Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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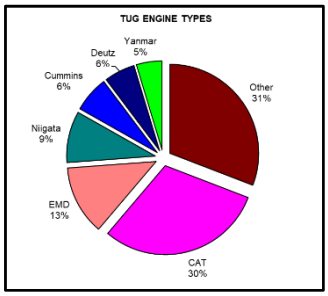
May 2025

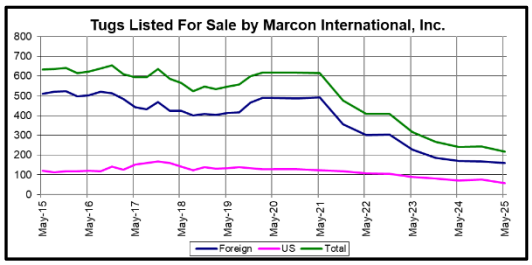
Tug Market Report

Of the 13,322 vessels and 3,724 barges that Marcon tracked as of May 2025, 5,152 are tugs with 218 officially on the market for sale worldwide, down 24 or 9.92% from one year ago, May 2024, and down 399 or 64.67% from May 2020. 94.92% of U.S. and 22.64% of foreign tugboats for sale are direct from Owners. Twenty-three (23) or 10.55% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 10.74% one year ago and 27.07% five years ago. Forty-three (43) (19.72%) are over 50 years of age, with one of those over 75 years old. Five have no age listed. The oldest tug Marcon currently has listed is a 1943 built 1,700BHP U.S. flag tug based on the U.S. West Coast. This *"old lady"* is offset by one azimuthing tug newbuild resale for delivery in the Far East in 2025.

Market Overview

Marcon's May 2025 data reveals a general decline in the number of tugs tracked by Marcon for sale across most regions, with the US, Southeast Asia, Far East, and Latin America experiencing the most significant reductions. The US market saw a decrease from 89 tugs a year ago to 60, while Southeast Asia dropped from 59 to 15, Far East from 46 to 34 and Latin America from 20 to nine. In terms of machinery, CAT diesels continue to dominate, powering 30% of the tugs Marcon has available for sale, followed by EMD (13%), Niigata (9%), and Cummins and Deutz (6% each) engines. The diversity of machinery remains broad, with various other manufacturers represented, indicating a wide range of options available in the market.





Over the past five years, the market for tugs has seen a significant shift towards older vessels. The proportion of tugs listed for sale built within the last 10 years has decreased from 27.07% to 10.55%, while the share of tugs over 50 years old has increased from 13.61% to 19.72%. The average age of tugs for sale has risen from 28 years in 2020 to 33 years today, reflecting an aging fleet. Regionally, the US market has seen a continuing reduction in the number of tugs available, dropping from 71 to 59. Similarly, all regions tracked have also experienced notable declines in the number of tugs for sale, with the largest percentage changes with Southeast Asia decreasing from 118 to 15 (-87.29%), the Mid East from 90 to 14 (-84.44%) and the Mediterranean from 69 to 19 (-72.46%). Overall, the data suggests a tightening market with a focus on older, more reliable vessels.

Of Marcon's listings, conventional twin screw tugs dominate with 62.4% of available vessels, followed by azimuthing tugs at 22.0%. This distribution largely mirrors the market five years ago, with twin screw tugs maintaining their lead at 61.4% and azimuthing tugs holding steady around 22%. The most notable shifts are a slight decrease in single-screw tugs from 11.0% to 9.2%, an increase in Voith Schneider tractors from 3.1% to 6.0% and a decrease in triple-screw tugs from 1.8% to 0.5%.

The global tug boat market has undergone notable changes in recent years, especially regarding the availability of vessels for sale and the rate at which older units are scrapped. The number of tug boats available for sale has dropped significantly, as many older or poorly maintained vessels have been removed from the market and dismantled.

According to Sea-Web, as of May 2025, there were 2,429 tug boats worldwide that had been scuttled, broken up, or scheduled for demolition. This marks a 1.38% increase from the 2,396 tugs reported in May 2024. Over the past five years, tug boat scrapping has risen sharply, with a 57.32% increase since May 2020. The bulk of these scrappings occurred in 2021 and 2022, indicating peak activity during those years. However, the rate of scrapping has slowed over the past year. The main reason for scrapping continues to be the high cost of repairing older or damaged vessels.

Marcon International, Inc.
Tug Boat Market Report – May 2025

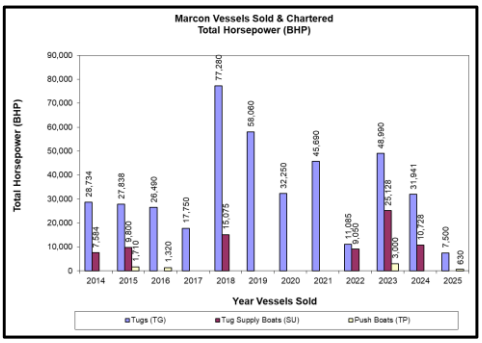
Marcon's database shows 399 fewer tugs officially for sale than five years ago in May 2020 with the loss of 358 tugs in less than 6,000HP categories. At the same time, the average age for tugs under 6,000HP increased from 26 to 33 years. There were minor changes in the higher horsepower ranges as far as the number available for sale and average age. In summary, we saw a 64.67% drop in listings with an five-year increase in overall average age.

The tugboat market remained tight through the first half of 2025, with limited vessel availability and muted sales activity. Marcon closed three transactions in January, a 3,000HP twin-screw tug and two deck barges, before the market quieted until June. Although interest is gradually rising for the second half of the year, pricing remains a hurdle. Affordable, structurally sound vessels at sale prices that will make a rebuild or re-power financially workable are typically scarce. Owners of tonnage are holding prices higher than this market will absorb, and there are few buyers willing to spend or exceed $1 million for tugs requiring major repowering, or major refurbishment. Shipyard costs continue to be very strong and inflationary pressures on this industrial segment will continue to increase rebuild estimates and will more than not take longer than originally planned due to supply chain issues. In this climate, any anticipated sell-off of older, low-utilization vessels, often triggered by recent private equity acquisitions of several U.S. towing companies, has yet to yield meaningful buying opportunities, as these assets typically lack the resale value or operational appeal that most buyers seek.

Persistent uncertainty around U.S.-imposed tariffs has disrupted global shipping volumes, softening harbor towage demand and tug utilization. At the same time, environmental regulations, notably California's CARB emissions standards, continue to shape fleet decisions. While repowering remains cost-prohibitive for many, larger operators with healthier capital positions are investing in newbuilds and major overhauls to align with decarbonization goals. However, high shipyard costs and limited yard availability hamper this effort. The Z-drive market remains particularly constrained, with owners reluctant to part with these increasingly critical assets. The industry continues to see strong interest in cleaner propulsion technologies, yet price and infrastructure challenges slow adoption across much of the fleet.

Internationally, tug demand is stable, supported by growth in Asia and offshore energy sectors, but new construction remains cautious due to high material and labor costs. The ongoing reshuffling of domestic operator portfolios by private equity firms may release some asset availability, but the quality and age of those vessels often limits their appeal. Looking ahead, we expect a selective market through the remainder of 2025, with transaction volumes tied closely to geopolitical stability, evolving environmental mandates, and operators' ability to balance long-term investment with near-term financial realities.

Recent Marcon Tug Sales & Charters



So far in 2025, Marcon International has completed six sales, bringing our total to 1,607 sales/charter transactions valued at over US $1.5 billion since 1981. The 2025 transactions include a 4,500HP twin screw tug, a 630HP inland pushboat, a jack-up barge, a 3,000HP twin screw tug, a 12,000dwt inland deck barge for conversion to a dock barge, and the finalization of the sale of a 5,450dwt ocean deck barge, which was sold via a U.S. Marshall Sale in December. In 2024, Marcon closed sales on three platform supply vessels, a pilot boat, a buoy tender, a pollution control vessel, a single screw tug, two twin screw tugs, three Z-drive tugs, four ocean tank barges, three ocean deck barges, and an inland deck barge. We also arranged charters for a twin screw tug and an AHTS and completed the final delivery of an AHTS sold in 2023. Since Marcon's first sale in 1983 in the tug, barge and offshore petroleum markets, our sales include 116 ocean tank barges totaling 9.487 million BBL capacity, 64 inland tank barge total 1.048 million BBL capacity, 404 tugs (totaling 1,336,203HP), 38 inland pushboats (84,410HP), 167 ocean deck barges (1,085,708dwt), 98 inland deck barges (216,917dwt), 127 hopper barges, four tankers (7,794dwt) and one 2,995dwt LNG/LPG carrier.

Sellers and buyers have shown a notable reluctance to publicly disclose sales and charter transactions. This lack of transparency makes it challenging for prospective market participants to evaluate current pricing and equipment specifications. In response, we are rethinking how we demonstrate our effectiveness and value as brokers.

If you are seeking guidance on pricing or equipment availability, we encourage you to contact one of Marcon's brokers directly. We're ready to provide confidential, personalized advice to help you navigate the market with confidence.

