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

UZMAR PREPARES FIRST BATTERY-METHANOL HARBOUR TUG FOR DELIVERY

Svitzer intends to operate the world's most powerful electric escort tug in the Port of Gothenburg after Uzmar completed its commissioning and sea trials. Uzmar Shipyard is preparing to deliver the world's first battery-methanol harbour tug, **Svitzer Balder**, after it completed sea trials in early April. According to Robert Allan Ltd, director of project development, James Hyslop, this 35-m vessel is the world's most powerful electric escort tug. "It has been a great couple of days doing trials and getting to know the new TRAnsverse 3500 tug," he said in a LinkedIn post on 9 April. "88 tonnes of bollard pull and over 150 tonnes of steering force, all on batteries. Those are some impressive numbers," he said. **Svitzer Balder** has a 6,000-kWh battery system, two 350-kW methanol engines, and a 2,000-kW diesel engine. "This beast is a testament to the vision of the Svitzer team," said Mr Hyslop, adding that the "electric trusters give it a gentle touch." Other companies involved in its construction include AYK Energy, which supplied the ESS and BMA Technology that integrated this into the electric-powered propulsion system, which includes two Kongsberg Maritime azimuth thrusters. Uzmar president and chief executive, Ahmet Noyan Altug, said **Svitzer Balder** delivered "impressive results during trials" and completion of this "pioneering vessel" was a "great milestone for innovation, performance and sustainability in our industry." **Svitzer Balder** will soon be heading to the Port of Gothenburg Sweden, in time for Riviera's International Tug & Salvage Convention in May, to escort, tow, manoeuvre and dock ships, such as Maersk Line's methanol-fuelled container carriers. Svitzer site manager, Jens Kumler Rasmussen, said **Svitzer Balder** "is one of the biggest tugs we have ever built, and probably also the most complex because of its different fuel systems." In March, Uzmar cut steel on a new 32-m tugboat with hybrid propulsion that it is building for Port of Tauranga in New Zealand, for delivery in mid-2027. It will be a Rotortug with three azimuth thrusters for high maneuverability and up to 80 tonnes of bollard pull to handle ships under a wider range of sea and wind conditions compared with the port's existing tug fleet, including two 10-year-old azimuth stern-drive tugs Tai Pari and Tai Timu, both 24 m, with 74 tonnes of bollard pull. When the port ordered the newbuild from Uzmar in January 2026, Port of Tauranga chief executive, Leonard Sampson, said: "The Rotortug

design will provide us with enhanced manoeuvrability and precision, with greater strength in emergencies, and reduce our reliance on diesel, reducing greenhouse gas emissions thanks to the hybrid technology." *(Source: Riviera by Martyn Wingrove)*

LIONROCK MARITIME NOMINATED FOR THE ITS INNOVATION OF THE YEAR AWARD 2026

PowerCaptain delivers fuel savings in Europe, the United States and Asia. LionRock Maritime's PowerCaptain provide data-driven insights to tug operators to assist in lowering fuel consumption and reducing greenhouse gas emissions during port operations. After a successful trial in Rotterdam, PowerCaptain was deployed by tugboat operators in Europe and the United States who identified the significant fuel savings and emissions reduction potential with very limited investment in both time and cost. It uses AIS data to provide captains with a sailing-performance scorecard enabling reductions in fuel consumption of up to 17% through changes in transit behaviour. In the US, Crescent Towing reported achieving 12% reductions in fuel consumption and emissions using PowerCaptain on tugs operating in three ports. Please vote for this nominee click on the link HERE

BOLUDA TOWAGE COMMISSIONS ITS AUSTRALIAN FLEET

Since our entry along the Australian coast and Papua New Guinea, our teams have been actively working on getting our fleet in the region fully ready for service. One of the first vessels to complete this process has been **VB AWOONGA**, which has returned to operation after successfully completing its

special survey and all the necessary upgrades to join our fleet in Australia in perfect service condition. This work was carried out at the facilities of our partner The Yard Brisbane, who handled the technical scope, ensuring optimal commissioning under the safety and efficiency standards required by Boluda Towage. Welcome to the fleet, **VB AWOONGA**. *(PR-Boluda)*

ONE MONTH TO GO: ITS TUG OF THE YEAR 2026

There is just one month left to vote for the owner, designer and builder of the tugboat that has set industry benchmarks through innovative design and efficient operations. During a gala dinner at the 28th ITS Convention in Gothenburg, on 21 May, the winning ITS Tug of the Year 2026 will be announced, and the owner, designer and builder will receive their awards. After receiving multiple nominations, an expert team created a shortlist for the award, and voting is open to the industry via the event website until 14 May 2026. The shortlisted tugs were delivered in the last 12 months and set industry benchmarks through innovative design and efficient operations. *BB Power* A powerful hybrid-propulsion offshore tugboat, owned by Buksér og

Berging, built by Uzmar Shipyard and designed by Robert Allan Ltd. **BB Power** set new standards for hybrid propulsion, delivering power to give this 41-m tug a bollard pull of 122 tonnes. This vessel is driven by twin 2,800- kW ABC 12V DZC main engines, Berg Propulsion MTA 834 Z drives with a 3.4 m controllable pitch propeller, 900-kW Ramme hybrid

shaft motors, and 555-ekW Volvo D16 MG gensets, forming a propulsion plant tailored for demanding offshore towing and anchor handling. It has a unique towline tunnel that runs under the deckhouse, enabling towing operations over the bow via the aft winch and from the stern without the need for additional winches, increasing the vessel's versatility. *Isla Popa* Med Marine delivered **Isla Popa** and **Isla Uva** in August 2025 to Svitzer as compact, high-performance harbour tugs engineered to deliver exceptional manoeuvrability, fuel efficiency and sustainable operations in Panama ports. Isla Popa was the first to be built to Robert Allan's new TRAktor 2600-Z design with two high-speed Rolls-Royce mtu main engines and two Kongsberg ATD fixed-pitch azimuth thrusters enabling full 360-degree thrust vectoring and delivering 65 tonnes of bollard pull. Its optimised hull architecture means **Isla Popa** delivers exceptional performance in demanding port environments.

Setting a new benchmark, the propulsion configuration ensures rapid load response for dynamic operations, high thrust and optimised fuel consumption across variable load profiles, exceptional braking capabilities during ship escorting, increased steering forces and stability, and immediate response in indirect towing mode. This configuration provides superior handling at both low and high speeds, significantly improving safety and precision during berthing, unberthing and escort operations, enabling **Isla Popa** to react instantly to changing operational demands. It has a high power-to-size ratio compared to conventional harbour tugs in the same size range. The world's first purpose-built dual-fuel methanol escort tug, constructed by Sanmar Shipyards to a Robert Allan Ltd design for Kotug Canada's fleet. **SD Aisemaht** sets a new benchmark for sustainable maritime operations without compromising on power or performance. Designed by Robert Allan Ltd, the 44-m vessel is based on the advanced RASalvor 4400-DFM platform and delivers an impressive ~120 tonnes of bollard pull—placing it among the most powerful tugs in Canada. Built for demanding operations along the coast of British Columbia, **SD Aisemaht** excels in long-range towing, escorting, anchor handling, and emergency response. Fully equipped with firefighting and oil spill response systems, it plays a critical role in supporting tanker operations for the Trans Mountain Expansion Project. At its core, **SD Aisemaht** combines innovation and reliability. Its propulsion system features two ABC 16 DZM dual-fuel methanol engines paired with Schottel's Sydrive-M mechanical-hybrid solution—delivering both environmental performance and operational flexibility.

Svitzer Balder The world's first battery-methanol tugboat, built by Uzmar for Svitzer to Robert Allan Ltd's design to support ships in the Port of Gothenburg. **Svitzer Balder** was launched in January 2026 after its construction to a TRAnsverse 3500 design and is scheduled to arrive in the Port of

Gothenburg in Q2 2026. It is one of the first tugs to demonstrate that battery-electric propulsion can deliver heavy-duty escort capabilities for large tanker handling. Svitzer has combined four advanced systems in a single, class-assessable operational platform: AYK's 6,000 kWh energy storage system, a 2-MW Everllence diesel/HVO-compliant genset and two 350-kW Scandinaos methanol gensets, plus two Kongsberg ice-class IC 2,680-kW thrusters. These are aligned with ABS hybrid vessel rules, methanol fuel requirements, lithium-ion battery standards, and IMO low-flashpoint fuel guidelines.

Svitzer Barrington Svitzer Australia's first TRAnsverse port tug, built by Uzmar Shipyard and designed by Robert Allan Ltd, **Svitzer Barrington** has shown exceptional manoeuvrability and ship escort and handling since it arrived in the Port of Newcastle.

Built to a TRAnsverse 3200 design, the 32-m tug is the first of its type rated for escort duties at speeds of up to 10 knots. Its design and propulsion, including Kongsberg thrusters with controllable pitch propellers, generate a 50% increase in the dynamic operating envelope compared with similar or larger azimuth stern drive tugs.

