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MIDWEEK–EDITION

TUGS & TOWING NEWS

Sanmar Marks Global Milestones in Electric Tugboats: 8 Delivered, 6 Under Construction Across Three Continents

Construction is underway of six more game-changing emissions-free fully electric ElectRA Series tugboats at Sanmar's environmentally-friendly shipyards in Turkiye. Part of a project unveiled in 2021, a total of eight ElectRA tugs have been delivered so far and are now operating in Europe and America, often in some of the most eco-sensitive regions on the planet. Among those under construction is an ElectRA 2500SX for major international operator Svitzer, which is due to be delivered in the second half of 2025, after which it will operate in the waters between Sweden and Denmark. Each ElectRA tug eliminates approximately 1,700 tonnes of CO2 per annum compared to even the cleanest modern diesel-powered alternatives. This roughly equates to the carbon emissions of nearly 1,000 cars. They also achieve major reductions of NOX, SOX, CO, and particulate matter as well. Crucially for operators, this remarkable reduction in harmful emissions has been achieved with no loss of power or performance. The electric tugs are also exceptionally quiet, both onboard and in terms of underwater radiated noise, further enhancing the protection of both marine and wildlife. The ElectRA Series of harbour tugs are the first of a new generation of tugboats from Sanmar and are available in a range of sizes (19-28m) and power outputs (40-85 TBP). Hailed as the 'Tugs of the Future' by the maritime media, the eco-friendly tugs are the result of Sanmar's ongoing collaboration with naval architects Robert Allan Ltd and battery providers Corvus Energy, to utilise alternative fuels and innovative technological advances to build a sustainable tug and towing industry. The introduction of these radically new next generation tugs has been marked by a series of landmark firsts for Sanmar. **HAISEA WAMIS** was the first fully electric tug in Canada and went on to receive the prestigious ITS Tug of the Year Award in 2023. With its sister tugs **HAISEA WEE'GIT** and **HAISEA BRAVE**, it is now part of the world's most eco-friendly tugboat fleet, which operates at LNG Canada's new export facility in Kitimat, British Columbia. Sanmar-built LNG dual-fuel (LNG and

diesel) IMO Tier III compliant heavy-duty escort tugs **HAISEA WARRIOR** and **HAISEA KERMODE** (the first LNG-fuelled tugs to work in Canada) make up the rest of the fleet. In other firsts, **BB ELECTRA**, delivered to Norway-headquartered operator Buksér og Berging in April, 2024, was the first fully electric tug to operate in Europe, while **TRAPANANDA**, an ElectRA 2500SX built for SAAM Towage, which has recently successfully completed sea trials, will become the first fully electric tug in Latin America. Chairman Ali Gürün said: "These tugs represent a massive step forward towards the creation of an eco-friendly sustainable global tug and towing industry. Each ElectRA offers an operator the chance to make a huge positive impact by greatly reducing the number of harmful emissions in any port or harbour in which they work. We are proud to be at the forefront of this change." *(PR-Sanmar)*

SVITZER CELEBRATES 10 YEARS OF OPERATIONS IN BRAZIL WITH EXPANSION, INVESTMENTS AND FOCUS ON SUSTAINABILITY

Svitzer, a global leader in towing and port support services, is celebrating a decade of operations in Brazil. Since the beginning of operations in 2015, Svitzer Brasil has consolidated its presence in the country's main ports, building a trajectory marked by investments, sustainable growth and commitment to operational excellence. During this period, the company has already invested more than R$650 million in the Brazilian market, generating more than 200 direct jobs and even more indirectly through commercial partnerships with Brazilian suppliers and shipyards. Following its expansion in the country, the company already has operations in 9 main ports in Brazil, seeks to expand the coverage of its services and remains open to new opportunities. In recent months, six new tugboats were added to its fleet – all built in Brazil – strengthening its service capacity and reaffirming its commitment to Brazil's logistics potential. Furthermore, as part of Svitzer's principle of fostering partnerships with national companies, in addition to the tugboats already added to the fleet, there is an order for three new vessels that are under construction at the Rio Maguari Shipyard in Belém (PA), as part of the strategy of anticipating demand and technological innovation. "We have a clear strategy for the Brazilian market. We are committed to providing safe, reliable and high-quality services, while supporting the development of the logistics sector in the country", says Daniel Cohen, president of Svitzer in Brazil. *Commitment to*

sustainability Svitzer is also moving forward with solid actions to achieve its environmental goals. Globally, the company is committed to reducing the CO_2 emissions intensity of its fleet by 50% by 2030 and achieving carbon neutrality by 2040. Among the actions highlighted is the Pilot Project developed in partnership with VIBRA, which tests the use of marine diesel oil with up to 20% biodiesel. The tests carried out in March of this year paved the way for the possible permanent adoption of the technology, with prospects of increasing the blend to up to 30%. "We are focused on developing concrete solutions for customers committed to decarbonizing their logistics chains. Our goal is to build a more sustainable future through innovation and strategic partnerships," highlights Cohen. *Electrification projects in Brazilian ports* Reinforcing its pioneering role in the sector, in 2025 Svitzer also supported port electrification projects at the Rio Grande (RS) and Salvador (BA) terminals, adding to initiatives already underway in Santos (SP) and Suape (PE). These projects use Onshore Power Supply (OPS) systems, which allow docked tugboats to operate with clean energy, eliminating the need for diesel generators and contributing to an estimated reduction of more than 15% in CO_2 emissions. "With OPS systems, we are promoting efficiencies for our customers and the environment, aligning our operations with global requirements for low-carbon logistics," concludes Cohen. *(Source: Datamar News)*

PORT OF ANTWERP-BRUGES LAUNCHES THE VOLTA 1: EUROPE'S FIRST ELECTRIC TUGBOAT

Fleet renewal continues with five additional energy-efficient RSD tugs. Today, 19 May, 2025, Port of Antwerp-Bruges is launching the **Volta 1**, Europe's first fully electric tugboat. The launch marks an important step in the port's integrated greening programme, with the ultimate goal of a climate-neutral operation by 2050. Developed in close cooperation with Damen, the tugboat follows previous world firsts such as the **Hydrotug** (hydrogen-driven) and the **Methatug** (methanol-driven). *Fully electric, as powerful as diesel* The **Volta 1** is a Reversed Stern Drive (RSD) tugboat designed on a double bow principle and equipped

with a patented Twin Fin skeg for optimal stability and manoeuvrability. As a result, it can be used flexibly as a front and back tugboat. With its battery capacity of 2,782 MWh, recharged in as little as two hours via a powerful 1.5 MW charging station, the Volta 1 is completely emission-free and can cruise for up to 12 hours. Its towing power of 70 tons guarantees the same performance as a traditional diesel tug boat. *On course for a climate-neutral port* The **Volta 1** is part of a broader renewal of the tug-boat fleet. Together with five energy-efficient RSD tugs, also commissioned today, this replaces older vessels. The tug service, responsible for nearly 85% of port-related CO_2 emissions, is thus undergoing a profound greening. Port of Antwerp-Bruges systematically strives to integrate the most environmentally friendly technologies, as part of its ambition to be climate neutral by 2050. *Pioneering in energy transition* As the fifth-largest bunker port in the world, Port of Antwerp-Bruges also aims to become a full-fledged multi-fuel port. It therefore wants to offer low-carbon alternatives in addition to bio- and conventional fuels. Over the past year and a half, the port introduced the world's first hydrogen and methanol-powered tugs. By testing these technologies side by side in the field, Port of Antwerp-Bruges can determine which solution scores best in terms of emissions, cost, autonomy and performance. In doing so, it anchors its role as a pioneer in the international energy transition and hopes to inspire other ports and sectors to take action. *Reliable partner in sustainable innovation* The partnership with Damen Shipyards Group plays a key role in this transition. Damen, which built the world's first electric tugboat in 2022 in Auckland, New Zealand, began construction of the six RSD tugs for Port of Antwerp-Bruges in 2023 in Vietnam. After a journey of more than 10,000 kilometres, the ships arrived in Antwerp in November 2024. There they were prepared for operational deployment, including a technical start-up, crew training and installation of charging infrastructure. The official launch of the Volta 1 is the culmination of this journey. *Jacques Vandermeiren, CEO Port of Antwerp-Bruges:* "The **Volta 1** is a powerful example of our strategy to actively integrate sustainable technology into our operations. As a global port, we are taking our responsibility to pull the maritime sector into the energy transition. The Volta 1, together with the Hydrotug, Methatug and RSD tugs, represents a tangible step towards a climate-neutral port by 2050." *Johan Klaps, Vice Mayor for the Port and Economy City of Antwerp / President of the board Port of Antwerp-Bruges:* "Achieving this European first in the year when we are also celebrating 150 years of tug service makes it both symbolic and historic. It shows how our port and region continue to invest in sustainable innovation. Even in challenging times, we resolutely choose the future and take a leadership role." *Vincent Maes, Sales Manager Benelux Damen:* "We are delighted and very honoured to have been able to deliver the latest additions to the Port of Antwerp-Bruges tug fleet: five brand new and efficient diesel tugs equipped with after-treatment systems and an innovative electric tug, all of type RSD2513. This delivery is perfectly in line with our ongoing commitment to better ships and technological progress. We are delighted that this allows us to contribute to achieving the port's ambitious sustainability targets." *Specifications of the **Volta 1*** 24.73 metres long, 13.13 metres wide and a depth of 6.5 metres; Weight of 607 tons; Towing power of 70 tons; Speed of 12 knots; 2,782 MWh lithium-titanium-oxide (LTO) batteries charged in 2 hours (12 hours of sailing capacity); 1.5 MW charging station. Watch the YouTube video HERE (PR-Port of Antwerp/Bruges

