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

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TUGS & TOWING NEWS.

RIMORCHIATORI MEDITERRANEI SECURES LOANS TO PAY FOR NEW TUGS



Italian tug owner Rimorchiatori Mediterranei’s subsidiary Rimorchiatori Augusta secured loans from Milan-headquartered UniCredit to purchase newbuild tugs from Turkey. Watson Farley & Williams (WFW) advised UniCredit on loans granted to Rimorchiatori Augusta for purchasing Italy-flagged tugboats **Città di Siracusa** in 2023 and **Ortigia** in 2024 to bolster its fleet operating in Sicily,

Italy. Both were built by Sanmar Shipyards as Bogacay-class vessels in Turkey and operate in the ports of Augusta and Siracusa manoeuvring, berthing and undocking ships. **Ortigia** has a maximum speed of around 12 knots and a towing capacity of more than 60 tonnes, coming from two high-speed, electronically controlled Caterpillar-manufactured Cat 3512E marine diesel main engines each producing 1,901 kW of power at 1,800 rpm. It is one of the first tugboats operating in Italian ports to be IMO Tier III-compliant, using aftertreatment technology to lower NOx emissions. Genoa-headquartered Rimorchiatori Mediterranei also added Bogacay-class tugboat San Vitale in 2024 for operations in the Adriatic Sea. It has 70 tonnes of bollard pull and Caterpillar IMO Tier III-compliant engines. Rimorchiatori Mediterranei is likely to order more tugs in 2024 after securing the towage concession for shipping in the port of Genoa and committing to investing in that fleet. The subsidiary of Mediterranean Shipping Co manages a fleet of around 170 vessels, and has more than 1,000 employees working across Europe, Asia and South America. *(Source: Riviera by Martyn Wingrove)*

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KEES MULLER PASSED AWAY

It is with a deep sadness that we have to inform you that Kees Muller, our beloved father and cherished husband of 57 years to our mother Heleen, passed away at home in Terneuzen on 24 April. He was 79 years of age and had been ill for a considerable period of time. Our father was co-founder of Multraship and his career in towage and salvage spanned six decades, having started in the family shipping business in the early 1960s. Over the years he was involved in hundreds, if not thousands, of salvage and rescue operations and, together with our mother he was pivotal not only in developing Multraship, but also the wider towage, salvage and shipping industry. Kees was always a creative thinker and as well as his operational experience he was the driving force behind the development of the revolutionary Carrousel Rave Tug (CRT). He was a passionate and important maritime ambassador and he was honoured with a knighthood - Ridder in de Orde van Oranje Nassau - in 2011. Besides his exceptional entrepreneurial and specialist tug and salvage skills, he was widely known for his charismatic personality, a true “people’s person” with a love of sailing, music and entertaining; many will remember him livening up the room wherever a piano was available. We will be forever grateful for all that he did for us and are so proud of him and we intend to continue his legacy. At his own request, the funeral service will be held privately. Leendert & An Sofie, Eline & Paul, Joan & Pepijn. On behalf of the family



DAMEN ASD 3413 ICE



Last week was spotted the Damen ASD 3413 Ice type with YN 512802 finally arrived at Rotterdam, after an very long trip from Vietnam. Initially intended for Russian owners she is now on the market. She was towed by the multicat **Odin** on the last leg of her trip due to mechanical problems. The tug has the *following dimensions*: Length 33.45 m; Beam 12.53 m; Draught max 7.10 m; Gross tonnage 570 gt;

Performances: Bollard pull ahead 72 t; Bollard pull astern 68 t; Speed 14 kn. Optimised for the harshest ice conditions in harbours and open waters, the hull of the ASD Tug 3413 ICE exceeds Class requirements. Protected thrusters, high quality paint designed for minus 50° C, cooling systems and tank positioning that avoids the risk of freezing – every aspect of the design focuses on ICE operations. Watch the video [HERE](#) (Photo: Hans Hoffmann)

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113' TUGS OF THE U.S. ARMY - THE ORIGINAL TRIO – POST WAR.. (PART 3)

After the war was over, the original 3 tugs would be surplus from their services. The Rowen Card/ [YNT-12/Tamaha](#) was returned in 1947 to Card Towing, however they were now owned by McAllister Towing (McAllister bought out Card in 1944) with the tug becoming the [A.J. McAllister](#). The [Dauntless #14/ YT-171/Yaquima](#) was returned to Dauntless Towing Line. The [Dauntless #15](#) however, did not return to Dauntless. She would stay on the west coast and become [Andrew Foss](#). Let's take a quick look at these three original tugs in



their post war careers: The [A.J. McAllister](#) would work in a pretty much untouched state for McAllister until early 1960. McAllister sent the tug to their own in-house shipyard – Tug & Barge Drydock Inc., where she was repowered with a brand-new Cleveland Diesel-supplied 16-567C. The new engine was rated for 1640HP, and drove a Falk 16MB Reverse-Reduction gear, bringing her from a direct reversing bell boat to a modern clutch tug. The only real change to the tug with the repower was the installation of a more slender, taller stack. In the late 1970's, disaster struck the tug. After hitting a submerged object while taking an oil barge into Glenwood on the North side of Long Island, the tug took on water. They were able to get the tug to the Bronx Towing Line dock on the other side of the harbor to dewater it, however they could not keep up and the tug went down and rolled. The tug was raised, taken back to Tug & Barge where she was cleaned up, repaired and went back to work for another 20 or so years until being sunk as an artificial reef off the coast of New Jersey. Later in her career after the sinking, she received another, smaller streamlined stack. The [Dauntless #14](#) returned to New York Harbor in 1946 to Dauntless Towing, where she was returned to her original name. In 1949, the tug was repowered with a Cleveland 16-278A with reverse/reduction

gear and air clutches. This was a factory rebuilt engine, originally out of Landing Ship Medium (LSM) 152, shipped 5/15/1944. The engine was rebuilt and resold on 12/22/1949. Dauntless Towing was purchased by Moran Towing in 1955, where the tug was renamed as the **M. Moran**. The tug was transferred to their Curtis Bay Towing subsidiary in 1960 where the tug was renamed **Lambert Point**. The tug made it back to the Moran fleet once more in 1970, being renamed the Claire Moran. The tug was scrapped in 1991. **Dauntless #15** stayed on the west coast, ultimately being sold to Foss Tug & Launch Company where she became **Andrew Foss**. Foss repowered the tug with a 16-567C engine. The tug was sold by them in 1975 to Western Towboat, who renamed her the **Panchena**. After bouncing around the Pacific Northwest with various marine contractors, the tug wound up abandoned and aground in Alaska after being used as a liveaboard for a few years, ending with the name **Lumberman**. The tug was towed offshore and sunk by the USCG in 2021. (*Source: vintagedieseldesign; Photo: "Lambert Point"*)

Dave Boone collection)