Trapananda South America's first all-electric harbour tug, **Trapananda**, was built by Sanmar Shipyards to a Robert Allan Ltd design for SAAM Towage's operations in Chile. It has demonstrated extraordinary performance in harsh weather conditions while handling tankers at Enap's terminal in Puerto Chacabuco in the Aysen region of Chile. Built to an ElectRA 2500SX design, the 25-m tug has Corvus Energy's Orca lithium-ion battery system, powering two electric azimuth thrusters to deliver more than 70 tonnes of bollard pull while

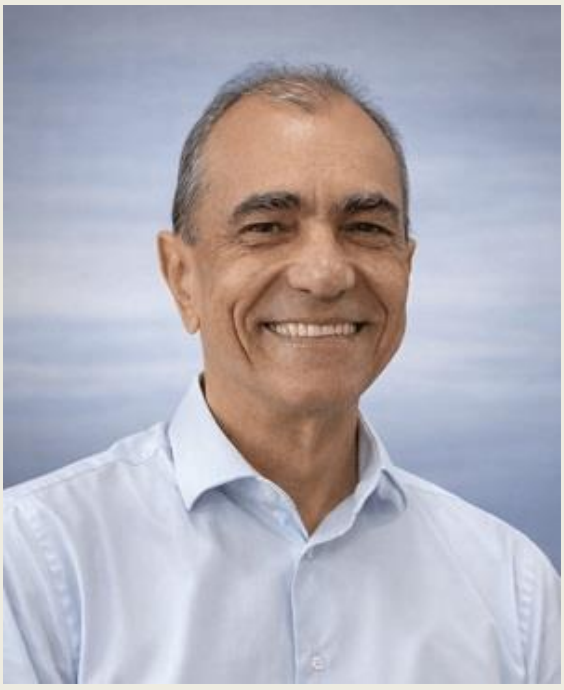
significantly reducing emissions, noise and vibration levels. Digital monitoring and energy-management systems enable optimised energy use and operational predictability. An efficient tractor tug with battery-hybrid propulsion, VB Bolu was built by Damen Shipyards to a Robert Allan Ltd TRAktor 3200-V design for Boluda Towage. This 32-m tractor tug has Voith Schneider propulsion and electric motors for efficient, low-emissions port operations. Its hybrid propulsion combines Caterpillar's Cat 3516E IMO Tier III-compliant engines, rated at 3,000 kW at 1,800 rpm, with a Danfoss 300-kW electric motor in a Reintjes LAFH73 transmission. The integration of power take-in/power take-off generator systems enables a bidirectional energy flow between propulsion shafts and the onboard electrical DC grid. A battery system provides peak shaving and load smoothing, optimising engine load curves, reducing running hours and maintenance requirements, and hybrid operational modes support zero-emissions functionality during low-load operations. *Victoria* Port of Lulea's ice-breaking azimuth stern drive (ASD) tug, built and designed by Damen Shipyards, has unrivalled operability in cold temperatures and low NOx emissions. **Victoria** was built to an ASD Tug 3413 ICE design to meet Bureau Veritas ice class and Finnish-Swedish 1A Super ice rules and has propulsion compliant with IMO Tier III requirements for low NOx emissions. Damen optimised the steel-strengthened hull, added extra heating and insulation and re-engineered critical components for the 34-m harbour tug to operate in temperatures down to -40°C and to cut through 1.1 m of first-year floe ice. Its propulsion system consists of two contra-rotating stainless steel propellers, driven by two high-speed engines to generate more than 70 tonnes of bollard pull. *(Source: Riviera by Martyn Wingrove)*

TWO MULTICATS BEHIND BLUE PORT CENTRE

On Thursday, April 9, the 30-meter Multicat **Odin** and the 27-meter Multicat **Panda** moored at the small jetties behind the Blue Port Centre. Both vessels, belonging to the tug and workboat company Herman Sr. from Zwijndrecht, had travelled to Den Helder from the artificial island Neeltje Jans in Zeeland. The **Panda** had already made a brief visit to Den Helder earlier this month. The **Odin** is a Damen Multicat 3013 delivered by Damen Shipyards in 2010 with a bollard pull of 25 tons. Two powerful cranes and various winches are installed on her work deck.

(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

SVITZER APPOINTS NEW MANAGING DIRECTOR FOR BRAZIL OPERATIONS



A seasoned professional, Eduardo Beser brings more than 30 years of experience in the shipping industry across commercial, operational, and executive leadership roles. Leading global towage and marine solutions provider, Svitzer, has appointed Eduardo Beser as Managing Director for its Brazil operations. In his new role, Eduardo Beser will lead Svitzer's operations in Brazil, focusing on strengthening service delivery, supporting customers' evolving needs, and advancing the company's strategic growth ambitions in the region. "This appointment reflects our strong commitment to Brazil as a strategic market within the Americas region, and the focus we continue to have on growing our presence there to the benefit of current and future clients," Svitzer's Managing Director Americas, Daniel Reedtz Cohen, said. "I am certain that Eduardo will bring strong momentum to continue developing our business and organization in Brazil and not least drive our growth journey to the next level in this highly dynamic market." A seasoned professional, Eduardo Beser holds an MSc in Engineering and an MBA, bringing more than 30 years of experience in the shipping industry across commercial, operational, and executive leadership roles. Throughout his career, he has focused on building strong teams, driving performance, and fostering long-term partnerships. "I am truly honored to accept the offer and to join the company as Managing Director Brazil and for the opportunity to contribute to the continued growth and success of the organization, said Beser. "I look forward to working closely with Svitzer's regional leadership team and achieving meaningful, lasting results, together." Eduardo Beser succeeds Daniel Reedtz Cohen, who now serves as the Managing Director for Svitzer Americas, based in Panama City. Svitzer recently incorporated a new vessel, the Svitzer Cassino, into its Brazil operations, which now total 24 tugboats. The new vessel is part of Svitzer's ongoing strategic plan to expand its modern fleet in the country aimed at supporting the sustainable growth of Brazilian ports. The company also continues to advance its training programs for Brazilian crews,

using simulators, updated protocols, and specialized training routines for operating in high-performance operational scenarios. *(PR-Svitzer)*

LABORDE PRODUCTS POWERS M/V LARRY GRAVELY TOWBOAT

Laborde Products powered the newbuild M/V **Larry Gravely**, constructed by Diversified Marine in Houma, Louisiana. The twin-screw towboat is equipped with a pair of Mitsubishi Tier 3 S6R2 main engines, each rated at 803 horsepower at 1,400 RPM. The engines were applied to support the vessel's operating profile and the steady, day-to-day demands of aggregate service on the inland waterways. Built at Diversified Marine, the **Larry Gravely** was designed for consistent service, with propulsion decisions centered on durability, operating speed, and long-term serviceability. Engine selection was finalized early in the build process, allowing the propulsion package to be fully coordinated with the vessel's overall design. The vessel is expected to be acquired by Vulcan Materials to support future operations on the inland waterways. At the shipyard, the focus stayed on building a boat that could stand up to consistent work without adding unnecessary complexity. Laborde worked alongside the shipyard during construction, coordinating engine application and supporting installation to keep the propulsion system aligned with the vessel's intended use. *(Source: MarineLink)*

THE TENDER FOR TUGBOAT SERVICES IN THE YALOVA REGION WILL BE HELD ON MAY 11TH.

The Ministry of Transport and Infrastructure is tendering the right to operate tugboat services in the Yalova Regional Service Area for a period of 20 years. Applications must be submitted in person by 3:00 PM on May 11th. The Turkish Ministry of Transport and Infrastructure announced that it will tender the operating rights for tugboat services in the Yalova Regional Service Area. Through this tender, the operating rights for the service will be transferred to the private sector for a period of 20 years. The tender will be conducted through negotiation under Law No. 4046, with a base bid share

of 25%, and will be concluded by auction. The service will be provided within the boundaries of the

Yalova Regional Service Area, as defined in the relevant regulation published in the Official Gazette. Individuals, legal entities, and joint venture groups wishing to participate in the tender are required to purchase the tender specifications and appendices. The document fee is set at 90,000 TL, and this fee is non-refundable. Documents can be collected in person from the General Directorate of Maritime Affairs upon presentation of a bank receipt. Applications can only be submitted in person; files sent by post will not be accepted. The deadline for applications is May 11, 2026, at 15:00. The provisional guarantee amount for bidders participating in the tender has been set at 16 million 286 thousand Turkish Lira. Application documents will be opened before the commission on May 13, 2026. Bidders participating in the process must be present at the General Directorate of Maritime Affairs on this date. The ministry will be free to decide whether or not to hold the tender. *(Source: Deniz Haber)*

ANSCHÜTZ SYNAPSIS NAV TECH FOR NEW MULTIPURPOSE VESSEL

Anschütz has been awarded the contract to supply Integrated Navigation and Bridge Systems (INBS) for three multipurpose vessels being built for the German Waterways and Shipping Administration (WSV) at the Abeking & Rasmussen shipyard. The first of these, the Scharhörn, has successfully completed a series of sea trials and is nearing delivery. Anschütz equips these ships with

SYNAPSIS INBS technology. SYNAPSIS offers a high level of integration and automation, providing the crew with clear and precise information about the maritime environment to support safe

navigation, maneuvering and vessel operation. The delivery includes six SYNAPSIS NX multifunctional workstations, a precise autopilot system, and a comprehensive suite of navigation sensors. It also features a dynamic positioning system with a motion sensor providing individual roll and pitch data on the control display, an oil spill detection system integrated with radar via the CAT240 Asterix interface, and an interface to the sonar system. Together, these features ensure precise and safe navigation and ship handling. An additional ECDIS is also available for planning purposes. This bridge equipment meets the demanding requirements of the planned operations. These vessels are designed to carry out a wide range of tasks, including maintaining sea marks, water policing, pollution control, firefighting, emergency response, and the deployment of hydroacoustic equipment. *(Source: MarineLink)*

