Tugs Towing & Offshore Newsletter

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

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TUGS & TOWING NEWS.

MASTER BOAT BUILDERS LAUNCHES FIRST OF EIGHT TUGS FOR MARITIME PARTNERS

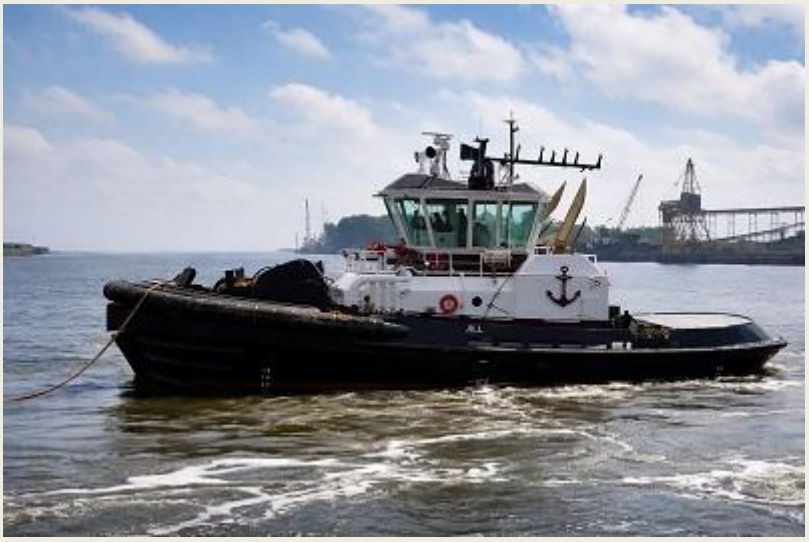
Master Boat Builders, Coden, Ala., recently launched the first in a series of eight harbor tugs being built for Maritime Partners LLC, with delivery targeted for early May. The eight-vessel program is expected to see the yard deliver a tug approximately every six weeks through 2027. According to Master Boat Builders president Garrett Rice, the new tug was designed from the outset to be highly versatile, capable of performing escort work in major ports while still handling traditional harbor-assist duties in smaller ports. "We tried to design this as an extremely versatile tug," Rice said. "It could do escort work in Houston or ship assist in Norfolk or Miami or San Diego, wherever it needed to go. The balance of the stability and escort performance meets in the middle of all the requirements that any customer could have." The design allows flexibility in outfitting, including the option to install either a 75-hp or 100-hp winch. Ultimately, Maritime Partners selected 75-hp winches for the series, and all vessels will also be equipped with firefighting systems. The tug will feature bollard pull exceeding 90 metric tons, making it one of the highest bollard-pull tugs built by the yard to date. The 88'x43'x16.5' tug **Marauder**, with a 19.5' draft, is a Robert Allan Ltd. RApport 2700-MP ship-assist and escort tug designed to handle large vessels during docking, undocking, and harbor maneuvers. Main propulsion is provided by twin Caterpillar 3516E engines with an intermittent "D" rating of 3,500 hp at 1,800 rpm. The tug is equipped with Steerprop Z-drives with 3,000-mm fixed-pitch monoblock four-bladed propellers constructed of CF3 stainless steel. A Markey Machine DEPCF-52 75-hp electric Class II hawser winch is installed, with the option for a Markey DESF-48A 100-hp electric Class III escort winch. Ship's service power and onboard systems include Beier Integrated Systems electronics and control integration. The tug has a top speed of approximately 13 knots and accommodations for a crew of six. Tank capacities include approximately 24,000 gals. of fuel, 2,000 gals. of fresh water, and 1,500 gals. of diesel exhaust fluid. The vessel is classed by ABS with A1 Escort Tug, Towing Vessel, AMS, UWILD, FFV1, BP, and LEV (US) notations and complies with applicable U.S. Coast Guard Subchapter M regulations and international standards. Delivery is scheduled for May 8, 2026. Rice emphasized that early collaboration between the shipyard, designer, and Maritime Partners played a major role in

keeping the project on schedule and refining the design before construction began. “That early collaboration between the shipyard, the design agent, and the customer gives you the best result — the best quality boat and the smoothest timeline,” he said. “We worked together early on to eliminate a lot of the potential problems we’ve seen in the past.” The first vessel was launched on schedule, and the yard expects delivery within a week of the original contract delivery date set two years earlier. In March, the shipyard began construction on the seventh boat in the series. One of the more unique aspects of the Maritime Partners tug series is how the vessel specification was developed. Because Maritime Partners is primarily a vessel leasing company rather than a tug operator, the company relied on the shipyard’s experience building vessels for multiple tug operators across the U.S. Rice said the yard drew on lessons learned from building tugs for operators such as G&H Towing, Moran Towing, Seabulk, and others, incorporating features and preferences from different operators into a single design. “Every tug operator has their own preferences and their own way of doing things,” Rice said. “We’ve built for a lot of different operators over the years, and we’ve learned a ton from all of them. So with this project, we were able to take the things that made sense from different operators and blend them into one specification.” This approach allowed the vessel to avoid being tailored to a single operator’s preferences and instead resulted in a more flexible design that could be chartered to operators in different ports and service profiles. “We look at this as having the best of other operators that we’ve built for all blended into one package,” Rice said. Because the Maritime Partners project involves a series of eight vessels rather than a one-off build, Master Boat Builders invested heavily in engineering early in the project to improve production efficiency and reduce surprises during construction. “We did a lot of engineering early to make sure efficiencies are recognized throughout the project and to move decision-making earlier in the process so there are fewer surprises during fabrication and commissioning,” Rice said. Rice believes the Maritime Partners design could influence future harbor tug construction due to its combination of power, versatility, and standardized design. “I think that this is going to be one of the best, most technologically advanced, highest powered pull tugs in the country. We think this will set the new standard of what a harbor tug is going to look like going forward,” he said. “It’s extremely versatile. And I think that’s the key. It can do almost any job that’s required — it’s got the power to do it, but it’s not so large that it can’t work in smaller ports.” *(Source: Workboat by Ben Hayden)*

MASTER BOAT BUILDERS DELIVERS RAPPORT 2800 TUGBOAT FOR GULF LNG PARTNERSHIP

Master Boat Builders, Inc. (“Master Boat”) today announced the successful delivery of the **Jill**, marking a major milestone in its ongoing partnership with Gulf LNG Tugs of Port Arthur, LLC (“Gulf LNG”), a joint venture comprised of Bay-Houston Management, LLC; Bay Towing, LLC; Moran Towing Corporation; and Suderman & Young Towing Company. Together, the Gulf LNG partners

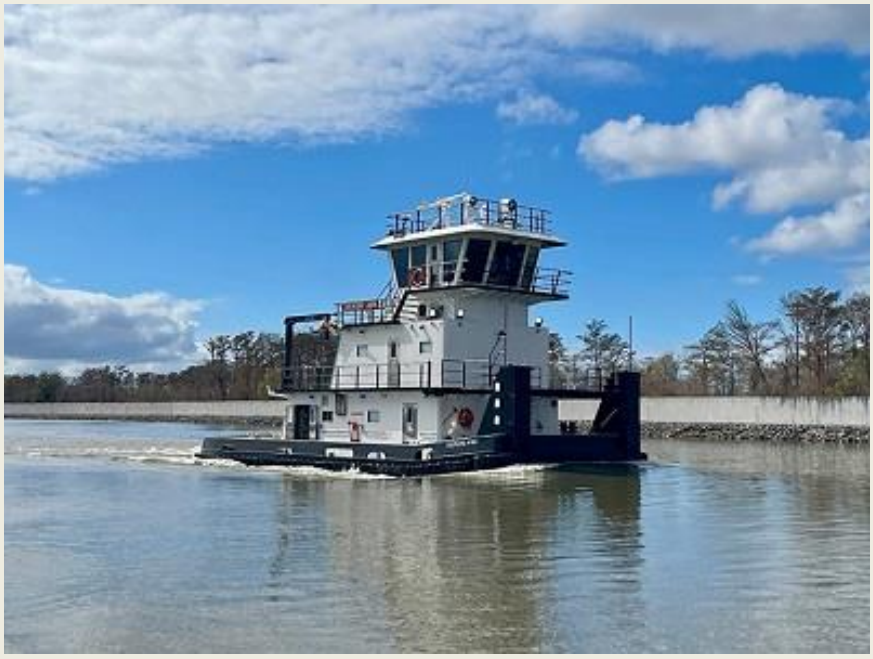
have more than 400 years of experience in ship assist and towage services. The partnership operates at four LNG terminals along the U.S. Gulf Coast and is a leading provider of marine services at LNG terminals in North America. The **Jill** is the sixth vessel in a Rapport 2800 tugboat series designed by Robert Allan Ltd. and the second of two identical vessels designed specifically for Gulf LNG operations. "We are proud of the successful delivery of the **Jill** for our partners at Gulf LNG," said Garret Rice, President of Master Boat Builders. "By combining our shipyard's craftsmanship with the operational expertise held by Gulf LNG, we've delivered a vessel that isn't just a milestone in a series, but a powerhouse designed to meet the highest standards of safety and performance in the industry." With an overall length of 92 feet, a beam of 40 feet, and a bollard pull capacity of more than 85 metric tons, this tugboat is equipped with firefighting capabilities that meet ABS Fire Fighting Vessel 1 (FFV1) classification to further enhance safety measures during terminal support operations. *(PR-Master Boat)*



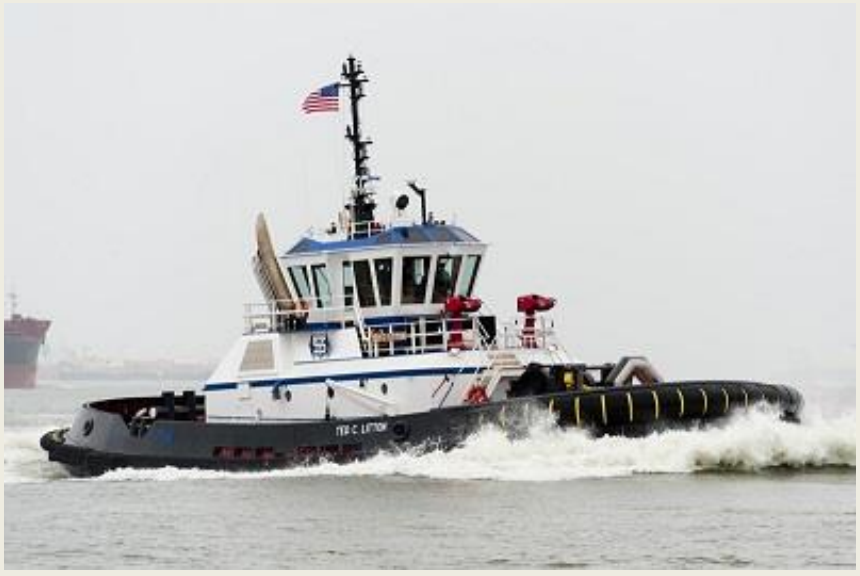
FMT SHIPYARD DELIVERS TWO TOWBOATS TO MARITIME PARTNERS

Metairie, La., headquartered Maritime Partners has added two new inland towboats, M/V **Beth Williams** and M/V **Deirdre Ann**, both built by FMT Shipyard & Repair in Harvey, La., and equipped with Mitsubishi propulsion systems supplied by Laborde Products. The twin-screw vessels are each powered by two Mitsubishi Tier 3 S6R2 main engines, rated at 803 horsepower at 1,400 rpm. The Beth Williams is also fitted with two generator sets rated at 65 kW to support onboard electrical loads. The vessels were designed for inland towing operations, with propulsion and auxiliary systems selected early in the build process to align with expected duty cycles and operating conditions. The configuration reflects a focus on reliability, accessibility and ease of maintenance. "The goal is that boat crews can run confidently and keep moving," said Chris Miller, director of newbuild programs at Maritime Partners. "This build focused on getting the machinery right so the vessel is set up to do its job without unnecessary complexity." Maritime Partners said the selection of the S6R2 engine platform was based on long term operational considerations, including consistent power delivery and service support. "When one of our vessels goes to work, operators need power they can trust," Miller

said. “The S6R2 gives us the performance profile we want, and Laborde gives us the local support that keeps downtime to a minimum. That combination lets our customers take delivery of a boat that is ready to work from day one.” Laborde Products worked with the shipyard during construction on engine application and system integration. The company said the S6R2 engine is widely used in inland service and is familiar to operators. “A big part of this build was choosing equipment crews are already comfortable with,” said Bradley Matte, Gulf Coast territory sales manager at Laborde Products. “The S6R2 is a compliant, mechanical engine that’s well known on the waterways and easy to support in service.” The **Deirdre Ann** has entered service, while the **Beth Williams** was recently completed. The additions are part of Maritime Partners’ ongoing investment in inland vessels designed for operational consistency and long term service. *(Source: MarineLog)*



SUDERMAN & YOUNG EXPANDS INTO TWO TEXAS PORTS



Suderman & Young Towing Co. (S&Y), Houston, announced it will extend its tugboat operations to the Port of Brownsville and Port Isabel, with service beginning April 9. The expansion broadens the Gulf Coast footprint of S&Y, which already services the Texas ports of Houston, Galveston, Texas City, Freeport, and Corpus Christi with a fleet of more than 20 tugboats. In a press release, the company cited growing cargo activity at the Port of Brownsville — one of the busiest trade gateways on the Texas-Mexico border — as a factor in the decision to expand. "The Port of Brownsville continues to experience increased activity across multiple cargo sectors, and S&Y is proud to extend our services to support this important gateway for international and domestic trade," it said in a statement. S&Y said it will offer ship-assist and escort services in and around the Brownsville Ship Channel and Port Isabel, with dedicated crews and vessels deployed to the new service area. No details were provided regarding the number of vessels or personnel to be stationed at the new locations. S&Y representatives could not immediately be reached for more information. *(Source: Workboat)*

