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

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## TUGS & TOWING NEWS.

### SAWTOOTH – DURABLE INLAND PUSHER TUG DELIVERED TO HINES FURLONG LINE



Nashville, Tennessee-based tug operator Hines Furlong Line (HFL) has expanded its fleet with the recent acquisition of a new pusher tug built by Eymard Marine Construction and Repair of Harvey, Louisiana. **Sawtooth**, named after a mountain range in Idaho, is the second of seven pusher tugs being built by Eymard for HFL. The newbuild has a length of 67.5 feet (20.6

metres), a beam of 28 feet (8.5 metres), a draught of 7.75 feet (2.36 metres), a depth of 9.5 feet (2.9 metres), and space for eight crewmembers. The wheelhouse eye level is set at 29.8 feet (9.08 metres), thus giving the bridge crew unobstructed visibility ahead when pushing long barges. Standardised propulsion arrangement. Two Mitsubishi S6R2 EPA Tier III diesel engines that each produce 803 hp (600 kW) at 1,400 rpm drive Hung Shen propellers via Reintjes WF570 gearboxes. The various onboard systems draw power from two 65kW generators. Laborde Products, which supplied the propulsion machinery, said that Sawtooth shares the same propulsion platform as her sisters, thus giving HFL’s operators a familiar setup and simplifying long-term support. The propulsion machinery features Fernstrum grid coolers while the engines are fitted on Christie and Grey resilient mounts to reduce vibration, thereby minimising crew fatigue. *Inland barge assist setup coupled with ample accommodation* Tank capacities are 18,400 gallons (69,700 litres), 4,360 gallons (16,500 litres), 435 gallons (1,650 litres) and 277 gallons (1,050 litres) for fuel, freshwater, lube oil and gear oil, respectively. The fendering around the hull was supplied by Schuyler Maritime. The deck equipment includes two 40-ton winches from Patterson Manufacturing. The wheelhouse electronics meanwhile include a Nauticamp display and two Furuno radars. The crew facilities include two shared toilets and four cabins with bunk beds. *Specifications* Type of vessel: Pusher tug; Flag: USA; Owner: Hines Furlong Line, USA; Builder: Eymard Marine Construction and Repair, USA; Length overall: 67.5 feet (20.6 metres); Beam: 28 feet (8.5 metres); Draught: 7.75 feet (2.36 metres); Depth: 9.5 feet (2.9 metres); Main engines: 2 x Mitsubishi S6R2, each 803 hp (600 kW) at 1,400 rpm; Gearboxes: 2 x Reintjes WF570; Propulsion: 2 x Hung Shen propellers; Generators: 2 x 65 kW; Display: Nauticamp; Radars: 2 x Furuno; Winches: 2 x Patterson Manufacturing; Fendering: Schuyler Maritime; Other equipment installed: Fernstrum grid coolers; Christie and Grey resilient mounts; Interior fitout: 2 x toilets; Type

of fuel: Diesel; Fuel capacity: 18,400 gallons (69,700 litres); Freshwater capacity: 4,360 gallons (16,500 litres); Accommodation: Cabins; Crew: 8. (Source: Baird)

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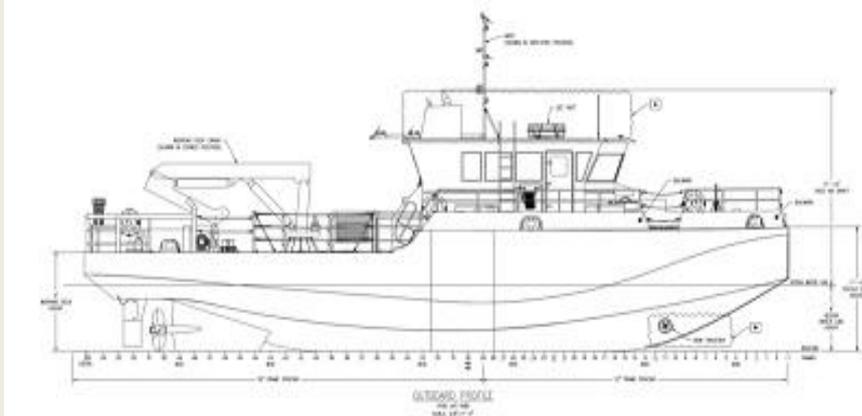
## U.S. COAST GUARD ANNOUNCES PLANS TO ACQUIRE UP TO SEVEN NEW LIGHT ICEBREAKERS

The U.S. Coast Guard has issued a request for information (RFI) as it moves forward with plans to acquire up to seven new light icebreakers to replace an aging fleet and ensure year-round navigation in ice-prone waterways across the Northeast and Great Lakes. The U.S. Coast Guard is laying the groundwork for a new class of light icebreaking vessels aimed at



maintaining critical shipping lanes and supporting commerce in ice-affected regions, according to a request for information released by the service. The planned Homeland Security Cutter–Light Icebreaker (HSC-L) program envisions the design, construction, and delivery of as many as seven vessels to replace legacy platforms that have exceeded their operational lifespan. The Coast Guard said it anticipates a potential contract award in late 2026. The new cutters are intended to operate primarily in ports and waterways from New England through the Mid-Atlantic and into the Great Lakes, areas that are vital to the U.S. economy but frequently impacted by winter ice. “To ensure these vital waterways remain accessible and safe, even in the harshest winter conditions, the Coast Guard relies on a fleet of icebreakers,” the service said, noting that many existing vessels are now well beyond their intended service lives. The HSC-L vessels will replace the Coast Guard’s fleet of 65-foot light icebreaking tugs, commissioned between 1961 and 1967, as well as 49-foot buoy utility stern loading boats. The new platform is expected to combine both capabilities into a single, more versatile design capable of supporting year-round operations in smaller ports and harbors. According to the RFI, the contract will cover the full lifecycle of the vessels, including design, engineering, construction, testing, and delivery. The cutters are expected to remain operational for at least 30 years. While total program costs have not yet been specified, the Coast Guard has been allocated \$816

million under recent legislation for the procurement of light and medium icebreaking cutters. These vessels are separate from the service's Arctic-focused icebreaking programs. The HSC-L vessels will be relatively compact but designed for demanding conditions. Specifications outlined in the RFI include a length of approximately 69 feet, a maximum draft of 7 feet at full load, and an air draft not exceeding 20 feet. Each vessel will be equipped with two main propulsors and capable of traveling up



to 720 nautical miles at 10 knots with a fuel reserve. The cutters must also be able to conduct at least three days of continuous icebreaking operations without resupply and break through level ice up to 12 inches thick at a steady speed of 3 knots. The Coast Guard emphasized that the

new class will play a critical role in keeping shipping channels open, assisting vessels trapped in ice, and reducing the risk of ice jams and flooding that can damage infrastructure and communities. The HSC-L program is part of a broader recapitalization effort. Separately, the service is planning to acquire 11 medium icebreakers under the Homeland Security Cutter–Medium Icebreaker (HSC-M) program to replace 140-foot Bay-class tugs commissioned between 1978 and 1988. Those vessels will support a wider range of missions, including search and rescue and maritime security. In addition, the Coast Guard has proposed a single heavy icebreaker for the Great Lakes to supplement its existing capabilities, the Coast Guard Cutter Mackinaw. “Combined, these vessels will break through thick ice formations, ensuring that vital shipping channels remain open and commerce continues to flow,” the service said. Industry responses to the RFI will help shape final requirements as the Coast Guard moves toward formal procurement of the new light icebreaker fleet. *(Source: gCaptain)*

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## SISU S ICEBREAKING SEASON HAS ENDED – A SUCCESSFUL WINTER BEHIND

The icebreaker **Sisu** has concluded its icebreaking season for now and has returned to its home port. The other Arctia icebreakers continue their work in other sea areas, but **Sisu** has completed its tasks for this winter as planned, as the ice conditions in the Gulf of Finland have eased. This season went exceptionally well for **Sisu**. The Gulf of Finland sees a large volume of traffic, and despite the occasionally challenging ice conditions, the winter was relatively easy, as large and powerful

commercial vessels helped smaller ships navigate through the ice. The most difficult ice conditions coincided with windy days, but thanks to the experienced crew and reliable technology, all missions were carried out safely and efficiently. **Sisu** assisted several commercial shipping routes in the eastern Gulf of Finland and helped ensure smooth winter navigation throughout its operational period. Sisu's stint was slightly shorter than that of the other icebreakers because it operated in the Gulf of Finland this time. "For many crew members, the eastern Gulf of Finland was a new area, giving us valuable experience in navigating and operating in new waterways," says **Sisu's** captain, Roy Eriksson, who also extends his thanks to the crew for a successful season. *(PR-Arctia)*



## ROBERT ALLAN LTD. TO DEVELOP A RAPIDE 1800 DESIGN FOR BRAZILIAN WATERS



Robert Allan Ltd. in conjunction with Indústria Naval Catarinense Ltda. (INC), is pleased to announce the development of a new pushboat design. The vessels will support Transpetro's bunkering operations at terminals in Brazil, and form part of a major newbuild program for pushboats and barges serving the fuel logistics market. This project marks Robert Allan Ltd.'s first vessels designed for

Transpetro, part of Brazilian Oil and Gas major, Petrobras. The program represents a significant step in Transpetro's expansion into barge-based fuel transportation, bunkering and inland navigation operations. INC is a shipyard located in Navegantes, Brazil. Its team brings extensive experience in successfully building vessels to Robert Allan Ltd. designs. Designed specifically for this service, the new pushboats are being developed to provide the maneuverability, control, and operational reliability required for bunkering support and barge handling in Brazilian ports. Principal particulars of the vessels include: • Length, overall: 18.7 metres • Breadth, moulded: 9.2 metres • Depth, moulded: 3.5 metres • Draft: 3.7 metres. The vessels will be designed in accordance with Brazilian Flag Administration requirements for inland navigation (NORMAM-202/DPC) and Classed with Bureau Veritas, under the Class Notation: BV I ✕ HULL ✕ MACHINERY 3 Z IN(1,4) The propulsion system of the RApide 1800 pushboat comprises a pair of Z-drive thrusters, each powered by directly coupled high-speed marine diesel engines rated at approximately 450 kW. The Z-drives allow for optimal maneuverability and control during barge handling operations in restricted waterways and port environments. Electrical power is supplied by two diesel generator sets, ensuring redundancy

and reliable operation for all onboard systems. A small fire monitor of 200 m<sup>3</sup>/hr is supplied by an independently diesel-powered fire pump. The vessels' internal arrangement provides accommodation spaces and operational facilities suited for up to 10 personnel, with exceptional crew comfort and safety. (PR-Robert Allan)

