocean we want." Achieving this vision depends heavily on data, especially seafloor data. This is foundational for understanding ocean health, facilitating safe

navigation, supporting the development of a sustainable ocean economy, modelling climate change, and protecting marine ecosystems. Despite oceans covering more than 70% of the planet, only 27.3% of the seafloor has been mapped to modern standards in the 2025 GEBCO grid, underscoring the urgency of global collaboration. Under the new commitment, Fugro has begun collecting Single Beam Echo Sounder (SBES) bathymetry data from its geotechnical fleet during vessel transits. This higher number of vessels broadens the scope and cadence of ocean-floor data collected and contributed to Seabed 2030. The expansion complements Fugro's existing in-transit multibeam echosounder (MBES) programme on the geophysical fleet, marking a significant step forward in the race to produce a definitive, publicly available map of the entire ocean by 2030. Mark Heine, Fugro CEO, said, "We have been committed to leading the private sector in this initiative for years and will continue to do so. The fastest way to the world's first complete ocean map is to turn every safe voyage into a mapping opportunity. By adding our geotechnical fleet to Fugro's in-transit mapping programme, we're scaling coverage where it matters most, efficiently, safely and sustainably." Seabed 2030 Director Jamie McMichael-Phillips said: "Industry collaboration is essential to achieving Seabed 2030's mission of delivering a complete map of the world's ocean floor, and Fugro has been a longstanding and valued partner in this global effort. The expansion of bathymetric data collection across its fleet is welcome news and demonstrates how operational vessels can contribute valuable data during transits. Contributions like these play a vital role in accelerating seabed mapping." *Key highlights* • New datastream: SBES in-transit bathymetry now captured by geotechnical vessels, including Fugro Zephyr, Fugro Quest, Fugro Voyager, Fugro Revelation, Fugro Zenith, and Fugro Synergy. • Momentum since launch: Since November 2025, these vessels have acquired well over 3,000 line kilometres of SBES in-transit data. • Proven at scale: Fugro-acquired MBES seafloor mapping data for Seabed 2030 spans over 3,000,000 km² —approaching the size of India. • Dual-technology approach: Integration of MBES and SBES data across an expanding fleet increases coverage and fills priority gaps efficiently. • Remote-by-design: Enabled by Fugro's Geo-data Factory for secure, automated data transfer and supported by Remote Operations Centres (including Aberdeen), which reduce operational impact and cost by removing the need for dedicated survey crews. (PR-Fugro)

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BROKER SAYS 'HUNDREDS' OF OSVs STUCK IN THE PERSIAN GULF

A leading shipbroking company specialising in offshore support vessels (OSVs) has warned that the ongoing crisis in the Middle East has trapped large numbers of OSVs in the region. In its latest Offshore Report, Fearnley Offshore Supply said the crisis also risks seeing final investment decisions for oil and gas projects postponed. Fearnley Offshore Supply said the US and Israeli attacks on Iran have "thoroughly shaken things up" in the oil and gas market and in the OSV sector. "It is difficult to

accurately predict the effects and consequences of the war,” said the broker, “but in the short term,



there is a lot of offshore activity that has been put on hold.” Another potential issue arising from the war is the risk that final investment decisions (FIDs) for new projects could be deferred, potentially for years. “There were several projects in the pipeline that are now at risk pending the conflict,” said Fearnley Offshore Supply. “Ongoing project developments are also at risk, such as

QatarEnergy’s North Field Expansion, ADNOC’s Hail and Ghasha sour gas project, and Saudi Aramco’s Marjan and Zuluf brownfield upgrades. “The closure of the Strait of Hormuz means very little oil and gas is leaving the region, but storage options are also quickly running out. As a consequence of the latter, regardless of the conflict, several fields have shut down production.” The broker noted that Saudi Aramco is shutting down the Safaniya and Zuluf fields, taking 2M barrels per day out of production, joining other companies that have taken similar measures. “All in all, this spells bad news for the hundreds of OSVs now stuck in the Persian Gulf,” the broker said. “Production support has previously been, and elsewhere still is, a key driver for vessel work, especially for anchor-handling tug/supply vessels and platform supply vessels that account for the vast majority of work for these assets.” *(Source: Riviera by David Foxwell)*

