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

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TUGS & TOWING NEWS.

SANMAR SHIPYARDS ACHIEVES MAJOR MILESTONE WITH COMPLETION OF 14TH ALL-ELECTRIC ELECTRA TUG SEA TRIALS



Sanmar Shipyards is proud to announce the successful completion of sea trials for its 14th fully electric tugboat, marking a significant achievement in the company’s 50th-anniversary year. This latest vessel, an ElectRA 2500SX design, reinforces Sanmar’s position as a global leader in the transition toward a sustainable, emissions-free towage industry. The ElectRA Series was created

through an exclusive partnership with Canadian naval architects Robert Allan Ltd. This collaboration introduces a new way of managing harbor operations by focusing on sustainable technology and modern design. By utilizing advanced battery technology from Corvus Energy, these vessels provide high-performance towing capabilities with zero environmental impact at the point of use. The 14th vessel, named **DINAMO IV**, demonstrated exceptional performance during

its recent trials. It boasts impressive technical specifications, measuring 25.40m in length with a breadth of 12.86m and a maximum draft of 5.40m. Engineered for heavy-duty performance without the environmental footprint, the vessel is equipped with a 1,808 kWh battery capacity. This power configuration allows the tug to achieve a bollard pull of 70 tonnes and reach a speed of 12.5 knots. Since the series was unveiled in 2021, ElectRA tugs have been deployed across Europe, North America, and Latin



Since the series was unveiled in 2021, ElectRA tugs have been deployed across Europe, North America, and Latin

America, frequently operating in ecologically sensitive waters. Current international operators include HaiSea Marine, SAAM Towage, Svitzer, Buksér og Berging and BOTAŞ. The success of the series is underscored by industry recognition, including the ITS 2023 Tug of the Year award for **HAISEA WAMIS** and the recent shortlisting of **SAAM TRAPANANDA** for the 2026 award. "We took a strategic decision to be at the forefront of this change and are working collaboratively to achieve a sustainable future," said Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards. "Right from the start, we knew these green credentials had to be achieved without any loss of power or performance. A great deal of effort has gone into ensuring that they match and, in many cases, outperform their conventional counterparts." With 14 vessels now completed and a 15th already under construction, Sanmar remains dedicated to meeting the maritime industry's increasing demand for eco-friendly propulsion systems and innovative technological advances.

(PR-Sanmar)

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RAstar 2900SX



RAstar 3200SX

ROSMORPORT'S NEWEST DREDGING SUPPORT VESSEL FLOATED OUT



On April 8, 2026, the launching ceremony for the FPW1 Project supply vessel "**Aliot**" took place in the Astrakhan Region. Details are available in a statement from FSUE Rosmorport. "**Aliot**" is the second vessel of the FPW1 Project, named after the brightest star in the constellation Ursa Major. The series, consisting of three supply vessels designed to operate in conjunction with

FPDG3 Project dredgers, is being built in the Astrakhan Region by order of FSUE Rosmorport at the facilities of OOO Stroyliderplus. Artem Kurochkin, Deputy Director for Operations of the Astrakhan Branch, and Dmitry Ryndin, Advisor to the Branch Director, participated in the launching ceremony on behalf of FSUE Rosmorport. Maria Kurdina, Head of the Branch's Financial and Economic Service, served as the vessel's godmother. The lead vessel of the FPW1 project, the Beryl, delivered in late 2025, has already begun operations on the Volga-Caspian Seaway Canal (VCSCC). The third vessel in the series, the Antares, is currently under construction. The FPW1 vessels are designed to support a variety of operations, including pushing and towing. Onboard cranes with a lifting capacity of 2.5 tons enable handling of buoys and the raising and lowering of

anchors for dredgers. The vessels are also capable of transporting cargo and personnel, providing fuel and water to other vessels, and performing other support operations during dredging. Construction of the supply vessel, the Aliot, is scheduled for completion by the end of 2026. The vessel can be used for work in the VKMSK, in the waters and approaches to the seaports of Astrakhan and Olya, or in the central part of the western coast of the Caspian Sea - in the approach channels and in the waters of the seaport of Makhachkala, the company adds. *Project FPW1 supply vessel* Class symbol - KM⊕ Ice1 (hull; machinery) R3 AUT3; Length - 24.5 m; Width - 9.5 m; Height - 3 m; Summer draft - 1.6 m; Displacement with full stores - 232.54 t; Endurance with ship's stores - 7 days.; Speed - 9.7 knots; Crew - 6 people. (Source: Sudostroenie; Photo: Rosmorport)

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TUGBOAT, TOWBOAT SALES PLUMMET AS AVAILABILITY DRIES UP

High prices are keeping the secondhand tugboat and pushboat market particularly tight, with few vessels for sale and owners keeping assets working longer. Owners are sweating their fleets of tugboats and pushboats worldwide for longer and are becoming increasingly reluctant to sell them, as asset values remain firm and charter rates strong. While shipyard newbuilding



orders and tugboat construction has increased in the past five years, there has been a significant drop in secondhand sales of tugs and pusher vessels outside of corporate fleet transactions. Of the 5,130 tugboats US-based broker Marcon International tracks worldwide, 213 were officially on the market for sale in November 2025, which was down almost 13% from the 245 in November 2024 and represented a huge drop of 65% from the 616 listed tugboats available in Q4 2020. Of the 213 vessels available for sale, 52 (representing 24% of the total) were in the US, 35 (16%) were in Europe, 29 (14%) were in the Far East and 26 (12%) were located in the Mediterranean market. “The global tugboat market has undergone notable changes in recent years, especially regarding the availability of vessels for sale and the rate at which older units are scrapped,” said Marcon in its latest report. “The number of tugboats available for sale has dropped significantly, as older or poorly maintained vessels have been removed from the market and dismantled,” it said. Marcon said the global tugboat market was “tight and selective” and the pool of workable vessels available at realistic prices had shrunk

markedly, especially in the US. “Owners that hold good, mid-life tonnage are generally reluctant sellers, while many of the older vessels that do come to market are either too tired or too costly to bring up to modern regulatory and operational standards, or both,” said Marcon. “Utilisation and pricing dynamics in the tug sector are increasingly shaped by owners’ decisions to keep working older assets rather than turn them over, even as costs to maintain and upgrade those vessels keep climbing.” Costs are rising due to machinery inflation, limited drydock slots, higher regulatory and environmental compliance requirements and energy and wage rises. “The number of tugboats available for sale has dropped significantly” But, owners that have structurally sound, mid-life vessels with long-term business expectations can justify the repower and refurbishment investment. Newbuild costs are climbing, despite competition between shipyards, while secondhand prices are considered high due to shortages of available assets. Faced with these costs, some owners are delaying investment decisions and focusing shipyard orders on their highest-priority vessels. “Many operators prefer to hold onto existing units, even if older, rather than accept prices that do not align with replacement cost or current earning potential,” said Marcon. “Good equipment still attracts strong interest, yet closing deals often requires patience, creativity and a realistic alignment of expectations on both sides about risk, future utilisation and the true cost of replacement.” According to S&P Global Sea-web, as of November 2025, 2,438 tugboats worldwide had been scuttled, broken up, or were scheduled for demolition, a 0.83% increase from the 2,418 tugs reported in November 2024. Over the past five years, tugboat scrapping has risen, with a 56% increase since November 2020, with



the main reason for scrapping being the high cost of repairing older or damaged vessels.

Propulsion types Of the available tugboats for sale, 12% (26 vessels) were less than 10 years old or were newbuilding re-sales or currently under construction, including triple-screw newbuild resales for delivery in the US in 2026, while 18% (39) were over 50 years of age. Of Marcon’s sales listings, 61% were conventional

twin-screw tugs, 22% had azimuth thrusters, 10% were single-screw tugs and 6% had Voith Schneider propulsion. In terms of machinery, 28% of the tugs Marcon had identified as available had Caterpillar main diesel engines, 11% had EMD, 10% had Cummins and 10% had IHI’s Niigata engines on board. Outside of individual sales, several corporate transactions saw fleet ownerships change during 2025. This included Maritime Partners acquiring Centerline Logistics and West Gulf Marine, Moran Towing purchasing Bisso Towboat, and Redwood Holdings acquiring Canal Barge Co, all in the US. Other major transactions involved Boluda acquiring the Australian operations of Smit Lamnalco, Svitzer purchasing a 66.6% stake in Buksér og Berging and SAAM taking the remaining 30% of Intertug. *Global fleet* Newbuild deliveries had swelled the worldwide tugboat fleet to 23,470 sea-going tugs of more than 100-gt in November 2025, up from 22,400 in November 2024 and 19,950 in Q4 2020, according to S&P Global Sea-web’s online ship register, quoted in Marcon’s report. Demand for tugboat services has risen in the past five years as shipyards completed larger dry cargo and container ships and oil and gas carriers, while ports expanded to accommodate these ultra-large vessels. This necessitated more powerful tugboats operating in harbours and terminals worldwide, with higher rated propulsion and winches to handle more complex port operations. The largest national fleet of tugs over 100-gt is under Indonesian flag, with 7,890 tugs in November 2025 and domestic shipyards building more than 100 in 2025. Indonesia’s dominance in the global tug fleet is