FAIRPLAY WINS BALTIC EMERGENCY TOWING VESSEL TENDER

Maritime safety has been strengthened in the German sector of the Baltic Sea with an emergency towing vessel ready to respond to distressed ships. Fairplay Towage Group has won a contract to provide emergency towage in the German sector of the Baltic Sea from the Waterways and Shipping Office. The Hamburg, Germany-headquartered vessel owner will provide a 2009-built anchor-handling tug as the emergency towing vessel (ETV) to be stationed in Puttgarden, a port on Fehmarn island. This contract started in May 2025 and 789-gt, 39-m **Fairplay-31** will be mobilised,

when it completes its current contract supporting offshore installations on the Dogger Bank in the North Sea. In the initial four weeks, a vessel of equivalent capacity will serve as a substitute until **Fairplay-31** is ready for its charter to the Waterways and Shipping Office. Fairplay has considerable experience in providing emergency towage and vessels on standby for these services. It provides Nordic as an ETV in the North Sea, Baltic for emergency response in the Baltic Sea and **Fairplay-35** on the River Elbe, and its tugboats have provided salvage in recent years. "Emergency tugs are of critical importance for maritime safety along our coasts, enabling rapid response to emergencies to prevent maritime casualties, reduce environmental damage, and maintain the flow of traffic in key waterways," said Fairplay. "Entrusting such tasks to experienced operators is essential to ensure competent and reliable assistance in case of emergencies." Fairplay provides its vessel crews with comprehensive training in emergency response, including realistic simulation exercises and practical sessions. *(Source: Riviera by Martyn Wingrove)*

ANCHOR HANDLING AND OCEAN SALVAGE TUG – BOKA FORWARD

Sometimes a maritime storyline takes more than the period of a month, or even longer, to play out. What first begins as a story of interest in the operational requirements of a particular African nation, and its oil and gas industry, then becomes an issue of serviceability, elsewhere in Africa, and which then becomes a storyline about something completely removed from the original, but still with an African context. This all

despite the story starting on one side of the African continent, and has seemingly since moved to the other side of the African continent. Back on 10th April, at 01:00 in the early morning, the anchor handling and ocean salvage tug **'Boka Forward'** (IMO 9367516) arrived off Cape Town, initially from Abidjan in the Ivory Coast. She entered Cape Town harbour, proceeding into the Duncan Dock and was placed alongside the Eastern Mole. Initial indications was this was yet another simple example of a logistics call for bunkers, stores and fresh provisions, with the vessel being quickly turned around, and expected to sail with 24 hours to continue with her voyage. Built in 2008 by Mützelfeldt Werft GmbH at Cuxhaven in Germany, **'Boka Forward'** is 65 metres in length and has a gross registered tonnage of 2,789 tons. As a salvage tug, she is powered by two MaK 8M32C eight cylinder, four stroke, main engines producing 5,365 bhp (4,000 kW) each, and two MaK 6M32C six cylinder, four stroke, main engines producing 4,025 bhp (3,000 kW) each. The combined power of her four engines produces 18,780 bhp (14,000 kW), which drive two nozzled Schottel SCP1194 controllable pitch propellers, linked to two high performance flap type rudders, giving her an intervention sea speed of 16.5 knots. Her auxiliary machinery includes two Caterpillar 3412 DITA generators providing 532 kW each, and a single Caterpillar C9 emergency generator providing 280 kW. She has a single AWE600 exhaust gas boiler, and a single DWE800 oil fired boiler. For added manoeuvrability 'Boka Forward' has two bow Schottel STT330 transverse thrusters providing 400 kW each, and a single stern Schottel STT330 transverse thruster providing 400 kW. Her overall configuration mix of Schottel propulsion and transverse thrusters gives **'Boka Forward'** a dynamic positioning classification of DP2. As both an anchor handling tug, and an ocean salvage tug, **'Boka Forward'** has an aft working deck of 297 m2, with a deck strength of 10 tons/m2. For her towing applications, she has a bollard pull of 219 tons. She is fitted with a main towing winch spool holding 1,600 metres of 76 mm towing wire, with a spare winch spool holding 1,200 metres of 76 mm towing wire, and a work winch spool holding 300 metres of 76 mm towing wire. She has a firefighting classification of FiFi1, and a working endurance of 42 days. Providing accommodation for up to 23 persons, **'Boka Forward'** is owned by Boskalis of Papendrecht in Holland. She is operated by Boskalis Offshore Long Distance Towage BV, also of Papendrecht, and is managed by Anglo-Eastern Shipmanagement Ltd., of Hong Kong. The call into Abidjan was due to **'Boka Forward'**, along with her two fleet mate tugs **'Boka Sherpa'** and **'Boka Expedition'** being contracted to tow the newly decommissioned floating production, storage, offshore unit (FPSO) *'Baobab Ivoirien MV10'* from her operating field, the aptly named Baobab field, which lies 14 nautical mile offshore in a water depth of 970 metres. One of four FPSO units operating in the Ivory Coast offshore oil and gas industry, *'Baobab Ivoirien MV10'* was commissioned in 2005 by Canadian National Resources International (CNR), to operate in the Baobab field, which was discovered in 2001, and to process 70,000 barrels of oil per day,75 million ft3 of natural gas, and 100,000 barrels of water injection. Lying in Block CI-40, and operated by CNR International (Côte d'Ivoire) SARL, the FPSO can store 2 million barrels of oil, and produces 23% of the daily output within the Ivory Coast. Originally built in 1976 as the Ultra Large Crude Carrier (ULCC) **'Tina'** (IMO 7389443), by Kockums shipyard at Malmo in Sweden, she was 363 metres in length, with a beam of 60 metres, and a deadweight tonnage of 357,023 tons. She was owned by the Livanos Group, of Athens in Greece, and

operated as a ULCC until 2003, when she was purchased for conversion to a FPSO. Her conversion into a FPSO included an eight point mooring system, a bow turret comprising three oil riser lines, two gas riser lines, one water injection line, one gas export line, and one umbilical cable control line. She was able to continue operation in a sea state with 4.5 metre high waves, 50 knots of wind, and 4 knots of current. She produced her first oil for CNR International in 2005, and her operating contract was for a 20 year period. With her 20 year contract approaching its end, the decision was taken to decommission the FPSO, and shut down the Baobab field in February 2025. However, the shutdown was to be only temporary, with the *'Baobab Ivoirien MV10'* to be towed to the United Arab Emirates, where she would be overhauled by the Dubai Drydocks World shipyard. Her overhaul will include the renewal of over 1,000 tons of steel, 11,500 metres of new piping, and new tank coating covering an area of 250,000 m2. The life extension overhaul is to last eight months, and on completion *'Baobab Ivoirien MV10'* will be towed back to the Ivory Coast, to reopen the Baobab field, with a contract to continue her FPSO field work until 2038. The actual voyage of **'Boka Forward'** began back on 16th March when the tow of the *'Baobab Ivoirien MV10'* began from the Ivory Coast. On approaching the Cape Coast in early April, the first of the three tugs, **'Boka Sherpa'**, left the towing group, in order to call into Cape Town for her logistic stop of bunkers, stores, fresh provisions, and any maintenance requirements. Arriving on 3rd April, she remained alongside for 48 hours, and sailed on 5th April. She returned to the towing group, which released **'Boka Expedition'** for her logistics stop. She arrived in Cape Town on 8th April for her bunkers, stores and fresh provisions, spending 24 hours alongside, before sailing again on 9th April, as the towing flotilla passed the Cape. Now it was the turn of **'Boka Forward'** to leave the towing group, and she arrived in Cape Town on 10th April. However, it seems that all was not well, as on 15th April after over five days alongside, **'Boka Forward'** sailed from Cape Town at 09:00 in the morning of 15th April, but only as far as the Table Bay anchorage. She remained out at anchor for eight days, and at 10:00 in the morning of 23rd April she, once more, entered Cape Town harbour, but was now placed alongside the Repair Quay, where she remained for two days. On completion of her time at the Repair Quay, she sailed once more, and at 08:00 in the morning of 25th April she left Cape Town, but again only as far as the Table Bay anchorage.

All the while she remained in Cape Town, or out in the Table Bay anchorage, her towing group continued en-route to Port Rashid, in Dubai, without her. After just after eight days on her second stint out in the anchorage, **'Boka Forward'** once more entered Cape Town harbour, and for a second time, at 09:00 in the morning of 3rd May, she went alongside the Eastern Mole. She remained there for over five more days, and at 16:00 in the late afternoon of 8th May, she finally sailed from Cape Town, now with a destination. Her AIS showed that she was not going to be chasing her long gone towing group, but rather, she was now heading for Nacala, in Mozambique. For those casual maritime observers who keep track of events around Southern Africa, there appeared to a great deal of sense in dispatching a salvage tug to Nacala. Back on March 29th, the geared Kamsarmax bulk carrier '**Altzek**' (IMO9621417) arrived in the Nacala anchorage, from Tuticorin in India. She arrived