ACCIONA BOOSTS FLEET WITH AUSTRALIA’S BIGGEST JACKUP BARGE

Spain’s Acciona has strengthened its marine fleet with Australia’s largest registered jackup barge, which will support the construction of water infrastructure in Western Australia. The jackup barge, named **Beverly**, has a deck load capacity of 8 tonnes per sq m, a 400-tonne crane, a helideck, and sleeping quarters for 50 workers. According to the company, the procurement and



commissioning of the barge represent a major strategic investment that significantly enhances Acciona’s ability to deliver complex marine projects. The unit’s first project will be the construction of the offshore intake structure for the Alkimos desalination plant in Perth. “**Beverly** is a game-changer for marine construction in Australia. Securing the largest registered jack-up barge in Australia supports our ability to deliver some of the most technically challenging, offshore infrastructure projects, at a time when sustainable water infrastructure solutions are more crucial than ever,” said Bede Noonan, the Acciona CEO for Australia and New Zealand. *(Source: Splash24/7)*

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SEISMIC FIRMS INCREASINGLY BULLISH ON EXPLORATION, AS FORECASTS ARE ADJUSTED



Marine seismic companies say their customers know renewed exploration activity is essential. Recent months have not been easy for marine seismic companies, but they are confident that even if the oil price does not improve in a sustained manner, their clients, the energy companies, will have to start contracting for more exploration activity soon, even if

they face an uncomfortable choice between reducing dividends and share buybacks. TGS chief executive, Kristian Johansen, is particularly bullish about the need for a new round of exploration activity. In a Q4 2025 results presentation in February 2026, Mr Johansen noted that the International Energy Agency (IEA) has significantly revised some of the assumptions in its latest World Energy Outlook (WEO). In the IEA's 2025 WEO, oil and gas demand does not peak in 2030, as the IEA had asserted a year earlier. In fact, the 2025 WEO assumes higher demand for all fossil fuels in the near and longer term, compared with the 2024 WEO, mainly at the expense of renewables, where growth is slower than originally anticipated. "These numbers change every year, but this is obviously quite a significant change," Mr Johansen said. "It provides a very positive outlook for a company like ours that is heavy on exploration. "The energy majors know they are facing an exploration challenge," said Mr Johansen. "They are highlighting the fact that reservoir life is getting shorter. There are super majors with reserves of only around six or seven years left," he said, "and they have a reserve replacement ratio of about 20-25%. It means that within 10 or 12 years, they would run out of oil if they are not successful in replacing those reserves." As Mr Johansen noted, the industry has been talking about this for several years, but he believes it is getting very close to a situation where TGS's customers will have to ramp up their exploration activity quite significantly, compared with what they were discussing a year or a couple of years ago. "We hear this from the oil companies, from earnings calls, from chief executives," said Mr Johansen. "They are preparing the investor community for the fact that they need to explore more, and that they need to allocate more capex to exploration in the future," Mr Johansen said, quoting several chief executives at the oil majors. These include Wael Sawan, chief executive at Shell, "We are less