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## ITS TUG OF THE YEAR 2026 SHORTLIST FINALISED

Voting has opened for the owner, designer and builder of the tugboat that has set industry benchmarks through innovative design and efficient operations. During a gala dinner at the 28th ITS Convention in Gothenburg, on 21 May, the winning ITS Tug of the Year 2026 will be announced, and the owner, designer and builder will receive their awards. After receiving multiple nominations, an expert team



created a shortlist for the award, and voting is open to the industry via the event website until 14 May 2026. The shortlisted tugs were delivered in the last 12 months and set industry benchmarks through innovative design and efficient operations. **BB Power** A powerful hybrid-propulsion offshore tugboat, owned by Buksér og Berging, built by Uzmar Shipyard and designed by Robert Allan Ltd. BB Power set new standards for hybrid propulsion, delivering power to give this 41-m tug a bollard pull of 122 tonnes. This vessel is driven by twin 2,800- kW ABC 12V DZC main engines, Berg Propulsion MTA 834 Z drives with a 3.4 m controllable pitch propeller, 900- kW Ramme hybrid shaft motors, and 555-ekW Volvo D16 MG gensets, forming a propulsion plant tailored for demanding offshore towing and anchor handling. It has a unique towline tunnel that runs under the



deckhouse, enabling towing operations over the bow via the aft winch and from the stern without the need for additional winches, increasing the vessel's versatility. **Isla Popa** A compact, high-performance tractor tug built for Svitzer by Med Marine to a Robert Allan Ltd design and engineered to deliver exceptional manoeuvrability, efficiency and sustainable operations in Panama

ports. Isla Popa was built to Robert Allan's TRAKtor 2600-Z design with two high-speed Rolls-Royce mtu main engines and two Kongsberg ATD fixed-pitch azimuth thrusters, enabling full 360-degree thrust vectoring and delivering 65 tonnes of bollard pull. The propulsion configuration ensures rapid load response for dynamic harbour operations, allowing the vessel to react instantly to changing operational demands while maintaining controlled fuel consumption across varying load conditions.

**SD Aisemaht** The world's first purpose-built dual-fuel methanol escort tug, constructed by Sanmar Shipyards to a Robert Allan Ltd design for Kotug Canada's fleet. SD Aisemaht sets a new benchmark for sustainable maritime operations without compromising on power or performance. Designed by Robert Allan Ltd, the 44-m vessel is based on the advanced RASalvor 4400-DFM platform and delivers an impressive ~120 tonnes of bollard pull—placing it among the most powerful tugs in Canada. Built for demanding operations along the coast of British Columbia, **SD Aisemaht** excels in long-range towing, escorting, anchor handling, and emergency response. Fully equipped with firefighting and oil spill response systems, it plays a critical role in supporting tanker operations for



the Trans Mountain Expansion Project. At its core, SD Aisemaht combines innovation and reliability. Its propulsion system features two ABC 16 DZM dual-fuel methanol engines paired with Schottel's Sydrive-M mechanical-hybrid solution—delivering both environmental performance and operational flexibility.

**Svitzer Balder** The world's first battery-methanol tugboat, built by Uzmar for

Svitzer to Robert Allan Ltd's design to support ships in the Port of Gothenburg. Svitzer Balder was launched in January 2026 after its construction to a TRANsverse 3500 design and is scheduled to arrive in the Port of Gothenburg in Q2 2026. It is one of the first tugs to demonstrate that battery-electric propulsion can deliver heavy-duty escort capabilities for large tanker handling. Svitzer has combined four advanced systems in a single, class-assessable operational platform: AYK's 6,000 kWh energy storage system, a 2-MW Everllence diesel/HVO-compliant genset and two 350-kW Scandinas methanol gensets, plus two Kongsberg ice-class IC 2,680-kW thrusters. These are aligned with ABS hybrid vessel rules, methanol fuel requirements, lithium-ion battery standards, and IMO low-flashpoint fuel guidelines.



**Svitzer Barrington** Svitzer Australia's first TRANsverse port tug, built by Uzmar Shipyard and designed by Robert Allan Ltd, Svitzer Barrington has shown exceptional manoeuvrability and ship escort and handling since it arrived in the Port of Newcastle. Built to a

TRAnverse 3200 design, the 32-m tug is the first of its type rated for escort duties at speeds of up to 10 knots. Its design and propulsion, including Kongsberg thrusters with controllable pitch propellers, generate a 50% increase in the dynamic operating envelope compared with similar or larger azimuth stern drive tugs. **Trapananda** South America's first all-electric harbour tug, Trapananda, was built by Sanmar Shipyards to a Robert Allan Ltd design for SAAM Towage's operations in Chile. It has



demonstrated extraordinary performance in harsh weather conditions while handling tankers at Enap's terminal in Puerto Chacabuco in the Aysen region of Chile. Built to an ElectRA 2500SX design, the 25-m tug has Corvus Energy's Orca lithium-ion battery system, powering two electric azimuth thrusters to deliver more than 70 tonnes of bollard pull while significantly reducing emissions,

noise and vibration levels. Digital monitoring and energy-management systems enable optimised energy use and operational predictability. **VB Bolu** An efficient tractor tug with battery-hybrid propulsion, VB Bolu was built by Damen Shipyards to a Robert Allan Ltd TRAKtor 3200-V design for Boluda Towage. This 32-m tractor tug has Voith Schneider propulsion and electric motors for efficient, low-emissions port operations. Its hybrid propulsion combines Caterpillar's Cat 3516E IMO Tier III-compliant engines, rated at 3,000 kW at 1,800 rpm, with a Danfoss 300-kW electric motor in a Reintjes LAFH73 transmission. The integration of power take-in/power take-off generator systems enables a bidirectional energy flow between propulsion shafts and the onboard electrical DC grid. A battery system provides peak shaving and load smoothing, optimising engine load curves, reducing running hours and maintenance requirements, and hybrid operational modes support zero-emissions functionality during low-load operations. **Victoria** Port of Lulea's ice-breaking azimuth stern drive (ASD) tug, built and designed by Damen Shipyards, has unrivalled operability in cold temperatures and low NOx emissions. Victoria was built to an ASD Tug 3413 ICE design to meet Bureau Veritas ice class and Finnish-Swedish 1A Super ice rules and has propulsion compliant with IMO Tier III requirements for low NOx emissions. Damen optimised the steel-strengthened hull, added extra heating and insulation and re-engineered critical components for the 34-m harbour tug to operate in temperatures down to -40°C and to cut through 1.1 m of first-year floe ice. Its propulsion system consists of two contra-rotating stainless steel propellers, driven by two high-speed engines to generate more than 70 tonnes of bollard pull. *(Source: Riviera by Martyn Wingrove)*

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### *THE CGT AND THE GOVERNMENT HAVE REACHED A COMMON POSITION TO DEFEND THE FRENCH FLAG FOR TOWING AND MOORING SERVICES.*

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The CGT federations for sailors and officers met with Transport Minister Philippe Tabarot on Tuesday, March 24. According to the union, the minister intends to support the reservation of the French flag for towing and mooring services, which Brussels has announced it wants to reconsider. A delegation from the CGT union, including



tugboat and mooring crew members, was received at the Ministry of Transport on March 24, meeting with Minister Philippe Tabarot. At the heart of the discussions was the infringement procedure opened on January 30 by the European Commission against France (as well as Spain and Italy) to challenge the flag reservation for towboat and mooring operations. (Source: *Lemarin*)

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### *GUANGDONG COSCO SHIPPING HEAVY INDUSTRY'S 53.4-METER AZIMUTH TUGBOAT N1246 COMPLETES SEA TRIAL.*

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On March 20, the 53.4-meter azimuth tugboat N1246 of Guangdong COSCO Shipping Heavy Industry successfully returned to port and berthed at the company's No. 5 wharf. The vessel successfully completed its sea trial in the waters south of the Dangan Islands in the South China Sea. The sea trial was originally scheduled to last 5 days, but thanks to the

concerted efforts of the sea trial team, which consisted of the shipyard command group, the shipowner's supervision group, the classification society's ship inspection group, marine equipment service engineers, as well as the shipyard's project construction group, commissioning group, and construction personnel, the sea trial was completed 2 days ahead of schedule, with a total time of only 37 hours. The successful completion of this sea trial lays a solid foundation for the smooth delivery of the project. The project team will continue to focus on lean management and utilize the "Shipbuilding Production Control Platform" to comprehensively improve management and ensure the project is delivered on schedule and with high quality. (Source: *iMarine*)

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### *REPAIRS TO THE TUGBOAT NAKHODKA ARE BEING CARRIED OUT AT THE DOCK OF THE PRIMORSKY SHIPYARD SHIP REPAIR COMPLEX.*

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The vessel belongs to Port Fleet Shipping Company LLC. The Primorsky Plant Ship Repair Complex LLC is carrying out drydock repairs on the **Nakhodka** tugboat, which belongs to the Port

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Fleet Shipbuilding Company LLC, the Primorsky Plant Group of Companies press service reported. The tugboat was accepted into floating dock No. 2 on March 9, 2026. To date, sandblasting and priming of one layer of the tugboat's outer hull plating have been completed, as well as repairs, installation of bottom and side fittings, and dismantling of the propellers. It is noted that hull welding work is currently underway to replace the hull structures under the fender protection. Repairs to the Simplex sterntube are also underway. After completion of the hull welding work, sandblasting and painting of the interior of the bulwark, deck, superstructure, and navigation light mast are planned. *For reference* The Primorsky Zavod group of companies is located in [Nakhodka](#). The group includes the management company JSC Primorsky Zavod, JSC Port Vostochnye Vorota – Primorsky Zavod (engaged in the transshipment of export and import cargo), and Ship Repair Complex – Primorsky Zavod LLC (specializing in drydock repair of vessels of all classes, including servicing of rudder propeller assemblies). (*Source: PortNews*)



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### TEDDY TOWS SEAGOING DREDGING PONTOON



On Monday evening, shortly after six o'clock, a special transport arrived in our port. This consisted of the 23-meter-long tug-and-push boat **Teddy**, owned by shipping company Herman Sr. from Zwijndrecht, and the 39-meter-long backhoe dredger **Prins 5**, owned by contractor Van den Herik from Sliedrecht. The transport originated from Brunsbüttel.