to load a cargo of coal, destined for discharge in Poland. By 13th April, loading at the Nacala-a-Vela coal terminal was complete and, at 14:00 in the afternoon, she sailed for a bunker stop at Las Palmas, in the Canary Islands. Shortly after sailing, a major fire erupted in the engine room of '**Altzek'**.* The fire was extinguished by her engine room crew, and she had to go to anchor in the Nacala anchorage. Four of her engine room crew were seriously injured enough in the explosion, and subsequent fire, to have to be transferred ashore to be treated in a Nacala Hospital. They were all discharged later, and transferred home. The '**Altzek'** has only recently been purchased by her owners, Green Seeds General Trading Co., of Salalah in Oman, and she was managed by Garland Shipping Services LLC, of Dubai in the UAE. She was built in 2012 by New Century Shipbuilding at Jingjiang in China. As a Kamsarmax she is 229 metres in length, with a deadweight tonnage of 81,177 tons. She has seven holds, which are serviced by four tons, each with a lifting capacity of 35 tons. Her owners, and insurers, had to await a survey team to arrive in Nacala, to determine if her engine room fire damage could be fixed locally, which would allow her to sail, or if this was not possible, what would be the outcome for '**Altzek'**. It would seem that the sailing of **'Boka Forward'** from Cape Town, and bound for Nacala, pointed in a certain direction linking her to what had been decided for '**Altzek'**. Arriving at Nacala on 17th May, at 08:00 in the morning, 'Boka Forward' appears to have been contracted to tow '**Altzek'** from Nacala to a place where she can be repaired. By 18:00 in the early evening of 17th May, '**Altzek'** AIS changed from being at anchor in Nacala, to being underway with her destination being displayed as Saldanha Bay in South Africa. The plot further thickened when **'Boka Forward'** also showed an AIS change to a new destination, also that of Saldanha Bay. Whilst nothing official is 'out there' regarding the decision taken regarding '**Altzek'** and her future, nor have Boskalis indicated that 'Boka Forward' has been chartered to undertake a tow of '**Altzek'** to a place of repair, it does seem odd that she was despatched to Nacala, and less than 12 hour after arrival, that she had sailed once again, now bound back to the Western Cape, at the same time that '**Altzek'** started indicating the same AIS information. If true, the maritime news jungle drums will begin soon enough, and time will tell if the coincidence is indeed linked. *(Source: African Ports & Ships by Jay Gates; Photo top: Hans Esveldt others Dockrat)*

BTA OVERHAULS UK TOWAGE CONDITIONS BOLSTERING THE RELIABILITY OF THE TERMS

The British Tugowners Association has released UKSTC 2024, the first comprehensive revision of the United Kingdom Standard Conditions for Towage in nearly four decades, replacing archaic language with international maritime standards and resolving liability ambiguities that had led to increased costs across the industry. "Without these terms and conditions, towage operations are uninsurable," emphasised Targe Towing managing director Nick Dorman, who chaired the review panel. The modernisation preserves essential protections that make commercial tug operations viable while resolving longstanding contractual weaknesses that had generated unnecessary litigation. The most significant legal adjustment targets the core liability framework in Clause 4, replacing the previous six-part test with language directly mirroring the familiar test in the Limitation of Liability for

Maritime Claims convention. This structural change brings the conditions into alignment with established international maritime law without sacrificing the tug industry's essential protections. Clause 4e, an incongruous previous addition that was the source of numerous contractual disputes concerning death and personal injury liability, has been replaced with clear allocation language. "There was a huge amount of debate about what that actually meant," explained Shipowners P&I senior claims executive Robert Shearer. The revised document now explicitly incorporates these risks into the primary liability allocation provisions. The addition of "knowledge or recklessness" in what is a new wilful misconduct caveat to the vicarious liability principle in Clause 3, introduces some balance in favour of hirers in cases of intentional wrongdoing by the tug crew. Mr Shearer clarified under established legal principles, actions so reckless that injury would obviously result are treated similarly to intentional misconduct. Significant operational improvements include simplified definitions of when towage operations officially begin and end – strengthening tug operators' positions during mobilisation and demobilisation phases. "You have to have ceased towing and moved safely away before the indemnity stops," Shipowners P&I offshore syndicate claims manager, Alex McCooke confirmed during the panel discussion. The revision, along with the covering letter and explanatory notes, also resolves the sometimes-posed question of who owns the conditions themselves. "We wrote it in the BTA's constitution, and in our covering notes, we confirm the BTA are custodians of the UK Standard Conditions," Mr Dorman stated, addressing a governance issue that had previously been raised in revision processes. Industry representatives raised practical concerns about enforcement when conditions are agreed by local vessel representatives rather than the tow owners. While Mr McCooke acknowledged standard principles of agency law generally resolve these disputes, Mr Dorman emphasised the imperative of clear incorporation, "If there's one message we all take from here, it is to ensure anyone asking to use your services knows the UKSCT are incorporated." The overhaul was achieved through extensive consultation across maritime stakeholders, including representatives from the UK Chamber of Shipping, the Chartered Institute of Arbitrators, and the International Group of P&I Clubs. Major operators including Boluda and Svitzer have already implemented the conditions since their January 2024 release. The revised terms and accompanying explanatory guidance may be found on the BTA and UK Chamber of Shipping websites. *(Source: Riviera by Edwin Lampert)*

INTERNATIONAL DAY FOR WOMEN IN MARITIME: AN OCEAN OF OPPORTUNITIES

This year's International Day for Women in Maritime, celebrated annually on May 18, spotlights pathways for women's leadership, participation and impact in the global ocean economy. Women make up less than 20% of the maritime workforce onshore, with significantly lower participation at sea. IMO Secretary-General Arsenio Dominguez said: "Our theme this year recognizes the vast potential for inclusion, innovation and equality across the many different areas of work in the maritime world, from deck to boardroom, from ocean scientist to maritime administrator." He emphasized that "education, mentorship, policy and culture will bring down the barriers that have hindered progress." Watch the YouTube video HERE *(Source: MarineLink)*

NEW ANGLE

The Royal Canadian Navy's base in Halifax, HMC Dockyard, is served by a small fleet of tugs. They are not commissioned naval vessels, but are classed as auxiliaries, and are operated by civilian crews. There are two classes of tugs, the **Glens** and the **Villes** (also known as "pups"). When not berthing ships and doing other chores the tugs can be seen from the Angus L. Macdonald bridge that spans the habour almost directly over their basin. This week, May 15, I saw one of the tugs from a different angle - and much closer - when it was tied up at Dominion Diving's facility in Dartmouth Cove. It was probably undergoing some maintenance as each of the three Glen class tugs in Halifax have been undergoing refits. The tugs have been meticulously maintained, but are due for replacement. The new tugs are under construction at the Industrie Océan shipyard in Ile-aux-Coudres, QC. The first two tugs, the **Haro** and **Barkerville** were delivered to HMS Dockyard in Esquimalt, BC last year and the second two are due for delivery to Halifax this year. They are to be named **Canso** and **Stella Maris** - more on these when they arrive. Each dockyard will receive two tugs to replace the three tugs and a fireboat originally in service. *(Source: Mac Mackay-Tugfax)*

KOTUG CANADA POWERS SAFER, SMARTER WATERS ON CANADA'S WEST COAST

KOTUG Canada, a joint venture between KOTUG International and Horizon Maritime, is proud to play an important role in ensuring the safe and reliable movement of tankers along Canada's rugged West Coast. Under a long-term contract for the Trans Mountain Expansion Project (TMEP), KOTUG Canada delivers dedicated escort towage services for crude oil tankers departing from the Westridge Marine Terminal in Burnaby, British Columbia. Today marks the first anniversary of our services. To meet the demanding operational and environmental conditions of the region, the current two frontrunners will be replaced by two powerful methanol-fueled escort tugs—SD AISEMAHT and SD QWII-AAN'C SARAH. These are currently under construction at Sanmar Shipyards in Turkey. Designed by Robert Allan Ltd. and powered by SCHOTTEL's SYDRIVE-M hybrid solution, these RAsalvor 4400-DFM tugs will be the first of their kind globally, delivering more than 115 tonnes of bollard pull. While methanol fuel today offers a reduction in emissions compared to diesel, it lays the foundation for future decarbonization—enabling a pathway toward low- or zero-carbon methanol alternatives as the market evolves. This step reflects KOTUG's continued investment in cleaner technologies and future-forward solutions. The vessels are engineered to operate safely and efficiently in narrow, ecologically sensitive waterways. They feature graphene hull coatings, firefighting systems, and onboard spill response equipment—delivering readiness for every scenario. A cornerstone of the project is KOTUG Canada's partnership with the Sc'ianew (Beecher Bay) First Nation, where the escort tugs will be based at Cheanuh Marina. This partnership is more than symbolic—it includes long-term economic participation, training and employment pathways for Indigenous community members, and meaningful collaboration on marine stewardship in traditional waters. "We're proud to be building this project alongside the Sc'ianew First Nation," says Laurens Korporaal, Business Development Manager of KOTUG International. "This is how responsible marine operations should be done—in full

partnership with those who have cared for these lands and waters for generations." In parallel, a dedicated offshore supply vessel (OSV), operating under contract with the Western Canada Marine Response Corporation (WCMRC), will remain on standby around the clock, strengthening the region's spill response capabilities and marine safety infrastructure. With these innovations and partnerships, KOTUG Canada is proud to support the Trans Mountain Expansion Project—not just with horsepower, but with purpose. Watch the YouTube video HERE *(PR-Kotug)*

REPOWER COMPLETES CHEM CARRIERS' TRANSITION TO AN ALL MITSUBISHI-POWERED FLEET

Chem Carriers, Sunshine, La., has completed the repower of the towboat **Capt. Robert J. Banta**, marking the final vessel in its current fleet to be powered by Laborde Products-supplied Mitsubishi engines. The twin-screw towboat is now running on twin Mitsubishi Tier 3 S12R-Y3MPTAW engines, each delivering 1,260 hp. at 1,600 rpm. Originally built in 2015 by Main Iron Works, Houma, La., the 78' **Capt. Robert J. Banta** previously operated with Cummins QSK38 engines. With this repower, Chem Carriers' entire 15-vessel towboat fleet now runs exclusively on Mitsubishi power. "Seeing Chem Carriers complete their entire fleet with Mitsubishi engines is a milestone we're proud to have supported," Brian Laborde, president and CEO of Laborde Products, said in a statement announcing the completion of the repowering. "For operators like Chem Carriers, moving to a common engine platform is about simplifying operations, crew training, and parts management across every vessel." "We've seen the reliability from these engines over the years, and bringing the last vessel over to Mitsubishi just makes sense for us," said Frank Banta Jr., managing-owner at Chem Carriers. "Now our crews, maintenance team, and parts inventory are all on the same page, which makes day-to-day operations that much smoother." Chem Carriers has a fleet of 15 towboats, 54 inland tank barges, and a 100-barge capacity fleeting service at mile 207 on the Mississippi River. *(Source: Workboat)*

