Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

TUGS & TOWING NEWS

DAMEN DELIVERS ASD TUG 2811 EN AVANT 19 TO MULLER DORDRECHT

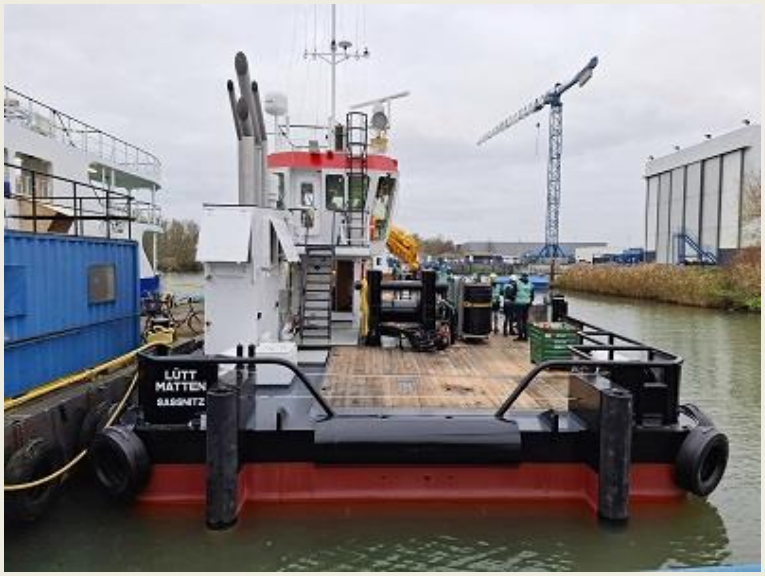
Damen Shipyards Group has delivered an ASD Tug 2811 to Muller Dordrecht. The vessel, named **En Avant 19**, joins a number of Damen vessels in the company's fleet. This includes two ASD Tugs 3212, **En Avant 25** and **En Avant 26**, that Damen delivered in 2023 and 2024, respectively. Built at Damen Song Cam Shipyard in Vietnam, **En Avant 19** was transported aboard a heavy lift vessel, arriving in the Port of Rotterdam on 28 February. *Fleet versatility* While Muller Dordrecht operates the ASD Tugs 3212 primarily offshore, the newly delivered ASD Tug 2811 will operate both offshore and inland. 28.57 metres long with a beam of 11.43 metres, the vessel is highly manoeuvrable and offers up to 65 tonnes of bollard pull. Muller Dordrecht is in the process of renewing its fleet, aiming to increase both versatility and sustainability. As part of Damen's Next Generation Tugs range, the ASD Tug 2811 is designed for high efficiency and low emissions. *Reduced emissions* To optimise the vessel's efficiency, Muller Dordrecht has selected to install a Damen Marine NOx Reduction System. This innovative solution combines emissions and noise reduction in a single, compact unit. Using selective catalytic reduction (SCR) technology, the system lowers NOx emissions by 80%, in line with IMO Tier III requirements. As it did with its previous Damen deliveries, Muller Dordrecht has chosen to tailor the proven, standard ASD Tug 2811 design with a number of options. These include deck cranes and navigation at sea capabilities. *Crew comfort* The ASD Tug 2811 features MLC 2006 compliant, COMF-3 notation accommodation for up to eight persons. To ensure crew well-being, the air-conditioned accommodation is insulated and finished with durable modern linings, an acoustic ceiling in the

wheelhouse and floating floors for low levels of vibration. Damen Sales Director Benelux Joost van der Weiden said, "We are delighted to deliver this latest newbuild vessel to Muller Dordrecht. We are very grateful for the trust the company continues to place in Damen as it develops an efficient fleet for the future. Muller Dordrecht has invested considerably in high performance tugs in recent years – a clear demonstration of the company's responsible approach and firm commitment to maritime sustainability." *(PR-Damen)*

GERMANY'S CENTRAL COMMAND FOR MARITIME EMERGENCIES NAMES DAMEN MULTI CAT 2309 LÜTT MATTEN

On 12 March, Havariekommando, Germany's Central Command for Maritime Emergencies (CCME), held a naming ceremony for its latest vessel, a Damen Multi Cat (MuC) 2309. The vessel, named **Lütt Matten**, will operate out of Sassnitz on the Baltic island of Rügen, providing emergency response capabilities. Havariekommando is responsible for performing maritime emergency management in the German Baltic and North Seas. The Damen MuC 2309 is a versatile vessel providing the capability to perform a wide range of duties including transport, monitoring and oil

spill recovery. *Benefits of standardization* Damen and Havariekommando signed the contract for the vessel at the end of 2024. The speed of delivery is due to Damen's practice of building its vessels in series and on speculation. At the time of the order, Damen already had the hull in stock at its yard in Gorinchem, the Netherlands. "The vessel's standardised design has provided significant advantages. Much of the engineering had already been refined prior to construction, and the concept has proven its capabilities in operation. Close cooperation between all partners involved ensured that operational requirements were incorporated from the outset and that the vessel can effectively support maritime emergency response." *Tailored versatility* To provide the required versatility, Damen fitted the standard MuC 2309 with a range of options. These included a Lamor oil spill recovery system and oil recovery tanks. Damen integrated these into the vessel. As a result of this, it is not required to store flexible tanks on deck, maximising the safety of operations and maintaining a free working area. Other options included installation of a tugger winch, umbilical winch, A-frame, heating system and hydraulic towing pins. *Contributing to maritime safety* Damen Sales Manager for Germany Joschka Böddeling said, "I would like to offer my gratitude to Havariekommando for placing its trust in Damen. We are very happy to contribute to Germany's maritime safety and security. I would additionally like to extend my gratitude to maritime consultancy Technolog Services in Hamburg for its support and positive collaboration throughout the project. "When a ship is delivered, I usually assume that our customers will use their new vessel as intensively and economically as possible. In this case, however, we hope that its primary mission, deploying to respond to oil spills, will be required as rarely as possible. "We are, therefore, all the more pleased that, thanks to its versatile equipment and high-performance design, the vessel can also be optimally deployed and economically operated for numerous other maritime tasks." The vessel is named for Lütt Matten, the main character in a children's storybook written by Benno Pludra about a little boy living in a fishing community on the Baltic coast. *(PR-Damen)*



ELECTRIC PROPULSION INNOVATOR ARC RAISES $50M IN NEW FUNDING

Arc, the Los Angeles-based electric boat and powertrain company contracted to power four hybrid electric tugs under construction for Curtin Maritime, has raised a $50 million Series C funding round from Eclipse, a16z, Menlo Ventures, Lowercarbon, Necessary Ventures, and Offline Ventures. It says the new funding will allow it to ramp up its production of powertrains for electric tugboats, and accelerate its expansion into ferries and defense vessels. “We are seeing a paradigm shift across the marine industry,” said Mitch Lee, co-founder and CEO of Arc. “Every sector is reaching for more capable, more reliable technology to power its vessels — from harborcraft to ferries to defense. Our electric powertrain technology is a leap forward for the industry, and we’re scaling it rapidly to keep up with the demand.” Arc’s first electric tug is on track to be the water this year, with a second already under construction, and additional deployments planned for ports across the country. Arc says the new funding raise comes as operators across sectors are shifting away from combustion propulsion systems toward next-generation electric platforms and that its vertical integration across hardware and software improves performance and capabilities, reduces maintenance, and increases reliability. “Arc has demonstrated a proven track record, a world-class team, and the right technology to lead the U.S. electric maritime market,” said Shawn Carolan, partner, Menlo Ventures. “As demand for advanced electric powertrains accelerates across commercial and defense sectors, Arc is uniquely positioned to scale.” *(Source: MarineLog)*

VICENTE BOLUDA ACQUITTED IN THE LAWSUIT FILED BY A LAWYER FROM STATE PORTS REGARDING THE TOWING OPERATION IN LAS PALMAS

The Criminal Court number 6 of Las Palmas de Gran Canaria has acquitted the Valencian shipowner Vicente Boluda Fos of the charges of false accusation that had been presented to him by the former head of the legal services of State Ports, José Antonio Morillo, and which requested two years in prison for him. The sentence, issued on March 20 by the Criminal Court number 6 of Las Palmas de Gran Canaria, concludes that it has not

been proven that the businessman acted "with knowledge of its falsity or reckless disregard for the truth", an essential requirement of the criminal type. The heart of the matter dates back to 2020, when Remolcadores y Barcazas de Las Palmas (Repaba), of which Boluda is the sole administrator, filed a lawsuit against the president of State Ports between 2012 and 2018, José Llorca, and other senior officials of the public entity for the permit that was granted to operate in the ports of Las Palmas to Odiel Towage , a tugboat company linked to the German group Fairplay. The Valencian businessman accused José Llorca and the rest of the defendants of crimes of malfeasance, breach of trust in the custody of documents and embezzlement, because he understood that they had committed a series of irregularities that harmed his company and put maritime safety at risk, but his lawsuit was dismissed. Among those named in the accusation was José Antonio Morillo , a state attorney who at the time was head of the Legal Department of State Ports, and who felt professionally harmed by Boluda's allegations. When the court handling the case decided to dismiss it for lack of evidence of a crime, the accused lawyer counterattacked and brought Vicente Boluda to trial. Now, he has been acquitted. *(Source: Puente de Mando)*