2025: A STRONG YEAR FOR TUGBOAT NEWBUILD DELIVERIES

Shipyards built tugboats equipped with technology to lower emissions as owners expanded their fleets in a year of high output and investment. 2025 was a busy year for tug newbuildings, with shipyards reporting strong orderbooks, high activity and a positive sentiment from owners seeking to modernise and expand their fleets. Major players in the towage sector bolstered their fleets in response to expanding ports, increasing maritime trade, the rising size of container ships, and pressure to lower emissions during transits and vessel handling in harbours. In Q1 2026, owners faced increased geopolitical and environmental challenges, market consolidation and competitive forces, putting pressure on income, margins and investments, which is why fewer orders and deliveries are being reported. Shipyards delivered 349 tugboats and towboats in 2025, according to data compiled by International Tug & Salvage from owners, shipyards, brokers and newsletters. This is similar to the 348 tugs deliveries that ITS recorded from 2024 data. These numbers are likely to be short, as many tug deliveries go unreported, and shipbuilders construct stock vessels speculatively for later sale. China appeared to be the top tug-building country, with its shipyards producing about 16% of the global deliveries in 2025. But it is difficult to arrive at a figure for Indonesian orders, as many are not reported. In December 2025, Indonesian builder KTU Shipyard reported launching 99 tugboats in 2025, with most not included in the ITS data, suggesting Indonesia's share of tug deliveries in 2025 may be higher than the 5% reported and total global deliveries are likely to be closer to 400. Turkey is another major tug-building nation, with shipyards in the country - mostly Sanmar Shipyards, Uzmar and Med Marine - capable of producing at least 15% of the 2025 deliveries. But again, many tug completions are unreported, and some are held as stock to sell later. Another 12% of 2025's tug deliveries were from Vietnam, where Damen Song Cam Shipyard is a major producer, and another 12% were from Malaysia, where several shipyards built vessels, mostly for export. In the Americas, US shipyards produced around 12% of the tug and towboat deliveries, with several shipyards building tug series for domestic owners under the Jones Act, while Brazil produced the largest share in Latin America. India and Egypt are becoming busier tug builders, as part of their

governments' national shipbuilding strategies, and Damen has ramped up vessel production at its facilities in the United Arab Emirates. While there are sizable domestic fleet additions, many shipyards export completed tugs. Countries with the most tugs added are Australia, Brazil, China, Egypt, France, Guinea, India, Indonesia, Italy, the Netherlands, Panama, Russia, Saudi Arabia, Singapore, Spain, Turkey, UAE and the US. Owners with the largest number of additions to their global and regional fleets in 2025 were AD Ports subsidiary Noatum Maritime, Boluda Towage, Camorim, DP World subsidiary P&O Maritime Logistics, Karya Pacific, Kotug International, Maritime Partners, Panama Canal Authority, Pelayaran Tanjung Bahari Perkasa, PSA Marine, Sinarmas LDA Maritime, Suez Canal Authority, Svitzer, Saudi Arabia's Western Coast Port Services and Winning Logistics. The global orderbook for tugboat building at the end of 2025 was 397 vessels, according to BRL Shipping Consultants, while ITS recorded 97 newbuild orders in H2 2025. Many deliveries involved tugs with batteries for main propulsion, or with exhaust aftertreatment units to comply with IMO Tier III regulations and port requirements to lower emissions. Around 20 tugs with full-electric or hybrid propulsion were delivered in 2025, with Panama Canal Authority taking a quarter of these, all built by Armon in Spain with 500-kWh batteries to supplement diesel-electric propulsion. Sanmar Shipyards and Damen Shipyards built the most electric tugs with 2,000-kWh battery packs, with 2025-built vessels operating in northern Europe, Chile, Turkey and the UAE. In Q1 2026, Botas became the leading global owner of fully electric tugs after taking delivery of four from Sanmar Shipyards in Turkey, while the first electric tug in Singapore was commissioned. Tugboats Botas Ay, Botas Bayrak, Botas Hilal and Botas Yildiz each have an overall length of 25 m, a beam of 12.9 m, a draught of 5.5 m, FiFi-class firefighting systems, accommodation for eight crew members and storage for 18m³ of fresh water. 5,085 kWh of battery banks, supplied by Corvus Energy, store the energy to power two azimuth thrusters generating 70 tonnes of bollard pull ahead, and a top speed of around 13 knots. *(Source: Riviera by Martyn Wingrove)*

THE GALICIAN COAST GUARD REINFORCES ITS FORCES WITH NEW VEHICLES TUGS AND PATROL BOATS FOR THE PROTECTION OF THE MARINE ENVIRONMENT

The Galician Regional Government has delivered 12 new pickup trucks to the Galician Coast Guard Service to improve its land surveillance work. The handover ceremony was attended by the President

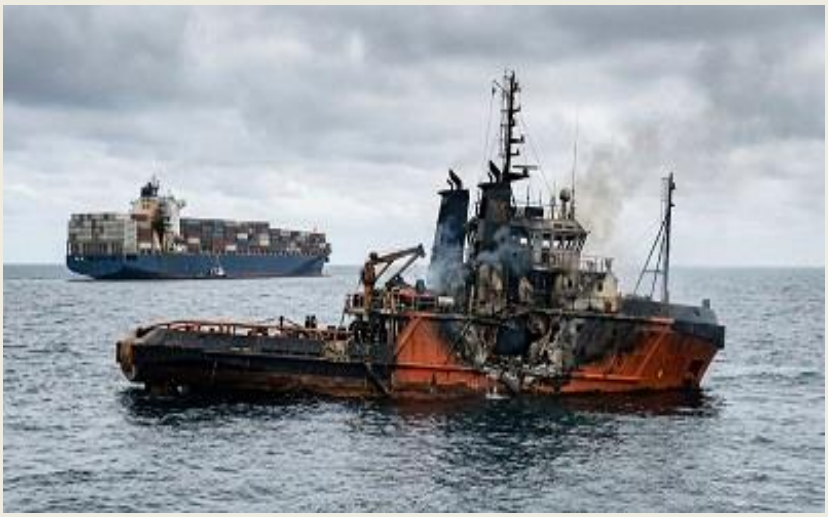
of the Xunta, Alfonso Rueda, and the Minister of the Sea, Marta Villaverde. The vehicles represent an investment of almost €645,000 , partly financed by the European Union through the FEMPA fund. With this addition, the Coast Guard service now has 87 vehicles, as well as 24 boats and two helicopters, based in Celeiro and Vigo. These resources allow the service to carry out surveillance operations by land, sea, and air. Rueda also announced that the Xunta will allocate 3.5 million euros to build two new light patrol boats and purchase two crane trucks to improve the removal and recycling of waste on the coast. The president noted that Galicia is the only autonomous community in Spain with its own coast guard service , which operates year-round. In addition to maritime rescue, the service also combats poaching and marine pollution. During 2025, the coast guard carried out 10,000 inspections to prevent the illegal sale of seafood and protect the fishing sector. For 2026, the Galician government (Xunta) will allocate €18.2 million to this service and plans to add 23 new officers, who will join the more than 140 professionals already part of the force. *(Source: Puente de Mando)*

FAIRPLAY-62 BACK IN PORT

After spending a night at anchor in the Marsdiep, the Fairplay-62, owned by the Fairplay Towage Group from Hamburg, moored at one of the small jetties behind the Blue Port Centre on Monday morning. The so-called Aquamaster tractor tug had traveled from Bremerhaven to Den Helder. After first being part of the Fairplay fleet from 2017

under the name **Bugsier 2**, the 33-meter tug was renamed **Fairplay-62** in 2023. Her engine power is 4,050 kW and her bollard pull is 66 tons. The **Fairplay-62** has visited our port several times before (see January 7, 2026). Last Tuesday, the tug departed again, bound for the Seafox 4 lifting platform in the K15 block in the Dutch sector of the North Sea. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

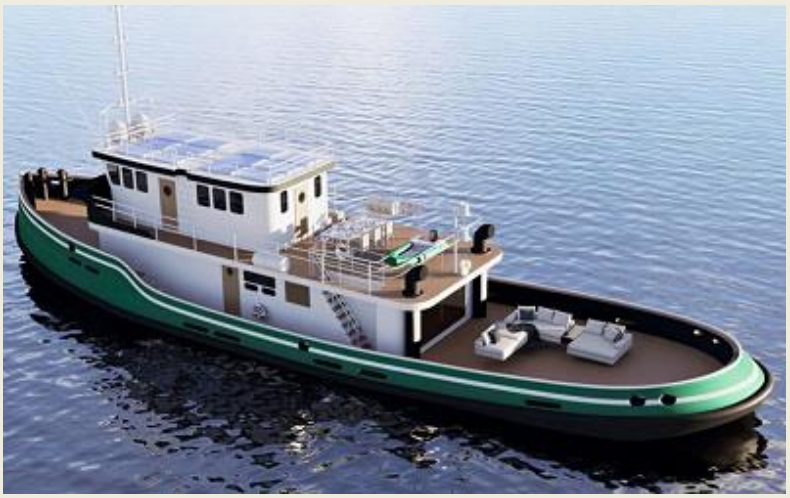
TOWAGE, SALVAGE IMPACTED BY MIDDLE EAST WAR



Salvors will be challenged to respond to damages ships in the hazardous waters in the Arabian Gulf and off the coast of Oman as conflict continues putting seafarer lives in danger. War in the Middle East has left damaged ships, ports, terminals and energy complexes, a destroyed tug, dead seafarers, thousands of stranded vessels and sky-high oil, gas and fuel prices. In an increasingly turbulent and conflicted world, salvors are facing dangerous operational challenges, ports are impacted by changing maritime trades, and tug owners are tackling rising fuel costs. By mid-March, US, Israeli and Iranian forces were attacking the shipping and energy sectors daily. The Strait of Hormuz, between Iran and Oman, was shut to most shipping, with ship operators and owners reluctant to sail through these strategic waters. An almost inexhaustible stockpile of deadly projectiles seemed ready to strike maritime and energy assets in the Middle East, with no sign of the attacks ending. Damage was reported in Iraq, Iran, Kuwait, Bahrain, Saudi Arabia, Qatar, the United Arab Emirates and Oman, resulting in drifting, burning and damaged ships, adding to the navigation hazards that may also include mines. This dire situation is unlikely to be resolved quickly without a ceasefire on both sides or naval escorts through the strait, and until that happens, oil will remain trapped in the Gulf, and fuel prices will continue to increase. Oil prices will likely exceed the record levels last seen in 2008, of US$145/barrel, and the sustained prices of more than US$100 encountered in 2011-2014, which both led to huge fuel cost hikes and economic recessions, which could easily happen this year. There is no positive sentiment, just worst-case scenarios. "Damaged ships will likely be left drifting and suffer further structural failures" Damaged ships lead to salvage opportunities, but the risks to emergency services of taking these jobs was demonstrated when Iranian projectiles struck **Mussafah 2** as it was sailing to assist a drone-damaged container ship in the Strait of Hormuz. Four seafarers were killed and three injured when the 2012-built tug was attacked north of Oman on 6 March 2026 as it attempted to reach Malta-flagged Safeen Prestige. Until salvors can be protected, damaged ships will likely be left drifting and suffer further structural failures, risking sinking, grounding and collisions. Further afield, tug operators are seeing rising marine diesel prices and fluctuating demand patterns from changing maritime trading routes. Terminals configured to receive oil, products, LNG and LPG from the Middle East will see fewer tanker visits, while others are handling ships loaded with cargoes from alternative routes. More LNG is being shipped from North America and Australia, increasing the transit of oil and products from South America, but fewer container ships are being loaded in east Asia. Those who hope for a short moment of turbulence and uncertainty may have to prepare for a lengthy period of turmoil and market instability, and trade, port operations, worldwide economies and

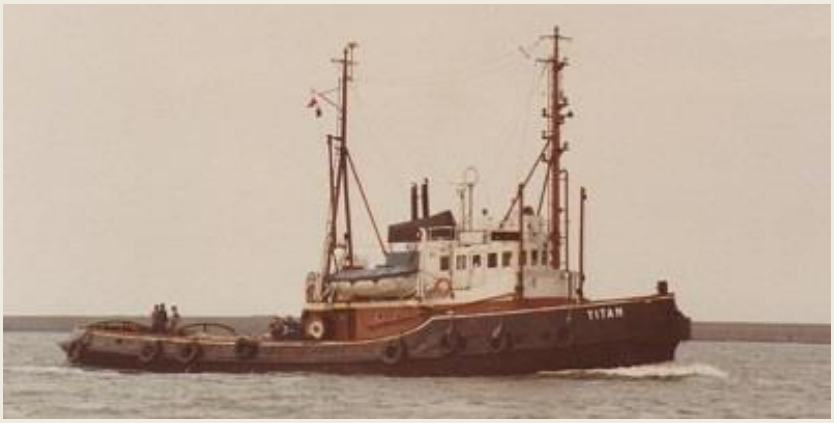
energy demand could be impacted over the longer term. "Having batteries on tugs and shore power sourced from local renewables is looking increasingly advantageous" Owners investing in technologies to reduce their reliance on diesel fuels could benefit as bunker prices climb in the weeks and months ahead. Having batteries on tugs and shore power sourced from local renewables is looking increasingly advantageous for sustainable operations as fuel prices continue to climb. On the other hand, the maritime industry's decarbonisation agenda could be deferred by the need to prioritise energy security, demoting the international and local requirements for cutting emissions in ports. There is much for the tug, towage and salvage industry to debate, which will be discussed when the industry gathers for the 28th ITS Convention in Gothenburg, Sweden, 19-21 May 2026. See you all there, hopefully in a more stable world, with the Middle East war and its ramifications resolved. *(Source: Riviera by Martyn Wingrove)*