ACCIDENTS – SALVAGE NEWS

GRIP 2 DECLARED TO SHIP FIRE AT VLOTHAVENWEG

According to the latest update, on Friday evening, May 16, the fire department declared the fire under control, and the smoke subsided. After this, emergency services were able to scale down their response, the Port of Amsterdam said. Since Thursday,

May 15, at 5:00 PM, a major fire has been raging in cargo holds of the **Trade bulk** carrier docked at the Vlothavenweg. The cargo consisted of scrap metal. There are no injuries reported, but the fire is producing heavy smoke, the port authority said. Due to the prolonged and complex nature of the fire, the Safety Region declared GRIP 2 this morning at 6:00 AM. This means regional support has been mobilized. Two patrol vessels and a firefighting pontoon are also assisting in extinguishing the blaze. No special measures have been announced for shipping traffic at this time. *(Source: PortNews)*

TWO KILLED AS MEXICAN SAIL TRAINING SHIP HITS BROOKLYN BRIDGE

During a manoeuvre in New York harbour, the Mexican sail training vessel **Cuauhtémoc** struck the historic Brooklyn Bridge while onlookers watched in horror. The Mexican Navy is reporting that 19 cadets were injured and two others died from their injuries. Mexican media outlets have identified the deceased as Adal Jair Marcos, a resident of Oaxaca, and América Yamileth Sánchez, originally from Veracruz. Reports are saying there were a total of 229 sailors aboard the vessel, with the Navy reporting that 11 are in more serious condition and nine are in stable condition. She was in New York City on a goodwill stop during a training cruise bound for Iceland. The training cruise is being terminated, and the Mexican embassy is making arrangements to reunite the cadets with their families. The vessel was departing its dock and making a ceremonial outbound transit on the East River, with the cadets high up in the rigging. It pulled away from its berth, moving astern with a tug assist in preparation to head southwest, downriver and into New York Harbor. As it prepared to turn onto a south-westerly course and head downriver, the training ship kept moving astern under power - heading upriver, opposite its intended direction of travel. The twin-screw assist tug was not connected with a towing hawser, and was not able to intervene before the allision. The East River has strong currents, and the tide was coming in - towards the bridge - at the time of the casualty. The wind was also northeasterly, towards the bridge, according to initial accounts. By the time **Cuauhtémoc** made contact with the underside of the bridge deck, she was making about six knots astern. All three of the ship's masts hit the underside of the bridge, and spectators who had gathered to watch the transit reported hearing the sounds of breaking wood. Bystander photos showed multiple cadets dangling from the masts in their protective harnesses after

impact, necessitating a complex rescue response. The Mexican Navy reports that no one fell into the river. The vessel's masts are 158 feet in height, but the bridge has a clearance of 135 feet. NYC Mayor Eric Adams reported that the bridge did not sustain damage, and it has already reopened to traffic. The **Cuauhtémoc** is now moored at Pier 36 on the East River, and damage assessments and salvage plans are under way. Coast Guard Sector New York has established a 50-yard safety zone around the vessel, and has asked passing traffic to transit at slow speed. The New York City Police Department's marine units are patrolling the safety zone. The 300-foot **Cuauhtémoc** was commissioned in 1982 as a modern replica of the famous sail training ships built in the 1930s. She is one of four sister ships, along with Colombia's Gloria, Ecuador's Guayas and Venezuela's Simón Bolívar. While detailed specifics of **Cuauhtémoc's** propulsion system are not readily available, her sister ships are fitted with a controllable pitch propeller (CPP) system and a single auxiliary engine. A CPP system uses mechanical or hydraulic means to rotate the angle (pitch) of the propeller blades to move ahead (positive pitch) or astern (negative pitch). By changing the blade pitch, either direction of thrust - or no thrust at all - can be produced while the engine remains in the same direction of rotation. While the cause of the **Cuauhtémoc's** allision with the bridge is not yet known, at least four previous vessel casualties were caused by a CPP system breakdown that resulted in sudden, uncontrolled full-astern thrust - most recently the 2008 sinking of the **Alaska Ranger**. The National Transportation Safety Board has deployed a rapid-response team of investigators, who will be examining all potential human and mechanical factors closely, including Cuauhtémoc's propulsion system. Watch the video HERE *(Source: Marex)*

MSC BALTIC III GROUNDING NEAR WILD COVE, NEWFOUNDLAND AND LABRADOR - UPDATE

Since April 11, 2025, shoreline surveys have documented a small number of tar balls of various sizes and other minor observations of oil. This is to be expected during an incident of this nature. The hull of the **MSC Baltic III** is severely damaged, the engine room and two fuel tanks are breached, and dive surveys show a black tarry substance trapped under the vessel which is likely residual oil. The goal is to mitigate pollution and minimize environmental hazards. Tar ball samples were collected and submitted to Environment and Climate Change Canada for analysis and comparison with oil from the **MSC Baltic III**. The results do not indicate a match with the available samples. However, this does not rule out the vessel as the source. Some fuel tanks remain inaccessible due to their locations and the current staging of recovery equipment onboard the **Baltic III**. As soon as it is operationally feasible, samples from those tanks will be collected and sent for further testing. As of this update, three frac tanks on the barge are full and waiting to be transferred to the **MSC Don Giovanni** which is expected to arrive in Corner Brook on May 15. One frac tank on the deck of the **MSC Baltic III** is full. Oil heating, pumping, and transfer continue as sea conditions allow. Weather remains challenging in the area. The Canadian Coast Guard remains on-site to provide federal oversight and ensure an appropriate response to the incident. Further updates will be provided as they are available and as the situation evolves. *(Source: Canadian Coast Guard)*

NORWEGIAN FIRM LOOKS TO REMOVE SHIPWRECK 10 YEARS AFTER SINKING IN BRAZILIAN JUNGLE

Norway's Norsk Hydro is looking for an engineering firm to remove a ship that sank nearly 10 years ago with almost 5,000 cattle onboard at the port of Vila do Conde in Barcarena, in Brazil's Pará state, a source familiar with the matter told BNamericas. The company's goal is to clear the berth on the Pará river obstructed by the vessel to increase its ore-handling capacity. Vila do Conde is used by its subsidiary Hydro Alunorte to receive bauxite for alumina production. Part of this output is exported, while another portion is supplied to the Albras smelter, also in Barcarena, which produces aluminum ingots. When contacted, Norsk neither confirmed nor denied that it was taking steps to clear the berth, stating only that it is monitoring developments related to Vila do Conde port. The company emphasized that it remains available to cooperate with the relevant authorities to ensure the proper functioning of logistics operations. "Port activity in Vila do Conde is essential to the region, and caring for the area where we operate is part of Hydro's values," Norsk added. The sinking of the **Haidar** vessel, owned by Sleiman Co & Sons and operated by Tamara Shipping, occurred on October 6, 2015. It was in Vila do Conde, in the Amazon region, to load cattle to be exported by Minerva to Venezuela. To carry out the cargo operation, the exporter contracted the services of port operator Norte Trading. In the early hours of that day, the vessel began listing, prompting the captain to halt the loading process around 6:30am, by which time approximately 4,900 cattle had already been loaded. The causes of the incident remain unclear. According to a civil lawsuit filed by federal and Pará public prosecutors, together with the state public defender's office, seeking environmental damages, crew members reported that due to tidal variation, side openings on the vessel became stuck on two fenders on the pier, preventing the ship from rising with the tide. The listing process worsened as the cattle moved to the listing side (port side), which, according to a source interviewed by BNamericas, happened after the animals were frightened by a snake that had entered the ship. Approximately 3,900 carcasses remain trapped inside the sunken vessel. According

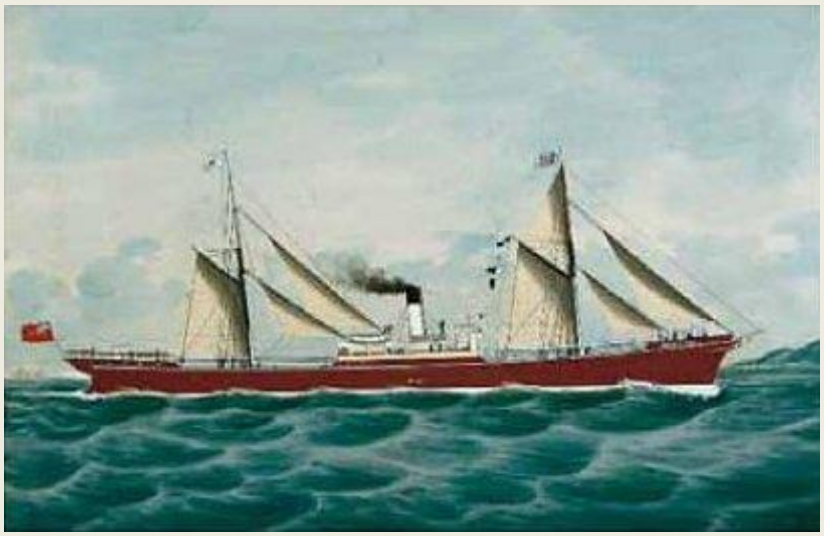
to a report by Folha de São Paulo, the company Superpesa was contracted in 2019 by Brazil's infrastructure ministry to refloat the **Haidar**, but the contract was terminated without the service being performed. BNamericas contacted Companhia Docas do Pará (CDP), which is responsible for Vila do Conde, to understand why the ship has not yet been removed and whether a private company performing the task would receive any form of compensation, but the port authority did not respond. "Antaq initiated a sanctioning administrative process ordering the port authority to remove the ship, which did not happen at the time. As a result, a notice of violation was issued and is under deliberation, with a fine pending," the regulator told BNamericas via its press office. National waterway transportation agency Antaq stated that it is monitoring the situation, but highlighted that the responsibility lies with CDP. "Antaq initiated a sanctioning administrative process ordering the port authority to remove the ship, which did not happen at the time. As a result, a notice of violation was issued and is under deliberation, with a fine pending," the regulator told BNamericas via its press office. *(Source: BNamericas.)*