particularly due to the nation's archipelagic geography, with 54,720 km of coastline, and bustling ports. The US has the second largest national fleet of tugs, with 1,450 over 100-gt listed, over half being twin-screw tugboats, operating in multiple ports and new terminals across the nation's 19,920 km of coastline. Japan has a fleet of 742 tugs under its flag operating in busy ports along its 29,750 km coastline, and South Korea had 620 tugs, many working in the nation's shipyards and ports. Malaysia has 530 tugs, India has 525, Panama has 385, Singapore 368 and Turkey 360. According to S&P Global, the average age of tugs worldwide is 23.2 years (36 years for US-flagged tugboats). *Inland*

market There is even less availability of secondhand tonnage in the pusher tug market, with owners able to repower and upgrade towboats and pushboats and keep these assets working on inland waterways longer. Of the 810 inland river pushboats that Marcon tracks, just 13 were available for sale in the US and six available for charter worldwide in November 2024. Two of the publicly marketed vessels were



built within the last 10 years and six were over 45 years old, indicating there is very limited modern tonnage being offered to the open market. This is a marked change from the 23 vessels available for sale in mid-2024 and the 73 available in mid-2020. "US and international pushboat markets remain structurally tight, with very little modern tonnage openly available for sale or charter and virtually no larger horsepower units [over 3,000 hp] coming to the market," said Marcon. "The combination of the shrinking for-sale inventory, high utilisation of larger horsepower units, and modest rejuvenation of the active fleet is clear evidence of a seller's market, with limited choices for buyers seeking younger or more powerful inland pushboats," it said. In 2025, Marcon International completed nine sales and one tow, bringing its total to 1,611 transactions with a combined value of more than US\$1.5Bn since 1981. Its 2025 transactions included a research vessel, a jack-up barge, two inland river pushboats, two twin-screw tugs, an ASD tug, an oceangoing barge and an inland barge. Marcon also arranged for the tow of a barge by a twin-screw tug in 2025. (Source: *Riviera* by Martyn Wingrove)

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AKSISFIRE IS IN THE SHORTLIST FOR THE ITS SAFETY AWARD 2026

Safety Award 2026 will be awarded to a company, person, project or product that has either set industry safety benchmarks and/or made a difference in terms of safety of life, property and environment for tugs over the last 12 months. One of the nominees are: **Aksis Fire** for its AKS5112

clean-agent fire suppression system; We are proud to announce that AKSISFIRE is in the shortlist for



the ITS Awards 2026 Safety Award with our **AKS5112** clean agent fire suppression system. Developed as a safer alternative to traditional CO₂ systems, **AKS5112** enhances onboard safety by eliminating the risk of asphyxiation, reducing carbon emissions by over 99%, and protecting sensitive equipment with its clean, non-conductive, and residue-free structure. Winners are selected by industry peers, making your vote especially valuable. Voting

is now open. Please vote to support us. [HERE](#)

TUCO MARINE SELLS 11M PROZERO MISSION MASTER WORKBOAT TO KRISTIANSAND MUNICIPALITY

Tuco Marine Group has entered into an agreement for the delivery of a new 11-metre ProZero Mission Master workboat to Kristiansand Municipality. The vessel has been procured by the municipality as part of its operational cooperation with the Norwegian Archipelago Service. The delivery marks the third time Tuco Marine has supplied ProZero workboats to municipalities operating within the framework of the Archipelago



Service in Norway. The new ProZero 11 m Mission Master has been developed for demanding operations in the Norwegian archipelago, where shallow draft, high manoeuvrability and operational flexibility are essential. The vessel will be used for a wide range of tasks, including logistics, environmental operations, inspection duties, transport of equipment, and general work in coastal and shallow-water areas. The vessel is built in fibre-reinforced composite, which is a core element of the ProZero concept. The composite construction combines low structural weight with high strength and long service life. The reduced weight contributes to higher cruising and top speeds, lower fuel consumption and reduced operating costs, while also requiring minimal maintenance compared to traditional construction materials. For municipal and public operators, this results in strong lifecycle economy and high operational reliability. The ProZero Mission Master platform is characterised by a large, open and highly flexible deck layout with a bow ramp, enabling direct loading and unloading of vehicles, machinery and equipment. The wheelhouse is positioned aft to maximise usable deck space and is mounted on vibration-damping rubber mounts to ensure low noise levels and a high level of crew comfort. The vessel is designed and equipped for year-round operation and complies

with applicable Norwegian regulations for this category of municipal workboats. “It is very positive for us that a ProZero vessel has now been selected for the third time in connection with municipal cooperation projects under the Archipelago Service in Norway,” says Jonas Pedersen, CEO of Tuco Marine. “Although these deliveries involve different ProZero variants, the repeated choice of the platform clearly demonstrates that our core design philosophy of low weight, high flexibility and strong operational economy performs as intended in real-world operations. The Mission Master model is a clear example of how the platform can be precisely adapted to specific operational requirements.” The delivery to Kristiansand Municipality builds on previous ProZero deliveries to Norwegian municipalities engaged in archipelago operations and underlines Norway’s importance as a key market for Tuco Marine. The harsh and varied conditions along the Norwegian coastline place high demands on both construction and functionality, and repeat orders within this segment are regarded as a strong endorsement of the ProZero concept. *(PR-Tuco Marine)*

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SUDERMAN & YOUNG EXPANDS INTO TEXAN PORTS



A US tugboat owner has reinforced towage services in harbours close to the Mexican border as part of its expansion strategy. Suderman & Young Towing has expanded its tugboat operations in two ports in Texas, USA, as it extends its fleet and support services. The Texas-headquartered owner has begun towage operations in the ports of Brownsville and Isabel close to the Mexican border in response to higher vessel activity levels along the US Gulf Coast and increasing energy exports. Suderman & Young also operates tugs in Corpus Christi, Freeport, Galveston, Houston and Texas City with a fleet of more than 20 tugboats. Four newbuild ABS-classed low-emissions tugboats are under construction for the company, with two scheduled for delivery in 2026 and two more in 2027. Its expansion into the Port of Brownsville comes as the harbour continues to experience increased activity across multiple cargo sectors, but particularly energy exports from new and extended terminals. Suderman & Young tugs will support vessels operating in and around the Brownsville Ship Channel and Port Isabel, providing ship escort, towage and assistance supported by experienced crews and well-

maintained tugboats. “Our operational approach will remain focused on safety, communications and close co-ordination with pilots, agents and terminal operators to ensure smooth vessel movements and timely service,” said Suderman & Young. The Texan owner will take delivery of two 32-m tugs built to Robert Allan’s RAstar 3200-W design with 6,260 kW of installed power in 2026, and two tractor tugs of Robert Allan’s Z-Tech 30-85 class with 5,520 kW in 2027, which will be similar to 2024-built **Artemis**. These tugs will have four-stroke, high-speed diesel engines connected to selective catalytic reduction units to lower NOx from their exhaust, and will comply with US Environmental Protection Agency (EPA) Tier 4 emissions standards. Similar onboard systems were installed on Suderman & Young’s 2023-built RAport 2600 design tugs, **Aurora**, **Brizo** and **Eva**, and five Z-Tech tractor 30-80-class tugs delivered in 2019 and 2020. These tugs have ABS class for ship escorting, firefighting, and low emissions for US EPA Tier 4 compliance. *(Source: Riviera by Martyn Wingrove)*

MASTER BOAT BUILDERS LAUNCHES SATURN, FIRST IN NEW RAPPORT 3000 ESCORT TUG SERIES FOR SUDERMAN & YOUNG TOWING COMPANY

Master Boat Builders, Inc. (“Master Boat”) today announced the successful launch of **Saturn**, the first vessel in the new H500 series of Rapport 3000 escort tugs built for Suderman & Young Towing Company, marking Master Boat’s entry into a new class of high-performance escort tug design. The **Saturn** (H500) marks the first of four vessels in the H500 series, with H501 through H503 currently under



construction. “The Saturn is a testament to what’s possible when expert shipbuilding meets forward-thinking design. We’re proud to deliver this first vessel to Suderman & Young and look forward to completing the remaining three in the series,” said Garret Rice, President of Master Boat Builders. The **Saturn** represents a significant step forward in escort tug capability. With an overall length of 98 feet, a moulded beam of 43 feet, and a bollard pull capacity of more than 90 metric tons, the vessel is powered by two engines producing a combined 7,000 horsepower and is capable of approximately 13 knots. Designed to accommodate a crew of six, the **Saturn** carries 44,342 gallons of fuel oil and registers at under 300 GRT, offering operational flexibility across a range of port and escort assignments. *(PR-Master Boat Builders)*

THE MALAGA PILOTS CORPORATION PRESENTS ITS NEW VESSEL “PRÁCTICOS DOCE MAD”

The Malaga Pilots Corporation has presented its new vessel “**Prácticos Doce Mad**” (MMSI 224238380), which replaces the previous one called “**Prácticos Once**”. With a length of 12.5 meters, “**Prácticos Doce Mad**” is designed to assist pilots in the maneuvers of entry, exit and movement of

ships in the port of Malaga , guaranteeing the safety of navigation, the protection of the facilities and



the care of the environment. During 2025, Malaga Pilots carried out 1,199 nautical maneuvers, reflecting the intense activity of the port and the entity's commitment to a safe and efficient service. The presentation of the vessel “**Prácticos Doce Mad**” was attended by numerous companies from the port community, with

whom the organization maintains a close collaboration due to their essential role in the daily operation of the port. With this addition, the port of Malaga strengthens its operational capacity and is committed to modernizing its resources and maritime safety. (Source: *Puente de Mando*; Photo: *Port of Malaga*)

