Tugs Towing & Offshore Newsletter

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

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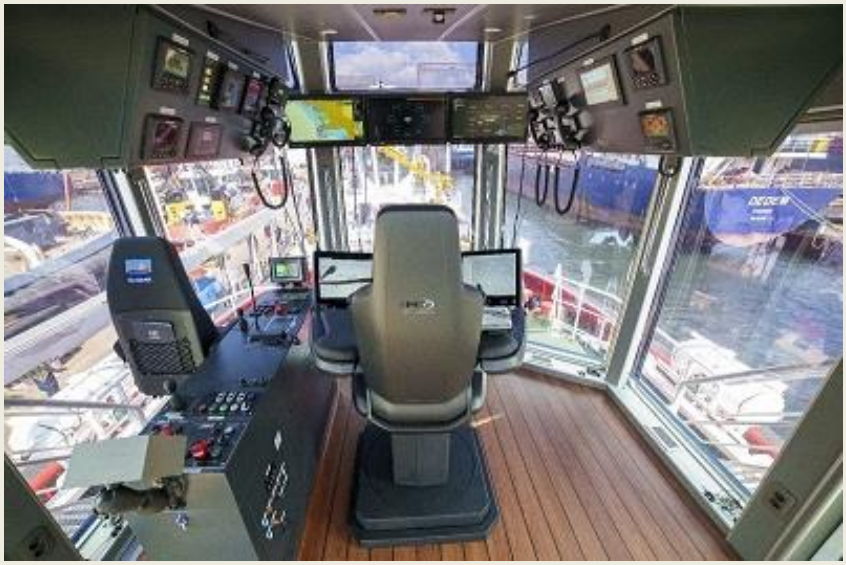
MIDWEEK–EDITION

TUGS & TOWING NEWS

SANMAR STRENGTHENS BUKSÉR OG BERGING'S FLEET WITH DELIVERY OF ADVANCED TUG **BOSS**

Sanmar Shipyards has proudly delivered a state-of-the-art, environmentally responsible tugboat to its esteemed partner Buksér og Berging, further reinforcing its reputation as a leading provider of next-generation maritime solutions. Based on the RAmparts 2400SX-MKII design, exclusively developed in collaboration with Canadian naval architects Robert Allan Ltd., the vessel was originally constructed as **Boğaçay LXV** and has been renamed **BOSS** by her new owners. Designed for exceptional manoeuvrability, operational efficiency, and all-weather reliability, **BOSS** measures 24.40 meters in length, with a moulded beam of 12 meters, a least moulded depth of 4.5 meters, and a navigational draft of approximately 5.45 meters. Delivering an impressive bollard pull of 75 tonnes and achieving a free-running speed of 12 knots, the tug accommodates up to six crew members in conditions designed for maximum comfort and efficiency during demanding year-round operations. **BOSS** is set to operate in Stavanger, one of Norway's most vital and challenging ports, renowned for its pivotal role in the energy sector and offshore industries. The tug's advanced capabilities are tailored to ensure safe and efficient harbour towage and escort operations amidst Stavanger's harsh weather conditions and high maritime traffic. A key technological highlight of **BOSS** is the integration of Sanmar's first Integrated Bridge System (IBS) in the tugboat sector. This cutting-edge architecture consolidates all navigation, communication, and control systems into a unified, streamlined interface, providing captains and chief engineers with enhanced situational awareness and unparalleled operational command. The system is engineered to set new standards for safety, efficiency, and sustainability in modern tug operations. Scope of bridge electronics and bridge lay-out has been closely worked and integrated between Sanmar, Bukser og Berging and Marine Technologies (MT). Complementing the IBS, **BOSS** is fitted with additional bridge features designed to enhance operational performance, including a 180-degree rotating operator chair, optimizing visibility and control during both ahead

and astern manoeuvres. Built with a commitment to environmental responsibility, BOSS fully complies with the latest IMO Tier III emissions standards, aligning with Sanmar's vision for a more sustainable maritime future. Further enhancing its operational versatility and safety, the tug is equipped with high-performance towing and tugger winches, tow pins, a stern roller, and a deck crane, ensuring efficient and secure towing operations across a wide range of demanding tasks. Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, stated: "Delivering innovative, high-performance vessels that drive operational excellence for our clients is a cornerstone of our philosophy. The delivery of BOSS to Buksér og Berging represents the next step in this journey — a vessel meticulously engineered to meet the highest standards of technology, performance, and environmental stewardship." With the addition of BOSS to its fleet, Buksér og Berging reinforces its operational capabilities, while Sanmar reaffirms its commitment to setting new industry benchmarks through excellence, innovation, and unwavering dedication to customer satisfaction. *(PR-Sanmar)*

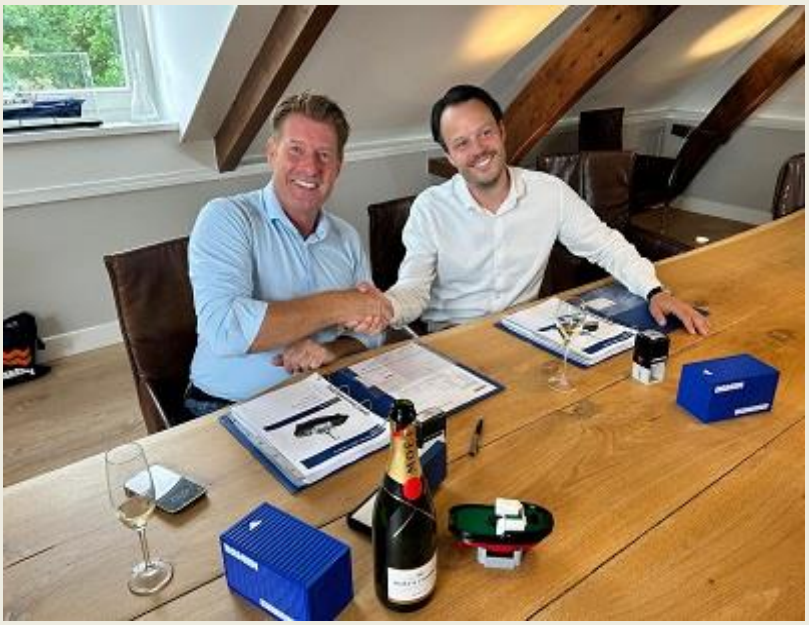


NETZERO & CT MARINE LAUNCH CT70 ELECTRIC PUSHBOAT

NetZero Renewable Solutions and CT Marine have announced the launch of the CT70, a next-generation, fully electric pushboat purpose-built for the unique demands of U.S. inland waterways. Designed with crew safety, operational performance, and environmental at its core, the CT70 delivers up to 90% fewer emissions and 65% lower

maintenance costs compared to traditional diesel vessels. At the heart of each **CT70** is a 5MWh containerized, swappable battery system, providing up to 12 hours of continuous operation. Unlike traditional electric vessels that rely solely on dockside charging, the **CT70** is equipped with battery swapping compatibility, allowing rapid battery exchanges at shore in as little as 30 minutes. *Charging options include:* ● Power Swap Stations: Off-site charging using existing grid infrastructure; ● On-board Charging: For extended range and redundancy; ● Dockside Charging: Plug-and-play compatibility at shore stations. This modular approach significantly reduces onboard battery footprint, overall weight, and capital costs—bringing flexibility and efficiency to fleet operators. *(Source: MarineLink)*

EMAR FLEET EXPANSION



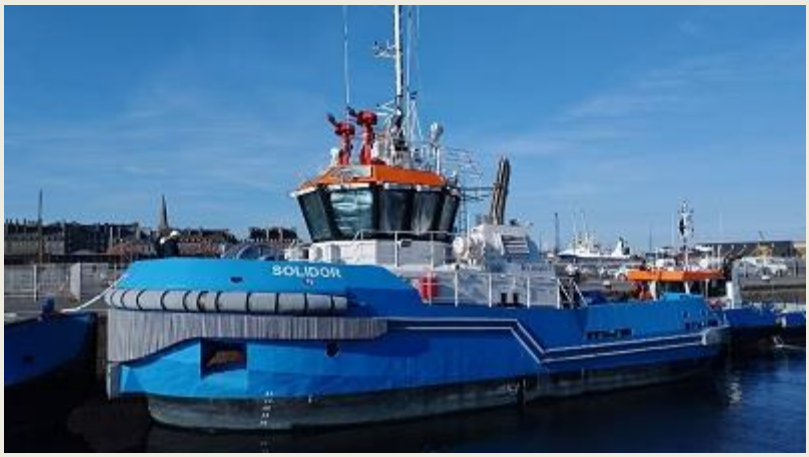
This week, EMAR Offshore Services signed a deal for the purchase of a brand new Damen ASD Tug 2813 — which will soon join our fleet as **E-TEN**! The signing took place at EMAR Offshore Services head office in Raamsdonksveer, where Managing Director Johan van Beek finalised the agreement with the Damen team. The ASD 2813 is a powerful, highly manoeuvrable tug with 83 tonnes of bollard pull ahead and 80 astern. Its design combines safety, efficiency and excellent operational visibility from the wheelhouse — exactly what they need to meet the growing demands of our offshore operations. With the **E-TEN**, they are reinforcing their commitment to reliable, high-performance offshore support across West Africa and beyond. *(PR-Emar)*

BATTERY-HYBRID PROPULSION DELIVERS REDUNDANCY FOR WHOLE TUGBOAT LIFE

Generators operating on alternative fuels will be integrated into battery-electric power and propulsion systems for back-up and range extension. More battery-electric and hybrid-propulsion tugs are under construction and in operation as the towage industry explores ways to reduce greenhouse gas (GHG) emissions and operating expenditure. Owners seeking to order them from shipyards need to analyse the propulsion options before investing. Operational profiles are generally considered a key starting point when designing electric tugs, says Caterpillar Marine global steward for marine technology Marinus Jansen. He says there are several parameters to consider when selecting a whole propulsion system for newbuild tugs, including anticipated towage and services, estimated total cost of ownership, total energy source mix, fuel availability and power recharging, and capital and operational expenditure. “With battery and hybrid systems, charging and discharge, do owners feel lucky in next 10 years on energy and fuels?” Mr Jansen asks. Implying owners should consider long-term requirements from low-emissions tugs and whether there is fuel and charge availability throughout the operational lifetime of a tug. A decision should include “total cost of ownership, energy flexibility and GHG emissions reductions and operations through time. We need to remember our industry is about towage services and there will be an impact on tug designs from batteries and hybrid systems.” Electric tugs may be required to handle and escort ships, provide standby services in case of high winds, secure ships at quaysides, and provide fire-fighting services – with the ability to throw water to 120 m for 24 hours. “This is the most power-intensive tug operation,” says Mr Jansen. “Fire-fighting can define power requirements on board and require a separate genset. If there is an engine on an electric hybrid tug, will it be able to undertake fire-fighting?” Other questions to answer are the probability of success and failure, and whether this tug will have sufficient power to return to port and cope with issues. “There are many variables, such as battery capacity and charging station location, and the operational profile of tugs and load on energy sources,” Mr Jansen explains. Battery-powered tugs can usually do two or three towage jobs a day on average, but there would be a spread with some tugs expected to achieve five to seven jobs in one day. “Some work will take just a few hours and others half a day,” he continues. “Complicated jobs could take several hours.” Therefore, there is a need to know the expected number, time and energy per job, and the probability of these times. “Owners need to ensure there is enough energy for jobs, and know the charging opportunities, ie the time between jobs.” They must also understand how long it takes to charge onboard batteries on a local grid and whether it is cost effective to recharge. Other parameters to consider involve energy consumption per towage job which may depend on the size of the assisted ship, whether the ship is loaded or on ballast, its time in port, the anticipated weather, season of operations and the skill of the tug master. “Tugs need to be ready for a windy day when a container ship arrives,” says Mr Jansen. “There needs to be energy available in the system. So, know the charging and control strategy, distribution of energy in the batteries and the amount of energy available at end of the job.” Owners should simulate tug operations and operational profiles to “get

distribution curves and run the numbers", look at service levels, the success of operations and potential for issues. "What is the probability of failure? It will be slim, but consider if there are 1,000 jobs a year, this accumulates to 10,000 jobs over 10 years," says Mr Jansen. "If owners want maximum electric use with just batteries, they should accept some failure rates. But with gensets on board, these can be engaged for operations and charging." Mr Jansen says tugs should have gensets on board for redundancy and be able to run on sustainable fuels that would be widely available in ports, alongside batteries in a hybrid propulsion architecture. *(Source: Riviera by Martyn Wingrove)*

BEST SMALL HARBOUR TUG – SOLIDOR – PIRIOU



Concarneau-based Piriou is one of the most versatile, innovative and enterprising of European shipyards. Its range of ship completions is staggering, anything from superseiners to yachts, tugs to trawlers and patrol to crew/supply boats. These very impressive multi-role tugs are for the sometimes difficult port of Saint Malo on the exposed southern coast of the English Channel. There they will be worked hard and will require every bit of their power, versatility and manoeuvrability. "Solidor and Cité d'Aleth are special because they are the results of a specific client's need," Romain Hamoui, Tug, Harbour and Workboat Product Manager at Piriou, told Baird Maritime. Hamoui said the tugs are well-equipped with fore and aft winches despite the limited dimensions, which would enable the vessels to pass through Saint-Malo's harbour locks. As for any project requiring a 'made-to-measure' solution, it's a new challenge for our engineers. "They can perform harbour operations such as towing but also coastal assistance and fire response and can even provide harbour services such as dredging thanks to a levelling bar." Hamoui said it was a challenging project, as all client requests needed to be addressed, "without moving away from regulations [or] neglecting performance." "As for any project requiring a 'made-to-measure' solution, it's a new challenge for Piriou engineers," said Hamoui. The company needed to determine how to fit all client requirements within a limited space while complying with existing tug regulations, but Hamoui said this target was achieved. Hamoui explained that Piriou's order book remains high at €1.3 billion (US$1.5 billion) with some deliveries scheduled through to 2030. In his view, the