The **Teddy** is a Damen Shoalbuster 2308 with a power output of 1,700 hp and a bollard pull of 25 tons, and has been in service with the aforementioned shipping company since 2019. The dredging pontoon is equipped with three spud piles and a 140-ton hydraulic Liebherr excavator. (*Source: www.maritiemdenhelder.eu; Photo: Wim Albers*)

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## CROSBY SUBSIDIARIES FILE FOR CHAPTER 11 RESTRUCTURING

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Crosby Enterprises LLC, Galliano, La., announced that three of its subsidiaries — Crosby Tugs LLC, Crosby Dredging LLC, and Crosby Marine Transportation LLC — filed for Chapter 11 bankruptcy protection on March 23 in the U.S. Bankruptcy Court for the Eastern District of Louisiana. The company said the filings are intended to restructure secured debt and strengthen its financial position while continuing normal operations. Crosby stated that its



tug and dredging operations will continue to serve customers throughout the restructuring process. As part of the Chapter 11 proceedings, the company filed customary “first day” motions seeking court approval to continue routine business operations, including paying employee wages and benefits without interruption and paying vendors and suppliers under normal terms for goods and services provided during the restructuring. The company also secured additional financing intended to provide sufficient liquidity to maintain operations, meet payroll obligations, and support the business while it seeks long-term financial restructuring and potential partners. According to the company website, Crosby Tugs operates a fleet of approximately 130 tugboats, employs about 850 people, and serves more than 300 clients across the Gulf Coast and inland waterways. Crosby has retained the law firm Lugenbuhl, Wheaton, Peck, Rankin and Hubbard as legal counsel, SierraConstellation Partners as restructuring advisor, and Raymond James as financial advisor and investment banker. Crosby Enterprises operates tug, dredging, and marine transportation services along the Gulf Coast and inland waterways. (*Source: Workboat*)

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## GREAT LAKES SHIPPING SEASON GETS UNDERWAY

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The 2026 Great Lakes shipping season officially kicked off Wednesday with the opening of the Poe Lock at the Soo Locks in Sault Ste. Marie, Mich., the U.S. Army Corps of Engineers, Detroit District, announced. The first vessel to transit the Soo Locks was the 125'x38' tug **Dirk S. VanEnkevort** paired with the 740'x78' barge **Michigan Trader**, operated by VanEnkevort Tug & Barge Inc., Escanaba, Mich. The locks closed to all marine traffic Jan. 15, after the last vessel of the season transited the Poe Lock, beginning a 10-week winter shutdown mandated under federal regulation (33 CFR 207.440), which ties the operating season to the feasibility of vessel operations during typical Great Lakes ice conditions. During the closure, maintenance crews completed a range of work on the Poe Lock, including underfloor cleanout and manhole inspection, a five-year periodic inspection, Gate 1 repairs, Gate 4 lifting lug installation, Gate 2 concrete repairs, and the application of an experimental ice-shedding coating. Additional maintenance was completed simultaneously on the MacArthur Lock. "Our winter closure period is essential for conducting

critical inspections, repairs, and maintenance on our aging infrastructure," said Soo Locks



Operations Manager LeighAnn Ryckeghem. "The reliability of Great Lakes navigation and the momentum of the American industrial supply chain depend on getting this work done." Maintenance Branch Chief Tim Bartlett credited advance planning for keeping the work on schedule despite a challenging winter. "Project staff started work well in

advance of the navigational shutdown in planning and resourcing projects, getting contract actions in place, and sequencing work to optimize the short time available for critical maintenance and repairs," he said. "Due to the hard work of our crews during a near-record snowfall season, we've been able to accomplish the required work on time." The MacArthur Lock, located south of the Poe, remains closed pending completion of additional repairs. The Soo Locks handle more than 4,500 vessel transits annually, moving up to 80 million tons of cargo, including iron ore, coal, wheat, and limestone. The Poe Lock, opened in 1969, is 1,200' long. The MacArthur Lock, opened in 1943, measures 800' long. *(Source: Workboat)*

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## ACCIDENTS – SALVAGE NEWS

### *LIBYA SECURES DRIFTING ARCTIC METAGAZ TANKER AFTER WEEKS ADRIFT IN CENTRAL MEDITERRANEAN*

Libyan authorities have secured the damaged Russian LNG tanker [Arctic Metagaz](#) after weeks adrift in the central Mediterranean, taking decisive action that European coastal states had failed to undertake despite mounting environmental and navigational risks. The Libyan government confirmed that the vessel, which had drifted more than 250 nautical miles since an explosion on March 3, is now under control and being towed away from sensitive offshore infrastructure, shipping lanes, and coastal areas. The recovery operation was ordered at the highest levels of government following an urgent cabinet meeting convened by Prime Minister Abdul Hamid Dbeibah and the Minister of Transportation. The meeting focused on the risks posed by the stricken

tanker to Libya's coastline, ports, and offshore oil facilities. Authorities tasked the National Oil Corporation (NOC) with coordinating an emergency response in cooperation with the Coast Guard, aiming to safeguard the marine environment and maintain the stability of maritime traffic along Libya's coast. The move marked a turning point after days of uncertainty as the tanker drifted through multiple search and rescue zones without being secured. Video footage released by Libyan authorities showed workers boarding the vessel and attaching towing lines, while



the tug [Assameeda](#) was deployed to bring the tanker under control. Satellite imagery confirmed the ship under tow roughly 15 nautical miles north of the coastal city of Zuara. Libya's Ministry of Defense said the Coast Guard's Search and Rescue Coordination Center is overseeing the operation, including securing the vessel and preparing it for controlled towing under a plan designed to prevent it from drifting toward the coastline. It remains unclear whether the [Arctic Metagaz](#) still carries liquefied natural gas cargo or where it will ultimately be taken. The vessel had become an increasing concern for Libyan authorities as it drifted closer to key offshore assets, including the Bouri and Al-Jurf oil fields. Tugs had been placed on standby when the tanker approached within 10 nautical miles of the platforms, underscoring the potential risk to critical energy infrastructure. The explosion that disabled the [Arctic Metagaz](#) has become a point of geopolitical tension. Russia has alleged that a Ukrainian sea drone attack caused the blast, while Ukraine has not publicly commented on the claim. Despite the vessel initially being damaged in Libyan waters, it subsequently drifted through the search and rescue zones of Malta and Italy. Both countries monitored the situation and issued statements alongside European Union officials but did not intervene directly to secure the vessel. It remains unclear why no action was taken earlier, and why Libya ultimately assumed responsibility for resolving the hazard. Libyan officials also signaled ongoing diplomatic coordination with Moscow. Acting Foreign Minister Taher al-Bawr met with Russian Ambassador Aydar Aganin to discuss both bilateral relations and the situation surrounding the tanker. The incident has also had wider implications for Russia's Arctic LNG 2 project. Several ice-class Arc7 LNG carriers are currently idling in the Barents Sea rather than loading cargo, as logistical disruptions ripple through the supply chain. At the same time, longer shipping routes around the Cape of Good Hope have slowed cargo rotations, leaving the Saam floating storage unit at or near capacity. Conventional LNG carriers have been unable to relieve the backlog due to their extended voyages. For now, Libyan authorities appear to have averted an immediate environmental and maritime risk, though questions remain over the vessel's final destination and the broader consequences of the incident for Russia's shadow fleet vessels operating in the Mediterranean and related maritime safety. (Source: [gCaptain](#))

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## MSC CONTAINER SHIP HITS NEW PIER AT MUNDRA PORT

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Last week, the container ship [MSC Alexandra](#) broke away from her moorings and hit a newly-built pier at a port in India, according to local media and bystander videos. On Thursday, [MSC Alexandra](#)

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was moored at Mundra Port's CT3 terminal. During a sudden thunderstorm, winds picked up and the



ship's mooring lines parted under the strain. The boxship drifted across the harbor and allided bow-first with a pier that was under construction. Workers ran from the waterfront ahead of the allision, and the container ship sounded her horn in warning. **MSC Alexandra** has been in the news previously. In 2016, the Iranian VLCC **Dream II** collided with **MSC Alexandra** at a position

in the Singapore Strait. **Dream II's** bow struck the **Alexandra's** port quarter, damaging the boxship and sending ten containers over the side. Imagery from the scene showed extensive damage to **Alexandra's** hull at the port quarter, above the waterline. In May 2024, Yemen's Houthi rebels claimed to have launched an attack on **MSC Alexandra**, but no evidence of impact or damage was forthcoming. The **MSC Alexandra's** rotation typically takes her through the Strait of Hormuz to Jebel Ali. That option is now off-limits due to hostilities in the Gulf region. As of Monday, the ship was still at anchor outside of Mundra Port. Watch the video [HERE](#) (Source: Marex)

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## DRONE ATTACK HITS RUSSIAN ICEBREAKER AT SHIPYARD

The Russian Arctic patrol icebreaker **Purga** has reportedly been damaged after a Ukrainian drone attack on the shipyard in Vyborg in the Leningrad region on Wednesday morning. According to several sources, the ship was hit while it was berthed at the Vyborg Shipyard not far from St. Petersburg. Pictures on social media show the partially completed vessel listing, which



could indicate damage to the hull or structure. There has been no official confirmation from Russian authorities or the shipyard operator. **Purga** is part of the Project 23550 class – a type of armed icebreaker designed for both military and patrol duties in the Arctic. The ships are built to operate year-round in ice up to 1.7 meters thick and can be equipped with, among other things, cannon,

machine guns and missile systems, as well as helicopter capacity. The attack is notable as it targets a specialized Arctic vessel and evidences an increased reach in Ukrainian drone operations against Russian infrastructure far from the front lines. It is still unknown how extensive the damage is, but even limited hull damage could have an impact on the completion of advanced ice-class vessels. (Source: *Maritime Danmark*)