COMPACT SCHOTTEL RUDDERPROPELLERS FOR NEW CHINESE E-TUG



SCHOTTEL is to equip Guangzhou Port Group's latest e-tug with two RudderPropellers type SRP 360 in the LE-Drive variant ("embedded L-Drive"). The new harbour tug has a length of about 37.9 metres and a beam of 10.5 metres and will be mainly used for berthing assistance, escorting and towing in the Port of Guangzhou, China. *Perfect fit for modern propulsion concept* Each SRP has an input power of 1,500 kilowatts and a propeller diameter of 2.2 metres. The 360-degree steerable thruster combines maximum manoeuvrability and bollard pull with outstanding efficiency during free sailing, providing powerful thrust in any chosen direction at all times. The eco-friendly L-Drive fits perfectly into the e-tug's modern propulsion concept. Fewer mechanical parts ensure less mechanical loss and incur lower maintenance costs. *Decisive space advantages and excellent service support* The embedded L-Drive variant of the SRP reduces the installation height of the thrusters. This yields a number of key advantages, especially with respect to smaller vessels such as tugs, where space is always an issue. To ensure the operational readiness of the thrusters, SCHOTTEL guarantees long-term availability of spare parts and

provides its customers with a dense global network of SCHOTTEL subsidiaries offering service support when and where needed. *Cementing many years of successful cooperation* The new e-tug has been designed by Guangzhou Marine Engineering Corporation and will be built by Lianyungang Hongyun Co., a shipyard with a wealth of experience in e-tug construction. By equipping the latest e-tug with SRPs, the shipyard is cementing its many years of successful cooperation with SCHOTTEL. The vessel will be delivered to the tug operating division of Guangzhou Port Group, the biggest tug owner in South China. The company currently has more than 20 tugs with SCHOTTEL propulsion systems in operation or under construction. On completion, the China Classification Society (CCS) will initiate procedures to certify the tug with N and E i-Ship ratings, classifying it as a vessel with an intelligent navigation system and an intelligent energy efficiency management system. (*PR*)

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DREDGER MODEL FOR SALE

We herewith like to inform you that from private collector is for sale an unique model from the Trailing Suction Hopper Dredger “**Mayumbe**” (IMO: 7114678). This topmodel from 1971 Shipyard Beliard, Belgium. The model in glass display has the following dimensions; length 138 cm, width 33 cm and high 50 cm. The price for this very fine model is Euro 12.500. for Office or home decoration.

History: The trailer suction hopper dredger **Mayumbe** itself was built in 1970 by Scheepswerven St. Pieter NV – Hemiksem; Belgium for La Congolaise des voies maritimes (CVM) under yard number 207. Her Physical properties are Length (OA): 81.31 m; Length (BP): 75.01 m; Width: 14.05 m; Depth: 6 m; Draft (loaded): 5 m; Number of engines: 2; Engine specs: 4Str - 9 cyl - 42.00 x 56.00 – rpm; Total power: 3,446 kW; Hopper volume: 1300 m³; Dredging depth: 18 m; Number of dredging pipes: 1. *Interests can Contact*



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1989 – WADDENSTROOM – DURING PROJECT HARLINGEN / 50 YEARS VAN WIJNGAARDEN MARINE SERVICES B.V.!

The **Waddenstroom** owes its name to the ‘Waddenzee’; the stretch of sea between the Wadden Islands and the North Sea. The sea is 500 kilometers long and on average 20 kilometers wide and extends from Den Helder, the Netherlands to Esbjerg, Denmark. The Waddenzee includes tidal areas (mudflats and sandbanks), islands, salt marshes and summer polders and fairways. *History* Harlingen was the home base of pilot tender **Waddenstroom**. Since January 1, 1990, Van Wijngaarden Marine

Services also started working here for the Loodswezen. However, instead of a 24/7 implementation,



they were available on demand. The core task consisted of supplying pilots to the mother ship 'Zeekoet', which was based offshore. The crew of the **Waddenstroom** consisted of two people, who were required to safely sail and execute the necessary primary maintenance on the tender. Approximately 120 departures were made from Harlingen every year. (PR)

TUG OWNERS TACKLE TOWAGE SECTOR CHALLENGES

Chief executives from major tug owning companies will provide their insights on the global towage industry in panel discussions at Riviera Maritime Media's 27th International Tug & Salvage (ITS) Convention, Exhibition & Awards, being held in Dubai, 21-23 May 2024. During the three-day conference, five panel discussions will feature top



managers and executives from global tug owners and regional vessel operators covering the key technical and commercial challenges faced by the market. On 21 May, the first day of the conference, P&O Maritime Logistics chief executive Martin Helweg and Adani Ports and Special Economic Zone chief executive for international ports and harbour services Nicolai Friis will take part in an insightful panel discussion covering global operational challenges and regional markets. Bracing for impact: the new competitive landscape panel will examine how consolidation among mega-operators is reshaping towage markets globally and the strategies independents can adopt to remain competitive. Among the challenges tackled will be labour shortages, carbon tax and its impact on business models, upward pricing pressures, market consolidation and underinvestment in infrastructure. Also on day one, tug owners will consider solutions for tackling climate change and decarbonisation challenges. Boluda Towage Europe chief executive Geert Vandecappelle and Smit Lamnalco global director for LNG business and project development Andrew Brown will provide the inside track on how leading owners are developing zero-emissions tugboats, the challenges faced, and the early lessons learned. They will debate the key decisions to be made by the industry such as fuel choice, engine options and vessel design, the infrastructure needed to supply these fuels and the training needed to ensure tugs operate safely. Mr Brown will also take part in one of three panel discussions on the third day of the ITS Convention 2024. He will be joined by Wilson Sons executive director of tugboats Márcio Castro and the Society for Gas as a Marine Fuel general manager and chief operating officer Mark Bell to discuss transition pathways to decarbonisation. They will debate the environmental, operational and

financial perspectives, challenges and benefits from switching to alternative fuels, including toxicity, safety risks, bunkering issues and the impact on harbour towage and port infrastructure. Another panel – featuring Targe Towing commercial director Alasdair Smith, Multraship Towage & Salvage operations and crewing manager Bianca Pielaat and Kuok Maritime senior general manager for coastal sustainability Bernard Liew – will discuss these challenges in more detail. They will consider whether ports could produce or import green hydrogen at the scale needed for entire tug fleets; whether hydrogen fuel cells are technically and commercially viable; if relying on biofuels has an impact on food production and supplies; and whether ammonia is a viable green alternative fuel. A third panel discussing transition pathways to zero emissions will include CPT Towage fleet manager José Antonio Vargas, Seaspan Marine Transportation senior vice president Jordan Pechie and Bureau Veritas chief executive Herman Spilker. They will debate how fuel flexibility will incur upfront capital expenditure; whether intended alternative fuels will materialise; the potential for green fuels to reduce safety and introduce higher operational risks; and who will be responsible for downstream emissions and higher maintenance. *(Source: Riviera by Martyn Wingrove)*

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NEW TUG MAKES DRAMATIC ENTRY



The Australian Maritime Safety Authority has decided no action is currently required after a new tug made an unorthodox entry to Hay Point last Thursday April 18. The Damen ASD 3212-type newbuilding **Bauru** arrived from the builder's Song Cam, Vietnam yard under the St Vincent & Grenadines flag. The 450 GT tug is registered to

BMA Coal Operations and will be managed by RivTow, as are earlier sister Hay Point Coal Terminal tugs **Baladha** and **Bulgu**. According to eyewitness reports received by DCN the tug initially was turned back to sea by the local VTS after apparently misidentifying the port leads. Upon eventually

proceeding to the Hay Point tug harbour it could not be brought alongside, colliding with its berth and damaging that and itself. It was then taken back out until a RivTow crew could obtain Customs dispensation and board **Bauru** to berth it safely. An AMSA spokesperson said the authority had received an official report concerning the berthing incident: "Following this, AMSA has reached out to pertinent stakeholders and has concluded that no additional actions are deemed necessary at present." The incident is unlikely to delay **Bauru's** entry into service. **Bauru** replaces the chartered PSA **Marvel**, which has now gone charter to Engage Towage in Sydney Harbour. (Source: DCN)