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SHIP TOWED TO DUNKIRK FOR REPAIRS AFTER PROPELLER DAMAGE

The tug '**Multratug 18**' (IMO: 9492880) was mobilised on April 8, 2026, to assist the '**Coe Luisa**', which had to be towed away from the Harwich International port, after the vessel had suffered a propeller damage. The ship was being pulled to Dunkirk in order to be drydocked for permanent repairs on April 9. The tug '**Svitzer Sky**' (IMO: 9460708) assisted as



steering tug at the stern, to the Port perimeter. The '**Coe Luisa**' has arrived at Harwich on March 20 in order to load older commercial vehicles and machinery, bound for the West Indies. (*Source: vesseltracker; Photo: Justin Thyme*)

SEA BANCKERT IN SEACONTRACTORS LIVERY LEAVING MALTA



The Dutch registered with call sign PEER Anchor Handling Supply vessel **SEA BANCKERT** (Imo 9388651) was seen wearing Fresh Seacontractors livery leaving Grand Harbour, Malta on Wednesday 8th April, 2026. The **Sea Banckert** is the former **Skandi Tender** built in 2009. She has a length of

73.20 mtrs a beam of 20.00 mtrs and a maximum draft of 8.50 mtrs. She has a grt of 4,678 ton and a nrt of 1,407 tons. The four 2x MAN 8L27/38 2X MAN 7L27/38 main engines develops a total output of 10,200 kW and performed bollard pull of 175 tons and a maximum free sailing speed of 14.5 knots. She is Classed American Bureau of Shipping – AHTS A1, Offshore Support Vessel, Supply-HNLS, TOW, FFV1-NS, OSR-C1, AMS, ACCU, DPS-2 with additional Notations ENVIRO, PMP+, TCM, UWILD. (*Photo: Capt. Lawrence Dalli - www.maltashipphotos.com*)

THE MPSV12 RESCUE VESSEL ALDAN, CURRENTLY UNDER CONSTRUCTION AT THE OKA SHIPYARD, WILL BE TRANSFERRED TO CHKALOVSK.

The MPSV12 salvage and rescue vessel **Aldan**, currently under construction at the Oka Shipyard in Navashino, will be transferred to the outfitting base in Chkalovsk. Rosmorrechflot, represented by the Federal State Institution "State Customer Directorate," inspected the construction progress of the new vessel for operations on



the Northern Sea Route. The vessel is being built as part of the federal project "Development of the Great Northern Sea Route" of the national project "Efficient Transport System." During an on-site meeting, representatives of the Federal State Institution "Government Customer Directorate" assessed the quality of the work being carried out and inspected the vessel before its transfer to the outfitting base. At the working meeting, they discussed the construction completion date, the progress of commissioning work, and the mooring and sea trials schedule. Following the meeting, instructions

were given to increase the pace of construction to ensure the vessel is delivered on time. As a reminder, the Aldan was launched in April 2025. This is the fifth vessel in this series built for the Marine Rescue Service. Four MPSV12 vessels—**Bakhtemir**, **Beysug**, **Kalas**, and **Piltun**—are already performing emergency rescue missions in various waters of the Russian Federation. The Project MPSV12 multipurpose rescue vessel is a shallow-draft Arc5 ice-class vessel with a raked bow, a cruising stern, and an elongated, two-tier forecastle superstructure. Accommodation is located in the bow, with the engine room amidships. The vessel is equipped with two propellers, two bow thrusters, and one stern thruster. Project MSPV12 vessels are designed for patrol and rescue duties in shipping, fishing, and offshore oil and gas fields, as appropriate for their class; search and rescue of vessels in distress; other rescue, ship repair, and diving operations; offshore towing of vessels, floating objects, and structures in ice and open water; firefighting on floating and onshore objects; and oil and oil product spill response. *Main characteristics of the rescue vessel of the MPSV12 project:* Maximum length, m 79.85; Width, m 16.80; Draft on design waterline / maximum, m 3.20 / 4.50; Deadweight at draft according to design waterline / at maximum draft, t 440 / 1936; Vessel autonomy in terms of fuel, water and provisions, days 30; Cruising range, miles 4000; Maximum continuous power of the main engine, kW 2 x 2600; Speed at draft according to design waterline and 85% MDM, knots 14.0; Crew / seats / rescued, persons 12/36/87. (Source: Paluba)

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ACCIDENTS – SALVAGE NEWS

LIBYA RESUMES MONITORING ARCTIC METAGAZ AS REPORT DETAILS UKRAINIAN ATTACK



Libyan officials are again monitoring the hulk of the Russian-flagged LNG carrier **Arctic Metagaz** while they continue to discuss how to handle the wreck. At the same time, reports surfaced first in France and now on Associated Press, confirming that the Ukrainians struck the vessel from a base in Libya and that it was, in fact, the second such

incident. The independent French outlet RFI broke the report, saying that Ukraine was behind the

attacks on Russian vessels in the Mediterranean. It revealed an October 2025 agreement, which Associated Press now confirmed as a “covert deal” between Ukraine and the UN-recognized government, which controls Tripoli and western Libya. According to RFI, Ukraine has as many as 200 operatives in Libya, mostly drone experts, working from three bases. The report says that Ukraine began outfitting a runway and antenna for drone controls last October. It works from a Libyan air base, a second coastal location north of Tripoli, and a Libyan military base near Tripoli. The reports said the United States, Turkey, Italy, and the UK also have a presence near Misrata, which supports the Russian claims that Ukraine used British intelligence and was permitted by Libya to stage the attack on the [Arctic Metagaz](#) in March. RFI reports the first attack was in December on the tanker [Qendil](#), which was sailing between Greece and Libya. The Security Service of Ukraine (SBU) had released a video and highlighted the attack both for its distance from Ukraine and as its first in the Mediterranean without providing details on how it was staged. The 115,338 dwt tanker was damaged and changed course, while there were unconfirmed reports that two senior Russian military officials were on the vessel. The reports citing two Libyan officials speaking off the record assert that the Ukrainian operatives launched an autonomous surface drone from Mellitah, north of Tripoli, in March against the [Arctic Metagaz](#). It struck the engine room, and two of the LNG tanks exploded, ripping large holes in both sides of the ship. Under the terms of the agreement, Ukraine is aiding the government of embattled Prime Minister Abdul-Hamid Dbeibah with training, experience with drones, and promises of future arms sales and Ukrainian investment in Libya’s oil sector. In turn, Ukraine was permitted to establish the bases. Dbeibah is battling multiple factions, primarily a powerful military faction based in eastern Libya and supported by the Russians. Libya has been factionalized since the end of its longtime dictator Moammar Gadhafi in 2011. Reports today are that the western military faction in Libya is leading the latest efforts to manage the dangers from the drifting [Arctic Metagaz](#). Last weekend, the towline on the ship parted during a storm, and Libyan officials said the efforts had failed. Once the storm abated, the military reportedly sent a new boat to monitor the wreck, including divers to survey the ship. The latest reports put the wreck 70 nautical miles northwest of Benghazi. The Chief of Staff of the Navy is reported to be leading a committee to discuss the wreck and determine the course of action. Reports have said Libya lacks the port facilities and that the salvage operation has been hampered by the sanctions on the Russian energy industry. It is unclear how much LNG remains aboard the vessel, but it is believed to have as much as 900 tons of fuel. Despite being heavily damaged, it remains afloat, drifting toward Malta or Italy at times, while the winds and current generally are driving it toward Libya. Watch the video [HERE](#) (Source: *Marex*)

BRIGGS MARINE COMPLETES ENVIRONMENTALLY SENSITIVE RECOVERY OF REEFER CONTAINER DEBRIS ALONG SUSSEX SSSI COASTLINE

Briggs Marine recently completed a major multi-site recovery operation along the Sussex coastline. The work followed the wash-up of debris from the Liberian-flagged refrigerated vessel [Lombok Strait](#) during Storm Goretti earlier this year. Figures released by Briggs Marine demonstrates the scale of the manual recovery effort and the environmental protections applied across numerous Sites of Special Scientific Interest (SSSIs). While the arrival of thousands of loose onions initially caught public attention, the principal environmental concern was the insulation material and structural components from several damaged refrigerated containers, which posed a significant long-term risk to sensitive coastal habitats. [Manual Recovery Across Protected Shorelines](#) Due to the high environmental designation of the affected beaches, no mechanical handling was permitted. This requirement shaped the entire methodology of the operation, forcing crews to work entirely on foot across rocky, uneven terrain. Briggs Marine teams collectively covered an estimated 203 kilometres,

averaging 8 km and around 12,000 steps per operator per day as they carried debris by hand to designated access points. At many locations, heavy metal container sections were expertly handled by our team on site to enable safe manual transport without disturbing the shoreline.

Debris Recovered Across multiple coastal sites between Eastbourne, Seaford and Rottingdean, Briggs Marine recovered:

- 70 m³ of insulation foam (143 bags);
- 13.4 tonnes of onions (670 bags at roughly 20 kg each);
- Large reefer container components equivalent to 4 complete containers.



