Tugs Towing & Offshore Newsletter

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

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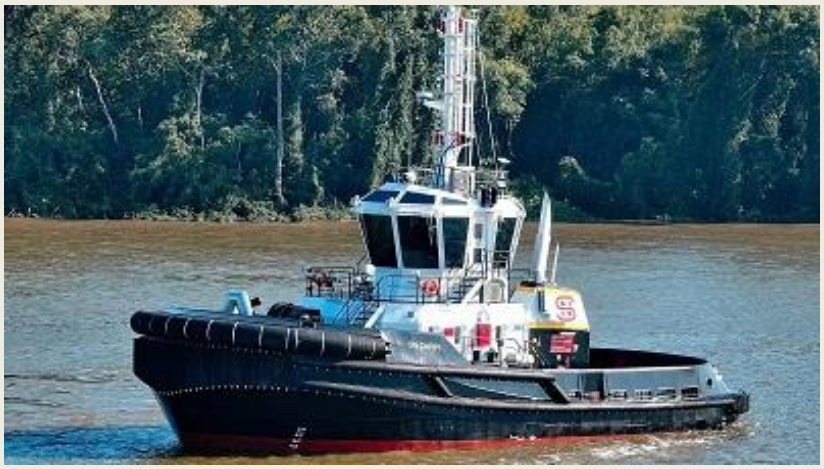
TUGS & TOWING NEWS.

BEST MEDIUM HARBOUR TUG – SN CARIRI – SULNORTE SERVICOS MARITIMOS



This powerful but compact harbour tug will operate for its experienced owner at the Madre de Deus terminal in the Salvador port complex. It is a very highly refined, yet practical vessel in terms of both design and construction and offers a useful illustration of how far tugs have come over the last four decades. Mechanically, of course, it is equipped with the latest and best available and its coatings and finishes will ensure that its maintenance will be especially economical. "The essence of **SN Cariri** lies in its perfect combination of modern design, high performance, and strength," owner Sulnorte Servicos Maritimos told Baird Maritime. "It holds a special significance for us as it represents the beginning of our newbuilding projects and highlights the advancements we have made in the tug market in Brazil over the past 47 years." Sulnorte said the main challenges in the tug's commissioning process involved integrating advanced technology and ensuring compliance with strict safety and performance standards. Our wide and diversified customer portfolio includes various shipowners across different markets, enabling us to capitalise on market movements. "To achieve seamless functionality across all modern systems, meticulous planning and testing are essential. This underscores the importance of comprehensive pre-commissioning trials, which should include detailed planning, rigorous testing, and ongoing crew training." Sulnorte remarked that new regulations are being implemented to significantly enhance maritime safety, and that the evolving regional geopolitical landscape is directly affecting navigation security and engendering unpredictable fluctuations in commodity prices. The company believes this dynamic interplay is crucial for understanding the complexities of global vessels' operations today. "The value of Brazil's maritime trade reached around US$492.5 billion last year, and we played a significant role in this growth," Sulnorte remarked. "Our wide and diversified customer portfolio includes various shipowners across different markets, enabling us to capitalise on market movements." Sulnorte said such markets included those related to agribusiness, such as those involved in soybean exports, where the company achieved impressive figures last year, and ship-to-ship operations, in which it has developed a "pioneering expertise". "Despite the geopolitical conflicts occurring around the world, we remain very optimistic for this year," Sulnorte told Baird Maritime. "This optimism is not only based on market forecasts but also on the upcoming delivery of two new tugs that we will launch this year." Sulnorte said that, over the past five years, it has observed a new trend in the tug industry.

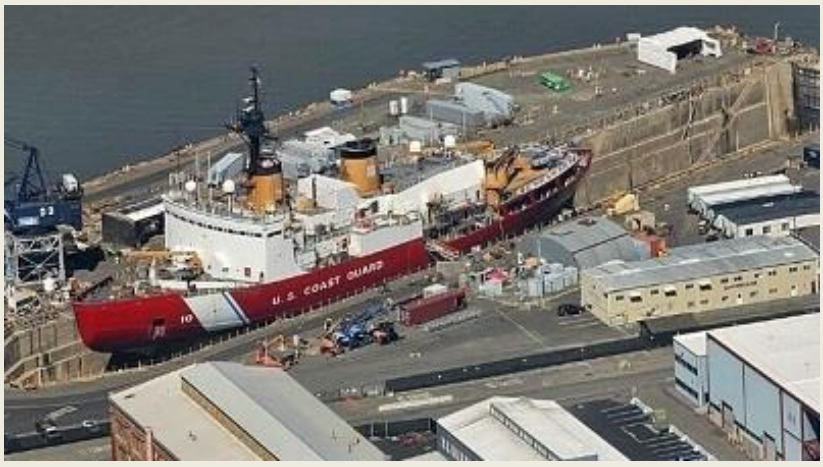
Simultaneously, there is an increasing pursuit of automation, digitalisation, and other new technologies in tug operations. "An extraordinary wave of investment is driving the launch of vessels equipped with advanced and smart propulsion systems. These groundbreaking projects aim not only to meet environmental regulations, but also to embrace cleaner energy solutions. "With their striking designs, these newbuilds are not just efficient, they also represent the advent of a more sustainable and innovative maritime future." As for Brazil's own tug industry, Sulnorte believes that several trends are poised to reshape the future of the industry. These include commitment to providing sustainable shipping solutions and addressing IMO requirements and global demand to reduce greenhouse gas emissions. "The adoption of alternative fuels for vessels, including tug, is progressing in Brazil, albeit at a slower pace." Sulnorte said that there is also a noticeable surge in investments in port infrastructure, which has led to an increasing demand for powerful and versatile tugs designed to address the challenges posed by larger vessels. "Simultaneously, there is an increasing pursuit of automation, digitalisation, and other new technologies in tug operations," the company told Baird Maritime. "Innovations like remote monitoring systems and advanced navigation aids are enhancing safety and operational efficiency." *(Source: Baird-Photo: Celso Marino)*

MOORING TRIALS ON THE KERCH STRAIT RESCUE VESSEL TO BEGIN IN MAY

Mooring trials on the MPSV06 **Kerch Strait** rescue vessel are scheduled for May 2025. This was reported by the Amur Shipyard (ASZ) of USC on April 18. As part of the order preparation for mooring trials, ASZ specialists launched the emergency and mooring diesel generators. As noted by the person responsible for the order, the launch showed that the diesel generators are ready to operate under load in the volume of mooring trials. During the work on the vessel, the interface links with the integrated control system of the vessel were also

checked for readiness to receive and transmit warning and emergency signals. At the next stage, ASZ shipbuilders plan to carry out commissioning work on the main diesel generators. This will allow the next stage of mooring trials to be started on time. Let us recall that the construction of the multifunctional emergency rescue vessel of the MPSV06 project "**Kerch Strait**" (formerly "*Spasatel Petr Gruzinsky*") began at the ASZ in 2010. The vessel was launched in November 2020. The order was transferred to the outfitting base in Vladivostok in October 2024. The vessel of the MPSV06 project is designed for patrolling, duty and providing emergency assistance to ships in distress with the evacuation and accommodation of people in areas of shipping, fishing, offshore oil and gas fields; providing assistance during towing. The tug is not limited to navigation areas, including can operate along the Northern Sea Route. Launch of the anti-gas generator on the vessel "**Kerch Strait**" *Multifunctional rescue vessel of the MPSV06 project.* Project developer – Marine Engineering Bureau; Overall length – 86 m; Overall width – 19.1 m; Draft – 6 m; Power – 7 MW; Speed – 15 knots; Ice class – Icebreaker6. *(Source: Sudostroenie; Photo: ASZ)*

USCG POLAR STAR STARTS FINAL PHASE OF LIFE EXTENSION PROGRAM



The Coast Guard has initiated the final of five planned phases of the service life extension program (SLEP) for Coast Guard Cutter Polar Star, the service's sole operational heavy icebreaker. **Polar Star** arrived at Mare Island Dry Dock in Vallejo, California, on March 30 to begin the remaining SLEP activities. The work is part of the In-Service Vessel Sustainment (ISVS) Program. The SLEP is recapitalizing a number of major systems to extend the service life of the cutter and maintain polar ice-breaking capability until the polar security cutter fleet is operational. The **Polar Star** SLEP was designed to address targeted systems such as propulsion, communication, and machinery control systems for recapitalization. The USCG is undertaking the major maintenance program to extend the service life of Polar Star beyond its original design of 30 years. Commissioned in 1976, **Polar Star** is the United States' only heavy icebreaker capable of providing access to both polar regions. The Seattle-based cutter is 399 feet in length and 13,500 tons. The cutter's six diesel and

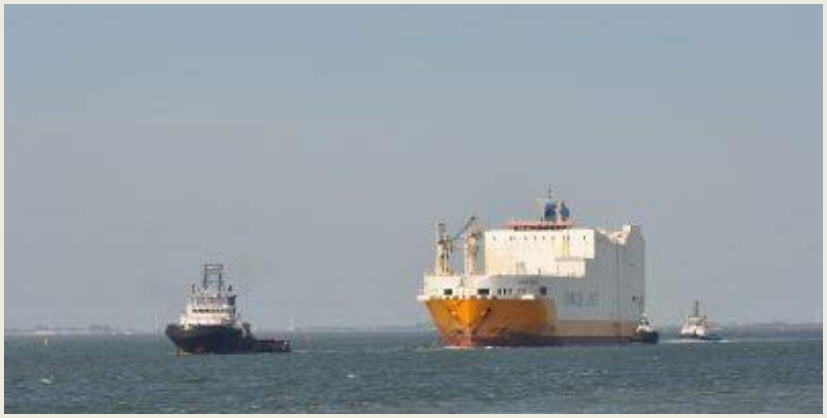
three gas turbine engines produce up to 75,000 horsepower. The life extension program began in 2021 in intervals timed between the vessel's annual deployment to Antarctica. The current installment is the fifth and final phase planned in the program. The next generation polar icebreaker currently running six years behind the original construction schedule, with the shipyard Bollinger recently saying that completion of the first Polar Security Cutter is anticipated by May 2030 meaning **Polar Star** will remain active until age 55 or later. Among the work scheduled during this period is a refurbishment in the two remaining zones of heating, ventilation, and air conditioning systems refurbishments. These zones will be refurbished with ventilation trunks, fans, and heaters to improve air circulation and maintain a comfortable living environment for the ship's crew during extended deployments. The gyro repeater recapitalization will ensure that these critical pieces of navigation equipment are updated to modern standards, enabling safe navigation of the cutter. Ancillary pumps and motors are also targeted for recapitalization through the replacement of critical main propulsion and auxiliary systems with modern supportable units. In addition, personnel from the Coast Guard Yard in Baltimore will be on site this summer, recapitalizing the sewage pumps and tank level indicators to ensure the crew can successfully monitor and manage sewage capacity while the cutter is executing its missions in ice. Kenneth King, ISVS program manager, said "This phase represents a significant milestone for both **Polar Star** and the ISVS program, as our dedicated professionals ensure **Polar Star** meets its multifaceted missions in the polar regions until the arrival of the polar security cutter fleet." Last year's effort targeted three systems aboard the vessel, including starting the refurbishment/ overhaul of the ventilation trunks, fans, and heaters that supply berthing areas of the ship. All the boiler support systems were also recapitalized/redesigned, including the electrical control station that is used to operate them. A complete recapitalization/redesign of the flooding alarm system also occurred from bow to stern to monitor machinery spaces for flooding. In 2023, the program focused on improvements to shipboard equipment and numerous vital system upgrades for fire detection, communications, and monitoring water quality. Each year they also completed annual maintenance for the vessel. **Polar Star** recently completed a 128-day deployment to Antarctica in support of Operation Deep Freeze 2025, the annual joint military logistics mission. This year's deployment marked **Polar Star's** 28th voyage to Antarctica in support of the joint military service mission to resupply and maintain the United States Antarctic Stations. *(Source: Marex)*

BORWIN EPSILON CONVERTER PLATFORM EN ROUTE TO GERMAN NORTH SEA

The offshore HVDC converter station of the BorWin5 grid connection system, including topside and jacket, departed from Dragados Offshore's yard in Puerto Real, Spain, on 18 April and is en route to its final location in the German North Sea. The BorWin epsilon platform will make a short stop in the Dutch port of Rotterdam, where it will be transferred to Allseas' **Pioneering Spirit**, according to Dragados Offshore. After the transfer of both jacket and topside, it will continue its journey to the installation site in the German North Sea. The total transport time is expected to take approximately two weeks, and the installation offshore another two weeks, said the

Spanish company. Once installed, the activities of offshore hook-up, cable connections, and final commissioning and start-up of the platform will be performed before final handover to TenneT. BorWin epsilon converter station is the starting point in the North Sea of the 900 MW BorWin5 grid connection system. There, the three-phase current generated by the He Dreiht offshore wind farm will be converted into direct current and transported to the mainland with an approximately 120-kilometre-long sea cable. From the landfall in Hilgenriedesiel, the electricity will be transmitted along 110 kilometres of underground cable to the future converter station Garrel/Ost in the Cloppenburg area. Dragados Offshore is responsible for the design, supply, construction, transportation, and installation of the platform and the jacket under a contract signed with TenneT in 2020. Its partner, Siemens Energy, is in charge of the design and supply of the HVDC equipment of the platform, together with the development of the connecting onshore station. After the trial operation, commissioning is planned for the end of 2025. *(Source: Offshore Wind)*