EASTERN SHIPBUILDING GROUP LAUNCHES SECOND OF FOUR SALTCHUK ESCORT TUGS

Eastern Shipbuilding Group (ESG), Panama City, Fla., has launched the second of the four 84'x42'x14' escort tugs for Saltchuk Marine, marking a step in the Seattle-based towing company's fleet renewal program. The four Robert Allan Ltd.-designed RApport 2600 ship assist/escort tugs, which will have 18'7" drafts, are part of Saltchuk's long-term fleet renewal initiative. Constructed at ESG's facilities in Allanton and Port St. Joe, Fla., the vessels are designed to enhance safety, reliability, and operational capability. Upon delivery, they will support ship assist and escort operations across the U.S. West Coast, Hawaii, and Alaska. Main propulsion will come from two Caterpillar 3516E, Tier 4 diesel engines, each producing 3,500 hp at 1,800 rpm. The Cats will be connected to azimuthing Schottel SRP 510 RudderPropellers. The combo will give the tugs a running speed of 12 knots and a bollard pull (minimum) of 95 short tons. On deck will be a Markey Machine

DEPGF-52, 75-hp, single drum, Class II hawser winch. Watch the facebook video HERE *(Source: Workboat; Photo: Eastern Shipbuilding Group)*

VB BOLUMAN ENTERS SERVICE TO STRENGTHEN BOLUDA TOWAGE'S OPERATIONS IN THE UNITED KINGDOM

VB BOLUMAN entered service on the River Thames this week, strengthening Boluda UK's Towage capability with the arrival of a new RSD 2513 tug, recently delivered from Damen Shipyards in Vietnam. The vessel is a state of the art Reversed Stern Drive (RSD) tug, specifically designed for high performance harbour and escort operations. With an 80-tonne bollard pull and full escort notation, **VB BOLUMAN** is fully equipped to safely assist the largest vessels navigating the highly tidal and demanding waters of the Thames. Measuring 24.7 metres in length with a beam of 13.1 metres, delivers exceptional power within a compact hull form. She is powered by twin Caterpillar 3516C main engines, delivering a combined output of over 5,000 kW, driving Kongsberg azimuthing rudder propellers in nozzles. This configuration provides outstanding manoeuvrability, precise control and strong indirect escort forces, even in challenging tidal conditions. The tug is fully IMO Tier III compliant, achieving the most stringent NOx emission limits through an integrated Selective Catalytic Reduction (SCR) system with dedicated urea tanks. This underlines Boluda Towage's ongoing commitment to reducing emissions and operating a more environmentally responsible fleet. Equipped with a Fire Fighting 1 (FiFi 1) system, featuring two remotely operated monitors with a combined capacity of up to 2,400 m³/h, enabling the vessel to support emergency response and port safety operations when required. Designed for operational flexibility, the tug is fitted with a double drum Damen towing winch on the foredeck, with high-speed rendering and advanced force limit control to enhance safety during escort and towage operations. The vessel's Twin Fin® skeg design, developed in cooperation with MARIN, further enhances stability and control during indirect towing and escort work. This highly capable addition will immediately begin operations on the River Thames, supporting both large deep sea vessels and smaller, more intricate movements within the Port of London. Her combination of high power, compact dimensions and advanced systems makes **VB Boluman** ideally suited to the varied demands of one of the UK's busiest and most complex waterways. *(PR-Boluda; Photo below Geoff Watson)*

TUG-AND-BARGE UNITS FIND NEW FOOTING IN EVOLVING ENERGY TRADES

Articulated tug-barges (ATBs) have long been a fixture in U.S. coastal petroleum trades, but a new generation of projects is showing how adaptable the platform can be as energy markets evolve. Unlike self-propelled ships, ATBs operate under a regulatory and construction framework that certifies the tug and barge separately, providing added flexibility in construction strategy as well as operation, said Keegan Plaskon, director of business development North America at the American Bureau of Shipping (ABS). That flexibility extends to the shipyard base.

"Shipyards that specialize in either tug or barge fabrication can offer a competitive advantage to owners/operators looking to optimize project outcomes from a risk and economic standpoint," Plaskon said. "While the future energy landscape continues to mature and volumes of associated cargos eventually scale, ATBs will continue to play a strong role in the near term for domestic U.S. maritime trade." In recent years, that role has increasingly shifted beyond conventional refined-product and crude movements. Two clear examples are LNG bunkering and the developing market for transporting captured carbon dioxide by sea. Operators are turning to ATBs as a practical bridge between emerging cargo demand and established U.S. shipyard and regulatory frameworks. Plaskon said the ATB configuration also comes with design tradeoffs as alternative fuels enter the picture. "ATB platforms in the U.S. have unique design advantages that complement the regulatory framework for the markets they serve," he said. "The adoption of alternative marine fuels is largely influenced by emissions reduction incentives and economic drivers." He noted that not every fuel pathway fits easily on a tug. "Availability of cost-competitive fuels like green methanol and drop-in replacements such as synthetic or biofuels are viable and maturing options for current and near-term

ATB propulsion tug designs," Plaskon said. "However, the limitation of physical space on board the tug constrains the integration of sufficiently large LNG/ammonia/hydrogen fuel tanks." Using cargo as fuel is technically possible, he added, but would require operational changes. "The utilization of cargo as fuel would necessitate a more symbiotic relationship between the ATB tug and the barge to enable internal bunkering between assets, which is less commonplace today," Plaskon said. "As the adoption of low-carbon fuels expands across the maritime industry, it is anticipated that ATBs transporting such cargos would also leverage that energy source as a cost-effective and convenient fuel source." *Seaside LNG* Jacksonville, Fla.-based Seaside LNG is using ATBs in support of its LNG bunkering operations along the U.S. East Coast. From the outset, the company saw the tug-and-barge configuration as a better operational and financial fit than a self-propelled LNG bunker vessel. "[ATB are] the most cost-effective way to move smaller LNG cargoes," said Jason Owens, Seaside's chief operating officer, who compared the manning requirements of ATBs and tankers. "The big driver in this is when you get to a self-propelled vessel, it has a higher crew requirement versus the ATBs, so it drives up the operating costs." In addition, the decoupled nature of an ATB provides a key reliability advantage. "If your tug has a mechanical issue, or it needs some major maintenance, you can swap it out and keep the barge working," he said. "That's really huge for uptime, versus a self-propelled vessel, where the whole asset may be down." That flexibility is especially important in a niche market with a limited number of dedicated LNG bunker barges. "We've got three LNG barges right now… It's not like there's a fleet of 50, and you can easily substitute different vessels in for other ones," he said. "Reliability and repeatability is something that's really important to us." Seaside's newest ATB barges, Clean Canaveral and Clean Everglades, each carry about 5,500 cubic meters of LNG. The company also operates Clean Jacksonville, an earlier unit paired with a conventional tug. "Our 5,500s were specifically built because they fit very well with our LNG production… With our ATBs that we have, we size them to where we can roughly carry a week of LNG production," Owens said. "So that really helps us out to where we can fill the barge up and then make several deliveries before we have to come back and refuel it." The ATB concept depends heavily on tug performance, particularly during close-quarters bunkering operations alongside large oceangoing ships. Seaside's newest tugs, Polaris and Tortuga, were built by Master Boat Builders, Coden, Ala. Delivered in March 2024, the 109' Tortuga operates from Jacksonville alongside her sister vessel. In 2024, McAllister Towing and Transportation Co. was contracted to manage, man, and operate the unit. Tortuga is powered by two Caterpillar 3512E EPA Tier 4 diesel engines, each producing 2,000 hp. The engines drive Berg MTA 523 Z-drive thrusters. The tug is fitted with a Beacon Finland JAK-400PHL-L articulated coupler system with Hydrolock. "These tugs are equipped with Z-drives, so that gives us that maneuverability that we're looking for," Owens said. "It's especially important to us when we're working alongside our customers, and we're doing transfers, extended transfers, and depending on the variable weather conditions, it really gives us that stability that we need." He noted that propulsion and the ATB connection system work

together. “If you couple that with the JAK coupling system, they kind of go together, and that allows us to really be able to control these ATBs safely.” Seaside’s core service area currently runs along the Southeast and Florida coasts, also operating in the Gulf of Mexico, and is looking farther north. “In the future, we’re looking to expand that further up the coast towards the New England area also, and then expand on the Gulf Coast,” Owens said. Since acquiring its first LNG barge in 2021, experience has led to improvements in barge design. On Clean Everglades, Seaside added an elevated loading platform. “One of the modifications that we made with the Clean Everglades is that we added… an elevated loading platform,” Owens said. “What that allows us to do is actually load LNG from a typical LNG export facility.” That expands supply options. “Instead of having truck-to-ship or kind of a bespoke land-based small-scale facility, we can pull up to and berth a large-scale facility and actually load LNG from there,” he said. “In our future ATBs, we’re looking to definitely incorporate that design feature.” “We’re one of the only ones that have an integrated platform to where we have our own supply, and we’ve got our Jones Act barges,” Owens said, noting that the company operates three of the five Jones Act-compliant LNG bunker barges in the U.S. market. *Liquefied CO2* A similar ATB approach is now being applied to carbon transport. Aptamus Carbon Solutions, Tampa, Fla., recently received approval in principle from ABS for a preliminary design of an LCO2 barge intended for ATB service in the U.S. “We sized it based on what we think the optimal cargo quantity of liquefied CO2 will be per voyage based on vessel transit length, round trip time, and target annual throughput,” said Kent Merrill, Aptamus’ vice president of marine projects. “Our planned initial phase has two ATBs carrying CO2 that is captured from power plants and/or industrial facilities in the Tampa region to one or more ports in Texas and Louisiana where the CO2 will be permanently sequestered or used for enhanced oil recovery,” Merrill said. “We are developing a loading terminal in the Port of Tampa Bay and a discharge terminal at LBC Tank Terminals near Baton Rouge, La.” He added that discharge terminals could be built in other Gulf ports like Lake Charles, La., and the Texas ports of Port Arthur/Beaumont, Houston, or Corpus Christi, where CO2 pipelines and storage infrastructure exist. Marine transport, he said, will be necessary alongside pipelines. “There is a general consensus that it will be impossible to satisfy the forecast demand with pipelines alone, and marine transportation of CO2 will be a critical piece of the nation’s decarbonization strategy,” Merrill said. ABS’s Plaskon said ATBs are well-positioned for emerging liquid cargoes tied to the energy transition.