TUGBOAT 'INA XL' SINKS IN ANTWERP HARBOUR, NOW READY FOR DEMOLITION

Tugboat **'Ina XL'** was successfully raised above water on Friday afternoon, May 16, after the ship sank in Antwerp on Thursday evening, May 15. The damage appears to be extensive: according to experts, the vessel from 1944 is ready for demolition. The stern of the **'Ina XL'** disappeared completely under water on Thursday evening, May 15, around 10:00 PM after a burst pipe. Antwerp Underwater Solutions was quickly on site with the support vessel 'Flag Alpha' and worked together with the 'Progress' of Brabo Maritime Services. *Divers went into the water and an oil barrier was immediately installed to prevent contamination.* "We were also able to quickly bring the crane ship 'Antigoon' here," says Hans Cuylits of Antwerp Underwater Solutions. "That crane ship from Herbosch Kiere happened to be in Kallo and could quickly come this way. 'Antigoon' lifted the ship out of the water." "The **'Ina XL'** is now floating independently again. A specialized company will come this afternoon (Friday 16 May, ed.) to pump the water out of the engine room, so that no pollution ends up in the water. The ship is still a bit tilted because a lot of furniture inside has shifted," concludes Cuylits. *Hopes of sale gone* The tugboat, which had been for sale for some time, seems beyond saving. Inland shipping expert Denis van der Avoirt came to the scene to assess the damage. "I suspect that the ship is ready for demolition. The engine room was completely flooded. To get the ship back into working order, very expensive repairs have to be carried out," says Van der Avoirt. "The ship had been moored at the quay for a while and was also for sale for a while. A pity, because a potential buyer had recently registered. A sale will probably not come to anything now." *(Source: Flows)*

REMEMBER TODAY

S.S. LANTHORN – 21ST MAY 1917



SS **Lanthorn** was a 2,299 GRT cargo ship built in 1889 as SS **Magnus Mail**, renamed in 1916 and sunk by enemy action in 1917. She was a combined steamship and two-masted sailing ship. *With Westoll Line 1889–1916* Short Brothers of Sunderland built her in 1889 for the Westoll Line, also of Sunderland. Her triple expansion steam engine and two boilers were built by Thomas Richardson and Son of Hartlepool. She was named after Captain Magnus Mail (1858–1916), a friend of James Westoll. Magnus Mail was one of the last tramp steamers to be built with a clipper stem. A painting of her from 1895 by the Italian artist Antonio Luzzo (1855–1907) shows her under sail with her two masts under schooner rig. Westoll Line ships exported coal and patent fuel to Italy and Egypt and imported grain from Black Sea ports to the United Kingdom. In February 1908 Magnus Mail ran aground outside Garston Docks in Liverpool. *With the Gas Light and Coke Company 1916–1917* The Gas Light and Coke Company of Westminster bought Magnus Mail in 1916 to carry coal from North East England to Beckton Gas Works. The GLCC renamed her SS **Lanthorn** and placed her under the management of Stephenson Clarke and Associated Companies. On 21 May 1917 the German U-boat SM **UB-41** shelled her from astern in the North Sea off Whitby. **Lanthorn** was hit in her saloon amidships, twice in her port quarter and then in her stokehold and engine room, bursting her main steam pipe. All her crew survived the attack, abandoned ship, and rowed away. From their lifeboat they saw the U-boat come alongside her and assumed a German boarding party went aboard **Lanthorn**. The U-boat then left the area and half an hour later **Lanthorn** suffered an explosion amidships, which her crew assumed was caused by charges planted by the Germans to scuttle her.

Vessels from Whitby rescued the crew, found **Lanthorn** still afloat and took her in tow. However, before she could reach safety she sank about half a mile south of the Whitby Rock buoy. *(Source: Wikipedia)*

OFFSHORE NEWS

DOF'S NEW OFFSHORE SUPPORT VESSEL STARTS TAKING SHAPE IN POLAND

Polish shipbuilder CRIST S.A. has held the keel laying ceremony for an offshore support vessel (OSV) it is building for Norwegian vessel owner DOF Group. The event for the vessel named the Sea Dragon (hull number NB110) was held at CRIST's shipyard in Gdynia on May 13, 2025, the shipbuilder reported. The 110-meter long DP3 ice-class vessel will be able to host 164 persons and perform down staffing and crew change, drilling support, on site safety standby, as well as emergency towing and ice management. Scheduled for delivery by Q1 2027, the vessel is based on the MMC 995L SBC design from MMC Ship Design & Marine Consulting. According to CRIST, it will be equipped with cutting-edge systems, ensuring safe and precise operations even in demanding sea conditions. This includes Walk2Work and DP3 dynamic positioning from Kongsberg Maritime's assortment. The steel-cutting ceremony for the vessel was held in January 2025. Two months later, the Polish player reported having placed orders with multiple suppliers for the future vessel, including MAN and Palfinger Marine. *(Source: Offshore Energie)*

BEST LARGE RESEARCH VESSEL – TAMHAE 3 – ULSTEIN

Norwegian companies, especially Ulstein, have proved themselves to be highly accomplished designers, builders and equippers of complex vessels that are destined to operate in often challenging conditions. **Tamhae 3** is no exception to that general rule. While well-constructed and equipped in Korea, she retains a very strong Norwegian Ulstein look. A multi-purpose geophysical exploration vessel, she has been designed, built and equipped to operate successfully in the world's worst, including polar, conditions. She will surely do so with aplomb. "It is a research vessel with significant seismic research capabilities," Åsmund Eide,

Lead Naval Architect at Ulstein Design and Solutions, told Baird Maritime. "For us, its an unusual combination, considering the array of seismic research equipment on board." Eide said that Ulstein had a successful design process together with the operator and the latter's consultants, and that there are always new insights to be gained during such a process. We expect more research to be conducted in the world's oceans in the coming years. For Jose Jorge Garcia Agis, Managing Director of Ulstein International, decarbonisation will have a growing impact on vessel design worldwide. "We will be seeing things such as alternative fuels, 'smart' hull designs, and suitable power setups and integration become more widespread." However, for shipbuilding, Agis believes it will be impacted by the global uncertainty in the market regarding financing, increased material costs, geopolitical tensions, and a limited available workforce. When asked about the state of the marine research industry, Agis pointed out the important role of the ocean and its resources in driving the world economy. "We expect more research to be conducted in the world's oceans in the coming years," he told Baird Maritime. *(Source: Baird)*

BUYER BOWS OUT FROM DDW OFFSHORE AHTS ACQUISITION

Norway's DDW Offshore, a subsidiary of Akastor, has revealed that the sale of the anchor handling tug supply (AHTS) vessel **Skandi Peregrino** has fallen through. DDW Offshore agreed to sell the 2010-built AHTS for a purchase price of $25m to an undisclosed client in early March. Some $10m from the acquisition was supposed to be used to repay a proportional portion of DDW Offshore's debt, with the remaining debt being about $19m. The company said at the time that the completion of the sale was conditional on the charterer's consent. However, the Norwegian firm has disclosed that the charterer chose not to go novate the deal, thereby cancelling the sale. Before entering negotiations regarding the sale, DDW Offshore won a one-year charter for the vessel, and the anchor handler started work in Australia in January. The fixture has a further 24-month priced option. *(Source: Splash24/7)*

AKASTOR CANCELS $25M SALE OF SKANDI PEREGRINO AHTS VESSEL

Akastor's fully-owned subsidiary DDW Offshore has canceled the sale of **Skandi Peregrino** anchor handling tug supply (AHTS) vessel. The agreement to sell **Skandi Peregrino** AHTS, first announced in early March 2025, was conditional on charterer's consent. At the time, Akastor reported the purchase price was $25 million by an unnamed buyer, with the agreement expected to be completed in the second quarter of 2025. Since the charterer has not accepted to novate the relevant contract on the vessel, the agreement to sell the vessel has been cancelled on May 16, 2025, Akastor reported. The **Skandi Peregrino** is a high-powered AHTS of STX AH08 design, suitable for operations across a wide range of water depths and environmental conditions. *(Source: MarineLink)*