Featured Tugs Available for Sale in Descending BHP Order

File: TG70136 Tug - Twin Screw: 135.1' x 38.0' x 20.0' x 18.00' loaded draft. Built in 1975 by Astilleros del Atlantico; Spain. Rebuilt: 2001. Mexico flag. GRT: 721. ABS + A1, Ice C, Tow Service + AMS, Unrestricted. Exp Aug 2020. Dwt: 824mt. FO: 190,000g. FW: 22,000g. Winch: Smatco 66DAW dbl drum / GM8V-71 powered. Line Pull: 200T. Wire: 2,200' 2.25" ea drum (max). Stern Roller. Main Engines: 2 x EMD 20-645E7B total **7,200BHP**. 2 - FP props on 12" shafts. Kort nozzles. **Bollard Pull: 80MT**. Speed about 13kn on 270gph. Gensets: 2 - 152kW. Quarters: Total 9 crew. AirCon. Completely reconditioned & repowered in 2000. Welded steel hull with model bow, raised foc'stle bow, rounded stern with roller, two level superstructure forward with upper pilothouse. SB shark jaws model: 350MTSJ, SB dual tow pins model: 350MTTPA. 14' x 4' stern roller. **U.S. Gulf Coast.**

File: TG67112 Tug - Azimuthing: 110.0' x 40.0' x 18.0' x 16.50' loaded draft. Built in 1996 by Trinity Marine: Lockport, LA. Rebuilt: 2011. U.S. flag. GRT: 199. ABS Loadline, Exp. Jul 2026. USCG COI - Sub. "M" Exp. July 2029. Light Disp.: 525T. FO: 96,000g. FW: 12,000g. Crane: 5T Hyd/telescopic. Winch: 2 - 182T tow/164T bow Netec. Wire: 2,200' x 2.25" / 450' x 10" Spectra. Main Engines: 2 x Wartsila 6R32E total **6,700BHP**. Last Overhauled: 2013. 2 - US3001/3600 Aquamaster props. Abt.150gph@10kn. Gensets: 2 - 135kW / CAT 3306. Firefighting: 1 - 1,500gpm monitor. 3,400g foam capacity. AirCon. Stern drive azimuthing tug. Tug was refurbished, main drives overhauled, etc. in 2011. Both Z-drives removed and rebuilt in 2004. **Bollard pull of 88T**. NETECH X-2350 towing winch aft and bow /e escort winch is a NETECH X-2460. Two Digital laser charts. **Marcon brokered sale to current Owner in 2011**. Tug is in turn-key condition and has low running hours since last major overhaul of main engines. Last dry-docked in summer 2024 for USCG COI renewal. **U.S. Northwest. Prompt.**

File: TG45103 Tug - Twin Screw: 105.0' x 37.8' x 19.5' x 16.90' loaded draft. Built in 2007 by Seaboats Inc.; Fall River, MA. U.S. flag. GRT: 190. ABS Loadline Exp. July 2027. DD overdue - USCG COI Sub M - Exp. July 2026. FO: 102,227g. FW: 7,480g. BW: 57,859g. Winch: Almon Johnson 250 Single Drum. Main Engines: 2 x CAT 3516B-HD total **4,584BHP**. 2 - FP 107"x78" 4-blade SS props on 10" shafts. Gensets: 2 - 99kW / John Deere 6.8T. 5 crew cabins. AirCon. Fitted with upper pilothouse. Shaft Brakes. Keel coolers. ITC - 494G / 148N. **We may be able to develop for sale with TB90041 out of US Registry. U.S. Northeast.**

File: TG45013 Tug - Triple Screw: 110.0' x 41.0' x 16.0' x 11.00' lt draft x 14.00' loaded draft. Built in 1987 by Jacksonville, FL. U.S. flag. GRT: 139. ABS Loadline, Expired. No COI. FO: 110,000g. FW: 14,000g. Crane: 2T Hydraulic. Winch: Double drum. Line Pull: 100T. Wire: 2 - 2,000' x 2.25". M/Es: 3 x EMD 12-645E2 total **4,500BHP**. 3 - FP 96" x 95" props on 9" shafts. Kort nozzles. Six steering "vane" rudders. **Bollard Pull: 72T**. Gensets: 2 - 70kW/GM; 1 - 90kW/GM. 11 berths (5-7 crew). Upper pilot house with 55' eye level. 1,000lpd watermaker. Range 30 days towing/60 days utility works. ITC - 450G/135N. **U.S. Gulf Coast.**

File: TG39002 Tug - Twin Screw: 139.0' x 34.0' x 17.2' x 10.60' lt draft x 14.10' loaded draft. Built in 1976 by Burton Shipyard; TX. Rebuilt: 2000. U.S. flag. GRT: 198. ABS +A1, Towing Service +AMS. Drydocking and special survey overdue Sept. 2015. Dwt: 647T. FO: 129,000g. FW: 12,300g. BW: 122,400g. Winch: Double drum Intercon 74077. Line Pull: 100T. Wire: 2 x 2,200' 2". M/Es: 2 x EMD 16-645E6 total **4,200BHP**. 2 - 115"x88" 4-blade Stainless props. 12,400nm range @ 10kn. **Bollard Pull: 52.5ST**. Speed about 10-12.5kn on 104-179gph. Gensets: 2 - 99kW / GM8V71 450v 60Hz. 8 berths. AirCon. Hydraulic tow pins. 65T electric barge winches. **Sold to current Owner by Marcon.** Tanks coated at last drydocking. Low main engine and reduction gear running hours and machinery are all in very good overall condition. Laid-up in fresh water and plugged into shore power entire time. Keen Seller. **U.S. West Coast.**

File: TG37013 Tug - Twin Screw: 131.2' x 38.7' x 15.0' x 12.50' loaded draft by Southeast Asia shipyard. Foreign flag. Class: RINA. FO: 300m3. FW: 80m3. Winch: Double Drum Waterfall 120T Brake. Wire: 1,000m x 48mm. Stern Roller. M/Es: 2 x Mitsubishi S16R-MPTK total **3,700BHP**. 2 - FP props. Kort nozzles. **Bollard Pull: 45T**. Speed about 11kn. Gensets: 3 - 143kW / CAT C6.6. Quarters: 20. Newbuild Anchor Handling Tug. Delivery is 4-5 months from MOA signing. Year of build will be the delivery year. **Southeast Asia.**

File: TG35092 Tug - Twin Screw: 87.6' x 28.0' x 13.1' x 11.20' loaded draft. Built in 2002 by Detroit Chile SA. Peru flag. GRT: 218. Class: ABS +A1 Towing Vessel, +AMS. Exp July 2027. FO: 57T. FW: 20.8T. Winch: 1 - Mampaey Tow Hook. Main Engines: 2 x MTU 12V4000M60 M-60 total **3,590BHP**. 2 - FP Towmaster 88.5" props. Kort nozzles. **Bollard Pull: 45T**. Pumps: FiFi: Gormann Rupp 16C2F4L. Gensets: 2 - 84kW. Firefighting: 2 - FiFi Monitors. Quarters: 6 crew / 4 cabins. **South America West Coast.**

File: TG32170 Tug - Twin Screw: 105.0' x 29.9' x 13.8' x 15.48' loaded draft. Built in 2007 by ST Shipbuilding Co; Malaysia. Mexico flag. GRT: 296. BV I + Hull, *MACH Tug Unrestricted exp. Jan 2018. FO: 64,250g. FW: 8,622g. BW: 24T. Winch: Hydraulic double drum. Line Pull: 40T. Wire: 2 - 700m x 52mm. Stern Roller. M/Es: 2 x Cummins KTA-50-M2 total **3,600BHP**. 4-blade Mag / Bronze props on 7.5" S/S shafts. Kort nozzles. **Bollard Pull: 46.4T**. Speed about 11kn on 75gph. Gensets: 2 - 125kW / Cummins 6CTA8.3, 1 - 32kW 415v 3ph. Quarters: 2 single, 5 double. AirCon. Steel hull construction. Raised foc'stle. Needs repairs. Reduced price. Tug partially sank at the dock in 2017 with engine room submerged. **U.S. Gulf Coast. Prompt.**

File: TG32038 Tug - Twin Screw: 105.0' x 29.9' x 13.8' x 11.50' loaded draft. Built in 2007 by SL Shipbuilding Contractor; Malaysia. Mexico flag. GRT: 296. Class: RINA C + Hull + Mach. Exp. June 19, 2024. FO: 212mt. FW: 32.7mt. BW: 50m3. Winch: Double drum hyd. Line Pull: 40T. Wire: 2 - 700m x 52mm. Main Engines: 2 x Cummins KTA50M2 total **3,200BHP**. FP props. Kort nozzles. **Bollard Pull: 41.2T**. Speed about 11kn free on 125gph. Gensets: 2 - 125kW / Cummins 6CTA8.3-D, 1 - 32kW / Yanmar. AirCon. **Mexico Gulf Coast.**