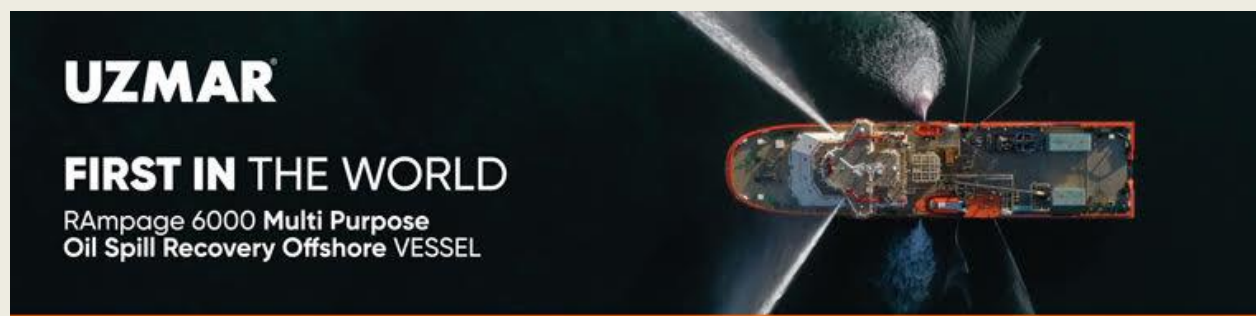
ONE MONTH TO GO: TOWAGE INDUSTRY CONVERGES IN DUBAI FOR ITS 2024



Since its inception in 1969, the ITS convention has grown into a truly international event, attracting over 9,000 delegates and 1,250 exhibitors from more than 60 countries. In 2024, as key debates continue and the industry converges in Dubai, strong visitor numbers are expected. With less than a month to go, the countdown has begun for the [27th International Tug & Salvage Convention, Exhibition & Awards](#) (ITS 2024), taking place in Dubai on 21-23 May 2024, at the Dubai World Trade Centre. With just weeks left, maritime professionals and industry enthusiasts are gearing up for an unparalleled opportunity to immerse themselves in the world of towage and salvage excellence. The event will bring together industry leaders, port authorities, shipowners and key stakeholders to explore the latest trends, innovations and challenges shaping the maritime landscape. The most anticipated towage and salvage [exhibition](#) of the year, where leading companies will showcase cutting-edge technologies, products and services from leading companies in the sector, will be located at Hall 4, Concourse 1 of the [Dubai World Trade Centre](#). Live debate and enriching presentations will take place in the conference area, located next to the exhibition hall. The [three-day conference programme](#) will be shaped with technical papers, panel discussions, exclusive interviews and audience participation through polls and question and answer sessions. Thought-provoking sessions will cover a range of topics including business challenges, decarbonisation, safety, technology advancements, salvage and wreck removal challenges. Click [here](#) to purchase your conference ticket and be part of the conversation in Dubai. A highlight of the ITS 2024 event is [Day 3 on 23 May](#), which consists of interactive panel discussions with senior representatives from port and tug operating companies represented at the conference. The day continues with a visit to Albwardy Damen Sharjah to experience some of their latest tugboats up close, followed by a reception of drinks and canapes where networking continues. The evening concludes with the [Gala Dinner & ITS Awards](#). The ITS Awards recognise outstanding vessels, operators, innovators and professionals. Towage and salvage industry representatives have the power to decide who joins the esteemed ranks of ITS Award winners in 2024. [Vote here](#) for your preferred nominee(s). Winners will be celebrated for their contributions to safety, sustainability and operational excellence. Participants will enjoy a relaxed evening of celebration and entertainment with colleagues and friends. [ITS 2024 event entry passes](#) are available, offering various levels of access to the exhibition, conference, networking and hospitality functions. Limited [sponsorships](#) and [exhibiting](#) opportunities are also available, providing companies and brands with a platform to engage with a global audience of tug, towage and salvage experts. Whether launching a new product, entering a new market sector, increasing market share, or improving brand awareness, sponsorship offers an unparalleled opportunity to engage with the target audience in focused surroundings. The exhibition area can be visited for free if you have registered for an

exhibition [visitors pass](#). visitor pass. This pass will grant you access to the exhibition hall ONLY. However, if you would like to access the conference room or any of our listed functions, you can upgrade your pass [HERE](#). For spouses and partners of ITS 2024 delegates and exhibiting staff, we have curated activities to explore the best of Dubai. Click [HERE](#) for more information. Take advantage of this opportunity to socialise with industry professionals in the tug and salvage sector, while creating lasting memories in Dubai. We look forward to seeing you there. *(Source: Riviera by Annabel Gregori)*

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THE UPCOMING TENDER WILL REQUIRE AN ADDITIONAL TUGBOAT FOR THE PORTS OF SOUTHERN SARDINIA

The Harbor Office is thinking of a single concession and a remodulation of the service currently operated by Moby in five ports on the island. The Maritime Directorate of Cagliari is thinking of merging under a single concession the port towing services provided in five ports under its jurisdiction, currently all the



prerogative of the specific Moby division but with five distinct titles. The Italian Shipowners Confederation (Confitarma) communicated this to its members with a note where not only the current situation is photographed, but the intentions of the Harbor Office are anticipated (to date not yet publicly consultable) so that the interested operators express any needs or critical issues to take into account in view of the future tender. In particular, it is explained that the concessions in Cagliari, Portovesme – S. Antioco and Arbatax are close to expiring, while in Oristano and Sarroch the concessionaire company operates under an extension regime. And that "the number of tugboats that the Maritime Directorate proposes to carry out the service in the ports of Cagliari - Sarroch, Oristano, Portovesme - S. Antioco, Arbatax is 10 units of which 8 first line and 2 second line" , one more than those currently used overall in the aforementioned airports. It would seem from the note that the Maritime Directorate already has a rather defined idea of how to deploy the various vehicles (the "proposal" indicates the stationing ports and the service time slots) and that a minimum number of 11 crews has been established, made up of "by at least one commander, one chief engineer and one sailor, depending on the type of tug". *(Source: Shipping Italy)*

TOWING EXERCISE OF THE MULTIPURPOSE VESSELS “CARNOTA” AND BAC “CANTABRIA”



The multipurpose ship “Carnota” (A 61) continues its navalization and readiness process, which will conclude with its full incorporation next June, and in these days it has carried out a towing exercise with the combat supply ship “Cantabria” (A fifteen). It is about standardizing procedures and advancing training for the use of the capabilities of the aforementioned ship. “It is

one of the most difficult seafaring maneuvers due to the proximity with which the two ships must operate,” the Navy reports in its account X. (Source: *Puente de Mando*; Photo: *Spanish Navy*)

DEMERGER OF SVITZER FROM MAERSK CONFIRMED

Today, at an Extraordinary General Meeting in Copenhagen, shareholders in A.P. Møller - Mærsk A/S have voted in favour of the proposal for a demerger of Svitzer from Maersk. This confirms the separation of Svitzer to a new company that will be officially listed on Nasdaq Copenhagen with the anticipated first day of trading expected on Tuesday 30 April 2024. As previously announced, the demerger will be completed



by APMM injecting 100% of the shares of Svitzer A/S (Svitzer), including Svitzer's subsidiaries as well as certain other assets and liabilities related to APMM's towage and marine service activities, to a new company, Svitzer Group A/S (Svitzer Group), which will be established as part of the demerger. Morten H. Engelstoft, Chairman of Svitzer's Board of Directors, said: "With the demerger from APMM and separate listing of Svitzer, an era of 45 years under APMM's ownership comes to an end. In this period, Svitzer has seen significant expansion and change, establishing itself as a global market leader that operates to the highest professional standards. Today is a landmark event in Svitzer's 190 years' history as the company returns to its former status as stand-alone company with the best possible outset for delivering value to customers, investors and other stakeholders." Svitzer CEO, Kasper Friis Nilaus, said: "The separation from APMM and separate listing of Svitzer on Nasdaq

