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

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MIDWEEK – EDITION

TUGS & TOWING NEWS

MORE POWERFUL TUG REPLACES 40-YEAR-OLD RUPE



A vessel with greater power and wider capabilities has arrived at Port Taranaki to replace the oldest member of the tug fleet. Karoo, a 30m long, stern drive tug, with 50 tonnes of bollard pull, a large working deck and forward and aft winches, arrived from Albany, Australia early today, where she has been serving as the emergency towing vessel for the Australian Maritime Safety Authority. The vessel replaces tug **Rupe**, which Port Taranaki bought new in 1984

and has been part of the port fleet since. **Rupe** has been put up for sale and will be released when sold. “**Rupe** has been a very good and capable tug for Port Taranaki for the past 40 years. However, with vessels now larger and more powerful, her design and bollard pull of 29 tonnes are no longer appropriate for our needs,” Port Taranaki marine manager Ben Martin said. **Karoo** is a stern drive tug, where the propellers are at the rear, or stern, of the vessel. This style is new to Port Taranaki, whose current fleet consists of tractor tugs, where the propellers are at the bow, or front. “It’s a bit of a change for our team, and it gives us the opportunity to learn this configuration and realise the benefits of such a vessel for the Port Taranaki operating environment.” Port Taranaki’s tug crews will spend two weeks of training and familiarisation before **Karoo** is put into work. Although **Karoo** was built in 1991, her greater power and certification to operate up to 200 nautical miles offshore, made her an attractive acquisition. “As with buying any second-hand vehicle, machinery or equipment, some compromises have to be made, and in this instance, we’ve had to compromise on the vessel’s age. However, we believe her power, capabilities and the opportunities she provides the port in the future outweigh this,” Mr Martin said. Port Taranaki chief executive Simon Craddock said the business had spent close to two years searching for the right tug to replace **Rupe**. “Our fleet strategy has been adapted over that period as trade and market conditions have changed and new opportunities have arisen. “The intent is that **Karoo** will serve up to the next 10 years at Port

Taranaki, supporting our current trade and possible future trade opportunities, such as offshore wind developments and oil and gas decommissioning.”

Mr Craddock said the vessel fleet, like the wharves, was a key port asset. “So ensuring we have the right vessels to support our mix of trade now and in the future is crucial. We’re really excited to have **Karoo** as part of the Port Taranaki fleet and look forward to utilising all of her capabilities,” he said. Sporting a deep blue hull and cream (buff) superstructure, there are no immediate plans to repaint



Karoo in the signal orange of Port Taranaki’s other tugs. “She has had a reasonably recent and good quality repaint in previous owner Svitzer’s colours so, for the time being, she will remain distinctive from our other tugs,” Mr Craddock said. “We would, however, like to give her a name that reflects her new home and the Taranaki region she’ll be operating in, so we’re in the process of working alongside Ngāti Te Whiti hapū on choosing a new name. We look forward to sharing this with the community.” **Karoo** joins **Tuakana** and **Kīnaki** in the tug fleet. **Kīnaki** is the port’s newest tug, having been built in 2018 to replace the 45-year-old **Kupe**. *Karoo facts* Length: 30.31m; Beam: 10.75m; Draft: 4.97m; Gross tonnage: 307 tonnes; Date launched: 1991; Type: Azimuth Stern Drive tug; Engines: 2x Caterpillar engines; Maximum speed: 13.3 knots; Bollard pull: 50 tonnes; Winches: 1x forward, 1x aft; Towing hook: 1x. On the picture Port Taranaki tug master Joe Govier, left, marine deck crew James Robinson, and tug master David Scott onboard **Karoo**. (Source: Warrick Quinn)

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ONCE THE TUNING PROGRAM IS OVER, THE GIANT “GTA FPSO” SAYS GOODBYE TO TENERIFE

Five Boluda tugboats – one of them coming from Santa Cruz de La Palma and another from Arrecife de Lanzarote – plus the tugboat “**Posh Eagle**”, have been involved since early morning May 5th, in the departure maneuver of the giant “GTA FPSO” (IMO 9909716) from the port of Santa Cruz de Tenerife. Having completed the commissioning program that Tenerife Shipyards has carried out in the last three months, it is now about taking it to its position between Senegal and Mauritania, where

it will begin its operational life. The tugboats “**Posh Falcon**”, “**Posh Teal**” and “**Posh Osprey**” are



waiting at the port to secure the tow and begin the trip, plus the support ship “**Bergen**”, which is docked at the south dock finalizing the shipment of supplies. The first major contract of the year for Tenerife Shipyards is also a success for the port of Santa Cruz de Tenerife. The presence of this giant has generated a significant volume of business, from which all those actors involved in port activity have benefited, plus

the hotel plant to accommodate more than half a thousand technicians and related services. (Source: *Puente de Mando*; Photo: *Ramón Acosta Merino*)

