Tugs Towing & Offshore Newsletter

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

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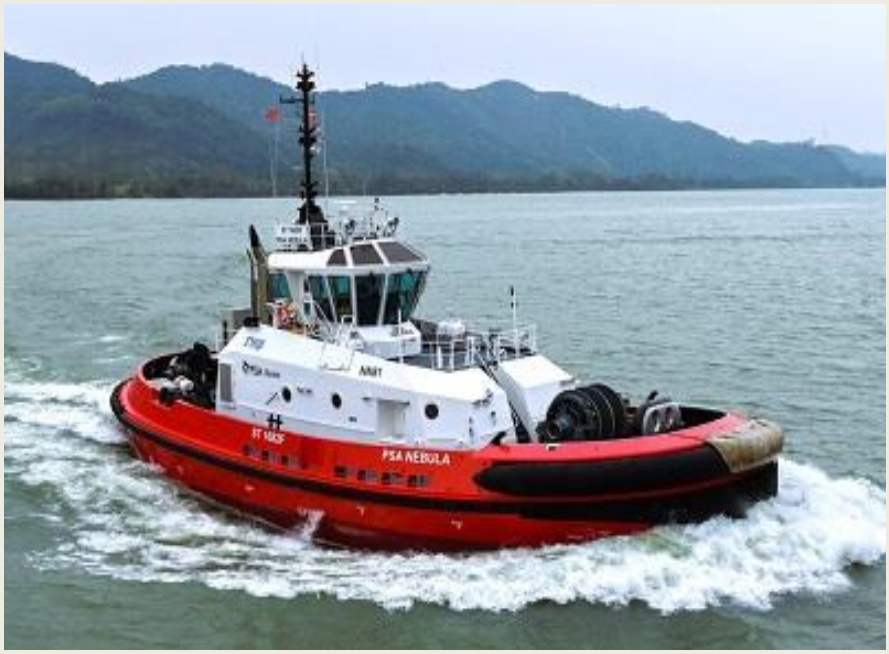
MIDWEEK–EDITION

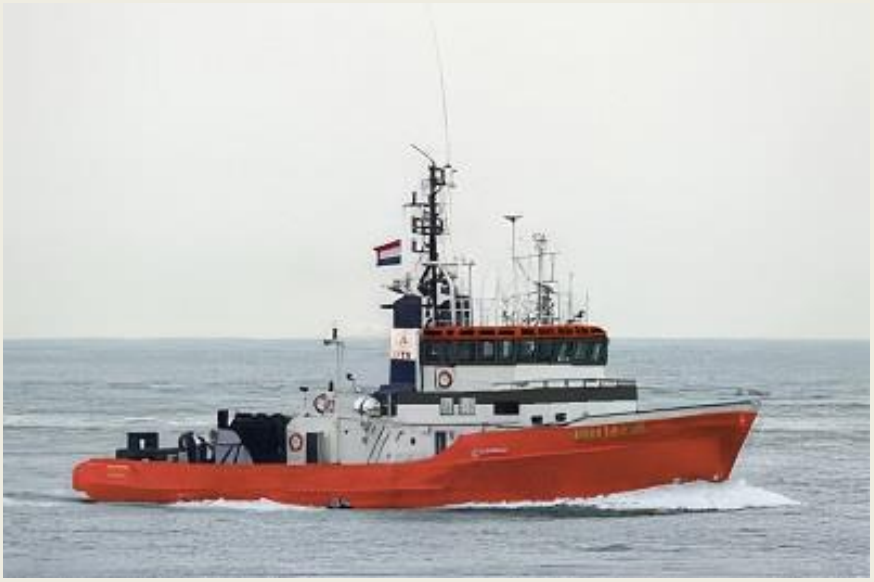
TUGS & TOWING NEWS

16TH Z-TECH 6000 DELIVERED TO PSA MARINE



In 2024, Cheoy Lee Shipyards of Hong Kong delivered the first boat of Robert Allan Ltd.'s new Z-Tech 6000 design, the **PSA Gemini**, to PSA Marine of Singapore. Less than two years later the 16th and final boat of that contract, the **PSA Nebula**, has left the shipyard for its home in the Port of Singapore. The various boats of this series are now operating successfully in PSA Marine's fleet, with seven in Singapore, six in Thailand, one in Peru and two in Panama. They add to the fleet of more than 100 of the award-winning Z-Tech designs already in service around the world with various tug operators in different ports. *Key particulars of PSA Nebula are:* Length, overall (excluding fenders): 30.0 m; Beam, moulded: 12.0 m; Depth, least moulded: 5.06 m; Maximum draft (navigational): 5.2 m; Complement: 10 crew. *Main tank capacities are:* Fuel oil: 130 m3; Potable water: 35 m3. *PSA Nebula was designed and constructed to the following ABS Notation:* ✠ A1, ©, Towing Vessel, BP (60MT), ✠ ABCU, UWILD, ✠ AMS, QR Equipped with Niigata 6L28HX medium speed engines rated at 1654 kW, driving 2.3 m Niigata ZP-31B Z-drives, the vessel achieved a bollard pull of 63.6 tonnes and a top speed of 12.4 knots on trials. MLC compliant accommodations have been provided for a crew of ten. The vessel is equipped with a towing winch on the forward working deck, with a deck crane and dual anchor windlasses aft. The winch and windlasses have been provided by Ibercisa of Spain, with Palfinger of Austria supplying the deck crane. The bulwarks and fendering have been specifically tailored to PSA Marine's operations with considerations for towline and fender wear while assisting vessels ranging from containerships to low freeboard barges. The various vessels of the series were tailored for the specific local operations with varied deck equipment, crew complement, propulsion equipment, bollard pull, and fire-fighting capabilities. To date, PSA Marine has taken delivery of 61 tugs designed by Robert Allan Ltd., including 32 Z-Tech tugs. *(PR-Robert Allan)*

ICONIC TUGBOAT VARNEBANK GETS NEW LIFE WITHIN THE DUTCHTENDERSERVICE BV FLEET



Dutchtenderservice BV, based in Scheveningen, is expanding its fleet with the addition of the **Varnebank**, a former Rotterdam harbor tug with a rich maritime history. The vessel was built in 1976 for the then Nieuwe Rotterdamse Sleepdienst (NRS) and later operated under Smit Harbor Towage. With the acquisition of the **Varnebank**, Dutchtenderservice BV responds to the increasing demand for tendering and anchor handling services. The vessel will help fill the operational gap created by the **Anteos**, which is increasingly deployed on longer-term assignments. The **Varnebank** has recently completed its five-year class renewal and will undergo a conversion in the coming months to become a fully equipped anchor handling and tender vessel. Following this refit, the vessel will also be capable of carrying up to 200 tonnes of potable water. This fleet expansion underlines Dutchtenderservice BV's commitment to flexibility, reliability, and meeting the evolving needs of clients in the offshore and maritime sectors. *(PR-Dutch Tender Service B.V.)*

SPECIAL VESSEL READY FOR SUBMERGENCE OF FIRST FEHMARN ELEMENT

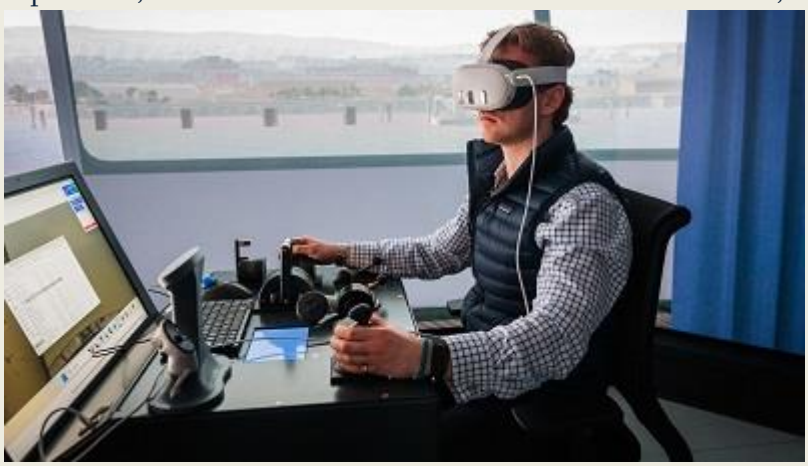
The special vessel IVY, which will be responsible for the submergence of the tunnel elements for the Fehmarnbelt connection, has passed the final tests and has now been approved by the Danish Maritime Authority, Sund & Bælt informs in a press release. With the approval in place, the FLC contractor consortium can begin the final preparations to lower the first tunnel element into place in the tunnel trench off Lolland during the spring. IVY consists of two interconnected vessels that can lift and control the 217-meter-long tunnel elements. With 66 winches and a total of 23 kilometers of

steel wire, the vessel is designed to lower the elements with high precision to depths of up to 40 meters. At the same time, the first part of the tunnel trench at Rødbyhavn has been prepared, including an even layer of rubble, ensuring a flat bottom. Before the element is lowered, ballast concrete is added to the element at the working port, after which IVY transports it out and lowers it into place. According to Sund & Bælt, the approval marks an important milestone, but the submergence will be a complex operation that will have to be repeated a total of 89 times. The Fehmarnbelt project remains delayed, and an updated schedule is expected after the first elements are installed, the company writes. *(Source: Maritime Danmark)*

SIMULATOR CENTRES TRAIN THE NEXT GENERATION OF TUG MASTERS, PILOTS

A new centre has opened in the UK and another has been upgraded in the Netherlands, while tug crews have used training simulators in the Americas. BMT has opened an integrated simulator training facility in southern England that enables ship navigation teams to work with pilots and tug masters to improve port approaches, vessel escorting, manoeuvring and berthing. Its Digital Innovation & Simulation Centre (DISC) at the UK organisation's Fareham site includes a reconfigurable full-mission bridge system, two 360-degree pod simulators, two small-vessel simulators, a remote operations centre (ROC) for commanding uncrewed vessels, a scenario control room, an instructor and briefing room and multiple breakout spaces. These

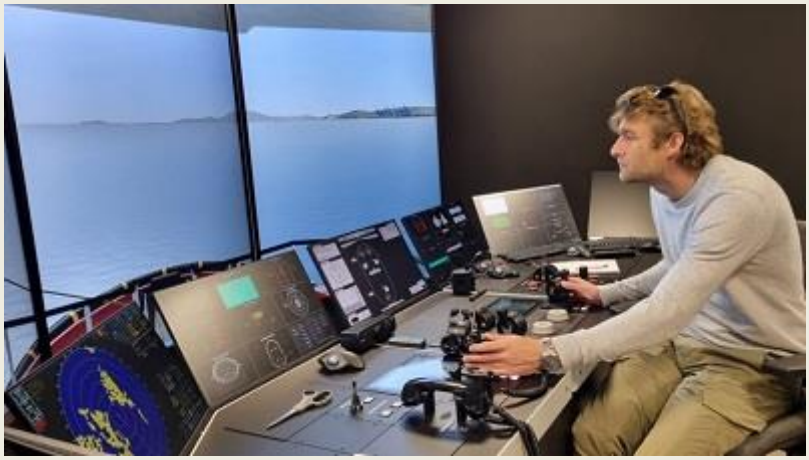
simulators are powered by BMT's Rembrandt navigation simulator platform, which is accredited by class society DNV and is used for pilotage and tug master training, port feasibility studies and the digital visualisation of maritime environments. DISC has one of the UK's largest specialised video walls, incorporating light-emitting diodes that provide a fully immersive canvas for multi-vessel operations, port and coastal studies, complex tow-outs and incident reconstructions. It also has synthetic environments for assessing autonomous vessels and a suite for testing autonomous navigation systems to demonstrate their compliance with IMO's latest international regulations for unmanned ships and for preventing collisions at sea (ColRegs). BMT said Rembrandt has a high-fidelity hydrodynamic engine, which enables everything from tug and pilot training through to reconstruction of accidents and ship-to-ship transfer analysis. "We do not just crew boats; we are building the next generation of mariners" Its Fareham site also has BMT Engage, powered by Epic Games' Unreal Engine, digital platform, enabling the creation of digital twins, virtual ship walk-throughs, cyber-attack scenarios, human–machine interface evaluations and immersive training programmes using virtual and augmented reality (VR/AR). BMT said Engage supports its maritime autonomy campaigns, digital-ports work, assurance of ship designs and global marine incident analysis. BMT chief executive, Sarah Kenny, said: "By combining immersive simulation, autonomous systems assurance and advanced visualisation in a single, secure environment, we have developed a digital canvas for exploring options, testing complex scenarios and making faster, better-informed decisions – all while reducing risk and time to market." She said DISC will support a growing pipeline of defence and commercial opportunities, including joint pilot-tug training, analysing port expansions, simulation-based assurance for autonomous vessels, complex operations training and ship design de-risking. BMT has also unveiled its deployable ROC-Sim high-fidelity virtual-test environment, for trialling and assessing autonomous navigation systems and the remote control of autonomous vessels. Underpinned by Rembrandt, it can be integrated into any ROC, or networked within a federated simulation environment to enable training of uncrewed vessel operators. "ROC-Sim addresses some of the critical challenges faced with the introduction of maritime autonomy and marks significant progress towards safe and sustainable uncrewed operations," said BMT head of maritime autonomous systems, Will Alexander. "As the transition to maritime autonomous and uncrewed systems accelerates, organisations face increasing pressure to demonstrate regulatory compliance, robust training and human-machine integration," he said. "ROC-Sim has been developed to help operators, regulators and equipment manufacturers build trust in autonomy by testing systems in a cost effective, realistic, repeatable synthetic environment." In the Netherlands, Siport21 has strengthened its tug master training offering with the introduction of full Rotortug simulation capabilities at its maritime simulation centre, with support from Kotug International and Kongsberg Maritime. It upgraded its K-Sim bridge simulators for training masters and deck officers by installing a third azimuth thruster control to simulate operations on Rotortugs. Trainees can gain an understanding of the modelling and manoeuvring of Rotortugs, which have a triangular propulsion configuration with two forward azimuth thrusters and one aft. Siport21's team of naval engineers and 3D modelling specialists worked with Kongsberg and Kotug to validate numerical models and hydrodynamic characterisations in this high-fidelity environment to