He noted, however, that ATB construction is currently subdued compared with past cycles. “Overall, ATB newbuilding in the U.S. is in a relatively low point of the market cycle,” Plaskon said. “LNG bunkering units have been leading new construction programs while conventional petroleum ATBs have not been as actively contracted as they were in the 2010’s.” Still, as Merrill said, ATB design evolution continues. “We think modern ATBs, regardless of what they carry, will need to have more

attention paid to hydrodynamics and resistance reduction with tools like [computational fluid dynamics] analysis and model testing," he said. "Innovative thought needs to occur with the design of the notch area where there is a gap between the barge and the tug and vortices in the water flow can increase drag and result in poor flow into the tug's propellers, reducing their efficiency." Merrill also said that modern tugs should be designed for future fuels, such as green methanol, and that technologies like air lubrication and rotor sails should be explored to determine whether they could be effective on unmanned barges. Taken together, the Seaside LNG and Aptamus Carbon Solutions projects point to a broader shift in how operators are thinking about the ATB platform. Once defined largely by petroleum service, ATBs are now being adapted for cargoes tied directly to decarbonization and the evolving energy mix. *(Source: Workboat by Ben Hayden)*

CITTA DI AUGUSTA IN BOLUDA COLOURS AFTER DRYDOCKING

The 2022 built tug **CITTA DI AUGUSTA** sporting Boluda Towage livery, fresh from drydocking at Augusta, Sicily last Tuesday 10th March, 2026. The tug is based on the technologically-advanced, reduced emissions exclusive to Sanmar RAmparts 2400 SX MKII design from leading naval architects Robert Allan Ltd. The RAmparts 2400SX MKII series of tugs is an IMO Tier III emissions compliant Sanmar tug known as **Bogacay LII** after she was renamed **Citta di Augusta**. The tug measured 24.40 meter in length overall with a moulded beam of 12 meter and a moulded depth of 4.50 meter. She is designed for maximum efficiency in the performance of ship-handling duties for sea going ships, with bollard pulls of 60-plus tons and a free running speed of 12 knots. the tug is powered by two high speed, electronically-controlled IMO Tier III compliant CAT 3512E main engines, each producing 1901kW at 1.800 rev/min to drive standard production US 205 FP 360-degree azimuthing thrusters. She has a Fi-Fi 1 fire-fighting capability with their main fire pump driven through clutched flexible coupling in front of the port side main engine. Tank capacities include 77.900 litres of fuel oil and 11.500 litres of fresh water. *(Photo Capt. Lawrence Dalli - www.maltashipphotos.com)*

THE RESCUE TUG "ATRIA" HAS UNDERGONE MAJOR REPAIRS.

Specialists at the Laisky Ship Repair Yard in the Arkhangelsk Region have completed a major overhaul of the rescue tug "**Atria**." Work began in the summer of 2025, according to a March 18 report from the Arkhangelsk Fleet Electronic Warfare Bureau. Together with specialists from the Arkhangelsk Fleet Electronic Warfare Bureau, diagnostics and defect analysis of the hull and equipment were performed, and a list of necessary work was compiled. The repairs affected virtually all of the rescue tug's systems. "The rescue tug "**Atria**" had its main engine overhauled, a significant amount of work was done on the hull and all automation systems, and extensive carpentry work,

including paneling and hull sheathing. Overall, the list included approximately a thousand items.

While the shipowner previously spent two years completing similar work, we completed it in six months. Our accumulated expertise, combined efforts, and the combined production capabilities of our companies allowed us to significantly reduce the timeframe," said Alexander Makarevich, Deputy Director for Production at the Laisky Ship Repair Yard. Currently, more than 50 vessels are undergoing winter repairs at the Laisky Dock: dry cargo ships, tugboats, barges, and floating cranes. *(Source: Sudostroenie; Photo: Arkhangelsk Fleet Electronic Warfare Center)*

MULTRATUG FLEET IN DEN HELDER

On Wednesday, March 18, three tugboats from Multraship Towage & Salvage in Terneuzen made a brief stop in Den Helder. **Multratug 29** moored behind the Blue Port Centre, and **Multratug 3** and **Multratug 36** did the same at pier 23 in the naval port. The following morning, **Multratug 3** and **36** departed early. Towing them was the supply ship **Zr.Ms. Karel Doorman** A833, which had to be towed to the Damen shipyard in Vlissingen for major maintenance. A few

hours later, **Multratug 29** also departed for Vlissingen. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

DIGITALISATION AND AUTOMATION TRANSFORM TUG OPERATIONS

Artificial intelligence, automation, digital integration and cyber security are key innovations shaping sustainable tugboat performance in an increasingly uncertain industry. Smart technologies are rapidly transforming the towage and ports industry by enhancing safety, efficiency, and environmental performance through data-driven decision-making, remote operations, and predictive maintenance. Shipyards, system integrators, propulsion manufacturers and tug owners are deploying these technologies to reduce fuel consumption and emissions, lower the risk of breakdowns, and to enhance performance. These technologies will be presented in technical papers during a dedicated session at Riviera's 28th International Tug & Salvage Convention, Exhibition & Awards, which will be held in Gothenburg, Sweden, in association with Caterpillar, 19-21 May 2026. Participants in session 4 will detail how advances in digitalisation, artificial intelligence (AI) and machine learning are enhancing tug operations and redefining maritime support. Damen Shipyards team leader for digital integration, Pam van Zaanen, will outline how the shipbuilder is integrating automation and digital technologies in tugs it is building for the industry. She will explain how complex vessel systems bring new challenges for cyber security, regulatory compliance, and operational reliability. Ms van Zaanen will describe how onboard software and data traffic require new integration and maintenance strategies to ensure safe, secure, and reliable vessel operations. Regulatory frameworks, such as IMO cyber risk management, International Association of Classification Societies unified requirements (E26/E27), and the European Union's NIS2 Directive, are driving the adoption of robust cyber-security measures, including risk assessments, incident response and continuous monitoring. Damen is addressing these challenges by embedding security and resilience from the earliest design stages, ensuring its vessels are prepared for the evolving landscape of maritime and port operations. Integration ensures onboard system control, while aligning technical, operational and organisational processes for future-ready vessels. In another technical presentation, Berg Propulsion engineering manager, Tobias Huuva, will describe how AI and machine learning are improving propulsion technology. The thruster manufacturer is using AI to process operational data gathered over decades of vessel operations to further develop and optimise propulsion system design. Mr Huuva will explain how these developments improve tugboat performance, lower fuel consumption and emissions, and enhance manoeuvrability in harbours. He will present case studies that demonstrate how digital tools and real-time insights can drive innovation, benefiting propulsion reliability and performance. During this session, Cetasol head of commercial innovation, Jeremy Peter, will highlight how digital twins and simulation deliver smarter tugs and engines. For tug operators, operational efficiency can be challenged by variable workloads, unpredictable conditions, and demanding towing operations. Mr Peter will say that balancing power, response time, and fuel efficiency while maintaining reliability can be difficult.