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DUBAI TUG OPERATOR STANDS ACCUSED OF BEING THE WORST SERIAL CREW ABANDONMENT OFFENDER EVER

The International Transport Workers’ Federation (ITF) has hit out at what it claims is the worst case of serial seafarer abandonment ever seen. Dubai’s Middle East Marine, an operator of tugs, stands accused of systematic abuse and neglect of over 100 seafarers. Since November 2022, the ITF has reported over 17 cases of crew abandonments across 18 Palauy-flagged vessels in Bangladesh, India, the Maldives and Sri Lanka. Seafarers from India, Indonesia and Myanmar have been left in dire conditions including the provision of dirty drinking water, lack of food, withholding of passports and medication, refusing ill crew hospital visits, and unpaid wages. One seafarer from Indonesia described how he and his peers had been forced to go fishing for survival while families back home have got into into serious debt. Under international law – the Maritime Labour Convention, 2006, as amended

– seafarers should be paid at least once per month. Crews owed two months or more of pay or who are not provided with sufficient food, water and fuel are considered to have been abandoned, which should trigger action by insurers and the ship’s flag state – the country where the ship is registered – in this case Palau. The ITF has not received a single response from the Palau maritime authorities despite the urgency of the situation seafarers and their families



are facing. “Seafarers’ lives are not collateral for any company,” said Steve Trowsdale, ITF’s inspectorate coordinator. “We are extremely concerned about the welfare of the crews affected by Middle East Marine’s woeful business and the sheer scale of the abandonments. It’s hard to comprehend how a company registered in the UAE can behave like this with impunity. Middle East Marine is a stain on the global maritime industry.” “It’s been shocking to see seafarers facing such extreme exploitation, dangerous working conditions and limited rights. No pay, inadequate living conditions, lack of legal protections, and restricted freedom of movement – it’s akin to modern-day indentured servitude,” said Sandra Bernal, ITF’s network coordinator Asia Pacific region. Last year was a record one for crew abandonment cases with the International Maritime Organization reporting 142 new cases for 2023, up from the previous record of 109 reported the year before. The opening four months of 2024 suggest another dire year for abandonment is on the cards. “The rising tide of seafarer abandonment must be stemmed. Shipping’s good deeds are overshadowed by this abuse. Fake flags, dark fleets, and turmoil create a breeding ground for exploitation. This should serve as a red flag for our entire industry, and we need a system overhaul to protect seafarers and to hold abusers to account,” Steven Jones, the founder of the Seafarers Happiness Index, told Splash last month. With the scars from the extended period at sea brought about by the covid pandemic still fresh in the memory combined with today’s Red Sea shipping crisis, the return of Somali piracy, and the remarkable statistic that as many as one on eight ships trading today do not provide internet access to crew, the shipping industry is having to face up to the fact a crewing crisis is brewing. “The seafarer labour market has become particularly tight, with important implications for recruitment and retention as well as manning costs,” UK consultancy Drewry noted in a recent study while crewing specialist Danica’s latest seafarer survey pointed to a general shortage of very competent seafarers. Ian Beveridge, the CEO of Bernhard Schulte Shipmanagement (BSM), told Splash: “The allure of a maritime career has diminished in many traditional seafaring countries, leading to challenges for maritime academies in filling their classes.” (Source: *Splash24/7*)

NORTHERN EO ASR PLANS A MAJOR OVERHAUL OF THE RESCUE TUG "MIKULA"