Copenhagen provides a solid platform for us to continue executing on our strategy and building our position in the market in the years to come. We are excited and fully ready to become a stand-alone, listed company, offering investors the opportunity to invest in a leading global towage and marine services provider with a strong, steadily performing underlying business and continued growth ambitions." Svitzer will continue to be headquartered in Copenhagen and operate under the same Svitzer name. Svitzer has been part of the Maersk Group of companies for more than 40 years. In 1979, Maersk became a majority shareholder of Svitzer and acquired it shortly after. (PR)

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MORAN TOWING CORPORATION RECEIVES HIGHEST COAST GUARD HONOR FOR ENVIRONMENTAL PROTECTION



Moran Towing Corporation has been awarded the William M. Benkert Marine Environmental Protection Award, a U.S. Coast Guard award that recognizes marine organizations for outstanding achievements in safety and environmental protection. Moran received the Osprey Award, the highest tier of the Benkert Award. "We are honored to receive this prestigious recognition from the Coast Guard," said Ted Tregurtha, President and CEO of Moran. "The Osprey Award validates a key element of our company's strategy – to focus on safe operations that protect our people and the environment. Thank you to our employees, who strive every day for continuous improvement beyond regulatory compliance, and to the Coast Guard, for their partnership in protecting our nation's marine environment." Moran's application highlighted several important programs from across all segments of the company, including shipdocking, petroleum

transportation, environmental services, commercial diving, and marine construction. These include a program to reduce engine emissions from shipdocking tugboats; voluntary certification meeting the International Safety Management (ISM) Code, Worst Case Discharge (WCD) pollution response certification; installation of innovative systems onboard vessels to prevent fuel spills; an Advanced

Navigation Training program; providing training to government groups in oil spill prevention and response; and, the installment of solar panels at company facilities. The application also highlighted Moran's commitment to collaboration and engagement with industry, government, and community partners, including the Blue Sky Maritime Coalition, National Towing Safety Advisory Committee, American Waterways Operators, Spill Control Association of America, American Salvage Association, North Carolina Coastal Federation, and Seamen's Church Institute. The Benkert Award is a biennial award that goes back to the mid-1990's honoring Rear Admiral Mike Benkert, who is considered the father of the Coast Guard's Marine Environmental Protection Program. The award has four tiers – Osprey, Gold, Silver, and Honorable Mention. The award ceremony will be held by the Coast Guard on National Maritime Day, May 22, in Washington, D.C. Moran Towing Corporation is a 160-year-old marine services organization headquartered in New Canaan, CT. Starting as a tugboat company in New York, NY, the company has evolved into a modern-day marine transportation company, becoming a premier provider of harbor and ship assist services, liquid and dry bulk cargo transport, environmental services, and commercial diving and marine construction. The company employs over 1,800 full-time employees at more than 50 locations across North America. (PR)

ACCIDENTS – SALVAGE NEWS

SUEZ CANAL RESPONDS TO DISTRESS CALL FROM LISTING VESSEL

The Suez Canal Authority is reporting that it responded to a distress call from a small cargo ship that was waiting off the northern terminus of the canal. The vessel lost stability this morning, April 23, and was listing causing a concern that it would capsize. The vessel named **Labatros** (3,000 tons) is reported to be owned by a company in



Lebanon and was due to transit the canal to the southern Egyptian port of Adabiya. It is being managed by Egypt's Assiut Agency with databases showing it as an inland cargo vessel. The ship which is registered in Tanzania and 308 feet (94 meters) was seen with an increasing list to starboard. Two Suez Canal tugs and another vessel were sent to its aid and to ensure the safety of the 12 crewmembers aboard. The pictures show the vessel with a list in the northern anchorage near Port Said. The Suez Canal Authority reports the situation began before the vessel joined the northern convoy to begin the transit. The **Labatros** remains at anchor near Port Said with the Suez Canal Authority reporting a technical assessment is underway to determine the cause of the list and ensure the safety of the crew. They are also monitoring for possible pollution from the vessel. Watch the video [HERE](#) (Source: Marex)

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NTSB: ONE CHECK VALVE MAY NOT BE ENOUGH TO KEEP YOUR VESSEL AFLOAT



An open overboard shutoff valve and a failed check valve led to the sinking of a laid-up towboat at a yard in New Orleans last year, the NTSB has concluded. At about 0600 in the morning on June 25, 2023, an employee found the towboat **Joanne Marie** listing heavily and partially flooded at the Bollinger Quick Repair Shipyard outside New Orleans.

The ship was in layup at the time, without power or crew, and no one was injured in the partial sinking. The **Joanne Marie** was an occasional-use vessel for the operator, performing fleeting operations as needed and shutting down between jobs. On June 23, two days before the incident, the crew brought the towboat back to her customary layberth and tied up next to another towboat. The port captain came on board and helped with shutting down and buttoning up the boat for an indefinite stay. The procedure included tightening the shaft packing glands to no-drip, but fuel tank crossover valves and overboard shutoff valves were left open. This was a matter of routine practice and did not violate company procedure. Early in the morning of June 25, a company employee noticed that **Joanne Marie** was listing heavily and called the port captain. The vessel was partly submerged at the stern, listing to port, and touching the bottom on the port quarter. (Luckily the canal was only 15 feet deep.) Under the circumstances, the damage was relatively limited. **Joanne Marie's** port side was submerged up to the top of the main deck level, but the vessel was stable and had released only a few gallons of fuel into the environment. The crew plugged the fuel vents, and a heavy lift crane was called in to refloat the ship. By 1600 the same day, **Joanne Marie** was successfully refloated. Both of **Joanne Marie's** main engines and diesel generators were damaged, along with some of her electrical equipment and her crew spaces. The cost of repair came to about \$175,000. Investigators came aboard after the refloat to determine the cause of the sinking. The owner's surveyor used a hose to pressurize each discharge pipe from the outside, and found water leaking from the inlet strainer on the bilge pump on the starboard side cofferdam. The piping had a

check valve between the pump and the overboard line, but when the company's engineers opened up the check valve to have a look, they found that an everyday orange wire nut (twist connector for electrical wires) had somehow gotten sucked into the pump and jammed the valve open. Since the ball valve on the discharge line had also been left open, there was nothing to prevent water from flowing backwards through the line, through the pump, and into the cofferdam. Ordinarily the discharge pipe was above water, but the vessel had more fuel in her tanks than normal, and was sitting about a foot lower than her usual operating draft - low enough that the discharge would have been at or near the waterline. Water from a passing vessel's wake or from a slight list likely flowed back through the line and flooded the engine room. Since the boat had no power, her bilge pumps did not come on



to counteract the flooding. Once the boat started to list, fuel would have flowed "downhill" from the starboard side tanks into the port side tanks through the open crossover valves, adding to the accumulation of mass on the low side of the boat. Based on lessons-learned, the operator has modified their checklist for vessel layup to include closing the overboard discharge valve when the vessel has no power. "To reduce the potential for flooding, operators should consider closing through-hull fitting valves," concluded NTSB. "Installing high-water bilge alarms and fire detection systems that remotely alert responsible personnel facilitates the early detection and mitigation of potential safety risks, such as flooding or fire." (Source: *Marex*)