File: TG32020 Tug - Twin Screw: 123.9' x 30.0' x 12.1' x 9.84' loaded draft. Built in 2019 by Mohamed Eid Mahmoud Hassan Ay; Port Said. Palau flag. GRT: 250. Phoenix Register of Shipping. 170m2 clear deck. FO: 140T. FW: 120T. Winch: Tow hook. M/Es: 2 x GM 16V-149 total **3,200BHP**. Bowthruster 55kW. Gensets: 2 - 125kW CAT. 27 berths. Working. Crane and winch need to be installed. **Mediterranean.**

File: TG30164 Tug - Twin Screw: 105.0' x 34.0' x 16.3' x 13.50' loaded draft. Built in 1976 by J. M. Martinac Shipbuilding, WA. U.S. flag. GRT: 150. Dwt: 252T. FO: 66,000g. Main Engines: 2 x EMD 12-645-E2 total **3,000BHP**. 2 - FP props. AirCon. Upper pilot house. 01 deck replaced with extensive steel renewals. No towing winch, or hydraulic pin system, but owner has a single drum Almon Johnson and pin system that they will sell with the boat. COI requires renewal. **U.S. West Coast.**

File: TG30002 Tug - Twin Screw: 105.0' x 32.0' x 15.3' x 13.70' loaded draft. Built in 1978 by McDermott Shipyard; LA. U.S. flag. GRT: 149. ABS Loadline; USCG COI Sub M. FO: 65,000g. FW: 4,704g. BW: 40,064g. Winch: Intercon DD-220 / GM6-71. Wire: 2,200' x 2". Stern Roller. M/Es: 2 x EMD 12-645E2 total **3,000BHP**. 108" x 74.5" 4-blade Stainless props on 9.25" shafts. **Bollard Pull: 38.5T**. Gensets: 2 - 65kW / John Deere 4045. Quarters: 9 men. AirCon. 21.5' height of eye. Hydraulic tow pin table aft. **U.S. Northwest.**

File: TG28115 Tug - Twin Screw: 105.0' x 30.0' x 14.6' x 12.50' loaded draft. Built in 1975 by Bollinger Machine Shop & SY; LA USA. St Vincent/Grenadine flag. GRT: 183. Ex ABS Loadline. Dwt: 186mt. FO: 66,070g. FW: 10,000g. Winch: Intercon DD-175D Double drum. Dutch Bar. Line Pull: 145ST max. Wire: 2,000' x 2.25". Stern Roller. M/Es: total **2,820BHP**. 100" dia. 4-blade FP props. **Bollard Pull: 18MT**. Speed about 8.5-10kn on 80-95gph. Gensets: 75kW & 150kW GM 6V-71. 8 Crew in 5 Cabins. AirCon. Upper pilot house. Solid rubber rail fendering. **Available with deck barge DB23073. Caribbean.**

File: TG22131 Tug - Twin Screw: 110.5' x 34.1' x 13.1' x 12.80' loaded draft. Built in 1976 by Allied Shipbuilders; BC. Canada flag. GRT: 395. Transport Canada Near Coastal Class 2. Annual Safety Inspection due Mar 2023; Drydock due Jan 2023. Dwt: 250T. 46.5m2 clear deck. FO: 221m3. FW: 16.9m3. Winch: Burrard HF-D double drum. Line Pull: 24.7T. Wire: 760m x 44.5mm. M/Es: 2 x CAT D399TA total **2,250BHP**. 2 - 83.3" x 79.3" FP props. Kort nozzles. **Bollard Pull: 27.2T**. Speed about 8-13kn on 5.77-8.46T. Gensets: 2 - 125kW / CAT 3306T 480v 60Hz 3ph. Firefighting: 682Lpm fire / ballast pump. 10 in 9 cabins. AirCon. Fitted with upper pilothouse in 2005. Formerly LR 100 A1 Tug Ice Class 1 Arctic Type A. Hydraulic towing pins with 12" roller. **Exclusively for sale via Marcon. Canada West Coast.**

File: TG21074 Tug - Twin Screw: 73.8' x 23.8' x 12.3' x 10.43' loaded draft. Built in 1995 by Damen Shipyard / Tczew Stocznia SP Z. Colombia flag. GRT: 145. LR +100 A1 LMC Tug, Coastal Service. SS and DD due Jun 2025. 35m2 clear deck. FO: 38m3. FW: 10m3. Winch: Mampaey Tow Hook SWL 45.9T. M/Es: 2 x Cummins KTA-38-M total **2,090BHP**. 2 - 1,900mm Bronze FP props. Kort nozzles. P/S Tailshaft Surveys due Aug 2027. **Bollard Pull: 31mt**. Speed about 10kn free. Pumps: GS/Bilge: 2. Gensets: 2 - 58kW / Cummins 4BT 110/440vAC 60Hz. Firefighting: 1,200m3/h pump + monitor. Quarters: 7. AirCon. Damen Stan tug 2207. National Gross Tonnage: 104.9. Currently operational. Suitable for towing, mooring, firefighting and pollution control. 1.5m3 oil dispersant. **Caribbean. Prompt.**

File: TG20085 Tug - Twin Screw: 98.4' x 28.2' x 13.5' x 11.50' loaded draft. Built in 2006 by Southeast Asian shipyard. Singapore flag. GRT: 265. RINA C+ Tug MN Service Restriction; Unrestricted. SS-DD due Sep 2026. FO: 193m3. FW: 80m3. Winch: Single Drum Winch + 30T Tow Hook. Line Pull: 40T. M/Es: 2 x Mitsubishi S6R2-MPTK3 total **2,060BHP**. 2 - FP props. Kort nozzles. Gensets: 2 - 100kVA / Cummins 6BT5.9, 1 - 33kVA / Cummins S38G2. Quarters: 12 crew. **Southeast Asia.**

File: TG13060 Tug - Twin Screw: 68.9' x 26.3' x 13.1' x 7.05' light draft. Built in 1982 by Lester F. Alexander Co. / Astivik S.A. Rebuilt: 2013. Colombia flag. GRT: 72. Class: 40.1-C-01G Bay, Coastal, National Loadline. FO: 15,000g. FW: 20mt. M/Es: 2 x Cummins QSK 19-M total **1,320BHP**. 2 - 54" x 40" 4-blade props. **Bollard Pull: 14.5mt**. Speed about 14.5mt. Gensets: 2 - 35kW / Cummins. 6 crew in 4 cabins. AirCon. Steel hull. Currently working in bay operations. **Central America.**

File: TG12124 Tug - Twin Screw: 59.8' x 20.0' x 7.3'. Built in 1979 by William Sherman Shipbuilding. Rebuilt: 2015. U.S. flag. GRT: 81. USCG COI Exp Sept 2026. FO: 9,000g. FW: 1,300g. Winch: Norcrane and Winch single drum. Wire: 1,600' x 1.25". Main Engines: 2 x Cummins QSK19 Tier II total **1,200BHP**. 2 - FP props on 4" St. Steel shafts. New M/E & Props April 2012. Gensets: 1 - 21kW / Isuzu. Quarters: 2. Galley. Steel Hull, Aluminum Wheelhouse. The Port main runs tow winch and forward capstan. Vessel is reportedly in excellent condition and turn-key / ready to work. **U.S. West Coast.**

File: TG12002 Tug - Twin Screw: 70.0' x 24.0' x 9.0' x 8.00' loaded draft. Built in 1982 by Houma Shipbuilding Co., Inc. Rebuilt: 2018. U.S. flag. GRT: 105. USCG COI Sub M Exp. May 2029; Next DD April 2026. FO: 17,200g. FW: 3,000g. Winch: Smatco Single Drum + 10HP capstan. Wire: 1,300' x 1.75". M/Es: 2 x Cummins KTA-19 total **1,300BHP**. 2 - FP 70" x 65" 4-blade props on 5.5" shafts. 2018: Repowered with Tier 1 MEs; Gensets: 2 - 40kW / GM3-71, 208-240vAC 60Hz. All welded steel construction. Humphrey Marine Model 10A, Type II sanitary system. New ME in 2025 and new propellers and tail shafts in 2024. Inviting offers. **U.S. Northwest.**

Worldwide Number of Tugs

The global tugboat fleet has been experiencing steady growth in recent years, reflecting the increasing demand for maritime services worldwide. According to **S&P Global Sea-web Online Ship Register**, which only covers *"sea-going"* vessels over 100GRT, as of 23 May 2025, there were 22,881 *"sea-going"* tugs over 100GRT worldwide, up from 21,861 (4.67%) and 19,693 (16.19%) in May 2024 and 2020, respectively. This growth aligns with the broader trends in the maritime industry, where larger ships and busier ports necessitate more powerful and numerous tugboats. Total horsepower is 62,761,792BHP, up 2,718,033BHP (4.53%) over the past year. The total horsepower of the global tug fleet has seen a notable increase, indicating a trend towards more powerful vessels to handle larger ships and more complex port operations. Even considering flags of convenience, the largest national fleet of tugs over 100GRT continues to be under Indonesian flag with 7,462 tugs totaling 13,565,173BHP. Indonesia's dominance in the global tug fleet is particularly noteworthy, highlighting the country's significant role in maritime operations, likely due to its archipelagic geography and bustling ports. The U.S., as the second largest national fleet of tugs, operates 1,445 *"sea-going"* tugs over 100GRT, or 6.32% of the world market, totaling 5,519,878BHP (8.79% global BHP). While second in fleet size, the United States maintains a substantial presence in the global tug market, especially considering its high total horsepower.