Almost 220 million rubles are allocated for the work. The Federal State Budgetary Institution “Northern Expeditionary Emergency Rescue Team” (Northern EO ASR) has announced an electronic auction for the overhaul of the vessel MK-0632 “Mikula”. The initial (maximum) price of the contract is almost 220 million rubles, according to the materials of the unified information system in the field

of procurement. Applications for participation can be submitted until May 14, the results will be



announced on May 15, 2024. According to the procurement materials, the contract execution period is 190 calendar days. The place of work is the port of Murmansk. The rescue tug "Mikula" was built in Yaroslavl in 1980. Main characteristics of the vessel: length - 58.3 m, width - 12.6 m, average draft - 4.68 m, displacement - 1618 tons, main engine type - Wartsila 9L20, total power - 2x1215

kW, navigation area - unlimited, speed — 13.5 knots, crew — 27 people. The vessel is equipped with a VSAT satellite communication system, which allows real-time transmission of images from stationary cameras installed on board to the situation center of the Federal Agency for Fisheries. The goal of the FSBI "Northern EO ASR" is to ensure the safety of navigation of fishing fleet vessels and emergency rescue operations in fishing areas during fishing. The institution is on duty for rescue, fire and diving vessels in a given readiness to carry out rescue operations in fishing areas during fishing, and also interacts with the headquarters for organizing the search and rescue of people and ships by emergency rescue services of other departments during rescue operations. (Source: PortNews)

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FUELS OF THE FUTURE

Damen's Director Products Workboats Joost Mathôt takes a look at the multiple options fuelling the debate. All around the world, new regulations are coming into force that will require maritime operators to report – and reduce – the carbon impact of their fleets. To say this presents a challenge to the industry is to understate the situation. For one thing, carbon reduction technology requires an increase in CAPEX – and frequently OPEX, too – at a time when it offers no increase in earning potential. A further challenge exists; in most cases, the technology has not yet reached a state of maturity. As such, no one knows for sure what the future maritime energy transition looks like. *Much to consider* Joost Mathôt, Damen Shipyards Group's Director Products Workboats Division acknowledges the difficulty of finding an answer. "There are a lot of different views out there about

the fuels of the future. For us, as vessel designers, that leaves us a lot to consider.” The different directions in which stakeholders are facing is often related to perspective, Joost says. “Depending how you look at it, you’re going to reach different conclusions. If you only take energy density into consideration, then you would probably choose to go in the direction of methanol. If, however, you’re focused on toxicity, you might look towards batteries.” *Origins* None of the currently available alternative fuel types provides a definitive solution, then. Plus, the origins of the fuels raise further questions. On the surface of it, methanol, for example,



can offer significant reductions in emissions. But are we talking about grey methanol, blue methanol, or green methanol? All of them have different emissions implications from well-to-wake. It’s the same with electrification. An electric operation is often referred to synonymously as zero emissions. If that operation is drawing energy from a coal power station, though, then emissions reduction is only taking place locally – from tank-to-wake. You’ve just moved the problem ashore.” *Exploring all options* This doesn’t mean, however, that we shouldn’t take action – indeed Damen, with its goal to become the most sustainable maritime solutions provider, is doing all it can. It is, in fact, exploring all possible options. “We’ve been spoiled by diesel,” states Joost. “It has a high energy density and can be used for all operations, anywhere in the world. The fuels of the future, will not have those characteristics. There will be no ‘one-size-fits-all’ solution. “We need to look at this as a multi-criteria problem, which can have different outcomes depending on the context in which a vessel will



operate” *Electric success* Damen has enjoyed successes with vessel electrification. The company has delivered, and is currently constructing, a number of fully electric ships. There are limitations, however, on how far this can be taken. “Our strategy is to electrify where possible, when there is sufficient electricity available, enough charging points, and enough time to recharge. This demands that

the vessel remain in the same general area during operation.” For that reason, full vessel electrification has, to date, been limited to public transport boats such as ferries and waterbuses, and to harbour tugs. Damen has also unveiled a fully electric Service Operations Vessel (SOV) that is able to charge from a turbine or substation at an offshore wind farm. *Overcoming range anxiety*

Meanwhile, when more range is required you need to consider alternatives. “It will depend on the operation, on the vessel type, even on the location of the operation – what infrastructure is available, and which fuel type can be most readily produced. Our job is to cover all possible angles. If our clients are asking for it then, within the limits of feasibility, we are either doing it now, or will be doing it in the near future.” Examples include the Elevation Series of Commissioning Service

Operations Vessels (GSOV) that Damen is currently building for CMB.TECH. Designed in cooperation between Damen and its client, these dual fuel hydrogen powered vessels will be operational from 2025. A further example are Damen’s Flex Fuel (FF) Tugs. These vessels are being constructed with conventional diesel engines, together with a fuel preparation space. This allows a rapid, cost efficient transition, for instance to hydrogen, methanol, or batteries at a later date as the picture clears or it becomes more commercially sensible.