Owners, shipyards and naval architects need to consider how operational choices, fuel switches and investment in hybrid or electric propulsion affect costs, emissions and engine health. During the technical presentation, Mr Peter will outline how a Cetasol digital platform was designed to help owners explore the future of tug operations and energy systems. He will explore how simulation, digital twins, and AI-driven decision support can transform tug operations toward smarter, cleaner and more sustainable performance. Working together, tug operators can turn simulation into strategy to optimise operations now and prepare for the energy transition of tomorrow. *(Source: Riviera by Martyn Wingrove)*

UZMAR DELIVERS RAMPARTS 2500W CLASS ESCORT TUG MESSALO TO CFM LOGISTICS SA

UZMAR Shipyard has successfully delivered the NB-175 RAmparts 2500W Class escort tug **MESSALO**, built for CFM Logistics SA, following an official delivery ceremony held on March 6th, 2026. The ceremony brought together representatives from CFM Logistics SA, executives from UZMAR Shipyard and project teams to celebrate the successful completion and handover of the vessel. Designed by Robert Allan Ltd., the RAmparts 2500W Class escort tug is engineered to provide high manoeuvrability, escort capability and operational reliability for demanding port operations. The vessel has an overall length of 25.20 metres, a beam of 12 metres, and is powered by 2 × 1901 kW engines, delivering a bollard pull of approximately 74.85 tonnes and a maximum speed of 13 knots. The tug accommodates six crew members and is equipped to support a wide range of harbour and escort operations. Following delivery, **MESSALO** will operate at the Port of Nacala, also known as the Nacala Port Complex, one of Mozambique's key maritime gateways. The successful delivery of **MESSALO** marks another milestone for UZMAR Shipyard, reinforcing its position as a trusted builder of modern, high-performance tugboats serving ports and operators worldwide. Watch the YouTube video HERE *(PR-Uzmar)*

DM ETUG IS ALIVE

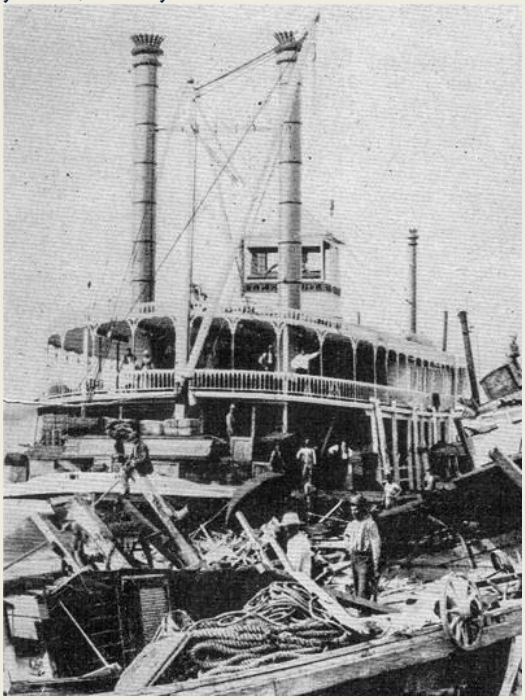
Our 13-metre Electric Tug, **DM ETUG 1**, has officially powered up — marking an important milestone for the Dundee Marine team as we move towards trials. Electric harbour craft are no longer just concepts on paper. At Dundee Marine, we are proud to be part of the industry's transition as these vessels begin to take real shape in Singapore. We're sharing a few raw clips from the yard capturing the moment the vessel came to life. No edits, no soundtrack — just the quiet hum of electric propulsion. Enjoy the silence. Specifications: Length Overall 13.00 metres; Beam Overall 5.30 metres; Depth 2.40 metres; Vessel Purpose Mooring assistance, and coastal tug service, etc.; Flag Singapore Classification Society Bureau Veritas; Main Machinery Azimuth Thruster 2 x Hydromaster Series 3; Propulsion Motor 2 x Danfoss Editron 200 kW; Battery System AYK Orion+ 412 kWh High-voltage LFP battery system; Bollard Pull 6 tons (ahead); Complement 6 passengers + 4 crews. *(PR-Dundee Marine & Industrial Services Pte Ltd.)*

OLD TOWBOAT COLUMN

THE T.F. ECKERT

Well known on the Ohio, Mississippi and Missouri rivers as a salvage boat, the **T.F. Eckert** was built at Cincinnati in 1869. Constructed at a cost of $40,000 on a wooden hull measuring 176 feet in length by 34.5 feet in width, the sternwheeler made its trial trip on January 1, 1870. Four boilers supplied the steam. The steamboat was owned by the Underwriter Wrecking Company of Cincinnati; Capt. Thomas F. Eckert was president of the firm, assisted by John Townley, secretary. The crew of the new boat included Capt. R.W. Dugan, master; Caleb Green, engineer; and E.A. Burress, mate. Capt. Al Burris was a diver who was noted for his association with the boat. The duty of the vessel was to go to wrecked steamboats, principally for salvage work. After the **T.F. Eckert** departed Cincinnati following its trial run, the riverboat did not return to the city for nearly 11 years. During this time, either the **Salvor No. 2** or the **T.F. Eckert** were reportedly at nearly every

sunken boat on the three rivers served by the company. In January 1877, the **T.F. Eckert** was mentioned in a Cincinnati newspaper as going to the wreck of the steamer **Arlington** at Smithland, Ky. In the spring of 1878, the boat arrived at New Orleans with the salvaged engines, boilers and other equipment from the packet Dawn, a sternwheeler that burned while downbound at Whitehead Plantation, 30 miles above New Orleans. The ultimate demise of the **T.F. Eckert** is unknown, although it was still on the government lists as late as 1886. This week's Old Boat Column image shows the **T.F. Eckert** tending the wreck of the steamer **Montana**, which struck the bridge at St. Charles, Mo., on June 22, 1884. *The Montana* The wooden hull (250 feet by 48.8 feet) of the **Montana** was built in 1879 at California, Pa., with the superstructure being completed at Pittsburgh. Four boilers provided steam to engines having 18-inch cylinders with a 7-foot stroke. The paddlewheel was 18 feet in diameter with 26-foot bucket planks. The boat's first trip, under the command of Capt. John Todd, was from Pittsburgh to Evansville, Ind., and return. The next trip loaded for Fort Benton, Mont., with 550 tons of freight, arriving at the destination on May 28, 1879. The sternwheeler was at Bismarck on June 30, preparing to reload for its third journey to Fort Benton, when it was struck by a tornado that stripped off the second deck cabin. The **Dacotah** (sister boat of the **Montana**) was also at the landing but escaped major damage. Once repaired, the **Montana** continued making trips on the Missouri, but never again ventured to Fort Benton. The boat ran to New Orleans during the winter months, under the command of Capt. Edward Phillips, who was succeeded by Capt. George Keith. Upbound at the St. Charles bridge with Capt. William Rodney Massie at the wheel, the vessel was halfway through the span when it suddenly veered, struck a pier and sank. The local ferry boat **John L. Ferguson** came to the scene and rescued the passengers and crew. *(Source: The Waterways Journal by Keith Norrington)*



ACCIDENTS – SALVAGE NEWS

ENI CONTRIBUTES TO THE RESCUE OF THE DRIFTING LNG TANKER IN THE MEDITERRANEAN

Libya, through the National Oil Corporation (NOC) and in collaboration with the Italian energy

group, has launched an emergency operation to secure the Russian vessel. Libya, through its

National Oil Corporation (NOC) and in collaboration with the Italian energy group Eni, has launched an emergency operation to secure the Russian gas tanker **Arctic Metagaz**, adrift in the Mediterranean and considered a potential environmental threat to the North African coast. According to NOC itself, a contract has been signed with an international company specializing in offshore incident management, with the aim of intervening on damaged vessels and preventing possible oil or LNG spills into the sea. The vessel, seriously damaged in early March by a suspected Ukrainian drone, has been sailing unmanned for weeks and has been gradually pushed toward Libyan waters by winds and currents. The vessel's cargo, consisting of liquefied natural gas, poses a high risk in the event of a leak or collision. Some European countries have already described the situation as an "imminent and serious" threat to the Mediterranean ecosystem. The vessel, part of Russia's so-called "shadow fleet" used to circumvent international sanctions, has been the focus of growing international concern, including for its geopolitical implications related to the war in Ukraine and the security of energy routes. As the LNG carrier approached territorial waters, the NOC activated an emergency operations center to coordinate operations in collaboration with the relevant national authorities. The stated objective is twofold: to contain environmental risks and tow the ship safely to a Libyan port. Libyan authorities have assured that the country's oil infrastructure, including platforms and terminals, is not currently exposed to direct pollution risks. The **Arctic Metagaz** case also highlights the critical issues surrounding the management of ships involved in parallel energy networks, often characterized by substandard safety standards. *(Source: Shipping Italy)*

BOAT CARRYING TERRORISTS SINKS: MOST DROWN.

In Nigeria's Sokoto state, a boat carrying members of the Lakurawa terrorist group capsized while attempting to cross a river, resulting in the deaths of approximately 150 terrorists, some of whom could not swim, who were swept away by the current. In Sabon Gari, a region of Sokoto state in northwestern Nigeria, a boat carrying members of the Lakurawa group, known for its terrorist activities in the area, reportedly capsized

while attempting to cross a river, and numerous militants on board were swept away by the raging waters. According to local media reports, approximately 150 terrorists, some of whom could not swim, disappeared within seconds of the boat sinking, leaving them stranded in the middle of the river. Local residents and security sources confirmed that a large number of the group members swept away by the current lost their lives. *Lakurawa organization suffers heavy losses* This accident, involving a terrorist group believed to be preparing for an attack or relocating, is being closely monitored by the Nigerian army, which is conducting security operations in the region. It has been noted that the organization has suffered a significant loss of manpower at a strategic level, and search efforts for bodies are continuing along the river. Following the tragedy, local authorities have heightened security measures in the Sabon Gari area and along the river, launching a comprehensive search and sweep operation for any potential surviving terrorist elements. It has been reported that the river's challenging currents have created a natural obstacle to the terrorists' escape routes, and patrols have been intensified to prevent similar illegal crossings. *(Source: Deniz Haber)*

SUNKEN SHIPS ARE BEING DISPOSED OF ON INLAND WATERWAYS

The recovery and disposal of sunken vessels and property on inland waterways (IWWs) was one of the topics discussed at a meeting of the Council of Heads of IWW Basin Administrations of the Federal Agency for Maritime and River Transport. The event was chaired by Fyodor Shishlakov, Deputy Head of Rosmorrechflot, the agency's press service reported on March 18. Participants noted the need to amend the regulatory framework and develop a federal program for the recovery of sunken property on IWWs, similar to the federal project that applies to sunken vessels in seaport waters. As a reminder, the recovery of sunken vessels in the Far East is being implemented as part of the federal "General Cleanup" project. Between 2025 and 2030, 103 sunken vessels are planned to be raised and disposed of in six regions. *(Source: Sudostroenie; Photo: Rosmorrechflot)*