Average age of tugs worldwide is 23.3 years (built 2002) with the U.S. flag *"sea-going"* fleet at 36.0 years (built 1989). The average age of tugs worldwide points to a relatively mature fleet, with the U.S. fleet being significantly older. This aging fleet, particularly in the U.S., may present challenges in terms of efficiency and environmental compliance, as older vessels typically consume more fuel and emit more pollutants.

The *"Unknown"* flag group is 9.31% of the world market, comprised of 2,131 tugs totaling 4,495,924BHP or average 2,110BHP each with an average age of 41.9 years (built 1984). This significant portion of the global tug market could indicate the use of flags of convenience or reflect gaps in vessel registration data. This group's older average age and lower average horsepower suggest these may be older, less powerful vessels operating in various global regions.

Five years ago, the average age of the worldwide fleet was 22.30 years (built in 1998). Average horsepower of the worldwide fleet over the past five years has held steady at approximately 2,740BHP. The stability in average horsepower over the past five years, despite the growth in fleet size, indicates that while the number of tugs is increasing, their average power capacity has remained consistent. This trend might reflect a balance between the need for more tugs and the specific power requirements of different maritime operations.

Top 20 *"Sea-Going"* Tug Fleets by Units as Of May 2025 According to S&P Global Sea-web Online Ship Register

Flag	Total BHP	%	# Tugs	%	Avg BHP	Avg Age
Worldwide	**62,761,792**	**100.00%**	**22,881**	**100.00%**	**2,743**	**2002**
Indonesia	13,565,173	21.61%	7,462	32.61%	1,818	2012
Unknown	4,495,924	7.16%	2,131	9.31%	2,110	1984
USA	**5,519,878**	**8.79%**	**1,445**	**6.32%**	**3,820**	**1989**
Japan	2,725,141	4.34%	731	3.19%	3,728	2008
Korea, South	1,854,953	2.96%	586	2.56%	3,165	1998
Russia	1,574,328	2.51%	573	2.50%	2,748	1997
Malaysia	1,221,870	1.95%	527	2.30%	2,319	2007
India	1,512,932	2.41%	525	2.29%	2,882	2003
Panama	1,218,303	1.94%	375	1.64%	3,249	1997
Singapore	1,046,164	1.67%	372	1.63%	2,812	2012
Turkey	1,372,809	2.19%	357	1.56%	3,845	2011
St Vincent & The Grenadines	1,314,284	2.09%	316	1.38%	4,159	2013
Philippines	709,962	1.13%	295	1.29%	2,407	1983
Italy	1,172,126	1.87%	292	1.28%	4,014	1997
Brazil	1,182,244	1.88%	285	1.25%	4,148	2007
Australia	1,272,011	2.03%	284	1.24%	4,479	2006
China, People's Republic Of	827,866	1.32%	252	1.10%	3,285	1998
Iran	576,971	0.92%	240	1.05%	2,404	1994
Canada	739,437	1.18%	236	1.03%	3,133	1986
United Kingdom	884,619	1.41%	234	1.02%	3,780	2002

Breakdown of U.S. *"Sea-Going"* Fleet

The U.S. domestic tug fleet, a critical component of the nation's maritime infrastructure, has experienced subtle changes in recent years. According to **S&P Global Sea-web Online Ship Register**, as of May 23, 2025, the fleet comprised 1,445 *"sea-going"* tugs with a total of 5,519,878BHP. This represents a slight decrease by two vessels (0.14%) but increase by 91,098BHP (1.68%) compared to the previous year, while the average age increased by about 1.2 months to 36.0 years. Looking back to May 2020, the fleet over 100GRT has seen a reduction of 20 vessels (1.37%) offset by an increase of 108,603BHP (2.01%), confirming the move towards fewer but more powerful tugs. The average age has risen by two years and one month over this five-year period, highlighting ongoing challenges in fleet renewal. These statistics indicate a mature fleet that, while maintaining significant capacity, faces the need for modernization to meet evolving maritime standards and maintain operational efficiency in handling larger vessels and complex port operations.

U.S. Sea-Going Tug Fleet Over 100GRT By BHP According to S&P Global Sea-web Online Ship Register as of May 2025

	Unknown BHP	Under 999	1000-1999	2000-2999	3000-3999	4000-4999	5000-5999	6000-6999	7000-7999	8000-8999	9000 Plus	Total
Total #	96	35	191	182	268	274	140	156	36	14	53	1,445
Avg. BHP		796	1,504	2,346	3,402	4,354	5,367	6,514	7,238	8,225	11,444	
Avg. LOA	87	76	84	95	104	105	105	106	131	135	142	
Avg. Beam	28	22	26	29	32	35	36	39	41	42	47	
Avg. Depth	11	9	11	12	15	16	17	18	19	21	24	
Avg. Year Built	1977	1959	1970	1978	1983	1998	2003	2011	1994	2007	2008	1989

Of the 1,445 U.S.-flagged tugs in Sea-web, Caterpillar engines account for 37% of the market where engine type is known, followed by EMD at 28%. Since May 2020, Caterpillar has gained market share, while EMD has declined. The fleet composition has shifted toward more advanced propulsion systems: azimuthing tugs have increased by 27 units to 330 (23% of the fleet), while conventional single-screw and twin-screw tugs have decreased by 13.99% and 1.60%, respectively. Currently, twin-screw tugs comprise the majority at 55% (797 units), followed by azimuthing tugs at 23% (330 units), single-screw tugs at 17% (252 units), triple-screw tugs at 3% (43 units), and Voith tractor tugs at 2% (23 units). These statistics indicate that the U.S. fleet is continuing to replace existing vessels with more maneuverable and efficient tug designs.

Worldwide Articulated Push Tugs Fleet

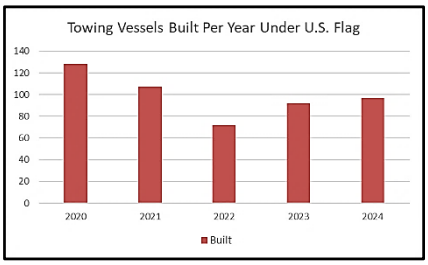
According to **S&P Global Sea-web Online Ship Register**, as of May 27, 2025, the global fleet of articulated push tugs (ATBs) above 100GT comprises 252 vessels, with the U.S. dominating the market at 65.87% (166 tugs). U.S.-flagged ATBs average 6,4607BHP and are 26 years old, while non-U.S. flagged ATBs average 4,270BHP and are 34 years old. ATBs represent 1.11% of tugs worldwide but account for 11.49% of all U.S. tugs. The fleet has grown by 31 vessels since May 2020, with 21 additions in the U.S. Notably, Liberia and St Kitts and Nevis have the youngest ATB fleets, while the Bahamas has the oldest. The global ATB fleet has aged slightly since 2020, with U.S. vessels increasing from 19 to 26 years and non-U.S. vessels from 30 to 34 years. Average horsepower has slightly decreased for both U.S. and non-U.S. ATBs compared to 2020 levels. The second largest fleet of ATBs is attributed to *"unknown flag"* with 20 tugs, followed by Liberia with seven. This distribution highlights the concentration of ATB technology in specific maritime markets, particularly the United States, where their use has become increasingly prevalent in coastal and inland waterway operations. The aging fleet and slight decrease in average horsepower suggest a potential need for fleet renewal and modernization in the coming years to maintain operational efficiency and meet evolving maritime standards.

Sea-web Articulated Push Tugs Summary as of 27 May 2025

	Total BHP	%	# Tugs	%	Avg BHP	Avg Age	Age in Years
US	1,072,278	74.49%	166	65.87%	6,460	2000	26
Foreign	367,227	25.51%	86	34.13%	4,270	1991	34

Marcon is currently tracking 128 ATB tugs worldwide with five currently for sale, ranging in age from a 2024 newbuild to 36 years old. Three of the five ATB tugs for sale are in the U.S. with the other two in the Far East.

Vessel & Shipyard News



According to the ***U.S. Coast Guard Merchant Vessels of the U.S.*** database updated June 6, 2025, 35 towing vessels are listed with 2025 build dates. These range from 25' to 120' LOA, 170BHP to 7,000BHP (where LOA and BHP given) vessels. In 2024, 97 towing vessels were built or completed, following 92 in 2023, 83 built or completed in 2022 and 107 in 2021.