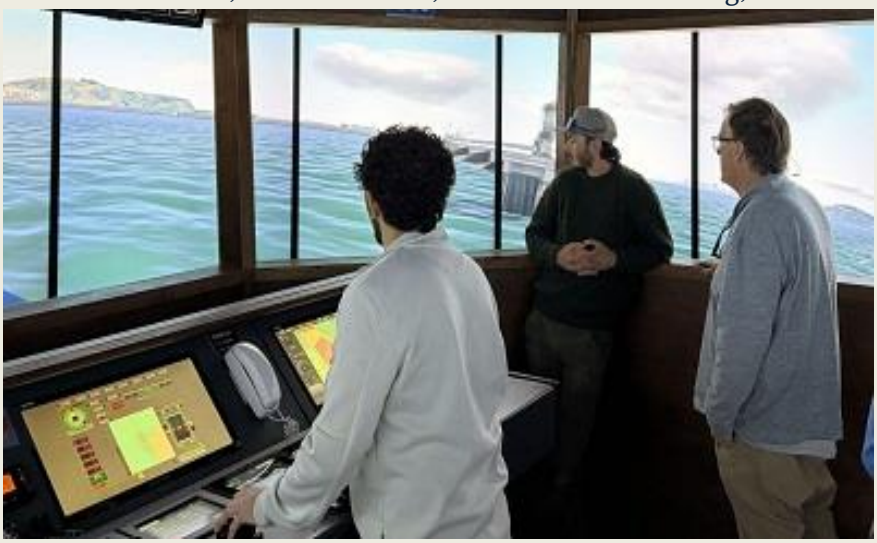
accurately reflect the operational behaviour of tri-azimuth thruster vessels during various operational scenarios; these included ship escorting, confined space manoeuvres and indirect towing. Feedback from Kotug masters and trainers enabled the fine tuning of the model, resulting in a reliable and operationally representative simulation tool. "With this upgrade, we can now offer one of the most advanced and realistic Rotortug simulation environments available," said Siport21 director for manoeuvring and nautical studies, Raul Redondo. "This capability enhances the quality and depth of our training programmes while allowing operators to safely familiarise themselves with complex manoeuvres and the unique handling characteristics of these innovative vessels," he said. Simulator upgrades are part of Siport21's strategy to expand its portfolio of services and to incorporate more digitalisation and advanced training in 2026. In 2025, Siport21 added operations in El Salvador, Nicaragua and Egypt to its network in 70 countries. Its main projects include supporting the development of the port of Barcelona, Spain, and construction of the Princess Elisabeth energy island offshore Belgium, in which Multraship Towage & Salvage is the leading towage provider during maritime construction.

For that project, Siport21 provided three real-time ship manoeuvring simulators at its centre and co-ordination training for a multidisciplinary team. *Owner training* Kotug Canada has trained crews on simulators in British Columbia, virtually operating two methanol-fuelled escort and emergency response tugs that are set to be delivered in Q2 2026. Crews practised tug handling and navigation using a digital model designed to emulate the new escort tugs at the P-Star simulator facility. Sanmar built **SD Aisemaht** and **SD Qwiy Aanitsa Sarah** to Robert Allan Ltd's RASalvor 4400-DFM design, with around 120 tonnes of bollard pull. These 44-m tugs have winches, firefighting and oil-spill response equipment on board to provide long-range towing, anchor-handling, rescue and salvage. Their propulsion includes twin methanol dual-fuel engines and Schottel's Sydrive-M mechanical-hybrid propulsion, consisting of two azimuth rudderpropellers of type SRP 710 that can be driven by just one of the two high-speed main engines. Kotug said training began in December 2025, with its trainers delivering targeted tug handling and tailored escort courses. The simulator model was developed in close collaboration with Robert Allan Ltd and validated by senior trainers before the programme started. "Built for purpose, the course reflects the exact operational profile of escorting tankers to and from Vancouver, operating in stand-by, and responding decisively when it matters," said Kotug. Captains, chief mates and second mates participated in this training, which focused on safe, efficient manoeuvring across a wide range of scenarios, while ensuring crews understood the vessel's capabilities and limits in real-world conditions. "By the end of the programme, all participants were fully prepared to operate and support the vessels within their defined operational envelope," said Kotug. "This is how we prepare crews: precise, practical and aligned with the realities offshore." McAllister Towing has started its first national training campaign using simulators as it expands its New York fleet. In Q1 2026, it partnered with State University of New York Maritime College to provide courses using full-mission simulations. Courses led by tug Captain Jeff Slesinger are focused on real-world towing operations, including advanced wire-towing skills, simulating

scenarios in vessel towage and harbour operations. Tug Captain Richie Bates is providing mentorship and evaluation oversight as the designated examiner on these courses, which enable crews to learn together and gain experience and professional qualifications. “We do not just crew boats; we are building the next generation of mariners,” said McAllister. In January, McAllister welcomed its latest newbuild harbour tugboat, **Gerald McAllister**, to its fleet. supporting ships calling at terminals and quaysides in New York. It is the latest tractor tug in the New York-headquartered owner’s newbuilding programme, as it strives to enhance towage services while lowering emissions in key US ports. **Gerald McAllister** is the fifth in a six-tug series of 84-tonne bollard pull tugs that Washburn & Doughty Associates is building in Maine. It has 5,050 kW of installed power from two Caterpillar-manufactured Cat 3516E main diesel engines, linked to an exhaust aftertreatment system for compliance with the US Environmental Protection Agency’s Tier 4 emissions standards. This ABS-classed, 28-m tug has two Schottel azimuth Z-drives of type SRP 490 with fixed pitch propellers, two John Deere 4045 AFM85 generators, each developing 99 kW of electrical power, and an engineroom-monitoring system. *Practical training* Tug masters serving at Alport Mogadishu port in Somalia have received practical training, as the harbour



increases container ship activity, services and trade. This port has been operated by Albayrak Group since 2014 under a long-term concession agreement with the Somali government. As more container carriers call at its berths, demand for tug support is rising, as are the skills their captains require to handle these ships. Turkish group Friends Marin provided manoeuvring training for tugboat masters at Somalia’s largest port, to support professional development and improve ship-handling skills. Training was undertaken during a four-day programme, with two days dedicated to theoretical instruction and two days of practical on-the-water exercises for each group. Key subjects included safe tug operations during navigation, vessel-approach and securing techniques, towing manoeuvres under varying operational conditions and hands-on testing of the tugs’ firefighting systems. Friends Marin co-founder, Basar Bozkurt, delivered the training, which was tailored according to the



operational needs and experience of the participants. Co-ordinated operation modules contained exercises such as three tugs manoeuvring together to assist a ship, which aligns with real operational conditions at Alport Mogadishu. “At the end of the training, all participants successfully acquired the knowledge and practical skills needed to operate their tugs more safely and efficiently within operational limits,” said Friends Marin. Alport

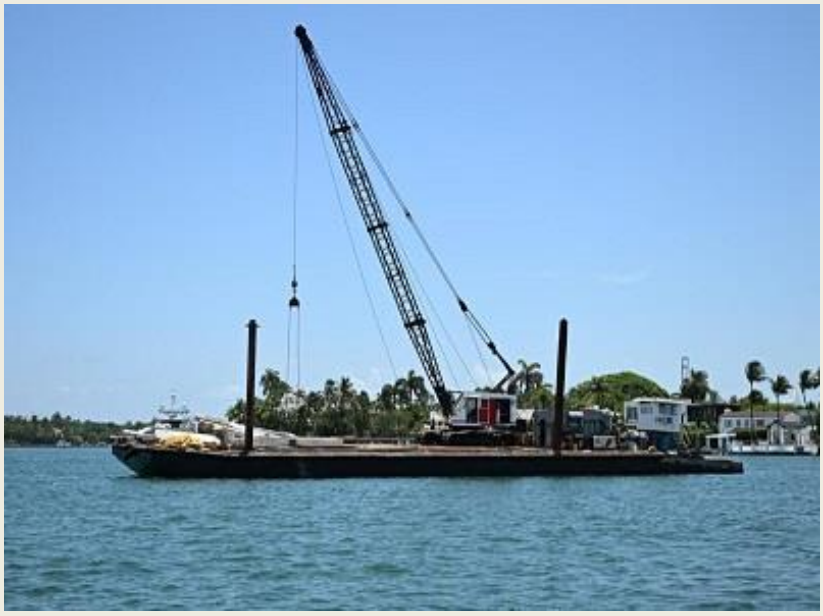
Mogadishu continues to invest in the port and enhance the competencies of its maritime personnel under its 20-year agreement with the Somalia Port Authority. In its second phase of investment, it plans to expand the capacity and capability of the multipurpose port. In Chile, Ultratug has enhanced its crew training to ensure they are ready for operations in the cold climates encountered in the country's southern ports and straits. Seafarers are trained on simulators, in academies and onboard vessels to raise their competence and safety. "At Ultratug, safety is the foundation of every manoeuvre," said Ultratug Chile assistant manager for health, safety, quality and the environment (HSQE), Javier Carcamo. "Our HSEQ team works before, during, and after each operation to ensure every process, every training session, and every decision meets the highest standards." Training is a continuous process that enhances crew competence and professional development and is safety-focused, testing seafarers in real-world scenarios. "We believe in continuous training, self-care, and the commitment of every crew member as the key to operational success," said Mr Carcamo. "Excellence at sea is never accidental; it is built through discipline, preparation, and teamwork." *(Source: Riviera by Martyn Wingrove)*

BOLUDA TOWAGE SHORTLISTED IN FOUR CATEGORIES AT THE ITS AWARDS 2026

Boluda Towage has been shortlisted in four categories at the prestigious ITS Awards 2026, presented by the International Tug & Salvage Community. The awards ceremony will take place during the International Tug & Salvage Convention 2026 in Gothenburg, Sweden, one of the key global gatherings for the maritime towage and salvage industry. These nominations highlight Boluda Towage's and Boluda Towage – Les Abeilles International's commitment to technological innovation, operational excellence, and sustainable maritime solutions. The company has been nominated in the following categories: ***Innovation of the Year Award*** Recognised for the implementation of the Total Energy Optimization System, integrating shaft generators into newbuild tugs entering service in 2025. 👉 https://lnkd.in/eyxZzwYm ***Salvage Company of the Year Award*** Boluda Towage – Les Abeilles International has been acknowledged for its essential

role in protecting the French coastline, deploying state-of-the-art salvage equipment and improving operational efficiency. 👉 https://lnkd.in/eVQpm4dB ***Tug Owner of the Year Award*** The company continues to strengthen its global leadership through strategic investments, fleet expansion, and newbuild programmes across multiple regions. 👉 https://lnkd.in/ej7RE4Y9 ***Tug of the Year Award – VB BOLU*** The **VB BOLU**, a battery-hybrid tractor tug built by Damen Shipyards and designed by Robert Allan Ltd., has been nominated for its energy efficiency and contribution to more sustainable towage operations. 👉 https://lnkd.in/eNUfFqWV Voting is open until 14 May, and Boluda Towage extends its appreciation to the international maritime community for its continued support. Vote for Boluda Towage and VB Bolu! *(PR-Boluda)*