MARITIME RESCUE ASSISTS A MERCHANT SHIP THAT BROKE DOWN EN ROUTE THROUGH THE STRAIT OF GIBRALTAR

The 'Punta Mayor' of the Tarifa CCS escorted the ship 'Canga Star' 2.7 miles off the coast on its voyage towards Huelva. A merchant ship sailing through the waters of the Strait of Gibraltar had to be assisted by Maritime Rescue after suffering a breakdown that left it without steering within the Traffic Separation Scheme (TSS) of Tarifa , just 2.7 miles from the coast , in one of the areas with the highest density of maritime traffic in southern Europe. According to the information provided, the Tarifa Maritime Rescue Coordination Centre (MRCC) took charge of the incident after receiving confirmation that the merchant vessel had become stranded mid-course within the maritime corridor that regulates the passage of ships through the Strait of Gibraltar. Given the risk posed by such a breakdown in an area particularly sensitive due to the heavy traffic of merchant ships, ferries, and large vessels, the MRCC activated a preventative operation and deployed the Maritime Rescue vessel Punta Mayor , which was tasked with escorting the affected vessel while the repairs were carried out on board. Simultaneously, Maritime Rescue issued safety warnings to traffic in the area , a standard procedure when a vessel loses manoeuvrability within the traffic separation scheme, with the aim of increasing vigilance and minimizing the risk of collisions or other dangerous situations. The Strait has one of the busiest traffic separation schemes in Spain, a system designed precisely to reduce the risk of collisions and regulate navigation at a strategic point for routes between the Atlantic and the Mediterranean. After several hours of work, the crew of the merchant ship managed to resolve the breakdown, recover propulsion and restore the ship's steering , so the vessel was finally able to continue its journey under its own power , once the normalization of the situation was verified and the need for towing or additional assistance was ruled out. The assisted merchant vessel in question is the Canga Star , flying the San Marino flag and en route to Huelva . These types of ships typically operate regular international transit routes between the Atlantic and the Mediterranean, connecting ports in southern Spain, North Africa, and major logistics hubs on both sides of the Strait of Gibraltar. The Punta Mayor, one of the Maritime Rescue tugs with the longest track record in the state fleet, played a key role in this operation . Built in 1984 , this vessel was designed for emergency towing, salvage, and combating marine pollution. Measuring approximately

60 meters in length , the **Punta Mayor** has participated for decades in assisting merchant ships, complex towing operations, and maritime safety deployments, establishing itself as a benchmark resource in incidents involving large vessels. The intervention once again highlighted the importance of the constant monitoring carried out by the CCS Tarifa on maritime traffic in the Strait, where any mechanical incident can escalate rapidly due to the proximity of the coast, the currents and the high concentration of ships in transit. *(Source: EuropaSur)*

PCG SHIP CATCHES FIRE DUE TO POSSIBLE ELECTRICAL ISSUES

A multi-role response vessel of the Philippine Coast Guard (PCG) caught fire early morning on Monday, March 23, after a suspected electrical problem in its laundry room. The fire onboard **BRP Cape Engaño** (MRRV-4411) while it was docked under the Coast Guard District (CGD) Palawan in Puerto Princesa City was reported to the PCG National Headquarters around 6 a.m. The PCG said a Disaster Response Group team was immediately deployed after the report reached the operations center. Firefighters from the Bureau of Fire Protection (BFP) in Puerto Princesa City were also mobilized to contain the blaze. No casualties were reported and the fire was quickly contained, the CGD Palawan said. The fire was declared under control after 14 minutes and was deemed out around 6 a.m. The CGD Palawan said an investigation was conducted to determine the exact cause of the fire although

initial findings pointed to electrical problems inside the laundry room of the ship, an area that typically houses heavy-duty machines which draw significant power. The PCG has yet to release an assessment of the damage while operations of the vessel may be affected pending inspection and repairs. BRP Cape Engaño is one of the PCG's modern assets used to strengthen maritime security and disaster response, especially in the western part of the country. *(Source: Manila Bulletin)*

INJURED AFTER FIRE IN ENGINE ROOM OF CREW TENDER IN EEMSHAVEN

A fire broke out in the engine room of a crew tender in Eemshaven on Friday, March 20. Several crew members were injured, including from inhaling smoke. The fire department deployed multiple fire engines and two foam fire engines to combat the fire. The fire was quickly brought under control, partly because the efforts focused on fighting the fire from inside the ship. A number of crew members were taken to the hospital for examination due to smoke inhalation. At least one person required emergency transport. The fire caused a significant diesel leak in the crew tender. In consultation with the shipping company, a plan is being developed to mitigate the consequences of the leak and prevent further risks. The cause of the fire is not yet known. *(Source: Schuttervaer; Photo: NoorderNieuws)*

DAMAGED RUSSIAN LNG TANKER ARCTIC METAGAZ SECURED AFTER WEEKS ADRIFT

Libyan authorities have reportedly taken control of the damaged Russian LNG carrier **Arctic Metagaz**, boarding the vessel and securing it to a tug as efforts intensify to prevent a potential environmental disaster off the country's coast. The Libyan Ministry of Defense said the ship is now under control and being towed away from shore after drifting for weeks across the central Mediterranean following an early March explosion southeast of Malta, according to a report by the The Libya Observer. The move marks a potential turning point in the response. Until now, the vessel had

effectively been a "ghost ship," drifting through multiple search and rescue zones without any country stepping in to take control. Libya's National Oil Corporation (NOC), which had already contracted a salvage firm to intercept the tanker, said it has also activated a round-the-clock operations center to track the vessel and coordinate response efforts with local authorities and international partners, including ENI. Officials say the situation remains manageable—but not without risk. The vessel is believed to have suffered significant structural damage, with two of its four LNG tanks potentially still intact. How much gas remains onboard is unclear, raising concerns about a possible release or even a secondary explosion. There's also the pollution risk. In addition to its LNG cargo, the tanker is thought to be carrying hundreds of tonnes of fuel oil and diesel, which could spill if the hull deteriorates further. Libya says response teams are on standby, with containment equipment pre-positioned as a precaution. The **Arctic Metagaz** was hit by a massive explosion earlier this month after a reported strike by a Ukrainian drone while transiting the Mediterranean with cargo from Russia's Arctic LNG 2 project. Moscow has described the incident as a "terrorist attack," though Ukraine has not confirmed involvement. The blast left the vessel severely damaged and abandoned, setting off weeks of uncontrolled drift and raising fears of a potential explosion or environmental disaster. European officials had already warned the vessel posed a serious environmental threat as it drifted closer to shore and offshore energy infrastructure. Now inside Libya's area of responsibility, authorities appear focused on stabilizing the situation before it escalates. For now, the priority is simple: keep the vessel under control—and keep it away from the coast. *(Source: gCaptain)*

OFFSHORE NEWS

CONSULTING FIRM WARNS OF RISK OF OFFSHORE VESSEL CAPACITY SHORTAGE WORLDWIDE.

A Clarksons survey projects an insufficient supply of support vessels to meet increased capacity over the next 10 to 15 years. The current order book in Brazil accounts for one-third of the PSVs ordered in the world's main markets. A Clarksons survey projects that, in the next 10 to 15 years, there will not be a sufficient supply of offshore support vessels worldwide to meet the increased capacity, even considering stable demand and conservative wear and tear rates for these assets, given that the lifespan of a vessel is around 25 years and that the international fleet already has an advanced average age, ranging from 12 to 29 years. Specifically regarding Brazil, the assessment is that Petrobras has managed to anticipate future needs with orders for new units. The consultancy identifies that there are currently around 4,500 active offshore support vessels in the world and estimates that new orders represent approximately 200 new units, around 4% of that total. "If there

is a trend of increasing demand and a low supply of vessels, this will be reflected in higher prices for maritime support vessels. If the current scenario does not change, the trend is for a vertiginous increase in prices within 10 to 15 years," warned Clarksons' vision director, Raphael Branco, during the OSV seminar promoted by DNV Maritime last week in Rio de Janeiro (RJ). The general idea is that there is increased demand, and supply may not keep up. The issue of rates will vary depending on the type of vessel.