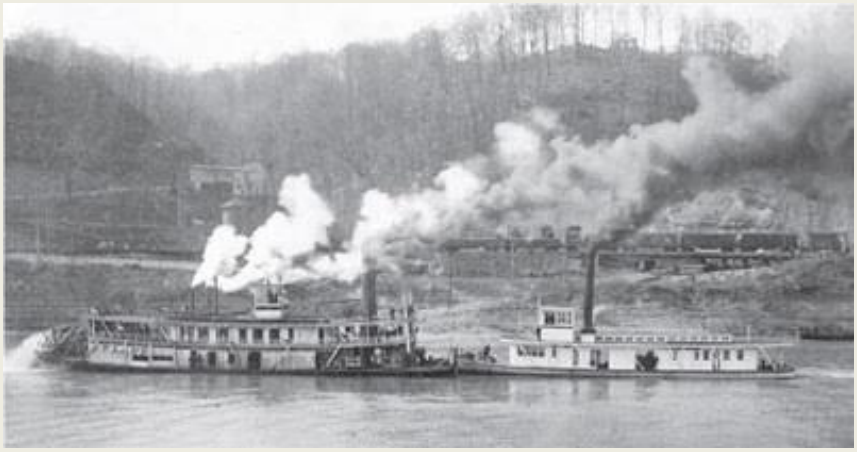
MARITIME RESCUE INCORPORATES THE VESSEL "SALVAMAR ALDEBARÁN", BASED IN THE PORT OF VALENCIA

The Spanish Maritime Safety Agency (Salvamento Marítimo) has presented its new rescue vessel, the "**Salvamar Aldebarán**" (MMSI 224042990), in the port of Valencia. This vessel replaces the previous "**Salvamar Póllux**." The presentation ceremony was organized by the Directorate General of the Merchant Marine and was attended by various local and maritime authorities. The new vessel was built by Astilleros Armón in Asturias and cost just over 2.5 million euros. It belongs to the "Salvamares" series, designed to reach emergencies at sea as quickly as possible . The new "**Salvamar Aldebarán**" is 21.5 meters long, can exceed 38 knots, and is equipped with advanced technology such as positioning systems, 3D sonar, solar power, and satellite internet connectivity. It also has thermal cameras and a special system that helps search for people even at night or in poor visibility. With a range of approximately 400 nautical miles and powerful engines, this vessel is equipped for rescues, towing, and maritime assistance. Its name, "Aldebaran," refers to one of the brightest stars in the sky, following the Maritime Rescue tradition of naming its vessels after stars. Maritime Rescue highlighted that this addition represents a significant boost to safety on the Valencian coast . They also emphasized that the agency's objective

is to improve marine protection, safeguard the environment, and invest in new technologies. *(Source: Puente de Mando; Photo: Manuel Hernández Lafuente)*

OLD TOWBOAT COLUMN

PADDLEWHEEL VS. PROPELLERS



In 1903, the Charles Ward Engineering Company of Charleston, W.Va., constructed a twin-propeller steam towboat named **James Rumsey** for the U.S. Army Corps of Engineers at Wheeling, W.Va. Built on a steel hull measuring 119.6 feet in length by 22 feet in width, the vessel had quadruple expansion condensing engines rated at 425 hp. One boiler, a sectional water tube type, supplied the steam. Reportedly, the Ward firm boasted widely that the new **Rumsey** was the wave of the future and could accomplish great things with half the coal consumption of a sternwheeler and with one third fewer crew members. Rivermen debated the ballyhooing, and a shoving contest was ultimately arranged. The Society of Naval Architects and Marine Engineers held a meeting in June 1909 at Detroit, Mich., at which the 1903 event was recounted by Ward: "The **Rumsey**, of 120 tons, challenged the steamer **D.T. Lane**, of 350 tons and 450 hp., to a pushing and backing contest, the **Rumsey** agreeing to push the **D.T. Lane** upstream against its full power. A time was fixed and announced; thousands lined the river bank, windows and housetops; the two boats were lashed head to head and at a signal the contest began with both boats pushing at each other with all their might and power. The **D.T. Lane**, for a second, seemed to gain slightly on the **Rumsey**. But, gradually, the **Rumsey** held it back and pushed the **Lane** upstream against the sternwheeler's full power, a strong current and a downstream wind. The two boats then changed position, with regard to the stream, when the **Rumsey** backed upstream, quite easily overcoming both the full power of the **D.T. Lane** and the current against it, thus demonstrating the superiority of modern engineering and the supremacy of the new type of boat." According to Capt. Fred Way, nothing definite was ever decided, but it remained a hot topic amongst river people, akin to the race between the **Natchez** and **Robt. E. Lee**. Under the command of Capt. Earl Barrows, the **Rumsey** was the first boat through the

new Marmet Lock on the Kanawha River in the fall of 1932. The towboat was sold in 1934 to the Louisville Sand & Gravel Company and renamed **Steve Click Jr**. The boat sank in the Louisville & Portland Canal in 1936, but was raised and repaired in three weeks. Sold to Jesse Cooper, of Helena, Ark., in 1946, the vessel again sank in 1947 and was a total loss. The **D.T. Lane** Built at Pittsburgh in 1871 on a wooden hull measuring 129.6 feet in length by 24.1 feet in width, the boat was named for David T. Lane, who owned a hotel at Haysville, Pa. Three boilers provided steam to engines (16-inch cylinders with 5.5 foot stroke) recycled from the sidewheel packet **Ingomar**. The boat changed owners several times, was rebuilt at Covington, Ky., in 1880 and primarily used for towing coal on the Kanawha River. The riverboat was dismantled at Dana, W.Va., in 1908. The hull and cabin were destroyed by fire but the engines were salvaged for use on the second **D.T. Lane**. *(Source: The Waterways Journal by Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

ASSISTANCE TO A VESSEL IN DISTRESS IN THE ENGLISH CHANNEL

On the night of April 8-9, 2026, the crew of a merchant vessel transiting the English Channel, the RDJ **Waalstroom** , reported a fire in their engine room and that they had sealed it off. As the ship was located in a British Search and Rescue Region (SRR), the Maritime Rescue Coordination Centre (MRCC) in Falmouth coordinated the airlift evacuation of one of the crew members. The vessel, rendered unmaneuverable by the fire, drifted into French maritime rescue coordination in the middle of the night. Under the coordination of the Maritime Prefect for the English Channel and North Sea, the operation to assist the vessel in distress was therefore taken over by the Jobourg Regional Operational Surveillance and Rescue Center (CROSS), which deployed the following resources: ● The French Navy's H160 Belligou helicopter based in Lanvéoc (29), carrying an evaluation team from Brest. ● The intervention, assistance and rescue tug (RIAS) Abeille Liberté based in Cherbourg, with on board an intervention team composed of marine firefighters from the fire and rescue service of the Navy (SISM) of Cherbourg. Once the situation was under control on board, the ship was taken in tow by the Abeille Liberté and transported to the port of Cherbourg (50). If you are a victim or witness of a maritime incident, contact the emergency services by telephone by dialing 196 or on channel 16 of your VHF. *(Source: Préfecture Maritime Manche et Mer du Nord)*

SINGAPOREAN RESPONDERS PUT OUT CONTAINER FIRE ON EVERGREEN BOXSHIP

On Friday, Singaporean authorities responded to a fire aboard a container ship at the port of

Singapore and successfully extinguished it, ending the potential for a serious casualty. At about 1500

hours on Friday afternoon, the Maritime and Port Authority (MPA) was alerted to a fire on the boxship **Ever Lenient** at the PSA Pasir Panjang Terminal. A blaze involving cargo containers had broken out on board. The Singapore Civil Defense Force responded to the scene and led the marine firefighting response, with assistance from terminal operator PSA Singapore and the MPA. The responders fought the fire overnight and eventually put out the blaze. All crew are accounted for and no injuries were reported. Cooling operations continued afterwards to prevent the chance of a reflash, and the MPA maintained active surveillance of the scene using drones. Its patrol boat fleet maintained a safety zone around the casualty to give room for responders to work. Port operations were not affected during the response operation, MPA said. An investigation into the circumstances of the casualty is under way. **Ever Lenient** is a 2014-built boxship with a capacity of 9,500 TEU. She is flagged in the UK, and owned and operated by Taiwan's Evergreen Marine Corporation. Container fires are among the most serious safety issues facing the containerized-freight industry, and have caused substantial damage in recent years, including several total losses and multiple seafarer fatalities. Industry associations have pointed to the need to tighten up scrutiny of shippers' declaration of container contents - essential to minimize hazards - and to invest in onboard firefighting equipment and training. *(Source: Marex)*

THE KM BINTANG MAS HSB 7 CAUGHT FIRE AT THE UJUNG BARU BELAWAN PIER 202.