pleased with the fact that we haven't found the bigger plays that allow us to potentially create big new hubs. That's the space we need to continue to work on to improve," TGS's investor presentation has him saying. Likewise, Equinor chief executive, Anders Opedal, is quoted as saying, "Now, the focus is to deliver on that growth, finding more attractive exploration opportunities within those selected areas," and Chevron chief executive, Mike Wirth, is quoted as saying, "We need to ramp up some of the exploration activity beyond just the focus on near infrastructure opportunities. We'll move to a more balanced approach of mature areas that are well known and also early entry into high-impact frontier areas." "All of them are talking about exploration, of course, but also about the need to do exploration in frontier areas," said Mr Johansen, although as he admitted, the problem for the oil companies recently has been low oil prices and cash flow-limiting momentum. The low oil price in recent months has not stopped Chevron from planning for exploration activity; however, as Mr Johansen noted, the company has recently signed a three-year agreement with Chevron, which he said includes exploring new areas where oil has not yet been found, rather than exploring further in areas where they are already working. "Dividends, share buybacks and capex – if you assume that the oil price is going to stay where it is today, then one of the three has to give. Exploration is becoming essential, which comes out of capex, so it's either going to have to be dividends, or it may be share buybacks, which we think is going to happen," Mr Johansen explained. "In fact, we have already seen a couple of companies announce that they are going to reduce buybacks compared with previous years, because they need to free up capital to spend on future growth." Another marine seismic leader, Shearwater Geoservices, also believes that oil companies will have to do something soon about reserve replacement, and will be forced to take action on exploration, but is less bullish than Mr Johansen, at least for the time being. Shearwater has been trading water to some extent, cutting costs and reducing headcount as it awaits an uptick in exploration activity. In its most recent investor presentation, it said it plans to continue to focus on cost reduction and on reducing its headcount until oil companies transition from talking about reserve replacement to actually doing something about it. Like TGS, the latest investor report from Shearwater Geoservices highlighted the fact that conventional discoveries are at cyclical lows and reserve replacement levels are well below decline rates, and that the energy majors are signalling the need for increased exploration to sustain long-term production. Announcing results for Q4 2025 and preliminary results for the full year, Shearwater said that, as anticipated, marine seismic activity in Q4 2025 remained low as muted intake and uncertainty related to project timing continued to weigh on fleet scheduling and profitability. Shearwater chief executive, Irene Basili, said, "While marine acquisition activity remained low in the quarter, strong multi-client revenues drove a significant improvement in our results, underscoring the value-creation potential of our multi-client strategy." She continued, "Recent client discussions increasingly emphasise reserve replacement, which is encouraging for the industry's long-term fundamentals because, over time, rebuilding reserves to sustain production and energy security will require renewed investment in seismic acquisition and imaging, which is fully aligned with our strategic direction." "However," she said, "to date, this shift has not translated into increased activity in our tendering pipeline, and we therefore expect the sideways-trending market and competitive landscape to continue into 2026." Against this backdrop, Ms Basili said Shearwater has taken 'decisive measures' to strengthen liquidity, simplify the organisation and deliver material cost reductions to improve cash-flow development. The company said its headcount reductions, implemented in 2025, 'while demanding,' were necessary to streamline the organisation and align the company's cost base with near-term market conditions. "Together with broader cost-reduction initiatives, structural efficiency measures, and the continued expansion of our multi-client portfolio, these actions position Shearwater well for a future market recovery and long-term value creation," Ms Basili said. Shearwater said it is continuing to strengthen its position in deepwater ocean bottom seismic, supported by the broad client adoption of the Pearl node platform, with [SW Tasman](#). This

has enabled the company to generate a continuous project pipeline exceeding 24 months. The company's multi-client business model remains key to its success, having increased backlog, broadened the revenue base, and built a profitable, cash-generative library. "Building on this position of strength, we are prioritising growth in the converted contract market while remaining selective in pursuing high-quality multi-client investments," Ms Basili said. *(Source: Riviera by David Foxwell)*

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HEAVY LIFT SHIP DELIVERS HEAVIEST WOODFIBRE LNG FACILITY MODULE

Woodfibre LNG has welcomed one of the most important modules of its facility to site as the liquefaction module arrived aboard the specialized heavy cargo vessel **Red Zed 1**. The liquefaction module is the 15th module to arrive at site as the project moves closer to construction completion. Weighing 10,847 metric tonnes, it is the heaviest module to become part of the future Woodfibre LNG facility.



Occupying a footprint roughly the size of a football field, it is also among the largest. "The liquefaction module is the beating heart of our facility. It's the core of how we will transform B.C. natural gas into LNG to be shipped around the world.," said Luke Schauerte, CEO of Woodfibre LNG, "As the world's first LNG export facility using renewable power for electric-drive liquefaction, this module represents the core of our commitment to net-zero operations and setting a new standard for LNG, both in Canada and around the world." The liquefaction module is the central component of the LNG production process. Once installed and commissioned, it will cool natural gas to approximately -162°C, compressing it into an energy-dense liquid so it can be effectively and safely shipped overseas. A unique element of Woodfibre LNG's liquefaction design is the use of Siemens electric-drive (E-drive) motors. In most conventional LNG facilities, the liquefaction process is driven by gas turbines operating off feed gas, creating significant greenhouse gas (GHG) emissions. By using electric-drive technology connected to BC Hydro's renewable power grid,