In Clarksons' view, this also demonstrates that there is still a lack of confidence among large shipowners to invest in new speculative orders, which is seen as a different behavior from other periods, such as between 2010 and 2012. In Brazil, however, the current demand outlook is stable and trending upwards. Within new global orders, the two main assets under order are large PSVs (supply vessels) and subsea vessels, largely reflecting the new construction program spearheaded by Petrobras for the Brazilian market. Brazil's current order book for PSVs (Platform Support Vessels) represents almost a third of the support vessels of this type ordered worldwide, while new subsea vessels account for a fifth of global orders. "Today, there are around 180 active PSVs in Brazil, the largest number of active PSVs in the world. This demonstrates the size and importance of our region in the maritime support sector," Branco highlighted. Clarksons director Jens Behrendt added that Petrobras anticipated the situation by launching its fleet renewal program with long-term contracts, reducing its exposure to market conditions. He emphasized that, even considering a conservative demand scenario with a barrel of oil around US$70, there is a trend towards global supply shortages between 2028 and 2030. "When you have a disruption like that, regardless of the market, you have pressure on prices, and that will influence any market in any way," he pointed out during the panel. *(Source: Sinaval)*

PSV PAIR SECURED AS ADURA RAMPS UP OFFSHORE DRILLING ACTIVITY

Adura, the new UK-based joint venture between Shell and Equinor, has hired two platform supply vessels (PSVs) to help with offshore operations. The 2010-built Remøy Shipping-managed vessel **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-and-abandonment wells. The second hired vessel is Tidewater's 2014-built **Sygna Tide**. It will be used for supply duties under a 12-month firm contract with extension options. It is expected that the vessel contract will begin in May. The joint venture was named Adura in June last year, following the December 2024 announcement that the UK subsidiaries of energy majors Equinor and Shell combined their offshore oil and gas assets to form a new company, now the UK's biggest independent producer. *(Source: Splash24/7)*

CHOUEST EXPANDS IN THE U.S. GULF WITH ACQUISITION OF DIVING COMPANY CEES

Champagne Energy and Environmental Solutions (CEES) has joined Edison Chouest Offshore. The acquisition, announced on March 19, will give Chouest Group the tools to provide turn-key offshore decommissioning services. CEES was founded by Robbie Champagne in 2008 as C-Dive LLC. Based out of Houma, Louisiana, Robbie leveraged his experience, industry contact sand his "sixth sense" for the business to accelerate his company's growth during a time when diving hegemons like Caldive, Global Industrial Solutions LLC and Epic Divers and Marine Services imploded under stagnating oil prices and the cost of maintaining capital assets. By late 2013, as Global ceased operations and Caldive's days were numbered, C-Dive acquired their first vessel, the 140' four-point anchor Dive Support Vessel (DSV) Ms. **Kerci**. With the newest and arguably the most agile four-point in the Gulf of Mexico, C-Dive was positioned for growth. Over the course of the next decade, C-Dive expanded services beyond just surface supplied diving: they became Champagne Energy and Environmental Solutions (CEES) with capabilities that include saturation diving and remotely operated vehicles (ROVs). CEES matured into the Gulf's leading subsea contractor for pipeline plug and abandonment, platform inspection and offshore decommissioning services. While the terms of the acquisition have not been released, the current management team will remain. Robbie Champagne is enthusiastic about the potential that joining the Chouest Group will bring. "I am energized and looking forward to this year. There are going to be some exciting

things coming up real soon," he says. This is expected to be just the first move for the Chouest Group's broader strategic plan. Chouest Group's newest acquisition is going to give them the talent and resources to effectively begin a system of vertical integration for almost any offshore service, from inspection to decommissioning. As Robbie said, this is going to be an exciting year! *(Source: Marex; Photo: CES)*

SOUTH AFRICA BIDS FAREWELL TO AN OLD FAITHFUL, SA AGULHAS

On 6 March 2026, the former South African Antarctic supply ship **SA Agulhas** (IMO 7628136) slipped quietly from Durban harbour for the last time. Renamed simply **Agulhas**, her destination was not another voyage south into the ice, but the shipbreaking yards of South Asia — India or Bangladesh — where her long career will finally be dismantled. For many, her departure marks the end of an era in South Africa's maritime and scientific history. *Origins and Construction* **SA Agulhas** was built by Mitsubishi Heavy Industries in Shimonoseki, Japan, launched in September 1977 and delivered in January 1978. Measuring 111.95 metres in length with a beam of 18.05 metres, she was designed as a robust polar supply and research vessel, capable of enduring 90 days at sea and carrying a complement of 40 crew and up to 94 scientists or cadets. *Service Record* For more than three decades (1978–2012), SA Agulhas was the logistical backbone of South Africa's polar operations. She: – Completed over 20 voyages to Antarctica, supplying the SANAE bases. – Regularly serviced Marion Island and Gough Island, delivering personnel, equipment, and provisions. – Was chartered at times to carry Indian Antarctic expeditions, strengthening South Africa's role in international polar cooperation. She was South Africa's first dedicated Antarctic supply ship, commissioned to support the South African National Antarctic Programme (SANAP). Her decks carried generations of scientists, technicians, and cadets, many of whom experienced their first taste of the Southern Ocean aboard her. *Notable Missions* – Scientific Gateway: **SA Agulhas** was more than a supply ship; she was a floating laboratory and training ground. – Shackleton Legacy: While her successor**, SA Agulhas II**, was directly involved in the 2022 discovery of Sir Ernest Shackleton's **Endurance**, the original **Agulhas** laid the foundation for South Africa's polar exploration legacy, proving the nation's capability in the harshest seas. – Training Role: After retiring from Antarctic duty in 2012, she was repurposed as a training vessel under the South African Maritime Safety Authority (SAMSA), continuing to shape future generations of seafarers. *Symbolism and Legacy* The **SA Agulhas** embodied resilience, discovery, and international collaboration. She was a vessel that connected South Africa to the wider world of polar science, carried the hopes of explorers, and stood as a symbol of national capability in extreme environments. Her departure to the breakers is bittersweet: while her physical hull will be dismantled, her legacy endures in the memories of those who sailed aboard her, in the scientific knowledge she helped deliver, and in the enduring presence of her successor, **SA Agulhas II**. *Flashback* To complete our

farewell to a historic special and evocative ship, two images of SA Agulhas in her usual waters, at Cape Town, January 2013 – the occasion being her voyage down to the ice as part of the 'Coldest Journey' expedition, led by Sir Ranulph Fiennes, who aimed to cross Antarctica during winter — a feat never attempted before (and subsequently unsuccessful). The ship departed Cape Town on 7 January 2013, carrying the expedition team and equipment for this daring polar challenge. *(Source: Africa Ports & Ships; Photo's: Trevor Jones and Terry Hutson*

HAVILA FANØ BRIEFLY IN SNS POOL

For the second time in a short period, logistics service provider Peterson Den Helder has chartered the Norwegian supply vessel **Havila Fanø**. And just like last month, this time too it is for a very short period. On Thursday, March 19, the 80-meter-long supply vessel from Havila Shipping of Fosnavaag arrived in Den Helder from Bergen, Norway. The **Havila Fanø** is a Havyard 832CD type and was delivered in 2010 by the Norwegian Simek shipyard. The ship has a carrying capacity of 4,000 tons and an 805-square-meter working deck. Shortly after arriving in Den Helder, the supply vessel already made its first cargo run to the A12 platform. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

BUSY TIMES FOR SUPPLIERS


Drilling continues in full swing in the Dutch sector of the North Sea. Currently, this involves four jack-up rigs, all of which are being supplied from Den Helder. North of Schiermonnikoog, the Prospector 1 is drilling at the N05-A platform for operator ONE-Dyas. This island, owned by Borr Drilling, was supplied this past week by the **Energy Paradise** *(photo 1-Paul Schaap)*. Northwest of Texel, the Noble Resolute is drilling at the L10-M platform for operator Eni. This island, recently sold by Noble Drilling to Borr Drilling, is being supplied by the **Havila Borg**. West of Den Helder, the Shelf Drilling Winner is drilling for Tenaz Energy at the K07-FB Platform. The supply vessel **FS Sceptre** shuttles to this island. A little further afield, in the P18 block west of The Hague, the Valaris 123, owned by drilling company Valaris, is drilling for operator TAQA. Here, the **BOS Base** from Den Helder is handling the resupply. Furthermore, the Swift 10 of Jack-up Barge is active in the British Sean field. This drilling rig is also being resupplied from Den Helder, but by the **Energy Pace** *(photo 2-Wim Albers)*. Finally, the Seafox 4 of Seafox Contractors is being resupplied from Den Helder by the **Highland Knight**. This work platform is currently performing well maintenance work at the K15-FA-1 platform of Tenaz Energy. *(Source: www.maritiemdenhelder.eu)*

PROSAFE REPORTS CONTINUED STRONG DEMAND AND RISING DAYS RATES

The chief executive of semi-submersible accommodation vessel owner/operator Prosafe says he remains optimistic about the outlook for the segment of the market in which the company operates. In a 23 March 2026 statement, Reese McNeel said, “We remain optimistic regarding the market outlook and expect continued strong demand and increasing day rates.” Mr McNeel said the accommodation units **Safe Zephyrus** and **Safe Notos** are undergoing their special periodic surveys, which are progressing

well. Once completed in April, both vessels will resume their respective contracts with Petrobras. In the North Sea, **Safe Caledonia** demobilised from the Captain field in late February after completing a contract with Ithaca Energy. "We continue to consider opportunities to bridge the gap until 2027, and the potential for work in 2028 and thereafter," said Mr McNeel. Prosafe's fleet utilisation in February 2026 was 96%. In Brazil, **Safe Eurus**, **Safe Notos**, and **Safe Zephyrus** continued to operate at full capacity in January, delivering near 100% commercial uptime. **Safe Zephyrus** and **Safe Notos** commenced scheduled surveys, upgrades, and maintenance work in early March. **Safe Boreas** continued to receive a full day rate, awaiting commencement of a 15-month firm period upon gangway connection, which is delayed and now expected during the second quarter. **Safe Caledonia** had 79% utilisation at the Captain Field in the UK. Commercial uptime was 100% until the vessel disconnected on 22 February, completing nine months of operations for Ithaca Energy. **Safe Caledonia** subsequently mobilised to Scapa Flow, UK, pending future work. The vessel has a letter of intent from Ithaca Energy for six months firm and three months of options from Q2 2027. *(Source: Riviera by David Foxwell)*