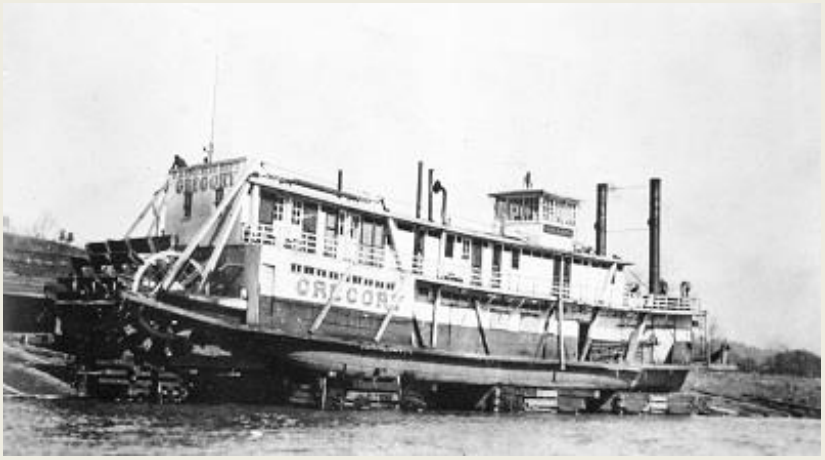
TUGBOAT CAPTAIN CHARGED WITH SEAMAN'S MANSLAUGHTER



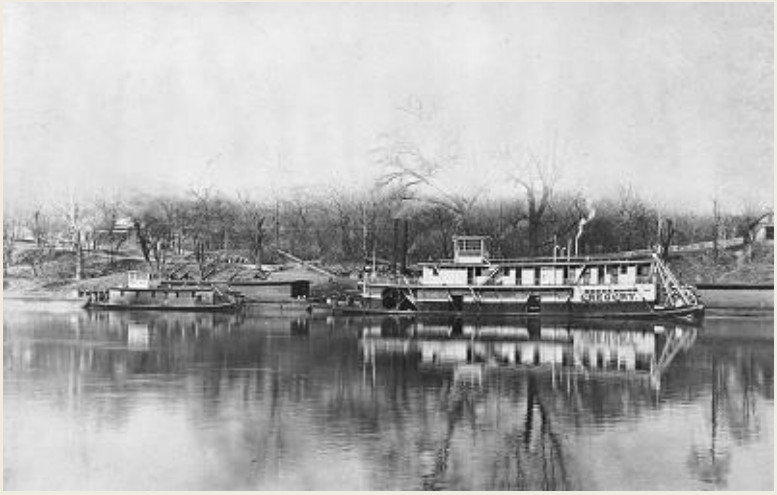
Tugboat captain Yusiel Lopez Insua, 46, of Miami has been charged with seaman's manslaughter after operating a barge with obstructed visibility and without a proper lookout, resulting in a fatal collision in Biscayne Bay that killed three children aboard a sail training vessel. "Our hearts are with the families of the children who lost their lives in this tragedy," said U.S. Attorney Jason A. Reding Quiñones for the Southern District of Florida. "This information alleges a preventable loss of life on our waterways, including the failure to follow basic maritime safety rules and cellphone use during transit at or near the time of the collision. We will present the evidence in court with care and professionalism. As in every case, the defendant is presumed innocent unless and until proven guilty beyond a reasonable doubt." According to court records, Insua was piloting a tugboat pushing a barge loaded with construction debris across Biscayne Bay on July 28, 2025. The vessel's forward view was obstructed by a deckhouse and crane, and no one aboard was assigned as a lookout. At the same time, a children's sailing camp run by the Miami Youth Sailing Foundation, was operating nearby. A sailboat operated by the camp carrying ng five girls, ages 7 to 13, and a 19-year-old female counsellor lost wind and stalled in the path of the tugboat and barge. "Due to the obstructed visibility, and lack of a lookout, Insua did not see the stalled sailboat before the barge struck it," says the U.S. Attorney's Office. The counsellor and two children escaped after being dragged under the barge. Three children were trapped in the wreckage and drowned. A forensic review of Insua's cellphone revealed internet activity during transit, including at or near the time of the collision. Insua is charged with seaman's manslaughter. If convicted, he faces up to 10 years in federal prison. According to 7News Miami, at a hearing in Federal Court on Friday, Insua pleaded not guilty. The judge handed out a $100,000 bond and ordered that Insua must stay away from the victims' surviving family members and witnesses and must not operate a maritime vessel. *(Source: MarineLog)*

OLD TOWBOAT COLUMN

THE TOWBOAT GREGORY



Built by the Sweeney yard at Jeffersonville, Ind., in 1910, the Gregory was completed in nine months for a cost of $16,915. Reportedly, the cost of outfitting for the towboat was an extra $2,685. The wooden hull measured 131 feet in length by 22 feet in width, with a depth of 4.4 inches. Displacement was 240 tons. The Western Rivers lever-type engines, with California cut-off, had 11-inch cylinders with a 5-foot stroke. The sternwheel was 15 feet in diameter and had 15 bucket planks, each one 25 feet long. The paddlewheel normally turned 28 revolutions per minute running light, and 26 revolutions with a tow. The two boilers were 22 feet long and 40 inches in diameter. Each boiler had four cylindrical return flues 14 inches in diameter; they had 32 square feet of grate surface and 623 square feet of heating surface. The riverboat's towing capacity was rated at 1,200 tons. Constructed for the U.S. Army Corps of Engineers, the boat belonged to the Second Cincinnati District during the period when Cincinnati

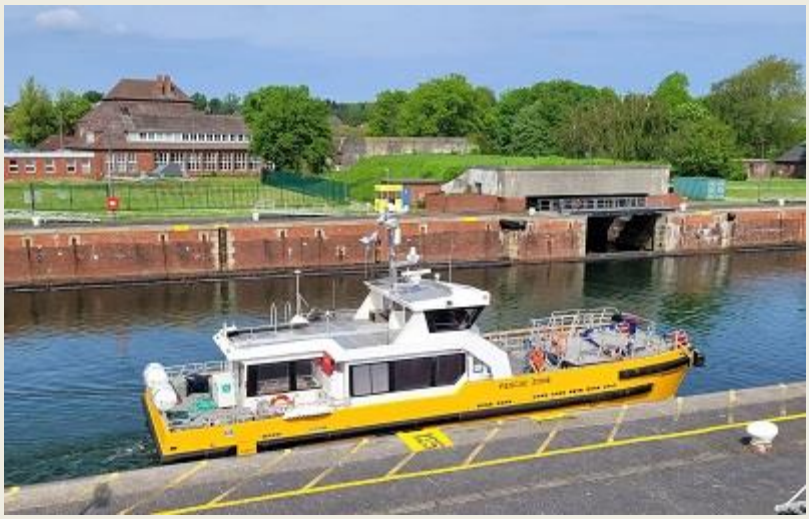


was not only the division office for the Ohio River and tributaries, but also was headquarters for two district engineer offices. Inasmuch as the Second Cincinnati District included the Kentucky River, the Gregory saw much service on that stream. The normal crew of the towboat was composed of eight people. Capt. W.M. Pryor was the longtime master of the steamboat, with Capt. Allen B. Wood, pilot and Harry Pullem serving as chief engineer. The boat was later under the command of Capt. N.M. Mullen. During the early 1970s,

when this writer was a crew member of the steamer **Belle of Louisville**, Chief Engineer David Crecelius told me that he began his lengthy river career aboard the **Gregory** in 1922. A sampling of the **Gregory's** work, taken from a report for the period ending on June 20, 1912, is as follows: "Tended the **Carrollton** (dredge) for a total of 48 days; tended dredge **Frankfort** 40 days; towed barges; also towed four pieces of floating plant from Frankfort, Ky., to Point Pleasant, W.Va., and return for drydocking and repairs to hull. Cost for the year's operation, $8,151.85, of which $5,086.18 was for crew wages, $894.48 for subsistence and $1,005 for coal." In April 1917, the **Gregory** moved four barges of coal from the head of Kentucky River navigation at Beattyville, some 255 miles above the mouth, through the 14 small hand-operated locks, one barge at a time, to Carrollton, Ky. On January 10, 1925, the **Gregory** sank near Owensboro, Ky., while working at the construction site of Ohio River Dam No. 46. All of the crew members jumped overboard and, despite icy river conditions, safely made it to shore. *(Source: The Waterways Journal By Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

WINDCAT 34 CAUGHT FIRE IN THE BALTIC



On the morning of April 4, the 21 meter long high-speed catamaran crew ship **Windcat 34** (MMSI: 211269680) caught fire in the Baltic Sea near an offshore wind farm, east of the island of Møn and northwest of the island of Rügen. The **Windcat 34** was headed for the Baltic 2 offshore wind farm when a fire broke out in the engine room. The crew on board were able to bring the fire under control while the vessel under the helm using the vessel's second engine. Both German and Danish authorities dispatched helicopters and rescue vessels to assist. The DGzRS 36 meter long, 220 gt rescue vessel **Harro Koebke** (IMO: 9606625) along with the 86 meter long, 1613 dwt patrol vessel **Neustadt** (IMO: 9934797) set out to the area to assist. The **Windcat 34** was escorted by the **Neustadt** to the port of Klintholm. The vessels would arrive safely in the port a few hours later. No reports of injuries to the 10 persons on board the **Windcat 34**. The cause of the fire was under investigation.

RUSSIAN LNG CARRIER ARCTIC METAGAZ 'OUT OF CONTROL' NEAR MALTA

International support requested by the Libyan port authority which cannot handle a ship of this size, but no concrete response from the IMO and the EU. The **Arctic Metagaz**, the 277-meter-long, 43-meter-wide Russian LNG tanker that suffered a massive explosion on March 3, "is completely out of control at sea." This statement comes from the Libyan Ports and Maritime Transport Authority, and was made yesterday, April 2, after a towing attempt failed around 4:00 a.m. local time due to bad weather. The ship was hit by the explosion—likely caused by a Ukrainian drone—while sailing

between Malta and Libya; the 30 crew members on board were evacuated to another vessel;

fortunately, no casualties were reported. As reported in the Authority's announcement, the vessel has continued to drift since then, posing a serious danger to navigation and the environment. Therefore, all vessels and maritime units have been warned to maintain a distance of no less than 10 nautical miles from its position and to report any signs of leakage, including gas or smoke emissions. The tugboats attempting to rescue the **Arctic Metagaz** were reportedly detected by the AIS system as they were returning to port. According to the latest surveys yesterday, the vessel was located at latitude 33°50'N and longitude 16°43'E, in waters not far from Malta's search and rescue (SAR) zone. The failure of the towing operation, Libyan authorities specified, was caused by 40-50 knot winds and waves of approximately five meters, generated by a deep low-pressure system. The port authority also added that the ship, being adrift and out of control, does not allow the tugboat to return to the scene and resume the operation due to dangerous weather conditions. According to forecasts, winds in the coming days could push the **Arctic Metagaz** further north, potentially into the Maltese SAR zone, which could lead to a broader regional rescue effort. Libya has meanwhile requested international support to manage the situation: Mohamed Salem Scewy, president of the Libyan Ports and Maritime Transport Authority, declared that the authorities have formally turned to both the International Maritime Organization and the European Union. According to GCaptain , Scewy also told TradeWins that "the problem is not just Libyan, but affects the countries of the Mediterranean Sea." The president also stated that despite outreach efforts, support has been limited. "We need help or cooperation to control this LNG tanker and prevent any pollution," he said, adding that EU counterparts have so far focused primarily on requesting the vessel's location and images. He also denied previous reports suggesting plans to offload the fuel, stating that no agreement has been reached with salvage companies and that Libya does not have ports capable of handling a vessel of this size. *(Source: Shipping Italy)*

TEN WORKERS SUFFER INJURIES AS FIRE BREAKS OUT AT ASIAN OFFSHORE OIL PLATFORM

India's state-owned energy giant Oil and Natural Gas Limited (ONGC) has reported a fire at an offshore platform. The incident left multiple workers injured. ONGC has confirmed that the situation regarding a fire incident at its SHP platform on the Mumbai High asset was promptly brought under control. While the fire has been extinguished, ten personnel have sustained minor injuries. The company explains that all of them are under medical care and in a stable condition. Last year, BP was hired as an international technical services provider (TSP) to unlock production growth from the Mumbai High field. ONGC has been actively working to bolster its hydrocarbon production. To this end, the Daman Upside Development Project (DUDP) reached a new milestone at the end of March 2026 in the Arabian Sea. Located about 180 kilometers northwest of Mumbai and about 80 kilometers south of Pipavav, Gujarat, with a capex of about $1 billion, the project achieved monetisation through flowing gas from the platform B-12-24P. After the platform was commissioned, the gas was sent to the Hazira plant. This project was executed in less than two years from the date of award. The firm plans to increase production from all wells in a phased manner. *(Source: Offshore Energy)*

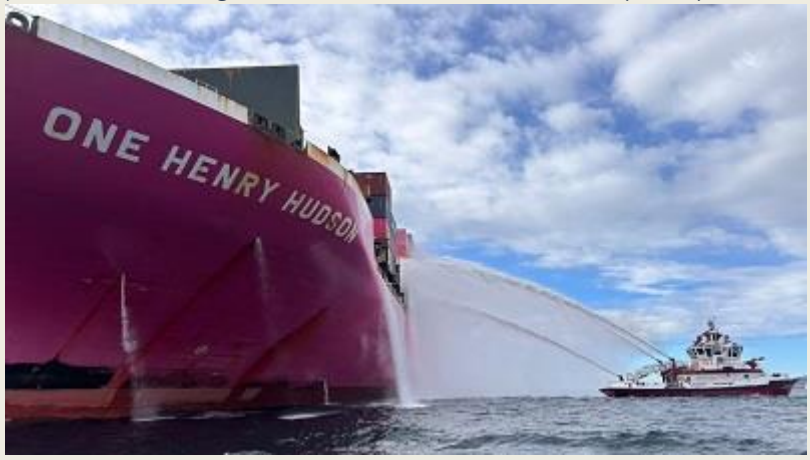
SALVORS SAVE 3M TONNES OF POTENTIAL POLLUTION IN 2025

International Salvage Union members safeguarded marine environments by conducted 231 services to vessels carrying potentially polluting cargo and fuel during 2025. Salvage companies prevented 3M tonnes of pollution from the world's marine environment through emergency towage, refloats and wreck removals in 2025, up almost 600,000 tonnes, or 25%, from 2024. Pollutants saved in 2025 included 1.2M tonnes of dry bulk, 1M tonnes of containerised cargo, nearly 506,000 tonnes of crude oil, 127,000 tonnes of refined products and 78,000 tonnes of bunker fuel. These pollutants were saved by International Salvage Union (ISU) members through 231 services to vessels, up from 162 in 2024, a 43% year-on-year increase. The data comes from the ISU's Annual Pollution Prevention Survey for operations in 2025, which relies on replies from members. ISU president, Leendert Muller, said this data demonstrates the vital role of professional salvors in protecting the marine environment. "ISU members are in most cases the only resource available to prevent a marine casualty from becoming an environmental disaster," he said. "This survey shows clearly how important our members are to the shipping industry but also to wider society. And we reduce the exposure of shipowners and their insurers to potentially huge

costs and reputational damage." Each year there can be significant variations in the quantities of pollutants in each category, depending on the number of accidents involving tankers, bulk carriers and container ships. "Capabilities to deal with casualties and incidents is essential and needs to be properly funded" Casualties involving very-large crude carriers or ultra-large container ships can sway the data year to year. For example, containerised cargo was up 69% to more than 1M tonnes and crude oil was 26% higher in 2025, versus 2024. "Maintaining a professional salvage industry with the capability to deal with casualties and incidents wherever they occur is essential and needs to be properly funded," said Mr Muller. He highlighted how the professional salvage industry needs to be sustainable and commercially viable, which can be achieved through working with shipowners, operators and insurers. "We must not take these capabilities or capacities for granted," he said during the ISU members conference in London in March 2026. "At the heart of commercial salvage is taking risks and using experience to respond to casualties." Mr Muller continued. "Salvage remains essential for environmental protection and pollution prevention at sea. We must not be careless. The salvage industry must be sustained." *Pollutants rescued* Bulk cargo at 1.2M tonnes saved constituted 41% of the total pollution prevented in 2025 and was up 30% from 923,000 tonnes reported in 2024. Containers, after bulk cargo, remain the most significant category of saved pollution (35% of the 2025 total) with ISU members providing services to vessels carrying 69,256 TEU last year, up from 40,974 in 2024. ISU secretary general, James Herbert, highlighted the trends in the annual pollution prevention data with rising volumes saved in bulk, crude oil and containerised cargoes in the past three years. "It is now commonly accepted that containers carrying a great variety of harmful and dangerous goods, including plastic pellets, are one of the biggest threats to the marine environment," said Mr Herbert. Around 17% of the 2025 total was crude oil, 4% refined products and 3% bunkers. Cargoes of refined oil products decreased in 2025 to 126,400 tonnes, while bunkers was 5% higher than in 2024, at 77,360 tonnes, and there was very little chemical cargo, just 8,722 tonnes, recorded in the survey. However, the ISU noted that several members' services in the survey did not record the quantity of bunkers or the cargo type "meaning the reported numbers likely represent a more modest total than the reality."