Immediate gains In the meantime, there are already gains to be made with this fuel flexible approach, Joost explains. “If you combine a bio fuel such as HVO, with an IMO Tier III compliant selective catalytic reduction (SCR) system, as you can with these tugs, then you will achieve a CO2 reduction of 85-90%, together with an 80% NOX reduction. If you add a ULEV notation then you also dramatically reduce particulate matter emissions. At the current time, while we await the maturation of alternative fuel technologies and wider availability of green fuels, this represents the best solution.” Once again, however, the answer poses further questions. There are limitations on the production of HVO fuel such that rising demand

would stimulate considerable price increases. The solution, then, is a temporary one. So, what is necessary to ensure the next steps in alternative fuel advancement? Joost is clear. “We need all stakeholders to take a step forward. The operators needs to be incentivised and/or there needs to be a level playing field. For that, the whole system needs to move – regulators, bankers, end users, port authorities. We, as the designer have a part to play in this. We need to be open to collaboration throughout the system.” (PR)



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ROSMORPORT'S TUG OF THE YEAR TOOK PART IN THE IMPLEMENTATION OF A NUMBER OF LARGE INFRASTRUCTURE PROJECTS

The crew of the tugboat "Irbis" of the Sakhalin branch of the FSUE "Rosmorport", recognized as the best crew of a service and auxiliary fleet vessel based on the results of work in 2023, ensured the continuous and efficient operation of the vessel last year. As the press service of the enterprise reported on May 3, the total running time of the Irbis tugboat for 2023 was more than 3 thousand hours. According to the



company, over the past year the tug was involved in various types of work related to the maintenance of navigation equipment in the waters of the seaports of Korsakov, Kholmsk, Nevelsk, Vanino, Sovetskaya Gavan, De-Kastri and on the approaches to them, in sea terminals Yuzhno-Kurilsk, Severo-Kurilsk, Krabozavodsk and Malokurilsk are in the area of responsibility of the Sakhalin and North-Eastern basin branches of the FSUE "Rosmorport". In addition, the vessel successfully participated in the provision of a range of services during the implementation of oil and gas projects in the region. Currently, as specified in Rosmorport, the tugboat Irbis provides maintenance of navigation equipment in the waters of seaports and on the approaches to them in the area of responsibility of the Sakhalin and Far Eastern Basin branches of the FSUE Rosmorport, and is also involved in the passage non-self-propelled barge "M350" from the seaport of Nakhodka to the seaport of Shakhtersk. (Source: Sudostroenie; Photo: "Rosmorport")

ICEBREAKER ASSISTANCE HAS BEEN COMPLETED IN THE PORTS OF MAGADAN, ARKHANGELSK AND KANDALAKSHA



Icebreakers of the FSUE "Rosmorport" completed escorting ships in the seaports of Arkhangelsk and Kandalaksha in the White Sea and in the seaport of Magadan in the Sea of Okhotsk. This is stated in the company's message dated May 6. According to the enterprise, the end of the period of icebreaker assistance was announced by orders of seaport captains due to improved weather conditions and destruction of ice cover: in

the waters of the seaports of Magadan and Kandalaksha and on the approaches to them - from May

1, in the waters of the seaport of Arkhangelsk - from May 4 . Rosmorport also clarifies that the icebreaker **Dixon** currently continues to operate in the White Sea, escorting ships heading to the seaport of Arkhangelsk and back. Earlier, Rosmorport completed icebreaker support in the Gulf of Finland of the Baltic Sea, in the waters of the largest seaport of Vanino in the Khabarovsk Territory and on the approaches to it, as well as in the Azov and Caspian Seas. (*Source: Sudostroenie; Photo: "Rosmorport"*)

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USCG AGREEMENT SETS DEVELOPMENT PATHWAY FOR FIRST HYDROGEN-POWER US TOWBOAT