THE FLOATING DOCK TOW TRUCK BOUND FOR TENERIFE IS IN THE RED SEA AND THE COMPANY IS REQUESTING MORE SPACE

Despite the silence with which Hidramar —a naval repair company based in Las Palmas de Gran Canaria— is handling the towing journey of the dock "**Hidramar Ultra 22000**", which is coming from China under tow by the Chinese tugboat "**De Tian**" (IMO 9350575), the applications place the position of both entering the Red Sea, on their way to the Suez canal. According to MarineTraffic, the tugboat departed Shanghai on February 13, 2026, and is scheduled to arrive at the port of Santa Cruz de Tenerife around April 25. It anchored in Singapore on February 28 and is currently maintaining a speed of 7.6 knots. The Tenerife press reports today that Tenerife Shipyards has requested permission from the Port Authority to occupy an additional 1,920 square meters of

water surface. In compliance with regulations, the Official Gazette of the Province of Santa Cruz de Tenerife (BOP) published a notice from the Port Authority opening the request submitted by Tenerife Shipyards to public comment for a period of 20 days. According to maritime sources, this "further jeopardizes the long-term availability of this area of the East Dock." If this modification is approved, the areas subject to the concession to Tenerife Shipyards would be 12,048 square meters of the plot occupied by the shipyard, intended for the naval repair center; 25,508 square meters of water surface for transit, maneuvering and berthing line of the second alignment of the East Dock; 6,791 square meters of water surface for maneuvering area of the first alignment of the East Dock; and 1,587 square meters of water surface to install the floating dock, in addition to the accessory facilities for its operation. During the public consultation period for the request submitted by Tenerife Shipyards, entities and individuals who consider themselves affected may examine the file and submit any relevant comments . They must do so either through the Port Authority's website or at the Authority's registry, located on Avenida de Anaga. *(Source: Puente de Mando)*

WINDFARM NEWS - RENEWABLES

CADELER ARM WINS OFFSHORE WIND O&M DEALS IN JAPAN AND TAIWAN

Cadeler's service arm, Nexra, has signed two firm operations and maintenance (O&M) contracts in Japan and Taiwan. The campaign in Japan is scheduled to commence in the spring of 2026 and is expected to run for approximately 1-2 months. The contract value is undisclosed. The work will be executed by the vessel **Wind Zaratan**, which will mobilise to Japan following the completion of scheduled maintenance and upgrades in Singapore. "With **Wind Zaratan** prepared and positioned in the region, we are able to transition directly from yard stay to project execution," said Jacob Gregersen, Cadeler's chief growth officer. The second contract is for work on two offshore wind farms in Taiwan and will be executed using Cadeler's wind installation vessel Wind Maker, which was delivered to the company last year. The contract, with an undisclosed client, is expected to run for approximately 3-4 months. "As offshore wind markets mature, the need for reliable, high-capacity service support increases. With our modern fleet and established presence in Asia-Pacific, we are well-positioned to support clients not only during installation, but throughout the operational life of their assets," added Mikkel Gleerup, Cadeler CEO. *(Source: Splash24/7)*

BORWIN KAPPA JACKET FOUNDATION INSTALLED OFFSHORE GERMANY

Heerema Marine Contractors' semi-submersible crane vessel (SSCV), **Sleipnir**, has installed the

jacket foundation for the BorWin kappa platform, part of TenneT's BorWin6 offshore grid connection in the German North Sea. Heerema carried out the work on behalf of McDermott International, which was awarded the engineering, procurement, construction and installation (EPCI) scope for the BorWin kappa topside and jacket in 2022. McDermott started building the offshore converter platform at its Jebel Ali yard in Dubai, UAE, in July 2023. At the beginning of this year, Mammoet completed the transport, load-out and mooring of the jacket foundation for BorWin kappa at McDermott's yard, after which the jacket and its accompanying pin piles sailed out to Europe. The jacket, which weighs nearly 5,000 tonnes, is now fixed to the seabed with ten piles, preparing the site for the topside float over later this year, Heerema Marine Contractors said via social media. Scheduled to go into operation in 2027, the 980 MW BorWin6 grid connection has a total length of approximately 235 kilometres, the starting point being the converter platform BorWin kappa in the North Sea, according to TenneT. BorWin kappa will convert the three-phase current generated by offshore wind farms into direct current and transport it to the mainland through an approximately 190-kilometre-long sea cable to the landfall site in Büsum. From there, the electricity will be transmitted along 45 kilometres of underground cable to a converter station in Büttel. *(Source: Offshore Wind)*

BILFINGER TO SUPERVISE BAŁTYK 2 & 3 OFFSHORE CONSTRUCTION

Bilfinger has been selected to provide supervision services for the Bałtyk 2 and Bałtyk 3 offshore wind farms in the Polish Baltic Sea, developed by Equinor and Polenergia. The company's scope covers supervision of the installation of offshore substations, wind turbines and more than 120 kilometres of export cables, including landfall connections to the onshore grid. The company will be responsible for ensuring compliance with design requirements and permits, overseeing quality and safety, and providing technical advisory and reporting to the developers. "This is a significant milestone for Bilfinger's involvement in the region's energy sector. Having already established a

strong collaboration during the onshore scope of Bałtyk 2 and Bałtyk 3, we are glad to now be selected for the offshore scope as well", said Jaromír Kříž, President Central Eastern Europe at Bilfinger. Bałtyk 2 and Bałtyk 3, located in the Polish exclusive economic zone of the Baltic Sea, approximately 37 and 22 kilometres from the coastline near Ustka and Łeba, will feature 100 Siemens Gamesa SG 14-236 DD wind turbines for a total capacity of 1,440 MW. Offshore construction has already begun, with the 2026 campaign to include the installation of 100 monopiles, transition pieces (TPs), offshore substation components, subsea cables and supporting infrastructure. The installation of wind turbines will be underway in 2027, together with the outfitting of the offshore substations. The first electricity from the offshore wind farms is expected in 2027, with full commercial power production scheduled in 2028. *(Source: Offshore Wind)*

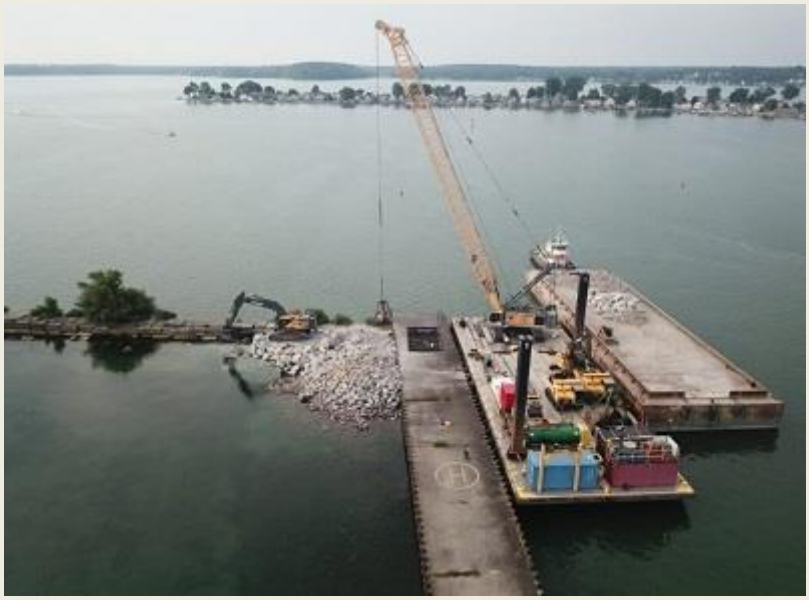
DREDGING NEWS

MANSON CHRISTENS THE LARGEST SELF-PROPELLED HOPPER DREDGER IN U.S. HISTORY

Manson Construction Co. hosted a christening ceremony for the **Frederick Paup** – the largest self-propelled trailing suction hopper dredger ever constructed in the U.S.A. – at the Woldenberg Park Great Lawn in New Orleans, Louisiana, last weekend. The ceremony featured the time-honored tradition of breaking a bottle of champagne against the vessel's bow, a symbolic gesture believed to bring good luck, safety, and protection to both the ship and its crew. Julia Paup, daughter of Manson Chairman of the Board & Executive Vice President Fred Paup – and the vessel's namesake – had the honor of performing the ritual. Distinguished speakers at the ceremony included Manson Special Projects Manager Henry Schorr, Manson Project Manager Jordan Brown, Manson Port Engineer Sean Hayden, Dredging Contractors of America CEO William P. Doyle, and Manson Chairman of the Board & Executive Vice President Frederick Paup – the vessel's namesake. Designed in collaboration with Hockema Whalen Myers Associates, Inc., of Seattle, Washington, and built by Seatrium AmFELS in Brownsville, Texas, this Jones Act vessel reflects the strength of American engineering, shipbuilding, and maritime

craftsmanship, the Dredging Contractors of America (DCA) said. With a hopper capacity of 15,150 cubic yards, the dredger was designed and constructed with enhanced safety systems, increased speed and capacity, and improved fuel efficiency. *(Source: Dredging Today)*