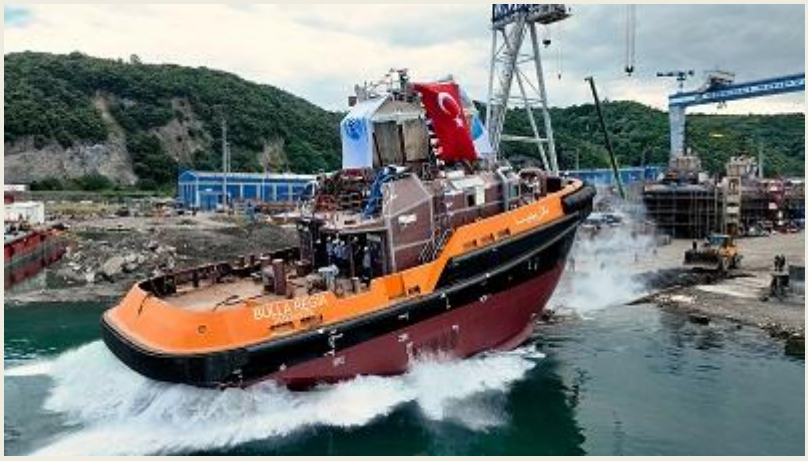
company benefits from factors such as high demand for naval vessels, beginning of fleet renewal programs to replace vessels built during "the last newbuild peak" between 2009 and 2011, and new demand in line with the IMO's greenhouse gas emissions strategy for 2050. As a yard, we need to help owners make the right choice according to their way of operating tugs. "Compared to the past few years, all Piriou Group shipyards [in 2024] were working at their maximum," Hamoui told Baird Maritime. "However, if this trend is favourable for shipyards, shipowners are more careful in their approach." Hamoui explained it is difficult for some owners to maintain positive profit levels when investment and operating costs are increasing. "The necessity to go 'greener' has a direct cost today, and potential future savings remain unknown." Hamoui said the tug industry is at a crossroads, with environmental regulations becoming increasingly restrictive. "A wide range of technologies is available (i.e., fully electric, hybrid electric, fuel cell, methanol), but these technologies have a significant extra cost and at the same time, instability is higher due to uncertainty on tax policies. Hamoui believes that in some ways, it creates opportunities, though it also leads to other opportunities no longer becoming available. "Facing all this uncertainty, tug owners ask themselves, 'I need to change my tug, but where do I go? Which technology should I buy?'. As a yard, we need to help them make the right choice according to their way of operating tugs." Hamoui expects tugs' bollard pulls would also increase along with vessels' sizes. "On larger tugs, methanol or HVO tends to be a good solution (combined with a hybrid system), provided that methanol sources are sufficient to meet tug fleets' needs," he told Baird Maritime. "On smaller units dedicated to ports, a fully electric propulsion system could apply when and where shore connections are available." *(Source: Baird)*

MORE POWERFUL TUGBOATS ADDED TO BRUNSWICK FLEET

Moran Towing Company has added a new tugboat to its fleet at the Port of Brunswick. The **Shiney V. Moran** joins the **Diane Moran** as the company's two newest tugs supporting Brunswick ship operations. In 2024, GPA's Brunswick terminals handled 733 vessel calls, including 614 from Roll-on/Roll-off vessels, 89 breakbulk carriers and 30 bulk cargo ships. Vessel docking operations are conducted 24 hours a day, seven days a week in Brunswick. "These more powerful tugboats help prepare Colonels Island to better accommodate the 10,000-vehicle vessels expected to serve the U.S. East Coast," said Georgia Ports Authority President and CEO Griff Lynch. "Moran's growth complements our investments in vehicle storage, auto processing capability and a future fourth berth for Roll-on/Roll-off vessels." The two new tugs will aid the Port of Brunswick in handling larger ships while offering enhanced safety and efficiency for existing port operations. Both tugs feature 5,100-horsepower engines providing more than 60 metric tons of pull. The towing company also has the **Ann Moran**, a 3,000-horsepower tug, deployed in Brunswick. "The arrival of these tugs marks a strategic step forward in our support of Brunswick's continued growth," said Joe Myatt, Moran general manager. "Their enhanced horsepower,

firefighting capabilities, and escort functionalities will help us meet the needs of our growing port. These assets will directly contribute to safer, more efficient operations for the port and our partners." Bruce Fendig, president of the Brunswick Bar Pilots Association, also welcomed the addition of the **Shiney V. Moran** and the **Diane Moran**. "Our Brunswick tugboat operators are key partners in serving maritime trade," Fendig said. "These new tugboats enhance the safety of maneuvering vessels through the harbor and berthing at the docks." Bar pilots board vessels calling the Port of Brunswick 10 nautical miles out at sea. Around the Sidney Lanier Bridge on the Brunswick River, two tugboats begin shadowing each incoming vessel. Transit from the bridge to the docks takes approximately one hour. In 2024, the Port of Brunswick became the nation's busiest gateway for autos and heavy equipment, handling more than 900,000 units of RoRo cargo. GPA recently completed $262 million in capacity upgrades in Brunswick, including new warehousing and vehicle processing space. *(Source: Ajot; Photo: Georgia Ports)*

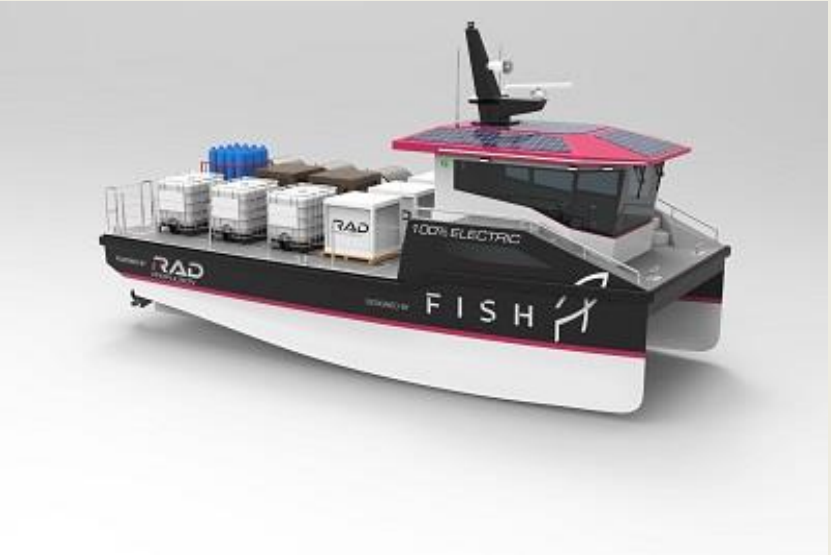
THE JOURNEY BEGINS: MED MARINE LAUNCHED THE FIRST OF SIX STATE-OF-ART TUGBOATS FOR OMMP



The first of six high-performance tugboats built for OMMP has been successfully launched at *MED MARINE's EREĞLİ SHIPYARD*. This powerful **RAmparts 2800** series tugboat, launched on May 27th, is designed to enhance OMMP's operational capabilities. The launch follows a prestigious contract signed between OMMP and *MED MARINE* in November 2023, marking the beginning of a promising new partnership and culminating in the launch of the first of six contracted tugboats. The newly launched tugboat, part of a series of six sister vessels of the ASD type, is engineered to deliver a minimum bollard pull of 60 tonnes ahead. Designed to meet Class FIFI-E requirements, it combines power and versatility for a wide range of missions. Equipped with two diesel medium speed engines and featuring an open aft deck capable of accommodating two 10-foot containers. The vessel ensures readiness for complex ship handling, towing, mooring, escorting, pushing, and firefighting operations. As a proud member of the **RAmparts 2800** series, it offers optimal performance, reliability, and adaptability for modern port operations. Designed by the globally acclaimed Robert Allan Ltd, all six **RAmparts 2800** series tugboats will each measure 28 meters in length. This ambitious fleet project

stands as a testament to the seamless collaboration between *MED MARINE's* advanced shipbuilding expertise and OMMP's progressive maritime strategy, highlighting a mutual dedication to delivering innovative and future-ready solutions for the maritime industry. *Technical specifications of the tugboat:* Length: 28,20 m; Beam: 11,50 m; Depth: 5,49 m; Draft: 5,40 m; Gross Tonnage: 428; Bollard Pull: 60 tons; Speed: 12 knots @ 80% MCR; Crew: 8. *(PR-Med Marine)*

FISH MARINE DESIGN UNVEILS MODULAR WORKBOAT SERIES



We're proud to unveil the launch of our latest series of modular workboats, ranging from 12 to 24 metres. This flexible platform is built for versatility, efficiency, and next generation propulsion. The first vessel in the series marks an exciting collaboration with RAD Propulsion, integrating their powerful new 120kW drive system, ahead of its official launch later this year. Purpose built for low power draw applications, the vessel emphasises manoeuvrability and energy efficiency without compromising on capability. In its extended battery configuration, the vessel can achieve up to 170 nautical miles on a single charge. Onboard solar power generation is also available to support auxiliary ship systems. Harbour craft by the nature of their work spend multiple periods of time alongside, this is an obvious opportunity to top-up batteries. With this sort of craft, it's not about a single charge, we need to change the mindset; it's about power grazing throughout the operational day. This real world approach greatly extends the range and endurance of the craft, and in our experience often results in lower installed power requirements; reducing initial vessel cost. The standard model includes four 61kW RAD batteries, with the option to add an additional four for extended range. Future upgrades may also include a range extender, depending on user needs. The key feature of the vessel is adaptability; enabling the customer to easily configure the craft based on their specific requirements. Planned modules include a commuter ferry and a commercial workboat, with future designs in the pipeline. *Peter Murphy, Managing Director of FISH Marine Design | Composites notes:* "We're extremely proud of this robust, future-ready design and our collaboration with RAD Propulsion. Like the RAD 40, the new drive offers 180-degree steering and a larger propeller diameter, enhancing vessel manoeuvring. The new vessel focus's on efficiency which is essential for electric craft and we are very pleased with the initial performance predictions." As cities and ports around the world push for decarbonisation, this vessel represents a smart, scalable solution ready to meet evolving demands. Interest from international shipyards is already growing, and we look forward to seeing these vessels in operation across a variety of roles soon. *(PR-FISH)*

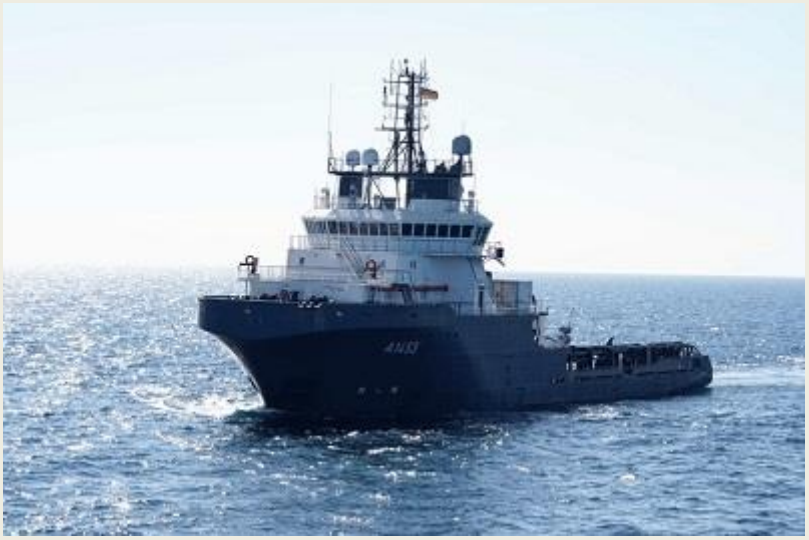
THE CRAB FISHING VESSEL "MECHANIC TSURANOV" HAS BEEN TRANSFERRED TO ST. PETERSBURG FOR COMPLETION

The crab fishing vessel **Mechanic Tsuranov** (building number 405), the first of two crab fishing vessels of project 03070 being built at the Neva-Stapel shipyard, has been delivered from the Leningrad Region to St. Petersburg. Details are provided in a statement by the Petrobalt design bureau. As specified by the bureau, the vessel was transferred along the route Otradnoye (OOO Neva-Stapel) – St. Petersburg (ZAO Kanonersky Ship Repair Plant) on the night of June 1-2. Under the contract concluded in April 2025, the Petrobalt design bureau employees completed the transfer project and agreed with the Russian Classification Society (RKO). In order to safely escort the vessel to its destination, due to the draft restrictions on the river, the technological equipment of Project 231001 was used, which was modified according to the design documentation also prepared by the Petrobalt Design Bureau. By the end of June, it is planned to transfer the second vessel of Project 03070 "**Mechanic Stepanov**" (construction number 404) using pontoons . Let us remind you that the customer of the vessels "**Mechanic Stepanov**" and "**Mechanic Tsuranov**" is OOO "Ostrovnoy Krab". The keel of two crab catchers for OOO "Ostrovnoy Krab" took place at the Pella shipyard in May 2020. OOO "Neva-Stapel" (formerly OOO "Pella-Stapel") was formed as a result of the reorganization of the Leningrad Shipyard "Pella" in 2022. Currently, "Neva-Stapel" is part of the Norebo holding. The Project 03070 crab fishing vessel is designed for specialized bottom longline crab fishing (Kamchatka, opilio, blue) with "Japanese" type cone traps with subsequent transportation of live crab in baskets in chilled seawater in special heat-insulated tanks (RSW tanks). *Project 03070 crab fishing vessel* Gross tonnage - 1208 units; Length - 50.45 m; Depth - 7.6 m; Draft - 6.72 m. *(Source: Sudostronie; Photo: PKB "Petrobalt")*