BULK CARRIER YM PIONEER GROUNDS IN ARGENTINA'S BAHIA BLANCA PORT



Japan's Yamamaru Kisen owned vessel **YM Pioneer** ran aground on the night of April 23. The incident took place at BAHIA BLANCA Port, Argentina. Independent ship Agents of Buenos Aires stated that the vessel is obstructing the navigation channel, prompting the coast guard to restrict the traffic between buoy 11 and buoy 1. After the grounding incident, the initial efforts made during the

morning high tide failed to refloat the vessel. Media report suggest that the vessel is being assisted by a tug **Tocanado**. Another attempt to refloat the vessel will be made during the next high tide which is expected in the afternoon. **YM Pioneer**, is a 81,900 dwt kamsarmax bulk carrier sailing under the flag of Liberia. The 2021 built vessel is managed by an Anglo Eastern Ship Management. The vessel was loaded with corn destined for Malaysia when the accident happened. (Source: *Maritime News*)

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Photo: Courtesy by Sammar

FIRST LARGE COMMERCIAL SHIPS CLEAR BALTIMORE AFTER 33 DAYS IN PORT

The first larger commercial ships cleared Baltimore harbor using the temporary channel this morning. Two hours after the port and U.S. Coast Guard officially opened the deepest draft, limited access channel, the first vessel made the transit and at least two more have followed. It marked a key milestone in the recovery of the Port of Baltimore after the collapse of the Francis



Scott Key Bridge, with officials saying they remain on track to fully reopen the port by the end of May. A nondescript general cargo ship registered in Panama, the **Balsa 94** (7,700 dwt) received the honors of being the first ship through the new channel passing the wreckage of the bridge and the **Dali** around 10:00 a.m. local time. The Hong Kong-owned and managed ship had arrived in Baltimore on March 23, three days before the collapse, and has been in port for a total of 33 days. She is bound for Saint John, Canada. The TV news videos show the vessel apparently loaded with only ballast and as required by the Captain of the Port, she had a tug at the bow and stern. Vessels can only transit at less than 5 knots. However, the Coast Guard this morning reported the final depth of the channel is 38 feet, although the port is requiring at least three feet of clearance. The departures appear to be coming at approximately two-hour intervals. A Dutch general cargo ships **Saimaagracht** (23,700 dwt) cleared the channel at midday bound for Port Cartier, Canada. Third out is the Wallenius Wilhelmsen car carrier **Carmen** (31,000 dwt) which had completed offloading and was preparing to sail when the bridge collapsed. The company had warned investors that even a one-month disruption could have a financial impact of between \$5 and \$10 million on its income

(EBITDA). The parade of vessels continued as the day progressed. The bulker **Phatra Naree** (35,800 dwt) registered in Thailand was next up on the departures with the vessel being moved out of the harbor to an anchorage below the obstruction. Port officials said on Wednesday that the priority during the approximate four-day window, while the temporary channel is available, is for vessels in the harbor that have been waiting to depart. Port Captain David O'Connell said earlier in the week that seven ships were ready to leave and five were expected to go including the car carrier. A spokesperson for the U.S. Maritime Administration told the Baltimore Sun newspaper that MARAD had no immediate plans to move the four Reserve Fleet vessels dock in Baltimore. Also, the newspaper reports the **Klara Oldendorft** (81,000 dwt) bulker and **JY River** (81,000 dwt) coal carrier require a deeper draft and will have to wait till the 50-foot channel is restored. The port captain reported earlier in the week that a smaller bulker and a vessel carrying aluminum were scheduled to arrive. They will use the deeper channel to enter Baltimore while container barges and smaller vessels are being instructed to continue to use the 20-foot channel. As of this afternoon, the Dutch **Frisian Ocean** (8,000 dwt) arriving from Ireland, the **Federal Tyne** (53,000 dwt) a bulker registered in the Marshall Islands, and the **Strategic Tenacity** (36,800 dwt) are all queued to be the first large vessels to enter Baltimore harbor. During the first ten days of May, the Unified Command will be focusing efforts on rigging the **Dali** for the removal of the debris. The deeper channel will be closed while the operation is underway and they expect when it is completed the **Dali** will be freed and ready for removal to a pier in Baltimore. The clearance efforts are making good progress while the legal efforts are continuing to take shape. Maryland's Attorney General Anthony Brown reported that he had made his first tour of the site on Wednesday while a team of maritime experts boarded the **Dali**, acting on behalf of the Attorney General, and toured the ship for approximately 10 hours. The Attorney General said his office has been preparing for litigation while the investigation continues into the responsible and liable parties. He said the legal case could involve the shipowner or the management company and may include others who designed, manufactured, and maintained various systems on the ship. Watch the YouTube video [HERE](#) (Source: *Marex*)

TOURIST SHIP GROUND SUPPORT OUTSIDE SVALBARD



On Tuesday morning, the main rescue center received a report that the tourist ship "**Polarfront**" had run aground at Svalbard. There were 25 people on board the French-registered tourist ship "**Polarfront**" when the grounding occurred. The mayor was quickly on the scene with a rescue helicopter and police officers. 14 people were evacuated to **KV "Svalbard"** and the vessel was

pulled off the ground at high tide, the Coast Guard reported to Lofotposten. "**Polarfront**" was built in 1976 as a Norwegian-owned weather ship, and was for a long time the only weather ship in the world. The service was discontinued in 2010. In 2017, the French foundation Latitude Blanche bought the ship and they kept the name. The ship was converted into a cruise ship - There are 11 suites here, and the ship takes 12 guests. "**Polarfront**" has often been seen in Lofoten. During the winter season, they have been to Svølvær and Leknes several times. (Source: *Skipsrevyen*)

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FIRE ON SHIP OFF THE COAST OF ÇANAKKALE

Coastal Safety is responding to the ship **AK Discovery**, which broke out in a fire in the engine room. In the statement made by the General Directorate of Coastal Safety, our tugboats **Kurtarma-3**, **Kurtarma -13** and **Türkeli** for the 107-meter-long dry cargo ship named **AK Discovery**, which was reported to have broken out in the engine room in front of Akbaş of the Dardanelles Strait while sailing from Egypt to Bulgaria; Our pilot and our **Kiyem-1** fast rescue (lifesaving) boat were immediately directed to the scene. "Dardanelles Strait ship traffic has been suspended temporarily and in both directions." While fire extinguishing efforts began on the ship, it was learned that one of the 14 crew members who was injured was evacuated. According to the latest statement made by the Ministry of Transport and Infrastructure, ship traffic in the Dardanelles was opened in the north-south direction after the ship started towing. (Source: *Haber Denizde*)



TANKER RUNS AGROUND DURING DEPARTURE FROM TURKISH PORT



On April 23, the chemical tanker **Minerva Antonia** ran aground while departing from Iskendrun Global terminal, Turkey. The Maritime Authority immediately responded to the situation to prevent potential damage and environmental risks. Around 23:35 local time, the vessel was reported to have been grounded during its departure from Iskendrun Global terminal. Fortunately, no sea

pollution was caused by the grounding incident. No casualties reported nor the vessel suffered any damage. The vessel was soon refloated and as per the latest AIS update, the ship is at Dortyol anchorage. Turkey's General Directorate of Maritime Affairs made an official statement regarding the grounding incident of the vessel [Minerva Antonia](#). [Minerva Antonia](#), is a Greece flagged chemical tanker. The vessel was loaded and was enroute to Agioi Theodoroi when the accident happened.