S&P Global Sea-web Online Ship Register as of May 27, 2025, reports 960 towing vessels over 99GT either built or scheduled for completion in 2025 or later, representing a total of 3,201,268HP with an average of 3,335HP per vessel. This level of newbuilds reflects the maritime industry's response to increasing global trade demands and stricter environmental regulations. Indonesia leads the orderbook with 374 vessels, highlighting its growing maritime ambitions, followed by St Vincent & The Grenadines and Turkey with 137 and 104 orders respectively. The United States, while ordering fewer vessels (18), is focusing on high-power tugs averaging 6,914BHP, significantly above the global average. This trend towards higher-powered tugs in developed maritime nations contrasts with the diverse range of tug specifications across different countries, from Italy's smaller 1,373BHP vessels to South Africa's single 7,700BHP, indicating varied operational needs and strategies in different maritime markets.

UZMAR Shipyard has delivered the NB-166 *"Tiger,"* a RAstar 3200W Class 80 TBP Escort Tug, to **OCEAN S.R.L**., with the vessel designed by **Robert Allan Ltd**. The delivery and naming ceremony took place at UZMAR Shipyard on February 10, 2025, attended by leaders from UZMAR, OCEAN S.R.L., and Robert Allan Ltd. The *"Tiger"* was successfully launched just eight months after the contract was signed. Engineered to the highest industry standards, *"Tiger"* is equipped with cutting-edge systems for ship rescue, vessel escorting, firefighting, port operations, towing, pushing, and standby services. Designed with an azimuth stern drive (ASD) propulsion system and advanced firefighting capabilities, the RAstar 3200 series tug features an 80-tonne bollard pull, an overall length (L.O.A.) of 32 meters, a beam of 13.2 meters, and a depth of 5.5 meters. With a fuel capacity of 199m³ and a freshwater capacity of 40m³, the vessel carries Escort Tug, Recovered Oil Second Line (FP>60°C), and Firefighting 1 notations. It is powered by two Caterpillar 3516E main engines, rated at 2,350bkW at 1,800rpm, featuring IMO III-certified after-treatment systems. The propulsion system consists of two Kongsberg US255 Z-drives with 2.8m FP propellers. Further enhancing its operational capabilities, *"Tiger"* is outfitted with an IBERCISA Split Drum Escort Forward winch, an Aft Towing winch, and a DATA Towpin to support vessel escorting and towing operations.

UZMAR Shipyard successfully launched the **Robert Allan**-designed RAmpage 4100BB-H hybrid offshore tug in January 2025. This state-of-the-art vessel will join **Bukser & Berging's** North Sea operations, designed to meet the demanding requirements of the offshore industry and built for worldwide operation. The vessel is optimized for a range of tasks, including inshore and offshore towing, as well as general tug operations. With a hull engineered for exceptional maneuverability, high bollard pull, and enhanced seakeeping capabilities, the RAmpage 4100BB-H also boasts low fuel consumption - making it both powerful and efficient. Measuring 41m in length and 14.5m in beam, the vessel accommodates up to 10 crew members. Designed with maximum comfort in mind, it holds COMF-NOISE 3 and COMF-VIB 3 class notations, ensuring a quieter and smoother experience for those on board. The RAmpage 4100BB-H is powered by two medium-speed main engines producing 2,800kW each, driving two azimuth thrusters with a total input of 3,700kW. A 500kW bow thruster enhances maneuverability, supporting DP0 operations. To achieve a maximum bollard pull of 120mt, the vessel features two 900ekW inline electric motor/shaft generators that boost the main engines, powered by four robust 555ekW generator sets.

The 39-metre tug *"Silivri"* has been successfully delivered to **The BOTAS Petroleum Pipeline Corporation** in Turkiye. The TRAktor V3900-DF series tug was recently completed at **Uzmar Shipyard** to a design by **Robert Allan Ltd**. *"Silivri"* is only the second vessel in the world to combine Voith Schneider propulsion with dual-fuel LNG/diesel engines. This unique arrangement has only been combined once before, on her sistership *"Sultanhani"*, delivered earlier in the year to the same owner. Equipped with Wärtsilä 6L34DF engines and 32X6 Voith Schneider propellers, *"Silivri"* can undertake challenging escort operations as part of Botas' fleet. VSPs are well suited for this application due to their fast response time and precise maneuvering. The 32X6 VSP model is the latest innovation in cycloidal propeller design, featuring several improvements over its predecessors, not least of which is a simplified yet more robust design. The TRAktor V3900-DF series also features a new geometry for the VSP guard plate, optimizing bollard pull performance and simplifying construction. The Wärtsilä 6L34DF dual fuel engine can run on either natural gas or diesel, with seamless transition between the two fuels. An exhaust aftertreatment arrangement consisting of SCR units, mixing tubes, and a dedicated diesel exhaust fluid (DEF) system are installed on the vessel to maintain IMO Tier III emission compliance even in diesel operating mode. The 40 m3 LNG tank is fitted aft of the Engine Room in a dedicated compartment and is installed transversely allowing a more compact and efficient equipment arrangement, as well as separating associated hazardous zones from the accommodation block forward. A carefully designed force ventilated LNG vent mast allows possible vented natural gas from the LNG tank and system to be well dispersed on exit, without the potential for cold vapor collapse. The vent mast locates the outlet well above the working deck and away from any crew areas or ventilation intakes. *"Silivri's"* wheelhouse design enables 360-degree visibility for the Master and features two control stations (one forward, one aft), each with full functionality. Critical deck equipment like the heavy-duty escort winch and dedicated staple are fully visible from the aft control station. From this same location both fire-fighting monitors are visible in their position on an aft elevated platform. Development of the TRAktor V3900-DF hull form included an extensive computational fluid dynamics (CFD) phase in which multiple operational parameters were optimized. Foremost among those was ensuring excellent tug directional stability by installing Robert Allan Ltd.'s strake stabilizers at the stern of the tug. These small appendages ensure the tug is directionally stable yet still highly maneuverable, with very minimal impact to resistance. *"Silivri"* can generate 80mt of bollard pull and 107mt of steering force during escort operations. The *"Silivri"* can also achieve 188mt of braking (more than twice the static bollard pull). This tug represents the latest evolution of the design concept developed by Robert Allan Ltd. for LNG-fueled tugs. It addresses the space and regulatory limitations specific to small vessels, which are not present in larger LNG-fueled vessels. This design incorporates lessons learned and operational feedback from the 10 previous Robert Allan Ltd. designed LNG-fueled tugs. Many of these design features are now being used as the foundation for future alternatively fueled tug designs under development at Robert Allan Ltd. Particulars of the TRAktor V3900-DF series are: Length overall: 39.0m; Beam, moulded: 15.0m; Depth, moulded: 6.0m; Gross tonnage: 900. The tug was designed and constructed to comply with all applicable Rules and Regulations of Bureau Veritas with the notation I ✠HULL, ✠MACH, ✠AUT-AMS, Escort Tug, Fire-Fighting 1 Water Spraying, Dual Fuel, LNG Fuel, In Water Survey, Unrestricted Navigation. Tank capacities are as follows: Diesel Fuel oil: 164m3; LNG: 40m3; Potable water: 23m3. Sea trial results showed that the *"Silivri"* achieved and surpassed all requirements: Bollard pull, ahead: ~80mt; Free running speed, ahead: ~12.5 knots.

With the delivery of NB170 CARABA to **P&O Reyser**, **UZMAR** marks a bold step forward in its ongoing collaboration with one of Spain's leading port service operators. The second in a next-generation series of asymmetric tractor tugs, *"Caraba"* enters service as the most powerful vessel in the fleet, achieving a remarkable 76.39 tonnes of bollard pull, setting a new record for the class. Fine-tuned through the experience of her sister tug Balahu, *"Caraba"* represents more than a continuation; it's an evolution. Designed by Cintranaval and powered by twin MAN 12V175D MM+ engines, *"Caraba"* combines proven performance with subtle refinements aimed at optimizing real-world port operations. Equipped with Kongsberg ASD units, *"Caraba"* offers advanced handling, stability, and precision control tailored to the complex traffic conditions of the Port of Barcelona. Her asymmetrical hull design, developed specifically for high-traffic maneuvering, enables confident and efficient vessel escort, berthing, and towing operations. Built to 'Eco Silent' class standards and fully compliant with IMO Tier III regulations, *"Caraba"* delivers high performance with a light environmental footprint. Enhanced onboard comfort and low emissions make her not only a technical success, but a reflection of modern port service values.

Introducing *"SD Djoudj"*, the second in a series of five cutting-edge RAstar 3200W ASD terminal support and escort tugs, built by **UZMAR Shipyard** for **KOTUG**. *"SD Djoudj"* has now departed UZMAR Shipyard on her maiden voyage and is en route to her future home in Senegal, where she will play a key role in elevating towage capabilities across West Africa. Measuring 32 meters in length and delivering an impressive 80mt of bollard pull, *"SD Djoudj"* is engineered for power, precision, and endurance. She is fully certified to IMO Tier III standards, offering reduced emissions and aligning with KOTUG's firm commitment to greener, more sustainable operations on a global scale. Meticulously designed by Robert Allan Ltd. and equipped with the latest navigation and propulsion technologies, *"SD Djoudj"* boasts outstanding maneuverability and exceptional seakeeping, features that ensure safe and efficient performance, even under the toughest operating conditions. Her omnidirectional control, advanced winch systems, and robust hull design make her ideally suited for terminal support, escort, and harbor operations in challenging marine environments.