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## TWO BULKERS COLLIDE ON MISSISSIPPI NEAR NEW ORLEANS

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Two vessels have collided and remain stuck together just up the Mississippi River from New Orleans, according to the U.S. Coast Guard. On the afternoon of March 23, the freighter **Pac Dubhe** was downbound on the Mississippi, headed for Panama. The geared bulker **African Buzzard** was headed upriver. At about 1550 hours local time, as they passed the town of

Hahnville, Louisiana, the two vessels collided. **African Buzzard's** anchor embedded in the bow of the **Pac Dubhe**, the Coast Guard said, leaving the two vessels entangled. The **African Buzzard** then drifted out of the channel and went aground. No injuries or pollution were reported, and a speed restriction is in place for the area of the collision at mile marker 124. AIS data shows multiple tugs located in the vicinity of the casualty. The NTSB and the Coast Guard have launched a joint investigation into the cause of the casualty. (Source: *Marex*; Photo: *Tony Roberts*)

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## CARRIER USS FORD PULLS INTO PORT AT CRETE FOR FIRE-DAMAGE REPAIRS

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The carrier **USS Gerald R. Ford** has pulled into Souda Bay, Crete for repairs after a serious fire that started in a laundry room. The blaze damaged berthing areas, already in short supply on board a carrier designed for a smaller crew, and raised concerns about the effects of a nine-month deployment on a vessel designed for six-month service intervals. Ford arrived in Souda Bay on the 23rd, and will be in Crete for an



indeterminate period for "efficient assessment, repairs, and resupply," U.S. 6th Fleet said in a statement. The vessel's deployment continues, the command emphasized, despite reports that the ship may soon be relieved for a return voyage to Norfolk. A copy of the Pentagon's latest internal testing review of **Ford** suggests that the \$13 billion ship's issues may extend beyond fire damage, according to Bloomberg. Nine years after **Ford's** delivery, and four years after her first trial-scale overseas deployment, the Department of Operational Testing & Evaluation remains uncertain about

her "operational suitability." Launch & recovery, radar capability, defenses against incoming threats, and the functioning of her weapons elevators (a longstanding issue) all remain unproven in the department's eyes due to "insufficient data." For its part, the Navy has expressed satisfaction with **Ford's** recent operational performance, and says that it has put the ship's first few years of difficulties in the past. Former commanding officer Capt. Rick Burgess called **Ford** the "most capable, adaptable, and lethal combat platform in the world" at his departure in 2025, extolling the ship's "exceptional performance." The **USS George H.W. Bush** Carrier Strike Group is now winding up for a deployment to join operations in the Mideast, potentially to relieve **Ford**. **Bush's** destroyer escorts got under way on Wednesday, including **USS Mason**, **USS Donald Cook** and **USS Ross**. The threat picture in the region is serious, according to President Donald Trump. On Tuesday night, during a press conference about the prospects for a deal with Iran, Trump told reporters that Iranian forces had fired more than 100 missiles at the carrier **USS Abraham Lincoln** during operations off the coast of Oman. Trump celebrated the Navy's ability to conduct air defense at such a significant scale. "They shot 100 missiles at one of our aircraft carriers, the **Abraham Lincoln**," Trump said. "And out of 101 missiles shot, every single one of them was knocked down into the sea. Think of that." On March 25, the day after Trump's comments, Iranian news sources confirmed the launch of an unspecified number of cruise missiles at **Lincoln**. (Source: *Marex*)

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Photo: Courtesy by Sammar

## RIVER CRUISE SHIP HITS AMSTERDAM BRIDGE AFTER FAILING TO LOWER WHEELHOUSE



The officer piloting a large river cruise ship from Amsterdam and into the Rhine River canal sustained minor injuries as the vessel struck a well-known road bridge spanning the canal. The Dutch authorities were reporting that the ship sustained significant damage and would be unable to continue to sail. Built in 2022, the river cruise ship **A-Rosa Sena** is registered in Switzerland and operated by a German tour company. The

ship, which is 135 meters (443 feet) in length, offers luxury river cruises for up to 280 passengers. It has five decks, and at the front of deck 5 is a hydraulically retractable, glass-enclosed wheelhouse. It

is a typical feature on European river cruise ships to deal with low clearances. The ship had departed Amsterdam on March 25 and, at approximately 9:30 p.m. local time, was approaching the Amsterdamsebrug bridge, a well-known structure that has been in operation since 1957. Media reports are that the bridge has a clearance of at least 9.5 meters (31 feet). It is unclear exactly what happened, but the wheelhouse was still in the raised position, and it struck the underside of the span of the bridge and was crushed. One passenger told the Dutch media the helmsman “wasn’t paying attention.” The cruise ship continued forward, bending over a radar mast at the stern before it hit the side wall of the canal. Passengers reported feeling a “thump” as the vessel came to a stop. The local police and an ambulance responded. The helmsman was being treated by the ambulance for minor injuries. None of the passengers were injured. Rescue workers said their task was slowed because many passengers had already gone to sleep. Passengers were awakened and told to pack their belongings. By 8:00 a.m., media reported the last of the passengers had been disembarked and they were being bused to Cologne, Germany. The cruise ship had been scheduled to proceed to Utrecht. It was due to reach Cologne on Sunday, where the passengers would be disembarking before a new cruise to Hamburg. Police temporarily closed the bridge after reports that a piece of steel had fallen during the collision with the cruise ship. The bridge was inspected and reopened to traffic around 3:00 a.m., but as of Thursday morning, the canal remained partially closed. The reports were that the cruise ship was going to be towed back into Amsterdam. (*Source: Marex; Photo: Michel van Bergen*)

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## PLANNING EMERGENCY TOW OF "LMZ PLUTO"

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On Tuesday, March 24, the bulk carrier "LMZ Pluto" suffered an engine failure in the Norwegian Sea, in an area with very demanding weather conditions. That same evening, the crew of 23 people was evacuated by the Main Rescue Center, at the request of the captain. After the evacuation, the casualty has been without engine power around the 65th parallel, west of



Haltenbanken. The shipping company has been working on a salvage plan, while the Norwegian Coastal Administration has been monitoring the situation closely. – As of now, the vessel poses little risk. However, we have made ongoing calculations of the ship's drift path, and these show that the ship will drift north from Saturday towards oil installations, says Director of Environmental Emergency Response Hans Petter Mortensholm in a press release. The Maritime Traffic Center in Vardø has been monitoring the accident since its engine stopped on Tuesday. The Norwegian Coastal Administration's surveillance aircraft was on the wing on Wednesday to make a visual assessment of the situation. On Wednesday, the Coast Guard vessel KV "Jarl" also set course in the direction of the casualty at the request of the Norwegian Coastal Administration. It arrived in the area on the night of Thursday, March 26. *Specially trained forces* The shipping company LMZ Shipping is responsible for the casualty and the handling of the vessel, in accordance with international shipping regulations. The shipping company has entered into a salvage contract with the company T & T Salvage and the vessel "Seal Ruby", and has informed that they will probably have rescue crews at the casualty on Saturday. The wind is still strong in the area where the ship is located. – To prevent the "LMZ Pluto" from drifting towards oil installations in the area, the

Norwegian Coastal Administration has planned an operation where an emergency tow will be established on Friday morning, says Mortensholm. RITS forces (rescue at sea) from Bergen Fire Brigade are flown out to "LMZ Pluto" with the Central Rescue Centre's SAR Queen helicopter and lowered onto the casualty. The RITS team will then receive tows from the Coast Guard vessel KV "Jarl", which will then keep the vessel under control until the shipping company's salvage team takes over. *Never done before* – This is the first time we have carried out such an operation with public capacities. It has involved many participants such as HRS, the Coast Guard, Bergen Fire Department, 330 Squadron and not least skilled employees in the Norwegian Coastal Administration, says Mortensholm. The 190-meter bulk carrier "LMZ Pluto", loaded with fertilizer, was en route from Murmansk, Russia, to Santa Maria, Colombia. The ship is owned by the Greek shipping company LMZ Shipping. Fertilizer is not a sanctioned commodity and the ship is not part of the shadow fleet. The cargo is also not considered environmentally hazardous. (Source: Skipsrevyen)

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## STRICKEN BULK CARRIER MAYUREE NAREE RUNS AGROUND ON IRAN'S QESHM ISLAND



A Thai-flagged bulk carrier struck in the Strait of Hormuz earlier this month has now run aground on Iran's Qeshm Island, as rescue teams continue searching for three missing crew members feared trapped onboard. The 30,000-dwt vessel **Mayuree Naree**, owned by Precious Shipping, grounded along the Iranian coastline after drifting following a deadly attack that disabled the ship's propulsion system, according to

company and regional reports. An Omani-Iranian rescue team has since reached the vessel and is attempting to locate the missing sailors, Thai authorities said Friday, though their condition remains unknown. Attack Triggered Fire, Abandonment The vessel was struck on March 11 while transiting the Strait of Hormuz shortly after departing the United Arab Emirates, in one of the most serious incidents involving a Southeast Asian-flagged ship since the conflict escalated on February 28. Two projectiles of unknown origin hit the ship, igniting a fire in the engine room and forcing the crew to abandon ship. Oman's navy rescued 20 crew members from lifeboats and brought them ashore to Khasab. Thai officials said the three missing crew members are believed to have been in the engine

room at the time of the attack, raising fears they may have been trapped when the fire broke out. Images released after the strike showed thick smoke billowing from the vessel's stern, consistent with engine room damage. *From Strike to Grounding* With propulsion lost, the vessel appears to have drifted for days before eventually running aground along the coast of Qeshm Island, a strategic location near the narrow entrance to the Strait. The incident comes as maritime security conditions in the Strait of Hormuz remain at critical levels amid the ongoing U.S.-Israel-Iran conflict. The waterway, which handles roughly a quarter of global seaborne oil trade, has seen vessel traffic collapse, with attacks, insurance withdrawals, and electronic interference disrupting normal operations. Thailand has condemned the attack and called for accountability, while industry groups warn the incident could further deter shipping and drive up costs across global supply chains. Despite the severity of the incident, Precious Shipping said the vessel was sailing in ballast and no cargo was lost. The company added that the ship is covered by war-risk insurance and does not expect a material financial impact. (Source: gCaptain)