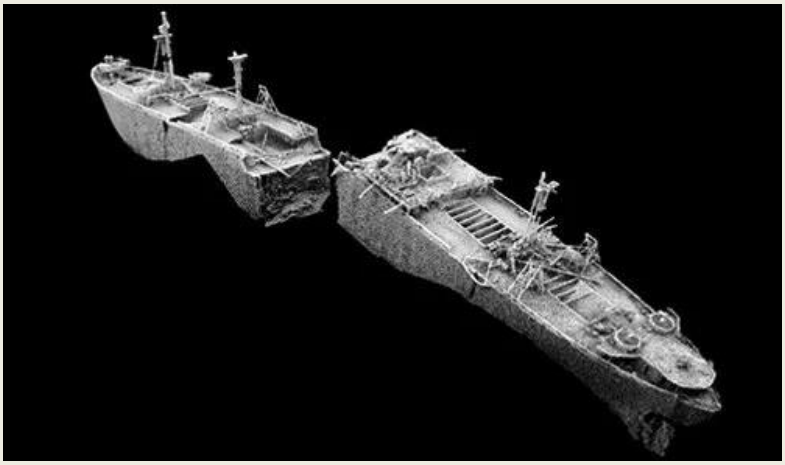
A cargo ship, **KM Bintang Mas HSB 7**, loaded with fertilizer, which was docked and about to carry out loading and unloading activities at pier 202 Ujung Baru, Belawan Main Port, Friday afternoon (10/4/2026) caught fire. In this incident, there was no information about any human casualties, nor were any crew members or other workers injured. The cause of the fire is not yet known, authorities at Belawan Port are still investigating. The extinguishing efforts were carried out from land routes with the deployment of a number of fire brigade fleets from the Medan City Government, while other related parties also carried out spraying and securing the fire area from the sea route, the

flames which caused thick smoke, were finally extinguished at around 17.30 WIB. Executive General Manager of Pelindo Regional 1 Belawan, Yusrizal, Saturday (11/4/2026), said that Pelindo together with related agencies ensured that handling was carried out quickly without disrupting port services. "We ensure that the handling is carried out quickly and in a coordinated manner, and that port operations continue to run smoothly so that service to users is not disrupted," said the Executive General Manager of Pelindo Regional 1 Belawan. *(Source: Harian Star)*

UK APPOINTS SALVAGE COMPANY TO REMOVE MASTS FROM FAMOUS WWII WRECK

After six years of planning and annual surveys of the wreck site, the UK confirmed that it has selected a salvage company to remove the masts of the SS **Richard Montgomery**, a World War II Liberty ship that wrecked in the Thames Estuary in 1944. The wreck site became a popular tourist attraction, although all that is visible are the tops of three masts, but because the ship is still laden with explosives, people are warned to keep their distance. The UK's Department for Transport (DfT) officially has oversight of the wreck and confirmed to the BBC that it has appointed a leading salvage company to undertake the delicate job. The Telegraph newspaper reports that Resolve Salvage was selected, and the DfT confirmed that it expects to finalize the contract soon. The Telegraph says the work is expected to run for nearly a year until March 2027. The **Richard Montgomery** was one of more than 2,700 WWII-built Liberty ships, a standardized design that the U.S. created at the start of the war and mass-produced to meet the needs for cargo and troops. The 10,000 dwt vessels were approximately 440 feet in length (135 meters), and, while known as a maritime workhorse, also earned some more dubious reputations due to their rapid construction. The average build time was brought down to just over 40 days, and in a 1942 publicity effort, one was built in under five days. At its peak, U.S.

shipyards were turning out more than three Liberty ships a week. The **Richard Montgomery** was commissioned in 1943. Her fateful voyage began in August 1944 when she was loaded with nearly 7,000 tons of munitions. Upon her arrival in the UK, she was assigned an anchorage in the shallow Thames Estuary near the Sheerness Middle Sands. She was waiting for a convoy to proceed to Cherbourg, but on August 20, 1944, during a storm, she dragged anchor and grounded. A salvage effort ensued, and by most estimates, at least half of the munitions were salvaged by September 25, 1944. However, the ship broke her back, and as the water rose, the efforts had to be abandoned. The recent UK surveys have estimated that there are approximately 1,400 tons of explosives contained within the forward holds. The ship is sitting on the bottom in two pieces. Two of three forward masts protrude from the water, attached to the ship near the holds containing the munitions. They are visible at all tide conditions, and long-ago warning signs were posted to stay away. The wreck, however, is just about 1.5 miles off the coast. The DfT had started an effort in 2020 to remove the masts, but it had stalled out. Surveys, however, raise a concern as the hull continues to deteriorate, the masts are increasingly in danger of toppling over. One concern is that they could displace or even cause an explosion of some of the munitions still onboard. More sensationalist media reports also speculate that terrorists could attempt to explode the mutations. The BBC is now reporting that the removal has become a local sensation and political issue, with a petition being raised demanding that the masts be placed on permanent display in the local area near the wreck site. The DfT told the BBC it was aware of the calls to preserve the masts but said it was too early to determine what would happen to them once they were removed from the wreck. The UK continues its monitoring and annual surveys of the wreck. Overall, they report it is stable. The condition, however, is too decayed to consider removing more of the ship, especially because of the concern about the munitions that remain onboard. *(Source: Marex)*



CARGO SHIP SINKS IN KANAALPLAS IN MOL: DIESEL ENDED UP IN THE WATER

In Mol, a cargo ship sank last night 14 April, in the Kanaalplas, close to the **Zilvermeer**. Diesel

spilled into the water as a result. "It is difficult to estimate exactly how extensive the environmental pollution is, but it is always serious when oil ends up in the water," says Mayor Wim Caeyers (CD&V). There is also a smell of diesel in the air. The barge of the inland vessel was loaded with sand from the sand extraction company Sibelco in Mol. No one was present when it sank, meaning no one was injured. The cause of the incident is currently unknown. The incident did cause damage to the environment: a diesel generator was on board the ship, causing diesel to leak into the lake. *Oil not spread to canal* Emergency services were quickly on the scene to contain the substance as much as possible. "The first task was to ensure that the oil would not drift into the Dessel-Kwaadmechelen canal by damming the canal," explains Caeyers. With success; the impact is limited to the Kanaalplas and the Port Aventura pleasure yacht harbor. The oil did not enter the canal. The fire department will continue cleaning up the leaked diesel later today. They will also receive assistance from the Civil Protection, which will use specialized equipment to remove the diesel from the water surface. The diesel will be suctioned up in a controlled manner to prevent it from spreading further. "There are also diesel tanks inside the ship that are normally intact. A specialized firm is still expected on site to secure them underwater." *(Source: VRT)*

RECOVERY OPERATIONS UNDERWAY AFTER SISTERSVILLE FERRY SINKS ON OHIO RIVER

The **City of Sistersville II** partially sank April 11 on the Ohio River, prompting a multiagency response to recover the vessel and return it to service. The ferry operates between Sistersville, W.Va., and the community of Fly, Ohio, providing a local river crossing for vehicles and passengers. Sistersville Mayor Bill Rice believes a combination of winter river conditions and fluctuating water levels contributed to the incident. Rising water earlier in the season pushed the ferry onto the riverbank, he said in a statement posted to Facebook. As levels reTceded, the vessel shifted position. On April 11, crews moved the ferry back toward its normal operating position, but it began taking on water and sank within minutes. Initial response efforts have focused on environmental protection and stabilizing the vessel. Officials are prioritizing the removal of onboard fuel before any

lifting operations begin. A coordinated recovery plan began today under the oversight of the United States Coast Guard. Participating agencies include Clean Harbors, Cannonsburg, Pa., the Monroe County Sheriff's Department, and the New Martinsville Fire Department rescue boat team. Divers from the sheriff's department are expected to assist with underwater assessment and rigging, while airbag lifting systems will be used as part of the salvage operation. Officials indicated that once fuel removal is complete, crews will attempt to raise the vessel and move it to a facility for further inspection and repairs. Local officials have also been coordinating with the ferry's insurer, Great American Insurance Company, as recovery and damage assessments move forward. Prior to the sinking, attempts were made to remove water from the vessel after April 9 reports that it was taking on water. Equipment limitations and site conditions hindered those efforts, and the source of the ingress has not yet been confirmed. Officials noted the possibility of hull damage sustained while the ferry was grounded on the bank during high water events. The timeline for returning the ferry to service will depend on the extent of damage identified following recovery. *(Source: Workboat)*

OFFSHORE NEWS

PETROBRAS GIVES OUT $56 MILLION CONTRACT EXTENSION TO SOLSTAD CSV

A construction support vessel (CSV) owned by Solstad Maritime (SOMA) has secured a two-year contract extension worth approximately $56 million with Brazilian oil & gas company Petrobras. As part of the extended contract, the CSV **Normand Fortress** will provide accommodation services to support production activities on the Brazilian continental shelf. The extension will begin in early July. The vessel will be on bareboat contract from SOMA to Solstad Offshore, which is the contract holder with Petrobras. Solstad Offshore holds 27.3% of the shares in SOMA. **Normand Fortress** is of MT 6016 MK II design and was built in 2006. It is 93 meters long, has an 800 m2 cargo area and can accommodate 100 persons. *(Source: Offshore Energy)*

BOSKALIS MARKS FIRST SUCCESSFUL ROV DEPLOYMENT FROM ITS NEW REMOTE OPERATIONS CENTER IN ABERDEEN

Boskalis announces the successful first deployment of remotely operated vehicles (ROVs) from its new Remote Operations Center (ROC) in Aberdeen, following an 18-month development program and an investment of GBP 40 million in ROVs and the ROC. This milestone reflects the company's continuous focus on innovation, safety and future-proof offshore solutions. The ROC significantly expands Boskalis' remote operating capabilities by enabling critical subsea tasks to be supported and controlled from shore. The center provides a central hub for fleet operations, offers additional on-demand expertise to support offshore crews and is designed to enhance operational efficiency, strengthen safety and ensure consistent delivery across projects. Bart Heijermans, COO and member of the Board of Management comments: "The Remote Operations Center is a proud milestone for our team and a significant step forward in the way we deliver subsea operations. It demonstrates how innovation and technology can make our work safer, more efficient and better integrated. It also represents an important investment in our subsea services offering from our Aberdeen office, creating more than fifty high-quality onshore roles in the next five years to support our offshore crew and vessels while maintaining the high standards our clients expect." The center has successfully completed a test phase, during which ROVs underwent a week of intensive trials from Boskalis' construction support vessel BOKA Northern Ocean in the North Sea to validate remote operations across a range of anticipated scenarios. Boskalis will continue to enhance the ROC by integrating additional remote survey and inspection services, unlocking further efficiencies and reinforcing its position in subsea innovation. *(PR-Boskalis)*