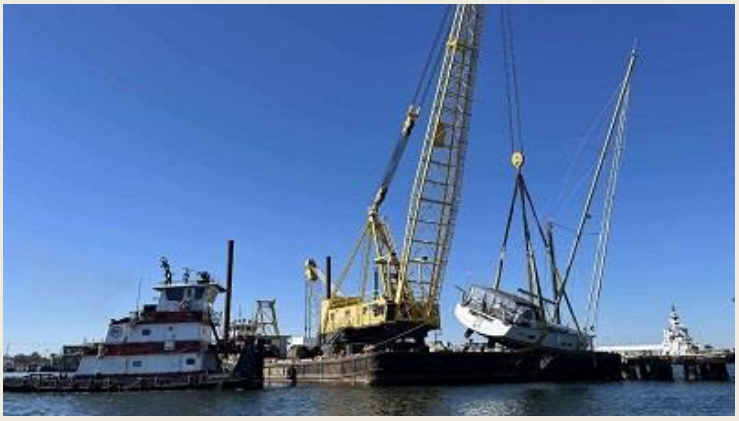
Services rendered In 2025, ISU members undertook 42 wreck removal and marine services contracts, which was 18% of the 231 total, 53 commercial contracts (23%), 37 towage contracts (16%), 31 day-rate contracts (13%), 28 under Turkish forms (12%), 15 under Japanese forms (7%) and just 13 using Lloyd's open forms (LOF), which is the lowest on record, and 12 under fixed price or lump-sum contracts. Mr Muller was disappointed by the low number of LOF salvage contracts awarded in 2025 considering their fairness to salvors, insurers and owners in ensuring commercial salvors are readily available to respond rapidly to ship casualties. Most of the other contract types involve negotiation and company approvals that delay responses, he said. "Many of these cases might have had real consequences and everyone in the shipping industry should ask the question 'what if nothing had been done because no contractor was available'," said Mr Muller. Although some cases will have had limited danger to the marine environment, coastal infrastructure, ship, crew and cargo, others would

have carried a real risk of causing injury, asset losses and substantial environmental damage. ISU first conducted this survey in 1994, and the methodology was updated in 2014 to include a wider range of potential pollutants, including containers and hazardous and dirty bulk cargoes. In the period 1994 to end-2025, ISU members have provided services to casualty vessels carrying 48.8M tonnes of potential pollutants, an average of 1.5M tonnes per year. *Warzone strife* Changes in regional and worldwide geopolitics made salvage much harder for providers in 2025, with conflicts and sanctions increasing physical and commercial risks and forcing many to avoid potential work. As more ships were damaged by drones, missiles and unmanned surface vessels in the Middle East, Black Sea and Mediterranean, the list of casualties requiring assistance increased, but the ability to respond worsened. Several salvage companies were asked to send people and assets to assist distressed ships across the Middle East, from Iraq to the United Arab Emirates (UAE) and Oman, but they were concerned for the safety of their personnel and those of subcontractors. Protection and indemnity (P&I) insurance providers covering these damaged ships were also asking casualty representatives to fly out to stranded vessels to facilitate their salvage. During March 2026, 23 ships were struck by projectiles in the Middle East region and Mediterranean as a result of the US/Israel-Iran conflict, mostly from Iranian weapons, according to the Royal Navy's UK Maritime Trade Operations (UKMTO) Centre. "If there was a major oil spill, there would be no way to salvage and protect the environment" Salvors responding to damaged ships could have faced dangers from Iranian missiles and drones, limiting the viability of what could have been achieved. Mr Muller said wars were "casting shadows over the salvage industry" while sanctions were deterring ISU members. "We are in turbulent times, and this has increased due to armed conflicts with human suffering and impacts on global shipping and energy trades," he said. Mr Muller feared for the safety of seafarers trapped in the Middle East Gulf and those responding to casualties while ships were still being attacked. Four seafarers were killed and three injured when a tugboat from the UAE was destroyed by Iranian projectiles as it was sent to assist a missile-damaged container ship in the Strait of Hormuz. According to the UKMTO, 2012-built tug vessel **Mussafah 2** was struck by projectiles six nautical miles north of Oman on 6 March 2026, as it was steaming to assist stricken Malta-flagged Safeen Prestige, which had also been attacked by Iranian ballistic missiles, 18 nautical miles off



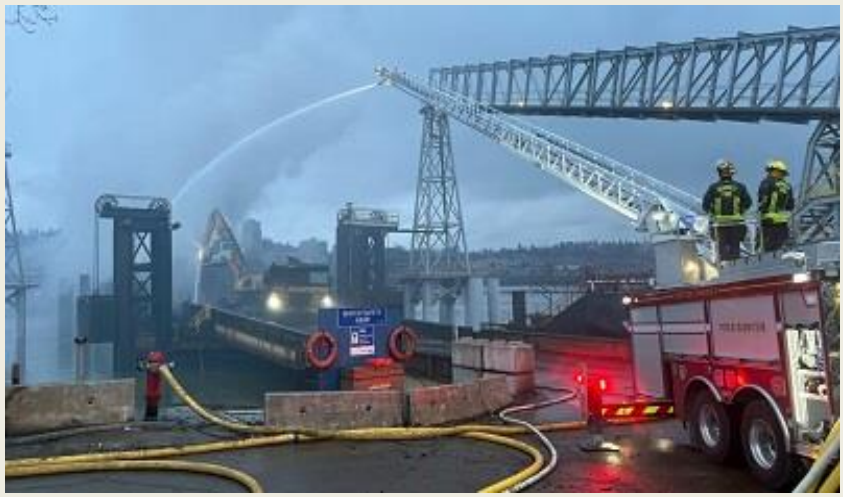
Khasab, Oman. Salvage providers feared a similar fate could befall their seafarers and assets if they were sent to assist damaged tankers, bulk carriers and container ships in the region. Operations were also impacted by the extension from February of the war zone to incorporate the seas around the Arabian Peninsula, the western side of the Arabian Sea and into East Africa. This has implications for war risk premiums and the ability of salvage providers to obtain approvals to operate in these areas. IMO deputy director for the organisation's marine environment division, Patricia Charlebois, said there have been at least 22 attacks on ships, leaving "several dead seafarers" and damaged vessels. She said there were about 1,000 stranded tankers and 20,000 seafarers in the Middle East Gulf, as of 6 March, and huge cost increases for shipowners. "War risk insurance premiums are up fivefold," said Ms Charlebois. "If there was a major oil spill, there would be no way to salvage and protect the environment. It would be highly challenging." Salvors have some experience of assisting casualties of missile strikes in the Red Sea in the past two years. "Salvage in conflict zones require

expertise, extra risk assessments, authority engagement and naval escorts," said Ms Charlebois. *Sanction issues* Sanctions are also impacting ship salvage, with salvors increasingly questioning whether to respond to, and countries refusing support for, damaged ships carrying Russian oil and LNG that would be sanctioned by the US, European Union and UK. In 2025, Five Ocean Salvage had to tow a damaged tanker carrying Russian oil from the Baltic Sea to Dakar, Senegal, because European nations refused to provide a place of refuge and any ship-to-ship transfers. Five Ocean Salvage commercial director, Kyriakos Mitsotakis, said this tanker had lost propulsion in an ice sheet in the Baltic Sea while transporting oil from St Petersburg to Nigeria and had limped to Gotland Island, Sweden. "Under a LOF, our only option was to tow the tanker to Dakar, for cargo discharge, a saga of 60 days of towage over 4,800 nautical miles to avoid adverse weather conditions," said Mr Mitsotakis. He thinks sanctions that vary between regimes and jurisdictions are making it tougher for salvage companies to aid distressed ships carrying sanctioned cargoes. "Assistance is not easy nor straightforward," he said. "There are many issues and sanction checks, while parties are becoming better at manipulating rules, forging paperwork and avoiding compliance." Many of these issues will be on tankers of over 20 years old, sailing over a year under multiple flags and different ownerships.



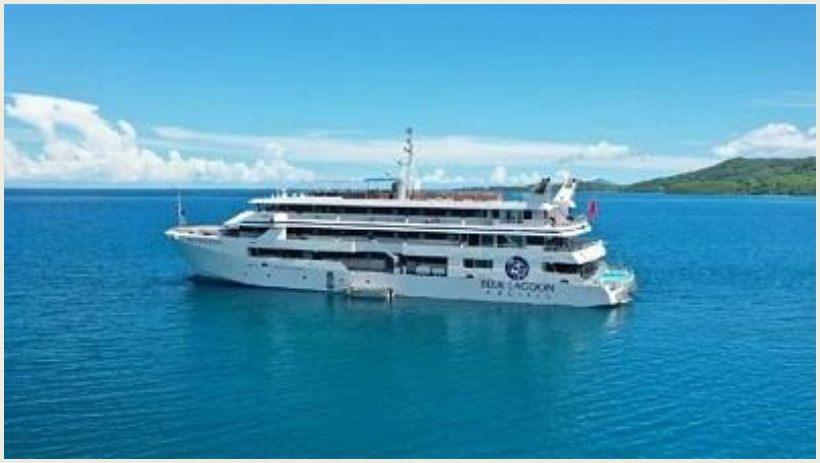
They could be avoiding using the global automatic identification system (AIS) and could potentially be waiting outside ports for several days or weeks. "They would have no clear P&I or class certification from major societies, and their AIS reality may not make sense," said Mr Mitsotakis. "It is becoming increasingly restrictive for working with casualties. Sanctions and expanding war zones are high risks to salvors. These are unusual times for our industry." Sanctions and risk have prevented salvors from attempting to aid damaged LNG carrier **Arctic Metagaz** after it was damaged near Malta, allegedly by drones while carrying Russian gas. Salvors refused to assist and this stricken ship was drifting for three weeks in the Mediterranean until 25 March, when the Libyan Coast Guard deployed a tug to tow it away from offshore oil production infrastructure and to a safe zone off the city of Zuwara on Libya's west coast. Libya's national energy company and Italy's Eni were working together to tow the LNG carrier safely to shore and prevent an environmental or economic disaster. *(Source: Riviera by martyn Wingrove)*

FIREFIGHTERS, CANADIAN COAST GUARD RESPOND TO BARGE FIRE IN BRITISH COLUMBIA



Firefighters and the Canadian Coast Guard responded to a barge fire in Surrey, British Columbia, on April 3 that produced significant smoke and prompted air quality monitoring in the surrounding area. According to regional officials, the fire occurred on a barge near the Riverview Bridge, which connects Surrey and New Westminster. Authorities said the blaze generated considerable smoke, prompting Metro Vancouver Regional District to monitor local air quality while suppression efforts continued. Surrey Fire Services said crews were dispatched at approximately 11 p.m. April 2, after reports of a commercial structure fire. When responders arrived, they found a barge on the river fully involved in heavy flames and smoke. Due to the scale of the incident, the response was escalated to a second alarm, bringing 22 fire suppression personnel and multiple engines to the scene. A fireboat was used to fight the blaze from the water using deck-mounted monitors while land-based crews supported operations from shore. Officials said the barge was loaded with scrap metal parts, and firefighters began removing material from the vessel in order to locate and extinguish the seat of the fire. Authorities reported no injuries related to the incident, and the cause of the fire remained under investigation as of April 6. *(Source: Workboat; Photo: Metro Vancouver Regional District Emergency Services)*

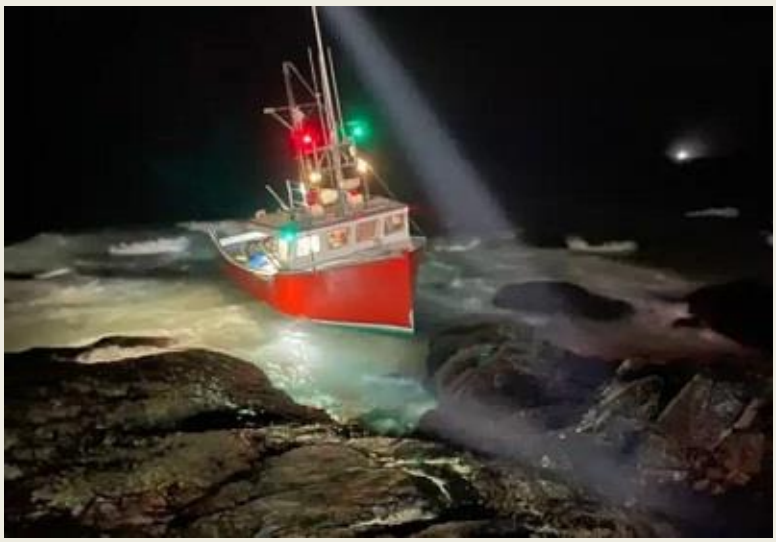
PASSENGERS ABANDON CRUISE GROUNDED ON ISLAND FROM 2000 MOVIE "CAST AWAY"