TITAN TUG TO ZERO-EMISSION YACHT

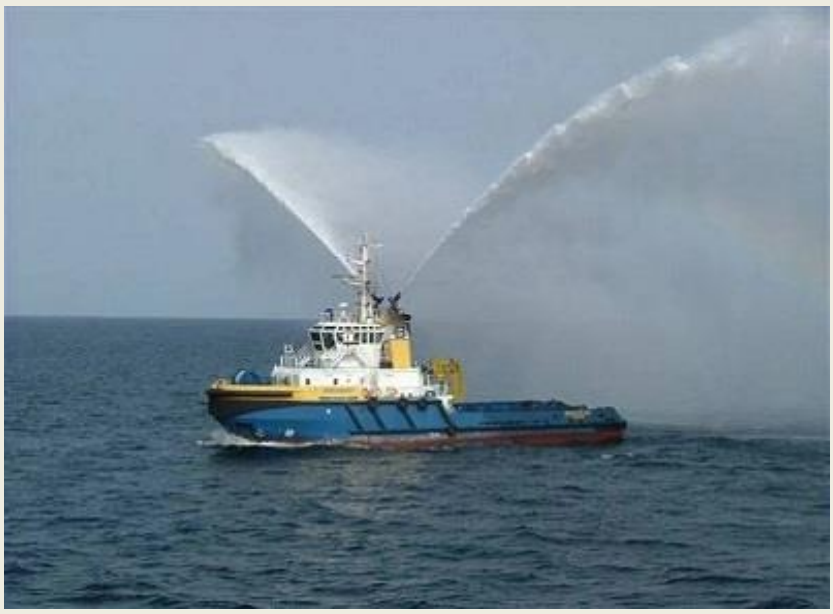


Aurelia green propulsion development. At AURELIA, our work is grounded in a clear ambition: to redefine the maritime industry through meaningful, zero-emission innovation. Alongside our certified concepts and green propulsion developments, we selectively engage in projects that allow us to explore this vision in a more tangible, almost narrative way. The restoration of the Wijsmuller **Titan** Tug is one of those projects. Originally built in 1956, the **Titan** was known for its strength, reliability, and remarkable seaworthiness. Rather than replacing that legacy, we chose to work with it. The original hull lines are preserved, not out of nostalgia, but because they still represent a level of performance and safety that remains relevant today. *What changes is everything around it.* The vessel is being reimagined as a yacht of high international standard. Not by disguising its origin, but by elevating it. The robustness of a working tug becomes the foundation for long-range comfort, autonomy, and a different kind of luxury, one that is rooted in capability. At the core of the project lies a fundamental question: what does it mean to travel the world without leaving a trace? Our engineering team is currently exploring fully emission-free propulsion systems, aiming to deliver a vessel that operates without carbon emissions or

environmental compromise. This is not treated as an add-on, but as a defining principle that shapes every design decision. The Titan project also opens up space for something more experimental. Tugboats are inherently over-engineered for safety and endurance. That creates room to push boundaries, to test how far sustainability, autonomy, and design can be integrated without losing the vessel's original character. Main dimensions: Type: Tug; Depth (moulded): 3.899 mteters; Length over all; 44.83 meter; Breath mdl: 7.39 mters; Free sailing speed 10 knots. *(Source: Aurelia)*



BARRETTA BROTHERS: AFTER 14 YEARS, THE LEGAL NIGHTMARE FOR THE BARRY TOWAGE AND ACAMAR COMPANIES HAS ENDED.



With the ruling of the Court of Cassation, the charges of foreign investiture for towing activities carried out with Portuguese companies have definitively lapsed. After more than fourteen years and with the ruling of the Court of Cassation, a case that began in 2011 against Giuseppe and Francesco Barretta, accused of having created fictitious companies and having carried out non-existent transactions in the shipping sector in the towing sector, has finally come to a close. A statement signed by the parties directly involved summarizes the matter, recalling that these accusations formed the basis for searches and seizures, both against individuals and against the companies Barry Towage and Acamar, which they control. The legal proceedings began "with particularly high-profile procedures," they say. "House searches and seizures were carried out as if they were conducted against individuals involved in serious organized crime, based on the assumption that the aforementioned companies were fictitious and involved in non-existent operations (so-called carousel fraud)." The accusations have now been definitively ruled unfounded after more than fourteen years of litigation: "The Court of Cassation," write Giuseppe and Francesco Barretta, "has definitively brought the matter to an end, leaving no room for interpretation, definitively confirming the full correctness of the companies' actions through a series of rulings between 2025 and 2026—including rulings nos. 23707/2025 and 23842/2025 regarding the Barry Towage company, as well as the more recent rulings nos. 7690/2026, 7692/2026, and 7694/2026 regarding the Acamar company. The Supreme Court has also completely rejected the Revenue Agency's appeals, upholding all the favorable decisions already obtained in previous instances." According to the Brindisi shipowners, the consistency of the Supreme Court's recent rulings takes on

even greater significance when combined with the final criminal acquittal that occurred in 2018, with a ruling by the Lecce Court of Appeal that nullified the prosecution's case. "Despite this," they say, "the administration at the time continued to assert claims that later proved unfounded, completely ignoring the reasons underlying the now final criminal acquittal. It then engaged in enforcement activity consisting of the issuance of continuous tax assessment notices followed by multiple enforcement proceedings against Giuseppe and Francesco Barretta on movable and immovable property. This activity even culminated in a reckless bankruptcy petition against the company, which was subsequently rejected by the Court of Brindisi, which acknowledged, albeit incidentally, that the company was, for all intents and purposes, operating in Portugal, an EU member state." The reconstruction of the case explains that "the charges began with a theory of 'carousel operations', which were completely rejected by two acquittals in the first and second instance, and subsequently evolved into a charge of 'foreign investiture', which was definitively dismissed, first by the Lecce Court of Appeal with a final ruling in the criminal case and then by the Court of Cassation in the tax case." The parties directly involved speak of "a full, definitive victory, devoid of any room for interpretation, which completely dismantles an accusatory framework that has been revealed from its inception to be devoid of any basis in factual reality, built on assumptions radically contradicted by objective evidence. The Supreme Court, they add, emphasizes that '...the presentation of the office (AgE) is deficient and out of focus with respect to the relevant legislation and case law', '...the appellant (AgE) loses sight of the overall picture and adopts an atomistic approach, failing to dispute that the interested company actually had a registered office in Portugal in the host Member State and carried out a genuine economic activity there, and ignoring the key data needed to identify the registered office...', '...to focus on the Barrettas to demonstrate that they were the de facto directors of the company...'." The Barry Towage company was "fully operational in Portugal," Giuseppe and Francesco Barretta continue, "with a main office in Funchal, operated two tugboats used to service oil platforms along the coast of West Africa, and employed 52 EU and non-EU workers. Furthermore, it operated in a sector historically linked to the family's entrepreneurial tradition, and had a broad presence and visibility in the relevant market, engaged in a routine development process in the highly specialized maritime services sector." Regarding the accusation of the company's foreign ownership, "in this case, this requirement was completely absent, and instead, the company's actual operations were amply demonstrated, with its organization, resources, and activities actually carried out abroad, in line with the definitive findings of the Court of Cassation." For this epilogue, Giuseppe and Francesco Barretta express "satisfaction with an outcome that fully confirms what they have maintained since the beginning of the matter and reiterate their confidence in the judicial system which has allowed us to reach a definitive and now indisputable determination of the facts." *(Source: Shipping Italy)*

PANDA BEHIND MOORMAN BRIDGE

Last Monday, the Dutch multicat **Panda**, owned by shipping company Herman Sr. from Zwijndrecht, traveled from Cuxhaven to Den Helder to moor at the quay behind the Moorman Bridge. In addition to towing and pushing, this multifunctional work vessel of the Damen Multicat 2712 type can also perform anchoring, replenishment, and salvage work, as well as provide general support services in the dredging and wind energy sectors. Two cranes and three powerful winches are installed on the work deck. The **Panda**, built in 2017, has a power output of 2,435 hp and a bollard pull of 33 tons. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

THE TENDER FOR TUGBOAT SERVICES IN KOCAELI'S 2ND REGION WILL BE HELD ON MAY 6TH.

The Ministry of Transport and Infrastructure is tendering the right to operate tugboat services in the Kocaeli-2 Regional Service Area for a period of 20 years. Applications must be submitted in person by 3:00 PM on May 4th. The Ministry of Transport and Infrastructure is tendering the right to operate tugboat services in the Kocaeli-2 Regional Service Area (an area encompassing specific industrial ports, terminal piers, and coastal structures in the Izmit Gulf) for a period of 20 years. The tender will be conducted through a negotiated procedure under Law No. 4046, and the process will conclude with an auction. The minimum bid percentage has been set at 30%. The scope of the tender comprises tugboat activities to be provided within the boundaries of the Kocaeli-2 Regional Service Area, as specified in the Pilotage and Tugboat Services Regulation published in the Official Gazette dated February 11, 2025, and numbered 32810. Within this scope, all operational processes of the service will be transferred to the winning bidder. *Applications must be submitted in person* Individuals, legal entities, and joint venture groups wishing to participate in the tender are required to purchase the tender specifications and appendices. The document fee is set at 100,000 TL, and this fee is non-refundable. Documents can be obtained in person from the General Directorate of Maritime Affairs upon presentation of a bank receipt. Applications can only be submitted in person. The deadline for applications is May 4, 2026, at 15:00; applications submitted after this time will be considered invalid. *Temporary guarantee of 21 million Lira* The provisional guarantee amount for bidders participating in the tender has been set at 21 million 115 thousand Turkish Lira.

The application documents will be opened in the presence of the commission on May 6, 2026, at 10:00 AM. Bidders participating in the process must be present at the General Directorate of Maritime Affairs on this date. *(Source: Deniz Haber)*

THE VESSEL "UZON" COMPLETED TOWING THE MOTOR SHIP "KAMCHATKA-2" TO THE PORT OF PETROPAVLOVSK-KAMCHATSKY.

After entering the bay, the tug was assisted by the rescue boom-laying boat "**Captain Mishin**". The Project NE025 tug and rescue vessel "**Uzon**" of the Kamchatka branch of the Federal State Budgetary Institution "Morresluzhba" successfully completed the towing of the motor vessel "**Kamchatka-2**" from the port of Ust-Kamchatsk to Petropavlovsk-Kamchatsky. The operation took two days, according to the agency's press service. It is specified that after entering the bay, the vessel was assisted by the rescue boom-laying boat "**Captain Mishin**". As a reminder, in February of this year, the crew of the Uzon completed the task of towing the ferry Kapitan Drapkin, delivering the diesel-electric vessel to its operational location in the port of Ust-Kamchatsk. And in October of last year, the Uzon towed the BPM-106 barge from Nikolaevsk-on-Amur to Petropavlovsk-Kamchatsky. "Thanks to the coordinated work of the tugboat Uzon and the assistance of the Special Design Bureau Kapitan Mishin, it was possible to ensure the towing of the **Kamchatka-2** motor vessel to the port of Petropavlovsk-Kamchatsky," the Marine Rescue Service said in a statement. *(Source: PortNews)*

INDIA'S MAJOR PORTS ACCELERATE DECARBONISATION WITH GREEN HYDROGEN AND GREEN TUG PROGRAM

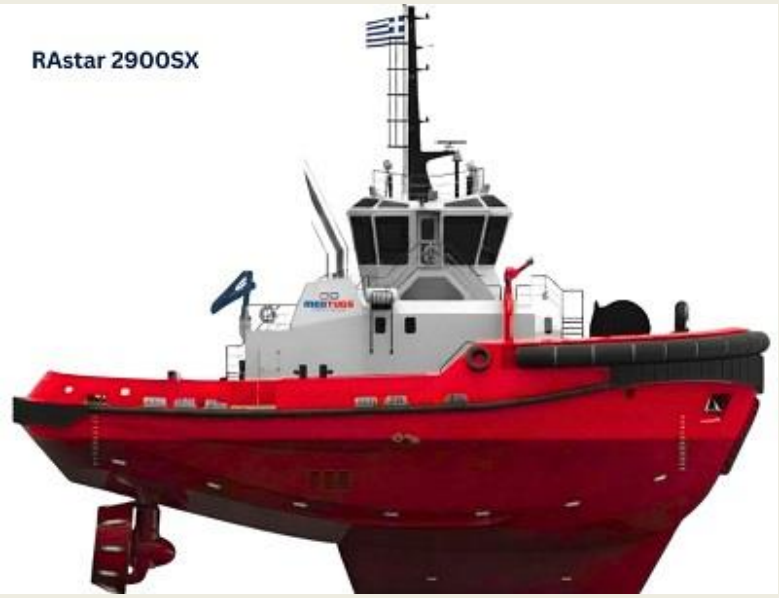
India is accelerating the decarbonisation of its major ports, combining green hydrogen deployment, electrification, and renewable energy integration under a coordinated national strategy. Backed by the Maritime Vision 2030 framework, the approach aims to turn ports into low-carbon industrial hubs while maintaining operational scale. A key pillar is the Green Tug Transition Programme