Woodfibre LNG eliminates the single largest operational source of GHG emissions in LNG facilities. E-drives also have advantages in overall efficiency and lower maintenance needs. “Woodfibre LNG is showing the world what’s possible in responsible LNG development, including being the first project of its kind to be regulated by an Indigenous government. By producing among the world’s lowest emission LNG, Woodfibre LNG is proof-positive that LNG produced off Canada’s west coast is the world’s most sustainable product offering, and that Canada is well positioned to supply export markets around the world,” said Schauerte. All 19 modules of the Woodfibre LNG facility are expected to be on site this spring. Construction is scheduled to be completed in 2027. *(Source: MarineLink)*

DINA POLARIS RETURNS AFTER A BREAK



On Friday, March 13, the **Dina Polaris** moored behind the Blue Port Centre once again. The survey vessel, with its impressive drilling rig dozens of meters high, had traveled from Eemshaven to Den Helder. The 99-meter-long ship is part of the survey fleet of the Swiss company Geoquip Marine. It sails under the Portuguese flag and has operated from Den Helder on several occasions. *(Source:*

www.maritiendenhelder.eu; Photo: Wim Albers)

KEYFIELD INTERNATIONAL SECURES CHARTERS FOR EIGHT OSVs

Malaysian offshore vessel owner Keyfield International has secured chartering contracts for eight offshore support vessels across Malaysia, the Middle East, and Thailand. In a Bursa Malaysia filing, the company said the contracts involve seven accommodation workboats (AWBs) and one anchor-handling tug and supply (AHTS) vessel. Five contracts are for AWBs working in Malaysia with an oil and gas operator, while one AWB contract each has been



secured with oil and gas companies in the Middle East and Thailand. The AHTS vessel will work in the Middle East under a separate charter agreement. Keyfield said the contracts range from two months firm with a one-month extension option to one year firm with a one-year extension option.

Seven deals are expected to commence in the first half of 2026, while one contract is scheduled to start in early 2027. The company said the contracts are worth approximately RM162m (\$41.3m). The extension options are valued at about RM84m (\$21.4m). Keyfield expects the contracts to contribute positively to its earnings and net assets for the financial years ending on December 31, 2026 and 2027. (Source: *Splash24/7*)

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WINDFARM NEWS - RENEWABLES

FREESTAR DELIVERS RAPID MULTI-TECHNOLOGY CABLE SURVEY FOR TENNET



Subsea Survey Vessel **Navicula Star** mobilised within days for shallow-water cable inspection campaign. FreeStar Subsea Services and its project partner Seekable have successfully completed a subsea survey campaign for transmission system operator TenneT, mobilising multiple survey technologies aboard FreeStar's vessel **Navicula Star** to inspect power cables off the Dutch coast. The project took place in February 2026 near Eemshaven

and focused on sections of the COBRA interconnector cable linking the Netherlands and Denmark. TenneT commissioned FreeStar to carry out a 4K ultra-high-definition video survey to carry out a depth of cable burial survey. For this project, Seekable introduced its new electro-magnetometer-based survey system to determine cable positioning and burial depth. *Multiple survey technologies in a single campaign* Operating in water depths of around five metres, FreeStar deployed its ROV inspection capabilities from the **Navicula Star** while simultaneously hosting additional survey technologies from specialist partners. The campaign brought together three different cable detection and inspection methods on a single vessel. Alongside the ROV services of Vriezoo ROV Services, the project incorporated advanced sensing systems from MAPPEM and Seekable. MAPPEM deployed both a mobile passive system and a seabed-based station capable of measuring extremely small