UZMAR announced the successful delivery of a new RAstar 3200-W class tugboat to **Østensjø Rederi**. The vessel was designed by **Robert Allan Ltd**. and built to the highest standards at UZMAR's state-of-the-art shipyard. The delivery ceremony took place at UZMAR Shipyard and was attended by senior executives from both companies, including A. Noyan Altuğ, President & CEO of UZMAR, and Kristian Helland Vea, CEO of Østensjø Rederi. Vessel Highlights: Design: RAstar 3200-W by Robert Allan Ltd. Length: 32 meters; Bollard Pull: 80mt; Purpose: High-performance offshore escort towing; Features: Superior maneuverability, seakeeping, and operational safety. This project reflects UZMAR's dedication to delivering reliable, innovative, and fit-for-purpose vessels that support the evolving needs of its clients. Built in close coordination with Østensjø Rederi and Robert Allan Ltd., the vessel incorporates custom features informed by their decades of hands-on experience in demanding maritime conditions.

MED MARINE announced the successful delivery of its latest MED-A3200 series tugboat to **P&O Maritime Logistics**. The delivery was celebrated in Istanbul on January 30. Named *"P&O Africa"* by her owners, this 32-meter RAstar 3200-W Escort Tug combines strength and reliability, achieving a remarkable 80mt bollard pull. Meeting FIFI 1 Class standards, the vessel is equipped with advanced firefighting systems, gas detection sensors, and emergency shutdown protocols, ensuring swift and efficient action in the face of potential threats. Armed with a forward escort winch, an aft winch, and an aft towing hook, *"P&O Africa"* is engineered to perform a wide array of maritime tasks—from ship handling and towing to escorting, mooring, and emergency response. With her robust design and state-of-the-art equipment, she is poised to navigate even the most challenging and demanding maritime environments with unmatched reliability. Technical specifications of the tugboat: Length: 31.80m; Draft: 6.05m; Depth: 5.57m; Bollard Pull: 80mt; Speed: 12.5 knots; Crew: 10 persons.

MED MARINE unveiled the successful delivery of its latest MED-A2800 series tugboat, a vessel meticulously constructed at **EREĞLİ SHIPYARD** for **SVITZER**. The delivery was officially celebrated in Istanbul on February 20. Named as *"Iron Dove"* by its owners, this 28-meter RAstar 2800 Escort Tug epitomizes a forward-thinking commitment to maritime sustainability, offering compatibility with an array of cleaner fuel options, including Hydrotreated Vegetable Oil (HVO), Ultra-low Sulphur Marine Gas Oil (MGO), and DMA distillate. This high-performance tug seamlessly fuses power and dependability, achieving an impressive 80mt bollard pull. Engineered for optimal efficiency, this tug is expertly suited for maneuvering tankers, bulk carriers, and containerships. Its robust build and contemporary design guarantee reliable and efficient operation, even in challenging conditions. Technical specifications of the tugboat: Length: 28.4m; Draft: 5.7m; Depth: 5.3m; Beam: 13.6m; Gross Tonnage: <500; Bollard Pull: 80mt; Speed: 12.5 knots; Crew: 8 persons.

Sanmar recently delivered two new sister tugs, *"Boğaçay LXIX"* and *"Boğaçay LXX"*, to the **Turkish Directorate General of Coastal Safety** (DGCS) to support maritime safety and emergency response around Türkiye. Built at Sanmar's eco-friendly Altinova Shipyard, these vessels are based on the RAmparts 2400SX-MKII design by **Robert Allan Ltd**. Each tug measures 24.4 meters in length overall, with a 12-meter beam, a least moulded depth of 4.5 meters, and a navigational draft of 5.45 meters. They are powered by two CAT 3516E main engines, each producing 2,200kW at 1,600rpm, delivering a bollard pull ahead of at least 77 tonnes. The wide beam enhances performance and stability, especially in challenging conditions, while their design supports efficient ship-handling, towing, and fire-fighting operations. The tugs feature advanced machinery automation for low-manning operation, prioritizing efficiency and reduced environmental impact. The delivery ceremony at Altinova Shipyard was attended by key figures from the Turkish maritime sector, including the Minister of Transport and Infrastructure, senior government officials, and Sanmar's leadership, highlighting the ongoing collaboration between Sanmar and DGCS.

Sanmar has delivered a multi-purpose Bogacay Series tugs to Norwegian operator **Buksér og Berging**, where it will work out of the Port of Oslo. Renamed *"Bever"*, the tug is the ninth that Sanmar has built for the company. A tenth tug is under construction at Sanmar's shipyard in Turkiye and is scheduled to be delivered in April 2025. Based on the exclusive-to-Sanmar RAmparts 2400SX-MKII design from Canadian naval architects Robert Allan Ltd, *"Bever"* is a twin Z-drive, diesel-powered vessel designed for optimal efficiency in ship-handling duties for sea-going ships, coastal towing, escort, and general-purpose duties. Capable of achieving 60mt of bollard pull ahead, *"Bever"* measures 24.4m LOA, with a 12m beam and least moulded depth of 4.5m. It has a navigational draft at 100 DWT of 5.45m and can carry 78m3 of fuel and 12m3 of potable water. BEVER's green credentials include advanced machinery automation, utilizing latest technology to maximize efficiency. Its two CAT 3512E main engines meet exacting IMO Tier lll emissions standards. Buksér og Berging was the first operator in Europe to take delivery of one of Sanmar's no-emission, fully-electric powered ElectRA harbor tugs, which operate in the Port of Oslo. Since its delivery in April last year, *"BB Electra"* has already completed 81 towage operations during 835 running hours.

Sanmar has delivered a technologically advanced Boğaçay Class tugboat, named *"İnceburun"*, to the Turkish tug operator **Marin Tug**. This delivery continues a commercial partnership between the two companies that began in 2006. *"İnceburun"* is a Boğaçay MKII model built on the exclusive RAmparts 2400SX-MK II design by Robert Allan Ltd. The vessel can achieve a bollard pull of at least 70mt and a free running speed of 12.5 knots. The new versions of the continually evolving Boğaçay Series offer varying bollard pull capacities of 60, 70, or 80mt depending on the propulsion system chosen. The design enables optimal efficiency in ship-handling duties for sea-going ships and emphasizes low-manning operation with advanced machinery automation. A wider beam compared to similar-sized tugs enables greater performance and stability. Measuring 24.4m LOA, with a moulded beam of 12m, depth of 4.5m and draft of 5.45m, *"İnceburun"* boasts FiFi-1 fire-fighting capability.

SANMAR has launched a high-performance yet compact tug for new customer **NEMECA** – the first tugboat it has built for Greece. The distinctive Bigaçay range ASD tug is based on the exclusive-to-SANMAR RAstar 2900SX design from Canadian naval architects Robert Allan Ltd and can achieve an impressive bollard pull of over 80mt. NEMECA owns and operates a fleet of tugboats in Piraeus, Thessaloniki and Kavala providing harbor towage, open sea towage and salvage services. It also provides suitable vessels to carry out anchor handling, rig moves and supply duties. The new tug launched by SANMAR at its purpose-built, eco-friendly shipyard in the heart of the Turkish maritime sector, has an overall length of 29.4m, moulded beam of 13.3m and moulded depth of 5.5m. Designed to accommodate a crew of up to 10 and with Fi-Fi 1 fire-fighting capability, it is powered by two CAT 3516E main engines, each producing 2,350kW at 1,800 rev/min. With a unique sponsored hull form, proven through model and full-scale testing to significantly enhance escort towing and seakeeping performance, RAstar tugs are primarily intended for demanding escort operations in exposed areas, where exceptional seakeeping capabilities are crucial.