Protecting Sensitive Habitats Insulation foam from refrigerated containers presents a particular environmental hazard due to its tendency to break down into harmful micro-particles. Preventing this material from dispersing further across SSSI sites was a priority from day one.



Collaboration & Community Confidence Briggs Marine worked alongside HM Coastguard, local authorities, partner contractors and community volunteers throughout the response. They also worked closely with the Environment Agency to ensure all activity met the strict requirements associated with operating across multiple SSSI-designated coastlines. Ahead of any work taking place, the Environment Agency reviewed and approved Briggs' detailed methodologies, providing an additional layer of environmental assurance and reinforcing confidence that every stage of the recovery was carried out in full compliance with regulatory expectations. Completion surveys have now been conducted on

much of the affected coast, to the satisfaction of the relevant authorities. *(PR-Briggs)*

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BALTIMORE FIREBOATS RESPOND TO SINKING TOWBOAT

The Baltimore City Fireboat Station is reporting that it received a mayday call from a tug operating south of the city in the Curtis Bay/Curtis Creek region. The vessel reported it was taking on water. The vessel is being identified as the **Gale** (145 gross tons) towboat, and from the pictures, it appears to have been moving a fuel barge.



The vessel, built in 1980, has been owned by a Maryland-based company, McLean Contracting, since 2020. It is 65.5 feet (20 meters) in length. It is unclear how many people were aboard this morning, but the report says they have all been rescued. There were no reports of injuries. The towboat is reported to have struck an object in Curtis Creek and began taking on water. Fire Rescue Boat 1 and Marine 1 (acting as Fire Rescue Boat 2) quickly responded to the scene. The Gale appears to have remained partially above water, tied to the barge. Another tug remains in the area while a rescue operation can be organized.

(Source: Marex)

THREE SAILORS FROM MALPICA WERE RESCUED SAFE AND SOUND AFTER THEIR BOAT TOOK ON WATER NEAR BAIXOS DE BALDAIO.



The fishing vessel **O Pillo** finally sank off the coast of Carballo, Maritime Rescue confirmed. Three sailors were rescued safe and sound on Wednesday morning near the area known as Baixos de Baldaio, off the coast of Carballo . They are the crew members of the fishing vessel **O Pillo** from Malpica , which, according to Maritime Rescue , suffered a leak and sank. The alert was raised at 11:40 a.m. by the

Malpica-based vessel **Anzol** , which reported to the Maritime Rescue Service the sighting of the crew of the **O Pillo** in their life raft . The incident occurred two miles north-northwest of the Baixos de Baldaio, a rocky area that has been the site of serious maritime accidents, such as the sinking of the Os Tonechos. Furthermore, sea conditions were rough, with heavy swells. The A Coruña Maritime Rescue Coordination Center mobilized the **Salvamar Betelgeuse** rescue boat , and several local vessels approached the scene. The **Carmen José** , another boat based in Malpica , confirmed that it had the three sailors from **O Pillo** on board. Its captain informed Maritime Rescue that they were fine and did not require medical attention. Apparently, everything happened very quickly. They realized the engine room was flooded, which is why they decided to abandon ship. The **Carmen José** entered the port of Malpica at one o'clock in the afternoon with the life raft. The **Betelgeuse** launch did the same just a few minutes later with the rescued people. **O Pillo** is a wooden boat just over ten meters long . Its owner and skipper is Christian Pena Pardo from Malpica , who has more than twenty years of

experience in the sector. He works in the fishing industry. Last August, **O Pillo's** engine failed while sailing near Langosteira, the outer port of A Coruña, in the early hours of the morning. It was towed by the **Salvamar Betelgeuse** to the Oza dock. In February 2025, they caught an 11-kilo turbot in the Baixos de Baldaio area. The other two crew members who were rescued are Senegalese. Maritime Rescue confirmed that they observed no signs of pollution in the area of the shipwreck, as the vessel was carrying little fuel. From the **Betelgeuse**, they collected the fishing gear that remained afloat and recovered the emergency beacon. The three sailors were greeted with great emotion by neighbours and family upon their arrival at the port facilities. Representatives from the fishermen's guild also came to welcome them, as did the former mayor, Walter Pardo, who happened to be in the area. It so happens that the captain of the **Salvamar Betelgeuse**, Pablo Varela, known as Pablo da Jandina, is also from Malpica. Watch the video [HERE](#) (Source: *La Voz de Galicia*)

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SALVAGE EXPERT LEADS RECOVERY FOR FIJI PRINCESS

A salvage specialist has taken charge of recovery efforts after a cruise vessel ran aground on a reef in Fiji, as authorities move swiftly to minimise environmental risks and refloat the ship. The MV **Fiji Princess**, operated by Blue Lagoon Cruises, grounded near Monuriki Island on Saturday after what is believed to have been a sudden squall that caused the vessel's anchor to drag. All 30 passengers on board were safely evacuated early Sunday morning via a ferry,



with no injuries reported. They were transported to Denarau Island. A salvage expert from Australia has been on site since Sunday, overseeing technical recovery operations and assessing the vessel's condition. Maritime Safety Authority of Fiji had said early removal of fuel and onboard oils was a critical step in reducing the risk of environmental damage to the surrounding reef system. Blue Lagoon Cruises confirmed that all pumpable fuel and other oils had been extracted by Monday, significantly lowering the threat of pollution. The 55-metre vessel remains grounded as salvage teams work to determine the safest method to refloat it, with weather conditions and reef protection expected to guide the next steps. (Source: *Fiji Times* by Anish Chand)

PAKISTAN NAVY RESPONDS TO DISTRESS CALL FROM BURNING CHINESE BULKER



The Pakistan Navy vessel **PNS Hunain** responded to a distress call from a bulker. The vessel was reported to be on fire approximately 200 nautical miles off the coast of Pakistan. The ship, the **Gold Autumn** (46,500 dwt), is a bulker built in 2001 and owned by Chinese interests. According to its AIS signal, it was sailing to Sohar, Oman, when the fire began. The ship is 190 meters (623

feet). According to the reports, there was a crew of 18 aboard, including from China, Bangladesh, Myanmar, Vietnam, and Indonesia. All the crew was safely evacuated and have now been taken to Karachi, Pakistan. The Maritime Rescue and Coordination Center in Pakistan received the distress call from the vessel and coordinated the search and rescue operation. When the **PNS Hunain** reached the vessel, it assisted in the firefighting and conducted a damage assessment after the fire was extinguished. Medical assistance was also provided to the crew. Few details were released, but the pictures showed the bridge and upper decks of the deckhouse burnt out. There was also fire damage forward around the cargo hatches. It is unclear how the fire started. (Source: Marex)



OFFSHORE NEWS

NAM CHEONG STRENGTHENS BACKLOG WITH \$25M CHARTER WINS



Malaysia-based offshore marine group Nam Cheong has secured OSV charter contracts of up to RM102.5m (\$25.8m). The contracts comprise one anchor-handling tug supply (AHTS) vessel and one maintenance work vessel, to be chartered for a firm period of up to two years, commencing in 2026, with options for an additional one-year extension. The AHTS vessel has been chartered to CNOOC subsidiary,

COOEC, and commenced operations in the first quarter of 2026. The maintenance work vessel is chartered to an unnamed regional independent oil producer and is expected to commence operations in the early part of the second quarter of 2026. Both vessels will support offshore oil and gas activities in Southeast Asia. With these two long-term charters, 25 out of the company's 36-vessel fleet are now under long-term charters, raising the fleet's long-term charter coverage to 69%. Nam Cheong expects vessel utilisation to improve in 2026, supported by the commencement of more long-term charters. "Our average vessel age now stands at nine years, lower than the market average, which provides a long runway. These contract wins bring us close to our target of 70% long-term charter coverage, which provides a good balance between earnings stability and room to capture upsides in the spot market," said Leong Seng Keat, CEO of Nam Cheong. According to the company, offshore activity in Malaysia remains robust as energy security becomes paramount, with Petronas aiming to sustain domestic production at approximately 2m boe per day through 2028. Across Southeast Asia, OSV supply remains tight, driven by an ageing fleet and minimal newbuild activity, which supports charter rates. (Source: *Splash24/7*)

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PETRONAS INKS SURINAME SUBSEA ALLIANCE WITH SUBSEA7 AND SLB ONE SUBSEA

The Suriname arm of Malaysian giant Petronas has signed a strategic collaboration agreement with Subsea Integration Alliance, which comprises Subsea7 and SLB OneSubsea. The agreement creates a long-term framework for close collaboration on field development projects in Suriname. Through early engagement and integrated execution, the collaboration aims to simplify complex



procurement processes, reduce total development costs and enhance delivery certainty. Optimising project timelines, combined with reduced execution risk, will enhance project economics and unlock opportunities across a portfolio of prospects in Suriname. Under the framework, the Subsea Integration Alliance will provide pre-FEED, FEED, and EPCIC solutions for multiple prospective

projects. The scope includes subsea umbilicals, risers, and flowlines from Subsea7, as well as subsea production systems from SLB OneSubsea. “The agreement builds on our track record of collaborating with our clients to drive value creation by delivering optimized development solutions. We are excited to see the positive impact this work will have in the region,” said Craig Broussard, SVP for Subsea7. This comes days after offshore drilling contractor Valaris signed a strategic collaboration deal with Petronas Suriname and Halliburton to support offshore development in the Guyana-Suriname Basin. *(Source: Splash24/7)*