MCDERMOTT COMPLETES FPU FLOATOVER FOR SCARBOROUGH

McDermott reports that it has completed the safe, successful completion of fabrication, construction, and offshore floatover of the Scarborough floating production unit (FPU) topside and hull structures for Woodside Energy. The contract, awarded in 2021, followed the successful delivery of front-end engineering design for the Scarborough Energy Project's FPU and includes engineering, procurement, construction, installation and commissioning (EPCIC) services. McDermott is delivering design, fabrication, integration, transportation and installation of an approximately 30,000-metric-ton topside and 37,000-metric-ton hull structure, making it the largest floating production facility the company has ever designed and built, and one of the largest semi-submersible production platforms built in offshore history. Topsides fabrication was completed at McDermott's joint venture yard, Qingdao McDermott Wuchuan (QMW), in Qingdao, China, while the hull was constructed by COSCO in its Qidong shipyard, also in China. The topsides have six deck levels; 169

core equipment units, including three gas turbine-driven export gas compressors and three main generators with waste heat recovery systems; more than 50,000 meters of piping; one million meters of cabling; 568 integrated subsystems and a battery energy storage system, supporting operational emissions reduction. Earlier this month, both structures were transported offshore, and the topsides installed onto the hull via floatover off the coast of Dalian, China. Following the successful floatover, the FPU arrived at CIMC's Raffles yard in Yantai, China, for final integration works. From there, it is expected to sail away to Western Australia, where it will be moored at the Scarborough gas field approximately 375 kilometers offshore from the Burrup Peninsula. *(Source: MarineLog)*

DOF'S FOUR NEW CONTRACTS WITH PETROBRAS WORTH AROUND $480 MILLION

Norwegian vessel owner DOF Group has secured four long-term contracts with Brazil's state-owned energy giant Petrobras that are together worth approximately $480 million. **Skandi Iguaçu**, which DOF describes as one of the biggest anchor handling tug and supply (AHTS) vessels ever built in Brazil with a 350mt+ bollard pull (BP) and large winch storage capacity, has been contracted for four years. The contract comes in continuation of the vessel's current one and is scheduled to begin in February 2026. **Skandi Angra** (280mt BP), **Skandi Paraty** (288mt BP) and **Skandi Urca** (260mt BP) have each also been contracted for four years, with expected start in January 2026 in sequence with their current contracts. The scope for these three contracts includes work-class remotely operated vehicles (ROVs) rated to operate at water depths of up to 3,000 meters. Mons S. Aase, CEO of DOF Group, said: "We are happy to announce these contract awards which build backlog into 2030 at solid terms. The contract awards demonstrate our operational pedigree and reinforce our position as a leading player within the high-end AHTS vessel segment in Brazil." Of note, in March, Petrobras prolonged the assignment of the pipelay support vessel (PLSV) **Skandi Buzios**, owned and operated by a joint venture (JV) consisting of DOF Group and TechnipFMC. As for DOF's other recent news, the Norwegian company announced last month that

it was staying with the multi-purpose vessel **Skandi Hercules** in the Asia-Pacific (APAC) region to perform subsea mooring installation services. *(Source: Offshore Energy)*

HOTEL SHIP VISITS AGAIN

At the end of this week, the harbour of Den Helder was visited again by the **DP Gezina** of the Dutch shipping company Chevalier Floatels. The 70-metre long W2W/hotel ship had come over from 's-Gravendeel to Den Helder on Friday 16 May. The **DP Gezina** was launched in 2007 as the ferry *Simara Ace* at the Polish Stocznia Remontowa shipyard in Gdansk and subsequently converted into a W2W/hotel ship at the Holland Shipyards Group in Hardinxveld-Giessendam in 2013. During the conversion, the ship was equipped with, among other things, an Ampelmann W2W gangway and a class 2 dynamic positioning system. Since then, the **DP Gezina**, like her identical sister **DP Galyna**, has been active in the oil and gas industry and the wind energy sector. The hotel ship sails under the flag of Malta and can accommodate a total of 60 people. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

CHEVRON HIRES MMA OFFSHORE'S PSV TO SUPPORT ASSETS OFF AUSTRALIA

MMA Offshore, a subsidiary of Cyan Renewables, has secured a multi-year contract from Chevron Australia for its platform supply vessel (PSV) **MMA Plover**. The vessel has been contracted to provide marine logistics support to Chevron's Barrow Island and Wheatstone assets, located off the coast of Western Australia. The assets are producing natural gas for Western Australia and liquified natural gas (LNG) for the Asia Pacific region, and house one of the world's largest Carbon Capture and Storage systems. The vessel will undergo an extensive modification program to enable the carriage of up to 90 TEU (20 ft-equivalent unit sea containers). "This contract reflects MMA's capability to deliver a comprehensive, high-value solution that goes beyond the provision of a vessel, reinforcing the trust and confidence our valued clients place in us. "We are looking forward to supporting Chevron Australia through this long-term

contract and to providing a superior service at their two world class gas projects, which have become pillars of energy security for Australia and the broader Asia Pacific region," said Keng Lin Lee, Cyan Renewables Group CEO. *(Source:MarineLink)*

WINDFARM NEWS - RENEWABLES

ST. JOHNS SHIP BUILDING COMPLETES WINDEA CTV TRIO

St. Johns Ship Building, Palatka, Fla., reports that it has delivered the WINDEA Reliance, the third and final vessel in a series of 30-meter aluminum crew transfer vessels (CTVs) built for WINDEA CTV LLC, a partnership between MidOcean Wind and Hornblower Wind, with support from WINDEA Offshore GmbH & Co. KG.. Delivery of WINDEA Reliance follows those of WINDEA Courageous and WINDEA Enterprise, all designed by Incat Crowther and constructed at St. Johns Ship Building to support offshore wind farm development and operations along the U.S. East Coast. "Delivering the WINDEA Reliance marks the culmination of an important multi-vessel project for St. Johns Ship Building and for America's offshore wind infrastructure," said Joe Rella, president of St. Johns Ship Building. "We're proud to work alongside WINDEA, MidOcean Wind, and Hornblower Wind to strengthen the domestic supply chain and support clean energy from right here in Palatka." The successful completion of the three-vessel series, and one from another multi-vessel contract still underway, reinforces St. Johns Ship Building's emergence as a premier U.S. builder of high-speed aluminum CTVs. The shipyard which was acquired by Americraft Marine, a maritime subsidiary of the Logothetis family's Libra Group, in 2022, has made major capital and workforce investments in recent years to modernize its aluminum construction capabilities, enabling the concurrent delivery of complex vessels for the clean energy sector. "The team at St. Johns has built another high-quality CTV that will make an immediate impact in offshore energy,"

said Bradley Neuberth, managing partner of MidOcean Wind and Windea CTV. "These vessels prove what the U.S. shipbuilding industry can deliver. Each one creates jobs in multiple regions—during construction, and for years to come as they operate offshore. These CTVs play a vital role in helping America meet its growing energy demands, and we are thrilled with the work St. Johns did to deliver **WINDEA Reliance** and her sisters." *(Source: MarineLog)*

EQUINOR RESUMES EMPIRE WIND 1 CONSTRUCTION AS US GOV'T LIFTS STOP-WORK ORDER

The US Department of the Interior's Bureau of Ocean Energy Management (BOEM) has notified Equinor that the stop-work order for the Empire Wind 1 offshore wind project, issued on 16 April, has been lifted. Equinor said on 19 May that the company will now resume construction work on what will be the first offshore wind farm to connect to New York City's grid. The order was lifted following dialogue with regulators and federal, state, and city officials, according to Equinor, whose CEO Anders Opedal thanked US President Trump "for finding a solution that saves thousands of American jobs" and New York Governor Hochul for "her constructive collaboration with the Trump Administration" that helped advance the project. "I knew this critical project needed to move forward and have spent weeks pushing the federal government to rescind the stop work order to allow the workers to return and ensure this important source of renewable power could come to fruition", Governor Hochul said in a statement after the order was rescinded. "After countless conversations with Equinor and White House officials, bringing labor and business to the table to emphasize the importance of this project, I'm pleased that President Trump and Secretary Burgum have agreed to lift the stop work order and allow this project to move forward. Now, Equinor will resume the construction of this fully-permitted project that had already received the necessary federal approvals." Equinor's CEO also thanked New The company also said on 19 May that it would engage with suppliers and regulatory bodies to reduce the impact of the stop-work order, and that it would perform an updated assessment of the project economics in the second quarter of this year. York City Mayor Adams, congressional leaders, labour groups and other advocates who have maintained their support for the project, as well as the Norwegian Prime Minister Støre for the support and the Minister of Finance Stoltenberg for raising the issue with the US administration. The developer, which recently said the Empire Wind 1 was at risk of missing this year's offshore construction window due to the stop-work order and was considering cancelling the project as one of the options, now aims to carry out the planned activities during this offshore installation window and for the project to reach its planned commercial operation date in 2027. *(Source: Offshore Wind)*

GEOQUIP MARINE WRAPS UP SURVEY WORK FOR TWO OFFSHORE WIND PROJECTS IN GERMANY

Under the contract, the UK-based company drilled 28 boreholes across the project sites to analyse the subsea terrain for wind turbine foundations. Geoquip underwent thorough soil sampling and seismic site monitoring to inform the engineering parameters for both projects in depths of 40 metres. By deploying the **Dina Polaris** vessel, equipped with geotechnical drilling, sampling and testing equipment along with an offshore laboratory, Geoquip provided accurate, real-time seabed data, identifying challenging site conditions safely and efficiently, according to the company. Germany has set offshore wind capacity targets of at least 30 GW to be installed by 2030, and these projects will be vital in supporting the country in reaching its goal, said Geoquip. In terms of other recent news coming from Geoquip, the company was awarded a contract last month to carry out the main geotechnical investigation for Luxcara's Waterekke offshore wind farm in Germany. *(Source: Offshore Wind)*