electric and magnetic fields generated by HVDC cables. Seekable deployed its new electro magnetometer cable tracking system to determine cable location and burial depth. Using a model based analytical approach, the Seekable TN 1 accurately predicts cable position even when the sensors are offset from the cable's actual alignment. Designed for offshore and nearshore environments, the TN 1 integrates high resolution magnetic field measurements with advanced data modelling to deliver precise, real time tracking results. This capability enables faster and safer cable route surveys, reducing vessel time and operational costs. By combining these techniques, the project stakeholders were able to collect complementary datasets while operating from a single offshore platform. *Rapid mobilisation under tight timelines* A defining feature of the project was the speed of mobilisation. FreeStar coordinated the collaboration between the different partners and integrated the survey technologies into the vessel's onboard systems within just a few days. "The teams had three working days to integrate Seekable's system into the survey spread, including installing an umbilical connection and configuring data acquisition," says FreeStar co-Founder Mark van der Star. "Bringing three different survey techniques together on one vessel within such a short timeframe is the kind of challenge that we enjoy. It demonstrates what FreeStar aims to offer the market: a flexible offshore platform where different specialist companies can quickly come together to deliver high-quality data for the client." With its shallow draft and adaptable deck layout, the **Navicula Star** is particularly suited to shallow-water subsea operations such as bathymetric and geotechnical surveys, cable protection, and burial operations. The vessel is equipped to support ROV deployment, survey equipment and a range of offshore operations from a compact platform. Combined with its ability to mobilise quickly and accommodate multiple technologies on board, this makes the **Navicula Star** well suited for short-duration inspection and survey campaigns in coastal environments. (PR-Vreestar)

PARTNERSHIP TO ADVANCE OFFSHORE WIND SUPPORT VESSELS IN JAPAN

UK-based ship designer Chartwell Marine and the Cooperative Association of Japan Shipbuilders (CAJS), an industry organization representing 59 shipyards in Japan, have signed a memorandum of understanding to support the development and local construction of vessels for Japan's offshore wind industry. The collaboration will focus on crew transfer vessels (CTVs)



and service operation vessels (SOVs), based on Chartwell Marine's conceptual designs that have been introduced in Japan through a Nippon Foundation-supported programme led by CAJS. Under the agreement, the companies will work together to support Japanese shipowners, operators and shipyards on potential vessel projects and the early stages of design development. CAJS will act as a bridge between domestic stakeholders and Chartwell, facilitating communication and knowledge exchange to support the development of locally built vessels that meet project requirements and local content rules. "As Japan's offshore wind sector ramps up and demand for locally built support vessels grows, collaboration with experienced international design partners is increasingly

important. By working together, we can help support the development of locally constructed vessels and contribute to the long-term growth of the industry,” said Hiroyuki Nishida, managing director of CAJS. The agreement may also extend in the future to support other advanced vessel types, including battery-powered and hybrid high-speed passenger vessels. *(Source: Splash24/7)*

FRED OLSEN WINDCARRIER SIGNS DECADE-LONG DEAL WITH SIEMENS GAMESA



Norwegian offshore wind installation player Fred Olsen Windcarrier has signed a long-term agreement with Siemens Gamesa Renewable Energy for operation and maintenance services. The work will be carried out utilising either the **Bold Tern** or **Brave Tern** self-elevating, self-propelled jackup offshore wind turbine installation vessels. The vessels will be working on Siemens Gamesa turbines up to and

including 15MW turbines. Operations under the agreement are expected to commence in the first quarter of 2028, with a firm duration of 10 years and optional extension periods. According to the company, the agreement otherwise reflects negotiated market terms and conditions. *(Source: Splash24/7)*

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NEW CSOV FOR NORWIND OFFSHORE AND NAVIGARE CAPITAL NAMED NORWIND MAESTRO

VARD, the Norwegian subsidiary of the Fincantieri group and one of the major global designers and shipbuilders of specialized vessels is proud to announce that together with Norwind Offshore and Navigare Capital we have celebrated the naming ceremony of their new Commissioning Service Operation Vessel (CSOV) in Emden in Germany March 11th. The vessel was named **Norwind Maestro**. *Delivered to a 10 year contract* The **Norwind Maestro** entered directly into service upon delivery and has commenced a 10-year contract at the Global Tech I offshore wind farm in the

German North Sea. Operated by Norwind Offshore, the vessel supports maintenance and logistical operations for Wind Multiplikator GmbH, a Semco Maritime subsidiary. This marks the fifth VARD newbuild to join the Norwind Offshore fleet, strengthening a partnership built on shared ambitions for efficiency and sustainability in offshore wind operations.