WORK ON GREAT SODUS BAY BREAKWATER IN FULL SWING



The U.S. Army Corps of Engineers, Buffalo District, is beginning final work this week on the Great Sodus Bay East Breakwater. The 100% federally funded project is part of a two-year, $6.7 million project, ensuring the harbor's viability and its contributions to the local and national economy, as well as protection of some of the area's best waterfront opportunities, USACE said. This project will: ● repair more than 1,600 feet of the breakwater, ● restore the structure to its original height, ● strengthen protection using new stone and advanced materials. *Construction of the repair project began in 2025.* Building on top of the original timber crib and concrete cap structure, construction will return the breakwater to its original height, seven feet above the lowest water level. Work is being conducted by marine barge along the breakwater. *(Source: Dredging Today)*

WORK PROGRESSES ON FISH PASSAGE PROJECT AT LOCK AND DAM 22

Construction of the Fish Passage Project at Lock and Dam 22 on the Mississippi River has progressed steadily since it began last May. According to USACE, crews are nearing completion of the final two weirs in the rock ramp, making the fish passage structure fully visible for the first – and last – time before it becomes submerged under water when the project is finished. "This is a rare opportunity to see the first structure of its kind in the Mississippi River before it becomes part of the future river ecosystem," said Ty Jones, contracting officer representative for the project. "It's been great seeing

the project go from a drawing on paper, to a digital rendering, to a miniature model, and now to full-scale construction." Once the weirs are finished, the contractor J.F. Brennan Company will complete the remaining rock access berms that stabilize the ramp and weirs. Concrete placement for the sill and downstream floor slabs in the intake structure is ongoing, and scaffolding has been installed along the underside of the dam to facilitate conduit placement. Much of the electrical work on the Missouri side of the project is complete, and fabrication of mooring dolphins and bulkheads is underway, with final shipments scheduled later this year. The fish passage structure, located on the spillway portion of the dam, extends downstream into the tailwater area and is designed to reconnect fragmented river habitats. The structure will allow fish to move upstream to river and tributary areas that became limited when the lock and dam was constructed in the 1930s. USACE said that the goal of this reconnection is to increase the size and distribution of migratory fish populations. *(Source: Dredging Today)*

BOSKALIS WINS 2026-2028 ABERDEEN DREDGING DEAL

Port of Aberdeen has selected Boskalis Westminster Ltd for a three-year maintenance dredging program spanning 2026 to 2028, covering annual campaigns across North Harbor and South Harbor. According to the Port, the contract covers trailing suction hopper dredging and bed levelling operations, ensuring that berths and navigation channels at both harbors are maintained to their required depths, keeping the port safe and operational for vessels up to 300m-long. Commenting the latest news, John Wilson, Head of Engineering, Port of Aberdeen, said: "The storms earlier this year deposited significant volumes of material into the port, and our survey team has been working hard to assess the impact and prepare for this year's campaign." "Boskalis know the port well and we've been working closely with their team to ensure a safe and successful dredge in 2026 and beyond." Boskalis' trailing suction hopper dredger (TSHD) **Freeway** and bed levelling vessel **MTS Valour** will conduct the 2026 campaign which is scheduled to start this month. All works will be carried out in accordance with the license granted from Marine Directorate, the Port concluded. *(Source: Dredging Today)*

NORTH EAST RIVER DREDGING PLANS MOVE AHEAD

The Cecil County Government said that they are making great progress in moving forward on the North East River dredging project. The dredging program is scheduled to go out for solicitation at the end of May 2026, with bid opening anticipated around July 31, 2026. A contract award is expected in late August or early September 2026. "This important project will help improve navigation in the river channels and support local economic activity along the river, benefitting our local marinas and the public boating community," the County said. The project is set to be managed and executed by the U.S. Army Corps of Engineers. *(Source: Dredging Today)*

YARD NEWS

KEEL LAYING OF 2942KW ASD TUGBOAT

On March 20, 2026, one unit of 2,942 kW ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for Nanjing Port (Group) Co., Ltd. was successfully keel laying. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

C&C MARINE EXPANDS 24 ACRES, BUILDS AUTOMATED SPOOL SHOP

C&C Marine & Repair, Belle Chasse, La., announced a 24-acre expansion of its facility and the development of a state-of-the-art, fully automated spool shop—planned to be the most advanced spool fabrication operation in the United States. The new build is designed to accelerate production for current projects while opening the door to expanded participation in government work-related marine new construction. Pipe spools—prefabricated sections of piping assembled in a controlled shop environment—are widely used to improve precision, quality control, and schedule performance versus field fabrication. The new C&C spool shop will feature an integrated, automation-first workflow with advanced systems and equipment, *Including state-of-the-art:* ● Pipe blasting machine ● Indoor paint booth ● Pipe bending machines ● Saw CNC machine ● Custom beveling CNC machine ● Custom computer-automated feeding racks ● Plasma cutting machine ● Advanced fit-up stations. By shifting more work into a digitally controlled shop setting and reducing manual bottlenecks—particularly around measuring, alignment, and fit-up—C&C expects significant gains in speed, repeatability, quality, and overall fabrication efficiency. "Expanding our footprint by 24 acres is a strategic investment in capacity, technology, and the long-term needs of our customers," said Tony Cibilich, Owner of C&C Marine & Repair. "This spool shop is designed around automation and precision—so we can deliver more spools faster, with tighter tolerances and stronger documentation and traceability." The facility is being engineered to streamline quality fabrication from material handling through final weld-out, helping reduce rework and enabling parallel production that supports more aggressive project schedules. Beyond the spool shop, the added 24 acres creates a long-term growth runway for C&C's shipyard operations—providing the space needed to expand additional new construction bays, staging areas, and production flow as demand increases. The expanded footprint is designed to support future capacity additions without disrupting ongoing work, enabling C&C to scale output in a controlled, deliberate manner. This new acreage also strengthens C&C's readiness for additional government-related new construction programs by allowing room for bay expansion that can accommodate larger or more complex builds, improved material laydown and logistics, and the operational separation often required to execute multiple contracts simultaneously. In government environments where schedule certainty, quality systems, documentation, and production readiness are essential, the ability to scale physical capacity alongside advanced fabrication is a meaningful competitive advantage. Construction is expected to be completed by Q3 2026, with the shop and its systems operating at full capacity and efficiency by the end of 2026. C&C Marine and Repair is a Gulf Coast shipyard focused on building and repairing vessels for inland and offshore operations. Operating from an 80-plus-acre facility along the Gulf Intracoastal Waterway, the yard supports new construction and fabrication projects with waterfront access and large-scale infrastructure. Founded in 1997 as a repair operation, C&C has expanded into

a full-service shipyard building towboats, tugboats, dredges, offshore supply vessels, barges, and other specialized vessels. The company maintains in-house design and engineering capabilities and operates multiple enclosed fabrication bays, allowing for concurrent projects and year-round production. *(Source: MarineLog)*

STEEL CUT FOR CYAN SENTINEL'S NEXT-GENERATION ENERGY SUPPORT VESSEL

A steel cutting ceremony has taken place for Cyan Sentinel's 65-m energy support vessel (ESV), an emergency response unit that can also operate as a field support vessel. The newbuild, which will become the 15th vessel in the company's fleet, is due for delivery in Q2 2027. The shipbuilding contract includes an option for a further three vessels. The ceremony took place at the Jiangmen Hangtong Shipbuilding Company in Guangdong province, China. The ESV is designed to easily transition between the oil and gas, decommissioning, fixed and floating offshore wind and government services markets, which include fishery protection and carbon capture. The new vessel will comply with the lowest NOx emissions standards and has a diesel-electric propulsion system with an optional hybrid battery configuration for zero-emissions operations. The DP2 vessel will be able to transport 500 tonnes of cargo on a clear deck of 375 m2 and underdeck capacities for 500 m3 of fuel oil, 420 m3 of potable water, 1,200 m3 of drill water, 200 m3 of recovered oil and 100 m3 of MEG. The ESV will have SPS and IP accommodation for up to 47 people. Able to operate as a UK group A emergency response and rescue vessel, it will have a hybrid daughter craft designed for zero-emissions operations and an optional walk-to-work gangway with an operational height of up to 24 m. The vessel also benefits from underdeck warehousing. Cyan Sentinel chief executive Rory Deans said, "Steel cutting for this vessel marks another important step in our long-term commitment to investing in a modern, high-performing fleet. As the demands of offshore operations continue to evolve, so too must the vessels that support them. "This newbuild reflects our focus on capability, operational resilience and the transition towards greener, more energy-efficient vessels, and it represents our ongoing commitment to our clients' net-zero ambitions." *(Source: Riviera by David Foxwell)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *UZMAR Delivers RAmparts 2500W Class Escort Tug MESSALO to CFM Logistics SA*
   - *Germany's Central Command for Maritime Emergencies names Damen Multi Cat 2309 Lütt Matten*
   - *Damen delivers ASD Tug 2811 En Avant 19 to Muller Dordrecht*
   - *UZMAR Shipyard Marks Steel Cutting for Port of Tauranga's First Hybrid Rotortug*
   - *Another pair ASD 2312's safely delivered on their own keel, under own power. To Abidjan and to Rotterdam by REDWISE for BOLUDA Towage*
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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