(Source: Maritime News)

OFFSHORE NEWS

SEAMEC CLINCHES DSV EXTENSION WITH ZAMIL OFFSHORE

Indian offshore vessel operator Seamec has secured a charter extension with Saudi Arabian contractor Zamil Offshore for the dive support vessel [Seamec Swordfish](#). The 2007-built DSV has been fixed for a further 30 days following its initial 90-day contract for work in Saudi Arabia and the United Arab Emirates. The extension kicked in on April 24 under



an unchanged charter hire rate, the company said in a stock exchange filing. The Mumbai-based Seamec bought the vessel as [Subtech Swordfish](#) from UK marine service provider James Fisher and Sons for \$24m in 2022. *(Source: Splash24/7)*

GEO OCEAN VI BEHIND BLUE PORT CENTRE



On Tuesday evening, the almost 54 meter long [GEO Ocean VI](#) moored behind the Blue Port Center. The striking survey vessel of GEO xyz from Zwevegem, Belgium, had come to Den Helder from Grimsby. The ship was built in 2014 under the name [Bourbon Grebe](#) as a so-called seismic support vessel for the French shipping company Bourbon CGG. It was later taken over by GEO xyz and converted into a multifunctional survey vessel with hybrid propulsion. The

GEO Ocean VI has a 230 square meter working deck with a large A-frame on the back. The ship sails under the flag of Luxembourg and has the city of Luxembourg as its home base. *(Source: www.maritiemdenhelder.eu Photo by Wim Albers)*

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BOURBON ORDERS EXAIL TECH TO STREAMLINE SUBSEA FLEET'S SERVICES FOR OFFSHORE ENERGY

UK-based Exail has secured a contract with French maritime services provider Bourbon to supply several units of its Octans Attitude and Heading Reference Systems (AHRS) for integration into Bourbon Subsea Services's fleet. These units will be installed on multiple Bourbon Evolution 800 Series multi-purpose support vessels (MPSVs) dedicated to subsea operations at depths down to 3,000 meters. IMO-HSC certified, the Octans AHRS will



enhance Bourbon vessels' efficiency in installation, maintenance, and repair tasks for the oil and gas, and offshore wind industries, according to Exail. Providing measurements for roll, pitch, and heave, Octans will serve as a survey-grade surface gyrocompass and motion sensor, integrated into the vessels' Class 3 dynamic positioning (DP3) system. This integration will ensure precise positioning and stabilization over underwater structures, ensuring the safe deployment of cranes, remotely operated vehicles (ROVs), and supporting efficient survey and saturation diving operations. "With the deployment of ROVs and the execution of complex subsea operations, DP3-type dynamic positioning is essential on our vessels. Additionally, to support survey services such as positioning, inspection, and metrology, a high level of specification demands the best-in-class motion sensors for safe operations," said Stephan Midenet, CEO of Bourbon Subsea Services. "We are confident that the Octans AHRS, built on Exail's trusted Fiber-Optic Gyroscope (FOG) technology and already installed on thousands of surface platforms worldwide, will meet expectations and rise to the challenge of ambitious projects in the oil and gas and offshore wind industries," added Calixte Genin, Regional Sales Manager at Exail. *(Source: MarineLink)*

VESTLAND REVEALS PSV EXTENSIONS WITH BP



Norway's Vestland Offshore has unveiled two long-term charter extensions with UK supermajor BP. The 2011-built platform supply vessels **Vestland Artemis** and **Solvik Supplier** have been fixed for five and four years respectively. Both ships have been working in the North Sea for several years. Brokers earlier reported the units contracted to BP until May and August 2024, respectively and speculated that

Costamare Group, or funds linked to the controlling Konstantakopoulos family, would be taking ownership of the two large PSVs. Vestland did not disclose any details about the new contracts. The company was set up in 2008. Its technical and operating branch Vestland Management was in 2020 integrated into the OSM Maritime Group and rebranded to OSM Offshore Bergen. *(Source: Splash24/7)*

SEAWARD SERVICES OPTS FOR SPINERGIE DIGITAL FLEET MANAGEMENT SOLUTION

Hornblower Group subsidiary Seaward Services is roll out Spinerie Inc.'s Smart Fleet Management solution across its fleet of Jones Act compliant offshore service vessels, multipurpose service vessels (MPSVs) and crew transfer vessels (CTVs) that are engaged in offshore wind operations along the U.S. East Coast. In looking for a digital fleet management solution Seaward Services Inc. selected Spinerie for its experience in integrating marine data sources and deploying dynamic analytics environments. Through its



customizable Smart Fleet Management solution, Spinerie has integrated various systems into a singular analytics platform for shoreside operations personnel to manage the fleet remotely. With Smart Fleet Management, Seaward Services can remotely monitor vessel activity with high precision, coordinating shoreside activity and ensuring compliance with safe operating procedures offshore. Seaward can then make further assessments using operational context gathered through crew logbooks, weather sources, and GIS algorithms that associate vessel tracks with offshore project areas and sensitive environmental regions. This data is processed through a tailored, interactive KPI dashboard that drills down into the most important operational metrics. This data collection,

processing, and analysis allows Seaward Services to pinpoint performance improvement opportunities by benchmarking individual voyages against these metrics. For instance, fuel consumption is better managed with deeper insights into the drivers behind past results. Safe operations are verified by evaluating sea states at the time of work activity offshore. Spinerie says that its solution ensures that shoreside personnel no longer must rely on daily position reports or VHF calls to confirm the status of vessels at sea. This information is updated in real-time and supported by an alert system to draw attention to key events and operating behaviors. Through integrations with logbook and engine room data sources, Seaward Services, Inc. can instantly generate custom reports, allowing crew to focus on their mission and spend less time on administrative work. “Seaward Services’ continued role as a leader in offshore vessel operations is built on our expert crew’s ability to leverage new technologies and data-driven insights to deliver more efficient and sustainable services across our global fleet of vessels,” said Scott Keever, vice president of international and offshore operations at Seaward Services. “Integrating Spinerie’s Smart Fleet Management solution will allow our team to pair its on-the-water operational expertise with real-time insights and detailed data analytics to increase fleet efficiency and safety, lessen environmental impact, and drive the future of offshore operations.” “We appreciate the opportunity to work with Seaward Services, providing critical solutions for their versatile fleet of offshore vessels,” said Patrick Sanguily, general manager, Americas, at Spinerie. “It’s an excellent case study on the benefits available to maritime companies willing to leverage the data generated by their daily operations.” (Source: *MarineLog*)

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NORTH SEA SHIPPING ADDS TO OFFSHORE FLEET



Norway’s North Sea Shipping has recently purchased and taken delivery of the former vessel **Horizon Enabler** from Horizon Maritime. The multipurpose ROV and light construction vessel has been renamed **North Sea Enabler** and will join the North Sea Shipping fleet that counts now four specialised offshore vessels. The 2010-build unit has been on a long-term charter with Houston-based offshore contractor Helix Energy

Solutions. North Sea Shipping was founded in 1984 and is owned by the Klepvik and Økland

families. In addition to the [North Sea Enabler](#), the company boasts two subsea construction vessels [North Sea Giant](#) and [North Sea Atlantic](#), as well as the [Atlantic Guardian](#) multipurpose unit specialised for cable laying, sea bed mapping and other survey operations. (Source: [Splash24/7](#))

MUSEUM NEWS

TCG NUSRET MUSEUM SHIP OPENED TO VISITORS



[TCG Nusret](#) Museum Ship, which serves as the first and only floating museum ship in the world and was designed in accordance with the original, was opened to the visitors of Izmir on the occasion of April 23 National Sovereignty and Children's Day. [TCG Nusret](#) Museum Ship, which was built in 2011 by the Naval Forces Command in accordance with the original ship plan in order to keep the memory of the heroic Nusret Mine Ship, one of the important elements of the Çanakkale Naval War, anchored

at Izmir Konak Pier on April 23. Many citizens visited the museum ship, and the families were informed by the soldiers on board. Additionally, a concert was given by the Southern Sea Area Command band in front of the ship. It was stated that the [TCG Nusret](#) Museum Ship will sail tomorrow and be opened to visitors in Aydın's Kuşadası district on April 26. (Source: [Deniz Haber](#))