(GTTP), replacing diesel-powered tugboats with electric and hybrid alternatives. Major facilities including Deendayal Port, Jawaharlal Nehru Port, Visakhapatnam Port and V.O. Chidambaranar Port have already placed orders. At the same time, ports are electrifying equipment, deploying zero-emission trucks, and installing shore-to-ship power systems to cut emissions while vessels are docked. Hydrogen is being positioned as the next step. Three ports — Deendayal Port Authority, Paradip Port Authority and V.O. Chidambaranar Port Authority — have been designated as Green Hydrogen Hubs. Early infrastructure is already in place: a 1 MW electrolyser at Deendayal, land allocations for large-scale hydrogen and ammonia projects, and new handling terminals including ammonia and methanol bunkering capacity. The numbers are aggressive. By 2030, ports are targeting over 60% renewable energy use, 50% electrified equipment, and a 30% reduction in CO_2 emissions per tonne of cargo. Around 180 projects have already been approved across modernization and green initiatives, showing the scale of the push. Financial backing is also starting to flow. At Paradip Port Authority, a hydrogen and ammonia handling project valued at ₹797.17 crore [$96 million] is being developed through a public-private model. Meanwhile, incentives totaling ₹53.39 crore [$6.4 million] have been distributed to ship recycling yards to support cleaner operations. *(Source: Fuel Cells Works)*

SANMAR SHIPYARDS AND MED TUGS PARTNER TO BOLSTER MEDITERRANEAN FLEET WITH ADVANCED TUGBOAT NEWBUILDS

Sanmar Shipyards and Med Tugs have officially entered into a strategic agreement for the construction and delivery of two state-of-the-art tugboats. Executed through the joint venture company SVS—comprising Vernicos Scafi, Spanopoulos, and Lyboussakis—the project marks a significant investment in the future of Greek maritime infrastructure. The vessels, scheduled for delivery in September 2026 and September 2027, will be stationed at the Port of Piraeus. Designed to handle the increasing demands of one of Europe's busiest maritime hubs, these tugs will specialize in high-performance harbor maneuvers and escort operations. The order features two distinct hull configurations from the RAstar

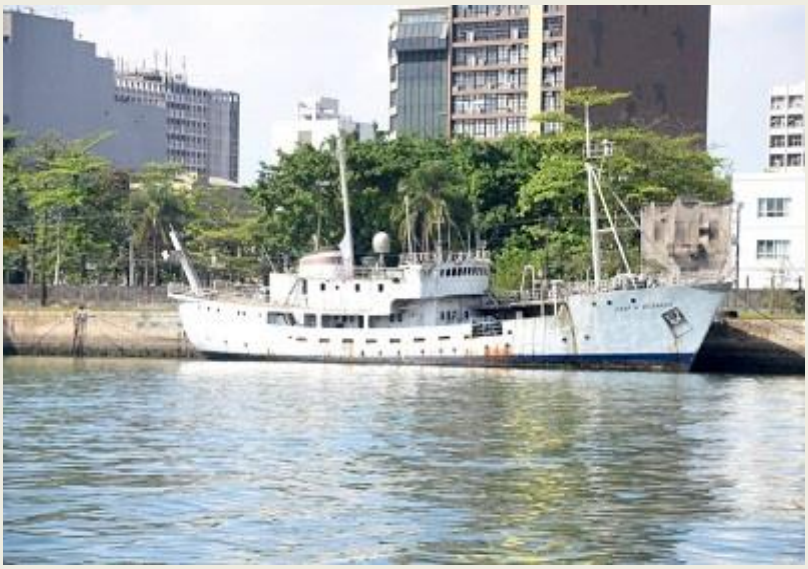
range, 80TBP RAstar 2900SX and 90TBP RAstar 3200SX, designed exclusively for Sanmar by



Canadian naval architects Robert Allan Ltd. Both vessels prioritize crew safety and operational stability, featuring dual CAT 3516E engines meeting IMO Tier III emission requirements, equipped with escort rated forward winches, aft winches, towing pins, and deck cranes and accommodating FiFi 1 firefighting capabilities for emergency response. The total value of this landmark contract is €21 million. This investment reflects the commitment of the SVS joint venture to modernizing the Mediterranean fleet with high-bollard-pull assets—delivering 80 and 90 tonnes of pulling power respectively—to ensure the safe passage of ultra-large container ships and tankers. "We have carefully listened to the requirements and jointly determined the exact scope of the tugboats, which resulted in two different hull sizes and engine power configurations. We are proud to deliver two of our most capable tugboats to our neighbors." — Ali Gürün, Vice Chairman and CEO of Sanmar Shipyards "These tugs aren't just machines; they represent our passion for excellence and our promise to keep the Mediterranean's waters safe and moving for generations to come. This partnership with Sanmar is a beautiful new chapter in our heritage." — Dimitris Vernicos, President of Vernicos Scafi This contract once again demonstrates Sanmar's ability to deliver bespoke, high performance tug solutions that combine proven design with advanced engineering and build quality. It also reflects the company's strong heritage as it celebrates its 50th anniversary. *(PR-Sanmar)*

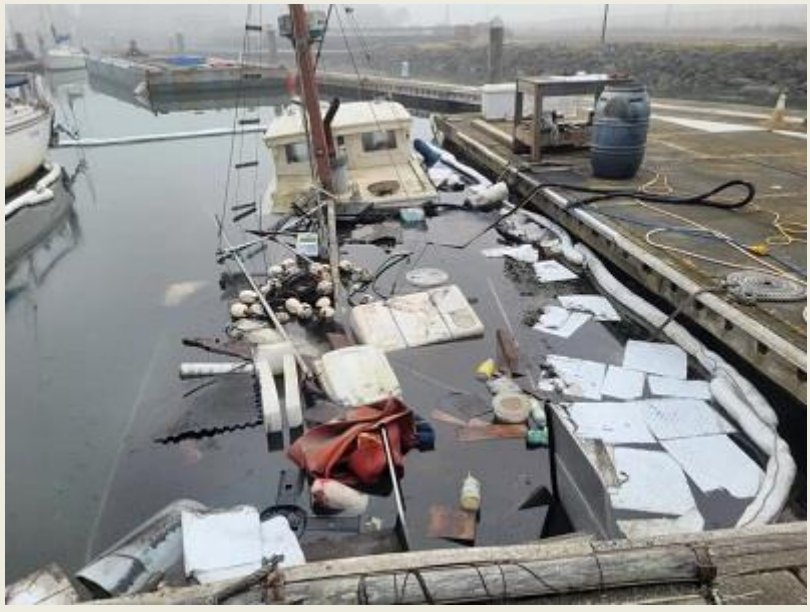
ACCIDENTS – SALVAGE NEWS

THE PORT OF SANTOS HAS BEGUN REMOVING THE SHIP THAT CAPSIZED IN EARLY MARCH.



The Santos Port Authority (APS) is expected to begin this week the removal of the oceanographic vessel **Prof. W. Besnard**, which capsized in the Port of Santos on March 13th. The operation is being treated as a priority, focusing on navigational safety and environmental preservation, according to the authority. According to APS, the refloating of the vessel should take up to five days. The service was contracted on an emergency basis, after analyzing proposals from five companies, with Marfort Serviços Marítimos being chosen to carry out the work. The contract, published in the Official Gazette of the Union, is valid for six months and includes a diving plan, operational safety, lifting, refloating methodology, pollution containment, and subsequent dry-docking at a shipyard for evaluation of the vessel's condition. Although the ship belongs to the Instituto do Mar (Institute of the Sea), after being donated by USP (University of São Paulo), the port authority assumed control of the operation given the emergency situation recognized by the Brazilian Navy. Partially submerged, the ship remains at the dock, requiring measures to ensure safety in the port area. *(Source: Infra; Photo: APS)*

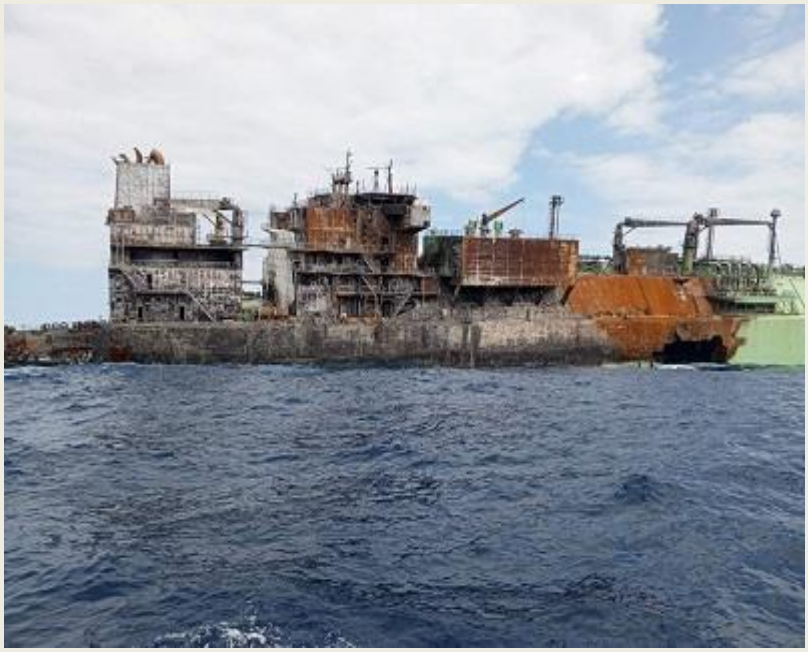
FISHING BOAT SINKS AT EUREKA PUBLIC MARINA



A weary old fishing vessel docked at the Eureka Public Marina went ahead and gave up the ghost this morning, sinking a few feet before its hull settled into the tidal mudflats. Eureka employees responded to the scene around 11:30 this morning and employed tools from an emergency response trailer that the city acquired through a grant from the California Department of Fish and Wildlife's Office of Spill Prevention and Response, according to reporting from local ABC affiliate KRCR. The photos above and below, submitted by LoCO reader Gabriel Douge, show the floating booms that

were deployed to contain any oil spillage from spreading. We've reached out to OSPR for more information and will update this post if we learn anything either substantive or interesting about this incident. In the meantime, pour one out for the Terry S. (Source: Lost Coast Outpost)

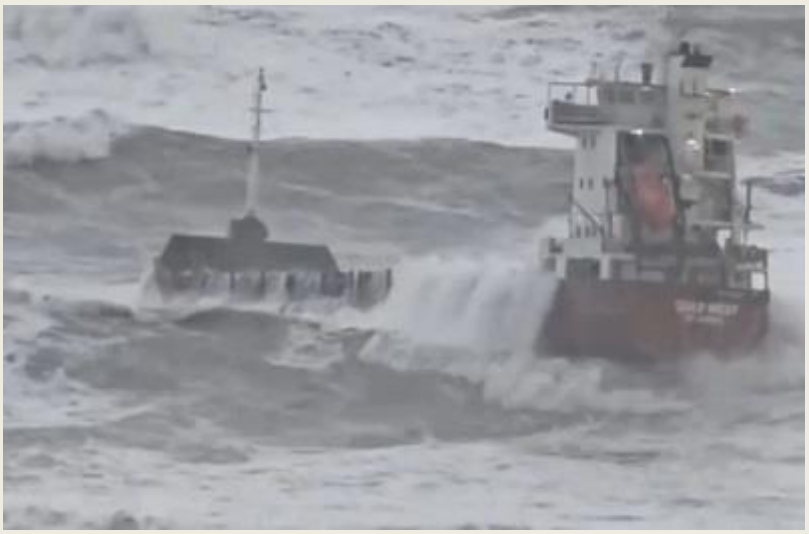
LIBYA ABANDONS 'ARCTIC METAGAZ' SALVAGE AT EDGE OF MALTA SAR ZONE



Libyan authorities have effectively halted efforts to secure the stricken LNG tanker Arctic Metagaz, towing the vessel far offshore and leaving it adrift near the edge of Malta's search and rescue (SAR) zone, according to maritime tracking data, regional media, and OSINT reporting. The vessel now sits roughly 105 nautical miles north-northeast of Misrata, close to the boundary of Malta's SAR zone, after being towed past the Libyan port without stopping. The Russian-linked tanker, disabled by explosions and fire on March 3, had been the focus of a Libyan-led towing operation aimed at preventing a potential environmental disaster and keeping the vessel clear of offshore oil infrastructure. The tanker, part of what Western officials describe as Russia's "shadow fleet," has been drifting unmanned since its crew was evacuated following the incident. Libyan authorities had announced that remaining LNG and fuel onboard would be offloaded in a controlled operation. However, recent movements appear to contradict earlier plans by Libyan officials to bring the vessel to port – reportedly Misrata – for cargo offloading and stabilisation. Libyan officials from the General Administration for Coast Security and the National Oil Corporation, which had led the operation, did not respond to requests for comment. The relocation raises questions about whether Libya has abandoned salvage efforts altogether. According to Maltese and Libyan media, the towline has been disconnected and majority of tugs and support vessels have returned to port, leaving the tanker effectively unmanaged in international waters. Weather conditions in the central Mediterranean are expected to deteriorate in the coming days, raising the risk that the heavily damaged vessel could sink. Images circulating on Tuesday show the ship listing significantly, with the stern approaching the waterline, suggesting

worsening buoyancy. Analysts say the week-long towing effort may have exacerbated structural damage, potentially allowing seawater ingress into additional compartments. Moving the vessel more than 100 nautical miles offshore and back in the direction where the incident began Libyan authorities reduced the immediate risk to their coastline, but the larger issue of who will ultimately salvage the vessel remains. Prevailing wind directions in the coming days will likely push the vessel north-north east away from Libya and back into the Maltese SAR zone. Responsibility for the vessel could thus again shift to Malta. *(Source: gCaptain)*