FIRE-DAMAGED CONRO DEPARTS FOR SCRAPYARD AFTER AWAKENING BELGIUM



Grimaldi's fire-damaged Conro **Grande Brasile** was towed from the Port of Antwerp, Belgium where it had laid for the past two months after a devastating fire in the English Channel. The hulk is being sent to scrapyards in Aliaga, Turkey for recycling, but before she left, she created one further incident in the port. The fire broke out on the ship on February 18 shortly after it had departed Antwerp for France. By the time lifeboats from the UK's RNLI reached the vessel, the ship reported its crew of 28 was all accounted for and there were no injuries. The fire had been contained to one deck and the onboard fire suppression system had been used. The vessel however was left drifting with rescue vessels standing by while Grimaldi made arrangements for the ship. Later that same day, a second fire was reported and unlike in the morning, the crew was not able to contain it. It is unclear if it was a reflash from the first fire or a new incident, but the vessel was abandoned and would burn for days. It was towed into Antwerp on February 24 after the fire was extinguished. Built in 2000, the Malta-registered 26,000 dwt ship is a Conro, a unique combination of containership and RoRo, favored by Grimaldi. The Italian shipping firm is one of the few that continues to operate this type of vessel and the company recently built

more ships of this style in China. Overnight on Friday, April 18 into April 19 the police in Beveren, a district near Antwerp reported they were besieged with complaints of a loud noise. Residents were not sure where it was coming from but thought it was some form of alarm. The police finally traced it to a dock area in the Waaslandhaven. According to media reports, the wailing sound was continuous from about 0200 to 0730. It could be heard for miles based on the complaints. Alderman for the Environment Danny Van Hove explained to the HLN news what had happened. "During the preparatory work, the ship's horn (**Grande Brasile**) was accidentally activated. This was apparently the only thing that still worked. However, they were unable to switch it off either. They only managed to do this hours later." The police and local political leaders said they would continue to investigate the issue. The mayor of the region said they would investigate to make sure it does not happen again. The hulk of **Grande Brasile**, however, departed the port several hours later on a towline. The tug **Eraclea** which is managing the tow is showing they are due to reach Turkey on May 16. Watch the video. HERE *(Source: Marex)*

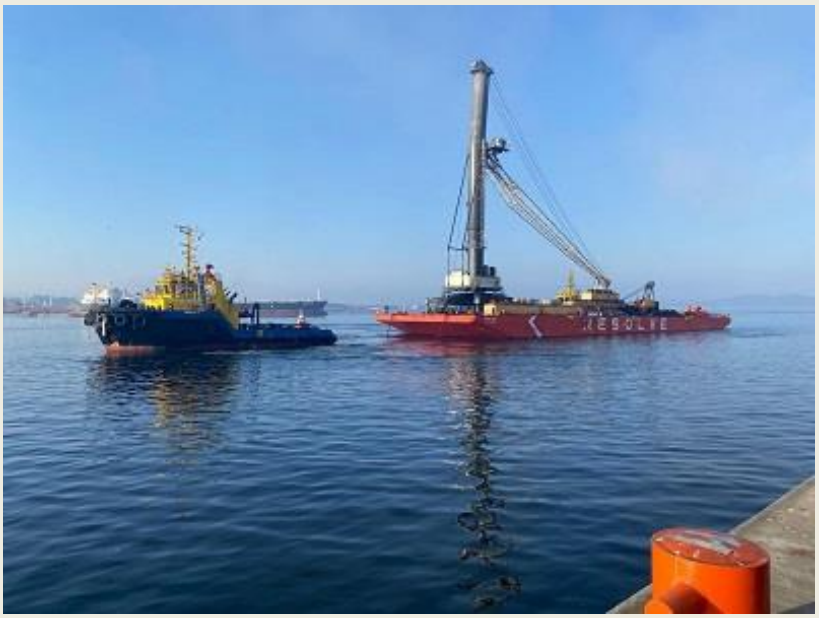
NATIONAL FLAGS ON TUGBOATS "TIMAN" AND "TEPSEY" WILL BE RAISED IN MURMANSK ON APRIL 23

The state flags on the NE025 project tugboats **Timan** and **Tepsey** will be raised in Murmansk on April 23. This was announced on April 18 during a meeting on the development of the Arctic Basin port infrastructure by the head of Rosmorrechflot Andrei Tarasenko. As noted in the press release of Rosmorrechflot, the new vessels will begin to perform tasks to ensure the safety of navigation, environmental protection, and emergency rescue protection of vital facilities in the northern latitudes. Andrei Tarasenko also said that in 2025, it is planned to transfer 10 more new emergency rescue vessels to the Marine Rescue Service, as well as two vessels in 2026. The fleet is being updated within the framework of the Federal Project "Great Northern Sea Route" of the national project "Efficient Transport System". Let us recall that the tugs **Timan** (building No. 2501) and **Tepsey** (building No. 2502) are the first two vessels in a series of five units of the NE025 project (developed by Nordic Engineering), which is being built at the Okskaya Shipyard by order of the Federal State Budgetary Institution Morspasluzhba. *(Source: Sudostroenie)*

SAAM TOWAGE SUCCESSFULLY COMPLETES UNPRECEDENTED TOWING MANEUVER THROUGH FIVE COUNTRIES IN THE AMERICAS

The operation required 115 days of sailing across more than 8,000 miles (14,800 kilometers). April 2025. SAAM Towage successfully completed a major, complex towing and logistics operation, marking a milestone for the company. The maneuver, which involved teams and professionals from five countries where SAAM Towage operates (Panama, Colombia, Ecuador, Peru and Chile),

demanded 115 days of sailing for the tug **Aguila III** over more than 8,000 nautical miles,

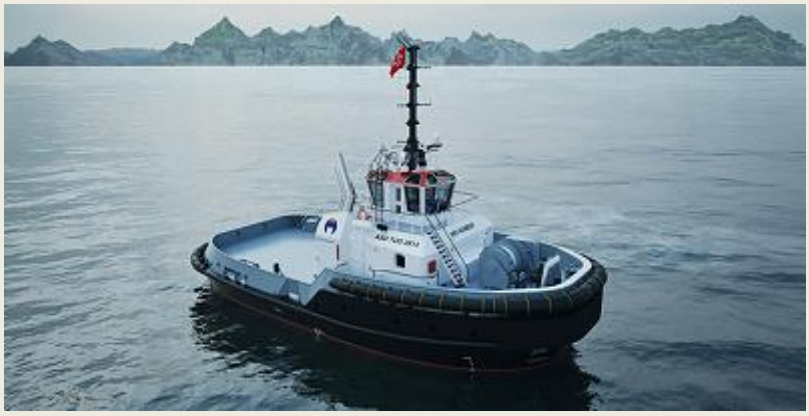


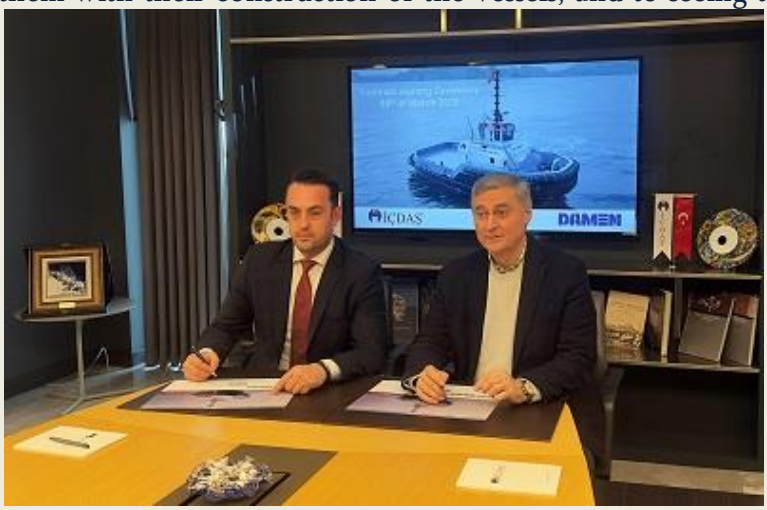
demonstrating the strength of its operational network and high coordination capacity among its teams in the region. It comprised several strategically planned and executed stages: the towing of a pontoon from Corral (Valdivia) to Buenaventura (Colombia); the reception of a barge in Panama and its subsequent towing to the port of Iquique to load a 400-ton crane; the safe and efficient unloading of the crane in San Vicente and, finally, the transfer of the barge to the customer's home port of Corral. "This achievement reflects the professionalism and impeccable coordination of SAAM Towage's teams, not only technical, but also logistical and administrative. Detailed planning, fluid communication and our experienced crews were fundamental to the success of this unprecedented maneuver, which safely and efficiently overcame logistical and geographical challenges," said Raimundo Grez, Special Services Manager for SAAM Towage Chile & Peru. This achievement is an example of SAAM Towage's integrated capacity in the Americas, its search for solutions tailored to each need and the expertise of its human team, with a view to delivering quality service to its clients through safe operations with transparent processes. *(PR-SAAM)*

DAMEN SIGNS WITH TÜRKIYE-BASED İÇDAŞ FOR LOCAL ASD TUG 2813 CONSTRUCTION

On 25 March Damen Shipyards Group signed a contract with İÇDAŞ in Türkiye for the local construction of an ASD Tug 2813. The signing follows Damen Shipyards Galati's construction of two tugs for the company back in 2002. Since then, the two parties have maintained a good relationship, leading to this latest contract. With this order, the vessel will be constructed locally in Türkiye under the Damen Technical Cooperation (DTC). Damen will provide İÇDAŞ with a vessel design and licence package, enabling the company to construct the tug at its own shipyard in Çanakkale. İÇDAŞ will operate the tug at its own ports on the Sea of Marmara. The company operates two ports in the region, **İÇDAŞ 1** and **İÇDAŞ 2**. The former boasts 1655 metres of berthing space, sufficient to accommodate

between twelve and twenty vessels, depending on size. **İÇDAŞ 2** features 624 metres of berthing space. *Proven performance* İÇDAŞ chose to construct a Damen designed tug based on its proven performance and the efficiency of building a vessel for which engineering is already completed. With DTC, Damen provides tailored support for the local construction of its designs. Since the beginnings of DTC in 1977, some 1500 vessels have been constructed at yards all over the world, including in remote and inland locations. The ASD Tug 2813 forms part of Damen's Compact Tugs range. The range is designed for the modern port operation with vessels being both compact and powerful. The ASD Tug 2813 is designed with a focus on both safety and efficiency. The highly manoeuvrable vessel is 27.59 metres long and, with its wide beam of 12.93 metres, offers considerable stability. The vessel is able to deliver 83 tonnes bollard pull ahead and up to 80 tonnes astern. İÇDAŞ, like Damen, is a family-owned company. It was founded in the 1880s and is the largest private steel producer in Türkiye and a leader in shipbuilding. In addition to these sectors, İÇDAŞ operates in various industries including energy, logistics, port operations and more. *Major milestone* Emre Turkoz, Regional Sales Director of Damen said, "We are delighted to sign this contract with İÇDAŞ. It marks a major milestone for Damen's operations in Türkiye, paving the way for the local construction of our proven vessel designs in the country. I am very grateful for this fruitful and lasting cooperation between İÇDAŞ and Damen and am looking forward to supporting them with their construction of the vessels, and to seeing the ASD Tug 2813 in operation in the country." Necati Aslan, Board Member of İÇDAŞ said, "We are pleased to further strengthen our collaboration with Damen through the construction of this ASD Tug 2813. Damen's proven expertise in high-performance tug design and project support continues to align with our long-term objectives in shipbuilding and tug construction. This initiative not only enhances our capabilities in delivering advanced and reliable vessels, but also contributes to the development of Türkiye's maritime industry. We are confident that the successful delivery of this vessel will exemplify reliability, durability, and efficiency in service." *(PR-Damen)*





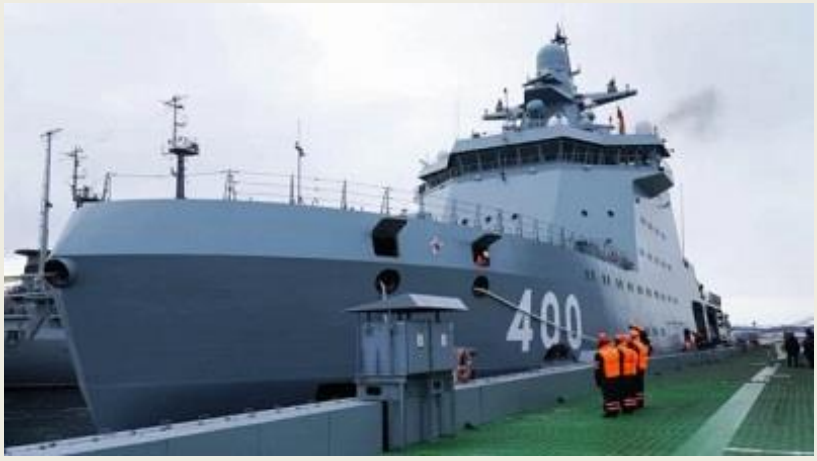
NOATUM MARITIME PIONEERS ZERO-EMISSION HARBOUR OPERATIONS WITH 100% ELECTRIC TUGS AND PILOT BOAT