LAMPRELL TO CONSTRUCT WIND VESSEL UNDER MOU WITH TAIWAN'S DFO

Energy sector service provider Lamprell Plc and Taiwan's Dong Fang Offshore Co Ltd (DFO) have signed a memorandum of understanding (MoU) for a newbuild wind turbine installation and maintenance vessel to service the growing number of offshore wind turbines in the Asia Pacific region, the companies announced on Monday. Lamprell and DFO intend to sign the final newbuild construction contract by the end of

the year. Lamprell was selected for its experience in building self-elevating vessels for the offshore energy industry, including units that have worked in Taiwan. The vessel will be built in compliance with Taiwanese shipping law and will be able to fly the Taiwanese flag. It will be capable to carry and install up to two 15 MW class wind turbines at a time. "This next step in the DFO evolution ensures that offshore wind turbines installed in the Taiwanese straits can continue to be constructed and maintained by Taiwanese companies ensuring energy security for the country, and complements DFO's growing fleet of fit-for-purpose wind farm service vessels, as well as DFO's cable installation and repair solutions," said DFO CEO Polin Chen. Set up in 2019, DFO has 18 vessels owned or under construction. *(Source: Renewables Now)*

DREDGING NEWS

NORFOLK DREDGING SECURES WILMINGTON HARBOR CONTRACT

Norfolk Dredging of Chesapeake, Virginia, has won an $18.6 million USACE contract for maintenance dredging works in Wilmington, North Carolina. According to the Corps, the work consists of maintenance dredging of the Wilmington Harbor Inner Ocean Bar, Brunswick County, North Carolina. This includes removal and disposal of over 1,000,000 Cubic Yards of shoaled material that has accumulated in the channels since they were last dredged. The environmental window for dredging and placement of material on the beach is 16 November 2025 to 30 April 2026. *(Source: Dredging Today)*

OFFICIALS GATHER AT BARNSTABLE COUNTY TO TACKLE DREDGING DELAYS

Leaders from across Cape Cod and the Islands gathered at the Barnstable County Complex last Thursday for the second Cape & Islands Dredging Summit, a half-day event aimed at tackling one of the region's most persistent coastal infrastructure challenges: the permitting process for dredging projects. Hosted by Barnstable County and the Dredge Advisory Committee, the summit brought together municipal officials, engineers, state and federal regulators, and policy advisors for a candid exchange of ideas and updates. The event built on progress made during the first summit in 2023 and reflected a shared sense of urgency around streamlining approvals for critical projects. Dredging, the process of clearing sediment from harbors and channels, is not a matter of convenience for coastal communities. It's essential for maintaining navigational safety, protecting the local economy, and enhancing the resilience of waterfront infrastructure. But year after year, towns report significant delays caused by permitting backlogs and inconsistent regulatory requirements. In his opening remarks, Barnstable County Commissioner Mark Forest acknowledged that the mounting

frustrations and emphasized the financial strain these delays place on the County's regional dredge program. "Improving coordination between local, state, and federal entities is no longer a suggestion—it's a necessity," said Forest. "Our communities are depending on us to get this right." Among the day's most substantive updates was a presentation from Lisa Rhodes of the Massachusetts Department of Environmental Protection (MassDEP). Rhodes discussed the agency's ongoing Permit Streamlining Project, which began in late 2023 and seeks to shorten the overall permit timeline without compromising environmental protections. The initiative includes workgroups with nonprofit partners and technical experts, and it's already produced draft recommendations that could shape regulatory reform in fiscal year 2026 and beyond. Supporting materials from the summit, including the full agenda and presentation slides, are available on www.capecod.gov. *(Source: Dredging Today)*

CONNEAUT AND FAIRPORT HARBOR DREDGING SET FOR THIS SUMMER

Walsh Service Solutions has won contracts totaling $9.3 million from the U.S. Army Corps of Engineers to conduct dredging of the federal navigation channels in Conneaut and Fairport harbor this summer. Dredging projects like these ensure accessible depths for large vessels, the continued flow of commodities across the Great Lakes, and the economic viability of United States waterways. Dredging in Fairport will focus on the mouth of the harbor and into the river to the upper limit of the federal navigation channel. The $5.3 million project is scheduled to take place from July 1 through mid-Aug. 2025. A total of approximately 150,000 cubic yards of material is contracted to be dredged and placed in nearshore areas and an upland processing facility. Dredging of Fairport Harbor is conducted annually by USACE, based on need and the availability of funding. The harbor was last dredged in 2024 with more than 100,000 cubic yards of material removed. Dredging in

Conneaut will be focused between the harbor's east and west breakwater, and in a portion of Conneaut Creek. The $4 million project is scheduled to take place from mid-Aug. to mid-Sept. 2025. A total of approximately 70,000 cubic yards of material is contracted to be dredged and placed in an upland processing facility. Dredging of Conneaut Harbor is conducted by USACE on an infrequent basis, based on need and the availability of funding. The harbor was last dredged in 2024 with more than 77,000 cubic yards of material removed. *(Source: Dredging Today)*

BOSKALIS DREDGERS TAKING PART IN INNOVATIVE CARBON CAPTURE PROJECT

Boskalis' trailing suction hopper dredger **Gateway** recently wrapped up a special project off the Dutch coast. On behalf of Allseas, the vessel dredged a pipeline trench for the Porthos CO2 transport and storage project from the Maasmond – the busy waterway that serves as the main entrance to the Port of Rotterdam – to the P18-A platform in the North Sea. The offshore pipeline and platform are key aspects in the unique project, which will permanently store CO2 from companies in the Rotterdam port area in depleted gas fields. Once the pipeline was installed, dredger **Gateway** returned to the project site to protect it with a layer of sand against the forces of the North Sea. Another part of the work for this project is being carried out by a team of air divers from Boskalis' Inshore & Nearshore Diving Services unit. From the company's backhoe dredger Manu-Pekka, which served as their diving platform, they dived to a depth of about seventeen meters to work on parts of the previously installed pipeline. In a later phase of the project, the divers will return to the P18-A platform to install some crucial components and then connect them to the subsea infrastructure. *(Source: Dredging Today)*

DPWH TO DREDGE ILOCOS NORTE WATERWAYS TO PREVENT FLOODING

The Philippines' Department of Public Works and Highways (DPWH) has prepositioned its heavy equipment to hasten the dredging and desilting of creeks in Ilocos Norte in anticipation of heavy rains. This was after the Sangguniang Panlalawigan of Ilocos Norte approved Provincial Resolution No. 2025-05-447, endorsing DPWH Region 1 for the dredging of the Galpac Creek in Paoay and the

desilting of Daurao Creek, a major waterway in this city that exits into the sea. Engineer Kim Angelo Soy, a dredge master of DPWH Region 1, said that the project has been a longtime request of the local government units of Laoag and Paoay to dredge waterways and restore their original depth to prevent overflow that affects nearby communities during the rainy season. According to the plan, the DPWH will dredge Galpac Creek starting from Barangay Masintoc to Paratong, an approximately 12-kilometer stretch, while the desilting of the Daurao Creek will start from Barangay Caaoacan to Casili, covering around 10 kilometers. Disposal of the aggregates will be coordinated with the local government units to backfill low-lying areas, DPWH said. *(Source: Dredging Today)*

KEEPING THE GHENT–TERNEUZEN CANAL NAVIGABLE BY JAN DE NUL

For the past four years, Jan De Nul has ensured that the Ghent–Terneuzen Canal in Belgium remained navigable, and they will keep doing so in the year ahead, the company said today. This work is set to allow large seagoing vessels to reach the port of Ghent, keeping the North Sea Port fully accessible. “Ensuring waterways stay navigable around the globe is one of our key ambitions. Because transport over water means lower emissions, less

congestion, and fewer accidents compared to road or air transport," Jan De Nul said. The dredging work is being conducted under the supervision of Departement Mobiliteit en Openbare Werken – afdeling Maritieme Toegang. *(Source: Dredging Today)*

YARD NEWS

DAMEN MAASKANT DELIVERS SCAMPI TRAWLER TO SANFORD FOLLOWING ARRIVAL IN NEW ZEALAND

Damen Maaskant has successfully completed and delivered the **San Koura Rangi**, a state-of-the-art scampi trawler built for New Zealand seafood company Sanford. The 32.4-metre vessel has safely arrived in New Zealand, where the official handover will take place and the vessel will soon begin operations in the Southern Ocean. Based on Damen's SeaFisher 3210 design, the **San Koura Rangi** was developed through close collaboration between Damen and Sanford. Throughout the process, both teams maintained open, regular and constructive contact, resulting in a highly tailored vessel that incorporates all of Sanford's specific requirements within a compact and efficient design. *Designed with purpose – down to the finest detail* The trawler features a diesel-electric propulsion system to reduce emissions, and a power management system to minimise the running engines. Stepping on board, it's clear that every aspect of the vessel has been thoughtfully considered. Special attention was given to creating a homely atmosphere onboard, to cater for crew members spending extended periods at sea. The interior has been carefully designed to be welcoming and comfortable for the crew. Furthermore, the large bridge windows provide the skipper with outstanding all-around visibility and abundant natural light, enhancing both safety and comfort. Damen has also delivered an innovative and compact full electric winch system that regenerates power when paying out the trawl winches. The processing area has been functionally optimised to streamline onboard procedures while maintaining strict hygiene standards with a-state-of-art freezer system for optimal catch preservation. Onboard processing has been developed to meet New Zealand's strict hygiene requirements, ensuring optimal food safety and responsible working conditions for the crew. "This vessel is a major step forward in our ambition to reduce the carbon footprint of our operations at sea," said Elliot Kendrick, Project Manager for Sanford. "Together with Damen, we've developed a vessel that reflects our shared values of sustainability, innovation, and craftsmanship." *Ambassador visit in December, technical acceptance in February* On 6 December 2024, Susannah Gordon, New Zealand's Ambassador to the Netherlands, visited Damen Maaskant. During her visit, she was given a tour of the **San Koura Rangi**, then under construction, and learned more about the cooperation between Damen and Sanford. Following the vessel's successful seatrials, the technical acceptance took place in February 2025. "We are truly grateful to Sanford for placing their trust in Damen," said Pim Schuurman, Damen's