THREATENED WITH RUNNING AGROUND NEAR TICHY BEACH: RESCUE OF A MERCHANT SHIP



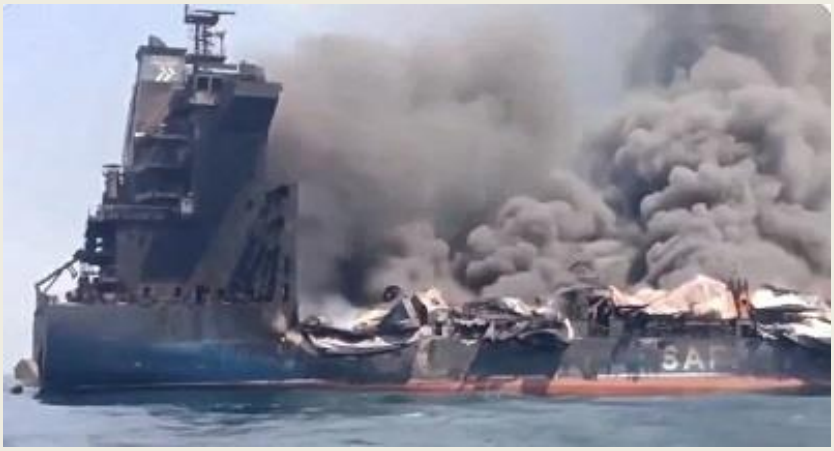
On Tuesday evening, in rough seas, a foreign merchant ship encountered difficulties after leaving the port of DjenDjen (Jijel province) while heading towards the anchorage of the port of Bejaïa. At sea, the ship veered off course due to the adverse weather conditions, heading near the coast of Tichy and risking running aground. According to a statement from the provincial communications office, "Two tugboats belonging to the Bejaïa port authority were immediately mobilized to intervene and provide the necessary assistance. The ship was able to regain its balance and safely return to its anchorage." "The governor of Béjaïa, Kamal Eddine Karbouche, visited the maritime pilot station, where he oversaw the operations on the ground. A monitoring and support unit, bringing together the various port services as well as the coast guard, has also been set up to ensure optimal management of the situation and to continue coordination until its final stabilization," concluded the statement from the wilaya services. *(Source: El Moudjahid)*

MISSILE HITS OIL TANKER CHARTERED TO QATARENERGY

Qatar's state-owned oil and gas giant QatarEnergy has confirmed a missile attack on a fuel oil tanker off the Persian Gulf state's coast. According to QatarEnergy, the **Aqua 1** fuel oil tanker, currently on charter with the company, has been the subject of a missile attack in the northern territorial waters of the State of Qatar in the early morning hours of Wednesday, April 1, 2026. "None of the crew members on board were injured, and there is no impact on the environment as a result of this incident," elaborated the Qatari giant. The latest missile strike comes after the company

disclosed missile attacks at the Ras Laffan Industrial City on March 18, 2026, which reduced the country's LNG export capacity by 17% and caused an estimated loss of $20 billion in annual revenue. Iran closed the Strait of Hormuz following the launch of a military campaign by the U.S. and Israel, which caused QatarEnergy to stop production of LNG and associated products at some of its assets. Afterward, the firm declared force majeure to its LNG buyers. Energy analysts warn that the Red Sea could suffer the same fate as the Strait of Hormuz, causing even greater fallout, as Saudi Arabia uses this to transport its oil. Following the U.S.-brokered ceasefire in Gaza, the Houthis signaled a halt to attacks on shipping traffic, but the situation remains volatile, as closing off the Red Sea is seen as the biggest card in Iran's arsenal. *(Source: Offshore Energy)*

SAFEEN PRESTIGE REPORTEDLY SANK IN THE STRAIT OF HORMUZ



The UAE-managed containership Safeen Prestige is reported to have finally succumbed to the fire that engulfed the vessel after it was attacked by the Iranians. A month after the ship was first reported to have been struck, NAVEREA IX issued a maritime warning reporting the sinking of the vessel, which would make it the first ship confirmed to have sunk due to the hostilities with Iran. The position is reported to be near the northernmost tip of Oman's Musandam Peninsula. An exact timing for the sinking was not reported, but the alert was issued on April 1. It says the vessel went down in a position with a depth of approximately 120 meters (nearly 400 feet). They place the sinking approximately 6.5 nautical miles northeast of Ras Madrakah, Oman. The report warns that some of the container debris may be floating in the area, and there is a report of an oil slick. The ship was one of the early casualties of the war when it was struck by at least one Iranian missile on March 4. At the time, it was reported to have been about 2 nautical miles north of Oman when it was attempting to transit the Strait of Hormuz. The first reports said there was a fire in the engine room and the crew abandoned the ship. Built in 2013 in China, the ship was 23,425 dwt with a capacity of 1,740 TEU, including 345 reefer plugs. AD Ports Group acquired the vessel in May 2022, although according to databases, it was sold in 2024 to an Egyptian company and was operating under charter. Abu Dhabi Ports launched its service in the Gulf as Safeen Feeders in 2020. It was linking Abu Dhabi to ports serving the UAE, the broader Gulf region, and the Indian Sub-Continent. The service was expanded in 2022 to include a route between the UAE and Red Sea

with calls in Saudi Arabia and Sudan, Videos had surfaced recently showing the vessel engulfed in a fire from end to end. A satellite picture released by the NGO United Against Nuclear Iran (UANI) on March 18 showed smoke coming from a vessel that it identified as the **Safeen Prestige.** That raised speculation that the vessel had been struck a second time by the Iranians. Two days after the ship was abandoned, AD Ports sent a rescue tug on March 6 as part of a salvage effort. The tug was also hit by an Iranian projectile, killing and injuring the crew aboard the tug. Reuters released a tally of all the reported incidents in the Persian Gulf that showed a total of 22 maritime incidents since the start of the bombing campaign on February 28. It included ships that were struck and damaged, as well as ships that reported debris from the efforts to intercept the incoming projectiles. *(Source: Marex)*

OFFSHORE NEWS

ISLAND CHAMPION BRIEFLY IN SNS POOL

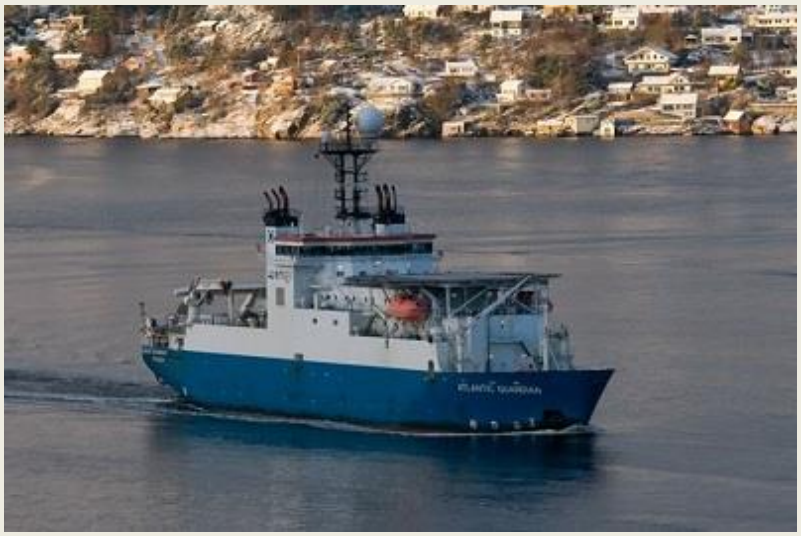
Logistics service provider Peterson Den Helder has chartered the **Island Champion** from Island Offshore in Ulsteinvik, Norway, for a short deployment in the SNS Pool. After arriving in Den Helder on March 28, the supply vessel immediately made a cargo run to the G17AP platform in the Dutch sector of the North Sea. The **Island Champion** is of the UT776E type and was delivered in January 2007 by the Norwegian shipyard Brevik Construction. The 93-meter-long supply vessel has an engine power of 9,460 hp, a carrying capacity of 4,800 tons, and a 1,008-square-meter working deck. Her home port is Ålesund. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SUBSEA7 BAGS CHEVRON JOB OFFSHORE EQUATORIAL GUINEA

Subsea7 has secured a contract from Noble Energy, a Chevron company, for subsea installation work on the Aseng gas monetisation project offshore Equatorial Guinea. The job, classed by the Oslo-listed contractor as "substantial" – putting it in the $150m to $300m range – covers a single-well tieback linking the Aseng field to the existing Alen platform. Workscope includes the transport and installation of around 19 km of rigid production flowline and 20 km of umbilicals, along with associated subsea structures and tie-ins. Project management and engineering will start straight away, led from Subsea7's Paris office with support from teams in Lisbon and Equatorial

Guinea. Offshore work is scheduled to begin in 2026. Subsea7 has been active in Equatorial Guinea for close to 20 years, handling offshore construction as well as inspection, maintenance and repair scopes. David Bertin, senior vice president for the company's Global Projects Centre East, said the award strengthens ties with Chevron and keeps Subsea7's West Africa pipeline active. *(Source: Splash24/7)*

EMGS TO SELL CORE BUSINESS TO RIGGS CAPITAL

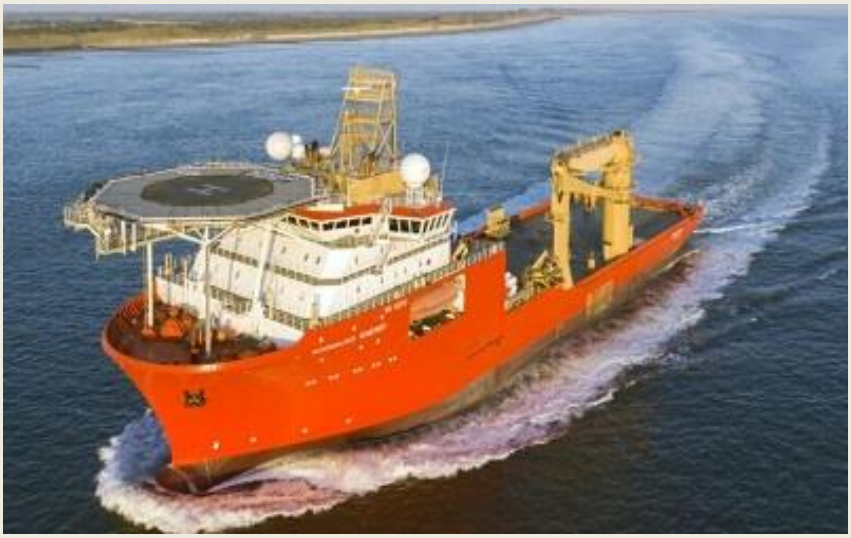


Norwegian seismic service provider Electromagnetic Geoservices (EMGS) has agreed to sell its core geoservices business to Riggs Capital in a transaction worth up to $2.5m. The deal will see EMGS transfer its operations, including assets, intellectual property, contracts, and employees, into a subsidiary to be acquired by an investment and advisory firm owned by Patrick L. Riggs. The company described the sale as the preferred alternative to a wind-down. Riggs Capital will also gain rights to the Electromagnetic Geoservices and EMGS names, which will require a rebrand of the listed company once the sale closes. Under the agreement, EMGS will receive $1m upfront and a further $1.5m contingent on performance. The buyer will assume certain future liabilities, reducing EMGS's financial obligations. Historic debts, including its convertible bond debt, remain with EMGS. Most of the initial payment will be used to settle employee-related obligations, such as holiday pay, pensions, and payroll taxes. The agreement still requires bondholder approval and support from the company's two largest shareholders, who hold about 63% of shares and voting rights. Following completion, EMGS will no longer operate its core business and will retain only a limited cash position relative to its remaining liabilities. The board said it will conduct a new strategic review to determine the company's future structure after closing. *(Source: Splash24/7)*