DEEPOCEAN BRINGS IN BOSKALIS CSV



DeepOcean has lined up additional subsea vessel capacity after agreeing a charter with Boskalis for the construction support vessel **Boka Spearfish**. The 2014-built ship will join the Norwegian contractor’s fleet for the remainder of 2026, with options to extend. Following a short mobilisation, the vessel will be fitted with two work-class remotely operated vehicles (ROVs) and supporting systems

for subsea operations. The vessel, previously known as **Sea1 Spearfish**, is not new to DeepOcean. It has worked under charter for the company before, delivering solid performance on earlier campaigns, the company said. Boskalis added the vessel to its fleet in April 2025 after acquiring it from Norway’s Sea1 Offshore, as part of that owner’s fleet renewal drive. For DeepOcean, the deal adds to a fleet of around 20 construction support vessels and comes as demand for subsea services remains steady across offshore energy projects. The company has also been securing longer-term capacity. Late last year, it fixed the **Normand Ocean** CSV from Solstad Maritime on a three-year contract, with options, starting in the first quarter of 2027. *(Source: Splash24/7)*

NORTH STAR FIXES PSV TO ENQUEST

UK offshore vessel owner North Star has fixed one of its platform supply vessels to EnQuest on a new North Sea contract, according to market sources. Offshore brokers say the 2013-built **Grampian Sovereign** has been chartered by the UK-based oil and gas operator for a firm period of at least one year, with options in place that could extend the deal by a further two years. Dayrates have not been disclosed.



The vessel will support supply operations, continuing North Star’s steady presence in the UK offshore sector. **Grampian Sovereign** is part of North Star’s fleet of 16 platform supply and multi-role vessels.

Built at the Balenciaga yard in Spain, the PSV has been a regular fixture in North Sea oil and gas logistics. Before the EnQuest deal, the vessel had been working for UK refiner Prax Group. *(Source: Splash24/7)*

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The advertisement features a central graphic with the text "BETTER PERFORMANCE & REDUCING YOUR CARBON FOOTPRINT" in large blue letters. Below this, the "BUOYANT WORKS" logo is displayed. To the left, a PSV vessel is shown with callouts for "FENDERTUG" and a propeller. To the right, another vessel is shown with callouts for "FENDERCTV" and a hull component. The website "buoyantworks.com" is visible in the bottom right corner.

SIRIUS SECURES CONTRACT FOR NEXT-GENERATION HYBRID AWH VESSEL FOR FDA



Sirius to provide design and system integration for FDA's next-generation Anchor Handling & Subsea Vessel. Sirius Design & Integration has secured a contract with Finnsnes Dykk & Anleggsservice AS (FDA) as the design and system integration partner for a new next-generation Anchor Handling & Subsea Vessel (AWH), with construction set to take place at Zamakona Yards, Bilbao, Spain. The vessel will be

delivered under the Norwegian flag and classed by DNV, with handover scheduled for Q2 2028. The newbuild will feature a hybrid diesel-electric propulsion system with integrated battery storage and HVO-readiness, reflecting a strong focus on efficiency and reduced emissions. It is expected to deliver a minimum bollard pull of 50 tonnes and a service speed of approximately 12 knots. Configured for advanced offshore operations, the vessel will include an ROV hangar with launch and recovery system, a 250-tonne cable turntable, heavy-lift cranes, and dynamic positioning capability to support high-precision subsea work. Designed as a multi-purpose platform, the AWH vessel will be capable of performing a broad range of operations, including anchor handling, offshore aquaculture support, pipelaying, and subsea intervention. This contract is a strong confirmation of our position in advanced vessel design and innovative hybrid solutions, and we look forward to continuing the close cooperation with FDA and Zamakona Yards throughout the build. – Håvard Sætre, CEO Sirius Design & Integration. *(PR-Sirius Design & Integration)*

SUBSEA 7 ADDS \$1BN-PLUS BRAZIL PROJECT TO BACKLOG

Offshore engineering and services player Subsea 7 has won a contract from Brazil's state-owned giant Petrobras for the development of the S epia 2 field. The S epia 2 field is located approximately 280 km southeast of Rio de Janeiro, at a water depth of 2,170 metres in the pre-salt Santos Basin. The field is one of the largest pre-salt expansion phases, playing a central role in Brazil's energy development.

The contract scope, won after a competitive tender, includes engineering, procurement, fabrication, installation, and pre-commissioning of subsea umbilicals, risers and flowlines for 17 wells, including two wells from the S epia 1 project, and one gas export line with 18 risers. Project management and engineering will commence immediately at Subsea 7's offices in Rio de Janeiro, Paris, and Sutton, with offshore operations scheduled to begin in 2029.



No exact financial details were disclosed. However, Subsea 7 described it as a supermajor contract, worth over \$1.25bn. "This award strengthens Subsea7's portfolio of projects in Brazil and reinforces our established relationship with Petrobras in the pre-salt," said Yann Cottart, SVP of Brazil and Global Projects Centre West. (Source: *Splash24/7*)

PRYSMIAN MONNA LISA BUILT 2025 AT AUGUSTA



The 2025 built cable layer **PRYSMIAN MONNA LISA** berthed at Augusta Port, Sicily on Thursday 9th April, 2026. **Prysman Monna Lisa** is a DP3 ship built for the most challenging worldwide cable installation works. With her two carousels of 10,000 tons and 7,000 tons load capacity and her capstan able to sustain a maximum tension of 100 tons, the vessel is equipped to conduct the deepest power cable lay up to 3,000 m water depth. Moreover, she can also be used

on any kind of offshore projects - from shallow to deep waters - including cable burial with a wide range of ROV vehicles. **Burial Tools:** **Prysman Monna Lisa** can be equipped with Prysman's Hydroplow, Heavy Duty Plough and Seamole, to carry out simultaneous lay and burial or post lay burial operations, dependent upon project requirements. The vessel can also be a platform for state-of-the-art jet trenching ROVs and Mass Flow Excavator tools. **Classification:** C-HULL MACH, Cable laying ship, DYNAPOS-DP3, HELIDECK, COMF-NOISE CREW A, COMF-VIB CREW C, COMF-AIR, PMS, GREEN PLUS, AUT-UMS, FATIGUELIFE (30), MANOVR, CARGO HANDLING, DANGEROUS GOODS, SPS, HYB-E (20.93 / 9.6), INWATERSURVEY, HVSC-NB **Cable Laying capabilities:** • Bundled cable laying; • Simultaneous laying and burial; • Cable jointing facilities in a covered area of about 240 m² (30x8 m); • Designed for laying power cables up to 3,000 m water depth. (Photo: *Capt. Lawrence Dalli - www.maltashipphotos.com*)

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SEAWAY MOXIE BRIEFLY ARRIVES

Coming from IJmuiden, the multifunctional installation support vessel **Seaway Moxie** paid a brief visit to our port this week. Last Wednesday, the 74-meter-long ship moored at the Nieuwediepkade. The following day, it departed again in the early morning to subsequently anchor in the Marsdiep. The **Seaway Moxie**, owned by offshore contractor Seaway 7 from Oslo, is deployed for work in offshore wind farms, among other things.



To safely transfer personnel onto a wind turbine foundation, the vessel is equipped with a swell-compensated gangway. For this reason, it is also known as a walk-to-work (W2W) vessel. The **Seaway Moxie** was delivered in 2014 by the Norwegian Fjellstrand shipyard. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

MUSEUM NEWS**HISTORIC YACHT AND HISTORIC TUGBOAT AT THE RAHMI M. KOÇ MUSEUM.**

The Rahmi M. Koç Museum has expanded its maritime collection with two significant historical artifacts. The 1901 steam yacht **Cangarda** and the 1903 tugboat **Örnen** are now on display at the museum in Istanbul. The Rahmi M. Koç Museum has brought two important artifacts from maritime history to the public: the 1901 steam yacht **Cangarda** and the 1903 steam tugboat **Örnen**. These artifacts enhance the value of the cultural heritage collection displayed at the museum and shed light on maritime history. **Cangarda** and **Örnen**, regarded as important examples of world maritime history, have been added to the Rahmi M. Koç Museum collection. **Cangarda**, one of the few surviving examples of steel steam yachts, has been relaunched after an extensive restoration process. The work, carried out at the RMK Yachts shipyard in Istanbul, both strengthened its technical structure and preserved its original design. The yacht, which has hosted important figures in the past, including King Edward VIII of England, has undergone various restorations throughout its history. It

even sank completely at one point before being brought back to life. RMK Yachts Director Cüneyt Okçu made the following assessment regarding the restoration process: “From the very beginning, we approached **Cangarda** not as a renovation project, but as a responsibility towards global maritime heritage. Our aim was not to reinterpret its spirit, but to preserve it.”