Passengers aboard the Fiji cruise ship might have thought they were about to relive a scene from the 2000 movie "Cast Away," in which Tom Hanks becomes stranded for years on an uninhabited island. Their ship, the **Fiji Princess**, grounded on April 4 on the same island used in the movie. The 179-foot (55-meter) cruise ship operates cruises up to a week in length around the islands in Fiji. Built in 1998, the ship has 32 passenger cabins with a maximum capacity of 64 passengers, along with 31 crew. According to the initial reports, the vessel was at anchor in calm waters when it was hit by a severe squall that caused it to drag anchor. It hit a reef and, according to the Maritime Safety Authority of Fiji, suffered serious damage to its port side

along the stern. The hull has been damaged and was experiencing an ingress of water in an area near the steering equipment. The ship was sitting on the reef with a strong list to port. The 30 passengers aboard this cruise were removed from the ship at first light on Sunday along with 17 crewmembers. A ferry transferred them back to Port Denarau. The authorities have not reported injuries among the passengers or crew. The primary concern, they said, was 20,000 liters of diesel fuel aboard the vessel. There were no signs of a fuel leak or damage to the tanks, but they prepositioned containment equipment as a precaution. The vessel's owners, Blue Lagoon Cruises, brought in a salvage team from Australia, which reached the location on Sunday. However, due to rough seas and strong waves, the authorities reported they had been unable to send down divers to survey the underside of the hull. A strong tropical storm was approaching Fiji, so the remaining crew was moved off the ship overnight for their safety. The plan was to begin removing the fuel as soon as possible while the salvage team surveyed the damage and determined how to remove the vessel. HERE *(Source: Marex)*

FISHING VESSEL LEGACY GROUNDED



On the night of April 4, the 40 foot long fishing vessel **Legacy** ran aground in Massachusetts Bay off Gloucester, Massachusetts. Local authorities were alerted the **Legacy** had run aground on the rocks just 20 yards offshore and 2 crew members on board were unable to free the vessel. The Coast Guard arrived on scene and was unable to pull the **Legacy** off the rocks. With swells reaching 4 feet, the fishing vessel began to breakup as it was pounded against the rocks. The Gloucester firefighters assisted by passing rescue lines to the vessel while the crew donned survival suits before they were safely taken ashore. There were no reports of injuries. By the next day, the **Legacy** had broken up on the rocks with debris scattered along the shoreline. The amount of pollution released was not disclosed. The cause of the grounding is under investigation. Watch the YouTube video HERE *(Source: Shipwreck Log)*

CHINESE BULKER GROUNDS IN SUEZ CANAL STOPPING TRAFFIC FOR FOUR HOURS

A Chinese bulker briefly disrupted traffic for the southbound convoy of the Suez Canal on April 2 after the vessel experienced a reported "technical failure." While the incident only lasted four hours, it came just past the fifth anniversary of the **Ever Given** grounding, which blocked the canal for six days, and as analysts have emphasized the importance of the Suez Canal, with the Strait of Hormuz mostly closed. The bulker **Xin Tai Yuan** (75,413 dwt) was traveling in the north convoy that had left Port Said. The vessel, built in 2001, is 225 meters (738 feet) in length and registered in Panama. Its AIS shows it is coming from Ust-Luga, Russia, and the Suez Canal Authority says it is bound for Singapore. At midday, the ship reported a technical failure and grounded north of Great Bitter Lake in the Suez Canal. It was near the 87 KM marker in the canal. The authority is saying that the vessel experienced a problem with its rudder during the transit. Four of the SCA's tugs were dispatched for the recovery operation. Included, the highlight was the canal's newest tug, the **Azm 2**, which has a bollard pull of 90 tons. The four tugs worked and were able to pull the bulker free and reposition it back into the channel. They then accompanied the vessel to the anchorage in Great Bitter Lake, where the plan called for a technical inspection and survey of the hull. If the vessel was not damaged, it was to take up a position at the end of the convoy. The southbound convoy was stopped for four hours during the grounding and recovery operation. The disruption came on a day when a total of 50 vessels, northbound and southbound, were making the transit. The SCA said it was a net tonnage of 2.2 million tons. Volume in the canal has remained fairly steady during March, according to the reports. The SCA said on March 3 that a total of 56 vessels with a total net tonnage of 2.6 million tons had made the passage. Over the prior three days, it reported that 100 ships had made the transit, representing a total net tonnage of 3.8 million tons. Traffic dropped on March 25 to a total of 39 ships with a total net tonnage of 1.6 million tons. *(Source: Marex)*

THE TANKER NAMED 'ELBUS' EXPERIENCED A MALFUNCTION IN THE DARDANELLES STRAIT.

A 274-meter-long, Palau-flagged tanker that experienced engine failure in the Dardanelles Strait was towed by a tugboat and anchored at the Şevketiye Anchorage. The 274-meter-long tanker **'ELBUS'** ,

flying the Palau flag and en route from Tuzla to Croatia , experienced engine failure near the 1915 Çanakkale Bridge during its passage through the Çanakkale Strait. The ship's captain reported the situation to the Çanakkale Strait Ship Traffic Services Center Directorate via radio. The Coast Guard's 'Kurtarma-20', ' Kurtarma -16' and ' Kurtarma -15' vessels have been dispatched to the region. Other ships passing through the strait were also informed about the malfunction. The disabled ship was towed by tugboats and anchored at the Şevketiye Anchorage. *(Source: DenizHaber)*

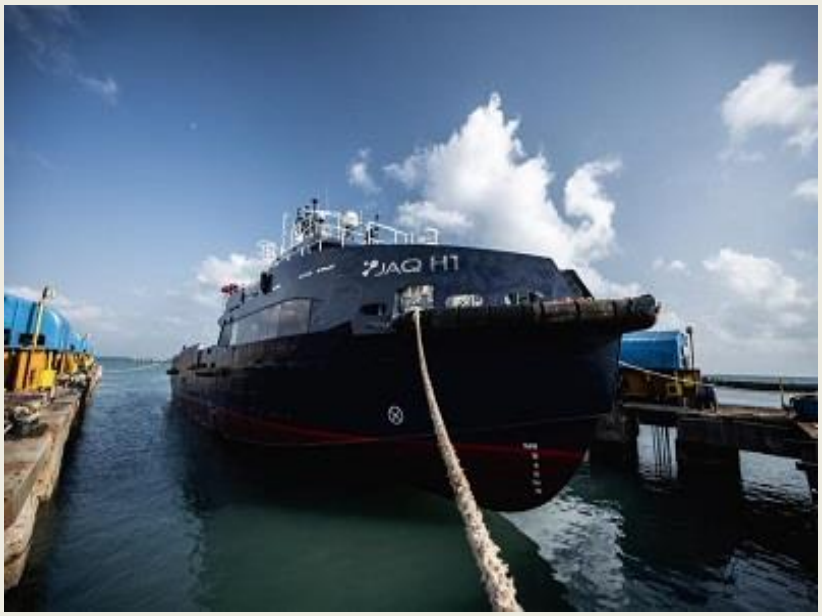
RUSSIAN GRAIN SHIP SINKS IN SEA OF AZOV AFTER SUSPECTED DRONE STRIKE, RAISING RISKS TO SHIPPING

A Russian cargo ship carrying grain sank in the Sea of Azov on April 5 after what Russian officials said was a Ukrainian drone attack, in the latest escalation of Kyiv's campaign against Moscow's maritime logistics. The vessel, identified as a river-sea Volgo-Balt class bulk carrier, was transporting wheat when it was struck and later went down off the coast of the Kherson region, according to Russian and Ukrainian reports.? A Russia-appointed official in occupied southern Ukraine said one crew member was killed and two were missing, while most of the crew managed to abandon ship and reach shore. ?Others reports suggested the death toll could be higher, though details remain unclear.? The incident marks a rare sinking of a grain-laden merchant vessel in the Azov–Black Sea basin since the start of Russia's full-scale invasion of Ukraine in 2022, underscoring growing risks to commercial shipping in the region.? Kyiv has not officially claimed responsibility, but Ukrainian forces have increasingly used drones – both aerial and naval – to target Russian naval and logistics assets far beyond the front line. In recent

days, Ukraine has stepped up strikes on Russian energy and maritime infrastructure. Drone attacks have hit oil terminals in Novorossiysk and refineries deeper inside Russia, causing fires and disrupting exports, according to officials and media reports.? Ukraine also said it had struck a Russian missile carrier and offshore infrastructure in the Black Sea, highlighting its expanding reach against military targets.? The campaign builds on earlier successes against Russia's fleet. Since 2022, Ukrainian forces have damaged or destroyed multiple high-profile vessels, including the Black Sea Fleet flagship **Moskva** and several landing ships, forcing Russia to relocate parts of its fleet away from Crimea.? More recently, Ukraine has broadened its focus to include commercial and "shadow fleet" shipping linked to Russian exports, including tankers and LNG carriers suspected of helping Moscow circumvent sanctions. ? *(Source: gCaptain; Photo: Mehmet Guney)*

OFFSHORE NEWS

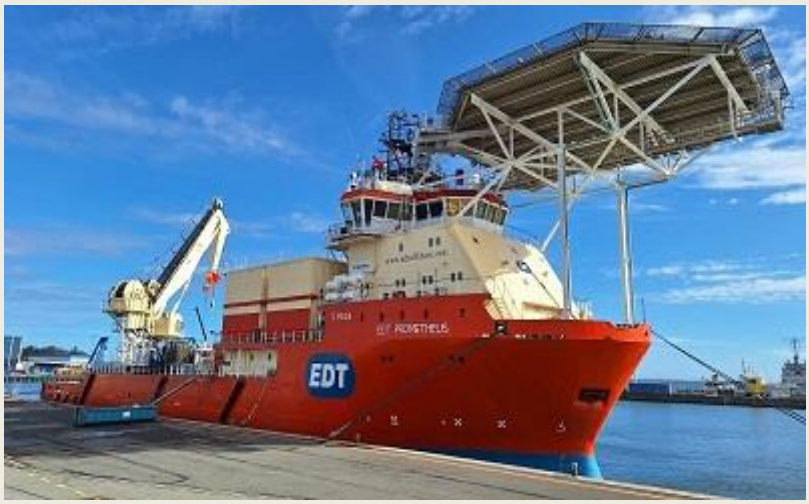
GRUPO NÁUTICA AND IPT FORMALIZE PARTNERSHIP TO ENABLE THE WORLD'S FIRST HYDROGEN SELF-SUFFICIENT VESSEL.



The Náutica Group has officially announced the participation of the Institute for Technological Research (IPT) in the JAQ Green Hydrogen project. This new alliance marks the beginning of the program's third phase, focused on the development of the **JAQ H2** — the world's first vessel designed to produce its own hydrogen on board. The IPT, with 125 years of experience, will be responsible for the technical validation of the ship's electrolysis system. The Náutica Group has formalized a partnership with the Technological Research Institute of São Paulo (IPT), a public institution with over 125 years dedicated to applied science and innovation, for the development and validation of a hydrogen production system aboard the **JAQ H2** vessel. The approximately 50-meter boat, scheduled for delivery in 2027, marks the third phase of the JAQ Green Hydrogen program and aims to enable energy autonomy in long-distance navigation. The agreement also includes logistical support from the port of Açu (RJ) for real-world testing and scientific expeditions along the Brazilian coast for the first boat launched at COP30, the **JAQ H1**, with hybrid propulsion and capable of reducing CO2 emissions by up to 80%. With IPT and other major partners, such as the global manufacturer GWM, the project is entering the maturation phase of the new vessel, the **JAQ H2**, the world's first to produce its own fuel "on board," currently under construction in Guarujá/SP, aimed at transforming the concept into operation. The institute will work on the design of the onboard hydrogen production system, its integration with the vessel's electrical systems, and the evaluation of the electrolyzer under real navigation conditions. The scope includes technical feasibility studies, operational performance tests, safety analyses for hydrogen storage and use, and tests that can support naval and energy certification processes. This initiative follows the launch of the **JAQ H1** at COP30, a 36-meter vessel equipped with hybrid engines capable

of reducing CO2 emissions by 80%, and with all its accommodation powered by green hydrogen. In April, the H1 will begin a technical tour departing from Belém (PA) towards the Southeast region to validate the operation of the German propulsion technology. In addition to IPT, the JAQ Green Hydrogen project has also established important partnerships with SENAI Pernambuco and the Port of Açu (RJ). "This network of partners positions JAQ Green Hydrogen as a global-scale initiative with a structuring character for the energy transition in the maritime sector. By linking a technological research centre like IPT and strategic ports for the hydrogen chain, such as Açu, the project integrates technological development, hydrogen production and supply, logistical operation, and scientific application in the field. This allows it to move from a prototype to a complete, replicable, and commercially viable operational model, capable of producing hydrogen on board, refuelling at strategic hubs, and conducting scientific expeditions with two vessels simultaneously," says Ernani Paciornik, president of the Náutica Group and the project's creator. *(Source: Diario de Minas)*