FGS RUGEN PREPARES FOR FIRST DEPLOYMENT

On Thursday, June 12, 2025, at 10 a.m., the ocean-going tug "**Rügen**" will leave the naval base under the command of Captain Lutz Lücken. After approximately one and a half years since its commissioning for the German Navy, the ocean-going tug will embark on its first deployment in the Mediterranean. The ship underwent extensive remodeling in advance to meet the so-called

Bundeswehr standard. Numerous modifications were made to the bridge, radio room, cabins, small hospital, galley, and lounges. "After a refitting and repair phase at the Wilhelmshaven Naval Arsenal (MArs), operational preparations for the upcoming Aegean deployment are complete. After this long, demanding stay at the MArs, the crew is looking forward to the upcoming deployment," says Captain Lücken. "For most crew members, this deployment will be their first operational experience at sea, and the crew is highly motivated," the captain continues, looking ahead to the deployment. For this mission, the civilian-manned vessel will operate with a total crew of almost 30. In addition to the regular crew, the ocean-going tug will be supplemented in the operational area by a military staff and a Turkish and Greek liaison officer. After approximately six months, the "**Rügen**" is expected back in Wilhelmshaven. *Background information* In addition to missions mandated by the Bundestag, the German Navy regularly participates in NATO's four multinational naval forces, such as SNMG 2. The German Navy permanently contributes ships and boats to these forces. Participation in NATO forces is part of Germany's commitment to the Alliance, even in peacetime. These NATO forces have existed for decades. The NATO activity in the Aegean Sea is NATO's contribution to addressing the refugee and migration crisis. It was initiated in February 2016 at the request of Germany, Greece, and Turkey with the aim of rapidly and significantly reducing the flow of refugees through the Aegean Sea. With these activities, NATO intends to contribute to a situational awareness for the Greek and Turkish coast guards and the European border agency FRONTEX. NATO forces provide support through maritime surveillance and the exchange of situational information to assist the authorities involved in their efforts against human traffickers and their networks. *Background information on the deep-sea tug "Rügen"* The "**Rügen**" is an ocean-going tug that optimally meets the requirements of today's maritime industry. The vessel features advanced towing systems and towing equipment and is capable of towing up to 21,000 tons at full load to safe harbor in Sea Area A3. Sea Area A3 refers to those sea areas located outside coastal waters, such as the Atlantic Ocean and the western British-Irish maritime borders. The tug is equipped with a workboat and also offers the option of embarking additional personnel to optimally support operations, such as those in the Aegean Sea. *(Source: Sea Waves)*

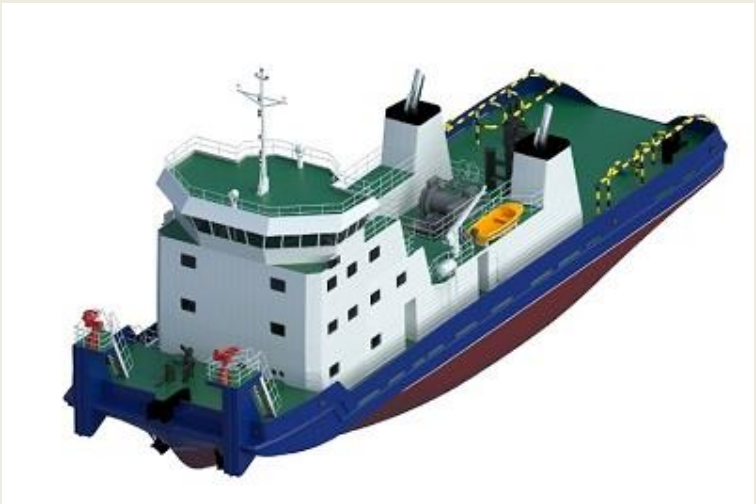


ENGAGE MARINE EXPANDS AUSTRALIAN TUGBOAT FLEET WITH DAMEN NEWBUILD

An Australian owner presented its latest newbuild ASD tugboat in a public display in Sydney Harbour with three others in its fleet. Engage Marine has increased its towage and emergency response capabilities in Australia with the addition of a newbuild azimuth stern drive (ASD) tugboat built in Vietnam. **Engage Maverick** was built by Damen Song Cam shipyard in Vietnam and arrived into New South Wales in May where it joined three other Engage-owned tugs in a display for the public. This 2025-built tug was constructed to a Damen ASD design with a winch on the forward deck for escorting, towing and handling ships, another winch on the aft deck, a line-handling deck crane and a

FiFi1 off-ship fire-fighting system for emergency response. Engage Marine said the aft deck was redesigned for offshore and emergency response. The Australian owner said its two main diesel engines are connected to a selective catalytic reduction unit to minimise NOx emissions, enabling this tug to comply with IMO Tier III standards for lower emissions during operations. According to automatic identification system (AIS) information, **Engage Maverick** is operating in Sydney Harbour. When it arrived, this ASD tug was welcomed by 2023-built **Engage Renegade** and **Engage Rascal** and 2014-built **Engage Bandit** in a display that included testing their FiFi1 systems in the harbour. "It is not often we have four Engage tugs together in one location, but Sydney Harbour recently provided the perfect backdrop," said Engage in a social media post. According to AIS, **Engage Renegade** remains operating in Sydney, while Engage Rascal has been mobilised to Brisbane and Engage Bandit is in Cairns. *(Source: Riviera by Martyn Wingrove)*

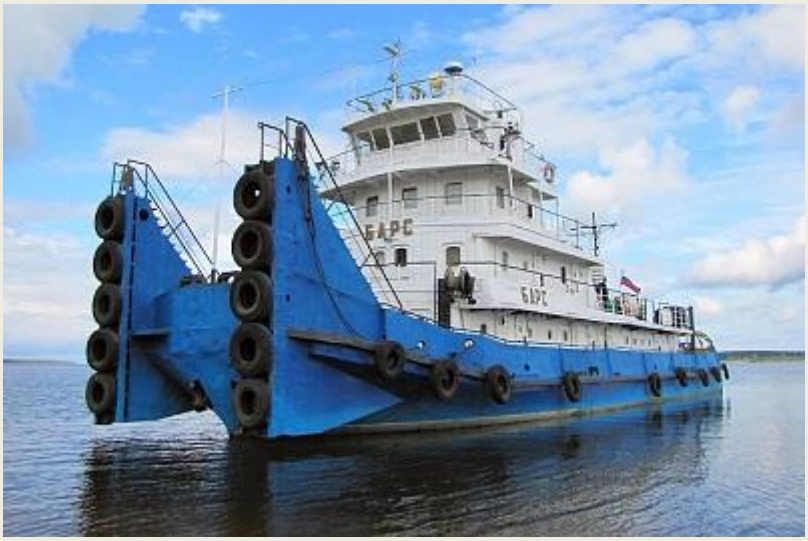
THE DESIGN BUREAU OF THE USC "VYMPEL" PRESENTED A LINE OF RIVER TUG-PUSHERS



The design bureau of the USC Vympel has developed a line of concept projects for river pusher tugs. The projects were presented during a round table devoted to the prospects of the towing market in Russia, according to a report from the bureau dated June 6. As noted in the materials of the Vympel Design Bureau, the projects were developed both as part of work with potential customers and on an initiative basis. The line of river pushers includes tugs with a capacity of 700 hp (project 1741NG), 1000 hp (project 00441), 2700 hp (project 00443), 3000 hp

(project 00442). The participants of the round table, held in person and by correspondence, discussed key issues that determine the future of the industry. The focus of the discussion was the demand for sea and river tugs. The experts assessed the current market needs and forecasted the dynamics of demand in the near future, taking into account the development of port infrastructure and the increase in cargo transportation volumes. Special attention was paid to the possibilities of building tugs at Russian shipyards. The experts compared the competitiveness of domestic shipbuilding with alternative options. The round table ended with the development of recommendations aimed at stimulating the development of the tugboat market in Russia and strengthening the positions of domestic manufacturers, Vympel adds. *(Source: Sudostroenie; Illustrations: KB Vympel)*

OBORONLOGISTICS SENT THE PUSHER TUG BARS ON ITS MAIDEN VOYAGE

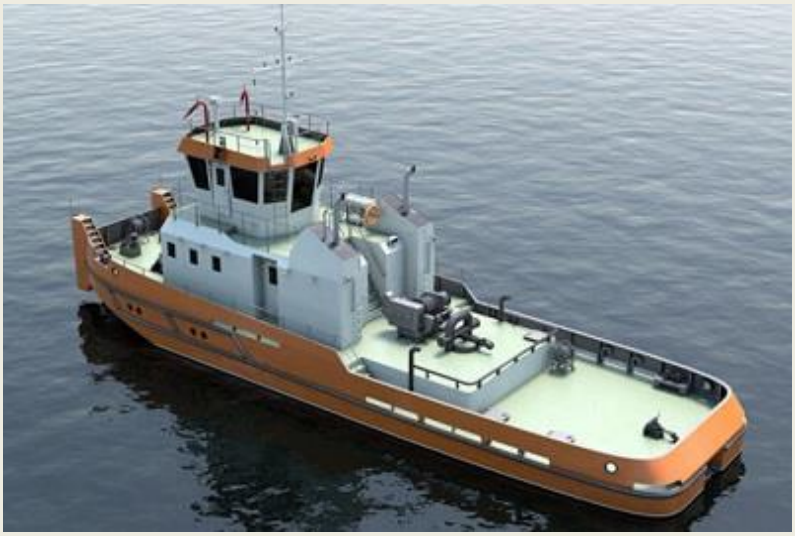


On June 9, the tugboat **Bars** set out on its first voyage after joining the Oboronlogistics fleet. Details are provided in the company's statement. It is planned that by the end of July, **Bars** will tow a vessel along the inland waterways of the Russian Federation. Depending on weather conditions and navigation areas, different methods of transporting the vessel will be used along the route: pushing on rivers and canals, towing with a rope on reservoirs. Let us recall that the tugboat **Bars** joined the Oboronlogistics fleet in early 2025 as part of the plan to enter the inland waterway transportation market. The **Bars** vessel is a twin-screw pusher tug and is designed to push sectional and barge trains, as well as tow barges. *(Source: Sudostroenie; Photo: Oboronlogistics)*

TECHNICAL DESIGN OF THE RPT2507 PUSHER TUG PRESENTED

The R-Flot Group of Companies presented the technical design of the RPT2507 pusher tug. Details are given in the group's message dated June 10. As stated in the group's materials, the technical design was developed by specialists from R-Flot. Design. The vessel meets the requirements of the Russian Classification Society (RCO) and the Russian Maritime Register of Shipping (RS). The pusher tug is designed for towing and pushing

ships and floating objects of all types. The vessel's navigation area (according to the RCO classification) is inland water basins of category "O" with a wave height of one percent probability ≤ 2.0 m, "R", "L" with a wave height in accordance with the class. Project RPT2507 pusher tug. Pusher tug of project RPT2507. Vessel class - "✠ O 2.0 (ice 20) A"; Length at waterline - 24.8 m; Width at waterline - 7 m; Side height - 1.8 m; Draft at waterline - 1.2 m; Displacement at draft - 150 t; Power of main engines - 2×220 kW; Navigation autonomy – 5 days.; Travel speed – 10 knots.; Crew – 6 people. *(Source: Sudostroenie; Illustration: "R-Fleet")*



ACCIDENTS – SALVAGE NEWS

MARINE INCIDENT ONBOARD TIDEWATER VESSEL RESULTS IN DEATH OF CREWMEMBER

A fatal incident took place on Tidewater's **Polaris** platform supply vessel during operations offshore in the Atlantic Ocean. Earlier this week, a marine incident involving an employee of Tidewater Inc., a subcontractor of Equinor, resulted in the death of the crewmember while onboard the Polaris platform supply vessel (PSV). The cause of the incident has not yet been reported. Bracewell LLP, a law and government relations firm, submitted the following comments to Offshore on behalf of both of the companies. Vessel operator Tidewater stated, "Tidewater confirms with deep regret that a fatal incident occurred aboard one of its vessels,

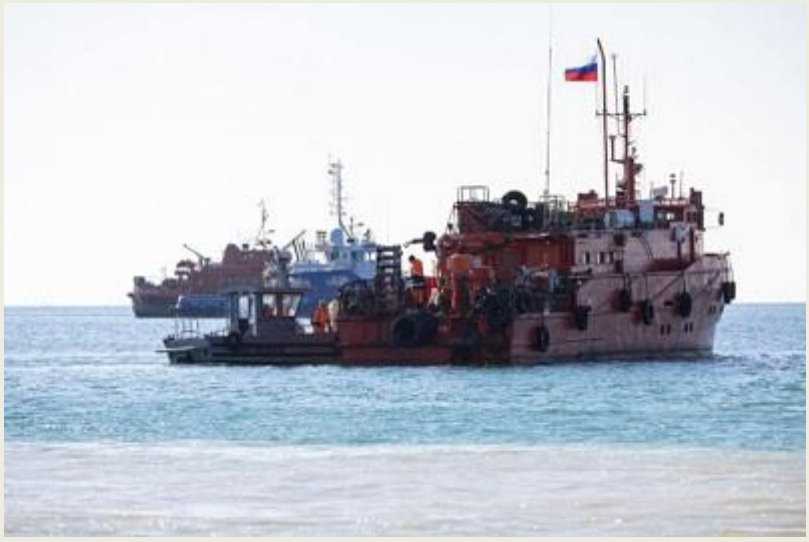
resulting in the death of a crewmember. The incident took place on the **Polaris** on 2 June 2025, while the vessel was on the Atlantic Ocean engaged in normal operations. Emergency response procedures were immediately initiated, and despite the efforts of the crew and emergency response agencies, the crewmember tragically passed away. "Our thoughts are with the family, friends and fellow crewmembers affected by this loss. Tidewater is fully cooperating with the United States Coast Guard in the ongoing investigation to determine the cause of the incident. The safety of our crew remains our highest priority, and we are committed to supporting the investigative process in every way. No further details are available at this time. Additional information will be provided as appropriate." Molly Morris, senior vice president for Equinor Renewables Americas, added, "This is a tragic marine accident. Our thoughts are with the family, friends and colleagues who have lost a loved one. We extend our deepest condolences to all those affected." Houston-headquartered Tidewater, owner of the Polaris PSV, operates a large fleet of offshore support vessels worldwide. According to marinetraffic.com, as of June 6, the PSV was located off the US East Coast in the Upper New York Bay at Port Bayonne. *(Source: Offshore)*