Another historical heritage in the Golden Horn: **Örnen** Another significant addition to the museum's collection is the **Örnen**, a steam tugboat

built in Sweden in 1903. Meaning "Eagle," the **Örnen** is considered one of the oldest surviving tugboats. The ship, which was also used briefly for military purposes during World War II, later served in civilian service. Having gained cultural heritage status in Sweden in 2011, the **Örnen** was brought to Türkiye in 2025 and added to the museum collection. “A great legacy for future generations” Rahmi M. Koç Museum General Manager Mine Sofuoğlu highlighted the importance of

adding the two works to the collection: “The addition of **Cangarda** and **Örnen** to the Rahmi M. Koç Museum collection is of great value in terms of passing on maritime history to future generations. Bringing these two unique legacies to visitors offers an opportunity to experience the engineering achievements and maritime culture of the past firsthand, while also highlighting the importance of our responsibility as a museum to preserve not only the physical



existence of these objects but also the memory and spirit they carry, thus carrying them into the future.” (Source: DenizHaber)

STUURHUT EREBUS VERHUIST VAN GRONINGEN NAAR DELFZIJL

De stuurhut van de Groningse coaster **Erebus**, die tussen 1950 en 1973 de Europese zeeën bevoer, verhuist deze maand van het Noordelijk Scheepvaartmuseum in Groningen naar het MuzeeAquarium in Delfzijl. Museum aan de A, de opvolger van het scheepvaartmuseum, draagt het houten stuurhuis over omdat het in het MuzeeAquarium in Delfzijl beter tot zijn recht kan komen. In verband met de komende verbouwing van Museum aan de A en de ruimte die nodig is voor de nieuwe vaste museumpresentatie, moet het sowieso plaatsmaken. *Van de sloop gered* De **Erebus** was een stalen kustvaarder van ongeveer 600 ton. Het schip werd in 1950 gebouwd door E.J. Smit & Zoon, machine-

en motorenfabriek, scheepswerven, Hoogezand en Westerbroek. De stuurhut was meer dan vijftig



jaar te zien in het Noordelijk Scheepvaartmuseum. Wat maar weinig mensen weten, is dat twee bestuursleden van dat museum het houten stuurhuis in 1973 van de sloop hebben gered. Daarna bouwden ze het op de begane grond van het Gotisch Huis weer. *Aanwinst voor de collectie* Nicolette Bartelink, directeur-bestuurder van Museum aan de A, vertelt: “We

hebben lang gepuzzeld of we de stuurhut tóch konden blijven tonen in de nieuwe vaste museumpresentatie. Maar omdat het te gebruiken aantal vierkante museummeters in verband met de

kosten is teruggedraaid, bleek het echt niet mogelijk. Gelukkig hebben we in het MuzeeAquarium in Delfzijl dé plek gevonden. Dat museum kan de stuurhut wél tonen aan het publiek.” Directeur Cynthia Heinen van het MuzeeAquarium is erg blij met het stuurhuis. Ze licht toe: “Het is een prachtige aanwinst voor onze collectie, daar waren we het in Delfzijl direct over eens. Het zal nog even duren voor de stuurhut in




ons museum te bewonderen is, want we willen hem een prominente plek geven en daarvoor moeten we eerst verbouwen.” (Source: *Scheepspost*)

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WINDFARM NEWS - RENEWABLES

TITAN BAGS TWIN CHINA OFFSHORE WIND CONTRACTS

Titan Wind Energy has secured new offshore wind work in China, with subsidiaries winning contracts tied to a 600MW project off Hainan and a separate development in Guangdong. In a

Shenzhen stock exchange filing, the company said units have been awarded engineering work worth



around CNY280m (\$41m) for Site II of the Datang Hainan Danzhou offshore wind project. The scope covers the fabrication of 11 jacket foundations and steel structures for an offshore booster station foundation. The site is being developed by Datang (Danzhou) Offshore Energy Development and will host 60 turbines rated at 10MW each. Alongside the turbines, the

project includes one offshore substation and supporting infrastructure. In total, Site II will feature a mix of 49 monopiles and 11 jacket foundations, with Titan's subsidiaries responsible for the jacket portion and the substation base structure. Construction is being carried out by Datang (Danzhou) Marine Energy Development. The award adds to Titan's recent run of orders. Last month, subsidiaries of its Suzhou arm won a separate contract worth about CNY700m for jacket foundation equipment on the Shanwei Honghai Bay 6 offshore wind project. That project, developed by Shenergy Marine Energy (Shanwei), is planned at 500MW and will include 34 turbines. (*Source: Splash24/7*)

DEME'S NEXT-GEN OFFSHORE WIND TURBINE INSTALLATION VESSEL OFFICIALLY NAMED

DEME recently held a naming ceremony for its new offshore wind turbine installation vessel (WTIV), **Norse Wind**, at the Port of Oslo, Norway. The new vessel was ordered from CIMC Raffles Shipyard in China by Norwegian offshore wind contractor Havfram, which DEME acquired in April 2025, and was delivered in October last year. The vessel was officially named by Norway's former Ambassador to Belgium, Ingrid Schulerud, on 25 March.



The ceremony also saw **Norse Wind** visited by the King and the Queen of the Belgians, Crown Prince Haakon of Norway, Maxime Prévot (Belgian Deputy Prime Minister and Minister of Foreign Affairs, European Affairs and Development Cooperation) and Matthias Diependaele (Minister-President of the Government of Flanders, Flemish Minister for Economy, Innovation and Industry, Foreign Affairs, Digitalization and Facility Management). The debut project for the WTIV and its sister vessel **Norse Energi**, which was delivered to DEME in January 2026, is RWE's 1.6 GW Nordseecluster in Germany, consisting of two offshore wind farms, both of which will feature Vestas 15 MW wind turbines. Norse Wind is expected to start working on Nordseecluster this year. DEME's new WTIVs, designed by GustoMSC, are equipped with a 3,200-tonne crane and can install

wind turbines with rotor diameters measuring over 300 metres and XXL monopiles weighing up to



3,000 tonnes in water depths of up to 70 metres. The vessels are capable of transporting and installing either four 20 MW turbines or six 15 MW turbines per trip. **Norse Wind** and **Norse Energi** are also fitted with a hybrid power plant and a 4.2 MWh battery system that handles energy peaks and reduces the load on diesel engines, resulting in improved fuel efficiency and lower emissions, according to the

company. (Source: Offshore Wind)

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PORTS EXPLORED

NKT ELEONORA ENTERS NEW CONSTRUCTION PHASE AS ITS HULL MAKES A SPLASH

The hull of NKT's new cable-laying vessel (CLV) **NKT Eleonora** has been launched into the water at Vard's shipyard in Tulcea, Romania. The official keel laying for the vessel took place in January 2025, some two months after the first steel was cut. **NKT Eleonora** will be able to run on both methanol and HVO/marine diesel oil and will feature Wärtsilä 32 methanol engines. Wärtsilä is also supplying the front tunnel and azimuth thruster, NOV



REMACUT the cable lay system, cranes and mission equipment, and ABB will deliver its Onboard DC Grid power distribution system. The 176.5-metre-long CLV was designed by Salt Ship Design. Equipped with three turntables, it will offer a cable-laying capacity of 23,000 tonnes. (Source:

Offshore Wind)

FUGRO PREPARING FOR GEOTECHNICAL INVESTIGATION AT MORECAMBE OFFSHORE WIND FARM SITE



Fugro will conduct a UXO survey at the Morecambe Bay area this month, ahead of a geotechnical site investigation for the Morecambe offshore wind project that is planned to start in May 2026. The UXO work will be undertaken by the survey vessel Fugro Frontier and is planned to commence around 10 April, with operations continuing

until 20 April 2026, subject to weather conditions. **Fugro Frontier** will be performing the survey to provide clearance for 16 locations before the geotechnical site investigation starts next month. The 480 MW Morecambe offshore wind farm, to be built approximately 30 kilometres off the Lancashire coast, UK, was granted a Development Consent Order (DCO) by the UK Secretary of State for Energy Security and Net Zero in December 2025. The project, planned to comprise 35 wind turbines, is being developed by Copenhagen Offshore Partners (COP) on behalf of Copenhagen Infrastructure Partners (CIP), which acquired full ownership of Morecambe at the beginning of 2025 from Cobra Group and Flotation Energy. In January this year, the project entered into lease with the Crown Estate. The offshore wind farm is scheduled to enter construction in 2027, and once operational, it will generate enough renewable electricity to power more than 500,000 UK homes, according to CIP. *(Source: Offshore Wind)*

K LINE ACQUIRES REMAINING STAKE IN OFFSHORE WIND JOINT VENTURE

Japanese shipping major Kawasaki Kisen Kaisha (K Line) has taken full control of K Line Wind Service, an offshore wind joint venture held with Kawasaki Kinkai Kisen, a subsidiary of K Line. K Line Wind Service (KWS) was established in 2021, with a view toward the anticipated growth of offshore wind power generation. KWS is engaged in the offshore wind support vessel business, including operating work and



geotechnical survey vessels. According to K Line, the goal of the acquisition is to accelerate decision-making and achieve more integrated business operations to facilitate KWS's growth and enhance the corporate value of the K Line Group as a whole. Kawasaki Kinkai Kisen, together with its subsidiary,

Offshore Operation Co., will continue to support KWS's businesses as part of the K Line Group. Offshore Operation Co. operates offshore support vessels in a wide range of fields, including support operations associated with marine resource development and offshore wind power projects, marine surveys, offshore construction, towing, and maritime salvage.