EDT PROMETHEUS TO WORK FOR BLUESTREAM



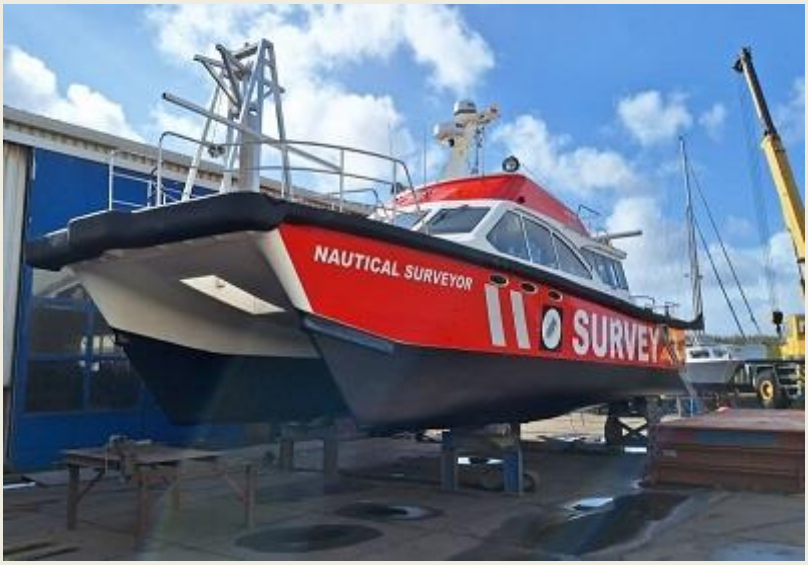
The **EDT Prometheus**, built by EDT Shipmanagement of Limassol, will once again be deployed as a diving support vessel for Bluestream Offshore in the coming period. The 91-meter-long multi-purpose offshore support vessel was mobilized at the Nieuwediepkade over the past week for this purpose. During this work, a range of Bluestream diving equipment was installed and secured on the work deck, partly with the aid of a mobile telescopic crane. On Saturday afternoon, the ship departed for sea again, with the Danish wind farm Dantysk as its destination. The **EDT Prometheus**, an extended version of the Ulstein P105 type, was delivered in 2005 by the Norwegian Ulstein shipyard and sails under the flag of Liberia. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

DECOMMISSIONING MARKET CREATES NEW OSV MARKETS

New contracting strategies are bringing energy companies and service providers closer to tackle decommissioning demand in more regions. Oil and gas production infrastructure decommissioning has accelerated in mature basins such as the US Gulf and the UK sector of the North Sea, while new markets have emerged. Boston Consulting Group partner and associate director Martha Vasquez said Brazil, Australia and the Gulf of Guinea have become hot-spots for offshore decommissioning activity and will have greater significance in the future. In a video interview on the sidelines of Riviera's Offshore Support Journal Subsea Conference 2026 in London, UK, she said energy companies are increasingly required by regulations to clear the sea floors of production infrastructure including platforms, subsea wells and pipelines. "In the Gulf of Mexico, the North Sea, particularly the UK and Australia, there will be big projects," said Ms Vasquez. Oil and gas companies will need to remove almost all infrastructure from the seabed, including coated pipelines, old steel jackets, subsea trees, flowlines and umbilicals. Governments and energy companies will share the cost of decommissioning work and collaborate with the supply chain in more varied contracting strategies. "We have seen more contracting strategies over the last five years, with oil and gas companies trusting the supply chain, in collaborations that make partnerships between suppliers stronger," said Ms Vasquez. "Suppliers are excellently positioned to capture the role of truly partnering, truly delivering with the asset operators." *(Source: Rivier by Martyn Wingrove)*

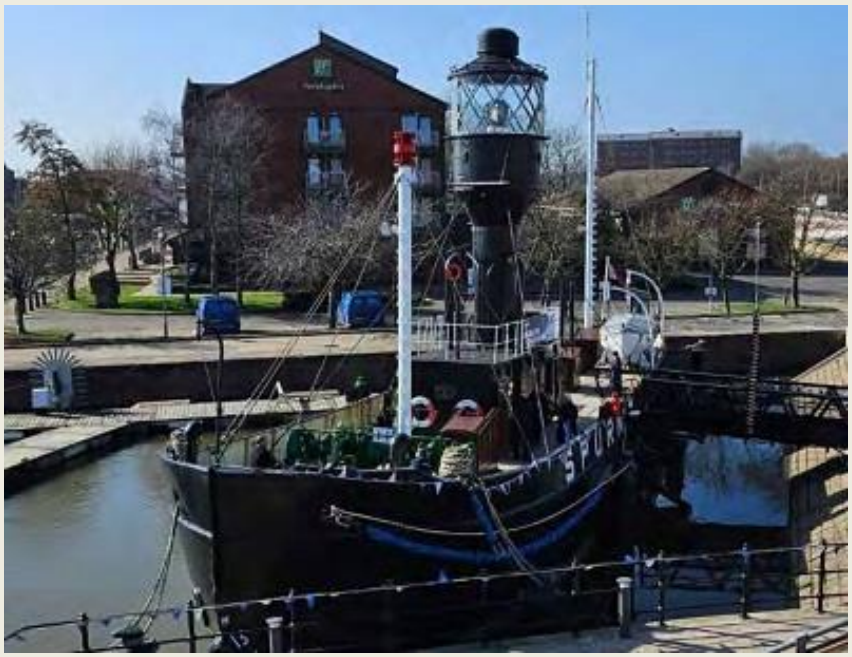
NAUTICAL SURVEYOR ON DRY LAND

Spotted at the Braspenning Den Helder (formerly Teerenstra) shipyard is the **Nautical Surveyor** from Pro Marine in Velsen-Noord. The 14-meter catamaran has been dry-docked to carry out inspection, repair, and maintenance work. In addition to serving as a survey vessel, the catamaran can also be deployed as a patrol vessel or support ship for diving operations, as well as for numerous other activities, including crew changes and search and rescue operations. The **Nautical Surveyor** is powered by two 450 hp Iveco engines and operates from Den Helder. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*



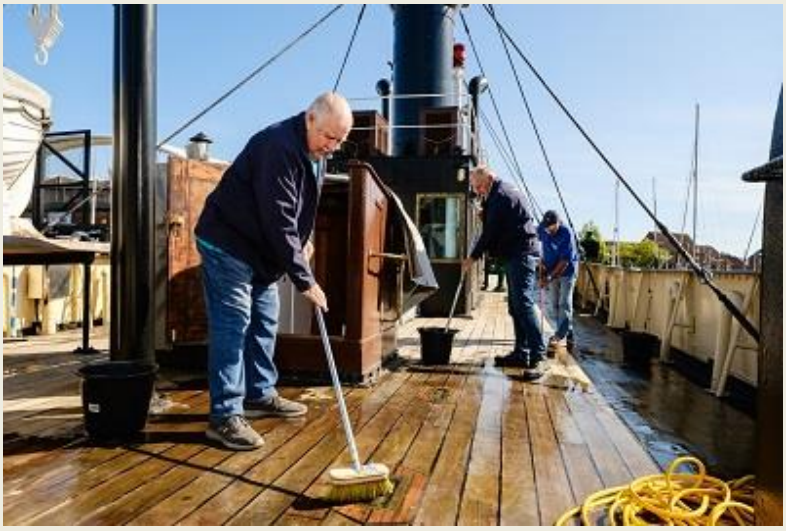
MUSEUM NEWS

LICHTSCHIP SPURN WEER OPEN NA RESTAURATIE



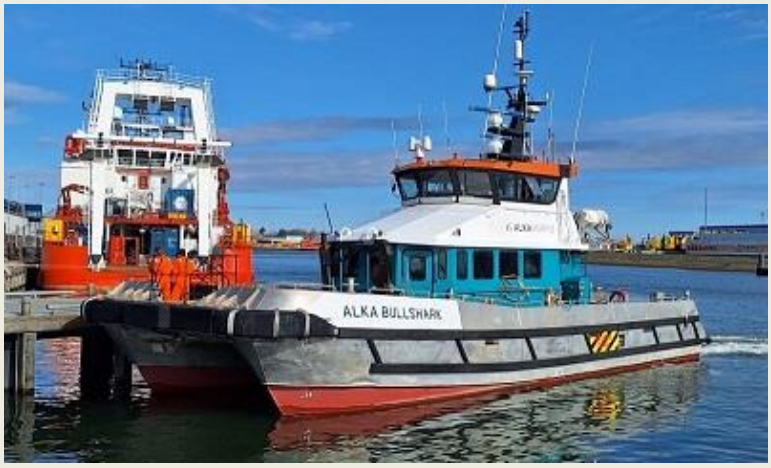
Het **Spurn** Lichtschip is op 7 maart op zijn nieuwe locatie in Hull Marina weer geopend. Het schip, gebouwd in 1927, deed in de Humber-monding dienst om zeelieden te waarschuwen voor de verschuivende zandbanken. De Humber wordt beschouwd als een van de gevaarlijkste waterwegen ter wereld, en zelfs vandaag de dag zijn er nog steeds rivierloodsen nodig om schepen in en uit te loodsen. Het lichtschip nr. 12 **Spurn**, gebouwd in 1927 door Goole Shipbuilding, was gestationeerd bij het Spurn-station buiten de Humber. De **Spurn** keerde na de oorlog terug naar zijn oorspronkelijke positie en bleef daar in dienst totdat het in 1959 werd vervangen door een nieuw vaartuig. Op dat moment werd de **Spurn** omgedoopt tot **Bull**, opnieuw rood geschilderd en verplaatst naar het Bull-station in de rivier, totdat het in november 1975 buiten dienst werd gesteld. Het vaartuig werd in 1983 aangekocht door de gemeenteraad van Hull en gerestaureerd als de **Spurn**, waarna het werd geopend als drijvend museum in de jachthaven van Hull. Sinds 2018 is het museum echter wegens restauratie gesloten voor bezoekers. De restauratiewerkzaamheden omvatten het verwijderen van roest en het opnieuw schilderen, evenals het repareren van het dek en het vervangen van verrot hout en gebarsten ramen. De gemeenteraad van Hull voerde ook werkzaamheden uit in de omgeving van het schip, waaronder het verbeteren van de toegankelijkheid voor bezoekers. Het lichtschip maakt deel uit van de renovatie van het maritieme erfgoed van de stad ter waarde van 27,5 miljoen pond, waaronder de opknapbeurt van het Hull Maritime Museum, de Dock Office Chambers en de bouw van een nieuwe attractie bij de North End-scheepswerf, waarin een nieuwe thuisbasis wordt gecreëerd voor de gerestaureerde Noordzeetrawler de **Arctic Corsair**. Raadsvoorzitter Mike Ross zei dat de heropening “een spannend

nieuw hoofdstuk voor het schip is en het begin markeert van een ongelooflijk jaar voor Hull, waarin het rijke maritieme erfgoed van de stad wordt gevierd". "Het Spurn Lightship biedt inwoners en bezoekers opnieuw de kans om een essentieel stukje van de maritieme geschiedenis van Hull te ervaren, zorgvuldig en authentiek bewaard zodat het aan boord gaan aanvoelt als een bezoek aan een werkend lichtschip," voegde hij eraan toe. Het schip is gratis te bezoeken en zal, als het weer het toelaat, van woensdag tot en met zondag tussen 11.00 en 15.00 uur GMT open zijn. *(Source: Scheepspost)*



WINDFARM NEWS - RENEWABLES

ALKA BULLSHARK RETURNS



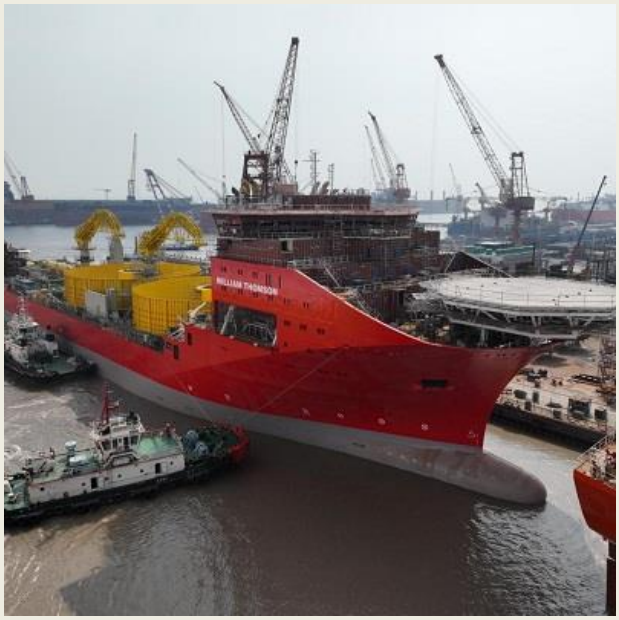
Once again, the 19-meter-long aluminum catamaran Alka Bullshark has made a bunkering stop in Den Helder. The so-called crew transfer vessel of the French shipping company Alka Marine had come over from Cuxhaven to Den Helder and moored at one of the small jetties behind the Blue Port Centre. Experts immediately recognized that this was the former Offshore Wandelaar of Acta Marine. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

CEMRE LAUNCHES SECOND E-METHANOL SOV FOR ESVAGT

Sister vessel to NB1094 Robert Boyle, the world's first e-methanol-powered SOV. Cemre Shipyard, a leading newbuild yard in Türkiye, has successfully launched ESVAGT's second service operation vessel (SOV), NB1097, on April 4, 2026. The new SOV follows in the footsteps of NB1094 ESVAGT Robert Boyle, widely recognised as the world's first service operation vessel equipped with an e-methanol propulsion system. Together, NB1094 and NB1097 represent a significant step forward in sustainable vessel design and construction for the offshore wind sector. Distinguished by ESVAGT's signature red hull and advanced technical specifications, the 93-metre vessel is designed to accommodate up to 124 personnel. The SOV design prioritises enhanced crew comfort, high safety standards through state-of-the-art systems, and optimised logistics to support efficient offshore wind

turbine service operations. Designed by HAV Design, the vessels feature an environmentally advanced propulsion system powered by e-methanol and battery hybrid technology. This configuration is expected to deliver substantial emissions reductions, with NB1094 alone capable of reducing CO_2 emissions by approximately 45,000 tonnes over its operational profile. *(Source: Workboat)*