SALVAGE TEAMS MAKING PROGRESS REMOVING BOXES AND FUEL FROM MSC BALTIC III

The Canadian Coast Guard reports the salvage teams working at the site of the grounded containership **MSC Baltic III** are continuing to make progress. They highlight that it remains an ongoing operation that is expected to take time. Weather which had been a factor during the winter and early spring has improved giving the teams easier access to the vessel. In addition, one of the local mayors reported a light vehicle road was expected to be completed this week to give access for personnel into the remote area on the western shore of Newfoundland. The road is not for the removal of material from the ship. Container removal has also begun in part to give the teams more access including to fuel tanks that they have so far not been able to reach. The Canadian Coast Guard reports approximately half of the heavy fuel has been removed in a process of heating it and pumping it to storage tanks placed on the deck of the vessel. It is then pumped into tanks on a barge and moved to Corner Brook where it is being loaded onto other MSC vessels. The Coast Guard estimates the vessel had approximately 1,600 metric tons of heavy fuel and marine gas oil onboard. The ship grounded on the shore in a remote cove on February 15 after losing power in a winter storm. The crew was airlifted by helicopter to safety. The salvage operation has been ongoing for three months. The salvage team placed a cargo ship, EEMS Dublin, alongside. The 6,000 dwt open hatch vessel can come alongside. It has provided a walk-to-work platform to reach the MSC Baltic III. Also, images show a crane vehicle has been put on the vessel that is being used to hoist containers from the **MSC Baltic III** to the deck of EEMS Dublin. The Canadian Coast Guard reports as of this week 115 containers have been removed, which is about a quarter of the boxes that were on the vessel when it grounded. Initially, a few boxes with plastics and potential pollutants were removed. Now they are removing more boxes for access. The ship had a total of 470 containers with reports that half were empties. The Coast Guard said the focus remains on fuel removal and mitigating pollution. Previously

it reported the discovery of a few tar balls on the shoreline thought to be coming from the ship. A Coast Guard spokesperson says that the team continues to monitor the shoreline and that there have recently been some minor observations of oil including a small number of tar balls of various sizes. The ship has sustained significant hull damage with earlier reports that the engine room and cargo holds were flooded. The Canadian Coast Guard expects to continue to see small amounts of residual oil escape from the vessel over time. To date, there have been no public comments on how the vessel might be removed from the shoreline. The Coast Guard has previously said with the damage it was not possible to remove the vessel at this time. *(Source: Marex)*

ASSEMBLY OF COFFERDAMS FOR TANKERS SUNKEN IN KERCH STRAIT BEGINS IN NOVOROSSIYSK



In the dry dock in Novorossiysk, work has begun on the enlarged assembly of metal structures for three cofferdams designed to shelter the underwater parts of the tankers **Volgoneft-212** and **Volgoneft-239**. This was reported on June 6 by the press service of the Russian government following a meeting of the government commission for coordinating work to eliminate the consequences of the emergency caused by the wreck of the tankers in the Kerch Strait. During the meeting, which was chaired by Deputy Prime Minister Vitaly Savelyev, it was also noted that work had begun to cut off elements of the stern of the sunken tanker **Volgoneft-212**. In addition, engineering surveys in the area where the sunken ships are located have been completed. The installation of piles around the sunken fragments of the tankers continues. The work is on schedule. At the same time, the work of a joint group of divers to search for and lift fuel oil in the coastal zone of Anapa and Temryuk continues. Divers under the supervision of the "Morrespassluzhba" have collected a cumulative total of 917 tons of oil-contaminated soil. The number of divers involved in the work is 159 people: 153 people in coastal work and 6 people at sea. Let us recall that on December 15, 2024, the tankers "**Volgoneft-212**" and "**Volgoneft-239**" sank in the Black Sea during a storm. The accident resulted in a spill of "heavy" fuel oil. In January 2025, fuel oil

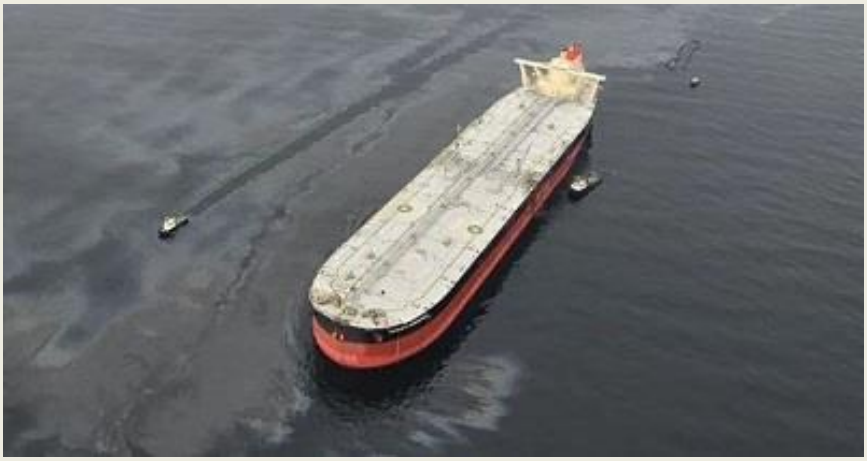
was pumped out of the stern of the tanker "**Volgoneft-239**" that had been washed aground. The dismantling of the stern was completed in March 2025. Special engineering structures - cofferdams - are planned to be used to dispose of oil products from the sunken fragments of the tankers. *(Source: Sudostroenie; Photo: "Morrespassluzhba")*

SECOND BULKER REFLOATED AFTER GROUNDING OFF SWEDEN

A Panama-flagged bulker, **Meshka** (35,829 dwt), which went aground a week ago in the Øresund between Sweden and Denmark was refloated during the day on Saturday, June 7. The Swedish Coast Guard reports the operation proceeded without problem or pollution and the ship was moved to port for further inspections. The salvage operation, undertaken by a salvage company hired by the vessel's owners, began at 0300 on Saturday morning by emptying the ballast tanks. Before that, two tugboats had been connected to the stern and bow of **Meshka**. At 0830, the ship was floating freely and, after assistance from the tugboats, was able to continue an eight-hour journey to Landskrona, Sweden under its own power. Pilots from the Swedish Maritime Administration and officials from the Coast Guard were on board during the salvage operation. On board **Meshka** there are approximately 938,000 liters of oil in fuel and lubricating oil tanks. The Coast Guard has had vessels on site monitoring the refloating to address any potential oil leak. Additional environmental rescue resources were standing by in Landskrona and Malmö, if required. **Meshka** grounded on May 31 while it was southbound in the Øresund coming from Tarragona, Spain to the small Russian port of Vysotsk near the border with Finland. According to Swedish media reports, the Swedish Maritime Administration's traffic center (VTS) spotted that the ship was outside the shipping lane and warned the ship around 1000 last Saturday morning. The crew either ignored the warning or did not have time to respond and change course. An investigation was launched to determine why the vessel had travelled outside the shipping channel and ran aground on the soft sandy bottom. The ship was traveling only with ballast without cargo. The Swedish Coast Guard reported shortly after the grounding that it conducted sobriety checks and found no suspicions of drunkenness among the crew. However, during the week, Sweden reported that it had charged one person from the vessel's crew with negligence in maritime traffic. The Coast Guard said it was conducting a preliminary investigation into what it terms "the lack of good seamanship surrounding the grounding." It was the second grounding in less than a week by bulkers in the same area of the seaway. A Turkish-owned bulker went aground a week before the **Meshka** approximately 50 miles to the south and close to the Øresund Bridge. The Coast Guard reported in that case one seafarer was charged with drunkness and that there were charges also related to negligent navigation. The vessel was refloated on June 4. The cases raised new concerns in the shipping industry after a number of situations of distracted or tired crewmembers contributing to casualties. In May, a cargo ship sailing in a Norwegian fjord grounded when the second officer who was alone on the bridge admitted he fell asleep and missed a turn. The ship grounded at a reported speed of 16 knots. In previous years, there have been other similar grounding situations as well as fatal accidents in the North Sea and Baltic due to distracted watch officers and in some cases a lack of a lookout

despite requirements for the second person overnight and in limited visibility situations. A recent survey released in May also highlighted the increased issues of fatigue, anxiety, and stress which it said was contributing to issues on ships. Swedish authorities noted that they were pleased to have successful conclusions to the recent groundings without significant pollution coming from either case. *(Source: Marex)*

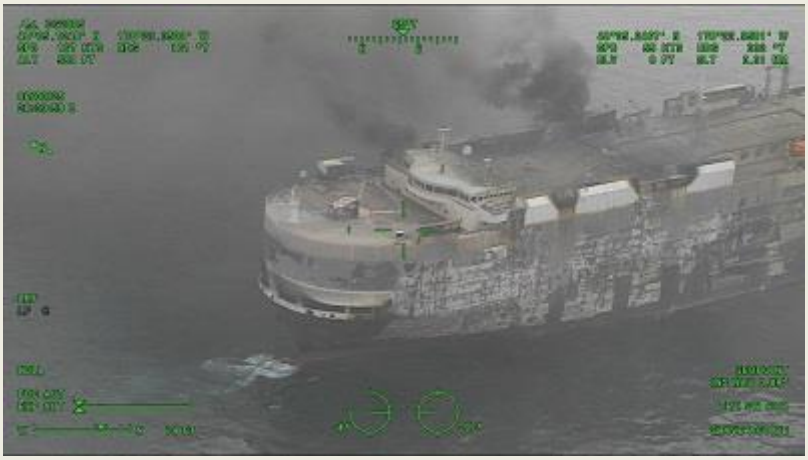
CRUDE OIL SPILL REPORTED OFF SRIRACHA COAST — THAI OIL ACTIVATES EMERGENCY RESPONSE PLAN



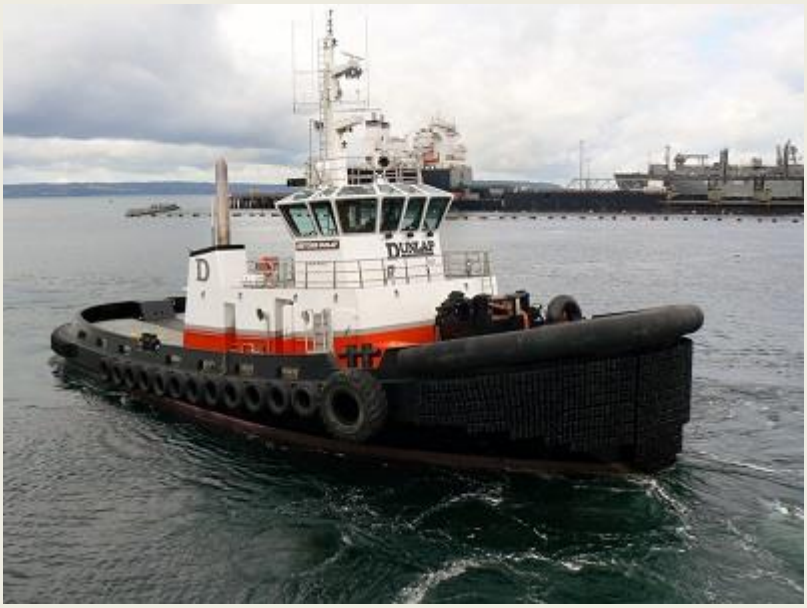
Thai Oil said it had initiated its emergency response plan, deploying three containment booms around the spill site and applying oil dispersant chemicals to limit the spread. An oil spill has occurred in the open sea off the coast of Sriracha, Chonburi Province, near the SBM-2 (Single Buoy Mooring) terminal. A black oil slick approximately 10 square metres in size has been observed spreading in the area. At 6:05 a.m. on Friday (June 6), Thai Oil Public Company Limited reported the crude oil spill to the Thailand Maritime Enforcement Coordinating Center (ThaiMECC). The spill originated from the **Phoenix Jamnagar**, a Singapore-flagged crude oil tanker (IMO 9828962), while docked at the SBM-2 terminal. According to the report, the incident occurred at 12:54 a.m., with oil leaking for about 30 minutes. The cause of the spill was identified as a pipeline leak connected to the vessel. The estimated volume of the spill is 10 cubic metres (10,000 litres). The oil was described as thin, black or brown in colour, and scattered in patches covering an area of approximately 10 by 10 metres, drifting southward. Thai Oil said it had initiated its emergency response plan, deploying three containment booms around the spill site and applying oil dispersant chemicals to limit the spread. At 10:30 a.m. on Friday, Thai Oil issued an official statement confirming that, on June 5 at approximately 11:54 p.m., a crude oil spill occurred at SBM-2 due to unexpected severe weather conditions, including high waves and sudden strong winds. The company promptly ceased oil transfer operations, following standard safety protocols. The Breakaway Coupling safety mechanism at SBM-2 functioned as designed to prevent structural damage. However, a small volume of oil was released during the valve shutdown phase — an anticipated and contained outcome within the system's safety design. Containment booms had

already been pre-deployed prior to the oil transfer operation, the company said. Currently, there is no further leakage, and SBM-2 remains undamaged. The surface oil slick was caused by high waves and gusty winds displacing oil beyond the containment booms. No injuries have been reported. Thai Oil continues cleanup efforts according to its refinery's emergency action plan and is coordinating with government and private sector partners to fully mitigate the environmental impact, the statement said, adding that further updates will be provided as the situation develops. *(Source: The Nation; Photo: Thaimecc)*