Noatum Maritime, part of AD Ports Group's (ADX: ADPORTS) Maritime & Shipping Cluster, has reinforced its commitment to sustainable maritime operations with two major investments; the acquisition of the GCC's first all-electric hydrofoiling pilot boat, and the purchase of two fully electric tug boats. These zero-emissions vessels form a key pillar of Noatum Maritime's broader

decarbonisation strategy and deliver immediate benefits for customers, including operational efficiency, reduced emissions and potential contributions to carbon credit programmes. The region's first 100% electric Artemis EF-12 Pilot boat marks a significant advancement in energy-efficient pilotage. Powered by Artemis Technologies' cutting-edge eFoiler® technology, this 12-metre vessel lifts the hull above the water's surface, significantly reducing drag and cutting energy consumption by up to 85% while increasing speed and efficiency. This not only translates into substantial fuel and maintenance cost savings but also provides customers with a high performance, zero-emission alternative that aligns with global sustainability targets. Additionally, two Damen RSD-E tug 2513's will drive sustainable towage operations at Khalifa Port. Following the successful trial of the first unit—the most powerful electric tugboat, as recognised by Guinness World Records—Noatum Maritime has opted to permanently integrate the vessel into its fleet, alongside an additional unit entering service in April 2025. These 70-tonne bollard pull tugs feature rapid charging technology, capable of completing multiple assignments on a single charge with full recharging in just two hours. Their adoption is expected to contribute to lower port emissions while offering cost-effective high performance harbour assistance. Captain Ammar Mubarak Al Shaiba, CEO – Maritime & Shipping Cluster, AD Ports Group, said: "By investing in zero-emission pilotage and harbour operations, Noatum Maritime is delivering a cleaner more efficient solution that reduces the environmental footprint of port operations, drives long term cost savings and also benefits our customers. By offering fully electric alternatives we are supporting our customers sustainability goals and potentially enabling them to leverage carbon credits. In pioneering these technologies, we are reinforcing our commitment to sustainable innovation and setting new benchmarks for the industry." With the successful transition to electric, and ongoing investment in sustainable port infrastructure, Noatum Maritime is establishing itself as a pioneer in sustainable harbour operations and accelerating the transition to cleaner, more efficient maritime solutions. These initiatives align with global decarbonisation efforts while delivering cost-effective, high-performance alternatives to traditional operations. *(PR-Noatum)*

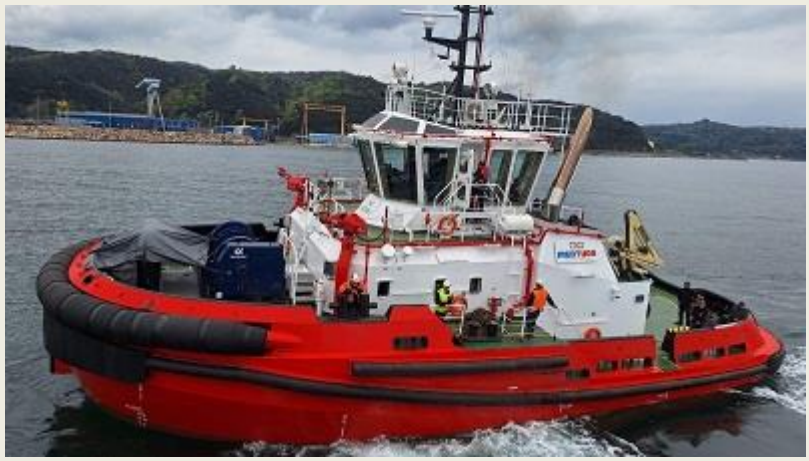
SVITZER'S ECO-FRIENDLY GROWTH DRIVE IN EUROPE

As the U.S. looks for new ways to expand its small icebreaker fleet on a short timetable, Russia has begun testing its first "combat icebreaker," a rare gray hull vessel purpose-built for Arctic service. The newly-delivered **Ivan Papanin** is the first of two Project 23550 conventional icebreakers delivered by United Shipbuilding Corporation (USC) for the Russian Navy's Northern Fleet. It launched in 2019, began sea trials last year and has now completed ice testing in the Arctic. As a lightly armed patrol vessel, **Papanin** carries one 76mm cannon and several crew-served weapons. It also has provisions to mount optional containerized launchers for eight Kalibr antiship cruise missiles (not seen during recent testing). These would be mounted on the fantail, based on illustrations from the shipbuilder; other containerized payloads could be substituted as well. The new ship carries permanent gear for surveillance, rescue and interdiction missions, consistent with a patrol or law enforcement role. She has dedicated space for one helicopter, one hovercraft and two pursuit boats. A robust fairlead at the stern suggests preparations for emergency towing duty. Like most non-nuclear icebreakers, **Papanin** has diesel-electric propulsion, and can generate up to 20,000 horsepower through two shaftlines. Her hull is designed to push through ice of up to 5.5 feet thick, and it shares the same Arc7 ice class notation as Novatek's icebreaking LNG carriers. There are few comparable naval vessels in service with other nations, and none as deliberately marketed for surface warfare. If fitted with Kalibr launchers as planned, **Papanin** would be the only icebreaker capable of carrying out long-range missile strikes at targets hundreds of miles away. After **Ivan Papanin** and sister ship **Nikolai Zubov**, USC is building two hulls to a similar design for the FSB's border service, the future **Purga** and **Dzerzhinsky**. Watch the video HERE *(Source: Marex)*



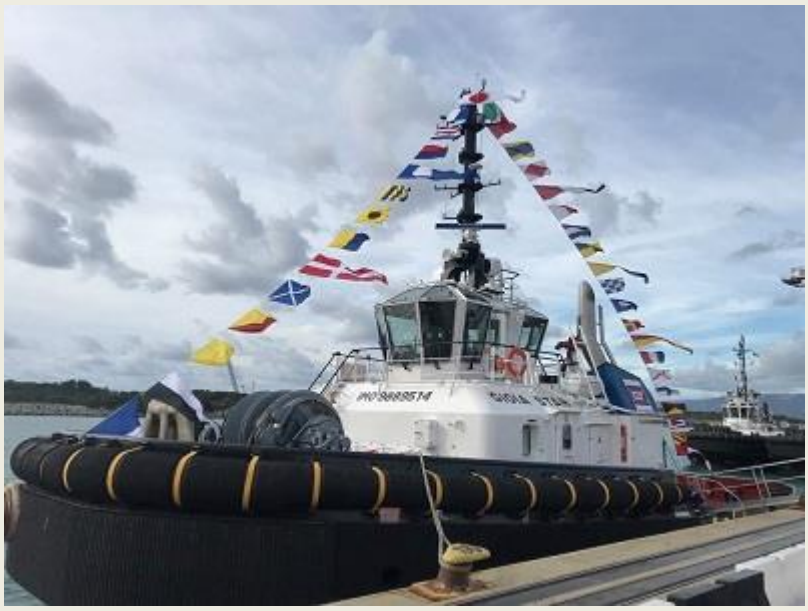
VERNICOS SCAFI MED TUGS WELCOMES NEXT NEWBUILD HARBOUR TUG

A Vernicos Scafi subsidiary has taken delivery of another newbuild tugboat for its fleet in Greece. Med Tugs has introduced its latest newbuild tugboat after its construction at a shipyard in northern Turkey. Med Marine built 25-m **SVS II** as a MED-A2500 series harbour tug for Med Tugs at the Eregli Shipyard with 80 tonnes of bollard pull and a FiFi1 class off-ship fire-fighting system. Med Marine launched newbuild ER172 on 12 February 2025. It was built to a Robert Allan Ltd RAmparts 2500-W design with twin diesel engines driving Z-drive azimuth thrusters through dedicated shaft lines. Med Marine said this tug will handle a broad spectrum of



maritime operations, including ship handling, towing, pushing, mooring, docking and emergency response. This vessel will be mobilised to Greece to start operations with Med Tugs, a subsidiary of Vernicos Scafi which is a joint venture between Vernicos and Scafi Società di Navigazione. Vernicos Scafi president Dimitris Vernicos said this tugboat is a remarkable vessel for the company's fleet. "Its cutting-edge design and performance will enhance our capabilities and support our vision for a more efficient and resilient operation," said Mr Vernicos. **SVS II** has a beam of 12 m, a depth of 5 m, a draught of 6 m, accommodation for eight crew and a top speed of 12 knots. Mr Vernicos said its operations in Greece has added five newbuild azimuth stern drive tugs with a total bollard pull of around 400 tonnes in the past 12 months. *(Source: Riviera by Martyn Wingrove)*

THE PROCESS OF THE NEW TENDER FOR PORT TOWING HAS STARTED IN GIOIA TAURO



The procedure to limit the number of service providers to one has been started, in view of the expiry of the current concession in 2026. The machinery that will lead to the assignment of a new concession for the port towing activity in the port has also been set in motion in Gioia Tauro. The local Port Authority has in fact published the notice with which it informs that it intends to "limit the number of service providers to a single concessionaire" in the port, a step foreseen by EU Regulation 352/2017, once completed, the actual tender procedure begins. Any observations may be submitted within 90 days, therefore by approximately July 22. It should be noted that in the notice the Coast Guard recalls some arguments in favor of this limitation, citing first of all the issue of safety, which would be guaranteed at adequate levels only in the case of limiting the number of providers to one, and secondly that of the efficiency and effectiveness of operations, since a single provider "ensures its clear and immediate identification in all circumstances, reducing the risk of poor service" and making operations "simpler and less expensive". The current holder of the concession for the port towing service in Gioia Tauro, expiring in 2026, is Con.Tug, a company

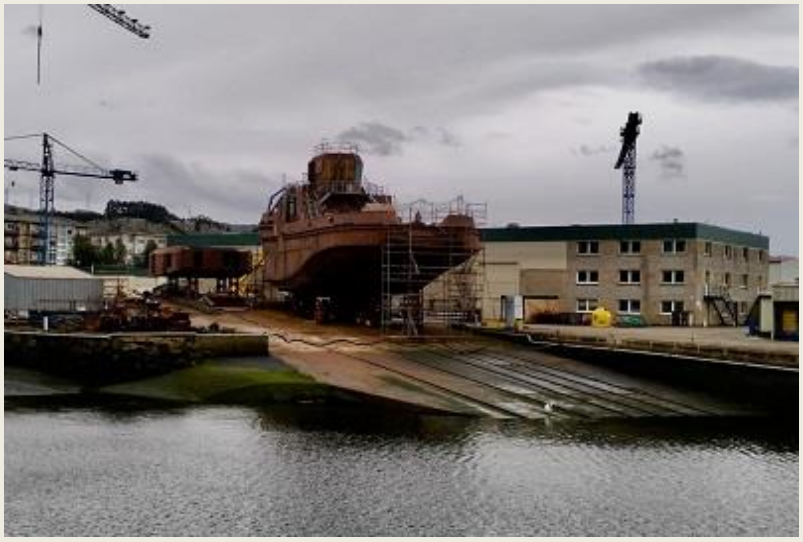
entirely controlled by MSC after the latter in 2022 acquired from Scafi 50% of the shares that were not yet in its hands. *(Source: Shipping Italy)*