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The advertisement features two offshore support vessels. On the left is the MAASSTROOM, a EuroCarrier 2712 - DP1 - TIER III vessel. On the right is the RIJNSTROOM, a Multi Purpose Workboat 4716 - DP2 - TIER III - Hybrid - ULEV vessel. The background is a blue sky with white clouds. The Van Wijngaarden logo is in the top left corner. The text 'The Right Partner... all over the world.' is centered. The website 'wijngaarden.com' is in the bottom right corner.

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A RECORD YEAR FOR TRANSSHIPMENTS IN THE WIND ENERGY SECTOR



Offshore wind cargo volumes at the Danish port of Aalborg increased by 45 percent in 2025. This significant performance can be partially attributed to the delivery of a number of very large components for offshore wind farms in the United States and the Baltic Sea region. The Port of Aalborg has become one of Northern Europe's most important ports for the wind industry. The level of activity related to the wind energy sector is growing year on year, and now

almost 60 percent of the port's approximately five million square meters of commercial space is dedicated to the production, testing, and storage of large components, particularly for offshore wind farms. This development is also reflected in activity at the quays, where cargo volumes related to offshore wind farm components are expected to increase by a staggering 45 percent in 2025. This is a new record, which is welcomed by Kristian Thulesen Dahl, CEO of the Port of Aalborg. "This is an extremely positive result, partly reflecting the fact that Aalborg is home to very strong players in the wind energy sector, and partly reflecting our high qualifications and continuous investment in our ability to support and service these companies. This allows us to meet their specific requirements in terms of available space, load capacity, and logistics," says Kristian Thulesen Dahl. A significant portion of the freight shipments in 2025 were related to CS WIND Offshore's completion and delivery of 176 wind turbine foundations – so-called transition pieces – for the large US offshore wind energy project, Coastal Virginia Offshore Wind. Additionally, three offshore converter stations were shipped from Aalborg as part of the same project. CS WIND Offshore also shipped two offshore converter stations, along with their foundations, from Aalborg to the Baltic Power offshore wind farm off the coast of Poland. "Aalborg is a strong location where production, logistics, and shipping all run smoothly and efficiently. 2025 was a special year for us, as we completed several major

projects, giving us a solid starting point for 2026. We are currently modernizing our loading area at the port to be able to complete and ship even more foundations simultaneously. We are doing this because the location, the cooperation with the Port of Aalborg, and their solution-oriented approach work very well and bring great benefits to both our customers and us," says Søren Schlott Mikkelsen, Operations Director at CS WIND Offshore in Aalborg. The positive development of offshore wind cargo at the Port of Aalborg comes at a time when the European wind energy industry is facing political uncertainty in key markets such as the United States and increased competition, especially from Chinese players. On the other hand, as Danish port representatives emphasize, there is growing political pressure on energy security and security of supply, combined with the desire to support the European wind industry. The European Commission recently presented a proposal that up to 70 percent of components for publicly subsidized wind farms must be manufactured in Europe, the press release recalled, adding that the new EU ports strategy, presented in early March, emphasizes strengthening competitiveness by, among other things, expanding port facilities and developing new spaces for offshore wind energy activities. In 2025, the Port of Aalborg handed over a 400,000-square-meter site to Siemens Gamesa, which will be used for storing offshore wind turbine blades. The port is also under construction, and its quay expansion, scheduled for completion in 2027, will enable, among other things, the expansion of commercial space on the quayside suitable for use by the wind energy sector. *(Source: Port Aalborg)*

WINDCAT AMSTERDAM CSOV POWERED BY ABC ENGINES

Commissioning Service Operations Vessel powered by medium-speed ABC engines for reliable offshore performance. Offshore wind support in Europe is bolstered by the arrival of **Windcat Amsterdam**, the first Elevation series Commissioning Service Operations Vessel (CSOV) in the region, powered by a three-unit medium-speed engine package from Anglo Belgian Corporation (ABC) designed for reliable, efficient offshore operations. Constructed at Damen



Shipyards in Vietnam, the vessel arrived in Amsterdam at the end of March, marking a key milestone in the expansion of Europe's offshore wind support fleet. Anglo Belgian Corporation supplied the vessel's propulsion package, consisting of one ABC 12-cylinder and two ABC 8-cylinder DZ engines. The engines are designed to provide reliable, efficient performance for the demanding offshore service operations. The vessel also incorporates hybrid and hydrogen-ready technologies, reflecting the offshore sector's increasing focus on sustainability. ABC engines ensure to optimised fuel efficiency, reduced CO₂ emissions and consistent performance across varying operational conditions. **Windcat Amsterdam** will support construction, commissioning and maintenance activities at offshore energy projects. The vessel will serve as a floating base for up to 120 people and equipment, enabling safe and efficient access to offshore assets. *(PR-ABC Engines)*

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INDUSTRY'S LARGEST SUBSEA ROCK INSTALLATION VESSEL IN FINAL PREPARATIONS FOR FIRST JOB



Boskalis's new subsea rock installation (SRI) vessel, described by the company as the largest in the industry, has arrived in the Netherlands for final outfitting and commissioning ahead of its first assignment later this year.. [Windpiper](#), whose purchase Boskalis announced in January 2025, was developed by converting an existing vessel into an SRI vessel with a rock-carrying capacity of 45,500 tonnes. The vessel arrived in Rotterdam earlier this week to

undergo further outfitting in Waalhaven, as well as commissioning, after which it will go on its first rock installation project in the Baltic Sea later this year. "A tremendous amount of work has since been done to convert the vessel into the state-of-the-art subsea rock installation vessel [Windpiper](#). This included the creation of two large rock holds and the installation of the inclined fallpipe. This enables the [Windpiper](#) to install rock with great precision on and around offshore structures," Boskalis said. [Windpiper](#) is 227 metres long and 40 metres wide, featuring a total installed power exceeding 31,000 kW. It will feature over a hundred single-occupancy cabins. (Source: *Offshore Wind*)

SHALLOW-DRAFT CABLE BARGES 'WAADRINNER' INAUGURATED

Trio of connected shallow-draft cable barges designed for environmentally sensitive cable installation in the Wadden Sea. Jan De Nul, in collaboration with transmission system operator TenneT and ECE Offshore BV, has inaugurated three connected shallow-draft cable installation barges, collectively named [Waadrunner](#), in Rotterdam. Developed specifically for operations in shallow and environmentally sensitive waters, [Waadrunner](#) will support subsea cable installation works in areas where conventional vessels are unable to operate efficiently. The units are expected to play a key role on the BalWin4 project in the Wadden Sea, a region known for its ecological sensitivity and challenging water depths. The inauguration marks a significant milestone for the

partners and follows the award of a major contract on 6 November 2024. Under the agreement, Jan De Nul, TenneT and ECE Offshore BV are collaborating closely on the delivery of critical offshore grid infrastructure. ECE Offshore is responsible for engineering, procurement and execution of the Wadden Sea cable installation portion of TenneT's 2 GW projects scheduled from 2026 to 2030. The delivery of the shallow-draft cable installation barge was supported



by several key subcontractors, including Rometal, Greenport, Dromec and De Heus, FMJ and Aggreko, who provide essential support throughout design, fabrication, mobilisation and commissioning. Reinier Nagtegaal, Managing Director at ECE Offshore BV, said "This inauguration is the result of close collaboration and mutual trust between all partners involved. By communicating openly and actively engaging throughout the process, we have created assets that support safe, efficient and reliable project execution." Harold Heeffter, Project Director at Jan De Nul, added: "Strong partnerships enable practical solutions in challenging environments. Transparency and a fair, solution-oriented mindset are essential when working in shallow waters such as the Wadden Sea." This milestone underlines the shared commitment of Jan De Nul, TenneT and ECE Offshore BV to safe execution, sustainable growth, and long-term collaboration within the offshore energy sector. *(Source: Workboat365)*

DREDGING NEWS

CARBAJAL SECURES \$6M FOR SANTA BARBARA HARBOR DREDGING



California Representative Salud Carbajal has secured \$6.15 million for Santa Barbara Harbor's dredging project. The funding was secured through the Fiscal Year 2026 U.S. Army Corps of Engineers Work Plan, an annual civil works initiative focused on infrastructure improvements. "The Santa Barbara Harbor serves an important role in our local economy and emergency response services," said

Carbajal. "This federal funding will ensure our harbor is deep enough to continue handling maritime commerce and tourism while providing the U.S. Coast Guard with the reliable channels for public safety and national security missions." Santa Barbara Mayor, Randy Rowse, added: "Santa Barbara Harbor is the pulse of our community. Without regular federal maintenance dredging, the

consequences for public safety, our local economy, and our way of life are severe. Securing \$6.15 million in federal funding for dredging is an essential step toward ensuring that the harbor remains safe and navigable for everyone who depends on it.“ Santa Barbara Harbor serves as a critical hub for maritime commerce, tourism, and public safety operations. According to Carbajal, the dredging project will help keep the harbor at appropriate depths so that commercial vessels, recreational users, and emergency response ships can operate safely. *(Source: Dredging Today)*

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PORTLAND WATERFRONT DREDGING WRAPS UP

The City of Portland said that after a busy winter season along the waterfront, the Portland Waterfront dredging work is complete. On the Portland side of the Fore River alone, over 10,000 linear feet of berthing has been deepened and restored, resulting in over 45,000 cubic yards (equivalent to 4,500 dump trucks) of material relocated to the CAD cell disposal site. The project kicked off over the 2024-2025 winter with construction of the