SALVAGE TUG ARRIVES AS CAR CARRIER 'MORNING MIDAS' CONTINUES TO BURN OFF ALASKA COAST

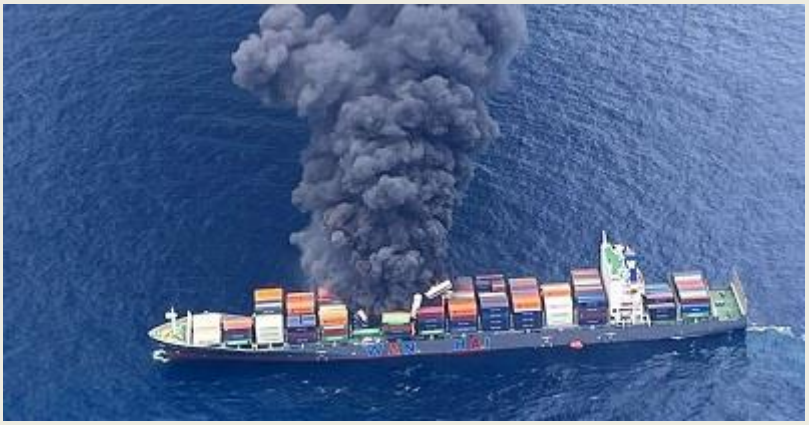


The Coast Guard continues to respond to a vessel fire aboard the car carrier **Morning Midas**, located approximately 220 miles south of Adak, Alaska, as the first salvage vessel arrives on scene. The incident began on Tuesday, June 3, when smoke was detected on a deck carrying electric vehicles during the vessel's voyage from Yantai, China to Lázaro Cárdenas, Mexico. Despite immediate emergency response efforts and activation of onboard fire suppression systems, the fire's intensity forced all 22 crew members to abandon ship. The crew was safely evacuated via lifeboat and rescued by the merchant vessel **Cosco Hellas**, with no injuries reported. The tug vessel **Gretchen Dunlap** has now arrived with salvage personnel and begun a full assessment of conditions. Two additional vessels are expected to arrive within the next two weeks. Zodiac Maritime, the vessel's manager, has appointed Resolve Marine to lead salvage operations. Photos taken by the Coast Guard on Sunday show the fire, which appeared to have started towards vessel's stern, has now burned through the entire vessel. The 600-foot Pure Car and Truck Carrier was transporting 3,159 vehicles, including 65 fully electric vehicles and 681 partial hybrid electric vehicles. The vessel's fuel stores include approximately 350 metric tons of gas fuel and 1,530 metric tons of very low sulfur fuel oil. Recent Coast Guard overflights have observed no signs of pollution, and the vessel is maintaining stability despite the ongoing fire. The **Morning Midas** was last reported located approximately 218 miles south of Amatignak Island, roughly 11 miles within the U.S. Exclusive Economic Zone.



Weather conditions are being closely monitored, with recent reports indicating 45-50 knot winds and 6-foot seas. The vessel is drifting northeast at approximately 1.8 miles per hour. “The safety of the public, responders, and vessel crews operating in the area remains our top priority,” said Rear Adm. Megan Dean, commander of the Coast Guard’s Seventeenth District. “We are working closely with Zodiac Maritime to ensure a safe and effective plan to address the fire and mitigate any potential impacts to the environment”. The Liberian-flagged Morning Midas, built in 2006, departed China on May 26 and was originally scheduled to arrive in Mexico on June 15. The Coast Guard continues to work with Zodiac Maritime and Resolve Marine, providing expertise to ensure their salvage and safety plans are as effective as possible. *(Source: gCaptain)*

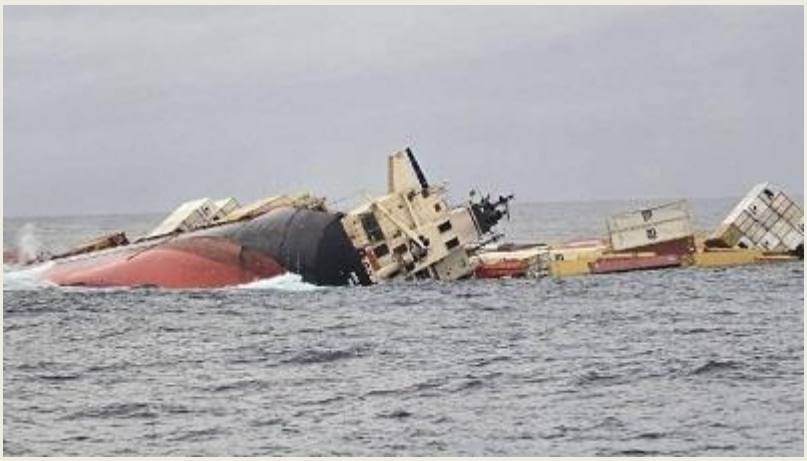
EXPLOSIONS, FIRES ON CARGO SHIP OFF INDIA'S KERALA COAST



Multiple explosions and fires erupted on a cargo ship bound for India's financial capital Mumbai on Monday, causing 40 containers to fall into the Arabian Sea and forcing several crew members to jump overboard to escape the flames, officials said. The Singapore-flagged **WAN HAI 503** met with an accident about 144 km off the coast of the southern Indian state of Kerala, said Shekhar Kuriakose, secretary of the state's disaster management authority. "According to preliminary information... there were 22 workers on board the ship... 18 jumped into the sea and are in rescue boats. Efforts are underway to rescue them," he said, adding that the vessel was not "currently sinking". Pictures and videos shared by the Indian coast guard on X showed a thick plume of black smoke rising from the ship, and some containers lying open and in disarray near the point where the smoke was escaping. "Vessel is presently on fire and

adrift," a defence ministry public relations officer said on X. Officials did not disclose the nature of the cargo in the containers, nor what caused the explosions. A container vessel sank in another accident off Kerala last month, releasing 100 cargo containers into the Arabian Sea. The directorate general of shipping said on Friday there were no reports of oil pollution because of that incident. Watch the video HERE *(Source: ARN News Centre; Photo: Indian Coast Guard)*

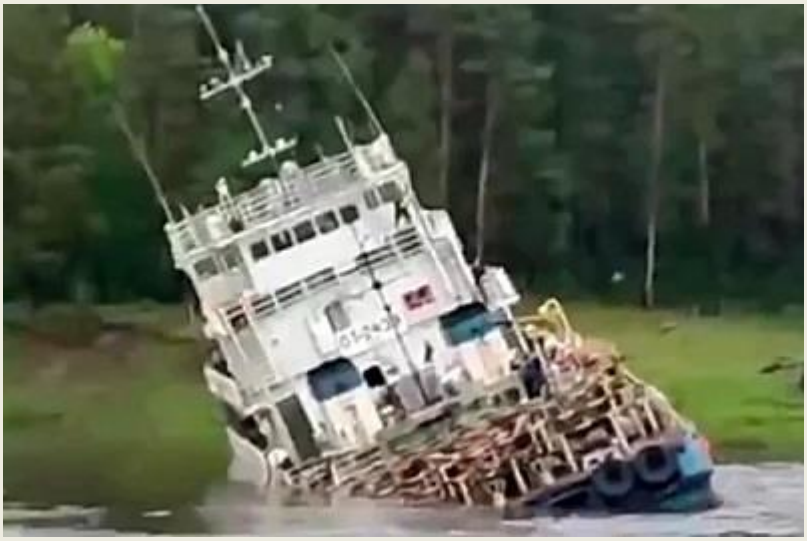
SALVAGE DIVERS HEAD FOR MSC ELSA 3 AS INDIA COLLECTS EVIDENCE



India's Directorate General of Shipping reports that the salvage operation for the sunken **MSC Elsa 3** containership are moving into its next phase although offshore will in part be delayed by the monsoon season. This comes as the media is reporting the Indian government decided not to file criminal charges against MSC Mediterranean Shipping and instead is collecting more evidence for insurance claims while MSC continues to work with the country to recover from the casualty. The **MSC Elsa 3** was lost on May 25 while it was 13 nautical miles off the Kerala coast. The small feeder ship built in 1997 was 23,000 dwt and had 640 containers aboard. At least 100 were reported lost overboard with 61 having so far washed ashore. The focus is on controlling and stopping the oil that is seeping from the ship. Two offshore support vessels have remained at the site using dispersal techniques for a small amount of oil that is escaping from the vessel. So far, the Indian authorities insist the oil has not reached the coastline, but fishing in the area remains restricted. Reports indicate there are more than 80 tons of diesel and over 360 tons of heavy fuel aboard. An Indian Coast Guard pollution response vessel also remains on site. The Diving Support Vessel SEAMEC III has now been deployed to the wreck site with a team of 12 divers aboard. The vessel has ROVs aboard as well as diving equipment, and a decompression system for diving to the wreck is at oxygen levels. Starting today, June 9, the operation is identifying openings for the fuel tanks. The divers will be working to cap the tanks to prevent further seepage. A site survey began on June 5 using a multibeam system to map the location. This data is also being analyzed for the second phase of the operation which is scheduled to start July 3 after the monsoons but subject to weather. In July, they plan to use hot tapping to remove the oil from the tanks. At the same time, they report that 51 containers have been removed from the shoreline. Another 10 are currently being salvaged including some that are partially submerged. The authorities report that none of the 61 containers that came ashore contained hazardous substances. Several of the containers however did contain small plastic beads, nurdles, and they have been washing up along the coastline. Trained volunteers will be joining the efforts on the coastline to find and remove the pollution that is coming ashore. The Directorate reports MSC is closely involved having retained T&T Salvage of Singapore for the dive operation. Marine Emergency Response Services of India was also hired to manage the onshore efforts. The state government met with representatives for the ship's P&I club, which is listed by Equasis as the Steamship Mutual Underwriting Association with the UK P&I Club. They have also met with the ship's owners, which Equasis reports has been with MSC for the past decade. The state government has agreed at this phase to pursue a settlement with the club following the law while it collects

evidence regarding the vessel and the factors that caused it to sink so quickly while underway from Vizhinjam to Kochi. Reports have said the investigators believe there were problems with the vessel's ballasting system that caused it to develop a 26-degree list which led to its sinking. *(Source: Marex)*

ROSMORRECHFLOT COMMENTS ON INCIDENT WITH TUGBOAT ON YENISEI



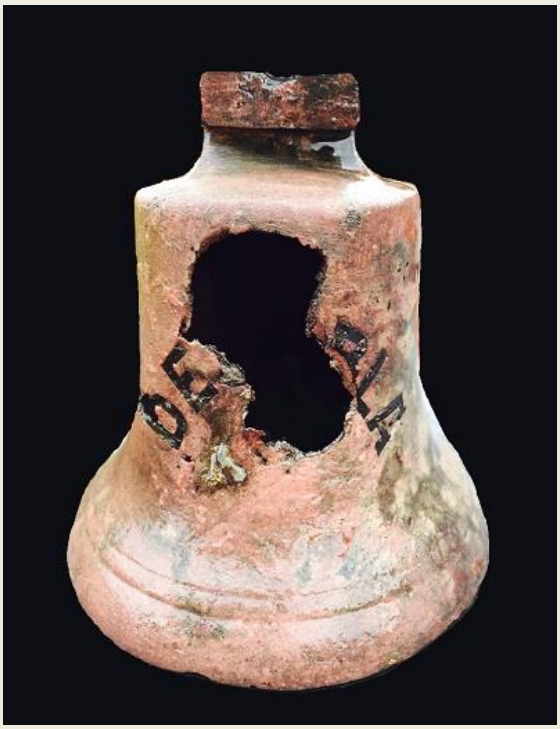
Rosmorrechflot reported that there were no casualties as a result of the emergency involving the tugboat OT-2439, which sustained damage to its hull while passing a rapid on the Yenisei River. The statement was cited by RIA Novosti. "The vessel ran aground and was partially flooded. As a result of the damage, a leak occurred from the fuel tank," they said. It is noted that the volume of leaked diesel fuel was 30 tons. Work is currently underway to install 30 meters of boom barriers to localize the fuel spill. Shortly before this, additional barriers were installed on the territory of the emergency to prevent the spread of pollution. The head of the Kazachinsky District, Yuri Ozerskikh, warned local residents about the temporary ban on using water from the Yenisei, and also asked them to stop fishing in the polluted areas of the water area. The day before, a 10-15 ton diesel fuel spill occurred on the Yenisei in Krasnoyarsk Krai from a holed motor ship. As a result of hitting the rapids, the vessel, towing two barges, was holed and its steering was damaged. *(Source: Gazette)*

REMEMBER TODAY

S.S. DESABLA – 12 JUNE 1915

The steel steam tanker Desabla was launched from the Hebburn yard of Hawthorn Leslie (Yard No

461) on 16th September 1913 for her owners, the Bank Line of Glasgow. She measured 420.3' x 54.6' x 32.4' and her tonnage was 6047 gross tons, 3788 net tons. She was powered by a triple expansion steam engine by Hawthorn Leslie delivering 536 nominal horse power. After her launch her fit out and sea trails were completed by November 1913 and she entered service. In the few months before the outbreak of World War One she was based on the west coast of America steaming back and forward between Chile, California and Vancouver and had one voyage through the Panama Canal to Rio de Janeiro. With the increasing ferocity of the war she was requisitioned by the Admiralty as Oiler No 63 to bring much needed supplies to support the British war effort. It was in this capacity that, in late May 1914, she was loaded with a cargo of linseed oil and other goods in Port Arthur Texas bound for Hull. Her captain, Fred Cowley, had a crew of thirty five men, predominantly from Hong Kong, with a few British men in the senior positions aboard. The Transatlantic voyage passed without incident and by 13th June she had passed through the Pentland Firth and turned south down the Scottish east coast. At 7:20am that morning the crew spotted a German U-boat approaching to their rear. The captain tried to take avoiding action steaming at full speed and zig-zagging as best he could be it was to no avail. The faster and more manoeuvrable submarine soon gained on them and began to shell the tanker from it's bow mounted gun. The U-boat was U-17 commanded by Kapitanleutnant Hans Walther. Earlier that day he had sunk the sailing vessel Cocos off Tod Head.