DAMEN SIGNS NEW TUGS CONTRACTS WITH FAIRPLAY TOWAGE AND LOUIS MEYER

Latest orders will see four newbuilds added to Fairplay fleet. Damen Shipyards Group has concluded a number of contracts that will see four new tugs delivered to Fairplay Towage. In March, the shipbuilder signed three contracts with Fairplay Towage, and an additional contract was signed with Neue Schleppdampfschiffsreederei Louis Meyer. Based on Damen's practice of building vessels in series for stock, construction of the tugs had commenced prior to contract signing. As a result, three of the vessels, one RSD Tug 2513 and two ASD Tugs 2312 are scheduled for delivery later this year, with the second RSD Tug 2513 expected to arrive early in 2026. Upon its delivery to Louis Meyer, the company's ASD Tug 2312 will enter into a long-term bareboat charter with Fairplay in Germany. *Fleet renewal* With this order, Fairplay Towage is continuing its fleet renewal program, through which it is steadily phasing in more efficient and sustainable tonnage. Fairplay Towage has recently taken delivery of a significant number of Damen tugs. These contracts mark the order of a total of fifteen newbuild vessels in four years. Additionally, over the last five years, Damen has constructed four tugs for Louis Meyer. Although based on proven, standard designs, the tugs are prepared for the integration of modular solutions to meet specific client requirements. Fairplay Towage and Louis Meyer have selected a range of options for their tugs including LNG, firefighting (FiFi-1) and winterisation packages, as well as IMO Tier III compliance courtesy of the Damen Marine NOX Reduction System. *Transportation and aftersales support* Upon completion of construction at Damen's yards in China and Vietnam, the shipbuilder will facilitate the delivery of the vessels to the Port of Rotterdam via heavy lift shipment. This delivery method, frequently used by Damen, ensures the cost-effective, low emissions arrival of the tugs in pristine condition. The vessels will additionally benefit from warranty support and aftersales care from Damen Services Germany. The Hamburg-based Service Hub covers Damen vessels operating in both Germany and Poland. *Benefits of standardised shipbuilding* Commenting on the occasion of the signing ceremony, Philip Harmstorf, Managing Director of Fairplay Towage Group, commented as follows, "The decision to order from Damen is based on our long-term strategy for fleet modernisation. The new tugs will not only help us optimise our operations and increase efficiency but also fulfil our commitment to sustainable technologies. Collaborating closely with Damen allows us to benefit from their proven designs and innovative solutions tailored to our specific requirements. Furthermore, we are impressed with Damen's service offerings and aftersales support, which ensures that our vessels remain in excellent condition and meet the high demands of our customers. With this investment in new, modern tugs, we are making a strong statement about the future of Fairplay Towage Group and simultaneously show commitment towards our clients to serve them in time, safer, cleaner and more efficiently." Edvin Kohlsaat, owner and Managing Director of Louis Meyer Neue Schleppdampfschiffsreederei stated, "We feel delighted and honoured that we were granted the opportunity to be part of the ongoing fleet renewal programme of the

Fairplay Towage Group which we see as an acknowledgement of our company´s service as a leasing provider for tugs. We do strongly believe that the Fairplay Towage Group has made a perfect choice ordering Damen Tugs as they will further enhance their operational capabilities and decrease their emissions as well as operational and technical expenses due to economies of scale." Damen Sales Manager for Germany Joschka Böddeling said, "I am very grateful to both Fairplay and Louis Meyer for their continuing trust in Damen. These orders are a clear sign that both organisations, based on their now extensive experience with Damen vessels, are benefitting from the advantages harmonising their fleet structure. Our companies have worked together closely these past few years, and I am looking forward to continuing our mutually fruitful relationships with these latest orders." *(PR-Damen)*

ARMÓN NAVIA WILL DELIVER RUSA'S NEW TUGBOAT "TREINTAYSIETE" IN SEPTEMBER.

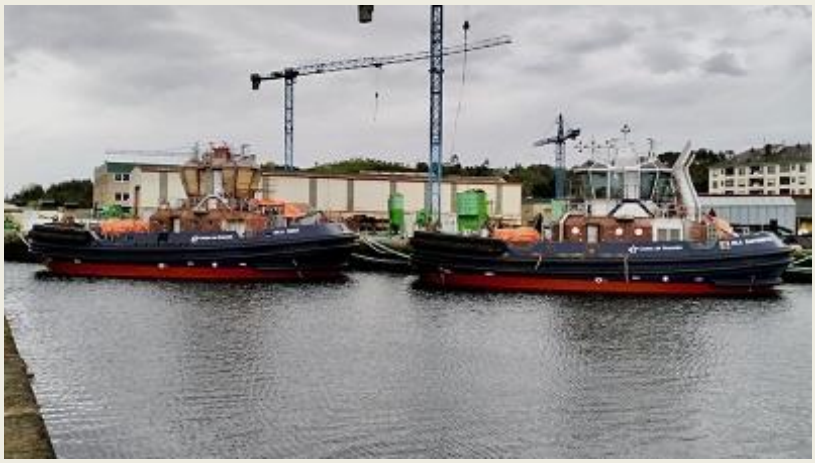


The launch of Armón Navia Shipyards' 869th construction, the ASD Schottel tugboat "**Treintaysiete**," is scheduled for next June. The tug is currently in the slipway and will be delivered next September. Built to order by Remolques Unidos (RUSA) of Santander, this is a 490-gross-ton azimuth tugboat with a hull measuring 32 m in length and 11.70 m in width. It will be propelled by two engines with a combined output of 6,868 horsepower. *(Source: Puente de Mando)*

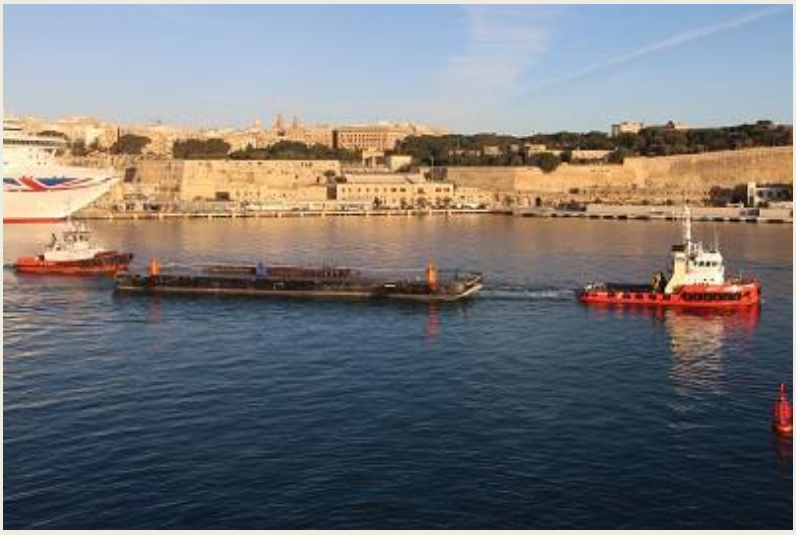
ARMÓN NAVIA WILL DELIVER TWO TUGBOATS TO THE PANAMA CANAL AUTHORITY THIS YEAR.

Armón Navia Shipyards is currently preparing the tugboats "**Isla Bastimento**" and "**Isla Boná**," which will be delivered to the Panama Canal Authority at their destination in the second half of this year. Preceded by the tugboat "**Isla Barro Colorado**," these are the second and third in a series of ten, with

another ten optional, that the Asturian industrial group is building for the aforementioned Panamanian entity. Both vessels measure 28.90 m in length and 14 m in width and incorporate significant technological advances that make them more efficient and versatile. With a maximum draft of 6.20 m, they are designed to operate with high maneuverability and control in confined spaces, characteristics typical of tractor-type tugs. Equipped with two powerful 2,331 kW engines, they will have a bollard pull of 80 tons, making them ideal for the demanding towing tasks in the Panama Canal. One of the main innovations of these new tugs is their hybrid propulsion system, which includes a 445 kW battery pack. This system not only optimizes the vessels' performance but also contributes significantly to reducing polluting emissions, aligning with the sustainability and energy efficiency goals pursued by major global maritime operators. Regarding onboard comfort, the tugboat "**Isla Barro Colorado**" has been designed according to HAB (habitability) dimensions to guarantee a comfortable environment in the accommodations, while the four ERGO dimensions ensure maximum ergonomics for the crew throughout the vessel. In addition, they will have a FIFI1 system for exterior fire extinguishing, as well as an unattended engine, which reinforces operational safety. This technological and design breakthrough demonstrates Astilleros Armón's commitment to innovation and quality in the construction of support vessels. The delivery of this series of tugboats will mark a turning point in the Panama Canal Authority's operations, improving energy efficiency and safety at one of the most critical hubs for global maritime trade. *(Source: Puente de Mando)*

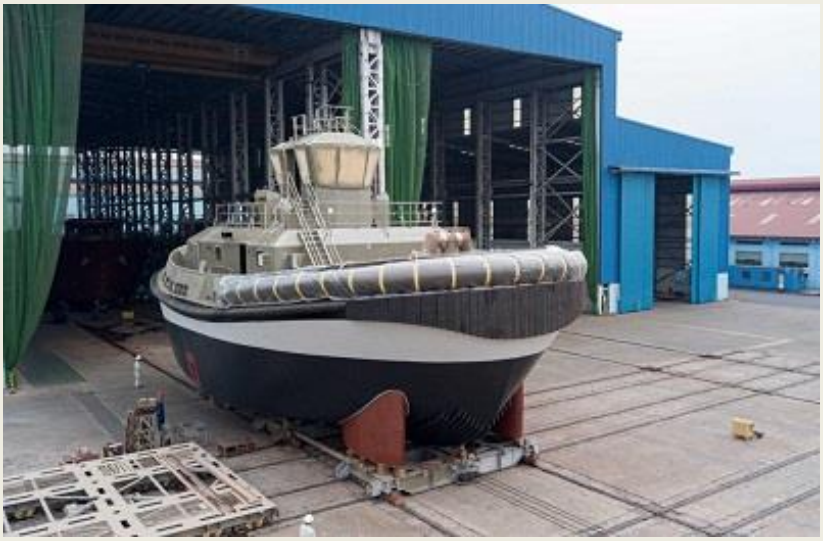


EDT ZENON TOWING BARGE GPS 631 LEAVING MALTA MALTA



The tug **EDT Zenon** (Imo 9315977) was seen towing the 2015 built flat top barge **GPS 631**, leaving Grand Harbour, Malta on Friday 18th April, 2025 (Good Friday) during her maiden call. The tug was built in 2004 by Scheepswerf Gebroeders Kooiman – Zwijndrecht; Netherlands under yard number 167 for Firma Hubregtse - v.d. Berge V.O.F. and Rederij Engelsman Towage & Salvage, Makkum and named **Dutch Partner**. Sold in 2008 to Sandshell Shipping Ltd. – Cyprus and renamed **EDT Zenon**. She has a length o.a. of 27,80 mtrs; Length bpp of 24,76 mtrs; Beam of 9,50 mtrs; Depth of 3,10 m; Draught of 2,50 m The two Caterpillar 3512 B DITA engines develops a total output of 1,114 kW at 1600 rpm. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

ALEWIJNSE: TUG PRODUCTION BOOST AT DAMEN SONG CAM SHIPYARD



Electrical system integrator Alewijnse is preparing for an increasing number of tugs and workboats being built at Damen Song Cam Shipyard in Vietnam. The on-site installation team is being expanded, ready for additional projects as the shipyard plans to increase production to up to eighty fully equipped workboats per year. Vietnam has experienced significant growth in recent years and this trend is set to continue in the coming years, with more and more international companies establishing their production facilities in Vietnam, close to the Chinese border and maritime routes. Tax incentives, low labour costs, and a stable political situation also play a role. Additionally, Vietnam is a signatory of fifteen free trade agreements. Damen Song Cam Shipyard and Alewijnse are embracing this economic growth and see the demand for small workboats continue to rise. Since the opening of the specialized shipyard in 2014, the two companies have already delivered more than 100 ships together, including tugboats, workboats, patrol vessels, and crew tenders for both the civilian and military markets. Production capacity will only continue to grow in the coming years. Within this collaboration is the RSD Tug 2513 Electric, the world's first fully electric tugboat. With a pulling power of 70 tons, this powerful tug can manueuvre even the largest ships and perform two or more missions before needing to recharge. The electric harbor tug marks an important transition from diesel to clean, emission-free tugboats. *(Source: MarineLink)*

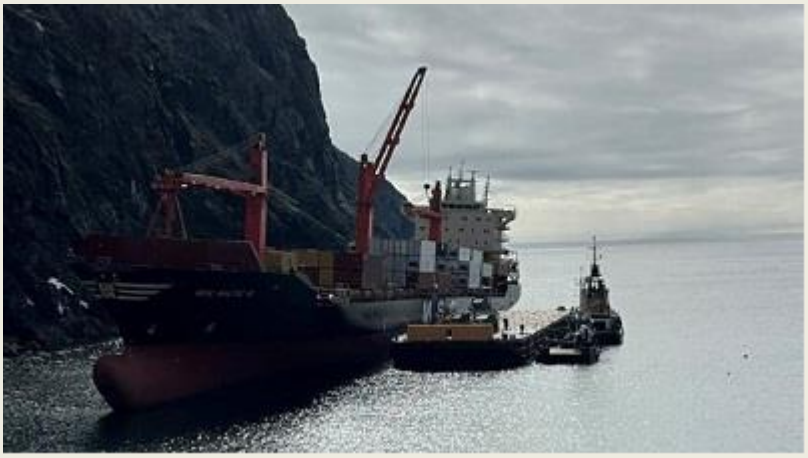
ACCIDENTS – SALVAGE NEWS

TWO INJURED AS OSV GLOMAR VENTURE HITS OFFSHORE WIND TURBINE IN DUTCH NORTH SEA

The offshore supply vessel (OSV) **Glomar Venture** has hit the base of an offshore wind turbine in the Dutch North Sea, leaving two crewmen injured in the accident. The Royal Netherlands Sea Rescue