## OFFSHORE NEWS

### HOLLAND SHIPYARDS GROUP DELIVERS THIRD OFFSHORE SUPPORT VESSEL 'MEN SKEY' TO DIXSTONE

We proudly announce the successful delivery of **Men Skey**, the third and final Offshore Support Vessel (OSV) in a series of three built for Dixstone. Following the delivery of Men Cren and Men Goe earlier in 2025, this milestone marks the completion of a remarkable offshore newbuild program. With **Men Cren** already



delivered as the first vessel in the series and both sister vessels currently operating successfully along the coast of West Africa, **Men Skey** will soon join them to further strengthen Dixstone's offshore support activities in the region. Built for performance in demanding environments. The three shallow draft (max. 3.5m) multipurpose support vessels have been designed for versatility and reliability in challenging offshore and nearshore conditions. With a length of 52 metres, a beam of 15 metres and a maximum draft of 3.5 metres, the vessels are ideally suited for shallow water operations. *The Men Skey vessel features:* • A 73-ton bollard pull • DPO station-keeping capability • A 420 m<sup>2</sup> working deck with 10 t/m<sup>2</sup> deck strength • 1000-metre towing wire and hydraulic shark jaw system • FiFi system with two monitors • Accommodation for up to 14 persons • HVAC systems designed for tropical climates • A hybrid propulsion configuration including two main engines, a bow jet thruster and a central electrically driven azimuth thruster. This combination of power, flexibility and smart engineering enables the vessels to perform anchor handling, towing and supply duties efficiently in West Africa's demanding offshore environment. *A tailored Offshore project* The series of three multipurpose Offshore Support Vessels for Dixstone demonstrates our ability to develop and build practical, purpose-built vessels for demanding offshore operations. Projects like this show how we approach complex assignments: translating operational requirements into robust and reliable vessels, from engineering through to delivery. *Strong partnership* We sincerely thank Dixstone for their trust, cooperation and constructive collaboration throughout this project. Delivering three vessels within a short timeframe requires alignment, transparency and mutual commitment, and this partnership has

proven exactly that. With **Men Cren**, **Men Goe** and now **Men Skey** heading to West Africa, we look forward to seeing the full fleet in operation and contributing to Dixstone's continued growth in offshore marine services. *(PR-Holland Shipyards)*

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## SUBSEA SUPPORT VESSEL 'R/V MINTIS' JOINS MARK OFFSHORE FLEET



Catamaran Research Vessel ready to be deployed for offshore renewables, marine survey, and nearshore energy projects. Mark Offshore has reached an agreement with Klaipėda University (Lithuania) to operate Research Vessel **Mintis**, further strengthening its position in the offshore renewables and subsea support market. Under this agreement, Klaipėda University has appointed Mark Offshore as commercial and operational

manager for activities within the renewables and energy domains. The addition of r/v **Mintis** represents a strategic expansion of Mark Offshore's service offering towards flexible, cost-efficient subsea support solutions that are specifically tailored to the growing demands of offshore wind, marine survey, and nearshore energy projects. Originally designed as a scientific research vessel, r/v **Mintis** combines high-end research capabilities with practical offshore functionality. This unique combination enables commercial clients to benefit from a highly versatile platform that bridges the gap between traditional Survey Vessels and dedicated Subsea Support Vessels. *Operational experience in offshore renewables* R/V **Mintis** is a 40-metre DP1 catamaran research vessel built in 2014, with proven operational experience across the Baltic Sea, North Sea, Mediterranean and Eastern North Atlantic. Since 2015, the vessel has been actively involved in international marine research projects, many of which are directly linked to offshore renewable energy developments. The vessel is currently located in Klaipėda and available for client inspections. Mark van der Star, Mark Offshore's founder and managing director, says: "Adding **Mintis** to our fleet is a significant step forward for Mark Offshore. The offshore renewables market increasingly demands flexible, multi-purpose vessels that can operate efficiently in both shallow and deeper waters. **Mintis** fits that requirement perfectly, and we thank Klaipėda University for their trust to have us manage this ship. "What makes this vessel truly special is the combination of scientific capability, operational flexibility, and cost-efficiency. It is a beautifully designed catamaran with exceptional stability, a smart layout, and a proven track record in demanding environments. This allows us to offer our clients a highly capable platform that

delivers real value across a wide range of offshore projects.” (PR-Mark Offshore)

## DOF LANDS SUBSEA CABLE CONTRACT WITH STATNETT

Norwegian OSV player DOF Group has secured a subsea cable replacement contract from Norway’s grid operator Statnett, adding to its backlog in the offshore construction segment. The Oslo-listed contractor said the deal, classified as “substantial” and valued between \$25m and \$50m, covers the replacement of high-voltage power cables across Ofotfjorden in northern Norway. The scope includes partial



removal of existing cables between Lødingen and Barøya and the installation of four new 170 kV subsea cables bundled with fibre optic lines. Offshore operations are scheduled for a 40-day campaign between May and September 2027, using one of DOF’s construction vessels. The offshore phase will be supported by survey, logistics and onshore preparations running through 2026 and 2027. Chief executive Mons Aase said the award reflects continued demand for complex subsea services tied to critical infrastructure projects. Preparatory work, including engineering and procurement, is set to begin immediately from the company’s bases in Norway and Scotland. (Source: Splash24/7)

## PENGUIN DEBUTS FULL-HYBRID CREWBOAT ‘PELICAN PEACE’ IN SINGAPORE



Singapore-built crewboat ‘**Pelican Peace**’ targets efficiency gains and emissions reduction in oil & gas sector. Singapore-based Penguin International, has unveiled a full-hybrid fast crewboat, **Pelican Peace**, at Asia Pacific Maritime 2026. The vessel was unveiled at the Singapore Pavilion hosted by the Association of Singapore Marine & Offshore Energy Industries (ASMI). The 42-metre

FLEX-42MX HYBRID multi-role crewboat has been designed, constructed and will be operated by Penguin. The vessel represents a significant development in the application of hybrid propulsion technology within the offshore oil & gas sector. Unlike conventional shaft-generator or hybrid-assist systems, Pelican Peace is built around a true parallel hybrid architecture. The system incorporates a 232 kWh battery energy storage system integrated into the vessel’s main DC grid, enabling automatic switching between operating modes based on load requirements. The hybrid propulsion configuration allows both engines and electric motors to drive the shafts, supporting generator-off operations during low-load, standby and overnight conditions. Additional features include peak shaving and load levelling, reducing engine running hours while improving overall efficiency.

Operationally, the FLEX-42MX HYBRID multi-role crewboat supports full-electric propulsion at speeds of 6–8 knots, suitable for low-speed transit and standby operations, and can provide up to nine hours of generator-off hotel load support overnight. The configuration enables quiet, zero-emission operations in port and during standby, while delivering measurable reductions in fuel consumption, emissions and maintenance requirements. The project was privately funded and developed in collaboration with REINTJES Group, Danfoss Drives, Noris Automation GmbH, Chengrui Power Technology and Razor Blunt Labs. The partners contributed across drivetrain systems, power electronics, battery management, controls and automation, system integration and modelling. (Source: *Workboat365*)

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## *FINCANTIERI PREPARES DELIVERY OF THE OFFSHORE VESSEL COCO TO THE ITALIAN NAVY.*

The future 'Nave Tritone' has been transformed in Palermo into a multipurpose support unit, a 'bridge' towards the next UPSDS whose arrival is expected from 2031. Fincantieri is preparing to deliver the **Coco** to the Italian Navy, an offshore supply vessel built by its subsidiary Vard and refitted in recent months at its Palermo shipyard to become a multipurpose support vessel. This vessel will enhance the Navy's capabilities while awaiting the arrival of the new Multipurpose Underwater Dimension



Surveillance Units (UPSDS), expected to begin in 2031. This was revealed in a notice from the Genoa Port Authority, in which the shipbuilding company announced its intention to decommission the vessel's Italian flag, as the sale would result in its being registered as a state military vessel. At 81.7 meters long, the **Coco**—which would later be renamed Nave Tritone—was part of the fleet of NCT Offshore, a Danish company specializing in underwater services and cable-laying, which, as mentioned, had it built by Vard. It was delivered in 2022 at the Vung Tau shipyard in Vietnam, owned by the Norwegian group, a Fincantieri subsidiary. The Navy's desire to acquire a multipurpose support vessel, proceeding through a market acquisition, was set down in writing last August in a procurement decision drawn up by NAVARM (the national naval armaments agency). The document

cited "the need to ensure the continuity of support and research activities for the Armed Forces' units," including those for "stricken national submarines" as well as "the National Underwater Dimension Center." These activities, the resolution continued, are currently performed by vessels gradually being decommissioned. The procedure was therefore aimed at "rapidly acquiring" a vessel suitable for supporting the use of the underwater vehicles already in service, selecting an offshore supply vessel to subsequently undergo retrofitting. Navarm then did so, initiating a negotiated procedure without prior publication of a tender with Fincantieri, the only operator deemed capable of meeting the request, due, among other things, to the availability of the necessary technical expertise and the ability to ensure interoperability with other Navy vessels. The contract was awarded at the end of October for a sum of €53.1 million. Among the mandatory requirements for the supply, Navarm had indicated in a previous document, among other things, the presence of a working deck of at least 2,560 square meters, two 40-ton cranes, and a maximum beam of between 18 and 22 meters. The document also specified the requirement for a vessel built no earlier than 2015, with DP2 dynamic positioning, a draft of less than 7 meters, an overall length between 75 and 110 meters, an integrated propulsion and power generation system, at least 60 berths, and a range of at least 4,000 nautical miles at 11 knots. The deck also specified a minimum load capacity of at least 5 tons/square meter and at least 500 tons overall. As a multipurpose support vessel, the Tritone will have reconfigurable spaces depending on the mission, allowing it to accommodate, handle, fuel, and maintain a variety of payloads, including unmanned aerial, surface, and underwater systems. Its acquisition was achieved through a capability development approach, with direct market engagement, including internationally, for cutting-edge solutions with high turnover. This will allow for its immediate inclusion in the operational testing cycle and eventual integration into the armed forces' inventory. Its use, through the extensive testing it will conduct, will also enable the development of requirements and specifications for future Multipurpose Underwater Dimension Surveillance Units (UPSDS), which, as mentioned, are expected to enter service starting in 2031.