Desabla was to become his second victim of the day. *Sinking* Realising that escape was impossible the captain ordered engines stopped and the crew to abandon ship in their boats. Thankfully the crew managed to escape relatively unharmed with no fatalities despite the continual shelling from U-17 during the evacuation. As soon as the men were off the ship the U-boat turned and fired a single torpedo into the side of the **Desabla**. Despite the damage caused the **Desabla** did not sink forcing the crew of the U-boat to board and finally sink her using explosive charges. Immediately after the **Desabla** sank the U-17 submerged and fled the scene. Walther was to sink the SS Ailsa in the same area a few days later before returning to their base in Germany. The crew of the **Desabla** were picked up safely by trawlers in the area and taken ashore. *The wreck* The wreck of the **Desabla** lies in position 56° 39.220'N, 001° 25.634'W oriented 140/320 degrees. She sits in 61 metres with a least clearance of 49 metres. The wreck, which was positively identified by the recovery of the ship's bell, is well broken at front and rear but still sits high above the seabed. The official report stated the wreck was 10 miles from Tod Head, Scotland. Divers searched there for

years. However, the wreck of the SS Desabla is actually 35 miles from Montrose, Scotland. After a number of attempts,[4] she was located in 2010 by divers from Marine Quest based in Eyemouth, Berwickshire. *(Source: Scottish Shipwrecks)*

OFFSHORE NEWS

POSIDONIA WINS GOLD SEAL IN THE BRAZILIAN GHG PROTOCOL PROGRAM

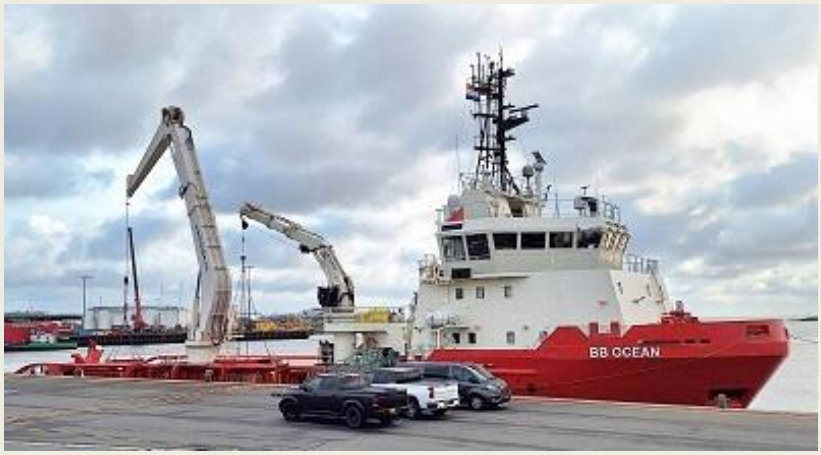
In celebration of World Environment Day , Posidonia proudly announced an important milestone in its sustainability journey: the official publication of the Greenhouse Gas (GHG) Emissions Inventory for the year 2024, in the Brazilian GHG Protocol Program . The initiative is coordinated in Brazil by Fundação Getulio Vargas (FGV) and the World Resources Institute (WRI). More than environmental transparency, this action reaffirms Posidonia's commitment to mitigating climate impacts and building a more sustainable future for the maritime sector. In addition to publishing the inventory, Posidonia is celebrating the achievement of the Gold Seal , the highest recognition granted by the program. The seal attests to the quality, comprehensiveness and veracity of the information reported — covering emissions generated both in office operations and on the company's vessels. "This recognition reflects our ongoing efforts to ensure an increasingly responsible operation aligned with the best environmental practices. Sustainability is at the heart of our growth strategy," highlights Alex Ikonomopoulos, COO of the Company. The GHG Protocol is the main tool for accounting and managing greenhouse gas emissions, being widely adopted by organizations seeking to lead with climate responsibility. With the publication of the inventory and the achievement of the Gold Seal, Posidonia reinforces its role as a protagonist in sustainable practices in the navigation and maritime support sector, actively contributing to a low-carbon economy. About Posidonia: Posidonia is authorized by Brazilian Authorities and Regulatory Bodies

(ANTAQ, ANP & IBAMA) to operate as a Brazilian maritime cargo transportation company, including the transportation of bulk, dangerous goods, crude oil, petroleum derivatives, petrochemicals and biofuels, offshore support and vessel management, offering safe, efficient and sustainable logistics solutions. *(Source: TNSustentaval)*

SHELL TAPS SUBSEA 7 FOR WORK ON GAS FIELD OFF TRINIDAD AND TOBAGO

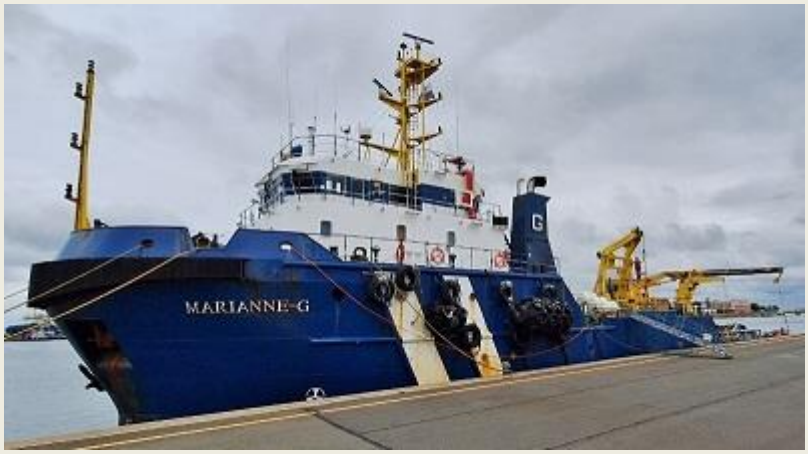
Offshore engineering and services player Subsea 7 has won a contract for work on Shell's Aphrodite gas project offshore Trinidad and Tobago. The project involves the transportation and installation of subsea equipment at the Aphrodite development, located within Block 5a, at water depths of up to 290 m. Project management and engineering activities will begin immediately at Subsea7's office in Houston, Texas, with offshore operations planned for 2027. Financial details were not revealed. However, the company did say that the contract was sizeable, placing it in the $50m to $150m range. The contract comes just days after Shell announced it had made a final investment decision for the project. Production from the gas project will be used to backfill the Atlantic LNG complex. Production from Aphrodite is scheduled to begin in 2027, with peak output of approximately 107m cubic feet per day. *(Source: Splash24/7)*

BB OCEAN AT NIEUWEDIEPKADE



Last Friday, the **BB Ocean** of the Norwegian shipping company Buksér og Berging from Lysaker moored at the Nieuwediepkade. The 58-metre-long ship had come from Lowestoft to Den Helder. The same day, bunkering was carried out from the tanker Jaqueline of FincoEnergies. With her bollard pull of almost 70 tonnes, the **BB Ocean** is used as a supplier, anchor handler and tug, among other things. The two cranes that are set up on the 372 square metre work deck can be used to carry out installation work. The ship was launched in 1999 at the Japanese Imamura shipyard in Kure and has since sailed under the names Pacific Supporter and Subsea Supporter. Since 2017, she has borne her current name and has Haugesund as her home port. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

MARIANNE-G ARRIVED FROM NORWAY



On Friday 6 June, the 57-metre-long **Marianne-G** from shipping company Groen in Scheveningen arrived from Tromsø in Norway to Den Helder. This so-called seismic research support vessel is mainly used as an auxiliary ship for seismics that conduct seabed research worldwide. Shipping company Groen has eight of this type of ships in its extensive fleet. The **Marianne-G** was launched in 2008 in China at Yantai Salvage Shipyard and sails under the flag of Panama. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

SUBSEA7 CELEBRATES START OF PRODUCTION OF MERO 4 PROJECT FOR PETROBRAS

Subsea7, a global leader in delivering offshore projects and services for the energy sector, welcomes the recent announcement by Petrobras regarding the start of operations of the FPSO Alexandre de Gusmão, in the Mero field. The company has completed its first installation campaign, safely and predictably. Located 220 km off the coast of Rio de Janeiro, this FPSO plays a crucial role in ultra-deepwater exploration in Brazil. “We are pleased to have contributed positively to the safe installation of the first flowlines and

rigid risers of such a complex and strategic project for Petrobras and its partners," said Yann Cottart, Senior Vice President Brazil and Global Projects Center West for Subsea7. The Mero 4 project, in the unitized Mero field, is operated by Petrobras (38.6%), in partnership with Shell Brasil (19.3%), TotalEnergies (19.3%), CNPC (9.65%), CNOOC (9.65%) and Pré-Sal Petróleo SA – PPSA (3.5%), which, in addition to managing the contract, acts as the Union's representative in the non-contracted area. *(Source: Economiasa)*

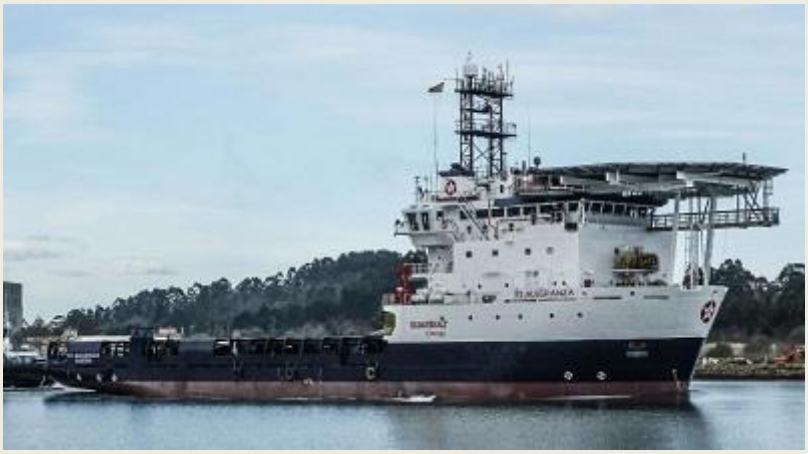
GUARDBOAT FORTUNA IN PORT

After the **Marianne-G** on Friday another offshore vessel from the fleet of Rederij Groen from Scheveningen came to Den Helder on Saturday 7 June. It was the 40-metre long guardboat **Fortuna** that had been working at the K13-A platform in the Dutch sector of the North Sea. The ship, which is now 70 years old, once started out as the first own ship of vegetable trader Geest, the later founder of Geest Line. In 1972 it underwent a major overhaul. History: Built 1954 by Scheepswerf A. Apol C.V., Wirdum (173) as **'Geeststroom'** for Waling van Geest & Zn. N.V., 's-Gravenzande. IMO 5127152. 318 g.t. Sold and renamed **'Fortuna'** in 1972 by B.V. Fortuna Zeesportvisserij, Vlaardingen. Sold in 2000 to Groen Beheer B.V., 's-Gravenhage and retained name. (Source: *(Source: www.maritiemdenhelder.eu; Photo Fortuna: Wim Albers)*

OFFSHORE VESSELS GET THE TRIPADVISOR TREATMENT

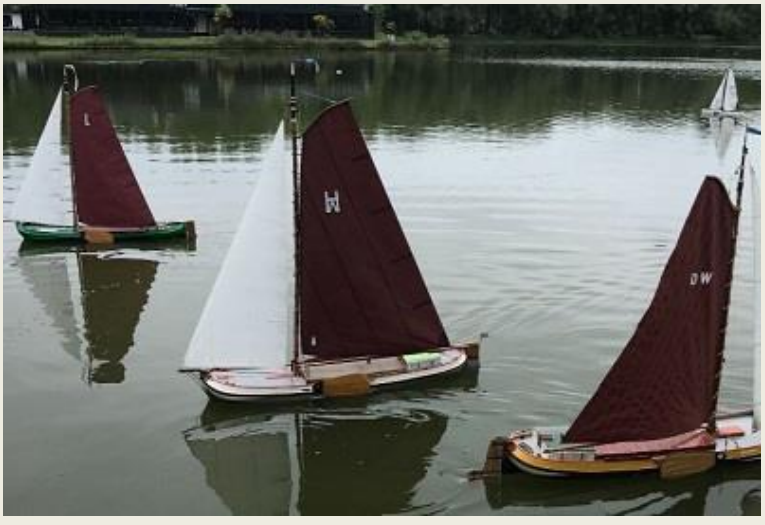
A seafarer has launched a new website, OffshoreShipAdvisor.com, designed to serve as a Tripadvisor-style platform for seafarers and offshore workers. The goal is to allow crewmembers to rate and review living conditions onboard vessels, helping to improve overall standards and transparency across the industry. The creator of the site, speaking on condition of anonymity, told Splash: "My hope is that this website will highlight the positive contributions of seafarers while also shedding light on areas where companies can make meaningful changes—ultimately improving standards and serving as a valuable tool for both maritime professionals and organisations." Many seafarers work as subcontractors, frequently transitioning between vessels. When accepting a new

job, the only information available on popular websites typically consists of exterior images of the vessel. There is little insight into onboard facilities such as gyms, food quality, communications, or cabin conditions. Seafarers are invited to rate ships on this new site, looking at categories including accommodation, downtime facilities, food and drink, wifi, and cleanliness. An update today will take the number of vessels covered on the site to 37,400. While it has launched with an offshore focus, there are plans to cover other types of commercial vessels. The 19-year-old, French-flagged **RS Alegranza** cable layer currently ranks as the worst-rated vessel in the database, with one British seafarer leaving this review: "Should not be in service, very loud in rooms from generators. Get a stick to push ur s**t down the toilet. Was told the vessel was on its way to be scrapped and someone bought it to use on a job and it's still out there now. Food is crap." *(Source: Splash24/7)*