WINDFARM NEWS - RENEWABLES

CBED SCORES NEW SOV CONTRACT

Danish offshore accommodation specialist CBED has timed the market right with a new contract for its recently acquired service operational vessel. The Maonjasa Holding subsidiary has secured employment for the 2017-built [Wind Creation](#), following the fixture for the sister vessel [Wind Evolution](#) earlier this year. Both SOVs were bought from Dutch




shipowner Vroon end-2023. The latest contract, which will see the company’s fleet now fully booked for the rest of the year, is with Siemens Gamesa Renewable Energy for the commissioning of an offshore wind farm in the Netherlands. The project is set to start at the end of the second quarter. CBED recently took delivery of the Wind Creation and will have the SOV in drydock during May for a new permanent gangway setup with an operational level as high as 32 m, which the company said would be “an important factor in setting CBED apart from our competitors in the market”. (*Source: Splash24/7*)

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BEST SMALL WFSV – JLD VIRGINIE – PIRIOU



This is a smart functional little aluminium catamaran that boasts a number of interesting features, especially the aft location of its wheelhouse. Built in Piriou’s busy Vietnam yard, the vessel is very adaptably multi-role. It is safe, fast, comfortable, economical and very capable. “It was the first crewboat we designed and built in-house after having delivered several other crewboats in previous years,”

Sylvain Montels, Sales Manager Commercial for Piriou, told Baird Maritime. “She is fully French flag-compliant, allowing her to participate in the development of the French offshore wind industry.” Montels added that the vessel’s engines are IMO Tier III-compliant, and that vessel itself is prepared for future conversion to accommodate hybrid propulsion. “The resiliently mounted passenger lounge is interchangeable with different possible configurations, either 24 or 12 passengers plus cabins, for instance. An additional impact mitigation system has also been added to the bow fender, permitting the transfers of personnel in up to two metres significant wave heights. All in all, it is a flexible and versatile crewboat with a particular focus on technicians’ comfort and safety while being capable of environment-friendly and sustainable operations.” Montels identified decarbonisation as posing a major challenge in the offshore energy industry. “Even the crewboat segment is faced with this challenge, and it is especially true when you operate in the marine renewables business, as regulatory agencies and energy companies require it.” In consideration of this, Piriou has been developing a new crewboat with a hybrid propulsion system, with completion scheduled within a few months. “The

key point to remember is that decarbonising has a cost, and the market has to integrate this cost.”
(Source: Baird)

FUGRO SECURES MORE WORK ON 3 GW DOGGER BANK SOUTH

RWE and Abu Dhabi-based Masdar have appointed Dutch geo-data specialist company, Fugro, to carry out geotechnical seabed surveys at the Dogger Bank South (DBS) offshore wind project sites in the UK. Located over 100 kilometres off the northeastern coast of England, the DBS offshore wind farm will be split across two sites, DBS East and DBS West, each with a capacity of 1.5 GW



and spanning 500 square kilometres. According to a social media post by RWE, the findings from the seabed surveys will give the developers a detailed and accurate picture of the ground conditions which will help them in designing the optimal foundations and array cables for the sites. RWE entered into agreements for lease for the DBS projects with the Crown Estate in January 2023. Construction on the projects could start as early as the end of 2025, with the first 800 MW of electricity planned to come online in 2029. Based on an estimated combined capacity of approximately 3 GW, once fully commissioned, DBS could provide green electricity for the equivalent of about three million UK homes. This is not the first time Fugro will carry out surveys at DBS sites. In 2022, the company performed surveys at the array sites and export cable routes of RWE and Masdar’s DBS East and DBS West projects. (Source: Offshore Wind)

DREDGING NEWS

GRAND ISLE DREDGING AND BEACHFILL STARTING IN JUNE



The final part of the Grand Isle Dune and Beach Construction project, dredging and beach nourishment work, is set to begin this June. According to the Town, the dredge pipeline currently being assembled along the beach will be used to pump sand along the beach and dune starting at the western end of the beach and moving eastward. Grand Isle city officials anticipate that the pumping of

sand will begin in the mid-June 2024 timeframe at the western most reach of the dune/beach. As

sand pumping completes in each area the pipeline will be disassembled as they move eastward. The contractor, Callan Marine is currently developing a plan to provide access over the pipeline at specific locations. Overall, the Grand Isle project includes installation of 20,000LF of clay filled geotextile dune core, repairs to the existing sand-filled geo-tube core, and dredged placement of sand to restore the dune and beach in Grand Isle. *(Source: Dredging Today)*

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CHRISTENING CEREMONY FOR RIJN AND RHÔNE, AND VO:X BARENTSZ

Yesterday, 25th April, 2024 Van Oord celebrated the christening ceremonies of two new hybrid water injection dredgers, **Rijn** and **Rhône**, and an unmanned survey vessel, **VO:X Barentsz**. The event took place at the Van Oord head office jetty in Rotterdam. The **Rijn** and **Rhône** are sister vessels of the **Maas** and **Mersey**, which were successfully



commissioned in 2021. The vessel **Rijn** was christened by Ms Bartje de Boer-Veenstra. She is the wife of Hidde de Boer, Staff Manager at Van Oord. Ms Liedy Bijsterbosch-Meijer performed the christening ceremony for the **Rhône**. She is the wife of Herman Bijsterbosch, Captain at Van Oord for 50 years now. The **Rijn** and **Rhône** are among the most sustainable water injection dredgers to date and will have the Ultra Low Emission Vessel (ULEV) notation of the classification society. The combination of hybrid energy management systems, heat recovery systems and exhaust gas aftertreatment devices reduce the vessels' energy consumption and emissions of greenhouse gases, nitrogen oxides and particulate matter (CO₂e, NO_x, PM). Innovative technologies such as active heave compensation and a dynamic positioning system enable us to automate much of the dredging process. **VO:X Barentsz**, Van Oord's fifth unmanned autonomous survey vessel (USV) was christened by Ms Lucienne van Leeuwen-Koper. She is the wife of Michel Koper, Director Survey at Van Oord. This new larger vessel is also an evolution of the four other USVs, building upon the same hardware and software USV platform system and expanding this vessel with new technologies and more functionalities for offshore operations. Unmanned survey vessels enable Van Oord to obtain more

measuring data for its clients at lower costs. In addition, deploying these vessels increases safety by eliminating an onboard operator and surveyor. With this advanced and specialised technology, we can help customers achieve refined results and raise the bar for sustainable and safe operations. *(Source: OER International)*

TIME FOR THE NEXT OCEANSIDE DREDGING CAMPAIGN



The annual Army Corps' dredge of the entrance to the Oceanside Harbor is set to begin this week. According to the City, equipment is being mobilized, and Harbor Lot 12 is closed during the work. The sand dredged will be pumped onto Oceanside beaches. Oceanside officials expect the operation to be completely wrapped up by late May or early June. USACE annually dredges the mouth of the

Oceanside Harbor for safe navigation of vessels. The annual dredge typically occurs in the spring. The amount of sand available each year to be placed on the beaches is dependent on how much excess sand fills in the harbor entrance each winter; it varies from year to year. *(Source: Dredging Today)*

VAN OORD'S UTRECHT ARRIVES AT ITAJAÍ-AÇU PORT COMPLEX

A massive trailing suction hopper dredger (TSHD) has arrived at the Itajaí-Açu Port Complex to facilitate ongoing maintenance operations in the access channel to the terminals. According to the Port, TSHD **Utrecht's** mission is to ensure the safe passage of large vessels entering and exiting the Port Complex. Additionally, the work is set to mitigate flood impacts by restoring the channel's depth



to 14 meters and enhancing the drainage capacity of rainwater from the Itajaí Valley. "Maintaining the river's depth between 13 and 14 meters is essential. We have an ongoing dredging contract until December this year with Van Oord, a Dutch company ranked among the top five dredging firms globally," said Fábio da Veiga, Superintendent of the Port of Itajaí. Operating along the access channel, the vessel will also conduct dredging in Maneuvering Basins I, located in front of the Ports of Itajaí and Navegantes. *(Source: Dredging Today)*