- **Norwind Maestro** has already proved herself in operations and is a strong token on how the close collaboration between VARD, Navigare Capital and

Norwind Offshore enable efficient sustainable offshore wind operations at sea. Once again VARD has delivered a solid project characterized by close communications and strong execution skills. – Svein Leon Aure, CEO Norwind Offshore. *Delivered ahead of schedule* **Norwind Maestro** was outfitted, commissioned and delivered ahead of schedule in January 2026 from Vard Søviknes in Norway. She is of VARD 4 19 design and constructed by Vard Shipyards Romania – Braila where the team has played a key role in taking the vessel from hull to an advanced and high-quality platform. *Ship Christening Norwind Maestro 68* - VARD is proud to have delivered yet another vessel to the market-leading Norwind Offshore fleet of specialized vessels for offshore wind. Norwind Maestro is a demonstration of how VARD's integrated value chain and close cooperation with the customers create real value. - We wish Norwind Maestro and her crew continued fair winds and following seas. – Cathrine Kristiseter Marti, CEO VARD. *Tailor-made for wind operations* Designed by Vard Design in Ålesund, Norway, the VARD 4 19 platform is optimized for construction, operations, and maintenance of offshore wind farms. The vessel accommodates 90 people, including 60 wind technicians. The vessel has Vard Electro's SeaQ Integrated Bridge System installed, a bridge solution with an intuitive user interface designed with the operator in focus. Organized to achieve a clean and efficient workspace, the bridge emphasizes ease of operation, safety, and ergonomics. For control and monitoring of the vessels' systems and overview of emissions, the vessel is equipped with Vard Electro's SeaQ Integrated Alarm System (IAS), Power Management System (PMS), and Energy Management System (EMS). The vessel is provided with an energy efficient HVAC-R system delivered by Vard Interiors with 100 % fresh air circulation in accommodation using Enthalpy wheel, together with modern interior solutions this is creating comfortable living and working conditions onboard – essential for long offshore operations. Norwind Maestro has a length of 85.5 meters, a beam of 19.5 meters, and is equipped with a height-adjustable and 3D motion-compensated gangway with elevator system from SEAONICS, a height-adjustable boat landing system, and is prepared for battery solutions. (PR-Vard)

DREDGING NEWS

LIEBHERR DELIVERS LS-C 80 CRANE FOR THE LARGEST NEWBUILD IN BOSKALIS' HISTORY

Liebherr has delivered a gantry mounted LS C 80 cylinder luffing crane for installation on Boskalis'

new trailing suction hopper dredger (TSHD) **Seaway**. The new giant TSHD is currently undergoing



final outfitting and testing at Royal IHC in Krimpen aan den IJssel in the Netherlands. According to Liebherr, the crane is the third identical unit delivered for the company's latest generation of dredging vessels. Before transport to the Netherlands, the fully assembled crane and gantry structure were loaded in Rostock, Germany, using the land based Liebherr TCC 78000 heavy lift crane. With a

lifting capacity of 1,600 tons, the TCC 78000 positioned the crane system onto the transport vessel MV **Aura** for shipment to the shipyard. *The largest newbuild in Boskalis' history* The new dredger was launched at the Royal IHC yard in October 2025. Designed with a 31,000 cubic meter hopper, an optimized hull and advanced automation, it will enter service in mid-2026 to deliver efficient manoeuvrability and environmental performance for large scale dredging projects. According to Boskalis, the dual-fuel main engines are equipped with two stage turbochargers and can be powered by both conventional fuels and more sustainable alternatives such as biodiesel and methanol, resulting in a significant reduction in CO2 emissions. The TSHD is equipped with two suction pipes with a submersible pump and two delivery pumps with a combined delivery capacity of 15,000 kW. This enables the vessel to dredge sand and pump it over long distances to a reclamation area. The new dredger will be more than just a vessel; it is the largest newbuild in the Boskalis' history, and above all, the largest trailing suction hopper dredger (TSHD) ever built at a Dutch shipyard. (Source: *Dredging Today*)