Damen Shipyards Group delivered two RSD Tugs 2513 to Italy-based **Tripmare**. Tripmare will use the vessels to meet the demands of escalating vessel traffic in the Adriatic port of Trieste. Damen has tailored the proven, standard design of its RSD Tug 2513 for its client, including FiFi1 notation, oil recovery capabilities and a third generator, and has prepared the vessels for IMO Tier III compliance with the in-house developed Damen Marine NOX Reduction System. Tripmare reached out to Damen to increase its capabilities in line with the growing size of vessels calling at the port. This includes MSC's ultra large 24,000 container ship *"Nicola Mastro"*. The new tugs will replace an existing tractor tug, and an ASD Tug in the Tripmare fleet. The tugs are named *"Captain Cat"* and *"Med Rigel"*. The tugs were to depart Damen Song Cam Shipyard in week 23 and are scheduled to arrive in Italy in August. The RSD Tug 2513 combines elements from both tractor and ASD tugs in one vessel, enabling an 'always bow first' operation. The vessel offers exceptional maneuverability, the result of in-depth, in-house engineering and extensive model tests. A significant contributor to this aspect of the performance of the RSD Tug 2513 is the Damen patented Twin Fin skeg, which ensures outstanding course keeping and stability during operations. The RSD Tug 2513 was the first vessel in Damen's Compact Tugs range. It boasts several features to raise performance in terms of safety, sustainability, reliability and efficiency. This includes Damen Safety Glass, a shatterproof form of glazing which offers protection to operators in the event of a towing line snapping. From the compact wheelhouse, the view to operations and the clutter-free decks is unobstructed. The superstructure is spring-mounted to the hull, reducing noise and vibration to a minimum. The RSD Tug 2513 is designed with ease of maintenance in mind, with the aim of lowering operational costs during the lifetime. An aspect of this is the vessel's hybrid cooling system – a combination of box and keel cooling. In the development of the RSD Tugs 2513, sustainability was a priority for Damen. This included the computational fluid dynamics (CFD) optimization of the hull for reduced fuel consumption, and the vessel's ability to comply with IMO Tier III – the result of the modular Damen Marine NOX Reduction System. Additionally, the vessel features Triton, Damen's award-winning IoT solution, enabling real-time performance tracking, aiding increased efficiency and reduced emissions.

On 25th January 2025, the 3,676kW ASD tugboat, *"Xin Shi Dai 18"*, designed and built by **Jiangsu Zhenjiang Shipyard** for **Jiangyin Chengang Tug Shipping Co., Ltd** was delivered. The tugboat's overall length is 36.5m, the width is 10m, the depth is 4.8m, ahead bollard pull is 62mt and astern bollard pull is 56.9mt, the endurance is 800 sea mile, and the speed is 15kn.

On May 1, 2025, **Jiangsu Zhenjiang Shipyard**, which designed and built two fully revolving tugboats for **Guotou Xiagang Hainan Tugboat Co., Ltd.**, announced their completion and successful delivery launch. The vessels are named *"Guotou Xiagang Tugboat 8"* and *"Guotou Xiagang Tugboat 18"*. This type of ship has a total length of 39.2 meters, a width of 10.2 meters, a depth of 4.6 meters, a forward towing force of 52.6mt, a reverse towing force of 46mt, a cruising range of 800 nautical miles, and a speed of 13.65 knots.

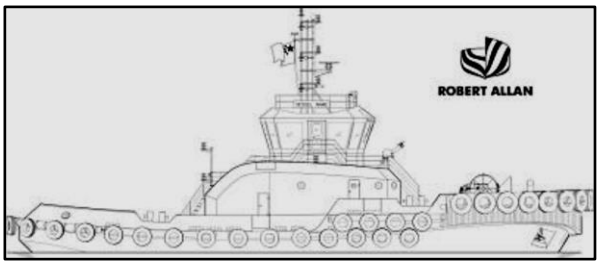
Britoil Offshore Services announced the launch of a newbuilding program for 6 + 2 Anchor Handling Tug vessels, reinforcing our long-standing commitment to excellence in offshore marine operations. The Vessels will be built at **Jiangsu Zhenjiang Shipyard** in China. Jiangsu Zhenjiang Shipyard has established a strong reputation for delivering high-quality offshore support vessels and tugs, making them a trusted partner for this important initiative. With the signing formalized on 27th May 2025, these 45-meter LOA, 80mt+ bollard pull Vessels will be fit for purpose and specifically designed to meet the demanding conditions of offshore work. As EPC-focused offshore workhorses, the AHT Vessels feature enhanced propulsion systems, refined hull designs, and increased fuel-carrying capacities, delivering exceptional performance, reliability, and safety. This initiative is a strategic move to renew Britoil's fleet through a modern and enhanced evolution of the older Britoil AHTs.

A new vessel built at **ASCO's "Zigh" Ship Repair and Construction Yard** has been commissioned. The tugboat, named *"Azykh,"* has been transferred to the balance of the **Caspian Sea Oil Fleet**. The vessel measures 24.72 meters in length, 6.60 meters in width, has a height of 3 meters, a draft of 1.6 meters, and a deadweight of 14mt. Operated by a crew of seven, the vessel can achieve a speed of 9 knots. The tugboat can carry up to 3mt of cargo on its deck. *"Azykh"* is the fifth vessel built at the yard. Previously, vessels of the same type, *"ASCO 1," "Terterchay," "Hekarichay,"* and *"Bargushadchay"* were constructed and delivered. Currently, another vessel from this series is under construction, with plans for phased commissioning of the entire series. The design of these vessels, which comply with international standards, was carried out by the specialists of **"ASCO Engineering" LLC**.

New-York-based **McAllister Towing and Transportation Company** has welcomed a newbuild tractor tug to its fleet under the name of *"Isabel McAllister"*. The christening and the launch ceremony for the newbuild tug took place earlier in January, according to an update shared by Brian Buckley McAllister, President at McAllister Towing. Built by **Washburn and Doughty Associates**, the tug is rated at 6,770HP, boasting an 84 tons bollard pull. It is powered by two Tier IV Compliant, Caterpillar 3516E engines, with an SRP 490 FP Z-Drives propulsion system supplied by Schottel. *"Isabel McAllister"* boasts capacity of 30,000 gallons of fuel, 4,000 gallons of potable water, and 500 gallons of AFF foam. The vessel also features two John Deere 4045 AFM85 Tier III, 99kW generators, with a 72HP Markey DEPCF-52 towing gear.

On November 13, 2024, **BOA** took delivery of its newest ASD tug, *"BOA Munin"*, built to enhance maritime operations along the Norwegian coast. *"BOA Munin"* is a sister vessel to *"BOA Hugin"*, delivered earlier this fall. **BOA Munin** is a **Damen** ASD Tug 3010 ICE design, measuring 31.1 meters in length and 11.3 meters in beam, with ice class 1A and a bollard pull of 60mt, making it a powerful asset for a variety of maritime tasks. Both *"BOA Munin"* and *"BOA Hugin"* will operate out of Sandnessjøen, Norway, serving vital roles in port support services, towages, and emergency response operations.

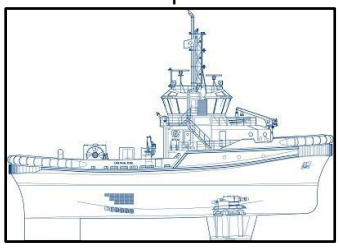
On January 17, 2025, a steel cutting ceremony was held for a new RAsalvor 6500 at **Rizhao GANGDA Shipbuilding** (Shandong Port) in Shandong Province, China. Designed by **Robert Allan Ltd**. for **Smit Lamnalco, Australia**, and the **Australian Maritime Safety Authority**, the new emergency towing vessel will provide first response capability in the Great Barrier Reef and Torres Strait – some of the most precious marine environments in the world. The vessel is also intended to provide aids to navigation services and other marine services in the region. Equipped with a hybrid propulsion system that optimizes the power generation system for the desired operational profile. Delivery is expected in 2026.



Robert Allan Ltd. has been awarded a contract to design an AmpRA 3600 battery-electric tug for **Shandong Port Group – Rizhao Port Towing Company**, in China. Two vessels will be constructed at **Rizhao Gangda Shipbuilding Heavy Industry Co., Ltd**. and will be the fifth and sixth tugs designed by Robert Allan Ltd. for this owner. Following on the development of the successful battery-electric and hybrid designs operation in Canada, Chile, Norway, The Netherlands, Türkiye, and the USA, this new design, with over 7MW of battery capacity, will be the largest and most powerful to date. The Shandong Port Group is a major port operator in China and is one of the largest ports in the world based on cargo volume. These new tugs are a significant milestone on the path to decarbonizing port infrastructure in China.

EverWind Fuels announced an investment of approximately $50 million to launch a new three-vessel fleet of advanced, lower-emission tugboats in the Strait of Canso. The modernized vessels will help enhance maritime sustainability, improve infrastructure reliability, and support green shipping corridors in Nova Scotia. This project, one of the largest private sector investments in the Strait of Canso in the last 50 years, will have a significant impact on the local economy, creating good long-term jobs and leveraging the experience and expertise of local skilled workers to strengthen Nova Scotia's position as a leader in sustainable maritime operations. The investment will be supported by an expansion of EverWind's Marine Team by approximately 15 new local employees responsible for safety and tugboat operations. These new advanced vessels will be owned locally and will replace EverWind's contracted fleet of three tugboats which were built between 1992 and 2004, aligning with Canada's clean energy transition and reinforcing EverWind's commitment to innovation, efficiency and environmental responsibility. The state-of-the-art vessels are required to facilitate specialized operations associated with the transportation of green hydrogen and ammonia produced at Point Tupper, establishing a regional export hub to reach lucrative clean fuel markets. The vessels will continue to be used to support existing industries operating in the Strait of Canso, serving as a valuable asset in the local marine sector. Purpose-built and designed for local use, the new tugboats are expected to arrive in the summer of 2025 and will be in full compliance with International Maritime Organization (IMO) Tier III emissions standards, the most stringent emissions standards for the international marine industry. These standards were designed to improve air quality and protect public health by controlling emissions from ships. Greenhouse gas emissions from the new vessels will be significantly lower than the current fleet, delivering reduction of approximately 80% in nitrogen oxides (NOx) and 25% in CO2, significantly lowering the environmental impact of marine operations in the Strait of Canso. EverWind is working with its maritime partners on a longterm plan to further transition its tugboats toward zero carbon emissions as EverWind's renewable power generation and ammonia production projects come online. The Point Tupper Marine Terminal plays a vital role in supporting safe, efficient maritime operations with its critical infrastructure. EverWind's new low-emission vessels will strengthen port capabilities while maintaining a strong commitment to environmental stewardship and delivering tangible economic benefits to Strait Area communities. The new fleet of vessels will consist of a Damen ASD 3212 Tug and two Damen RSD 2513 Tugs. **Damen** was selected to build the new fleet after an extensive selection process. The vessels will measure 32 meters and 25 meters in length, with 80mt and 65mt of bollard pull, providing greater maneuverability and power to the Strait of Canso maritime operations