*(Source: Shipping Italy)*

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## GULF CONFLICT STRANDS MAJOR SHARE OF OFFSHORE FLEET

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As the Middle East conflict continues, an analysis by maritime software provider Veson Nautical has revealed the staggering scale of disruption across global shipping markets. According to Veson, roughly one in five of the world's offshore vessels is now based in a region that has effectively ceased operations due to the Iran war and the Hormuz shipping crisis. That means

that 1,440 OSVs, 432 OCVs, and 156 jackup rigs, representing 19%, 18%, and 27% of their respective global fleets, are currently stranded in the Gulf with no clear timeline for resumption. A long-term conflict could also split the oil market, Veson believes. Outside the Gulf, Brent crude above \$100 per barrel is making previously marginal projects in West Africa, Brazil, and the North Sea more attractive. This could lead to tighter OSV and OCV supply in those markets, adding upward pressure on rates and driving demand for offshore services outside the Gulf. *(Source: Splash24/7)*

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## FUGRO REVELATION BACK IN PORT

It had been quiet for a while regarding port calls to Den Helder by survey vessels from the Fugro fleet. But on Tuesday, March 24, this came to an end with the visit of the 72-meter-long **Fugro Revelation**. This is the former supply vessel **Gargano**, which had already been converted into a survey vessel prior to its inclusion in the Fugro fleet. Just like all other ships of the engineering firm from Leidschendam, the **Fugro Revelation** sails under the flag of the Bahamas. (Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Wim Albers)



## WINDFARM NEWS - RENEWABLES

### SECOND CSOV ACTA HERCULES DELIVERED TO ACTA MARINE



Acta Marine proudly announces the delivery of **Acta Hercules**, its latest Walk-to-Work (W2W) DP2 Construction Service Operation Vessel (CSOV), built at Tersan Shipyard in Turkey. As the second vessel in a series of four newbuilds, **Acta Hercules** represents a further step in Acta Marine's continued investment in a modern

and future-ready fleet. The vessel is purpose-built to support offshore wind construction and maintenance activities, combining strong operational performance with a clear focus on safety, efficiency, and crew comfort. Acta Marine is proud to announce the delivery of **Acta Hercules**, its fifth Walk-to-Work (W2W) vessel and a state-of-the-art DP2 Construction Service Operation Vessel (CSOV). **Acta Hercules** will enter into a five-year charter with Vestas, supporting the

construction of offshore wind projects across Northwest Europe. The vessel's first assignment will be on the Hollandse Kust West project in the Netherlands, marking the start of a long-term collaboration with one of the leading players in the global offshore wind industry. **Acta Hercules** will be managed by Acta Marine France, located in Montoir-de-Bretagne. "The delivery of **Acta Hercules**, combined with a long-term charter commitment from Vestas, underlines both the strength of our fleet and the confidence of our clients in our organisation and services. With this vessel, we continue to build on the foundation laid with **Acta Pegasus** and further strengthen our position in the offshore wind market," says Rob Boer, CEO of Acta Marine. **Acta Hercules** can accommodate up to 135 personnel and is equipped with advanced offshore access systems, enabling safe and reliable transfer of technicians to offshore installations. In line with Acta Marine's sustainability ambitions, the vessel is equipped with methanol dual-fuel main engines and methanol-ready, supporting the company's pathway towards lower-emission operations as regulatory and market conditions evolve. With **Acta Pegasus** already delivered and **Acta Hercules** now entering service, the remaining sister vessels, **Acta Gemini** and **Acta Aquarius**, are scheduled to follow later in 2026. Together, this newbuild series forms a key pillar of Acta Marine's long-term strategy to expand and modernise its fleet in line with the evolving offshore energy market. (PR-Acta Marine)

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## DAMEN AND WINDCAT LAUNCH WINDCAT AMSTERDAM, THE FIRST ELEVATION SERIES CSOV IN EUROPE

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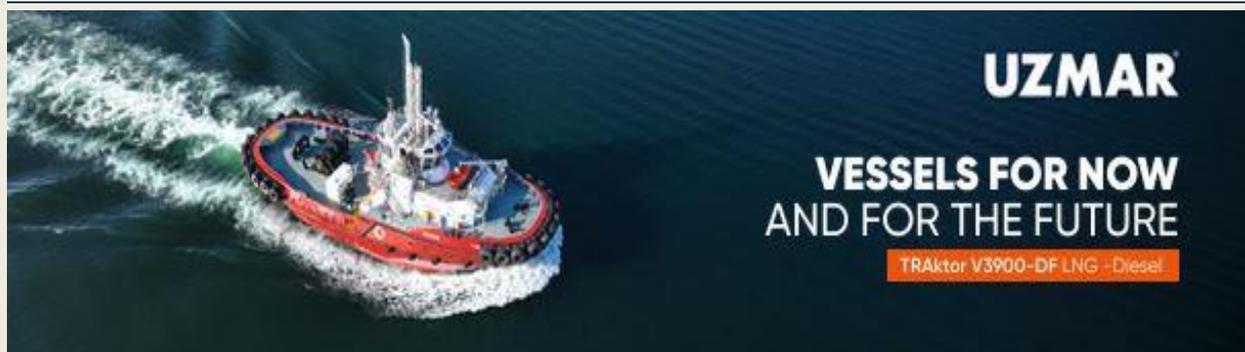
Damen and Windcat launch **Windcat Amsterdam** in Europe. The vessel is the first Elevation series Commissioning Service Operations Vessel (CSOV) to arrive in European waters. The vessel has been developed in collaboration between Damen and Windcat and was constructed at the Ha Long Shipyard in Vietnam. With capacity for up to 120 people and advanced low-carbon solutions, **Windcat Amsterdam** strengthens Windcat's growing



offshore service offering in the European market. **Windcat Amsterdam** will support construction, commissioning and maintenance activities at offshore energy projects. The vessel will serve as a floating base for personnel and equipment, enabling safe and efficient access to offshore assets. *Home away from home* On board comfort is a key feature of the design, with spacious single and double cabins for up to 120 people, a fully equipped gym, entertainment areas and high-quality catering and housekeeping services. The interior has been developed in collaboration with experts to ensure a home away from home experience for offshore personnel. Willem van der Wel, Managing Director at Windcat, says, "Introducing our first CSOV to Europe is a proud moment for Windcat and for all partners involved. **Windcat Amsterdam** sets a new standard in our fleet and in the industry and underscores our commitment to supporting Europe's energy transition with reliable and future-proof vessels." Joost van der Weiden, Damen Sales Director, says, "The arrival of Windcat Amsterdam in Europe is a special moment for both Damen and Windcat. I'd like to use this occasion to offer my sincere gratitude to all involved in the project – from our customer to our suppliers, as well as all my colleagues who have contributed so much to the success of the CSOV series. In the

coming years, these vessels will play an important role in supporting the offshore energy industry as it focuses on achieving increasing levels of efficiency.” *Future-proof vessel design* In line with the sustainability ambitions of both Windcat and Damen, the vessel is designed to operate with a significantly reduced CO2 footprint. **Windcat Amsterdam** is equipped with the latest available technologies in terms of fuel efficiency and emission control. It has a hybrid battery-electric propulsion system and the entire energy system functions as a single integrated network. Four thrusters that can rotate 360° enable precise manoeuvrability and efficient operations. Collectively, these techniques are expected to reduce CO2 emissions by 30%. Additionally, Windcat is building on the operational experience it has gained with its hydrogen-powered crew transfer vessels (CTVs). Their in-house hydrogen technology is also being implemented in the Elevation Series CSOVs. A dual fuel hydrogen engine will enable the auxiliary genset to run on hydrogen. The hydrogen genset, storage and fuel supply system are ready for integration on the vessel once final approvals are in place. This approach supports future regulations for hydrogen use in medium-sized vessels. *Safe operability* Designed for offshore deployment of up to 30 days, the vessel offers high operability and safety. The 3D motion-compensated gangway sets new industry standards. The high vertical range allows crew to transfer safely between the vessel and offshore platforms, even in challenging sea conditions. The world’s first 10-ton 3D motion-compensated crane enables heavier platform lifts in rough sea conditions in a safe and easy manner. These features help maintain operations and reduce delays caused by changing weather conditions. *(PR-Damen)*

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## *LIFTING VESSEL WIND AT NIEUWEDIEPKADE*



Last Tuesday, the 55-meter-long and 18-meter-wide lifting vessel **Wind**, owned by Ziton from Horsens, Denmark, moored at the Nieuwediepkade to refuel. It is a striking vessel with four towering legs that had traveled from Lowestoft to Den Helder. Built in 1996, the lifting vessel sails under the Danish flag and has Aarhus as its home port. It is deployed for the construction and

maintenance of wind farms and is the smallest of Ziton's fleet, which consists of a total of six lifting vessels. *(Source: [www.maritiemdenhelder.eu](http://www.maritiemdenhelder.eu); Photo: Paul Schaap)*

## DEME NAMES NEW WIND SUPPORT VESSEL

Today we officially named our new offshore wind installation vessel **Norse Wind** in the Port of Oslo – a powerful new addition to our fleet. Equipped with a 3,200-ton crane, **Norse Wind** will install the next generation of offshore wind turbines and XXL monopiles, helping accelerate the energy transition. Prior to the naming ceremony, we were honored to welcome Their Majesties the King and Queen of the



Belgians, His Royal Highness Crown Prince Haakon of Norway, and high-level Belgian and Norwegian delegations. Their presence highlights the strong ties between our nations and our shared ambition for a sustainable future. The vessel was officially named by Mrs. Ingrid Schulerud, Norway's former Ambassador to Belgium. (Source: *Dredge Wire*)

## BW AND SCORPIO BACK CADELER'S FRESH CAPITAL RAISE FOR FLEET GROWTH

Offshore wind vessel heavyweight Cadeler has raised around \$203m in fresh equity as it lines up its next round of fleet expansion. The Copenhagen-based, Oslo- and New York-listed company said the private placement was priced above its five-day volume-weighted average, with strong backing from existing investors including BW Altor and Scorpio-linked interests. BW Altor, tied to