FLOATEL SEALS EQUINOR VESSEL DEAL IN BRAZIL

Oslo-listed Floatel International has firmed up more work in Brazil, converting a letter of intent into a three-month assignment for **Floatel Victory** at Equinor's Bacalhau field. The maintenance and safety unit job is set to start in mid-2026, once the unit wraps up its current campaign with Karoon. The contract includes options to extend, depending on project

timelines. The latest award slots neatly into an already busy schedule for the 2013-built semisubmersible accommodation unit, which remains committed in Brazil through much of the year. Earlier this year, Floatel secured another contract for **Floatel Victory** with Brava Energia, turning a previous letter of intent into a firm six-month deal. That campaign is due to begin in the fourth quarter of 2026, following a planned maintenance stop after the current round of work. Taken together, the contracts keep the unit working across multiple operators in Brazil, underlining steady demand for flotel capacity in the region's offshore projects. The Bacalhau field, operated by Equinor, is one of several large developments driving activity offshore Brazil, where installation, hook-up and maintenance work continues to support demand for accommodation vessels. *(Source: Splash24/7)*

NEXTGEO WINS MARINE SURVEY CONTRACT FOR TERNA'S HYPERGRID

The contract, worth 28 million euros and obtained in a temporary consortium with Conisma, Poliservizi and Cbim, concerns activities between Montalto di Castro and the Avenza area. NextGeo announced it has been awarded a €28 million contract by Terna, leading a temporary consortium of companies, for preliminary marine surveys and environmental characterizations for the new Milan-Montalto HVDC connection. In addition to the Campania-based company, which holds an 84% stake, other project partners include Conisma (National Interuniversity Consortium for Marine Sciences), Poliservizi Srl, and CIBM (Livorno University Center for Marine Biology). The operational phase of the project, which will begin in the second half of the year, will be conducted using several research vessels. This, NextGeo explains, will involve the construction of a connection with a marine stretch of approximately 280 kilometers—specifically between the town of Montalto di Castro, in the province of Viterbo, and the Avenza area, near Massa-Carrara—as part of Terna's Hypergrid network, aimed at increasing energy flows between regions of Central and Southern Italy and the North. The contract was awarded following a European public procurement process launched in May last year. More specifically, the contract will cover high-precision surveys of the cable corridors to gather detailed information on seabed morphology, surface stratigraphy, sediment characteristics, and the

distribution and status of benthic phytozoan communities, both in coastal and offshore areas. The submarine cable section will extend from Montalto di Castro (Viterbo) to the Avenza area (Massa-Carrara). As Terna explains in more detail on its website, the project, which will connect Lazio and Lombardy with a route of approximately 500 kilometers, "is part of the electrical backbones envisaged by the innovative Hypergrid project and will promote the integration of renewables and increase energy transport capacity thanks to direct current (HVDC) transmission technology." With this objective in mind, Terna has designed a new connection between Montalto di Castro (in the province of Viterbo) and the area south of Lodi to balance traffic between Lazio and Tuscany and safely transfer surplus energy from Central Italy to the regions of Northern Italy, where demand is highest. The project involves a high-voltage direct current (HVDC) power line with a maximum voltage of 525 kV and a capacity of 2,000 MW. It will connect Lazio and Lombardy, passing through Tuscany, Liguria, and Emilia-Romagna, along a total route of approximately 500 kilometers, including a sea and an air section. The submarine cable section will start from a conversion station that will be built in Montalto di Castro (Viterbo) using decommissioned industrial sites and will arrive near Avenza (Massa-Carrara), where an overhead-to-cable transition station will be built in the area currently occupied by a Terna electrical substation. *(Source: Shipping Italy)*

GMS REASSESSES GUIDANCE IN LIGHT OF POTENTIAL EFFECTS OF WAR IN IRAN

United Arab Emirates-based liftboat operator Gulf Marine Services (GMS) is reassessing previously issued EBITDA guidance for 2026 in the light of disruption caused by the war in Iran Announcing results for 2025, the company said previously issued adjusted 2026 EBITDA guidance of between US$105M and US$115M is being assessed due to the ongoing situation in the Gulf. “The ongoing geopolitical situation in the Gulf region has escalated since early January 2026, resulting in increased volatility in oil and gas markets and some disruptions to the group’s offshore operations,” GMS said, “including the contractual declaration of force majeure by one of its customers. “As the situation is fast evolving and fluid, the effect of the escalations is subject to significant levels of uncertainty, with the full range of possible effects unknown. Management is closely evaluating the impact of these developments on its operations, liquidity and financial outlook.” The company said the war “had brought about additional uncertainties in its operating environment, including group operations in the UAE, Qatar and the Kingdom of Saudi Arabia.” GMS noted that, with respect to its consolidated financial statements for the year ended 31 December 2025, the potential financial reporting effects of the conflict are considered to be non-adjusting in nature, but noted that escalation halted group operations in one of the jurisdictions in the Middle East. “If the conflict persists for a prolonged period or escalates beyond the current situation, management would reassess the potential implications and implement appropriate mitigating actions, including but not limited to engagement with lenders, if required,” GMS stated. The company posted strong revenue growth and growth in EBITDA in 2025 as day rates increased, although it said utilisation fell. Revenue increased by 12% to US$188M, compared to US$168M in

2024, mainly driven by the operation of an additional leased large vessel for eight months and an improvement in fleet average day rates by 11%, which offset the impact of lower average fleet utilisation. The company's EBITDA increased by 12% to US$113M, compared to US$100M in 2024, driven by the increase in revenue. The group reported a net profit of US$20M compared to US$38M in 2024. *(Source: Riviera by David Foxwell)*

TGS WINS NEW OFFSHORE WIND SURVEY CONTRACT IN EUROPE

Oslo-listed seismic data specialist TGS has been awarded an offshore wind site characterisation contract in Europe. The Ramform Vanguard is scheduled to commence data acquisition in the second half of July, with a contract duration of approximately 1.5 months. "We are very pleased to have secured our third offshore wind site characterisation contract for the European summer season this year. Our Ultra High Resolution 3D streamer solution has a strong and proven track record within the offshore wind site characterisation market," said Kristian Johansen, CEO of TGS. He added that, with additional tenders in the market, there is potential to extend this year's campaign into the fourth quarter. *(Source: Splash24/7)*

PETRONAS CARIGALI TAPS PETRA ENERGY FOR REJUVENATION PROJECT SCOPE

The subsidiary of Malaysia's state-owned giant Petronas has issued work orders to compatriot Petra Energy totalling RM298m ($75m). Petra Energy received and accepted four work orders from Petronas Carigali to provide hook-up and commissioning services for the Bintulu integrated facilities rejuvenation project, Phase 2. "The details of the work orders include the provision for procurement of bulk items, engineering activities, and the construction and commissioning for the second phase

of the Bintulu rejuvenation project," the company said. Petra said in a filing with Bursa Malaysia that the work orders are expected to contribute positively to the group's earnings and net assets per share for the financial year ending December 31, 2026, and thereafter until the expiry of the contract. The latest award underscores Petra Energy's continued traction with Petronas Carigali, as it capitalises on ongoing rejuvenation and maintenance activities across Malaysia's oil and gas infrastructure. *(Source: Splash24/7)*

CoreMarine & Jumbo Offshore Awarded Landmark FLNG Installation & Hook-up Project in Argentina

CoreMarine & Jumbo Offshore are proud to announce the award of a significant contract to perform the transport and installation of the soft-yoke (SSY) mooring systems, and hook-up of both the **Hilli Episeyo FLNG** and **MKII FLNG** vessels, in Argentina's Golfo San Matías. The award represents a major milestone for both companies as well as a breakthrough project for Argentina's gas sector as it ramps up in export capabilities. The contract has been awarded by Southern Energy S.A. (SESA), supported by a world-class international consortium comprising Pan American Energy, YPF, Pampa Energía, Harbour Energy, and Golar LNG. Together, the partners are advancing one of Argentina's most strategically important energy developments to date. *Integrated project delivery* CoreMarine and Jumbo Offshore will deliver the project through a fully integrated execution model that combines project management engineering, transportation, offshore installations and hook-up. As lead contractor, CoreMarine will contract Jumbo Offshore to transport and install the SSY mooring system including heavy lift and piling activities. Jumbo Offshore are the leading global experts in soft-yoke installations and have extensive experience with such systems in Brazil and Cameroon. CoreMarine will follow-up with diving and construction activities including spool installation, ballasting, riser hook-up, pre-commissioning, positioning and hook-up of both FLNG units. The offshore campaign will involve complex, simultaneous operations including heavy lifting, riser installation, piling, spool installation, saturation diving, and multi-vessel SIMOPS. The project will require the chartering of multiple assets including DSV's, support vessels and station keeping tugs. The SSY systems, supplied by NOV, will enable both FLNG units to weathervane around a single mooring point, aligning with environmental forces and providing a robust, cost-