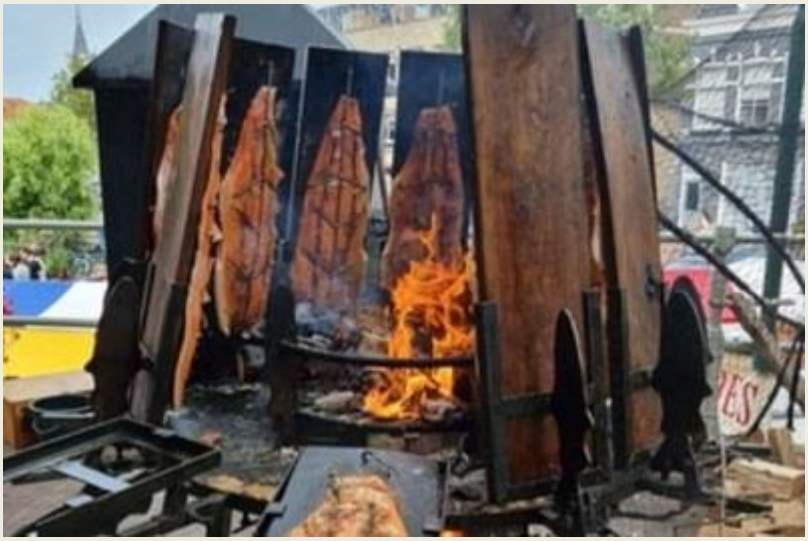
EVENT NEWS

MUSEUMHAVENDAGEN GOUDA - 13-14-15 JUNI



Skûtsjesilen met modelboten, oude ambachten, shantyfestival Fish and Ships, Gouda Viert de Zomer, Rondvaarten en nog veel en veel meer. Drie dagen feest bij Museumhaven Gouda tijdens de Museumhavendagen, met als speciale gasten dit jaar zeven modelskûtsjes in de havenkom. **Wat is er verder allemaal te doen?** *Demonstraties oude ambachten* Op zaterdag zijn er demonstraties van oude ambachten die met de oude

schipperij te maken hebben, zoals tanen, smeden, touwslaan, kuiperij, palingroken etc… *Varen met modelzeilboten* Skûtsjesilen in Gouda? De Haagse Modelbotenbouw Club geeft demonstraties met hun modelboten. Er varen zeven skûtsjes. Daarnaast zijn er ook andere modelschepen te bewonderen en kunnen kinderen met kleine modelzeilbootjes varen in de havenkom. De Roei- en Zeilvereniging Gouda is er met een pronkjuweel: een 100 jaar oude zeilwherry.



Watersportvereniging Elfhoeven ligt er met een roeisloep. Met dit soort sloepen werd in het verleden op walvissen gejaagd. *Kinderactiviteiten* Voor de kinderen zijn bij de ambachten leuke dingen te doen zoals touwslaan of klompenbootjes maken en het varen met de eerdergenoemde modelzeilbootjes waarmee ze op afstand mee kunnen proberen te zeilen. *Scheepstatoeages* Tatoeages die zeelieden droegen, vertellen elk een verhaal. Zo mag een zeeman een tatoeage van een schildpad zetten als hij de evenaar over is gevaren, of een draak als hij de datumlijn bij China is gepasseerd. Speciaal voor deze Museumhavendagen zijn 10 plaktattoos ontworpen. Niet alleen leuk voor kinderen! *Rondvaarten* Vanaf het Werfhuijs aan de Vest zijn er rondvaarten door Gouda te maken. Vaar langs de meer dan veertig museumschepen in de Turfsingel. *Muziek* Vrijdagavond: Ierse muziek. Zaterdag overdag: Shantykoren Fish en Ships treden doorlopend op diverse plekken rond de Museumhaven. Zaterdagavond: Wervelend optreden van De 4tuoze Matroze Zondagmiddag: in de havenkom is er een schependans en aansluitend bij het IJsselhuis de aftrap van 'Gouda viert de zomer', een prachtig afwisselend programma samengesteld door Stichting culturele verrassingen. *(Source: Gouda)*

WINDFARM NEWS - RENEWABLES

TIDAL TRANSIT SELECTS VOLVO PENTA TO EQUIP NEXT-GEN ELECTRIC FLEET

Offshore electrification specialist Tidal Transit has signed a Memorandum of Partnership with leading marine power solutions expert Volvo Penta, announced today at the Seawork 2025 exhibition in Southampton. The partnership will see Tidal Transit outfit its next-generation electric fleet with Volvo Penta's advanced propulsion system, the IPS900E, specially designed to provide efficient, zero or low carbon thrust for electric and hybrid vessels. With support from maritime and logistics investor HICO Investment Group, Tidal Transit is adding six new electric,

hybrid and electric-ready new builds to its growing roster of sustainable crew transport solutions. Designed by Tidal Transit in partnership with Capilano Europe, the vessels will be built by Marina Meridional in Spain. In addition to being outfitted with Volvo Penta's groundbreaking IPS the new CTVs will also be built with advanced lightweight composite materials, offering further advancements in energy efficiency and carbon emissions reductions over traditional diesel-powered CTVs. This evolution in design also offers reduced maintenance downtime, increased comfort and offering near silent and vibration-free operations. Volvo Penta's IPS systems are a proven technology with an impeccable track record. Several vessels in Tidal Transit's current fleet are already equipped with Volvo Penta IPS technologies, like Anthea Luna, Imogen Rose and Arabella Jane, three WindFlex 27 Quad Volvo Penta IPS models delivered and chartered to European wind farm operators earlier this year. Tidal Transit's flagship diesel-to-electric CTV retrofit project, e-Ginny, also takes advantage of the same system, which was chosen for its readiness for battery-powered propulsion and high fuel efficiency in conventional mode. Leo Hambro, director of Tidal Transit, commented: "We're working hand-in-hand with a robust network of marine and engineering partners in the UK and internationally to create the world's first fleet of multi-functional e-CTVs. "We chose Volvo Penta's best-in-class IPS system for its proven ability to deliver the highest levels of efficiency, speed and comfort required for this electric transition, and we're looking forward to strengthening our partnership even further as we continue breaking new ground in driving technological innovation for decarbonised crew transport." Mehmet Belibagli, Volvo Penta Head of Marine UK & Ireland, added: "Over the past two decades, we've developed deep expertise through the reliable performance of more than 40,000 Volvo Penta IPS drivelines in service, complemented by recent successful pilots in marine electrification. "With this new offering, our focus is to provide a fully integrated, easy-to-install electric propulsion solution. IPS900E not only reflects our core strengths, but is also built to scale seamlessly with third-party partners, like Tidal Transit, with whom we look forward to continuing our partnership." *(PR-Prova)*

TENNET'S DOLWIN EPSILON CONVERTER PLATFORM INSTALLED

The DolWin epsilon converter platform, part of the DolWin5 offshore grid connection, has been installed in the German North Sea. After three years of construction at Seatrium's shipyard in Singapore, the 82-metre-long platform has covered approximately 13,000 nautical miles to Norway in 60 days. There, Aibel and Hitachi Energy installed the final technical equipment, including the HVDC converter and transformers. The platform is 82 metres long, 73 metres wide, and 84 metres high. The topside and the substructure of the platform weigh 11,450 and 12,100 tonnes, respectively. Ørsted's Borkum Riffgrund 3 offshore wind farm, which features 83 Siemens Gamesa 11 MW turbines, will be connected to the DolWin5 grid connection. The installation of DolWin epsilon succeeds the 900 MW BorWin epsilon platform, which will connect to EnBW's He Dreiht offshore

wind farm. "Just weeks after the successful installation of BorWin epsilon, we have now also completed the installation of DolWin epsilon in the North Sea – another key milestone for TenneT's offshore expansion," said Tim Meyerjürgens, CEO of the German transmission system operator (TSO) TenneT. "Both converter platforms are part of our DolWin5 and BorWin5 offshore grid connection systems, which are due to be commissioned in 2025. Together, they will bring TenneT Germany very close to reaching the 10 GW mark – a significant step towards securing Europe's renewable energy supply." *(Source: Offshore Wind)*

DREDGING NEWS

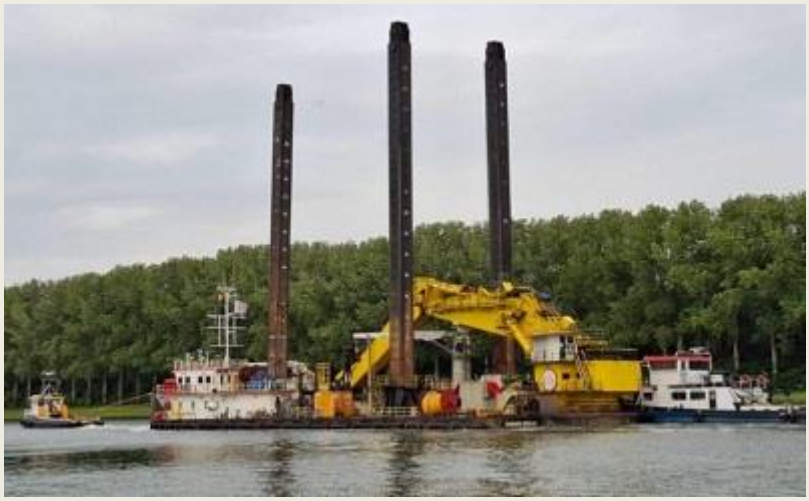
PPA ALLOCATES $7.1M FOR AMANDAYEHAN PORT EXPANSION, DREDGING INCLUDED

The Philippine Ports Authority (PPA) has allocated Php410 million ($7.1 million) for the expansion and modernization of Amandayehan Port in Basey, Samar. The port now serves as alternate gateway to San Juanico Bridge, closed to vehicles exceeding the 3-ton gross weight limit since mid-May. "These initiatives, with a total value of Php410 million from the PPA's Corporate Operating Budget, underscore our commitment to strengthening inter-island connectivity and supporting the economic growth of the Province of Leyte and the broader Eastern Visayas region," said PPA general manager, Jay Daniel Santiago. Of the total, Php100 million ($1.8 million) will be used for dredging works, and Php200 million for physical expansion, enabling it to handle more vessels and cargo volume. PPA said that another Php100 million will be used to install 14 navigational buoys for safer vessel passage, especially at night or during inclement weather, and will form part of the agency's broader maritime infrastructure improvements in Eastern Visayas. The PPA is now also finalizing the turnover of the Amandayehan Port from the Local Government Unit (LGU) before the year ends to further equip the port for this transition and future larger operations. *(Source: Dredging Today)*

ROYAL IHC SIGNS NEW GUARANTEE AND FINANCING ARRANGEMENT

Royal IHC signed a new guarantee and financing arrangement last week, replacing the previous Senior Facilities Agreement (SFA). The transaction was successfully closed on 5 June 2025. According to Royal IHC, the new arrangement includes the continuation of the guarantee facility for the Boskalis dredger currently under construction for €208 million and, in addition, guarantee facilities for a total of €250 million in support of Royal IHC's business. This represents a continuation of the guarantee volume which was available under the previous SFA, the company said. In addition, the new financing includes €50 million in loan facilities and a €40 million standby facility. *(Source: Dredging Today)*

L. BROECKAERT – DE KONING TRANSPORTS JAN DE NUL'S MOST POWERFUL BACKHOE DREDGER



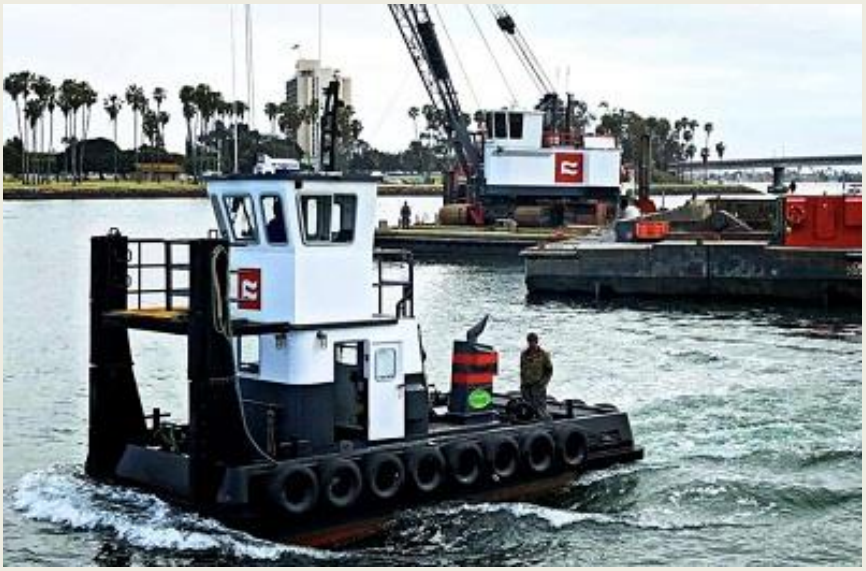
L. Broeckaert – De Koning conducted the transport of a giant backhoe dredger earlier this week. The **Mimar Sinan** of Jan De Nul Group will be deployed on the Scheldt during the next week, for the Oosterweel project. "A big thanks to pusher and tug **Caithlin** and **Hendrik 7** for managing the crossing from Zelzate to Antwerp," L. Broeckaert – De Koning said. The **Mimar Sinan** is Jan De Nul's most powerful backhoe dredger. The Oosterweel is one of the

largest infrastructure and urban planning projects ever undertaken in Belgium. Developed by Lantis for the Flemish government, the Oosterweel project is set to close off the Antwerp ring road. *(Source: Dredging Today)*