BW Group chairman Andreas Sohmen-Pao, and Scorpio were among the key names supporting the raise, with \$70m and \$40m, respectively, underlining continued investor appetite for offshore wind tonnage as the sector gears up for its next growth phase. Following the issuance of the new shares, BW Altor and Scorpio will hold roughly 108.3m and 49.4m shares, respectively, in Cadeler, or about 28.1% and 12.8% of the outstanding shares in the company. Cadeler said the proceeds will go towards initial commitments for two proposed T-class wind foundation installation vessels, as well as a potential acquisition and conversion of a scour protection vessel to strengthen its transport and

installation offering. The company is already in advanced talks with COSCO Shipping Heavy Industry for the two T-class newbuilds with delivery slated for 2030 and 2031, and a similar cost to a \$400m-unit booked in 2024. Cadeler noted payment terms are expected to be back-loaded, with most capex falling due after 2029 and around 65% financed through debt — limiting near-term cash strain. The move positions Cadeler ahead of what it sees as a tightening vessel market later in the decade, with no new wind foundation installation vessels ordered globally since its last deal in mid-2024. The owner, now the world’s largest operator of wind turbine installation vessels, has been expanding rapidly to keep pace with offshore wind demand. Its fleet has grown from five to nine vessels this year and is expected to reach 12 units by mid-2027. Alongside newbuilds, Cadeler is also weighing a move into scour protection through vessel conversion — a step that would reduce reliance on subcontractors, improve pricing control and keep more margin in-house. The company, however, said no final investment decisions have been made on the newbuilds or conversion project, and no additional equity is expected to fund its current pipeline. (*Source: Splash24/7*)

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## SLEIPNIR INSTALLS FIRST HORNSEA 3 OFFSHORE SUBSTATION JACKET FOUNDATION



Heerema Marine Contractors has installed the jacket foundation for the first Hornsea 3 offshore substation using its semi-submersible crane vessel (SSCV) **Sleipnir**. According to a Notice to Mariners issued by the project on 20 March, Sleipnir commenced the work at the construction site offshore the UK on 19 March. The notice states that the vessel had started the “installation of Offshore Converter Station 1 (OCS1)” and that the campaign was expected to last approximately 3-5 days.

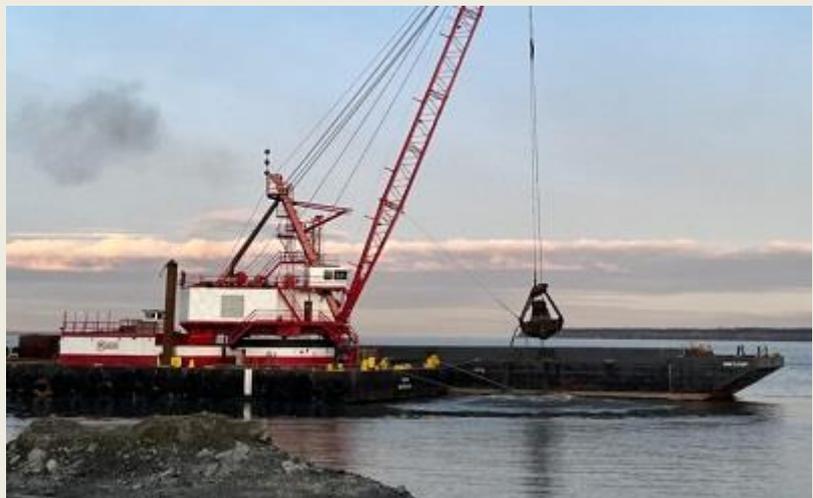
The vessel’s AIS data available online shows that **Sleipnir** is now in the port of Stavanger, Norway.

Heerema Fabrication Group, which was contracted in 2022 by Aibel to design and fabricate jackets for the two Hornsea 3 OCS platforms, said on 24 March that it had completed the jacket foundation for the first offshore substation, Link 01, and that the substructure was towed to SSCV **Sleipnir** on 18 March. The topside for the first substation, built by Aibel and Hitachi Energy, arrived from Thailand to Norway in June 2025, with the second topside following suit in October last year. Heerema is now working on the second jacket, Link 02, which is scheduled to be completed in August 2026. The 2.9 GW Hornsea 3 offshore wind farm, being built approximately 160 kilometres off the Yorkshire coast, is Ørsted's third gigawatt-scale project in the North Sea's Hornsea zone. The offshore wind farm, which will feature Siemens Gamesa's 14 MW turbines, is expected to be operational in 2027. For **Sleipnir**, the world's largest SSCV, the work offshore the UK follows the installation of the jacket foundation for the BorWin kappa platform, part of TenneT's BorWin6 offshore grid connection in the German North Sea. *(Source: Offshore Wind)*

## DREDGING NEWS

### MANSON NABS PORTLAND DREDGING CONTRACT

Manson Construction Co., from Seattle, Washington, has won a firm-fixed-price contract for a routine maintenance dredging work in Oregon. The amount of this action is \$25,973,750, with a total cumulative face value of \$39,789,750, the U.S. Department of Defense (DoD) said. Bids were solicited via the internet with two received. Work will be performed in Portland, Oregon, with an estimated completion date of December 15, 2026.



“Fiscal 2026 civil operation and maintenance funds in the amount of \$25,973,750 were obligated at the time of the award,” DoD said. The U.S. Army Corps of Engineers, Portland District, is the contracting activity. *(Source: Dredging Today)*

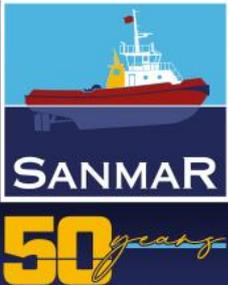
### ROYAL IHC HOSTS NAMING CEREMONY OF ELECTRIC CSD TOMASZOW



This week, Royal IHC hosted the official naming ceremony of the **Tomaszow**, an electric mining cutter suction dredger (CSD) for their client Quarzwerke GmbH. According to the Dutch company, the CSD has two Cutterspecial® pumps in series to reduce wear and enhance operational efficiency, and a powerful cutterhead engineered to cut through cemented silica sand up to 25m

depth. Also, the dredger is demountable and road-transportable – essential for deployment to Quarzwerke’s silica sands operation in Poland. Representatives from both Quarzwerke and TKSM “Biała Góra” attended the Kinderdijk event. Following tradition, Edyta Sadowska graciously officiated the ceremony on behalf of TKSM Biała Góra. *(Source: Dredging Today)*

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## ASD Tugs



**RAMparts 2400SX-MKII**



**RAstar 2900SX**



**RAstar 3200SX**

## EPA RESUMES CUYAHOGA FALLS DREDGING

U.S. Environmental Protection Agency (EPA) resumed cleanup of the Cuyahoga River in Gorge Metro Park in Cuyahoga Falls, Ohio, recently. Dredging was paused during the winter due to below-freezing temperatures. This project addresses polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), oil, grease, and various heavy metals,



including cadmium and lead in the sediment trapped in the dam pool upstream of the Gorge Dam. The dam will be removed as part of a separate project, EPA said. Material dredged from the dam pool is transported via pipeline to a specially constructed placement area two miles downstream to be stabilized and safely stored. During the winter dredging pause, crews tested the methods used to help hold contaminated sediment in place to ensure the stabilized material meets strength requirements for final placement. Under the project, EPA will remove more than 850,000 cubic yards of contaminated sediment from the river. The project is funded by the Great Lakes Restoration Initiative and project partners through a cost-sharing agreement. *(Source: Dredging Today)*

## VAN OORD’S PROFITS MORE THAN DOUBLED IN 2025

2025 was a strong year for Van Oord. Despite geopolitical volatility and economic uncertainty, they more than doubled the profits and continued investing in a more profitable and sustainable business. “We delivered strong operational performance across 213 projects in 36 countries,” Van Oord said. “Revenue amounted to EUR 2.6 billion compared with EUR 2.4 billion in 2024. EBITDA grew by 139%, reaching EUR 403 million, up from EUR 290 million in 2024. Thanks to these strong earnings,

we were able to close the year with a net profit of EUR 110 million, an increase from EUR 43 million



in 2024. Meanwhile, our order book remained stable at EUR 4.4 billion, and we ended the year in a financial healthy position.” Van Oord’s Dredging & Infra business performed better than expected due to stable market conditions, especially in the second half of the year. “We ended the year with a recorded revenue of EUR 1,119 million (2024: EUR 1,363 million). Our Offshore Energy business recorded revenue of EUR 1,471 million (2024: EUR 1,079 million),” the company said. *(Source: Dredging Today)*

### ORION WINS MATAGORDA DREDGING DEAL

Orion Marine Construction Inc., from Port Lavaca, Texas, has won a firm-fixed-price contract for pipeline maintenance dredging of the Matagorda Ship Channel from Peninsula to Point Comfort. “The amount of this action is \$11,858,900, with a total cumulative face value of \$40,346,700,” the U.S. Department of Defense (DoD) said. Bids were solicited via the internet with eight received. Work will be performed in Matagorda and Calhoun counties, Texas, with an



estimated completion date of November 23, 2026. Fiscal 2026 civil construction funds in the amount of \$11,858,900 were obligated at the time of the award. The U.S. Army Corps of Engineers, Galveston District, is the contracting activity. *(Source: Dredging Today)*

### SECOND WID PILOT PROJECT UNDERWAY AT TUTTLE CREEK LAKE

The USACE Kansas City District said that the second demonstration period for the innovative Water Injection Dredging project at Tuttle Creek Lake is now underway. USACE said that the this demonstration period will take place from March 26 – April 4, 2026, providing a real-world assessment of Water Injection Dredging’s effectiveness in sedimentation management within inland reservoirs. According to USACE, this pioneering project aims to evaluate Water Injection Dredging (WID) as a potential alternative to traditional mechanical dredging. WID technology uses a pressurized and controlled injection of water to loosen sediment from the lakebed, allowing it to be carried downstream by the natural current. “This project represents a significant step forward in exploring sustainable dredging techniques to restore water storage capacity and evaluate the

associated environmental effects,” said Laura Totten, Kansas City District project manager for the