efficient solution that eliminates the need for fixed infrastructure such as jetties. CoreMarine and Jumbo Offshore both commenced project management and engineering in January 2026. The **Hilli Episeyo FLNG** is scheduled for installation in 2027, followed by the **MKII FLNG** in 2028, marking the first application of SSY technology in Argentine waters. *Leadership Perspective* Commenting on the award, Ben Fitzgerald, CEO of CoreMarine, said:" Projects like this are at the top end of offshore construction complexity. Moving, positioning, and permanently installing floating assets of this scale demands absolute precision, proven experience, and flawless execution offshore. This is where CoreMarine and Jumbo Offshore will make a real difference. Our objective is not just to deliver two FLNG installations, but to leave behind strong local capability, confidence, and a proven model for future offshore developments in the region. SESA have put a great deal of trust in us and our abilities. We look forward to working even closer with them to deliver these landmark projects." Brian Boutkan, Commercial Director of Jumbo Offshore, added: "This award reflects the strength of the collaboration between our two organisations. By combining Jumbo Offshore's transport and installation expertise with CoreMarine's offshore engineering capabilities, we are delivering a robust, efficient, and tailored solution. We are proud to contribute to such a landmark development in Argentina and to support the delivery of critical energy infrastructure to the highest standards of safety and performance." *Experience and Approach* Together, CoreMarine and Jumbo Offshore bring decades of global experience in offshore engineering, heavy lift transportation, and subsea installation. The project will be delivered in close collaboration with SESA and its partners, underpinned by the following shared principles: • Safety leadership – zero harm, zero compromise. • Collaborative delivery – transparent engagement with clients, partners, and stakeholders. • Local value creation – developing regional capability and utilizing local resources wherever possible. • Key Partners – Projects don't happen in a vacuum. Our partners on this project are key to its very success. This project represents CoreMarine's first FLNG development and largest contract in Latin America, while further strengthening Jumbo Offshore's track record in SSY installations and floating energy infrastructure. Leveraging their combined presence across Europe and South America, both companies are committed to delivering lasting value for the client and the broader region. *(PR-Jumbo)*

MUSEUM NEWS

BAASRODE NA 40 JAAR WEER OPEN ALS ERKENDE 'ERFGOEDSITE'

Op de provinciale erfgoedsite Scheepswerven Baasrode is eind maart de historische werkplaats Van Praet-Dansaert opnieuw geopend. Veertig jaar na de sluiting krijgt de plek een nieuw leven als belevingsruimte rond scheepsbouw en binnenvaart. De ateliers bleven sinds de plotse sluiting van de scheepswerven onaangeroerd. De machines staan nog waar ze ooit stonden, de smidsvuren en zware werkbanken zijn er nog altijd. Er is weinig veranderd sinds 1986. Na de sluiting van de scheepswerven midden in de jaren '80 bleven de meesterwoning, de houten loods, de werkplaats, de droogdokken, de collectie en het archief bewaard dankzij het werk en de inzet van vele vrijwilligers. In 2018 werd de provincie Oost-Vlaanderen eigenaar van de site en ging meteen aan de slag. Zo restaureerde ze onder meer de gebouwen, ontsloot ze het archief, publiceerde ze boeken en bracht de sleepspits **Lauranda** terug naar Baasrode. Maar de werkhuizen bleven gesloten. "Te onveilig voor bezoekers en erfgoed", zo stelde de provincie. Bovendien was er uitleg nodig als mensen de ateliers zouden bezoeken. Ook daar maakte de provincie werk van. Al liep het project vertraging op omdat de plannen verschillende keren moesten worden bijgestuurd. *Erfgoedsite met verhalen* Op de werf in Baasrode werden jarenlang vooral spitsen gebouwd, binnenvaartschepen van 39 meter lang die perfect in de klassieke sluizen pasten. Het bouwen van zo'n schip was puur vakmanschap. Platen van honderden kilo's werden met takels en zware machines in vorm gebracht, waarna duizenden klinknagels de romp samenhielden. De scheepswerf in Baasrode is in haar 80-jarig bestaan nooit gemoderniseerd. Het was niet echt mogelijk, want de scheepswerf zat een beetje in een lastige periode. Er werd steeds meer via transport op de weg vervoerd, en dus werd er niet meer geïnvesteerd in nieuwe materialen voor de scheepswerf.. De concurrentie was bovendien heel groot. In 1986 stopte het allemaal heel plots, de scheepswerf ging failliet. *De heropening* De heropening van de werkplaats past in de verdere uitbouw van de erfgoedsite Scheepswerven Baasrode.

De provincie Oost-Vlaanderen maakte op de site een rood pad dat je doorheen de werkhuizen leidt, zette infopanelen en bracht de oude machines terug tot leven via 'Augmented Reality'. Om ervoor te zorgen dat de oude werkhuizen toch in een hedendaags jasje zouden worden gestoken, koos de provincie voor een virtuele oplossing. Daarbij worden digitale elementen zoals beelden en geluid

gecombineerd met de realiteit. De provincie wil er een referentieplek van maken waar bezoekers

niet alleen historische schepen zien, maar ook het verhaal van de mensen achter de sector ontdekken. Alsof de bezoekers een tijdscapsule binnenstappen waar het voelt alsof de werknemers nog maar net de deur achter zich dicht getrokken hebben, met hun jeans nog in de locker en hun pet nog aan de haak. De komende jaren zal deze erfgoedsite nog stevig van uitstraling veranderen. Er zijn nieuwe ontwikkelingen gepland door de Provincie in samenwerking met het stadsbestuur van Dendermonde en de 2 vzw's. Zo blijft de site in beweging en krijgt dit unieke stukje erfgoed de aandacht die het verdient. Voor verdere informatie en openingsuren zie de Website *(Source: Scheepspost)*

WINDFARM NEWS - RENEWABLES

BLUE CTRL SECURES CONTRACT IN MAJOR CABLE-LAYING PROJECT

Blue Ctrl AS has been selected as the automation software supplier for two new next-generation cable-laying vessels for OMS Group. The vessels will be built at Ulstein Verft with delivery in 2028, and Ulstein Power & Control AS holds the contract for the integrated power and automation systems. Blue Ctrl will deliver the X-CONNECT platform – a fully integrated software solution for monitoring, alarm management, automation, and power and energy management. The delivery also includes Blue Box data acquisition and solutions for real-time

analysis and decision support. The system will form a central part of the vessels' technical infrastructure, contributing to high operational reliability, efficient energy use, and reduced emissions. – We are proud to be selected as supplier for this major project, says Marielle Furnes Mannseth, Managing Director of Blue Ctrl AS. – X-CONNECT has been developed for a high degree of integration, scalability, and user-friendliness, and is well suited to complex special-purpose vessels with stringent requirements for reliability and energy efficiency. The collaboration with Ulstein Power & Control and OMS Group is of great strategic importance to us. The new vessels are designed for demanding operations and high regularity, with clear ambitions in sustainability and reduced emissions. X-CONNECT has been developed to support these goals through intelligent control, real-time data, and decision support for crew and operators. – Being selected for a project of this scale confirms the trust the market has in our solutions and our ability to deliver on demanding newbuild projects, says Arne Dybvik, Commercial Director at Blue Ctrl AS. – X-CONNECT is a flexible and scalable automation platform that is well suited to vessels of this size and complexity. The solution is fully integrated and encompasses alarm management, integrated automation, and power and energy management, providing customers with a robust and future-proof solution. – X-CONNECT gives us an efficient and comprehensive tool for system integration. The platform is flexible and well suited to complex vessels, and provides excellent capabilities for both remote diagnostics and service from our Technical Operations Centre, says Peter Pilskog, CEO of Ulstein Power & Control AS. The contract strengthens Blue Ctrl's position as a supplier of advanced automation solutions to the offshore and subsea segment, and represents an important step forward for the company in the international market. *(PR-Blue Ctrl)*

CADELER'S NEW M-CLASS VESSEL TAKES OVER TURBINE INSTALLATION IN POLAND AS WIND OSPREY MOVES TO UK'S EAST ANGLIA THREE

Cadeler's second M-class vessel, **Wind Mover**, which was delivered by the South Korean shipbuilder Hanwha Ocean to Cadeler in November 2025, has been deployed on its first project, the 1.2 GW Baltic Power offshore wind farm in Poland. The new vessel, designed to install the next generation of offshore wind farm components, has taken over the installation of Vestas V236-15.0 MW turbines at the Polish project site from **Wind Osprey**, Cadeler's O-class vessel that started working on Baltic Power last year. The 1.2 GW offshore wind farm, jointly owned by Orlen and Northland Power, will comprise 76 Vestas 15 MW turbines and is scheduled to come online in the second half of 2026. With Wind Mover taking over the work in Poland, **Wind Osprey** will soon commence installation works in the UK, Cadeler said on 10 April. According to news about Cadeler's O-class vessel from last month, **Wind Osprey** is moving to the UK's new large-scale offshore wind farm East Anglia Three, owned by ScottishPower Renewables and Masdar, where it will install a total of 95 Siemens Gamesa 14+ MW wind turbines, together with Cadeler's **Wind Pace**. The start date for East Anglia Three work was reported to be around mid-March for **Wind**

Osprey and mid-April for **Wind Pace**, with the vessels mobilising at the Port of Esbjerg. **Wind Osprey** is currently shown as sailing towards the East Anglia Three site from Esbjerg, while **Wind Pace** is in port. *(Source: Offshore Wind)*

THE IMPRESSIVE CHINESE CARGO SHIP "KING ONE" DELIVERS ITS FIRST FOUNDATIONS FOR OFFSHORE WIND FARMS TO THE UNITED KINGDOM

The "**King One**", an XL-sized heavy-lift offshore wind transport ship built by the Chinese shipyard Dajin Heavy Industry, has made its first delivery of foundations to Teesport, in the east of the United Kingdom, for the Hornsea 3 wind farm. The heavy-lift carrier King One – a veritable behemoth measuring 240 meters long, 51 meters wide, and with 12,000 square meters of deck space – has just delivered eight monopile foundations to the Hornsea 3 offshore wind farm, currently under construction off the coast of the UK by Orsted. This is an XXL cargo, as each foundation measures 10 meters in diameter and weighs 1,200 tons, Dajin highlighted on social media on Monday, April 13. *(Source: Lemarin)*

DREDGING NEWS

EMERGENCY DREDGING STARTS ON MANASQUAN RIVER

Emergency dredging is underway in the Manasquan River to address issues in Wills Hole Thorofare.