DREDGE YARD'S ECO300 CSD HITS THE WATER IN SRI LANKA DREDGING

Dredge Yard's new cutter suction dredger **ECO300** was launched in Sri Lanka recently. According to the company, this project highlighted the strength of international cooperation and the reliability of their modular dredging solutions. "The CSD300, known for its compact design and powerful dredging capabilities, is suitable for various maintenance dredging and mining operations," Dredge Yard said. Dredge Yard specializes in the design, engineering and supply of small to medium-sized dredgers and components. "With offices in the Netherlands, the United Arab Emirates, and partners worldwide, we are strategically positioned to serve customers globally and support partners in building dredgers on location," the company said. *(Source: Dredging Today)*

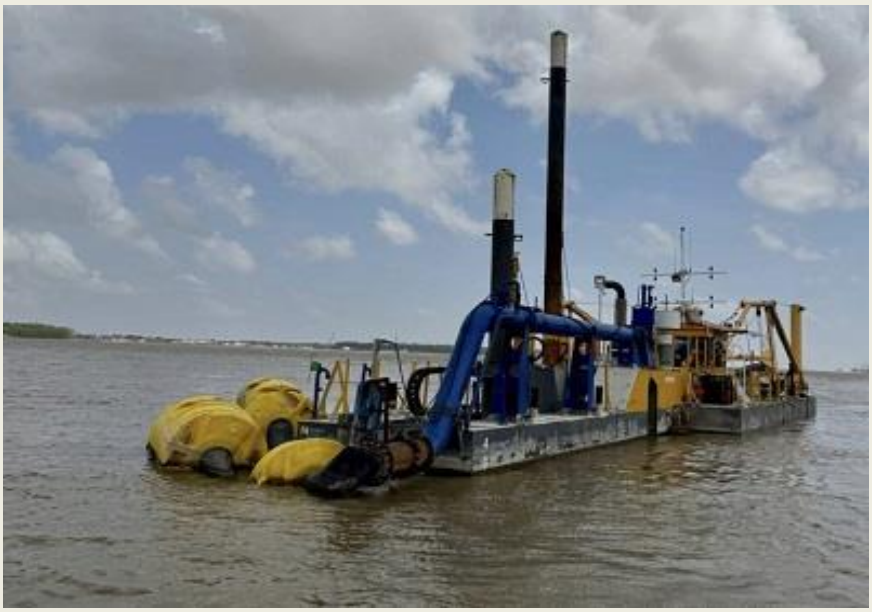
CONTRACT AWARDED FOR PORT OF STOCKTON DREDGING PROJECT



Curtin Maritime Corporation of Long Beach, California, recently won a $5.9 million USACE contract for maintenance dredging of the San Joaquin/Port of Stockton. According to the South Pacific Division of the Army Corps, the work includes annual maintenance dredging of the San Joaquin/Port of Stockton River Deep Water Ship Channel to -35-ft (MLLW) plus 1-ft of paid over-depth, except the Sediment Trap, which will be dredged to -38.5-ft (MLLW) plus 1-ft of paid over depth. The Stockton Deep Water Ship Channel extends 41 miles from the Port of Stockton to Antioch, California, in the counties of Contra Costa, Sacramento, and San Joaquin.

The ship channel is an integral component of the California Bay Delta and supports the Port of Stockton, which is the largest inland and fourth busiest port in California. Officials estimate around 200,000 cubic yards of dredge material will be removed from the waterway during the FY2025 maintenance dredging campaign. *(Source: Dredging Today)*

DAMEN CSD 350 STARTING WORK ON ITS FIRST FULL-SCALE DREDGING PROJECT IN GUYANA

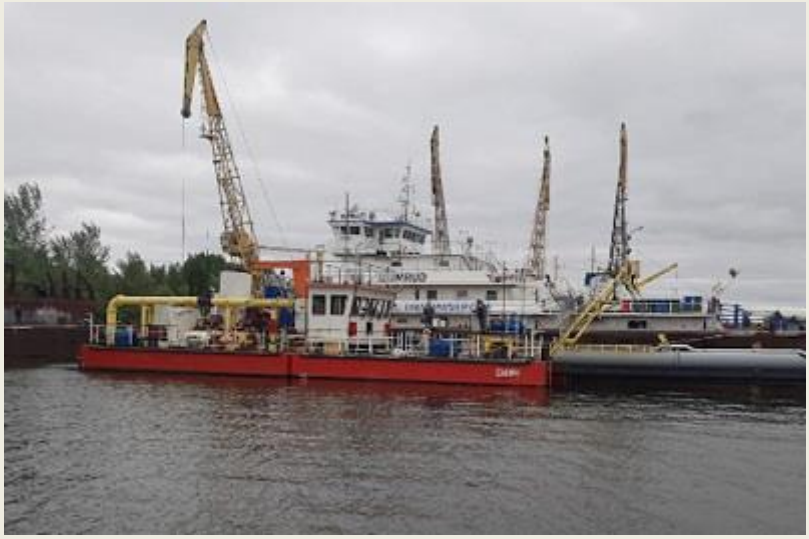


Guyana Port Inc. has embarked on its first full-scale dredging campaign, powered by the CSD 350 Cutter Suction Dredger (**Miss P Mud Shredder**) and the split barge, **Captain Virat**. The stationary dredger was recently delivered by Damen with a comprehensive start-up package including floating pipelines, spare parts, and training. With a dredging depth of up to 9 meters and a production rate of 250 m³/hour, the dredger will remove build-up sediment from the key shipping channels in the Demerara River, increasing navigational depths ensuring safe and efficient vessel traffic. In addition, the CSD 350 will be deepening key areas of the port of Georgetown itself, so as to meet international standards and allow further shore based facilities to be developed. *(Source: Dredging Today)*

RCO COMPLETES TECHNICAL SUPERVISION OF CONSTRUCTION OF RDB 66.87 DREDGER

The Russian Classification Society (RCO) is completing technical supervision of the construction of a non-self-propelled collapsible dredger of the **RDB 66.87 project**. This was stated in the institution's message dated June 9. The construction of the vessel is being carried out under the technical

supervision of the Ob-Irtysh branch of the RCO. The vessel is being built to the RCO class "O2.0". Let us recall that the **RDB 66.87 project** was developed by the RCPKB "Stapel". The vessel is designed for the development of soils of groups I-IV with a density of up to 1600 kg / m3 (silts, sands, crushed stone, sand-gravel mixture, loam) and the transportation of pulp to the reclamation maps. *Non-self-propelled dredger of the RDB 66.87 project* Overall length – 37.3 m Length on the design waterline – 24 m Width on the design waterline – 7.268 m Height of the side at the midship – 2.0 m Displacement of the vessel empty – 113.59 t Deadweight – 12.79 t Main engine power – 650 kW Development depth – 2-15 m Water productivity – 2000 cubic meters/hour *(Source: Sudostroenie; Photo: RKO)*



TSHD MODI R GEARS UP FOR FREMANTLE PORTS DREDGING PROJECT

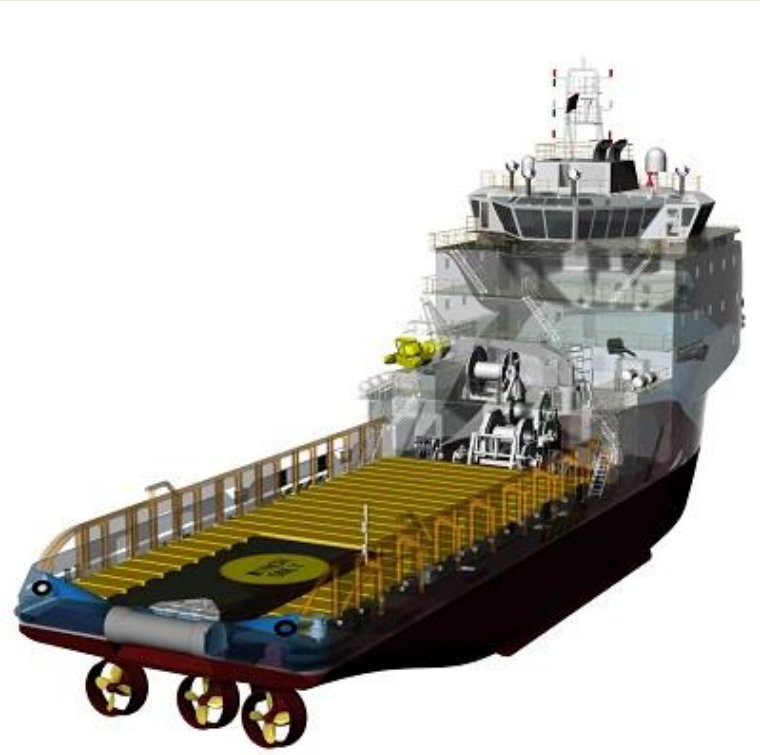
Fremantle Ports said that they will start maintenance dredging of the Inner Harbor on June 23 to remove sediments that have accumulated since capital dredging in 2010. A total dredge volume of 10,000m3 will be removed and disposed of north of Gage Roads N6 Anchorage. The trailer suction hopper dredger (TSHD) **Modi R** and attending hydrographic survey vessel **Rind R** will be operating 24 hours per day for the 10-day project. The dredger will be equipped with requisite navigation lights and localized spotlights for periods of darkness, Port of Fremantle said. The main goal of the dredging project is to allow safe access for ships into the Inner Harbor, ensuring that the berths remain deep enough for larger container vessels. *(Source: Dredging Today)*

YARD NEWS

MACGREGOR TO DELIVER ANCHOR HANDLING TOWING WINCH PACKAGE FOR SINOPACIFIC ENGINEERING & CONTRACTING CO LTD

MacGregor has secured a contract to supply an advanced anchor handling towing winch (AHTW)

package for a series of SPA90 (90T BP AHTS ABS Class) anchor handling tug supply (AHTS) vessels owned by SINOPACIFIC Engineering & Contracting Co Ltd (SPEC). The MacGregor AHTW package is designed to support the complex operations of SPA90, ensuring precision, safety, and operational efficiency in all offshore conditions. The MacGregor scope of supply includes anchor windlass with roller chain stoppers, anchor handling towing winch with dynamic lowering and hydraulic spooling device, tugger winches, capstans, and a power pack. It also includes 250T shark jaws towing pins. The first batch of winches is scheduled for delivery in April 2026, ensuring timely integration into the vessel's construction schedule. The SPA90 is a diesel-electric (battery hybrid optional) shallow draft AHTS designed for worldwide operation, particularly in West Africa, the Middle East, and Southeast Asia. "We chose MacGregor for this project because of the company's proven expertise and track record, especially in GPA 254, GPA654 and SPA80 series since 2010. MacGregor's equipment has proven to be high-performance and operationally efficient. Additionally, MacGregor's global installed base provides good after-sales service, which was our main consideration. We look forward to working with MacGregor on the successful completion of a highly significant project for our new SPA90 series," says Mr. Zhang Yao, Vice General Manager, SINOPACIFIC Engineering & Contracting Co Ltd. "MacGregor is proud to support the next generation of anchor handling tug supply vessels with our effective solutions. Our equipment is designed to maximize efficiency and safety while ensuring reliable operations in demanding offshore environments," says Magnus Sjöberg, Senior Vice President, Equipment and Solutions Division, MacGregor. "The latest contract offers tangible evidence of MacGregor's position as a preferred partner for these high-performance vessels. By delivering superior quality and reliable solutions, MacGregor will continue to play a vital role in advancing the offshore energy sector," he concludes. *(PR-MacGregor)*



STEEL CUTTING OF ONE UNIT OF 3676KW ASD TUGBOAT & STEEL CUTTING OF ONE UNIT OF 4710KW ASD TUGBOAT

On 10th June, 2025, one unit of 3676kW ASD tugboat, built by our company Jiangsu Zhenjiang Shipyard for Jiangsu Anhang Shipping Co., LTD, was successfully steel cutting. Shipowners attended the ceremony. The same day another unit of 4710kW ASD tugboat, built by our company for Taixing Port Group Terminal Operation and Management Co., Ltd. was successfully steel cutting. Shipowners attended the ceremony. *(Source: Jiangsu Zhenjiang Shipy)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *The journey begins: Med Marine launched the first of six state-of-art tugboats for OMMP*
   - *Sanmar Strengthens Buksér og Berging's Fleet with Delivery of Advanced Tug BOSS*
   - *Sister RAstar 3200-CL Tugs Set Sail for Coatzacoalcos, Mexico*
   - *Van Wijngaarden Marine Services signs LOI with Kooiman Marine Group for next-generation DP2 Multi Purpose Vessel*
   - *Med Marine to build Voltra: The first fully electric tug powered by Caterpillar battery system*
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*

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

mailto: *jvds@towingline.com*

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