Tuttle Creek Reservoir Water Injection Dredging Demonstration Project. Tuttle Creek Lake is the largest reservoir in the Kansas River Basin. Over 40% of the population of Kansas, including the urban areas of Topeka, Kansas City, Manhattan and Lawrence depend on the flood control and water supply benefits of Tuttle Creek Lake, with many more utilizing the public resources for its recreational and environmental benefits. *(Source: Dredging Today)*

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**CROSBY DREDGING FILES FOR CHAPTER 11 BANKRUPTCY PROTECTION**

Crosby Enterprises LLC, Galliano, La., has announced that three of its subsidiaries (Crosby Tugs LLC, Crosby Dredging LLC, and Crosby Marine Transportation LLC) filed for Chapter 11 bankruptcy protection on March 23 in the U.S. Bankruptcy Court for the Eastern District of Louisiana. The company said that the filings are intended to



restructure secured debt and strengthen its financial position while continuing normal operations. Also, Crosby added that its tug and dredging operations will continue to serve customers throughout the restructuring process. As part of the Chapter 11 proceedings, the company filed customary “first day” motions seeking court approval to continue routine business operations, including paying employee wages and benefits without interruption and paying vendors and suppliers under normal terms for goods and services provided during the restructuring. According to their official announcement, Crosby secured additional financing intended to provide sufficient liquidity to maintain operations, meet payroll obligations, and support the business while it seeks long-term financial restructuring and potential partners. *(Source: Dredging Today)*

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## YARD NEWS

### CHARVEST RETURNS TO SALTHAMMER FOR THIRD HYBRID SERVICE VESSEL

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Charvest continues fleet renewal with hybrid-powered service vessel from Salthammer. Norwegian shipyard Salthammer Båtbyggeri, has secured a contract from aquaculture service specialist, Charvest AS for the construction of a 21m hybrid service vessel for fish farming operations, marking the third newbuild agreement between the Norwegian companies. The vessel, designated yard no.

160, will be built entirely at Salthammer’s shipyard in Vestnes, with delivery slated for September 2027. The new hybrid service vessel will be based on the CoastCat 21eH design from Tomra Engineering AS. Measuring 21.2m in length with a 12m beam, the vessel will be tailored to meet Charvest’s operational requirements in the aquaculture sector. A hybrid propulsion system incorporating a battery package and shore power charging capability will enable extended periods of all-electric operation during farm work, supporting reduced emissions, lower fuel consumption, and quieter operations. On deck, the vessel will be equipped with a heavy-duty fender arrangement and two cranes, while onboard accommodation will provide four single cabins for crew. “We greatly appreciate that Charvest again chooses to build their new vessel at Salthammer. We have already built two vessels together, and I believe this gives us a good foundation for further cooperation on developing the best boat for the shipping needs. We look forward to continuing the collaboration towards the delivery of the vessel,” says Lasse Stokkeland, general manager of Salthammer Båtbyggeri AS. “We are very satisfied with the two combined log and service vessels we have built at Salthammer earlier. It is therefore a pleasure to return for our third project. Salthammer has an impressive history and stands supported by mountains as a supplier of service boats. When we now take a step further with a clean service boat, we are confident that they will deliver a top quality product.” Says Ole-André Leine, general manager of Charvest AS. *(Source: Workboat 365)*

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## DAMEN SHIPYARDS GROUP IN 2025: PROFIT GROWTH AND A WELL-FILLED ORDER BOOK

The Damen Shipyards Group (Damen) looks back on a successful 2025, in which the company achieved strong results. Thanks in part to the delivery of no fewer than 160 vessels, Damen's revenue and profit once again increased. The order book for 2026 and subsequent years amounts to just over 10 billion euros, approximately the same high level as it was a year previously. Despite international instability, Damen has managed to strengthen its market position. In 2025, the company's revenue increased from 3.02 billion to 3.25 billion euros. EBITDA rose by approximately 10%, from 169 million to 185 million euros, while net profit amounted to 61.1 million euros (2024: 58.3 million euros). "In 2025, we once again demonstrated that we, as Damen, together with our customers, partners, and suppliers, can perform consistently in a very dynamic world," explains CEO Arnout Damen. "We have once again



improved our financial results, while simultaneously investing in digitalisation, sustainability, and the further development of our company. In doing so, we strengthen the Dutch and European maritime manufacturing industry and continue building on our ambition to be the most innovative and sustainable shipbuilder." Unfortunately, 2025 did not yet see the end of the war in Ukraine. Damen continues to support its Ukrainian colleagues, including through the Foundation Damen Support. *From naval vessel Den Helder to cruise ship Disney Dream* In 2025, for the first time since 2019, Damen delivered more than 150 ships. In total, the company made 160 deliveries, some fourteen more

than in 2024. More than half of these were tugs. Additionally, deliveries included nineteen Fast Crew Suppliers (FCS), thirteen Combi Freighters (CF) and nine dredgers. Highlights of the year included the naming of the Combat Support Ship (CSS) HNLMS Den Helder for the Royal Netherlands Navy, by Her Royal Highness Princess Amalia of the Netherlands. Other notable achievements included the launching of the seventh, eighth, and ninth Island Class ferries for Canada's BC Ferries – which are capable of operating fully electrically – and the delivery of Germany's first fully electric ferry, the E-Kat (electric catamaran) Frisia E-1. The number of projects taking place at the yards of Damen Shiprepair also increased, going from 1,200 to 1,235. These projects included the refits of the Disney Dream and Disney Fantasy cruise ships, and the delivery of the heavy-lift jack-up platform Obana. In this project, two floating jack-up platforms were combined into one large platform specifically designed



to decommission drilling platforms in the North Sea. *2025: a year with many milestones and highlights* In addition to strong operational and financial performance, 2025 saw numerous positive developments within the group. For example, the celebration of the 150th anniversary of the Royal Schelde – now Damen Naval – in Vlissingen. Damen launched the Ship-Air-Go project – co-funded by the Dutch Maritime Innovation Program – based on the Damen Air Cavity System (DACs), an underwater air lubrication system, and commissioned a new 13,000m<sup>2</sup> distribution centre in Schelluinen, the Netherlands. Furthermore, Damen acquired and integrated the Southampton-based IME Group, and took over the Norwegian shipyard Folla to strengthen its position in sustainable aquaculture solutions. In addition, Damen teamed up with Fugro to supply the Royal Netherlands Navy with an FCS 5009 patrol vessel and crew. *Order book: great new orders from around the world* In 2025, Damen signed a number of contracts for the coming years, including for the delivery of 24 tugs and workboats to support the British Royal Navy. Other contracts include the replacement of port infrastructure in the Falkland Islands, the 100th Damen Tug for Wilson



Sons in Brazil (followed by an order for another twelve tugs), and licensing agreements with Australia and the United States for the delivery of numerous Landing Ship Transport 100 vessels. These vessels are suited to a diverse range of operations. With their ability to transport personnel, vehicles, equipment, and cargo, they can be used for patrol, landing, survey, and reconnaissance operations, as well as for the delivery of

humanitarian aid and disaster relief. *Legal proceedings* In 2025, legal proceedings were initiated in connection with suspected cases of, primarily, forgery related to several shipbuilding projects from the period 2006–2016. In addition, a separate case concerns an alleged violation of sanctions legislation relating to the shipment of parts for fishing vessels. The organisation recognises that the

media attention surrounding these legal proceedings has a significant impact on the company, on employees personally, and on the way Damen is perceived externally. At the same time, this perception does not reflect the many good and innovative efforts carried out worldwide every day. In recent years, Damen, like many other Dutch companies, has undertaken profound internal reforms. Its compliance and governance structures have been fundamentally strengthened, and the company now has one of the most advanced compliance organisations in the international shipbuilding industry.

*Outlook: confidence and optimism*

Despite market challenges, the results for 2025 are better than those of 2024.

Nevertheless, in the coming years, Damen will continue to focus on the further improvement of efficiency, risk management, and cost savings, aiming for acceptable and stable profitability, creating room for targeted investments in innovation and sustainability. Arnout Damen says, “I am proud that, together, we have once again succeeded in improving our results. We are not there yet, but 2026 promises great things. Our order book is at the same high level as last year, so we look to the future with confidence and optimism. Under the motto ‘One Team, One Damen’, we continue to build a future-proof, innovative, and sustainable company.” (PR-Damen)



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**LAUNCHING FOR ONE UNIT OF 3676kW ASD TUGBOAT AND ONE  
LAUNCHING FOR 4420kW ASD TUGBOAT**



On 26th March, 2026, one unit of 3676kW ASD Tugboat --“**HAIYU 333**” Which was built built by

our Jiangsu Zhenjiang Shipyard company for Jiangsu Anhang Shipping Co., LTD., Ltd by our shipyard, was successfully launched. Shipowners attended the ceremony. On the same day On 26th Mar., 2026, one unit of 4420kW ASD Tugboat built by our Jiangsu Zhenjiang Shipyard company for Nantong Lvsi Port Tugboat Co., LTD and named “**LV SI GANG TUO 2**” has been lifted for launching successfully. Leaders from owner company attended the ceremony. (Source: *Jiangsu Zhenjiang Shipyard*)

## KEEL LAYING OF 4,414 kW ASD TUGBOAT



On 26th March, 2026, one unit of 4,414 kW ASD tugboat, built by our Jiangsu Zhenjiang Shipyard company for Jiangsu Hengyao Shipping Co., LTD, was successfully keel laying. Shipowners attended the ceremony. (Source: *Jiangsu Zhenjiang Shipyard*)

## 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 RAmports 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)
  - *For Sale: Q Adventurer (new)*  
(pls contact [jvds@towingline.com](mailto:jvds@towingline.com))
3. Several updates on the Newsletter – Fleetlist page posted last week
  - *SCRA - Casablanca by Jasiu van Haarlem (new)*
  - *Clots Maritiem - IJmuiden by Jasiu van Haarlem*

- *Abeille International - Le Havre* by Jasiu van Haarlem
- *ALP - Rotterdam* by Jasiu van Haarlem
- *Bennett - Rochester* by Jasiu van Haarlem

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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