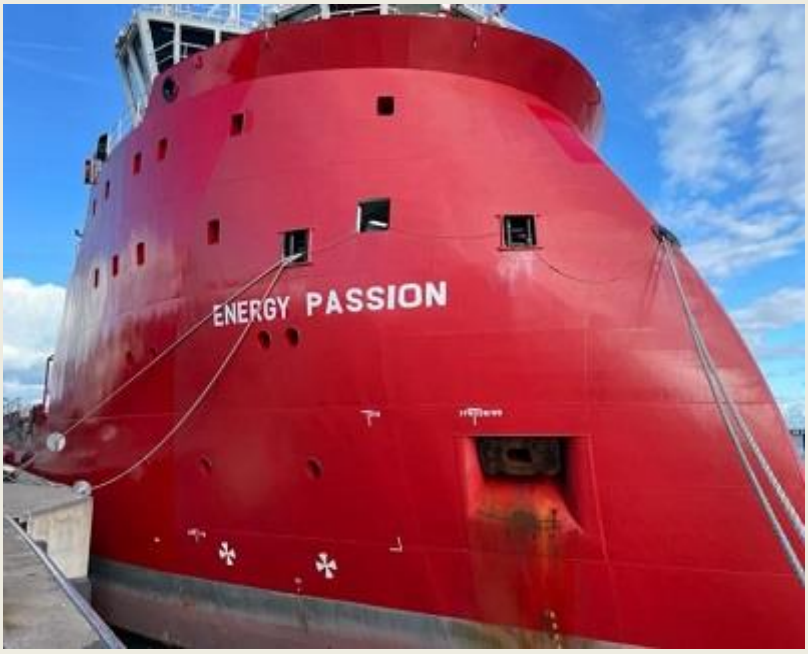
SOLSTAD MARITIME SECURES CSV EXTENSION

Norwegian offshore vessel owner Solstad Maritime has been awarded a contract extension for one of its construction support vessels. The extension was awarded to the 2007-built CSV **Normand Energy**. The vessel is currently working for Prysmian. In December of last year, the Italian cabling giant

replaced the previously contracted Normand Ocean with the larger **Normand Energy**. The contract initially began in June 2024. The parties have agreed on a firm extension period of eight months, commencing on April 1 and ending on November 30, in direct continuation of the current contract, with further extension options. The commercial terms and conditions are confidential between the parties. The extension ensures continued employment for the vessel and bridges the period until a future long-term commitment commencing in the first quarter of 2027. *(Source: Splash24/7)*



NORWEGIAN SHIPOWNER FINALIZES SALE OF 2016-BUILT PSV VESSELS



Norwegian vessel owner and operator Golden Energy Offshore Services (GEOS) has completed the sale of its 2016-built platform supply vessel (PSV), announced earlier this month. GEOS announced on March 12 that its subsidiary Energy Passion AS had signed a binding sales agreement for the PSV **Energy Passion** for a gross sale price of $28 million. The Norwegian company reported today, March 31, that the sale had been completed. It is anticipated to result in a booked gain of around $5.4 million, generating net proceeds after repayment of the lease, break fees, and transaction costs of about $14 million. The PSV is of Ulstein PX121 design and was built in 2016 by Cosco Guangzhou Shipyard. This follows GEOS' commitment to a near-term sale of a minimum of two vessels in December 2025, subject to market conditions, alongside the sale of the PSV **Energy Empress** and the PSV **Energy Partner** in January 2026. *(Source: Offshore Energy)*

REACH SUBSEA WINS TWO CONTRACTS FROM EQUINOR

Reach Subsea has received two new orders under its framework agreement with Equinor, covering both gas field monitoring and subsea IMR (Inspection, Maintenance, and Repair) services on the Norwegian Continental Shelf. Both contracts will be performed using the unmanned surface vessel **Reach Remote 1** , the company said in a statement. The first order involves monitoring gas reserves in the Troll field and includes options for additional survey scopes. The campaign will implement Reach Subsea's patented gWatch technology, which has already been used on similar projects for Norwegian

and international clients. The second order is a contract for the detailed inspection of a large number of subsea assets at multiple offshore locations. The scope will be performed using Reach Subsea's remotely operated underwater vehicle (ROV), launched from the **Reach Remote 1** platform , in conjunction with the company's specialized equipment, specifically designed for remote and unmanned operations. Including the two new contracts, Equinor has now awarded a total of three contracts utilising **Reach Remote 1** . In recent months, Reach Subsea has completed a number of offshore operations using the **Reach Remote 1** platform , confirming the platform's effectiveness in offshore operations, as demonstrated by Reach Subsea. " Both contracts further strengthen our partnership with Equinor and confirm Reach Remote as a robust and flexible platform for field monitoring and IMR operations. Integrating Reach Remote with our patented gWatch technology, as well as ROV-based inspection and tools, demonstrates how unmanned solutions can deliver high-quality data and services while reducing operational complexity and emissions ," says Jostein Alendal, CEO of Reach Subsea. Planning and preparations for both campaigns will begin immediately, with the majority of the maritime operations expected to be completed in the second and third quarters of 2026. *(Source: Reach Subsea)*

ABL SUPPORTING TIDEWATER'S VESSELS IN MEDITERRANEAN, BLACK SEA, AND WIDER EUROPE

ABL's Egyptian operation, part of Oslo-listed global consultancy ABL Group, has sealed a new deal with Tidewater Marine Egypt, a subsidiary of Tidewater, to provide certain services to the fleet owner and operator's offshore support vessels (OSVs) working in the Egyptian part of the Mediterranean Sea, the Black Sea, and wider Europe. ABL has signed a one-year master service agreement (MSA) to provide marine assurance and DP consultancy services, supporting safety, performance, and asset integrity of Tidewater's OSVs fleet. Tamer Gamil, ABL's Country Manager in Egypt, commented: "This MSA is a reflection of our reputation as marine assurance partners and DP consultants, both in-country in Egypt and across wider Europe. "Our unique value is in our ability to provide a globally recognised standard to support vessel operability and maintenance, via local

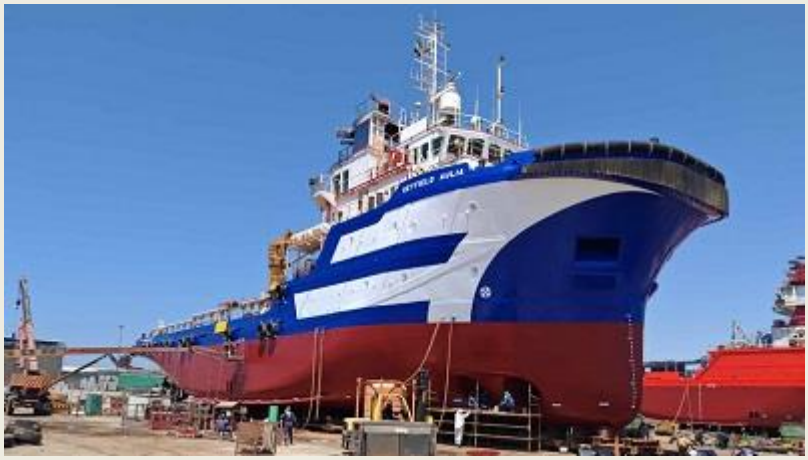
expertise with marine surveyors and consultants across over 15 countries in Europe and North Africa." As the MSA covers OSVs that are operational in the Egyptian part of the Mediterranean Sea, the Black Sea, and wider Europe, ABL's team in Egypt can be called upon to support the vessel owner with a wider range of marine assurance services, covering industry standard audits such as OVIDs, CMID and eCMID. In addition, this may entail vessel suitability inspections, pre-purchase and condition surveys, DP consulting and assurance, including critical systems consulting with FMEA and FMECA. Mostafa Kamel Awad, Operations Manager at Tidewater, underlined: "We are pleased to enter into this Master Service Agreement with ABL, whose strong reputation in marine assurance and DP consultancy aligns well with Tidewater's continued focus on safety, and operational excellence. "ABL's local presence in Egypt, supported by their extensive regional and global expertise, provides us with a trusted partner to support our operations across the Mediterranean, the Black Sea, and the wider European region." This assignment comes after ABL won a deal at an offshore oil project in Guyana's Stabroek block. *(Source: Offshore Energy)*

27-YEAR-OLD FPSO ENDS ITS FINAL VOYAGE AT EUROPEAN SHIP RECYCLING FACILITY

A floating production, storage, and offloading (FPSO) unit has reached its final destination in Europe, where it will be recycled at Modern American Recycling Services (MARS) in Denmark. The Australian government's Department of Industry, Science and Resources (DISER) has confirmed the arrival of the **FPSO Northern Endeavour** at Modern American Recycling Services (MARS) in Frederikshavn, Denmark. In preparation for its journey to MARS, the lead contractor, Petrofac Facilities Management, oversaw works on the FPSO at Seatrium's yards in Singapore. These works entailed cleaning the hull and removing antifouling paint, repainting the hull to prevent any further degradation, removing protrusions from the bottom of the hull that would have prevented the FPSO from loading onto the heavy transport vessel, getting rid of the flare and weather towers to allow safe passage under bridges through the Suez Canal, and installing fasteners to safely secure the FPSO to the heavy transport vessel. The vessel left Singapore in February 2026 and made the nearly eight-week voyage on COSCO Shipping Heavy Transport's **Hua Rui Long** semi-submersible heavy transport vessel. Loading the FPSO onto the **Hua Rui Long** required a coordinated

effort, which involved eight tugs and two line-handling vessels. The process took 6.5 hours. The **Hua Rui Long** is described as one of only a few vessels worldwide able to transport something as big as the 274-meter-long FPSO. This is believed to be the third-largest semi-submersible heavy transport vessel currently in operation. "We will now work closely with MARS to safely and efficiently recycle the FPSO. The focus of the **Northern Endeavour** decommissioning program has now shifted to phase 2 to permanently plug and abandon the oil wells. The tender process for a supplier to deliver this work closed in December and evaluations are underway," according to Australia's Department of Industry, Science and Resources. The FPSO was in production mode from 1999 to 2019 in the Timor Sea, approximately 550 kilometers northwest of Darwin. The unit produced oil from the Laminaria-Corallina fields located in the petroleum production licence area AC/L5. The black gold produced, stored, and offloaded at the FPSO was classified as light crude oil. During the decommissioning. While Phase 2 will permanently seal the wells, Phase 3 encapsulates stripping the seabed of infrastructure and remediating the field, which is overseen by Australia's Department of Industry, Science, Energy, and Resources. process, Phase 1, completed in April 2025, saw the FPSO severed from its subsea lifelines. *(Source: Offshore Energy)*

KEYFIELD INTERNATIONAL ORDERS ANOTHER ANCHOR HANDLER



Keyfield International in Malaysia has ordered a second 90-tonne bollard pull anchor-handling tug/supply (AHTS) vessel, having placed an order for the same type of vessel in February 2026. In a statement, the company said that, on 31 March 2026, Keyfield Resolute Sdn Bhd, a subsidiary of Keyfield, had entered into a shipbuilding contract with Fujian Mawei Shipbuilding and Fujian Funing Shipbuilding for the construction of a DP2 AHTS with diesel-electric propulsion. The company said the contract price was US$18.0M. In February, a subsidiary of the Bursa Malaysia-listed company signed a contract with another Chinese shipyard to construct another DP2-class anchor handling tug supply (AHTS) vessel. As reported by OSJ, Jiangsu Shunhong Marine Technology was expected to deliver the diesel-electric-powered AHTS in time for chartering operations in 2027 or 2028. At the time that the first vessel was ordered, Keyfield said the newbuild is "part of its strategy to allocate more resources and increase exposure to the AHTS market, while maintaining its core strength in accommodation workboats as we expand our international charters, especially in the Middle East." As also reported at the time that the first vessel was contracted, with its existing AHTS

fleet largely committed to or earmarked for long-term charters, the newbuild will enable Keyfield to pursue new tenders and spot charter opportunities without affecting existing commitments. Describing the new order, the Malaysian company reiterated its desire to allocate more resources to the market for AHTS vessels while maintaining its core strengths. The company said it intends to fund the construction of the ship using cash, including proceeds from the disposal of vessels. In March 2026, Keyfield International said it had been awarded eight charter contracts in recent weeks. *(Source: Riviera by David Foxwell)*

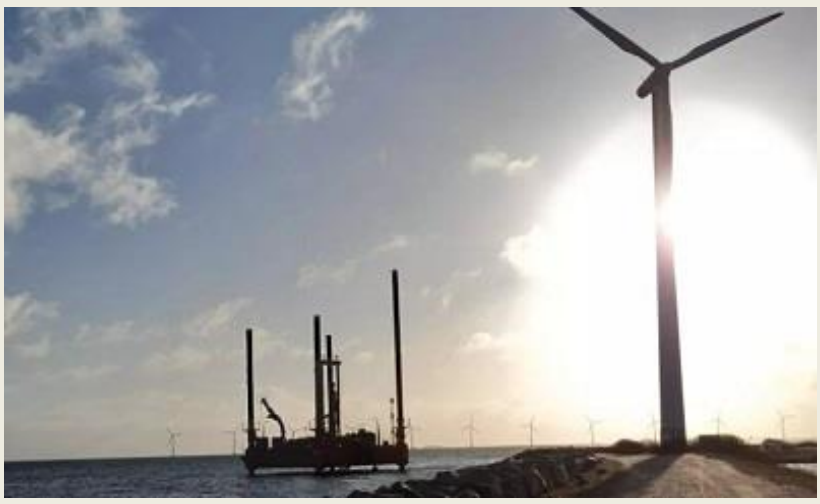
MUSEUM NEWS

NIEUWSBRIEF NATIONAAL SLEEPVAART MUSEUM MAART 2026

Geachte lezer Hierbij treft u onze nieuwsbrief aan van maart 2026. Wij wensen u veel leesplezier met deze nieuwsbrief, die u kunt openen door op onderstaande link te klikken. Indien u daar prijs op stelt, kunt u van de mogelijkheid gebruik maken u te abonneren op de nieuwsbrief. U krijgt deze voortaan dan per e-mail toegezonden. U kunt dit kenbaar maken door ons een mailtje te sturen via de contactpagina van de website. In deze nieuwsbrief vindt U de nieuwe tentoonstelling “De zee geeft de zee neemt”; Het Allemans eind 2025; Een reis met de **Clyde** in 1964 en daarbij het overlijden van oud Smitter Ron de Jong – Beekhuijsen; De Nieuwe voorzitter Raad van Toezicht en de Introductie Arjan Herrebout; Veiligheid op zee voor de zeeman; Nederlandse schepen in de PG; Halve schepen slepen was géén half werk…!; Aanvulling op Morse decoder in de radiohut van de **Zwarte Zee** en tenslotte het eerste deel van sslb. **AMSTERDAM** 1938 – 1947. Kortom weer een prachtige nieuwsbrief die veel leesplezier met zich mee brengt. U kunt HIER de nieuwsbrief lezen