LAUNCH OF THE WORLD'S LARGEST CABLE-LAYING VESSELS



Jan De Nul has launched another next level high-performance vessel: the **William Thomson**, one of two identical subsea cable-laying vessels currently under construction. Both vessels have a cargo capacity of 28,000 tonnes and a length of 215 metres. This makes them the largest of their kind. Subsea cables are needed to bring energy generated at sea ashore and to connect the electricity grids between different countries and regions. This is essential for building a reliable energy network based on renewable sources, enabling electricity to flow easily from areas of surplus to areas of shortage. *Laying cables at depths of up to 4,000 metres* Jan De Nul's two new cable-laying vessels have been specially

built to install these cables, both in shallow and ultra-deep waters down to 4,000 metres. Thanks to their large loading capacity, they can take longer cables on board in a single piece and bridge longer distances with as few subsea cable connections as possible. Compared to other cable-laying vessels on the market, they therefore also need to make fewer return trips to load cables. This reduces costs, minimises the environmental footprint and enhances cable quality. *Entirely self-designed* Sister vessel **Fleeming Jenkin** was launched in October 2025 and her delivery is scheduled for the last quarter of 2026. The **William Thomson** will follow shortly and will be operational in the first half of 2027. Both vessels and the technologies on board have been designed by Jan De Nul's in-house experts. "The **William Thomson** and her identical sister, the **Fleeming Jenkin**, bring together all the expertise in cable installation that we have built up over the past fifteen years. They are the highest-performing and most efficient cable-laying vessels on the market." Wouter Vermeersch-Director Subsea Cables Offshore Energy at Jan De Nul. *First assignment: over 2,800 kilometres of subsea cables for TenneT* Once operational, the **Fleeming Jenkin** and **William Thomson** can immediately get to work on their first assignments. Their first project is the 2GW programme by TenneT, the grid operator for the Netherlands and large parts of Germany. This introduces a new generation of grid connections for offshore wind farms, each capable of transporting up to two gigawatts. That is more than double the capacity of current connections, which typically range between 700 and 900 megawatts, making offshore wind energy more efficient and affordable. By way of comparison, an average nuclear power station typically generates between 1 and 1.6 gigawatts. For this programme, **Fleeming Jenkin** and **William Thomson** will install more than 2,800 kilometres of 525 kV DC cables for four different grid connections. *Three AC cables for Princess Elisabeth Island in Belgium* In 2028, Jan De Nul will also deploy one of these new cable-laying vessels to install three 220 kV AC cables that will connect the Princess Elisabeth Island to shore. This energy island, which Jan De Nul is building in a joint venture for grid operator Elia, will bundle the cables from Belgium's second offshore wind zone (Princess Elisabeth Zone) and enable a stronger interconnection between the North Sea countries. *Five more vessels on the way* Jan De Nul is investing heavily in the expansion of its existing subsea cable capacity. In addition to the two vessels for installing these cables, three more vessels will be added to protect them: two trenching support vessels to bury cables in the seabed and a rock installation vessel that protects the cables with a layer of rock. This means that Jan De Nul has five additional vessels for the installation and protection of subsea cables on the way. Wouter Vermeersch: "Reliable, affordable and renewable energy, independent of geopolitical tensions, is one of the most important societal challenges of our time. With this wave of investment, we are strengthening our capacity to help build solutions." ***About the William Thomson*** *- Cable-carrying capacity of 28,000 tonnes* **William Thomson** will be equipped with three cable carousels and a large hold for fibre optic cables, capable of laying up to four cables simultaneously. Two carousels are mounted on deck, with a third below deck. The combined cable-carrying capacity amounts to 28,000 tonnes, which is double the capacity of any other cable-laying vessel currently on

the market. *Cable tensions of up to 150 tonnes, cable installation at depths of up to 4,000 metres* On

the aft deck, the vessel is equipped with a chute and a cable-laying wheel. In combination with the tensioners, the chute allows installation of cables in shallow waters, while the wheel makes installation at great depths of up to 4,000 metres more efficient. The tensioners enable the vessel to handle and control cable tensions up to 150 tonnes – the weight of the Statue of Liberty. *Green technologies* The vessel is an Ultra-Low Emission vessel (ULEv). ULEv is a highly advanced dual exhaust filter system which removes up to 99% of nanoparticles from emissions using a diesel particulate filter and a reduction system for nitrogen oxides (NOx). The system also significantly reduces exhaust gas pollutants. The engines of the vessel can run on biofuel and green methanol, reducing CO_2 emissions. Thanks to the ULEv system, the vessel complies with the strict European Stage V emission standards for inland waterway vessels. Moreover, the NOx emissions are reduced to such an extent that this vessel meets the even stricter EURO VI emission limits. *Electric Hybrid vessel* The hybrid power plant on board also contributes to the reduction of CO2 emissions and optimal fuel usage. It combines the generators with a 2.5 MWh battery and drive technology, designed for peak shaving, load smoothing, spinning reserve and optimized engine loading. *(PR-Jan de Nul)*

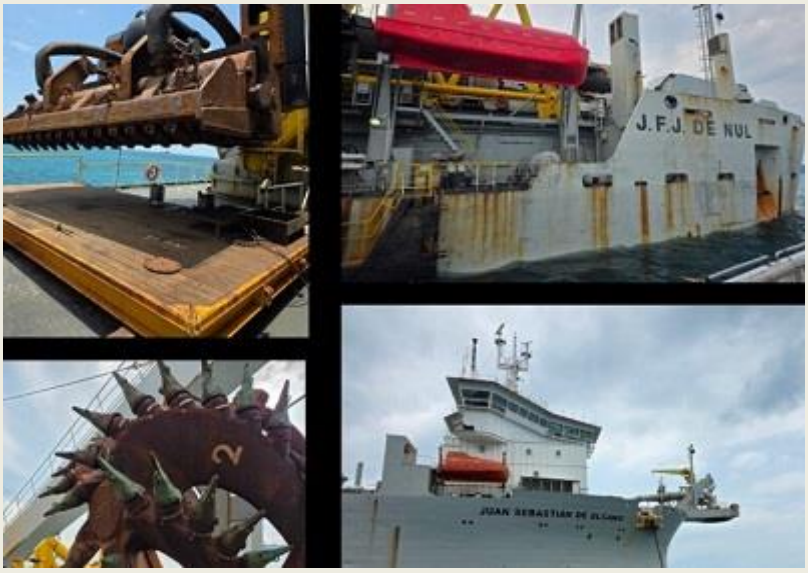
DREDGING NEWS

PORT OF ITAJAÍ ISSUES A SERVICE ORDER FOR DREDGING AND ENSURES CHANNEL MAINTENANCE FOR THE NEXT FIVE YEARS

The Port of Itajaí issued, on Wednesday, April 1, 2026, the service order to begin maintenance dredging of the waterway access channel, marking another step toward ensuring navigational safety,

operational continuity, and predictability for the port sector. The services will be carried out by Van Oord, the winner of the final bidding process. The contract between Codeba and Van Oord, electronically signed on Tuesday, March 31, was set at R$63.8 million, with an initial term of 12 months and the possibility, under legal terms, of extension for up to 48 months, ensuring the continuity of dredging operations over the next five years. The contract covers maintenance dredging of the access channel to the Port of Itajaí, including the internal and external channels, berths, and turning basins, to ensure the depths required for navigability and operational safety. "The issuance of the service order represents a decisive step toward ensuring safety and predictability for port operations. With the final bidding process, we guarantee the continuity of dredging and greater competitiveness for the Port of Itajaí," said Superintendent João Paulo Tavares Bastos. *(Source: Port of Itajaí)*

JAN DE NUL MOBILIZES CSD AND TSHD FOR KANGWINAN DREDGING JOB



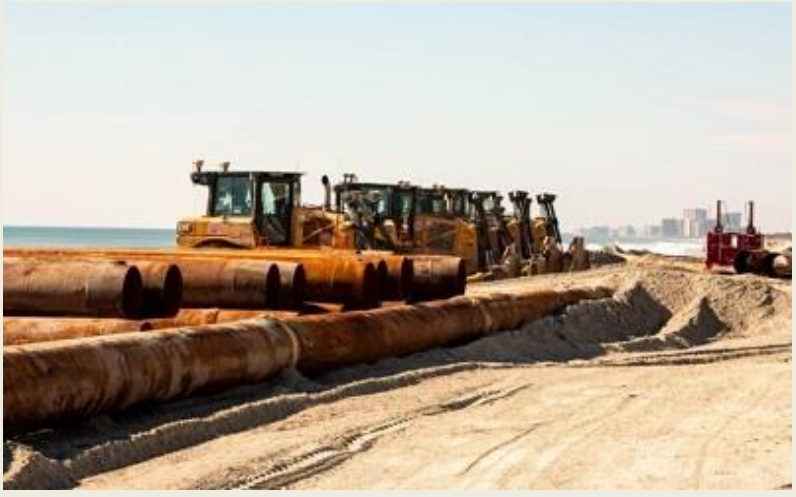
The Kangwinan dredging project for Rio Tinto in North Queensland is set to begin in the coming weeks, with Jan De Nul mobilizing both a cutter suction dredger (CSD) and trailing suction hopper dredger (TSHD) to carry out the works. This project is critical to supporting increased export capacity through the existing port facilities at Amrun, Maritime Union of Australia – WA Branch said. To achieve this, a new berth pocket will be created, allowing larger vessels to safely load at the port. At the same time, a new dredged departure channel will be established, ensuring fully laden Capesize vessels can depart on most tides, removing current operational constraints and significantly improving efficiency. "Projects like Kangwinan don't just support production targets, they shape our ports, our coastline, and the future of maritime infrastructure in this country," Maritime Union of Australia concluded. *(Source: Dredging Today)*

MALMPORTEN DREDGING PLANS MOVE FORWARD.

The Swedish Maritime Administration said that they are moving ahead with its Malmporten dredging project. Qualified bidders have until April 17 to submit their proposals for the dredging

works. Preparatory dredging at Luleå Port started during the summer of 2024 and reached completion in October of that year. A joint procurement for the larger dredging works and the new deep-sea port quay was halted in February 2025 because submitted bids exceeded the allocated budget. The project has since been modified to maintain safety and capacity standards while lowering overall expenditure. A new tender process was launched in September 2025 and is currently in its second phase after initial prequalifications. Dredging operations are scheduled to begin mid-May 2027. This work will include the construction of the new deep-sea port, the surrounding port area and the fairways. *(Source: Dredging Today)*

NEW SAND ARRIVES AT NORTH MYRTLE BEACH



The U.S. Army Corps of Engineers, Charleston District, completed the first section of the Grand Strand Renourishment Project in North Myrtle Beach, recently. Over 49 days, crews placed more than 672,000 cubic yards of sand (over 67,200 dump trucks worth) across more than eight miles of shoreline. *(Source: Dredging Today)*

CONSTRUCTION OF THE IRTYSH-2503 DREDGER HAS ENTERED ITS

FINAL STAGES.

Construction of a Project FPDR1 non-self-propelled multi-bucket dredger is nearing completion. This was announced on April 6 by the Russian Classification Society (RCO). The organization clarified that the work is being carried out under the technical supervision of the Lower Volga branch of RCO. The vessel is being built to class: "O2.0 (ice 10) A." According to RCO data, the dredger under construction is named "**Irtysh-2503**." Project FPDR1 non-self-propelled multi-bucket dredger. Overall length - 51.5 m; Overall width - 12.2 m; Height at midships - 3 m; Engine power - 2x350 kW; Crew - 28 people. *(Source: Sudostroenie; Photo: RCO)*

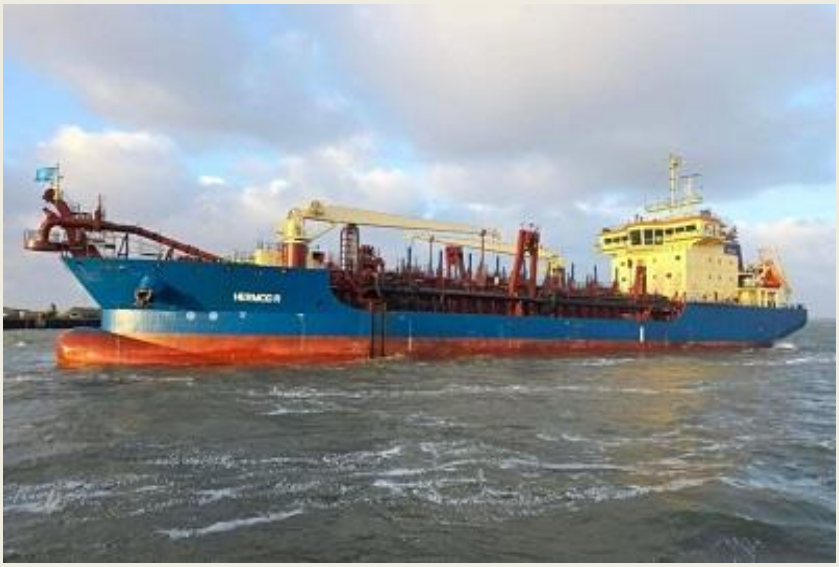
VAN OORD KICKS OFF ITAJAÍ-AÇU RIVER DREDGING