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MAINTENANCE DREDGING CAMPAIGN KICKS OFF AT PORT OF DEVONPORT

TasPorts said that a major maintenance dredging campaign at the Port of Devonport is underway. Under the project, up to 470,000 cubic meters of sediment, including sand, rock, clay and silt which flows down the Mersey River will be removed and relocated to an offshore disposal site. Michel de Vos, TasPorts Group Executive, Major Projects, Assets and Technical Services, said that regular

dredging and seabed levelling is an essential part of securing Tasmania’s connection with mainland Australia and international markets. “Routine dredging ensures the navigational channels and berths remain at their declared depths, which in turn provides a safe navigational passage for Tasmania’s major freight and tourism operators to pass through the port,” Mr. de Vos said. The campaign, set to last 14 days, will be the first to be carried out under TasPorts’ new 10-year Sea Dumping permit, issued by the Australian Department of Climate Change, Energy, the Environment and Water (DCCEEW). *(Source: Dredging Today)*



UNDERWATER ROCK EXCAVATION AT LOCK 19 ON MISSISSIPPI RIVER



Lock 19 on the Mississippi River at Keokuk, Iowa, has reopened from its winter maintenance period. According to the USACE’s Rock Island District, the purpose for the closure was to perform underwater rock excavation upstream of the lock chamber in preparation for future repair and extension of the upstream river wall nose pier. Closed since December 15, the lock reopened yesterday, March 14, just in time for the

busy spring navigation season. *(Source: Dredging Today)*

MEIL GROUP BUILDS MODERN MARITIME HUB IN ANDHRA PRADESH

In Andhra Pradesh, the Greenfield Machilipatnam Port is rising as a modern maritime hub, MEIL Group said. Major works, including breakwaters, prefabricated vertical drains, dredging, berth construction, warehouses, administrative facilities, and road networks, are progressing with precision and scale. According to MEIL Group, the port’s construction is meticulously



planned, with 1700 acres allocated to the main facilities and an additional 234 acres dedicated to the essential infrastructure. The berths are strategically positioned, with two facing east and two facing west. Three berths cater to all types of goods, while the fourth specializes in coal shipments. Ships with a maximum capacity of 80,000 tons can navigate the approach channel, a carefully dredged waterway that spans 13 kilometers in length, 450 meters in width, and reaches a depth of 17 meters. Once operational, it will handle 36 million tons of cargo annually, strengthen regional trade, and drive sustainable economic development for local communities, MEIL Group concluded. *(Source: Dredging Today)*

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VAN OORD'S WID BALDR GEARS UP FOR KINGSBRIDGE, LINCOMBE AND BATSON CREEK DREDGING



Salcombe Harbor Authority said that a maintenance dredging program on Batson Creek, Lincombe and Kingsbridge Basin will start on March 20. Dredging work, set to last two weeks, will take place over each high water and ebb tide, both night and day, and is currently planned to begin at Kingsbridge and progress to locations further down the harbor. The Authority added that “during this period,

Van Oord will be operating water injection dredger **Baldr** and tug **Havik** which, when in operation, will form one unit approximately 20m long and 3m wide.” Salcombe Harbor Authority vessels will also support this operation, including the dismantling and removal of pontoon systems. During this period, access to and mooring upon certain pontoon facilities will be restricted including the Batson slipway pontoon finger, landing pontoons at Whitestrand and Normandy, Winters Boatyard Pontoon, and Kingsbridge Pontoon, the Authority concluded. *(Source: Dredging Today)*

YARD NEWS

DAMEN SECURES CARIBBEAN COAST GUARD PATROL VESSEL CONTRACT

Three Stan Patrol 5009 cutters will replace Caribbean Coast Guard's aging Stan Patrol 4100 vessels in long-standing regional service. Dutch shipbuilder Damen has signed a contract with the Dutch Ministry of Defence for the construction of three Stan Patrol 5009 cutters for the Dutch Caribbean Coast Guard. The newbuild vessels will replace the current generation of cutters — **Jaguar**, **Panter** and **Poema** — which are based on the Damen Stan Patrol 4100 design. The vessels have served