Institution (KNRM) revealed that it received a call for a medical evacuation from **Glomar Venture** at around 7 am local time on 20 April. The incident took place about 15 miles offshore from Callantsoog, located on the Netherlands' northwest coast. Assistance was provided by the lifeboat Irene & Henk, accompanied by a second rescue vessel, the Koen Oberman. An additional vessel, Joke Dijkstra, participated in the operation and transported the crew members to Den Helder, where they were transferred to a hospital by ambulance. **Glomar Venture**, which was later escorted to the Port of Den Helder by the coast guard vessel Guardian and two lifeboats, had a crew of eight people. An official investigation is underway to establish what led to the incident. *(Source: Offshore Wind)*

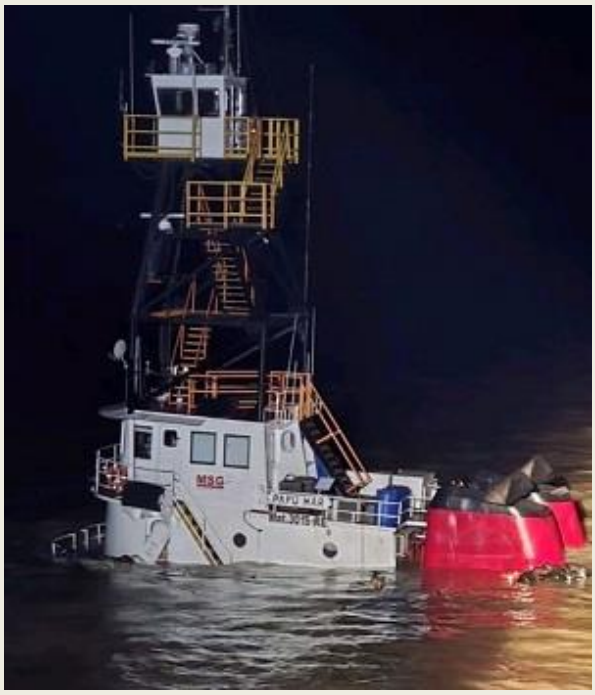
TAR BALLS WASH ASHORE AS SALVAGE CONTINUES OF MSC BALTIC III



The Canadian Coast Guard confirmed that a few tar balls have been recovered in the area near where the MSC **Baltic III** containership stranded two months ago in Newfoundland. While testing is still ongoing, the Canadian Coast Guard told the local media that it is almost certain the oil came from the vessel but they do not believe there is a consistent leak from the fuel tanks. The first of the tar balls, which alternately are being described as the size of a tennis or golf ball, was found during a routine search on April 11 of the nearby beach, and two more were found the following day. Media reports indicate a total of six or seven of the tar balls have now been recovered and they were sent to a lab for testing. The Coast Guard suspects they are heavy fuel possibly washed from the ship during some of the heavy weather in the bay where the ship grounded. An ROV was used to survey the hull on April 13, and it also confirmed that there was no consistent fuel leak from the vessel. The salvage effort had previously reported multiple cracks in the hull and water in the engine room and holds of the containership. The Coast Guard also says that no oil has been seen in the water or elsewhere in the bay so far. A subsequent survey of the vessel has lowered the estimate to approximately 1600 metric tons of heavy fuel and marine gas oil aboard the MSC **Baltic III**. The salvage company hired by the owners placed frac tanks on the deck of the vessel and in late March began an effort to pump the fuel from the vessel. However, it is a slow process due to the time required to heat and pump the fuel. The current process calls for pumping the fuel into the temporary tanks on deck and when they are full they will be pumped into tanks on a barge alongside.

Once filled, the tanks are too heavy to lift onto the barge. The Coast Guard explains this process is being used because the weather makes it difficult to keep a barge alongside the ship doe extended periods. As of early April, the Coast Guard reported that 184 cubic meters of fuel had been pumped into the frac tanks. In an interview yesterday, April 17, with the local newspaper The Telegram, the Coast Guard said no fuel has been transferred off the vessel so far. The process continues to move slowly due to weather conditions in the area. Initial salvage efforts in March removed from the vessel eight containers loaded with polymeric beads, which are considered dangerous goods. There were approximately 470 containers aboard when the vessel stranded on February 15. However, MSC reported approximately half were empties. The damage to the hull of the vessel makes it impossible at this time to consider refloating the ship. The Canadian Coast Guard highlights that the country works under a "polluter pays" principle. The Coast Guard is overseeing the salvage effort which is being conducted by T&T Salvage hired by MSC. The vessel's owners and its insurance will be responsible for all the costs of the salvage operation. *(Source: Marex)*

ARGENTINE RESPONDERS RESCUE CREW OF SINKING TUG ON RIO DE LA PLATA

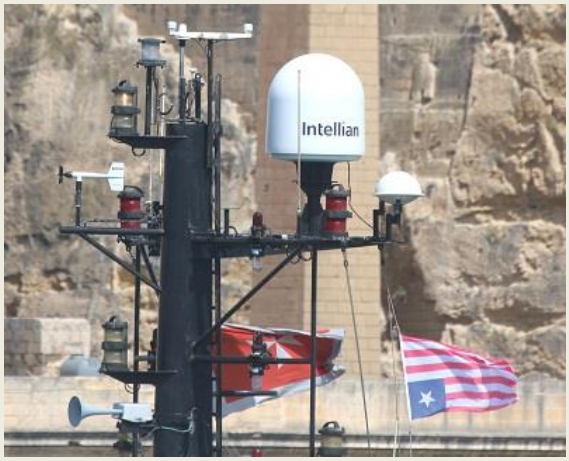


Last week, the Argentine Naval Prefecture rescued the crew of a tug that flooded and partially sank while pushing a container barge off the coast of Buenos Aires. On Friday, the captain of the Paraguayan-flagged tug **Papu Mar** made a mayday call to report flooding on board at a position off Atalaya in the Paso Banco Chico, the inner bay of the Rio de la Plata. All crewmembers safely abandoned ship onto their own barge and were rescued by first responders. They were taken ashore for medical checkups. The tug **Papu Mar** is still partially sunken, but does not pose a hazard to navigation, the agency said in a statement. The barge has 153 containers aboard, and it is still lashed to the tug. No cargo losses or damage have been reported. To monitor for environmental impact, Argentina's naval prefecture continues to monitor the area with occasional overflights. A commercial tug, the Ona Don Lorenzo, is keeping the barge out of the channel while salvors prepare

for next steps. *(Source: Marex; Photo: Nautirisk)*

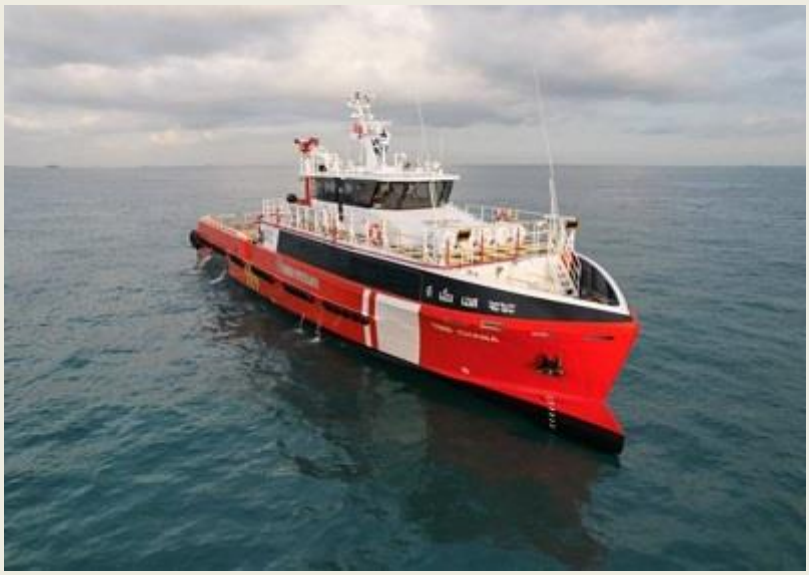
OFFSHORE NEWS

EDT AEOLUS AT MALTA



the 2011 built anchor handling tug **EDT Aeolus** (Imo 9476006) was seen entering Grand Harbour, Malta on Friday 18th April, 2025 with the wrong courtesy flag and upside down Liberian flag since she's homeported at Monrovia. The **EDT Aeolus** was built by Daewoo Mangalia Heavy Industries - Mangalia, Romania as **Triton Commander** and in the same year renamed as **Aeolus**. In 2022 sold to Fairplay and renamed **Fairplay-33**. In 2022 sold to and managed by Edt Offshore Egypt Sae - Alexandria, Egypt. She has a length of 48,9 mtrs a beam of 14,05 mtrs and a draught of 6,20 mtrs. The two MAN-B&W and develops a total output of 6,000 kW (8,160 apk) and performed a free sailing speed of 16 knots and a bollard pull of 103 tons. *(Photo Capt. Lawrence Dalli - www.maltashipphotos.com)*

STRATEGIC MARINE DELIVERS ANOTHER FAST CREW BOAT TO TRUTH MARINE SERVICES



Singaporean aluminum boat builder Strategic Marine has delivered another fast crew boat (FCB) to Truth Maritime Services (TMS) in Thailand. Following the successful handover of the first two Gen 4 FCBs, **TMS RANOD** and **TMS RAMAN**, in 2024, these vessels have been operating efficiently and meeting the needs of TMS's clients. The addition of two more 42-meters vessels underscores the company's commitment to fleet expansion and enhanced service capabilities in the Southeast Asian and in Middle east offshore energy sector. TMS, a key player in crew boat operations, has been expanding rapidly to support offshore petroleum

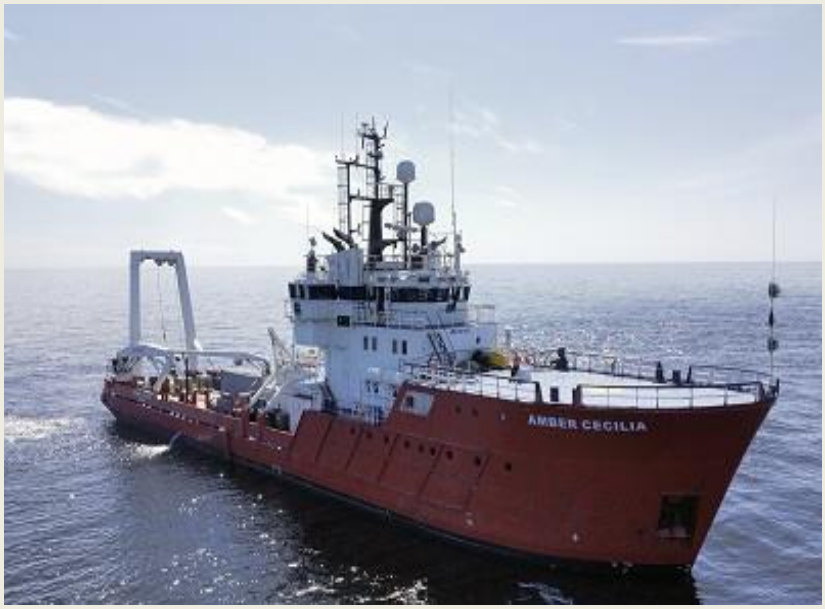
exploration, production, and platform maintenance. With a growing fleet of 17 crew boats and two of 300 pax accommodation barges stationed near offshore rigs, TMS is continuously enhancing offshore personnel transfers while ensuring efficiency and safety. "As we continue to strengthen our partnership with Truth Maritime Services and Prima Marine Group, we are proud to see our vessels contributing to their operational success. The delivery of these new crew boats is a testament to our shared commitment to innovation, quality, and meeting the evolving demands of the offshore industry," said Chan Eng Yew, CEO of Strategic Marine. *(Source: MarineLink)*

FLEET STAYING ACTIVE AS PROSAFE NAVIGATES STRATEGIC DIVESTMENTS

Oslo Stock Exchange-listed semi-submersible accommodation vessel owner and operator Prosafe has shared its fleet activity for March. According to Prosafe, its fleet utilization rate for March 2025 was 52%, representing a slight decrease from the 57% rate reported for February. **Safe Zephyrus** was the busiest, operating at full capacity during March, achieving 100% commercial uptime. The vessel is described as a highly advanced and efficient DP3 semi-submersible ASV. As indicated in the contract status data on Prosafe's website, the vessel is under contract with Petrobras from May 2023 to October 2027. **Safe Zephyrus'** sister vessel, **Safe Boreas**, is reportedly in Norway, preparing for relocation in Q2 2025 for a contract in Australia, which is scheduled to start between mid-November 2025 and mid-February 2026. The **Safe Notos** and **Safe Eurus** sister vessels also stayed busy with a 99% utilization rate. The GustoMSC Ocean 500 design semi-submersible accommodation vessels are working with Petrobras, as indicated in the contract status data. Thanks to a deal to divest its 2005-built **Safe Concordia** for a gross price of $5 million announced in February, the vessel was transferred to the new owner on March 13, 2025. According to Prosafe, the vessel operated at full capacity on the days it was in operation. As in February, the 1982-built **Safe Caledonia** underwent reactivation activities in Scapa Flow, UK, and is expected to mobilize to the Captain Field, UK, by June 1, 2025. The vessel is slated to work with Ithaca Energy on the UK Continental Shelf (UKCS). Based on the contract status data, **Safe Caledonia** is under a contract that is set to end in December 2025, or March 2026 if the extension option is exercised. As reported a month ago, Prosafe entered into an agreement to sell **Safe Scandinavia** for

recycling. A condition of the recycling is full compliance with all relevant conventions and regulations, with the vessel expected to be delivered in Q2 2025. The 1984-built **Safe Scandinavia** is an anchor-moored semi-submersible tender support and accommodation vessel with beds for 309 persons. It underwent upgrades in 2003, 2005, and 2014 before being converted to a tender support vessel (TSV) in 2015. *(Source: Offshore Energy)*