WINDFARM NEWS - RENEWABLES

FUGRO WINS EARLY-STAGE WORK ON PETROBRAS WIND PILOT



Fugro has secured a role on Brazil’s first offshore wind project to move forward under a formal environmental licensing process, taking on geotechnical work for Petrobras’ Rio de Janeiro offshore wind pilot. The 18 MW scheme marks an early step for offshore wind in South America, as countries in the region begin to put regulatory frameworks in place and test

project development. The Dutch geo-data specialist will carry out a full site investigation programme in nearshore waters off São João da Barra. The scope includes soil sampling, in situ testing and laboratory analysis across four coastal and shallow-water locations, alongside onshore work linked to cable landfall and routing. Fieldwork is set to begin in April and run through the third quarter of 2026, with final reporting scheduled for 2027. The project will be delivered by Fugro's Brazil-based teams, combining offshore operations out of Rio das Ostras with laboratory testing at its Pinhais facility. Fugro said its experience on early-stage offshore wind projects in emerging markets would feed into the work, helping to provide reliable data for design and development decisions. Céline Gerson, president and group director for Fugro in the Americas, said early data plays a key role as the sector develops. "As South America moves forward with its offshore wind ambitions, early Geo-data is one of the most important tools for reducing uncertainty and setting projects up for long-term success," she said. "By partnering with Petrobras at this early stage, we're helping establish the technical foundation needed to progress offshore wind responsibly and expand future energy options in Brazil and across the wider region." *(Source: Splash24/7)*

MAERSK VIRIDIS EN ROUTE TO US TO INSTALL EMPIRE WIND 1 TURBINES

Maersk's first next-generation wind turbine installation vessel (WTIV), **Maersk Viridis**, has sailed out of Singapore and is on its way to the US, where it will install turbines on Equinor's Empire Wind 1 offshore wind farm, under construction in the US federal waters off New York. According to Maersk Offshore Wind, the WTIV sailed out of Singapore on 26 March. Equinor-owned Empire Offshore Wind signed a charter agreement for the vessel in 2022, under which the newly built vessel will deliver the installation of wind turbines by a Jones Act-compliant spread. According to information shared in 2022, the WTIV will be supported by tugs and barges constructed and operated by Kirby Offshore Wind, which will transport the wind turbine components from the South Brooklyn Marine Terminal to the Empire Wind lease area. **Maersk Viridis** was delivered to its owner in late February 2026 from Seatrium's Tuas Boulevard Yard in Singapore, after completing sea trials and readiness

checks, and was officially named on 12 March. The WTIV is designed to install 15+ MW offshore wind turbines and features a 1,900-tonne crane with 180-metre hook height. Empire Wind 1, located 25-48 kilometres (15-30 miles) southeast of Long Island, will comprise 54 Vestas 15 MW wind turbines and is planned to produce first power in late 2026, with full commissioning in 2027. The 810 MW offshore wind farm has a contract with the New York State Energy Research and Development Authority (NYSERDA) to deliver electricity for New York and is the first offshore wind farm to connect to New York City's grid. *(Source: Offshore Wind)*

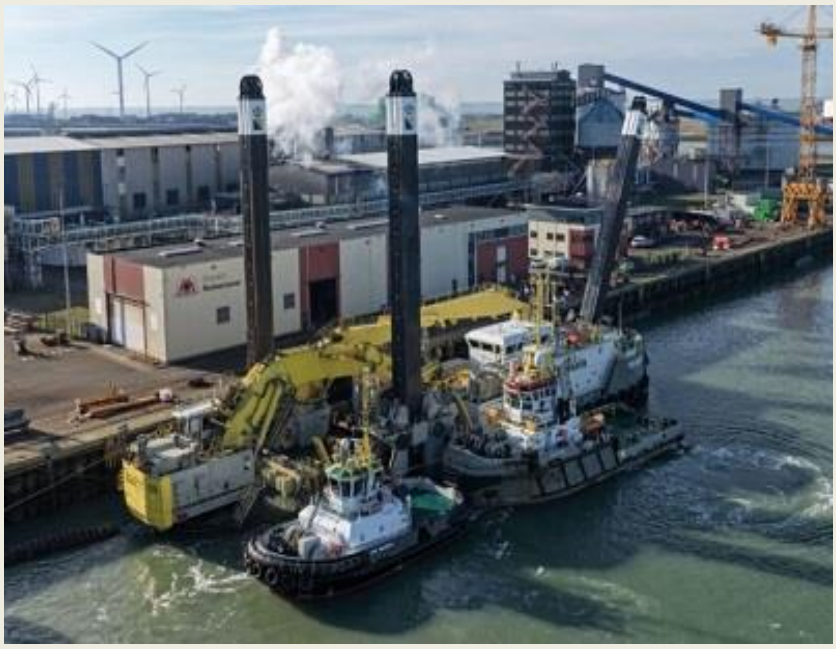
SVANEN WILL INSTALL THE FIRST MONOPILES AT THE BALTICA 2 OFFSHORE WIND FARM

In May, installation of 107 turbine foundations, known as monopiles, will begin in the Baltic Sea at the construction site of the Baltica 2 offshore wind farm. The installation vessel **Svanen** has been contracted to transport and install the foundations at sea . The vessel is currently being mobilized for its future offshore deployment at the Port of Gdynia. The Baltica 2 offshore wind farm, developed by PGE Baltica in cooperation with Ørsted, is being built approximately 40 km from the Polish coast, near Choczewo and Łeba, within the Polish exclusive economic zone of the Baltic Sea. Offshore wind farms are a project that, in addition to the human factor, requires the involvement of specialized vessels at every stage of implementation. So-called installation vessels are used for the transport and installation of foundations at sea. For the Baltica 2 project, foundation construction work will be performed by, among others, the aforementioned Svanen vessel , operating in the fleet of Van Oord – a leading international contractor with over 150 years of experience in marine engineering and offshore wind projects. In the summer of 2016, **Svanen** completed her first assignment with the Van Oord fleet, installing monopiles and transition pieces for the Burbo Bank Extension offshore wind project in the UK. In 2017, the vessel was modified. The modifications included the installation of two spreader beams on the main hoists, each capable of lifting 2,000 tons, and a new skidder suitable for monopiles up to 90 meters long and with a diameter of 7 to 11 meters (lower section). In addition to the crane expansion, the ship underwent a number of other changes, including modernized lifting hooks, increasing lifting capacity from 3,000 to 4,500 tons. Additionally, improvements were made to the grab mechanism to accommodate the increased loads. In 2024 , **Svanen** underwent another modernization. An impressive A-frame gantry extension weighing a whopping 1,200 tons was installed, raising her overall height to an impressive 125 meters. This modernization represents a significant milestone, making **Svanen** one of the world's largest heavy-lift vessels. Since its modernisation, this impressive vessel has been used to build offshore wind farms in Germany and Denmark. In 2025, Svanen installed the first monopiles at the Baltic Power offshore wind farm being built by ORLEN and Northland Power, located 23 kilometres north of the Polish coast. Van Oord, selected in the tender for the transport and installation of foundations for the Baltica 2 Offshore Wind Farm, will transport and install 111 monopiles to the construction site. The vast majority, 107, will serve as foundations

for the wind turbines, while the remaining four will serve as foundations for offshore power stations. Baltica 2, when commissioned in 2027, will be the largest offshore wind farm built in Polish Baltic waters. Its capacity will reach approximately 1.5 GW, enabling it to power approximately 2.5 million Polish households with green energy. *Svanen in numbers:* 100 m long; 125 m high; maximum lifting capacity 4500 tons. Watch the YouTube video HERE *(Source: PortalMorski; Photo: Sławomir Lewandowski)*

DREDGING NEWS

NEW FEET FOR THE LARGEST BACKHOE DREDGER IN THE WORLD



The 40-meter-long spuds of Boskalis' "Magnificent **Magnor**" were lifted off the vessel recently for complete refurbishment. After extensive refurbishment and renewal, the spuds have now been successfully reinstalled at the Reimerswaal shipyard in Flushing, the Netherlands. "The works were executed with a strong focus on safety, fully aligned with Boskalis safety program NINA (No Injuries, No Accidents)," Boskalis said. "Through good preparation, clear communication, and strong safety leadership on the work floor, all activities were completed safely." With a maximum bucket capacity of 36m³ and an overall length of 72 meters, the **Magnor** holds the title of the largest backhoe dredger in the world. Operating with precision. Just like people rely on their feet to move forward, a backhoe dredger depends on its spuds to operate with precision. For Boskalis' backhoe dredger **Magnor**, three massive spuds act as its "dredging feet," enabling the vessel to position itself accurately during dredging operations. Given their constant movement and heavy-duty use, wear and tear are inevitable. Periodic overhauls are therefore essential to ensure long-term reliability and performance. *(Source: Dredging Today)*

DEME LAUNCHES NEW SHARE BUYBACK PROGRAM

Based on the shareholder authorization granted by the Extraordinary General Meeting of May 21, 2025, the Board of Directors of DEME Group NV has decided to launch a new share buyback program. According to their official announcement, DEME intends to acquire up to 31,500 shares to cover the company's obligations under the stock option plan as part of its senior management incentive plan. The company currently holds 85,000 treasury shares allocated to this plan. The program will be effective from April 2, 2026, and is expected to be completed by August 31, 2026, at the latest. DEME has mandated an independent broker to execute the program on its behalf on the regulated market of Euronext Brussels. The buyback program will be carried out in accordance with the 'safe harbor' procedure provided by Regulation (EU) No 596/2014 of April 16, 2014, on market abuse (Market Abuse Regulation) and Commission Delegated Regulation (EU) 2016/1052 of March 8, 2016, supplementing the Market Abuse Regulation. *(Source: Dredging Today)*

CUTTERHEAD DREDGER E. STROUD GEARS UP FOR PASCAGOULA JOB

Mike Hooks LLC's cutterhead-pipeline dredger **E. Stroud** will begin maintenance dredging operations in Pascagoula Harbor on or around April 6, the USACE Mobile district said. According to USACE, the dredger will be pumping material into approved open-water placement sites located adjacent to the channel. Dredging activities are expected to continue for approximately two months. The USACE Mobile District manages the Pascagoula Harbor Federal Navigation Project, handling critical maintenance dredging to maintain depths of -42 feet. Maintenance dredging removes accumulated silts/sands, disposing of material at sites like the Ocean Dredged Material Disposal Site (ODMDS) south of Horn Island. *(Source: Dredging Today)*

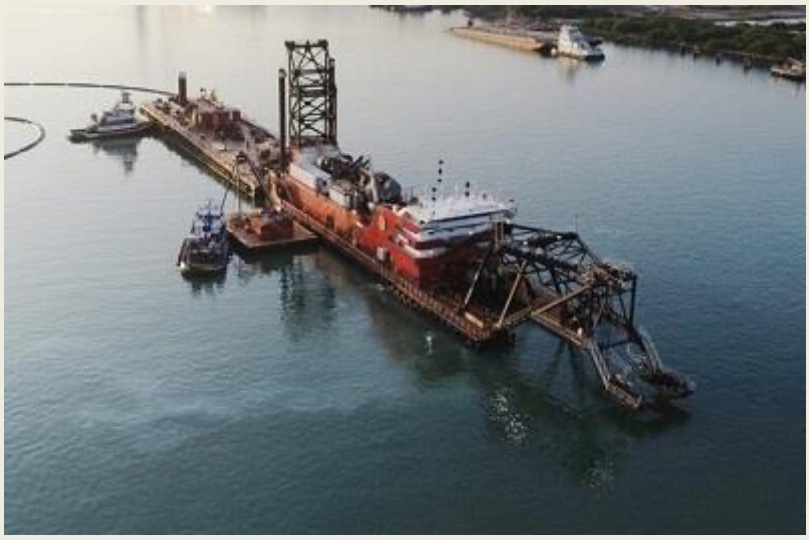
ZANE ENERGY OPTS AGAIN FOR ROYAL IHC BEAVER CSD

IHC Dredging has sold a refurbished Beaver 45 to Zane Energy Ltd from Nigeria. This delivery marks the third Royal IHC Beaver cutter suction dredger (CSD) purchased by the long-standing customer, following their previous acquisitions of a Beaver 1200 and a Beaver 50. Originally built in 2008, the Beaver 45 underwent a comprehensive check, full overhaul, and refurbishment at

Royal IHC's yard in Kinderdijk, where the dredger was restored to optimal operational condition.