For the first time, **Voith** Water Tractors (VWTs) can also be powered by LNG or diesel. The tug, which is fitted with the new Voith Schneider Propeller (VSP) type 32X6/265, will be controlled by the innovative Voith Electronic Control System (ECS). Training experts from Voith are conducting additional technical and nautical training programs on board. Heidenheim-based global technology group Voith is constantly expanding its product range in the marine segment. Having supplied more than 1,000 conventional Voith Water Tractors (VWT) and the first models with hybrid drive system, Voith was now also substantially involved in the development of two new VWTs type TRAktor V3900-DF with dual-fuel drives. In an efficient combination with two likewise newly developed Voith Schneider Propellers in each vessel, the water tractors will be powered by LNG (liquefied natural gas) and diesel and



controlled by the innovative Voith Electronic Control System (ECS). The customer and initiator of this extremely ambitious pilot project is **Botaş Petroleum Pipeline Corporation**, one of the largest energy companies in Turkey working mainly in the fields of oil and natural gas transport and gas trading. The two new VWTs type TRAktor V3900-DF with dual-fuel drive are based on the design of renowned Canadian naval architecture and marine engineering firm **Robert Allan Ltd**. and were built by **Uzmar Shipbuilding**, one of the world's leading tugboat builders, at its shipyard in Kocaeli. For the required maximum safety and reliability in day-to-day operation, the vessels are fitted with two Voith Schneider Propellers type VSP 32X6/265, which are also a new development. They ensure that despite their 39-meter length, the two new VWTs are as maneuverable and powerful as ever. With a power output of 6,000 kW, each vessel offers the characteristic exceptional escort capabilities – including a maximum speed of up to 12.5 knots and a bollard pull of more than 80 metric tons. The impressive overall package is perfectly complemented by the innovative Voith Electronic Control System for first-class electronic control. To ensure that this system can be effectively used by the Botaş captains in practice, they will receive extra technical and nautical training on board.

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

The *"Sarsang"* tugboat, built at the **Zigh Ship Repair and Construction Yard of ASCO**, a company within **AZCON Holding**, has been commissioned. The vessel has been incorporated into the **Caspian Sea Oil Fleet**. The *"Sarsang"* tugboat measures 24.72 meters in length, 6.60 meters in beam, with a hull height of 3 meters and a draft of 1.6 meters. It can operate at a maximum speed of 9 knots and has a deck cargo capacity of up to 3 tons. This is the sixth vessel of its kind built at the Zigh Ship Repair and Construction Yard. Previously, similar vessels named *"ASCO 1", "Terterchay", "Hekerichay", "Bergushadchay",* and *"Azikh"* were also put into operation. The vessel was designed by engineers from "ASCO Engineering" LLC in accordance with international standards. The tug is intended for towing and maneuvering operations in port waters, at anchorages, and within coastal areas up to 20 nautical miles from shore. It is also used for transporting crew, personnel, and various deck cargoes. It should be noted that since 2017, in addition to providing professional ship repair and marine engineering services, the Zigh Ship Repair and Construction Yard has been engaged in certified shipbuilding activities.

Neptune Marine announced that it has under construction: EuroTug 3413 *"Neptun Power"*. Delivery is expected in August 2025. The robust, efficient and flexible design of the AH Tug makes it one of the best vessels for anchor handling, dredging support and long distance towages. The AH Tug can be adapted to perfectly fit any project within a short time. The EuroTug is classed Bureau Veritas I ✠ HULL • MACH • AUT-UMS • DYNAPOS AM/AT, Tug, Special Service, Multipurpose vessel, Unrestricted Navigation, Ice Class 1D, Clean Ship, GMDSS Area A3. She has the following specifications: Length o.a. 34.20 meters; Breadth Mld. 13.40 meters; Draft Min. 2.80 meters; Draft Max. 3.20 meters; Gross Tonnage. 499 tons; Netto Tonnage 149 tons. The three Caterpillar C-32 SCAC EPA T4 IMO III turbo charged and Electric motor develops a total power of 3,810kW at 1,800RPM (2,910kW diesel engines and 900kW electric motors) and performed a free sailing speed of 10 knots and a bollard pull of 65mt.

Company News

Through its **Boluda Towage** division and its Honduran subsidiary, **Boluda** has begun operations in Puerto Cortés (Honduras). This port enclave, located in the north of the country, on the Caribbean coast, is one of the largest and best equipped in the region and the only deep-water port in Central America. Boluda's fleet is made up of three powerful tugs (70mt of bollard pull) with ASD propulsion: the *"VB Kukulkan"*, the *"VB Bribon"* and the *"VB Chihuahua"*. *"VB Kukulkan"* and the *"VB Bribon"* were recently built by **Damen Shipyards** and comply with the IMO's (International Maritime Organization) strict IMO TIER III regulations on reducing emissions for marine engines, making them the first tugs with this environmental qualification to operate in Honduras. The safety and optimization of the maneuvers afforded by these tugboats in port maneuvers will speed up the logistics chain, guaranteeing the continuous flow of the country's maritime foreign trade. Boluda remains firmly committed to decarbonization and the reduction of greenhouse gas emissions, as well as the improvement of air quality in the coastal areas and port cities in which it operates.

Arctia Ltd has sold its 90% share of **Arctia Karhu Ltd** to **Boluda Towage Finland Oy**, the Finnish subsidiary part of the worldwide company **Boluda Towage**. **Kemi Port Authority** owns 10% Arctia Karhu Ltd shares and continues as minority shareholder. In connection with the share sale, all Arctia Karhu's operations will continue normally and there is no personnel impact. To ensure seamless transfer of the operations, Arctia will provide support to Arctia Karhu during a transition period. Boluda Towage is the world leading company within the maritime towing sector and has a large fleet operating in the main ports of Europe, Africa, Asia and America. The company plays an essential role in port logistics, where safety combined with efficiency in ship operations implies total coordination of all the members of the logistics chain. *"We are pleased to find Arctia Karhu Ltd a new majority owner with resources and competence to develop the business further. In the future, Arctia will focus even more on its special assignment in icebreaking, fairway maintenance and marine survey services*", says Maunu Visuri, CEO of Arctia Ltd. *"This purchase is a further step in our consolidation in the Scandinavian market, providing coverage to our customers in the northernmost part of the Baltic Sea, reinforcing our team in Finland with a fleet operating in the ports of Kokkola, Vaasa, Raahe, Kemi and Tornio"*, says Jani Hannula, Managing Director of Boluda Towage in Finland). Arctia Karhu is a towing and harbor icebreaking company operating mainly in the ports of Kemi and Tornio. *(Photo: marinetraffic)*

On the 8th of April, **Square Port Shipyard**, located 250 km south of Mumbai, and **Damen Technical Cooperation B.V.** signed a Memorandum of Understanding (MoU), the first step of a significant new relationship. It will see the two organizations working together to develop the shipyard with the aim of building a range of high-quality Damen vessels to meet the needs of the regional market. This agreement represents Damen's third partnership in the Indian subcontinent. *"A physical presence in one of the world's fastest growing economies is critical for Damen Shipyards,"* said Dingeman van Worden, Damen's Regional Sales Director Asia. *"The availability of good infrastructure and economic labor costs will further strengthen our competitive edge in the global market. This partnership with Square Port Shipyard will enable us to bring our shipbuilding culture with its unique combination of quality and competitive prices to India's maritime sector."* Damen is widely known for its design and construction of ships and ship maintenance, as well as repairs and conversions. The Damen Technical Cooperation program works with shipyards around the world, supporting them in modernizing their facilities and enabling them to build Damen vessels to the highest standards. A broad range of associated maritime services can also be accessed. *"This agreement is a significant step in our vision to transform India's maritime landscape through innovative technologies and sustainable methodologies,"* added Mr Fattesingh Patil, Director of Square Port Shipyards Pvt. Ltd. *"Access to the latest ship building technology and processes will give us a competitive advantage and address the issue of capacity constraints plaguing the Indian ship building and repair industry."*