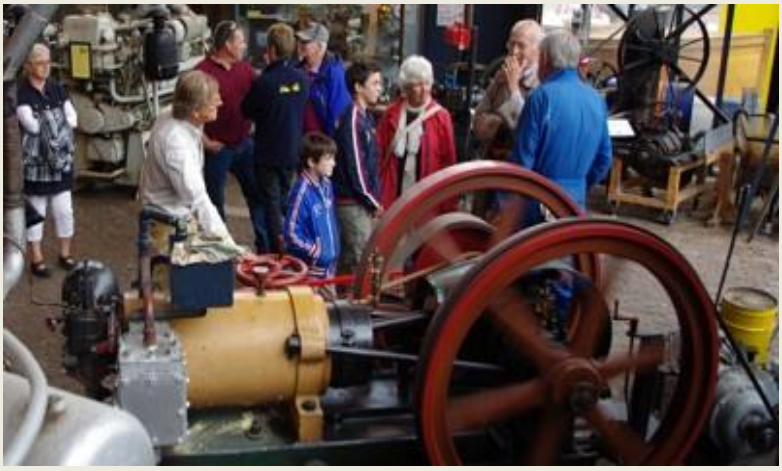
POLISH SHIPOWNER AMBER OFFSHORE CHOOSES POLISH SHIPPING REGISTER



We are proud to announce that both of our ships have been officially transferred to the Polish classifier – the Polish Register of Shipping (PRS). For us, this is more than just a formality – it is a conscious choice of cooperation, mutual trust and support for Polish engineering – informed representatives of the Polish shipowner Amber Offshore. As reported, the decision taken is to be fundamental to building strong relationships in the country, developing local competences and creating Polish content in the offshore sector. – This is the key to long-term success – it was emphasized. Amber Offshore is a Polish company that provides specialized services related to the operation of vessels. The shipowner's fleet currently includes the **Amber Cecilia** and **Amber Agatha** vessels , which can carry out geophysical and geotechnical surveys. Both units sail under the Polish flag and with a Polish crew. *(Source: PortalMorski)*

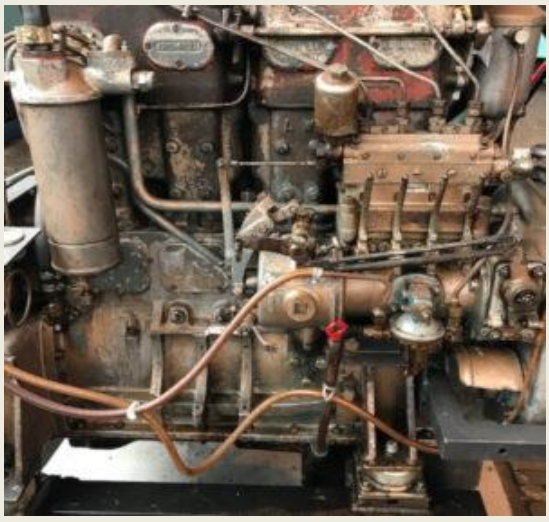
MUSEUM NEWS

KLOPPENDE MOTOREN IN HARTJE AMSTERDAM

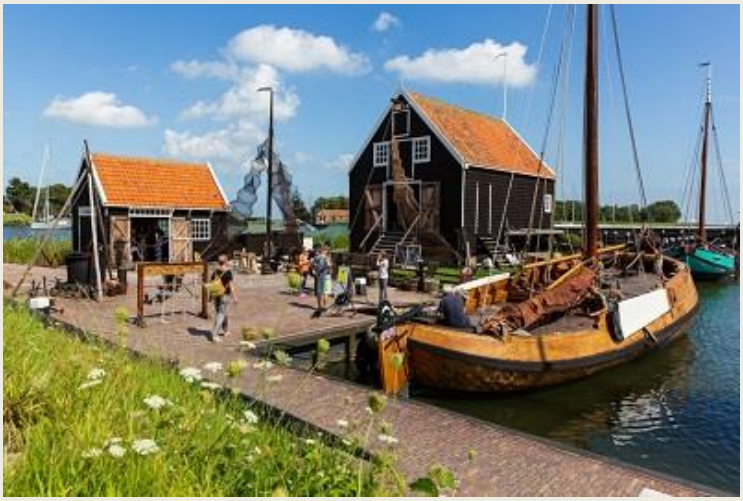


Tsj-tjs-tjs-tjs, tjs-tjs-tjs-tjs; het karakteristieke geluid van de Kromhoutmotor laat zich moeilijk omschrijven, maar wie het hoort weet meteen: dat is er één. Het Kromhoutmuseum viert zaterdag 14 juni zijn 50e verjaardag. De geschiedenis van Werf 't Kromhout aan de Hoogte Kadijk in Amsterdam gaat terug tot 1757. Vanaf begin 20ste eeuw tot eind jaren '60 werden hier de Kromhoutmotoren gebouwd en de Westkap is nog steeds in gebruik als scheepswerf. In 1975 zorgde

Stichting redt de Werf ervoor dat het terrein behouden bleef en er een museum kwam. Een vereniging beheert het museum. De viering staat in het teken van de ontwikkeling van scheepsmotoren en energietransities; van de eerste stoommachines en dieselmotoren tot de huidige duurzame alternatieven, als elektrisch varen en waterstof. Aan de kade liggen zowel historische schepen als moderne vaartuigen om te bezichtigen. Kinderen kunnen er eigen mini-voortstuwingssystemen bouwen en meedoen aan een roeiwedstrijd. Verder speelt het stoomorgel regelmatig en er zijn muzikale optredens. Binnen zijn er doorlopend rondleidingen. Om 11:00 en 14:00 uur starten wandelingen met een gids. Het museum viert het jubileum samen met de viering van 750 jaar Amsterdam. *(Source: Scheepspost)*



TUSSEN WERF EN SCHIP IN HET ZUIDERZEEMUSEUM



Vanaf 24 mei opent het Zuiderzeemuseum de tentoonstelling Tussen werf en schip. Deze tijdelijke tentoonstelling neemt je mee naar de wereld van scheepswerven en het werk aan boord van vissers- en vrachtschepen. Historische verhalen komen tot leven dankzij unieke objecten, waaronder heel veel scheepsmodellen, werkkleding en persoonlijke gebruiksvoorwerpen. Maar er is meer. Duurzame visser Hendrik Kramer werpt een hedendaagse blik op traditie en innovatie in de visserij. Zijn verhaal verbindt het verleden met de toekomst en laat zien hoe de band tussen mens, werk en water blijft voortbestaan. Scheepvaart en scheepsbouw zijn diep verweven in de Nederlandse geschiedenis en economie en spelen ook in de geschiedenis van de Zuiderzee een centrale rol. Op meerdere locaties in het museum – van de Schepenhal tot de Marker haven – zijn deze maritieme tradities te bewonderen. De tentoonstelling Tussen werf en schip vult aan met objecten, voornamelijk afkomstig uit de eigen collectie, die veelal

nooit eerder te zien waren. *Een vlootschouw van scheepsmodellen* Het Zuiderzeemuseum heeft een unieke collectie schepen en scheepsmodellen, waaronder een van de grootste collecties kleine werkschepen van Nederland. Een van de blikvangers in de tentoonstelling is een indrukwekkende opstelling van diverse scheepsmodellen in de vorm van een veelzijdige vlootschouw. Deze parade wordt aangevoerd door de **Groene Draeck**, de Lemsteraak van Hare Koninklijke Hoogheid Prinses Beatrix. Op zaal valt ook het boeiermodel **Stanfries** van dichtbij te bekijken. Dit opvallend grote model is in 1916 gebouwd door Auke van der Zee (1854-1939). Hij was de laatste eigenaar van de befaamde scheepswerf van de familie Holtrop–Van der Zee in Joure. *Schilderijen, tekeningen en foto's* Naast de scheepsmodellen, kleine werkschepen en diverse curiosa bevat de tentoonstelling schilderijen, tekeningen en foto's die het werk aan boord weergeven. Kunstenaars zoals Antonie Pieter Schotel, Henri Houben, Willy Sluiter en Paul Rink legden het leven in het Zuiderzee-gebied vast. Fotograaf Henri Berssenbrugge legde tussen 1926 en 1930 het alledaagse leven van vissers en ambachtslieden vast. Zijn bijzondere portretten tonen de rauwe schoonheid van het bestaan op en rond het water. *Duurzame visser Hendrik Kramer* Een bijzonder onderdeel van de tentoonstelling is het persoonlijke verhaal van Hendrik Kramer, de enige en wellicht laatste beroepsvisser van Amsterdam. Hendrik, afkomstig uit een zes generaties tellende vissersfamilie op Urk, zet zich in voor duurzame visserij en kortere productieketens. Zijn verhaal weerspiegelt de overgang van traditie naar innovatie en is in de tentoonstelling te beluisteren. *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

SCOTTISHPOWER SIGNS MULTI-MILLION VESSEL AGREEMENTS WITH NORFOLK MARINE COMPANIES

Two Norfolk-based marine companies are set to play a major role in the construction of the East of England's newest offshore windfarm – and reap the benefits of multi-million pound agreements – thanks to ScottishPower Renewables. The green energy company – part of the Iberdrola Group – has signed charter agreements worth more than £16 million in total with Caister-based NR Marine Services and Great Yarmouth-based OEG for the provision of vessels to support the construction of its East Anglia THREE offshore windfarm, which will come into operation next year. *The vessels will operate out of the port of Lowestoft.* NR Marine Services will provide two crew transfer vessels (CTVs) – NR Rebellion and NR Hunter – with the Typhoon Class Rebellion taking to the water from April, and the Storm Class Hunter following later in the year. Built by Diverse Marine in the Isle of Wight, NR Rebellion is a 25m hybrid vessel and will be one of the cleanest CTVs in the industry thanks to reduced emissions and daily fuel consumption. With a service speed of 26 knots, range of 1,000 nautical miles and capacity to ferry up to 24 personnel to the construction site for the 1.4GW windfarm, it will be the first vessel of its type employed within the Iberdrola Group. OEG will provide support vessel Tess, which will carry out guard operations at the windfarm site. Thanks to its design and capabilities, the Tess can stay out at sea for longer periods, making it the perfect choice for East Anglia THREE. Ross Ovens, ScottishPower Renewables' Managing Director for Offshore, gave the vessel agreements and the two local companies a warm welcome to

the East Anglia THREE project. He said: "It's fantastic to have NR Marine Services and OEG on board and supporting the construction of East Anglia THREE right on their doorstep – bringing more investment and opportunity to the region and contributing to a cleaner and greener future for us all. It's also terrific to be using vessels that were built here in the UK to support the country's clean power ambitions. "These charter agreements are testament to how the East of England can service the offshore wind industry both here in the UK and right across the globe and we're proud to have played our part in both the region's continued growth and the success of these supply chain partners who both worked on our first windfarm here. Together we're creating a legacy that will reap benefits for decades to come and we're really excited to be part of that." Owen Nutt, Director NR Marine Services, said: "It's exciting to be supporting ScottishPower and East Anglia THREE right here on our home turf. This is the biggest charter we've ever signed up to and it's a real show of confidence not just in NR Marine Services, but in what this region can offer the offshore wind industry as a whole. "Thanks to trusted partners like ScottishPower, we're growing faster than ever before and doubled both our fleet and our headcount in the last year alone – including more local recruitment – thanks to the strength of our order book. That's a win-win for the region and the UK and we look forward to playing our part in seeing East Anglia THREE take shape over the coming weeks and months." George Moore, Business Development Director for OEG said: "We are, of course, thrilled to build upon the support we are delivering to the East Anglia THREE project, adding to the range of subsea, topside and marine services we are already delivering to the offshore windfarm's construction phase. "Having supported ScottishPower Renewables for a number of years now, OEG has been able to establish firm roots in the region, and this contract further strengthens our commitment to the East of England. "It is a source of great pride here at OEG that our collaboration with ScottishPower Renewables continues to flourish as our shared commitment to developing a truly robust local supply chain endures. We now look forward to delivering a safe and efficient project." East Anglia THREE will be ScottishPower Renewables' biggest ever offshore windfarm – and the second largest in the world – when it comes into operation in 2026, producing 1.4GW of homegrown clean energy. That's enough to power the equivalent of more than 1.3 million homes. *(Source: Scottish Power)*