According to the New Jersey Department of Transportation (NJDOT), their contractor is mobilizing

equipment in the area to do the work. “Boaters should use no-wake speed near or when passing all project equipment,” NJDOT said in its announcement. “Be alert to the marked pipeline crossing the Manasquan River, running along Wills Hole Thorofare, and the dredged material placement area located at the Fisherman’s Cove Beach.” The emergency dredging is necessary to maintain safe navigation and access through the Manasquan River, which is an important waterway for recreational and commercial boating in the region. *(Source: Dredging Today)*

OIL SPILL IN DEURGANCKDOCK, JAN DE NUL DEPLOYS SWEEP DREDGING VESSEL PIETER COECKE

The sweep dredging vessel **Pieter Coecke** sprang into action last week, after an oil spill occurred in the Deurganckdock, Belgium, where a ship’s hull was damaged during bunkering operations. According to Jan De Nul, their vessel was deployed immediately and has been working around the clock to contain and clean up the pollution, helping ensure that shipping traffic can return to normal as swiftly as possible. Designed for both dredging and oil spill response, the **Pieter Coecke** operates full time on the Scheldt to keep the port and surrounding waterways clean. *New engines* At the end of 2024, this oil spill and sweep dredging vessel underwent maintenance at Damen Shiprepair Vlissingen, where it was fitted with new engines. These engines feature ULEv technology (short for Ultra-Low Emission vessel). Damen said that this technology reduces vessel emissions by 85 to 95% for nitrogen oxides and by 95 to 98% for particulate matter. As a result, the Pieter Coecke now meets the stringent EU Stage V emission standards. Compliance with the EU Stage V emission standard was a key requirement for the Flemish Government to extend the contract awarded to Jan De Nul in 2023. The **Pieter Coecke’s** contract runs for three years but can be extended once, provided the vessel meets at least the EU Stage V standard by the third calendar year. The deadline for this was June 30, 2025, but it has now already been met. *(Source: Dredging Today)*

ABERAERON DREDGING ABOUT TO BEGIN

Ceredigion County Council said that they will be dredging the Aberaeron Harbor Entrance between April 16 and 23, 2026. During this period, the crews will also complete interim works to the South Pier rock groyne, to help reduce shingle build up and maintain safer access to the harbor. According to the Council, these works are "temporary measures whilst we continue developing a long-term solution to the issue of shingle build up." "We understand that people are concerned about the ongoing shingle deposits at the harbor entrance. We are actively working with our design consultants to develop a sustainable long-term solution, and we will be consulting with NRW throughout the process," the Council concluded. *(Source: Dredging Today)*

ZPMC TO BUILD NEW TSHD FOR CHINA STATE CONSTRUCTION ENGINEERING CORPORATION.

Shanghai Zhenhua Port Machinery (ZPMC) has won a contract to build a 10,000 m³ self-propelled trailing suction hopper dredger (TSHD) for China State Construction Engineering Corporation (CSCEC). China State Construction Engineering Corporation is the sole platform company for hydraulic engineering operations under China State Construction. It was jointly established by China State Construction and Shanghai International Port Group. They

currently own a fleet of pile-driving vessels, semi-submersible barges, crane ships, floating mixing vessels, sea barges, and tugboats, as well as supporting construction equipment for rail transit. At the moment, ZPMC is building China's first ultra-large self-propelled TSHD with a 25,000 m³ capacity – the Xin Hai Jing 1 – which was launched on March 6, 2026. Also, work is underway on the Jun Guang, China's first-of-its-kind and Asia's largest TSHD, which was independently researched, designed and built in China. *(Source: Dredging Today)*

YARD NEWS

ECONOWIND MOVES INTO DEEPSEA MARKET WITH NEW 5-SERIES VENTOFOIL

Dutch wind-assisted ship propulsion specialist Econowind is moving into the deepsea market with the launch of its new 5-series VentoFoil, a larger steel suction wing system for oceangoing vessels. Unveiled last week in Heeg, the 30-metre model is based on the same principles as the company's successful 3-series wing. The 5-series targets deepsea owners and operators looking for practical ways to cut fuel consumption and improve regulatory compliance. The launch is the next step for Econowind, after selling more than 150 suction wings across a broad range of vessel types and trades. After gaining traction in shortsea and regional shipping markets, the Dutch company is now setting its sights on larger vessels and longer trading patterns, where the fuel-saving potential of wind-assisted ship propulsion becomes even more compelling. The first 5-series unit will be installed on a Boomsma Shipping vessel this summer, giving the new model its commercial debut. The order also reflects the Dutch shipowner's continued confidence in VentoFoils as a practical way to reduce fuel consumption and support more sustainable operations. "As a returning customer, we are pleased to use VentoFoils again on our vessels, now in the form of the 5-series," said Johan Boomsma of Boomsma Shipping. "Wind propulsion has proven its value both economically and environmentally. With high fuel prices adding to the urgency, this is a logical next step for us. Energy efficiency is high on our agenda, which is why our eight newbuild vessels will be all delivered wind-ready. The first, Frisian Future, will enter service in May." To support its move into deepsea shipping, Econowind is also organising production in the Far East, close to where a large share of the world's new vessels are being built. The aim is to bring manufacturing closer to major shipbuilding hubs and make it easier for owners and yards to integrate the larger VentoFoil units into newbuild projects. "The 3-series has shown that our technology works in daily operations," said Chiel de Leeuw, Chief Commercial Officer of Econowind. "With the 5-series, we are bringing that proven concept into the deepsea market." The launch underlines Econowind's view that deepsea shipping is the next growth market for wind-assisted ship propulsion. Econowind's VentoFoil uses boundary-layer suction technology to generate additional thrust from wind, reducing the power required from the main engine. The company positions the system as a practical and robust solution with limited deck impact, bridge-controlled

operation and the ability to tilt the units when required for cargo operations or air-draught limitations. *(PR-Econowind)*

FREIRE SHIPYARD LAUNCHES IN VIGO THE ARMADA DIVING SUPPORT VESSEL A22 PROSERPINA

• The vessel combines eco-friendly technology with the capability for deep and prolonged underwater operations. • The new diving support vessel replaces the veteran **Proserpina** and strengthens the Spanish Navy's diving capabilities. The Spanish shipyard C.N.P. FREIRE, S.A. (Freire Shipyard) held in Vigo the launch ceremony of the diving support vessel, hull number 739, built for the Armada Logistics Support Command: **A22 Proserpina**.

Delivery is scheduled for later this year. The ceremony was presided over by the shipyard's General Managers, Marcos and Guillermo Freire, accompanied by the Chief of Staff of the Armada (AJEMA), His Excellency Antonio Piñeiro Sánchez. As well was attended by prominent civil authorities, including the Government Delegate in Galicia, Pedro Blanco Lobeiras; the Mayor of Vigo, Abel Caballero; the Director General for Industrial Strategy and Business Land of the Xunta de Galicia, Margarita Ardao Rodríguez; the Vice President and Deputy for Sports, Economy and Employment Promotion of the Provincial Council of Pontevedra, Luisa Sánchez; as well as the Director of the Port Authority of Vigo, Rubén Marín. Likewise, the event brought together distinguished military authorities, such as the Chief of Logistics Support of the Armada, His Excellency Ignacio Céspedes Camacho; and the Director of Engineering and Naval Construction of the Logistics Support Headquarters, His Excellency Nicolás Lapique Martín. Also in attendance were the Admiral-in-Charge of the Ferrol Arsenal, Mr Vicente Rubio Bolívar; the Deputy Director of Engineering at the Directorate of Naval Engineering and Construction, Mr Francisco Antón Brage; and the General Director of Economic Management of the Naval Logistics Headquarters, Mr Francisco Javier Delgado