Royal IHC said that the CSD is now fully prepared for new deployment with extended lifecycle value. The newly refurbished Beaver 45, soon to be named **Ceelia's Pride**, will be deployed in the Niger Delta's Bayelsa State, where it will support a variety of strategic operations. According to IHC, the CSD will be delivered to the customer at the end of May. *(Source: Dredging Today)*

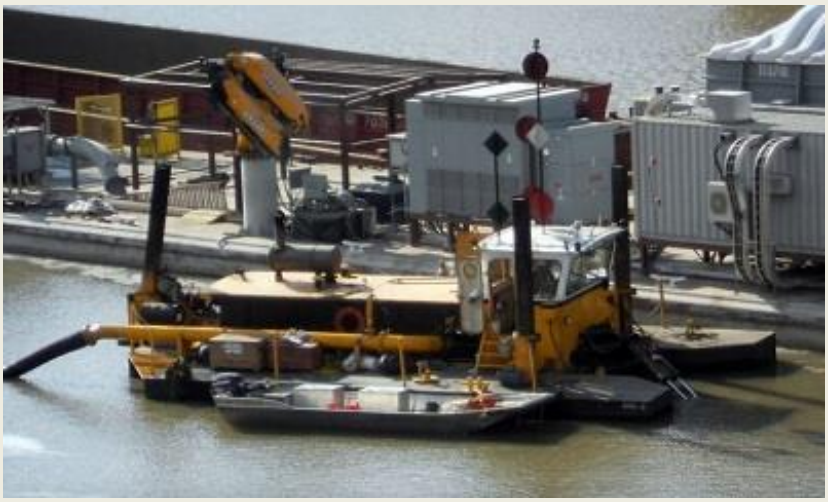
GLDD JOINS SALTCHUK FAMILY OF COMPANIES



Saltchuk said today that Great Lakes Dredge & Dock Corporation (GLDD) is their newest wholly owned subsidiary – the transaction closed this morning for a purchase price of $17.00 per share in cash, and an enterprise value of approximately $1.5 billion. "We're proud to welcome Great Lakes to the Saltchuk family of companies," said Saltchuk Chairman, Mark Tabbutt. "With Great Lakes, we have grown to nearly 10,000 team members united by a shared commitment: delivering safe, responsible, and reliable service to the communities we serve. We look forward to supporting Great Lakes' reinvestment and growth ambitions for generations to come." Great Lakes joins Saltchuk as a

stand-alone business unit, and it will continue to operate independently under its experienced leadership. The acquisition diversifies Saltchuk's portfolio, adding dredging services to complement more than 30 other U.S. freight transportation, marine services, and energy distribution companies. "Joining Saltchuk's family of companies is a proud moment for us, as it is an organization that shares our deeply rooted culture and unwavering commitment to safety, to the communities we serve, our valued customers, and our dedicated employees. This partnership represents a natural alignment of values and vision, providing a strong foundation for continued collaboration and success," said Lasse Petterson, Great Lakes's President and Chief Executive Officer. The transaction was previously announced on February 11, 2026, and the tender offer for all of the outstanding shares of common stock of Great Lakes for $17.00 per share, net to the seller in cash, without interest and subject to any required tax withholdings, by Huron MergeCo., Inc., a wholly owned subsidiary of Saltchuk, expired at one minute after 11:59 p.m., New York City Time, on March 31, 2026. *(Source: Dredging Today)*

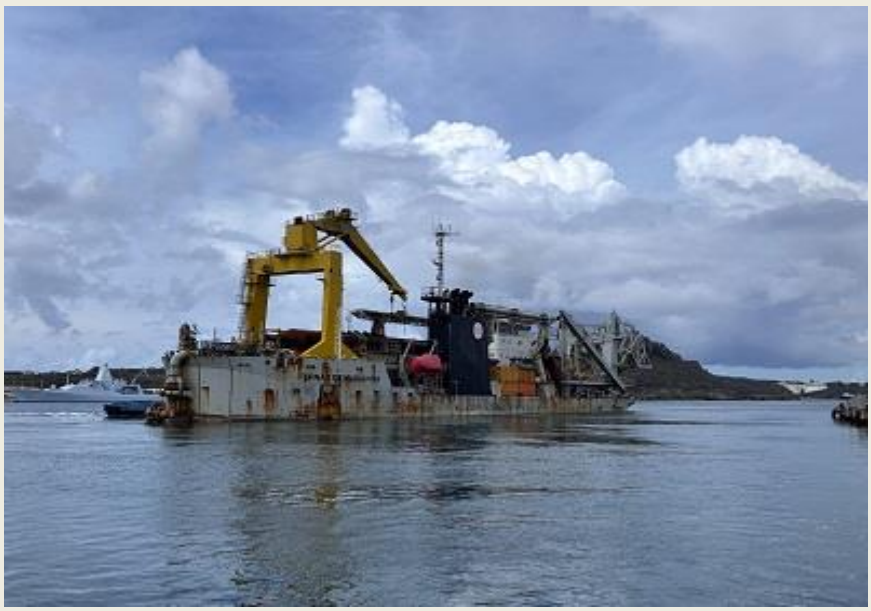
MAGRUDER NABS $25M ILLINOIS WATERWAY DREDGING CONTRACT



Magruder Construction from Eolia, Missouri, has won a firm-fixed-price contract for Illinois Waterway hydraulic dredging. The amount of this action is $25 million, the U.S. Department of Defense (DoD) said. Bids for this project were solicited via the internet with four received. Work locations and funding will be determined with each order, with an estimated completion date of December 31, 2030. The U.S. Army Corps of Engineers, Rock Island District, is the contracting activity. *(Source: Dredging Today)*

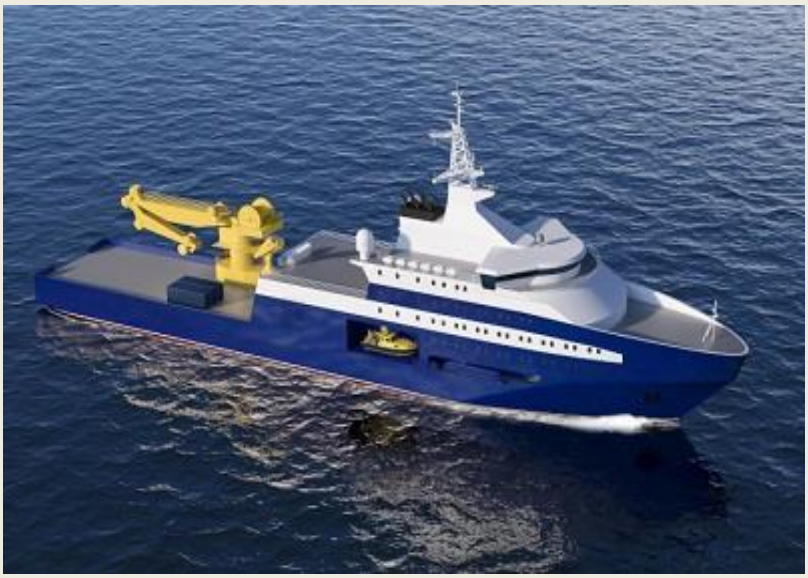
CUTTER FERNAO DE MAGALHAES

Enclosed the Self Propelled cutter **FERNAO DE MAGALHAES**/Jan de Nul entering the A dock from Damen on Curacao. Cutter arrived from Progreso/Mexico where the cutter was for a long time in custody by Mexican authorities. Picture made on the last day of the month of March. *(Source & Photo: John Smit)*



YARD NEWS

USC DESIGNERS HAVE DEVELOPED A PROMISING VESSEL FOR UNDERWATER TECHNICAL OPERATIONS.



The design department of the United Shipbuilding Corporation (USC) unveiled a promising underwater technical support vessel (UTSV) designed to localize the environmental impact of potentially hazardous objects at depths greater than 1,000 meters. The corporation's press service reported this to Sudostroenie.info on April 1. The new vessel was presented at the 2nd inter-industry conference "Underwater Technical Work: Innovations, Technologies, Safety" in St. Petersburg. The promising vessel was designed to localize the negative environmental impact of potentially hazardous seabed objects, including objects emitting ionizing radiation and other radiation-hazardous sources. It will comprehensively address the challenges of safely handling submerged and sunken objects, reducing environmental risks to marine waters and coastal areas. According to USC, two main approaches are currently used to localize such objects: raising them from the seabed or installing engineered protective barriers (containment-type shelters) over the object. The choice of option depends on the object's condition and the operating conditions. Each approach requires sophisticated technologies and a specialized fleet. The advanced PTR vessel is capable of performing a full cycle of operations using both containment approaches and is designed for transporting and lowering cargo, performing ship salvage operations in a wide range of depths, and installing engineered protective barriers weighing up to 100 tons over the

objects being localized. The vessel is equipped with a special device for raising sunken objects. The 100-ton crane is equipped with a deep-sea winch and vertical heave compensation, ensuring the safety and precision of cargo handling operations in challenging marine conditions. The cargo deck allows for the transportation and placement of shelters, process equipment, and recovered sunken objects. At the same time, specialists have developed a special technology for positioning localizing shelters for the vessel, which greatly improves the accuracy of their placement over seabed objects. This increased accuracy allows for a significant reduction in the size of protective barriers and, consequently, a reduction in their cost. A balanced combination of lifting equipment, robotic underwater systems, navigation systems, and electric propulsion enables the vessel to perform complex operations using efficient yet simple process flow charts. USC designers have also proposed a technology for transporting and precisely installing large shelters at depths of up to 300 meters using cable guides, the corporation adds. *(Source: Sudostroenie; Illustration: USC)*

DAMEN AND ALEWIJNSE BUILD NEW OFFSHORE SUPPORT TUGS

With the demand for powerful offshore support tugs continuing to grow, Damen and Alewijnse are now constructing two new multi-purpose vessels. The new vessels are the largest offshore tugboats that Alewijnse has worked on to date and the first of their kind for Damen. Combining towing, pushing and offshore support capabilities, the tugs are being built in collaboration with Chomex Marino and Woodside at Damen Albwardy in the United Arab Emirates. Once delivered, they will be deployed for deepwater operations in the Gulf of Mexico. At the end of March 2026, a steel cutting ceremony took place. When complete, the vessels will be 67 metres in length, have a maximum beam of 18 metres, a bollard pull of 120 tonnes both ahead and astern, and 250 m2 of free deck space. *High towing capacity* Designed for exceptional seakeeping and strong DP2-performance in severe offshore conditions, the vessels will be capable of safely handling mooring lines and cargo

hoses, hose maintenance, tanker assistance during tandem offloading operations, remotely operated vehicle (ROV) deployment, standby services, oil spill response as well as a wide range of supply and replenishment missions such as crew and bulk cargo transfers. Thanks to their high towing capacity and good manoeuvrability, the offshore tugboats will be ideally suited for offshore energy and maritime

construction projects in the oil and gas sector. Their size will enable safe and efficient operations while their impact on the environment will be minimised thanks to their electric propulsion capabilities. *Multi-drive propulsion system* Alewijnse's contribution to the project includes responsibility for engineering and integrating electrical and other systems, such as Van Meer's multi-drive propulsion system, as well as constructing switchboards and commissioning the systems. Engineering work is already well underway and construction is scheduled to start this spring. Delivery is expected in Q4 2027. Alewijnse Account Manager Dumitru Poperesniuc: 'Alewijnse has been a long-term partner of Damen, one of the world's largest shipbuilders, for decades, contributing to the construction of a wide range of advanced tugs and workboats. Our strategic collaboration began in Galați, Romania, and has since expanded globally with projects in Qatar, China, and now Vietnam and the UAE.' 'Past examples include various azimuth stern drive tugs, reversed stern drive tugs (a patented innovation developed by Damen), and various hybrid and electric tugs. These provide equal performance manoeuvring fore and aft, not only improving escort stability but also reducing fuel consumption and emissions,' adds Poperesniuc. *Outlook* Market prospects remain strong with offshore operators in the Middle East and the Americas actively commissioning similar vessels. Comparable orders are currently being placed at shipyards in China and Turkey, reflecting sustained global demand for these offshore support tugs that are well suited for a wide range of maritime infrastructure and offshore construction projects. *(Source: SWZ/Maritime)*

THE PROJECT 21900M2 ICEBREAKER UNDER CONSTRUCTION AT VYSHNY VOLOCHYOK SHIPYARD WILL BE DELIVERED TO THE CUSTOMER IN NOVEMBER 2028.

The new Project 21900M2 icebreaker, currently under construction at the Vyborg Shipyard of the United Shipbuilding Corporation, is scheduled to be delivered to the customer, FSUE Rosmorport, on November 30, 2028, according to a supplementary agreement, Delovoy Peterburg reports. The Arc-7 ice-class vessel is being built specifically for operations in the seaport waters of the Northwestern Basin. The state contract was signed in November 2021, and the keel was laid in November 2022. Project 21900M2 is a 119.8-meter-long vessel with an

Icebreaker7 ice class (KM⍟Icebreaker7 2 AUT1-ICS FF2 EPP ECO BWM(T) HELIDECK Special Purpose Ship) and an 18 MW propulsion system, enabling continuous operation through solid ice up to 1.5 meters thick. The new icebreaker will feature a high degree of automation (AUT1-ICS), allowing for a small crew of 35. An integrated control system will ensure uninterrupted operation without the need for personnel in the engine rooms or at the control station. The vessel's maximum speed in open water is 17 knots. Its endurance is 40 days. The helipad provides landing capabilities for heavy Ka-32 helicopters. The icebreaker will be capable of independent icebreaker escort and towing of large-capacity vessels, towing of ships and other floating structures, conducting ice reconnaissance and search and rescue operations using an unmanned aerial vehicle, including a helicopter-type aircraft. The Project 21900M2 vessel will also be able to independently transport cargo: up to 33 containers on the open part of the upper deck, including the possibility of connecting 12 refrigerated containers. *(Source: Paluba)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Master Boat Builders Delivers Rapport 2800 Tugboat for Gulf LNG Partnership*
   - *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*
2. Several updates on the Broker Sales page posted last week

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

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

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