ITALY'S BRITOIL GRINDS OUT PROFITS AND DIVERSIFIES INTO OFFSHORE WIND

Andrea Cavo reveals the latest news on the Genoa-based business unit that converted a vessel for geothermal and geophysical activities. Ravenna – More than brilliant numbers, equally good prospects for the immediate future and very clear ideas on future strategies at a global level. The current period for Britoil appears very encouraging and Andrea Cavo, the company's manager for Europe, the Mediterranean and the Americas, does not hide his satisfaction. At the company's stand at the Ommc fair in Ravenna, an unmissable event for the international offshore sector, he discusses the current market situation with SHIPPING ITALY. *Can you give us a picture of Britoil today?* "As

a group we have a fleet of 61 owned ships and we are divided, according to geographical criteria, into three business units: the South East and Australian markets are managed from the headquarters in Singapore, the Middle East from the headquarters in Dubai, while from Genoa we manage Northern Europe and the Mediterranean, Africa and the two Americas". *How are you organized in Italy?* "More than 20 people work in the Genoa offices and our business unit owns 23 ships. The Italian market in particular is very important for Britoil, starting with our first client, Eni. We work for them here but also in Great Britain, Angola, Egypt, Libya, Mozambique. Eni has top-level technicians, especially geologists, so in the research and exploration phases it has a significant competitive advantage: when they identify an area that they believe is rich in oil or gas, they are unlikely to be wrong. Another very important Italian client for us is Saipem, with whom we work for example in Norway, Libya and Romania". *What do you do for your customers?* "We provide a full range of services: supply vessels for support of mining activities, transportation of personnel, pipes and spare parts for platforms, transportation of fuel and water. We basically take care of all the logistics related to offshore platforms and their activity in the two main phases: exploration and production". *Can you give us some numbers about your business?* "In 2024, the Italian business unit generated revenues of approximately 120 million, with an EBITDA of 55%. Within the group, we are worth approximately 45% of total revenues. For 2025, the forecast is for further double-digit growth, effectively guaranteed by the orders already in place". *All is well and truly underway. What's new in sight?* "Britoil is very focused on the oil & gas sector, which obviously remains our core business, but lately we are also diversifying into offshore wind. In this sector we have recently secured two ships, with multi-year contracts: the first, specially converted for geothermal and geophysical activities, is the **BOS Princess**, with the American Sealaska, the second is the **BOS Prelude**, with the German SeaRenergy, for assistance activities in wind farms in the North Sea and in Germany". *(Source: Shipping Italy)*

PRYSMIAN'S MONNA LISA PICKS UP ITS FIRST CABLE FOR LARGEST US OFFSHORE WIND FARM-TO-BE

Prysmian's new cable laying vessel (CLV) **Monna Lisa** has been loaded for the first time with submarine cable, destined for what will become the largest US offshore wind farm once operational. Prysmian reported two days ago that the submarine cable for Dominion Energy's Coastal Virginia Offshore Wind (CVOW) project was being loaded on **Monna Lisa** at the Arco Felice plant in Italy. The keel-laying ceremony for **Monna Lisa**, a sister vessel to **Leonardo da Vinci**, was held in Tulcea, Romania, in April 2023 to mark the start of construction, which took around 24 months. VARD launched the 171-metre vessel at the beginning of June 2024, after completing steel cutting, keel laying, generator installation, and hull erection. The CLV then began its journey of 4,000 nautical miles from Romania to Norway, towed down the Danube River, across the Mediterranean Sea, and up the coast of Portugal and Spain to VARD's shipyard in Søvik to undertake final fit-out and trials. Prysmian reported on February 6 that the vessel had joined its fleet. To remind, Dominion Energy

selected the consortium of DEME Group and Prysmian as the Balance of Plant (BoP) contractors for the transportation and installation of the foundations and the substations and the engineering, procurement, construction, and installation (EPCI) services for the inter-array and export cables for the CVOW project. Prysmian is providing three three-core 220 kV HVAC export cables measuring approximately 62 kilometres each, with XLPE insulation and single-wire armouring, for a total of approximately 560 kilometres, while DEME is in charge of overseeing the complete offshore installation works for the foundations, substations, infield cables, and part of the export cables. DEME laid the first export cable using its cable installation vessel Living Stone in September 2024. The 2.6 GW CVOW project will feature 176 Siemens Gamesa 14 MW wind turbines and will become the biggest US offshore wind farm once in operation. In February, Dominion Energy revealed that the wind farm was approximately 50 per cent complete and remains on track for on-time completion at the end of 2026. *(Source: offshore Wind)*

FIRST TURBINE STANDS AT TAIWAN'S HAI LONG 2A OFFSHORE WIND FARM

The first Siemens Gamesa 14-222 DD turbine has been installed at the Hai Long 2A offshore wind farm in Taiwan, which is being developed by a joint venture between Northland Power, Mitsui & Co., and Gentari. The Hai Long project comprises two offshore wind farms, the 518 MW Hai Long 2 and the 504 MW Hai Long 3, and is being developed in three phases. Hai Long 2 is further split into two smaller wind farms, the 294 MW Hai Long 2A and the 224 MW Hai Long 2B. CSBC-DEME Wind Engineering (CDWE) completed the installation of the first wind turbine at the Hai Long 2A site, using Shimizu Corporation's turbine installation vessel **Blue Wind**. CDWE is

responsible for the transportation and installation of the foundations, turbines, and offshore substations for the two wind farms making up the project. The 1 GW Hai Long will feature 73 Siemens Gamesa 14-222 DD turbines, making it the largest offshore wind farm in Taiwan to date, said CDWE. The nacelle was produced at Siemens Gamesa's expanded Taichung facility, which ramped up operations in January 2024. According to the company, this is the first SG 14-222 nacelle produced in Taiwan and installed at sea. In addition to a nacelle fully assembled in Taiwan, the wind turbine includes a range of locally sourced products and components, from towers to blade resin. At the end of last month, CDWE installed the offshore topside on the jacket foundation for the Hai Long 3 wind farm. The project is being built approximately 45-70 kilometres off the Changhua coast in the Taiwan Strait. *(Source: Offshore Wind)*

LUXCARA PICKS GEOQUIP MARINE FOR GEOTECHNICAL INVESTIGATION WORK OFFSHORE GERMANY

Luxcara has awarded a contract to Geoquip Marine to perform the main geotechnical investigation for its Waterekke offshore wind farm in the German North Sea. Geoquip Marine's scope of work includes a detailed geotechnical campaign to characterise subsurface conditions, providing data to support the planning, design, and timely delivery of the Waterekke offshore wind farm. Fieldwork is scheduled for completion in 2025. The appointment follows the 2024 collaboration of the two companies on the Waterkant offshore wind farm. Luxcara won the right to build the 1.5 GW project in the 2024 offshore wind auction. The N-9.3 site is located approximately 85 kilometres northwest of the German island of Helgoland. The offshore wind farm is expected to be connected to the national transmission grid as early as 2029, according to the developer. In addition to Waterekke, Luxcara is also developing the Waterkant project in the German North Sea. The wind farm will be built approximately 90 kilometres off the island of Borkum and will have a capacity of about 270 MW. The project is expected to generate clean electricity for approximately 400,000 households and contribute to Germany's goal to reach a renewable energy share of 80 per cent in the country's power mix by 2030. *(Source: Offshore Wind)*

MONOPILE INSTALLATION KICKS OFF AT THIRD DOGGER BANK WIND FARM PHASE

After installing all 95 monopiles at Dogger Bank B, the offshore installation vessel **Seaway Strashnov** has moved on to the third phase of the UK's Dogger Bank Wind Farm, where it has now begun foundation work at Dogger Bank C. **Seaway Strashnov** and **Seaway Alfa Lift** commenced the installation work at Dogger Bank B in the spring of 2024, after completing the work at Dogger Bank A, where wind turbine installation is currently underway. **Seaway Strashnov** completed the installation of the remaining two monopiles, while **Seaway Alfa Lift** will return to the site to install the final five transition pieces (TPs). On 22 April, **Seaway Strashnov** kicked off the same work on the third phase of the Dogger Bank Wind Farm, according to the latest notice to mariners. The monopile installation is expected to take place until approximately the fourth quarter of 2025. Seaway7 secured a contract for Dogger Bank A and B in the summer of 2020, and the following year, the company was awarded another one for the same work on Dogger Bank C. The monopiles and transition pieces (TPs) are manufactured by Sif and Smulders, who are the suppliers for all three phases of the 3.6 GW project. The first two 1.2 GW phases, Dogger Bank A and Dogger Bank B, will each comprise 95 Haliade-X 13 MW turbines. The third phase, Dogger Bank C, will feature 87 Haliade-X 14 MW turbines. Dogger Bank Wind Farm is owned by SSE Renewables (40 per cent), Equinor (40 per cent), and Vårgrønn (20 per cent). *(Source: Offshore Wind)*

N-SEA HIRED FOR IRISH SEA OFFSHORE WIND FARM CABLE REPAIR

Dutch subsea services specialist N-Sea Group has been awarded a contract to repair one of the four cables that connect the Gwynt y Môr offshore wind farm in the Irish Sea to the National Grid. The offshore wind farm has a capacity of 576MW and is located off the coast of Wales. The wind farm has 160 wind turbines of 3,6MW and has been in operation since 2013. GYM OFTO owns the transmission assets that connect the wind farm to the National Grid. The N-Sea scope includes replacing a 5 km section of 132kV export cable from the onshore transition joint bay towards the

offshore platform. This scope includes the pull ashore of the new cable through a horizontal directional drill duct under a railway, dredging of the shore approach, jointing, and testing of the new cable and burial. This is the third repair by N-Sea for this client. The company's in-house survey, UXO, and data centre divisions will be used to engineer and deliver a new route for the new cable, including as-built data upon completion. The repair campaign will happen during the summer and will be carried out by the company's cable repair vessel Curo. The vessel is equipped with an eight-point mooring system that allows it to maintain position during operations, even in strong tidal conditions. It also has beaching capabilities, which enable the vessel to safely approach and work as close as possible to the landfall location. *(Source: Splash24/7)*

DREDGING NEWS

BACKHOE DREDGER DINOPOTES ENTERS DRYDOCK AT DALES MARINE SERVICES

Backhoe dredger **Dinopotes**, owned by Foyle and Marine Dredging, has entered drydock at Dales Marine Services, Troon, to undergo her intermediate hull survey in line with class requirements. Alongside the survey, she's receiving a series of planned steel and mechanical repairs to ensure full operational readiness ahead of her upcoming deployment. "This is the fourth vessel drydocked by FMD in the space of a month – a significant workload managed by our technical team, who continue to demonstrate efficiency and precision under pressure," said Ciaran Cunningham, the Fleet Superintendent and Project Engineer at Foyle and Marine. "With tight turnarounds and high standards, it's a credit to the coordination between our in-house teams and our repair partners." Dales Marine has been servicing the maritime, oil and gas, dredging, offshore renewables, aquaculture, commercial, defense, chemicals and power generation industries for over 30 years. *(Source: Dredging)*

PC MARINE BUSY DREDGING THE YANBU PORT

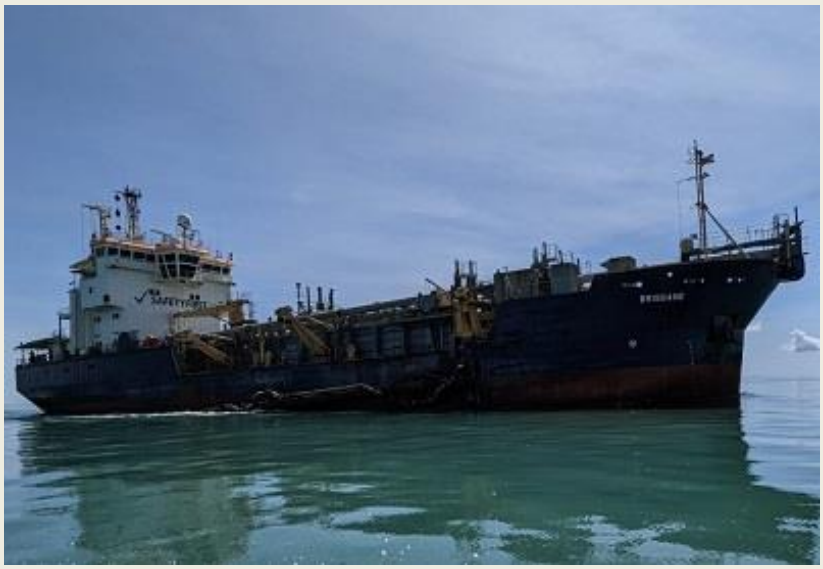
PC Marine Services has been busy lately dredging the basin and navigation channel in Yanbu Commercial Port, Saudi Arabia. The project includes dredging works in the amount of approx. 2,000,000m³ in order to reach a level of – 16m in the port. PC Marine will also dredge and expand the turning basin and areas between the basin and the approach channel to reach 16 meters instead of the current levels. Another part of the project is to supply and install four navigational markers, repairing and changing the damaged ones, and re-installing them on the borders of the new deepened waterway. PC Marine is planning to complete the Yanbu dredging project by the end of 2025. *(Source: Dredging)*