Confined Aquatic Disposal cell (CAD cell), located in the seafloor of the harbor, where dredged material would be deposited. Heather Moretti, the City of Portland’s waterfront coordinator, said: “This dredging work highlights the goodwill and cooperation found along the Portland waterfront community, which is crucial for accomplishing this project. Displacement and disruption of a single pier face is a challenge.” “For this season alone on the Portland Waterfront, we have worked through 28 separate work areas – all requiring operational and infrastructure adjustments from vessel owners, pier tenants, and pier managers.” The second half of the project will take place next winter, 2026-2027, where the work will concentrate on South Portland marinas, the East End Beach recreational boat ramp, and Maine Yacht Center. *(Source: Dredging Today)*

BOSKALIS IN MEXICO: MAINTENANCE DREDGING AND LAND RECLAMATION GO HAND IN HAND

Maintenance dredging and land reclamation rarely go hand in hand. But sometimes both objectives

can be achieved within a single project, Boskalis said. This is currently the case in Mexico, where



their trailing suction hopper dredger (TSHD) **Crestway** is maintaining the Port of Veracruz while using some of the dredged material to reclaim new land within the port. According to Boskalis, this is “a striking example of circular dredging, making maximum use of the sand and silt extracted from the port. Besides this, the **Crestway** is also dredging near some of the quays in the northern Port of Veracruz.”

Although the **Crestway** has been active in Mexican port cities more frequently in recent years, Veracruz is new territory for Boskalis. By carrying out this combined scope of work safely and efficiently, the crew of the 5,600 m³ trailing suction hopper dredger is already demonstrating what it is capable of, Boskalis concluded. *(Source: Dredging Today)*

JAN DE NUL SIGNS LANDEYJAHÖFN 2026-2029 DREDGING CONTRACT

The Icelandic Road and Coastal Administration (IRCA) has signed an agreement with Jan De Nul for dredging works at Landeyjahöfn for the period 2026–2029. The project

“Landeyjahöfn Maintenance Dredging 2026–2029” was tendered in late December, with bids opened on 10 February 2026. Four tenders were received, and the outcome was determined based on a combined evaluation of price and technical criteria, IRCA said. The contract includes regular dredging



within the harbor area and its vicinity, with the aim of maintaining sufficient depth and ensuring safe navigation to and from the port. The work is scheduled in three seasonal periods each year, from September to April, with an estimated annual dredging volume ranging from 250,000 to 500,000 cubic meters. According to IRCA, Jan De Nul has prior experience of conditions at Landeyjahöfn, having carried out dredging works at the port between 2015 and 2018. The dredging vessel to be used is Sebastiano Caboto, built in 2011. It is 93 metres in length and 19.8 metres in beam. *(Source: Dredging Today)*

DEME'S TSHD MEUSE RIVER CREATES NEW LAND AT PORT OF CUXHAVEN

DEME is working on the expansion of the offshore wind terminal at the Port of Cuxhaven, planned

by Niedersachsen Ports GmbH & Co. KG. The project, conducted in cooperation with its



consortium partners Depenbrock Bau GmbH & Co. KG, TAGU Tiefbau GmbH Unterweser and Boskalis, is set to deliver three new berths (5–7) with 1,350 meters of heavy-load quay wall and 38 hectares of terminal space, closing the gap between berth 4 (Europakai) and berth 8 (the current Offshore Terminal). At the moment, DEME's

trailing suction hopper dredger (TSHD) **Meuse River** is carrying out rainbowing works – part of the dredging and land reclamation activities. According to DEME, this project will strengthen Cuxhaven's position as a key German offshore industry hub, while improving the infrastructure needed to handle wind turbines and their components efficiently. *(Source: Dredging Today)*

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ROYAL IHC, NAM TRIEU SHIPYARD SIGN DEAL FOR NEW EASYDREDGE TSHD

Royal IHC and Nam Trieu Shipyard have signed a contract for the construction of a new **Easydredge 2700XL** trailing suction hopper dredger (TSHD) for La Congolaise des Voies Maritimes (CVM). Commenting the latest news, Bryan Iriou, Site Manager International Production – Nam Trieu Shipyard, said: “The signing of this new contract marks another significant step in the



ongoing partnership between Royal IHC and Nam Trieu Shipyard in Vietnam.” In March 2026, Royal IHC and CVM signed a contract for the delivery of an [Easymredge 2700XL](#) TSHD. “The [Easymredge 2700XL](#) is part of Royal IHC’s proven range of standardized hopper dredgers, designed to combine cost-efficiency, adaptability, and ease of operation. With a hopper capacity of approximately 3,300 m³, the vessel is tailored for maintenance dredging and land reclamation projects, offering a robust and versatile solution for La Congolaise des Voies Maritimes,” Royal IHC said. The vessel will be customized to meet CVM’s specific operational needs, including greater autonomy, upgraded bow thruster and propulsion power, expanded accommodation, and advanced automation systems – optimizing performance in challenging riverine conditions. (*Source: Dredging Today*)

YARD NEWS

DAMEN, IOM, TURKISH COAST GUARD, AND EUROPEAN UNION HOLD KICK-OFF MEETING FOR LATEST SAR VESSEL ORDER IN ANTALYA



Order follows success of vessels in operation with Turkish Coast Guard Command. Recently, Damen Shipyards Antalya hosted a kick-off meeting attended by delegations from the UN’s International Organization for Migration (IOM), the Turkish Coast Guard (TURCG) Command, Presidency of Migration Management (PMM), the European Union Delegation, the Netherlands

Embassy in Türkiye, and Damen Shipyards Group. The meeting marks the recent contract signing between Damen and the IOM for the delivery of thirteen Search and Rescue (SAR) 1906 vessels to be operated by the Turkish Coast Guard, within the framework of the European Union-funded project “Improving the Turkish Coast Guard’s Operational Capacity through the Supply of Search and Rescue Boats”. Damen previously delivered six SAR 1906 vessels to the TURCG in 2016, followed by nine further vessels in 2019, within the framework of IOM’s European Union-supported projects. Damen will deliver these thirteen vessels over the course of 2027 and 2028. The vessels will be operated by the TURCG to support search-and-rescue operations at sea. *Built in Türkiye for Türkiye* All of the vessels will be constructed at Damen Shipyards Antalya. Damen has been operating the yard, located in the Antalya Free Zone, since 2013. Damen Shipyards Antalya delivers in the region of 28 vessels per year. This is facilitated by a team of highly skilled, locally-based colleagues, as well as the local maritime supply chain. Damen Regional Sales Director Emre Turkoz said, “On behalf of Damen, I am very grateful once again for the trust placed in our organisation for the construction of these latest SAR vessels. I am looking forward to continuing to develop the strong partnership between ourselves, the IOM, the Turkish Coast Guard and the European Union over the coming years as we work together on delivering these vessels.” *Ready for anything* The SAR 1906 is a lightweight, aluminium vessel with a composite wheelhouse. The 19.5 metres long, 6.5 metre wide rescue craft is able to achieve speeds up to 30 knots. It is designed to

operate in all weather conditions, as demonstrated by the over 90% operational availability shown by the vessels already operating with the Turkish Coast Guard. Adding to this workability is the vessel's ability to self-right within seconds of rolling or capsizing. Its Damen Sea Axe bow ensures low resistance in the water and high fuel efficiency. In addition to the crew of six, the SAR 1906 is able to carry up to 120 survivors. To date, the vessels already in operation in Türkiye have helped to save over 27,000 lives. *(PR-Damen)*



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ASSENS SHIPYARD SOLD TO INVESTMENT COMPANY



A new group of owners is now taking over the majority of Assens Shipyard, after the investment group FPE Group has purchased 80 percent of the shares in the West Funen shipyard. The previous owner and director, Erling Pedersen, will continue to lead the shipyard and retain a 20 percent ownership stake, writes *Fyens Stiftstidende*. The deal comes shortly after Erling

Pedersen announced that he was looking for a partner to ensure the shipyard's further development.

FPE Group sees attractive potential in Assens Shipyard's business model, which is based on repair and maintenance rather than newbuilding. "It's a more flexible business, and that's kind of what kept us from being intimidated by the stories we've read about shipyards with large losses over many years," says managing partner Christian Dalum in a press release. According to FPE Group, the shipyard is also less sensitive to economic cycles than many other companies in the industry. The investment group also sees opportunities to strengthen operations through collaboration with the group's other industrial companies. Assens Shipyard is based at the Port of Assens and employs almost 50 people. The shipyard ended the last financial year with a profit before tax of DKK 15.9 million. *(Source: Maritime Danmark)*

LAUNCHING OF ONE UNIT OF 2942KW SPECIAL PURPOSE TUGBOAT

On April 10, 2026 the 2942kW special tugboat "DONG HUA 5" designed and built by our Jiangsu Zhenjiang Shipyard company for Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. was successfully launched. Leaders of Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. attended the ceremony. *(Source: Jiangsu Zhenjiang Shipyard)*



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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Sanmar Shipyards Achieves Major Milestone with Completion of 14th All-Electric ElectRA Tug Sea Trials*
 - *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*
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*

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

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