Sánchez. The institutional representation was completed by the Defence Delegate in Galicia, Mr Jesús Ángel Paz Pena; the Naval Commander of Vigo, Mr Jaime Toledano Funes; and the Commander of the Maritime Action Units in Ferrol, Mr José Manuel Mata Hervás. "Today we witness the achievement of a collective effort, a shared vision, and the trust built between the Armada and the Spanish shipbuilding industry," stated Admiral General Antonio Piñeiro. He also addressed Freire's team in the following terms: "To all of you who have made this project possible—workers, engineers, technicians, and of course, your families—thank you. Thank you for demonstrating that the Spanish shipbuilding industry continues to be a reference." In addition, the AJEMA emphasized that "the '**Proserpina'** has a clear, demanding, and strategic mission: to support the Military Diving School in the training of our specialists. We live in an environment where maritime security is increasingly complex. Threats are not only on the surface, but also underwater. Essential infrastructures run along the seabed: cables carrying our Internet, gas pipelines, other services, etc. Protecting them requires preparation, resources, and highly qualified professionals. That is where our divers operate, and that is where the 'Proserpina' becomes an essential component". "For the entire team at Freire Shipyard, it is a privilege to be the first private shipyard

to build a steel vessel for the Navy. Through this collaboration, we contribute to the modernization of its auxiliary units, strengthening its position as a naval benchmark both nationally and internationally, and laying the foundations for future joint initiatives. We are grateful to the civil and military authorities who joined us at this ceremony, a moment of great significance for our shipyard," stated Marcos and Guillermo Freire, General Managers of Freire Shipyard. The vessel was christened by Mrs Olga Vallespín Gómez, the first professional female diver in Spain, who also played an honourable ceremonial role as godmother during the event. "I must proudly express how much I owe to the Armada. First and foremost, to the Navy's Diving Center (CBA), located in La Algameca, Cartagena, which provided me with the best training as a professional diver in 1970, when I was beginning my university studies to become an archaeologist," the ship's sponsor said. She added, "My wish is that the crew will find on this ship all the resources they need to fulfill their mission. I am certain that with the loyal dedication that characterizes our sailors, they will be able to accomplish their primary task: saving lives at sea." *Advanced technology for underwater operations* The auxiliary unit has an overall 32.90 metres length and 9 metres beam, with a range of 500 nautical miles at a cruising speed of 10 knots and a maximum speed of 12 knots. It is capable of carrying out prolonged missions in national waters and can accommodate up to 15 crew members. The **A22 Proserpina** incorporates eco-friendly technologies to optimize fuel consumption and reduce emissions. Its main features include a dynamic positioning system (DP2) and a three-anchor mooring system, ensuring stability at depths of up to 90 metres. The vessel is equipped for underwater intervention operations, including side-scan sonar (SBL), a lightweight, modular, and deployable autonomous underwater vehicle (AUV), and a remotely operated vehicle (ROV) for observation and exploration. The ROV can operate at

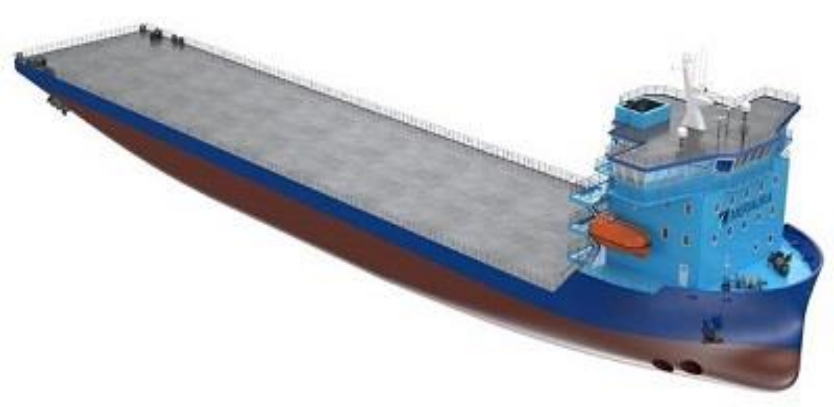
depths of up to 900 metres, while the AUV reaches 300 metres. Designed by Seaplace, the vessel includes dedicated areas for diving equipment, hyperbaric chambers and tactical coordination, supporting diving assistance missions, advanced training and technical work at depth. *A key step forward for naval diving* Its primary mission will be to serve as a support unit for the Spanish Navy Diving School (EMB), specialised in complex underwater operations, ranging from structural inspections to technical interventions, ensuring operational safety and the maintenance of naval infrastructure. The **A22 Proserpina** marks the beginning of a new phase in support of underwater operations, replacing the veteran Proserpina and strengthening the Spanish Navy's technical and training capabilities. This vessel forms part of the ongoing modernization and renewal of auxiliary units, aimed at enhancing underwater intervention capabilities and maintaining the Navy's position as a reference in this field, both nationally and internationally. It will also enable more efficient operations and ensure the continuity of training and specialisation in diving. *(PR-Freire)*

VIKING HELIX SHAPES SIMPLER, EASIER SHIP EVACUATION AT SPEED

A new generation marine evacuation system (MES) from VIKING Life-Saving Equipment offers a faster exit for passengers, simpler operation for crew and easier service for cruise and ferry owners. Developed for passenger ships needing high evacuation capacity, the VIKING Helix MES introduces a new helix-type slide that 4-8 people can use at once, and a unique bowsing system that keeps life rafts on-side with minimal crew involvement. Enabling the controlled ship evacuation of up to 477 persons within 30 minutes into 153-person life rafts alongside, the multiple occupancy slide accommodates adults of all sizes. It also allows adults and children to evacuate together, while even stretchers carrying injured persons can be brought into the continuous flow. "The Helix solution has been designed for operational speed and simplicity, technical efficiency, while the controlled descent of evacuees means they need less crew assistance transferring from the slide to the life raft," said Alex Kristensen, VP Cruise & Ferry, VIKING Life-Saving Equipment. Certified for use by DNV, the VIKING Helix supports a wide range of vessel configurations and is

especially suited to larger ferries and small to mid-size cruise ships. Installed at heights ranging between 5 and 23 meters, the system requires no welding on the ship side, making integration straightforward into newbuild and retrofit projects. For heights of up to 12 meters, the VIKING Helix features a patent-pending bowsing system which automatically activates cylinders after raft ballast water bags are filled to maintain position manual bowsing. Bowsing line tightening is the failing most frequently reported in evacuation training. "Automated bowsing allows the Helix MES to work with trim and list in a working range of 4-29 meters, so that fast and safe evacuation goes ahead even in challenging conditions," said Kristensen. "Users also avoid the service time and cost needed to reinstall bowsing systems every three years when systems are deployed – as required by SOLAS." Harbor trials at the VIKING Testing Center, Esbjerg focused on materials, structural integrity and system behavior, with volunteers of different ages and physical conditions moving through the slide and boarding life rafts. Subsequent heavy-weather sea trials in the North Sea verified performance in waters where wind, waves and motions tested the slide's movement with a vessel and control over evacuee descent in changing trim and list conditions. Minimized operational disruption is also designed in to a system which requires service at an authorized service station once every 30 months. "One Helix slide and a 153-person life raft are housed in an enclosed GRP frame which fits into the standard height between two decks and is removed as one unit," said Kristensen. "Switch-out is straightforward, even during short port stays." *(Source: gCaptain)*

WÄRTSILÄ INTEGRATED PROPULSION SOLUTION TO DELIVER FUTURE-PROOFING FOR NEW NEXT-GENERATION SHORT-SEA CARGO VESSEL



Technology group Wärtsilä will supply a fully integrated propulsion solution for a new advanced open-deck carrier vessel. The vessel has been ordered by Finland-based operator Meriaura, as part of its fleet renewal programme and has been designed for low energy consumption, operational flexibility and minimised emissions. The order was booked by Wärtsilä in Q1 2026. Vessel owners and operators are navigating a dynamic landscape shaped by evolving market conditions, regulatory requirements, and an increasing focus on emission reductions. As a result, there is a growing need for advanced solutions that support both operational flexibility and significant reductions in greenhouse gas emissions in line with international decarbonisation targets. "This advanced vessel marks a significant milestone in our fleet renewal programme, further enhancing our capabilities in heavy project and special-cargo transport", says Jessica Saari, Business Development Director – Meriaura. "With increased capacity, future-fuel-ready Wärtsilä engines and improved operational flexibility, we are well positioned to serve our customers more efficiently and sustainably across a broader range of routes and operating conditions." The 6,800 DWT ice-class, short-sea vessel will be equipped with a fully integrated propulsion solution from Wärtsilä. The modular design of two Wärtsilä 25 main engines, which combine fuel flexibility with advanced emission control, will help Meriaura significantly reduce greenhouse gas emissions. The scope also includes one Wärtsilä 20 engine and a Wärtsilä Selective Catalytic Reduction (SCR) system, further advancing emission control and environmental performance. Alongside the engines, Wärtsilä will deliver a full electric

propulsion system which will improve propulsion efficiency, contributing to lower fuel consumption and reliable, sustainable operations. Additionally, three Wärtsilä transverse thrusters will enhance the vessel's dynamic positioning capability, supporting station keeping during offshore construction and heavy lifting operations. "This advanced newbuild project demonstrates the shipping industry's drive to decarbonisation through adopting flexible, efficient, and sustainable solutions with built-in readiness for sustainable fuels. By combining engines, electric propulsion, and advanced manoeuvring technologies, we will enable Meriaura to achieve both operational flexibility and emissions savings for this new vessel", comments Mika Ojutkangas, General Manager, Sales. Finland and Baltics – Wärtsilä Marine. Wärtsilä's equipment delivery is scheduled for mid-2027, ahead of the vessel's planned entry into service in early 2028. *(PR-Wärtsilä)*

KEEL LAYING FOR ONE UNIT OF 3,676KW ASD TUGBOAT

On 12 April 2026, the 3,676kw ASD tugboat with pure-battery propulsion built by our Jiangsu Zhejiang Shipyard for Yantai Port has been keel laid. Leaders from owner company attended the ceremony. *(Source: Jiangsu Zhejiang Shipyard)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Sanmar Shipyards and Med Tugs Partner to Bolster Mediterranean Fleet with Advanced Tugboat Newbuilds*
   - *Master Boat Builders Delivers Rapport 2800 Tugboat for Gulf LNG Partnership*
   - *UZMAR Delivers RAmparts 2500W Class Escort Tug MESSALO to CFM Logistics SA*
   - *Germany's Central Command for Maritime Emergencies names Damen Multi Cat 2309 Lütt Matten*
   - *Damen delivers ASD Tug 2811 En Avant 19 to Muller Dordrecht*
2. *Several updates on the Broker Sales page posted last week.*

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

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

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