BOSKALIS' NORMA II RETURNS TO THE ISLE OF MAN

With their specialist dredging vessels, Boskalis' crews are active throughout the year in the United Kingdom, from Dover to Cardiff and from Southampton to Middlesbrough. But recently, their teams were very busy in the Isle of Man. In the port of Douglas, on the west side of the island, dredging work needed to be carried out because, due to accumulated sediment, the draught in the harbour basin could no longer be guaranteed. "This recently became very evident when the island's largest ferry ran aground on a mud bank," said Boskalis. "However, thanks to the ploughing work of our fixed arm plough Norma

II, the harbor basin was levelled to the desired depth again, ensuring passenger and freight traffic to and from the island for the coming period." Last week, Boskalis' **Norma II** returned to the Isle of Man for a second campaign. During this task, sediment will be dredged at multiple berths. *(Source: Dredging)*

TSHD BRISBANE SAILING FOR HER NEXT PROJECT



After almost 6 months of hard work at the Port of Brisbane, the hopper dredge **Brisbane** is sailing north to support Queensland's northern ports during the winter months. The next port of call is the Port of Bundaberg where she'll undertake maintenance dredging to ensure the port's navigational channel remains at safe, navigable depths for commercial shipping. Her time in Brisbane this year has been busier than normal, with significant amounts of silt and sediment depositing in the channel due to the rainfall and flooding from ex-TC Alfred. This excess material needed to be removed for safety reasons. More than 85% of all maintenance dredging by PBPL over the past decade has been mud and silt from the berth pockets, swing basin and the mouth of the Brisbane River, however this can be as high as 99% following a major weather event. The TSHD **Brisbane**, along with all who support her operations, played a vital part in the post-cyclone restart and an essential role in ensuring the port can continue to serve the Queensland community. *(Source: Dredging)*

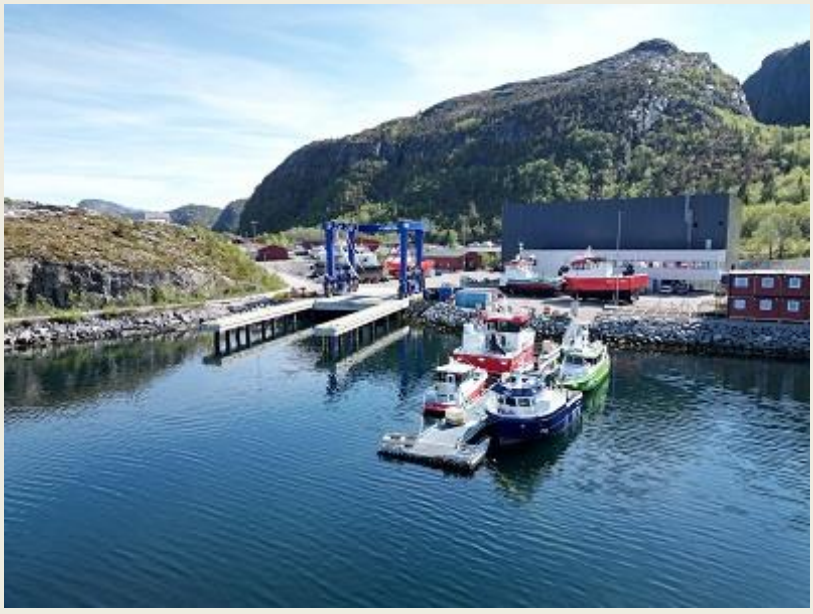
PORT-LA NOUVELLE UNDERGOING MAJOR TRANSFORMATION

The Port of Port-La Nouvelle, in the south of France and the country's third-largest Mediterranean port, is undergoing a major transformation – enhancing capacity, accommodating larger vessels, and evolving into a regional offshore energy hub. A new deep-sea infrastructure is currently under construction. As part of this transformation, the port will expand from 60 to 210 hectares, while the water depth will increase from 8.60m to 16m, allowing it to accommodate larger vessels. Port construction

and development is one of DEME's key areas of expertise, and this project perfectly demonstrates how the company leverages synergies across the group, combining their dredging, infra, and concessions expertise to realize this major port development. Recently, the project reached a key milestone, as reinforcement works and concreting for both the viaduct and the platform have successfully moved forward. At the same time, installation of the mooring and berthing dolphins is picking up pace, with pile head welding is now underway. *(Source: Dredging)*

YARD NEWS

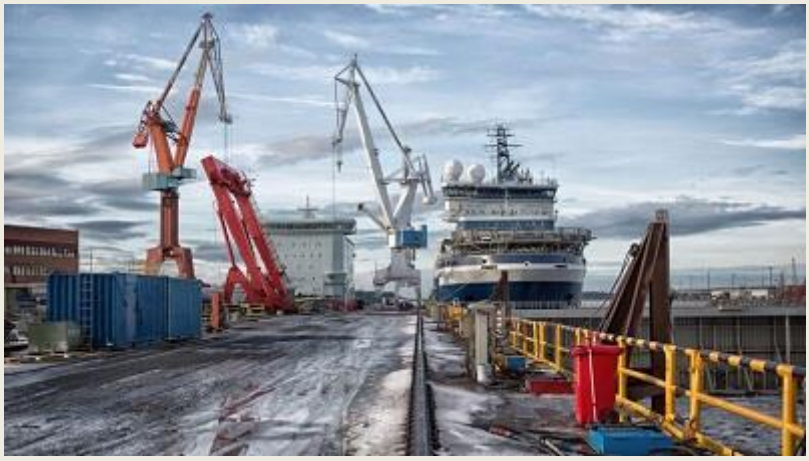
DAMEN SHIPYARDS GROUP AND FOLLA MARITIME SERVICE AS BECOME STRATEGIC PARTNERS TO STRENGTHEN POSITION IN THE AQUACULTURE MARKET



Damen Shipyards Group and Folla Maritime Service AS are pleased to announce their collaboration in the aquaculture market. This partnership combines Damen's global expertise in shipbuilding and Folla Maritime's deep knowledge of the Norwegian aquaculture industry. Together, the two companies will be well-positioned to respond to emerging trends and developments in this fast-growing market, both in Norway and globally. Damen has reached an agreement to acquire a majority stake in Folla Maritime to strengthen its position in

the growing aquaculture market. The rising global demand for seafood, driven by population growth, is a key reason for Damen's expansion into aquaculture. Recognising the need for sustainable vessels and smart maritime solutions, Damen aims to support fish farm owners and service providers by combining shipbuilding expertise with industry know-how. Damen also operates the Damen Maaskant yard in Stellendam the Netherlands, acquired in 1984. With a strong heritage in fishing vessels and a strategic location near the North Sea, the yard now serves as the central hub for Damen's fishing and aquaculture activities. *Diverse portfolio* By combining their complementary strengths, Damen and Folla Maritime will offer a diverse portfolio of multi-functional hybrid or electric vessels tailored for various offshore and nearshore aquaculture activities. This includes small personnel vessels and workboats, large steel workboats and larger service vessels available in multiple lengths and configurations to support farm owners and service vessel providers in their needs. Together, they leverage the full capacity of Damen's production sites worldwide, with diverse vessel types. *Expanding capacity and capabilities* "Together with Folla Maritime, we are confident in our ability to create innovative solutions that will drive the industry forward and offer technical and future-proof solutions to meet the growing demand for food security. I especially look forward to working with the current managing board to explore the extensive opportunities with both existing and potential new clients of Folla Maritime and Damen," said Jeroen van den Berg, Product Director Aquaculture & Fishing. Folla Maritime shares this vision. "With this partnership, we will become a full-scale supplier of vessels to provide the aquaculture industry with state-of-the-art vessels that meet the highest standards of comfort, reliability, safety and environmental responsibility. We will continue to deliver innovative, high-quality products and services from our yard in Flatanger, while also expanding our capacity and capabilities through Damen. "We are confident that Damen, with its long-term industrial entrepreneurship, expertise, and resources, will help strengthen our market position and bring added value to our customers," said Otto Sjølien, CEO of Folla Maritime. The transaction is subject to certain standard closing conditions and is expected to close in May 2025. More details about the partnership and the first vessel concepts will be announced at Aqua Nor 2025 in Trondheim. *(PR-Damen)*

US Coast Guard Negotiating With Finland's Rauma Marine For Construction of Up to Five Icebreakers, Helsinki Press Reports



In what could dramatically accelerate expansion of U.S. Arctic capabilities the Coast Guard is reportedly in negotiations with Finnish shipbuilder Rauma Marine Constructions (RMC) for three to five medium-sized icebreakers. Finland's largest newspaper Helsingin Sanomat reports that the potential five-vessel deal would be valued at 2.5 billion Euro, around $2.7 billion. In addition the yard is also said to be exploring the possibility of delivering three heavy icebreakers, likely at a somewhat higher total price point. Finnish yards could complete a medium ice-breaker of ready design in as little as 36 months. The Coast Guard is

reportedly aiming to place the first new icebreaker into service before the end of President Trump's time in office. If the negotiations lead to a firm order it would significantly speed up the reconstitution and ultimately expansion of the country's icebreaker fleet. Currently the initial new heavy icebreaker, under construction at Bollinger Shipyards in Mississippi, is scheduled for completion no sooner than mid-2030. The U.S.-based construction of the Polar Security Cutter, as the heavy icebreaker is formally known, has been plagued by substantial delays and massive cost overruns. The price tag for the initial vessel nearly tripled from $746 million to $1.9 billion since contract signing in 2019. The news out of Finland follows a USCG Request for Information (RFI) last week to domestic and international shipyards for the construction of mid-size icebreakers within a three year timespan. During a visit to the White House last month Finland's President Stubb discussed the topic of icebreakers with Trump highlighting his country's capabilities in the area. Discussions on the matter were progressing well Finland's Foreign Minister Elina Valtonen reported following a visit with her American counterpart Marco Rubio last week. Finnish yards have constructed 60 percent of the world's icebreakers. Just last week Finland's Aker Arctic, a leading firm for the development and engineering of ice-class vessels, announced that it will design the next-generation Baltic Sea assistance icebreaker. RMC's yard is located in western Finland on the shores of the Baltic Sea. In a post highlighting the yard's capabilities, Sixty Degrees North, an online industry publication, describes RMC's track record constructing icebreakers and ice-capable vessels, including current work on ice-class corvettes for the Finnish Navy. Rauma's ability to construct several icebreakers simultaneously aided by its own steel production, may give it an advantage competing against other yards vying for contracts. Last month Canada announced construction of two large icebreakers, one by Seaspan Shipyards in British Columbia and another by Davie Shipbuilding in Quebec. Both vessels are expected to be ready by the end of the decade. Davie Shipbuilding will leverage expertise of the Helsinki Shipyard it acquired in 2023. Construction of the icebreaker will begin in Finland before shifting to Canada. RMC did not immediately respond to a request for comment. *(Source: gCaptain)*

DAMEN SHIPYARDS GROUP SIGNS MOU WITH SQUARE PORT SHIPYARD TO BUILD DAMEN VESSELS IN INDIA

The agreement continues Damen's expansion into the subcontinent. On the 8th of April, Square Port Shipyard, located 250 km south of Mumbai, and Damen Technical Cooperation B.V. signed a Memorandum of Understanding (MoU), the first step of a significant new relationship. It will see the two organisations working together to develop the shipyard with the aim of building a range of high-quality Damen vessels to meet the needs of the regional market. This agreement represents Damen's third partnership in the Indian subcontinent. "A physical presence in one of the world's

fastest growing economies is critical for Damen Shipyards," said Dingeman van Worden, Damen's Regional Sales Director Asia. "The availability of good infrastructure and economic labour costs will further strengthen our competitive edge in the global market. This partnership with Square Port Shipyard will enable us to bring our shipbuilding culture with its unique combination of quality and competitive prices to India's maritime sector."Damen is widely known for its design and construction of ships and ship maintenance, as well as repairs and conversions. The Damen Technical Cooperation programme works with shipyards around the world, supporting them in modernising their facilities and enabling them to build Damen vessels to the highest standards. A broad range of associated maritime services can also be accessed. "This agreement is a significant step in our vision to transform India's maritime landscape through innovative technologies and sustainable methodologies," added Mr Fattesingh Patil, Director of Square Port Shipyards Pvt. Ltd. "Access to the latest ship building technology and processes will give us a competitive advantage and address the issue of capacity constraints plaguing the Indian ship building and repair industry." *(PR-Damen)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen signs new tugs contracts with Fairplay Towage and Louis Meyer*
   - *Damen signs with Arena Offshore A.S. for Turkish construction of Stan Tugs 1606*
   - *Med Marine delivers custom-built MED-A2800 tug for Svitzer*
   - *Bay-Houston Towing christens two tugs*
   - *Sanmar Shipyards Completes Sea Trials for 3rd Fully Electric Tugboat Built for SAAM Towage*
2. Several updates on the Broker Sales page posted last week

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

   (pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week
   - *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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