reliably in the Caribbean for more than 25 years but are now approaching the end of their operational life. The new cutters are larger than their predecessors, designed to handle the challenging sea conditions of the Caribbean, providing better crew comfort, thereby enhancing extended mission capabilities. They'll be equipped with modern sensors, including an advanced surveillance radar and electro optical sensor, enabling effective surveillance day and night, in all weather conditions. Alongside the cutters, Damen are delivering four fast DI 1102 interceptor boats one on each vessel, including an additional unit for training and maintenance rotation. These boats are designed to intercept fast smuggling vessels and support law enforcement operations across the region. Expected to be operational by early 2029, these vessels will strengthen the Coast Guard's ability to carry out maritime surveillance, border control, search and rescue, and anti-smuggling operations, securing our seas and supporting safety and security across the Caribbean. *(PR-Damen)*

LAUNCHING FOR 4420kW ASD TUGBOAT



On 16th March, 2026, one unit of 4,420 kW ASD Tugboat built by our Jiangsu Zhenjiang Shipyard for Nantong Lvsu Port Tugboat Co., LTD and named "**LV SI GANG TUO 1**" has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

THE YANTAR SHIPYARD CONTINUES CONSTRUCTION OF TWO PROJECT MPSV06M RESCUE VESSELS.

Construction of two Project MPSV06M salvage and rescue vessels, the **Pevек** and the **Anadyr**,

continues at the Baltic Shipyard of Yantar Shipyard in Kaliningrad. On March 13, Rosmorrechflot reported that Leonid Mashaev, Director General of the Federal State Institution "State Customer Directorate," and Kirill Toropov, Deputy Director General of JSC USC for Civil Shipbuilding, inspected the progress of the work. It was noted that the superstructure of the **Pevek** is currently being completed. The vessel has been moved onto an open slipway for installation of the hull outfitting and preparation for the installation of the main engines. The second



vessel, the **Anadyr**, is moored in an open slipway. The hull and blocks 1-3 are being assembled, and structural testing is underway. The vessels have fully implemented the program for import substitution of key equipment and components, the agency emphasized. Upon completion, the



vessels are planned to be transferred to the Federal State Budgetary Institution "Morresluzhba" (Maritime Rescue Service), which is subordinate to Rosmorrechflot, where they will enhance emergency rescue preparedness in the Northern Sea Route. The Project MPSV06M emergency rescue vessels are diesel-electric

Icebreaker 6-class icebreakers with unlimited navigation range. They are 90.7 meters long, 19.6 meters wide, have a displacement of over 6,000 tons, and a speed of 15 knots, the agency adds. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

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MED MARINE AWARDED A CERTIFICATE OF APPRECIATION

As Med Marine, we are pleased to have been awarded a Certificate of Appreciation by the Boğaziçi Corporate Tax Office, affiliated with the Istanbul Revenue Administration, in recognition of the timely fulfillment of our tax declarations, payments, and other fiscal obligations for the 2025 fiscal year, as well as our



contribution to the national economy. Operating in Istanbul, one of Türkiye's largest commercial centers, and among tens of thousands of taxpayers, our company has been deemed worthy of this recognition by the Boğaziçi Corporate Tax Office for its approach to tax compliance and financial responsibility. The certificate was received by our Chairman of the Board, Mr. Recai Hakan Şen. On this occasion, Mr. Tuncay Arıbaş, Director of the Boğaziçi Corporate Tax Office, Mr. Muzaffer Yıldız, Deputy Director, and Ms. Sümeyye Güler, Revenue Specialist visited our company and emphasized the importance of the value created and employment generated by Med Marine for the national economy, while wishing us continued success. This recognition reflects Med Marine's commitment to tax compliance and financial responsibility. We thank Mr. Tuncay Arıbaş and Mr. Muzaffer Yıldız for their kind visit. *(PR-Med Marine)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Another pair ASD 2312's safely delivered on their own keel, under own power. To Abidjan and to Rotterdam by REDWISE for BOLUDA Towage*
 - *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*

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

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

(pls contact jvds@towingline.com)

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

- *Ocean Group - Triest by Jasiu van Haarlem (new)*
- *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
- *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
- *Remolques Unidos S.A. by Jasiu van Haarlem*
- *Fastnet Shipping by Jasiu van Haarlem*

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