Dredging operations on the Itajaí-Açu River channel are underway. This action marks the beginning of the work outlined in the contract signed with Van Oord, which is responsible for the maintenance dredging of the waterway access channel, Port of Itajaí said. According to civil engineer and dredging superintendent at Van Oord, Stephanie Creato Souza, the project began two days ago with water injection dredging, taking advantage of available berths at the Port of Itajaí for material removal and restoration of operational depths. “We are starting the water injection dredging operations with the WID **Njord**, and we are taking advantage of available berths to remove materials and restore the operational depths of the Port of Itajaí. The goal is to maintain navigability and safe maneuverability in the channel,” Creato Souza said. The contract value is R$ 63.8 million ($12.4 million), with an initial term of 12 months and the possibility of extension, in accordance with legal provisions, for up to 48 months. *(Source: Dredging Today)*

ROHDE NIELSEN NAMES ITS NEW TSHD HERMOD R

Rohde Nielsen said that their new trailing suction hopper dredger (TSHD) **Hermod R** has been officially named at the Port of Esbjerg. “As our newest trailing suction hopper dredger, Hermod R is built for efficient and environmentally responsible operations, with a dredging depth of up to 75

meters and a hopper capacity of 8,000 m³," Rohde Nielsen said. "Equipped with advanced pump systems, Dynamic Positioning, and low-emission technology, **Hermod R** reflects our commitment to precision, efficiency, and sustainability in global dredging operations." The diesel-electric TSHD already conducted its first assignment in November 2025, supporting a major coastal protection project in Portugal with placing over 3.3 million m³ of sand to rebuild eroded beaches and strengthen local coastlines. *(Source: Dredging Today)*



VAN DREW ANNOUNCES $99M FOR SOUTH JERSEY BEACH REPLENISHMENT WORKS

New Jersey Congressman Jefferson Van Drew said that South Jersey will receive $99 million in federal funding from the U.S. Army Corps of Engineers to replenish and protect key beaches in the region. This is the biggest investment in New Jersey beach projects in a year without a hurricane. "I have been working closely with the Army Corps to make sure South Jersey is a priority, and today we are seeing that pay off in a massive way," said Congressman Van Drew. "This announcement delivers $99 million for

beach replenishment across Ocean City, Strathmere, Sea Isle City, Avalon, and Stone Harbor. This is a huge investment for our shoreline, one of the largest we have ever seen, and it is going to make a real difference." "For months, I have been saying we needed to use disaster funding to get some of these projects done, and that is exactly what we did to unlock funding for places like Avalon and Stone Harbor. On top of this, we are also seeing additional investments in dredging across South Jersey, with more than $5 million going toward projects on the Salem River, Maurice River, Cold Spring Inlet, and the New Jersey Intracoastal Waterway, along with continued work to deepen the Salem and Maurice Rivers." According to Van Drew, the necessary support to move forward with the redesign of the Wildwoods project was also secured. *(Source: Dredging Today)*

YARD NEWS

LAUNCHING OF 32M ASD TUGBOAT

On 3rd April, 2026, one unit of 32m ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for domestic shipowner has been launched successfully. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*

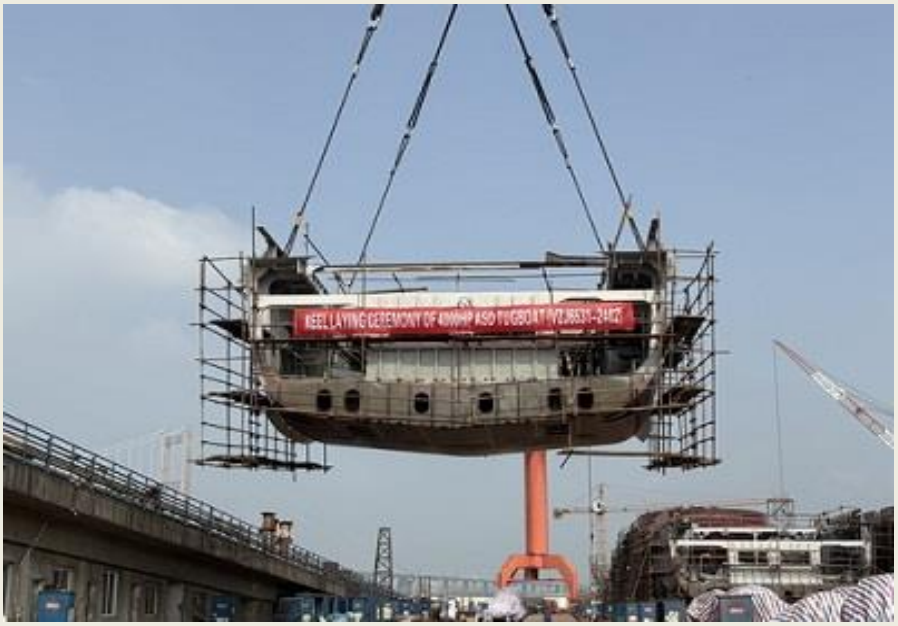
CHINA IS BUILDING A GIGANTIC FLOATING 'RESEARCH ISLAND' AS TALL AS A SKYSCRAPER.

China is introducing the next bizarre structure, this time on behalf of a university. Shanghai Jiao Tong University is developing the largest partially submersible research platform ever built in collaboration with the government. The platform is officially named the Deep-Sea All Weather Resident Floating Research Facility, but is also simply referred to as the "Open-Sea Floating Island." An island, then, because you can't really call such a colossus anything else. The design

features 30 floors, and due to its size, it is hardly comparable to a standard research vessel. *Research at depths of up to 10,000 meters* On board the floating 'island,' there will be no fewer than six different research facilities, including a marine disaster lab and installations to test maritime meteorology and heavy ocean equipment. There is room for 238 people, and experiments can be conducted at depths of up to 10,000 meters. The ship is scheduled to enter service in 2030. It is yet another step in the expansion of China's enormous marine fleet. "The country possesses various types of marine research facilities, such as deep-sea test basins, research vessels, and deep-sea diving vessels," Xiao Longfei, the project's chief engineer, told CCTV. "However, there is a lack of research facilities that can both navigate quickly and operate in a single mission area for extended periods," he added. "By combining the characteristics of semi-submarines and research vessels from the marine oil and gas sector, a completely new concept of a semi-submarine research platform has emerged." *(Source: Bright)*

KEEL LAYING OF 2ND 4000HP ASD TUGBOAT

On 4 April 2026, the 2nd 4,000 HP ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for Indonesian owner has been keel laid. Owner Representative and KR attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



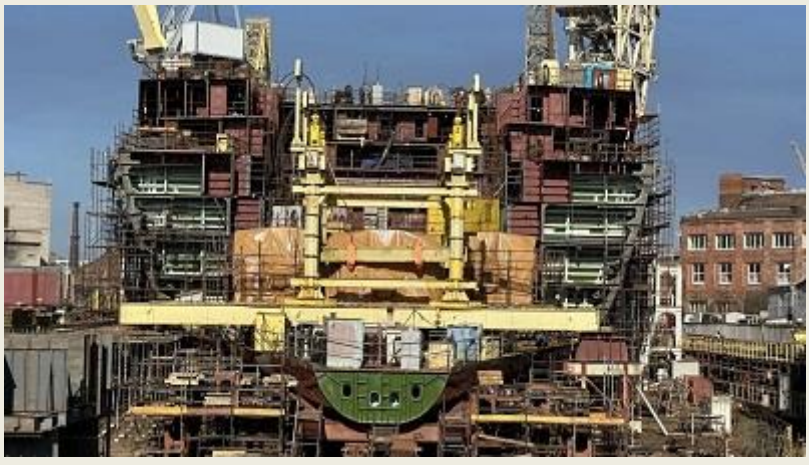
SEDEF CUTS STEEL ON 23,500T FLOATING DOCK FOR COLONNA'S SHIPYARD

Delta Marine floating dock design to deliver 23,500t lifting capacity under Bureau Veritas class.

Sedef Shipyard has marked the start of construction on a new 23,500t lifting capacity floating dock with a steel cutting ceremony for hull NB231. The floating dock, designated DLT-211 and designed by Delta Marine, is being built for USA based, Colonna's Shipyard. The floating dock will be constructed under Bureau Veritas classification and is designed to service both commercial and naval vessels in accordance with MIL-STD-1625D standards. Delta Marine is overseeing the project's full scope of basic and detailed design. The programme builds on an established partnership between the stakeholders, following the successful delivery of an 11,500t floating dock completed between 2015 and 2017. The companies highlighted their continued collaboration, underpinned by long-term cooperation and mutual trust. Speakers at the ceremony included Sedef Shipyard's Business Development Manager Ethem Rıdvan Çim and Strategic Planning and Business Development Director & Operations Director Fahri Arısoy, alongside Mark Essert, Executive Director of Facilities at Colonna's Shipyard. The steel cutting marks the first major milestone in the project, initiating a construction process that will progress through close coordination between all parties. *Floating Dock Main particulars:* Length overall: 224.50 m; Length along pontoon deck: 212.00 m; Breadth (external): 43.50 m; Breadth (internal): 35.50 m; Pontoon deck height (CL): 4.90 m; Maximum lifting capacity (commercial vessels): 23,500 tonnes. *(Source: Workboat365)*

THE BALTIC SHIPYARD OF THE UNITED SHIPBUILDING CORPORATION HAS INSTALLED ELECTRIC PROPULSION MOTORS ON THE LENINGRAD NUCLEAR ICEBREAKER OF PROJECT 22220.

Specialists from the Baltic Shipyard of the United Shipbuilding Corporation (USC), together with a contractor, loaded and installed propulsion motors on the Project 22220 **Leningrad** universal nuclear icebreaker under construction. The motors are located in their designated locations: two on each side and one in the center of the icebreaker. Each propulsion motor weighs 300 tons and produces 20 MW of power. All propulsion motors are part of the vessel's propulsion system—a complex of mechanisms and devices designed to ensure the vessel's propulsion and maneuverability. They convert the electrical energy of the turbogenerators into mechanical energy and rotate the propeller shafts, according to the company's statement. Work on forming the ship's hull and installing equipment on board the nuclear icebreaker **Leningrad** is currently ongoing. The Project 22220 icebreakers are the largest and most powerful in the world. Their primary mission



is to ensure year-round navigation in the western Arctic. Currently, four icebreakers built at the Baltic Shipyard are successfully operating: **Arktika**, **Sibir**, **Ural**, and **Yakutia**. The shipyard is also building two more icebreakers of this class: **Leningrad** and **Chukotka**. The seventh icebreaker, **Stalingrad**, was laid down on November 18, 2025. The use of variable draft allows icebreakers of this design not only to effectively navigate the Northern Sea Route but also to operate in the shallow waters of the Yenisei River and the Gulf of Ob. This feature allows for the future replacement of earlier-design icebreakers with new UALs, reducing the overall cost of operating the nuclear icebreaker fleet while maintaining its full capabilities. *(Source: Paluba)*

DAMEN LAUNCHES NRP D. JOÃO II FOR THE PORTUGUESE NAVY

Damen Shipyards Group has launched the **NRP D. João II** a Multi-Purpose Vessel (MPV) 10720 for the Portuguese Navy. The vessel entered the water at Damen Shipyards Galati in Romania on April 7. The launch event took place in the presence of Vice Admiral Pires on behalf of the Portuguese Navy, Rear Admiral Neculae representing the Romanian Naval Forces, His Excellency Paulo Alves Cunha, Ambassador of Portugal in Romania, and Her Excellency Mrs Willemijn van Haaften, Ambassador of the Kingdom of the Netherlands to Romania. *A visionary concept by the Portuguese Navy* The MPV 10720 originates from a concept proposed by the Portuguese Navy to create a multi-functional naval platform capable of undertaking a wide range of duties according to its concept of operations. The vessel has a high degree of system autonomy. It is designed for unrestricted service in tropical and moderate environments and is especially suited for multi-purpose activities such as oceanographic research, environmental control, humanitarian assistance and disaster relief, and maritime surveillance and support tasks. *Damen's collaboration and technical realization* Following a competitive tender process, Damen signed the contract in 2024. The project received funding through the European Union's Recovery and Resilience Facility (RRF), part of the NextGenerationEU programme. The funding is managed by Recover Portugal (PRR). Building on the Portuguese Navy's vision, Damen worked closely with its customer and strategic co-makers and suppliers to refine the design and

bring it to life. This collaboration has also led to the development of Damen's new Multi-Purpose Support Ship (MPSS) range, spanning 7,000–9,000 tons, which integrates military-grade technology with proven standardised solutions for cost efficiency and rapid delivery. *Short lead time* The launching ceremony marks the start of pre-delivery, but the vessel's journey has just begun. As Bram Langeveld, Damen Chief Commercial Officer, stated: "Given Portugal's vast coastline, this ship is a valuable addition to both the Portuguese navy and European maritime operations. It will support maritime security, scientific research, and disaster relief efforts." "The MPV 10720 is the result of the Portuguese Navy's forward-thinking and innovative approach to meeting modern naval requirements. Damen has greatly valued the navy's clear vision and constructive partnership, which has enabled efficient construction within a short timeframe." *A ship honouring Portugal's maritime heritage* The vessel is named in honour of the Portuguese King who ruled from 1481–1495 and is renowned for his support of Portugal's Age of Discovery. Sea trials of the vessel are scheduled later this year, after which she will join Damen-built frigates **NRP Bartolomeu Dias** and **NRP D. Francisco de Almeida** in the Portuguese Naval Fleet. *(PR-Damen)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar Shipyards and Med Tugs Partner to Bolster Mediterranean Fleet with Advanced Tugboat Newbuilds*
   - *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*
2. *Several updates on the Broker Sales page posted last week.*

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

   (pls contact jvds@towingline.com)
3. *Several updates on the Newsletter – Fleetlist page posted last week*
   - *Ocean Group - Triest by Jasiu van Haarlem (new)*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*

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

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