Regional Sales Director for New Zealand. "The collaboration has been not only productive, but very rewarding. This vessel represents a joint achievement in sustainable innovation." The hull of the vessel was launched earlier in Gdańsk, Poland, and transported to Damen Maaskant's yard in Stellendam, the Netherlands for outfitting and final completion. With its arrival in New Zealand, the **San Koura Rangi** is ready to join Sanford's fleet. *(PR-Damen)*

FINNISH ICEBREAKER BUILDERS MAKE PUSH FOR NORTH AMERICAN MARKET WITH MERGER OF TWO MAJOR PLAYERS

Finnish icebreaker builders continue to strengthen their position as the world's leading firms and their ability to meet the growing demand for icebreaking vessels. Aker Arctic, an industry leader for the design of icebreakers and ice-class vessels, has announced it is merging with its long-time ship design partner Bluetech, also from Finland. The new entity should be well-positioned within the framework of the ICE Pact to strengthen icebreaker cooperation between the U.S., Canada, and Finland. "Aker Arctic's operations are centered around our highly specialized expertise in icebreaker design. We are targeting growth in the North American market, among other regions, and transfer of Bluetech to the ownership of a common parent company is an essential step supporting this objective," says Aker Arctic Managing Director Mika Hovilainen. The two entities will continue to operate under their own brands within a newly formed umbrella corporation, Arctic Marine Technology Group Oy. The new entity will be owned by Swedish-Swiss engineering company ABB and Finnish Industry Investment Tesi. "The merger of two top players in ship design into the same Group will strengthen Finnish icebreaker expertise and the growth opportunities of the maritime industry. Together, Aker Arctic and Bluetech will form a globally significant player capable of meeting the unprecedented opportunities in the icebreaker business," says Jussi Hattula, Director of Industrial Investments at Tesi. Access to Arctic resources along new shipping lanes and new geopolitical realities in the High North have resulted in a major renewal of the global icebreaker fleet. In recent months Canada awarded contracts for two new state-of-the art Polar Class 2

icebreakers, one of which will be mostly built by Helsinki Shipyard in Finland. In Germany, Thyssenkrupp Marine Systems secured a bid to build the country's new flagship research icebreaker, **Polarstern 2**, in December 2024. The U.S. Coast Guard and its partner Bollinger Shipyard also finally began full production of the first new heavy icebreaker in 50 years last month. The Coast Guard is looking to acquire several more icebreakers. In a recent request for information USCG is seeking input for up to three medium-size vessels – a type Finnish vessel designers and yards could deliver in just 2-3 years. Recent reports also suggest that Finland's Rauma yard is in negotiations to build up to five icebreakers for the U.S. Aker Arctic and its predecessor companies have a long history working on icebreakers and by some accounts have designed more than half of the world's icebreaking vessels. The new partnership with Bluetech should further strengthen its portfolio. "Our shared future with Aker Arctic is attractive. The demand for highly specialized ship design expertise is growing, and this arrangement allows us to leverage the complementary competencies of both Aker Arctic and Bluetech in a versatile manner," says Bluetech Managing Director Petri Hakulinen. *(Source: gCaptain)*

KONGSBERG MARITIME UNVEILS ELECTRIC TOWING WINCH AT TECHNOLOGY CONFERENCE

Deck machinery manufacturer introduces a range of electric winches for tugboats. Kongsberg Maritime has introduced a new electric towing winch for tugboats to reduce the risk of oil spills. Its electric winches are powered by a frequency converter-driven electric motor, improving operational efficiency and reducing the environmental impact compared with traditional hydraulic systems. Kongsberg launched its electric winches at Riviera's TUGTECHNOLOGY '25 Conference in Antwerp, Belgium, on 20 May. The winch is engineered for high efficiency and low power consumption, making it an ideal solution for modern tug operations, said Kongsberg Maritime senior sales manager for tug systems, Mark Callaway. Designed for harbour tugs, these electric winches provide a pulling force of up to 35 tonnes and brake holding loads for towing ropes. Frequency converter technology enables stepless speed control during rope handling and they can be supplied in single, double and split-drum configurations. Electric winches incorporate an electric motor, induction-hardened gears and high-quality bearings for a durable drive line capable of withstanding harsh marine environments. Additional features include a mechanical spooling device for wire winch applications and a quick-release function under three seconds, compliant with rules set by the International Association of Classification Societies. "The control system for the new winch will enable future upgrades on remote services," said Kongsberg Maritime vice president for merchant marine handling systems, Kimmo Haula. "With electric winches, tug operators can enhance performance, reduce environmental impact and lower operational costs." These winches could be monitored and controlled by user interfaces at local control stations and in the wheelhouse, where key operational data such as rope line tension, length, speed, and system alarms are displayed. Kongsberg has combined winch controls with its Aquapilot thruster control system lever, enabling masters to manage winch and thruster operations

simultaneously, improving situational awareness and control. *(Source: Riviera by Martyn Wingrove)*

CHINESE SHIPOWNER REVIVES SPIRIT OF 'LIBERTY' IN AHTS NEWBUILDING SERIES

SPEC is building four AHTS vessels based on an evolved Liberty 300 series design, and constructing up to eight platform supply vessels. Independent Chinese shipowner Sinopacific Engineering & Contracting (SPEC) reported it has signed a contract to build four SPA90 design anchor handling tug supply (AHTS) vessels, with the first delivery set for September 2026. Designed for Middle East and southeast Asia operation, these vessels will have diesel-electric propulsion, with an optional battery hybrid upgrade. Built to DP-2-class, each of the AHTSs will have 90 tonnes of bollard pull and 450 m2 of clear deck space. Work began on the vessels in March, but the shipyard has not yet been disclosed. In making the announcement of the project in several social media posts, SPEC noted the SPA90 was "next in the evolution of the proven Liberty 300 series." More than a decade ago, 20 Liberty 300 Series AHTSs were delivered by Sinopacific Zhejiang Co for Bourbon Offshore. The first vessel in the Liberty 300 series, **Bathera Mulia** (*Bourbon Liberty 301*), built in 2012, is now called **Bourbon Kaimook**. The 65-m vessel was at anchorage in Batu Ampar port in Indonesia on 14 May, according to vessel positioning service Marine Traffic. Much like the Liberty 300 series, the SPA90 has its engineroom on the main deck, "freeing up the interior hull for superior cargo capacities," said SPEC. "There are floating floors on the first and second decks, and noise insulation in the forecastle. The noise measurements meet all classification requirements for COMFORT notation," added the shipowner. Meanwhile, construction has begun on the first two of a series of eight SPP40 platform supply vessels (PSVs), four of which are being built at Nantong Rainbow Offshore & Engineering Equipment and four at CIMC Sinopacific Offshore Engineering (CIMC SOE). The 4,000-dwt PSVs will have 800 m2 of clear deck area. The first hulls will be delivered in December 2025 and March 2026, respectively to SPEC, according to the shipowner. *(Source: Riviera by John Snyder)*

DAMEN AND CEAD JOIN FORCES TO DEVELOP 3D-PRINTED HDPE WORKBOAT

New collaboration explores the potential of large-format 3D printing in shipbuilding. *Innovative project within CEAD's Maritime Application Center* Damen Compact Crafts (DCCr), part of the Damen Shipyards Group, and high-tech company CEAD are launching a collaboration to develop a 3D-printed HDPE Workboat (HWB) using CEAD®HDPro material. The project will take place at CEAD's Maritime Application Center (MAC) in Delft. Through this initiative, two Dutch innovation leaders are joining forces to explore the potential of large-format additive manufacturing for the maritime industry. *From technology to application: 3D printing for the professional market* With this project, Damen aims to investigate how 3D printing technology can contribute to the faster, more sustainable, and more flexible production of functional vessels. The HWB is being designed as a versatile vessel, suitable for a wide range of operations, including inspection, support, patrol, and logistical tasks. By 3D printing the hull of the boat, not only is more design freedom achieved, but it also opens the possibility of integrating recycled and renewable materials. For this project, CEAD contributes its expertise in large-format 3D printing and is developing print technologies capable of processing superior HDPE blends. The project serves as a prime example of how technological innovation and market knowledge can reinforce one another. "This collaboration demonstrates how technology can directly contribute to practical solutions in the maritime sector," said Charléne van Wingerden, Chief Business Development Officer at CEAD. "The MAC was founded to accelerate exactly these kinds of innovations – and a 3D-printed HWB is a perfect example of that."

"Innovation and standardisation are part of our DNA at Damen. 3D printing allows us to respond more quickly and flexibly to what our customers really need. It's an exciting step toward smart, sustainable solutions that work," said Nick Pruissen, Managing Director at Damen Compact Crafts. *Building the future of maritime production together* In this project, Damen and CEAD combine their complementary expertise: CEAD as a technology pioneer in large-format composite 3D printing, and Damen as a specialist in designing and delivering compact workboats for a wide range of applications. With this first step, both parties are exploring the opportunities of a new

production process for the maritime industry – focused on sustainability, efficiency, and innovation. The success of the 3D-printed HWB could open the door to broader applications of additive manufacturing in shipbuilding. *(PR-Damen)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *UZMAR Delivers SD DJOUDJ — The Second of Five Advanced RAstar 3200W Tugs for KOTUG, Bound for Senegal*
   - *Damen and Noatum Maritime sign for second full electric RSD-E Tug 2513*
   - *Precision Meets Power: 'CARABA' by UZMAR Joins P&O Reyser Fleet with 76.39 Tonne Bollard Pull*
   - *Med Marine signs five new contracts to kick off 2025 strong*
   - *Damen signs new tugs contracts with Fairplay Towage and Louis Meyer*
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*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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