FEHMARNBELT: LARGE PART OF TEMPORARY DIKE REMOVED



A large part of the outer, temporary dike has been removed at Fehmarnbelt Tunnel, Femern A/S said. Shortly after the tunnel portal was covered by water, Fehmarn Belt Contractors started digging away the outer, temporary dike. The temporary dike has until now shielded the construction site at the tunnel portal from the water. “But since the

entrance to the tunnel portal is now under water and we have completed the 200-meter-wide permanent dike, the outer, temporary dike is no longer needed and can therefore be removed,” said Femern. FBC started removing the outer, temporary dike shortly after the tunnel portal was under water, and in just under 14 days almost 1/3 of the dike has already been dug away. (Source: *Dredging Today*)


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VANETA MARIE CHRISTENED IN NEW ORLEANS FOR MUDDY WATER DREDGING

On Friday, Muddy Water Dredging LP, based in Orange, Texas, held the christening ceremony of its new Marlin Class dredge, the **Vaneta Marie**, at the Port of New Orleans. The custom 24-inch dual pump Marlin Class dredge is one of the largest of its kind in the United States to maintain U.S. navigable waterways. The project was announced October 2021 by Michael Kerns, president and

CEO of Muddy Water Dredging, and Bob Wetta, president and CEO of DSC Dredge. The new dredge is named after Kerns' mother, Vaneta Marie Nelson. Built by Reserve, La.-based DSC Dredge, the **Vaneta Marie** has an overall length of 371 feet with the capability of dredging a 400 foot wide cut utilizing an 80-degree swing arc thus increasing the dredge's swing/advance efficiency by 5.9%. At a duty point of 28,236 GPM slurry volume, this new dredge has the ability of filling an Olympic size swimming pool with dredge slurry in only 23 minutes and can completely fill an area the size of the New Orleans



Superdome in only 23 days. This 24-inch diesel-electric dredge will have a total installed horsepower of 9,621 hp., delivering 6,830 kW of electrical power. Muddy Water Dredging was established in 2021 and has its corporate headquarters located in Orange, Texas. Co-owners Michael Kerns and Matthew Devall have over 40 years of experience in the dredging and maritime transportation industry. DSC Dredge is involved with the dredge manufacturing industry, engineering customized dredging solutions to meet specific application needs. DSC designs and manufactures high-quality, durable cutter suction and underwater pump mining dredges. DSC Dredge operates from two manufacturing facilities located in Reserve, La., and Poplarville, Miss. (Source: *MarineLog*)

YARD NEWS

ICEBREAKERS "IVAN KRUZENSHTERN" AND "SEMYON DEZHNEV" WILL UNDERGO REPAIRS IN ST. PETERSBURG



FSUE "Rosmorport" is looking for a contractor to carry out repair work on the icebreakers "**Ivan Kruzenshtern**" and "**Semyon Dezhnev**". The corresponding auction among small and medium-sized businesses was announced on April 23. As follows from the UIS data in the field of procurement, applications for participation in the procedure are accepted until May 8. Summing up the results of the procedure is scheduled for May 20, 2024. The initial price of the

contract is 15,350,000 rubles. As follows from the documentation, the icebreaker **Ivan Kruzenshtern** will undergo ongoing repairs, and the vessel **Semyon Dezhnev** will undergo repairs to the extent of

an intermediate survey under the supervision of the Russian Maritime Register of Shipping (RS). The work is planned to be completed in the seaport of Big Port of St. Petersburg by September 15, 2024. At the same time, during the period from April 30, 2024 to May 29, 2024, dock repairs of the icebreaker Semyon Dezhnev are planned on the territory of Kanonersky Shipyard CJSC. (Source: *Sudostroenie*)

STEEL CUTTING OF TWO UNITS OF ASD TUGBOATS

On 26th April, 2024, one unit of 2,942 kW ASD Tugboat built by our Jiangsu Zhenjiang Shipyards for Zhejiang Jiagang Tugboat Co. , Ltd. has been steel cutted successfully. The leaders of Zhejiang Jiaxing Port and Zhejiang Jiagang Tugboat Co. , Ltd. attended the ceremony. (Source: *Jiangsu Zhenjiang Shipyards*)



NEW SPILL RESPONSE BARGE DELIVERED TO ALASKAN OPERATOR



Anacortes, Wash. shipbuilder Dakota Creek Industries (DCI) has delivered a new state-of-the-art oil spill response barge to Alyeska Pipeline Service Company for operation in the coastal waters of Alaska. The barge, named **Allison Creek**, is specifically designed by Elliot Bay Design Group (EBDG) to meet the rigorous requirements in Prince William Sound. Allison Creek has a capacity of 13,600 barrels, an overall length of 200', beam of 42', depth of 16' and is

outfitted with a deck crane and on-deck houses to store emergency response equipment. The barge is certified by the U.S. Coast Guard (USCG) for the recovery and disposal transport of petroleum products, ensuring compliance with applicable requirements outlined in USCG 46 CFR Subchapter D. Additionally, the vessel is classed by the American Bureau of Shipping (ABS) for Oil Spill Recovery. The new barge will be moored off of Berth 5 at the Valdez Marine Terminal and would store recovered oil during a response. It replaces a barge built in 1956. EBDG developed the complete contract and functional design drawing and document package as well as managed the submittal and engineering liaison process with the USCG and ABS. Loading and systems modeling were provided

by EBDG in partnership with Adaptive Marine Solutions, Inc. DCI built the vessel at their shipbuilding and repair facility in Anacortes, Wash. During construction, EBDG and DCI worked collaboratively to ensure the safe, reliable, and durable construction of the vessel in accordance with the client's specifications. "EBDG has designed a wide range of spill response barges and vessels for port cities across our nation. The Allison Creek joins our distinguished portfolio, standing as a symbol of our commitment to the environment and safeguarding precious marine ecosystems," said Michael Complita, Principal at Elliot Bay Design Group. The Allison Creek joins a fleet of other OSRB's designed by EBDG and positioned in Alaska that will further bolster emergency response capabilities in the region. (*Source: MarineLink*)

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1. Several updates on the News page posted last week:
 - *Uzmar Launches First-of-its-kind Tractor Tug*
 - *SAAM Towage Canada Becomes First Zero-Emission Electric Tug Operator in the Port of Vancouver*
 - *Sanmar's latest high-powered heavy-duty escort tug is launched*
 - *KOTUG signs framewok agreement with Padmos for construction of complete E-Pusher lineup*
 - *SANMAR delivers its 300th tugboat built to Robert Allan Ltd design*
2. Several updates on the Broker Sales page posted last week
(*New page on the website. If you are interested to have your sales on the website*)
(*pls contact jvds@towingline.com*)
3. Several updates on the Newsletter – Fleetlist page posted last week
 - *SCRA - Casablanca by Jasiu van Haarlem (new)*
 - *Clots Maritiem - IJmuiden by Jasiu van Haarlem (new)*
 - *Abeille International - Le Havre by Jasiu van Haarlem (new)*
 - *ALP - Rotterdam by Jasiu van Haarlem (new)*
 - *Bennett - Rochester by Jasiu van Haarlem*
 - *Boluda – Valencia •Update by Jasiu van Haarlem*

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

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