The project that has been underway for the past several years to develop the U.S.'s first hydrogen-power towboat reached a critical agreement with the U.S. Coast Guard that provides a pathway forward. Maritime Partners, which is leading the project, signed a Design Basis Agreement with the USCG for the **Hydrogen One** towboat that will use a novel



technology that produces hydrogen aboard the ship eliminating the challenges of bunkering and storing hydrogen. "The signing of this agreement opens the pathway for us to deploy our technological capabilities," said Bick Brooks, co-founder and CEO of Maritime Partners. "With this, **Hydrogen One** is one step closer to becoming the world's first vessel to utilize hydrogen generator technology greatly reducing emissions, increasing efficiency, and providing a model for cleaner energy use as the industry continues to seek ways to decarbonize." The DBA process was established by the U.S. Coast Guard to set the rules for new and novel technology proposed for installation on marine vessels. By reaching the agreement, they explained that the project would be working towards an agreed-upon framework with the U.S. Coast Guard for the design, arrangement, and engineering aspects of the power system and associated safety systems. It established a plan for the review, inspection, and eventual certification of the **Hydrogen One**. The towboat is being designed as a first-of-its-kind vessel using new, cleaner, fuel cell technology that works by converting stored methanol to hydrogen. The produced hydrogen is output, on-demand, to the fuel cell to generate power for the vessel. When the project was revealed in 2021, they said the towboat would be nearly 89 feet (27 meters) and designed to push barges from the Port of New Orleans along the Mississippi

River and its tributaries. They projected the vessel will be able to travel for up to about four days at a speed of 6 knots, or cover a total of 550 miles, with a load between fueling. The concept called for a propulsion system capable of generating up to 2,700 HP propulsion power, with 1,700 HP generated by the fuel cell and the remainder from batteries. The partners report that a string of successful tests of the technology were completed in Sweden in 2023. They said it demonstrated the viability of the technology as the sole power generation source for the vessel's propulsion. Maritime Partners worked with several industry leaders on the Hydrogen One project, including Seattle-based Elliott Bay Design Group, which is designing the towboat, and Intracoastal Iron Works which was selected as the shipyard to build the vessel. e1 Marine, which holds the license for the technology also worked with RIX Industries, Power Cell Group, among others, to work through the U.S. Coast Guard requirements. ABB Marine & Ports reported in 2021 that it would also participate in the project providing the electrical propulsion plant, including motors, transformers, and the integration of the fuel cell system. Only a handful of hydrogen-powered vessels have entered service, mostly in Europe. In the U.S. the Sea Change ferry went through a long development process which experienced delays after the hull was launched in 2021 before it finally arrived in San Francisco in 2023. By entering the DBA process, the goal is to ensure a smooth process to move the Hydrogen One through design and into operation. (Source: Marex)

ACCIDENTS – SALVAGE NEWS

TUG SAVED CRUISE SHIP NORWEGIAN PRIMA FROM A POTENTIAL GROUNDING



Brave efforts by the crew of a tugboat prevented the grounding of the cruise ship **Norwegian Prima** at the port of Reykjavík in Iceland in May last year, an investigation has revealed. The Icelandic Transportation Accident Investigation found that the ship could have grounded after encountering

a sudden increase in wind speed as it departed the port, but the actions of the crew of the tug Magni prevented a disaster. On the night of May 26, 2023, the Bahamas-flagged cruise ship was preparing to depart Reykjavík. The master, 37, was Panamanian and had sailed with Norwegian Cruise Lines for 14 years. He had worked on **Norwegian Prima** during its construction and was promoted to master for its commissioning in 2022. Notably, it was his first call at Reykjavík. The weather forecast from the Icelandic Meteorological Office predicted wind speeds in the range of 27-31 knots in the bay area. Though according to the master's assessment the wind speed was within the required thresholds for sailing, the pilot implied that he had reservations about departing under the prevailing conditions - but did not feel that he had the power to impose a delay on the ship. In interviews with investigators after the fact, the master said that the forecasted wind speed was below the threshold of what he thought the vessel "could take", considering its 14,000 square meters of windage area, and that he would not have attempted to sail if winds were forecasted higher than 33-35 knots. At 2150, **Norwegian Prima** started a turning maneuver to depart her berth and head out of the harbor with the assistance of tug **Magni**. When the turn was almost complete, the wind speed increased

significantly. With wind in excess of 50 knots on the port beam, the vessel could not regain its planned track. It drifted outside the navigable channel, overran a buoy and came within 10 meters of rocks with a charted depth of 0.4 meters. However, a grounding was averted with the assistance of the tugboat. “There were no injuries or pollution. **Norwegian Prima** suffered no damage as a result of overrunning the buoy but the tug suffered minor damage due to prolonged pushing whilst it helped the vessel avoid grounding,” states the investigation report. The cruise ship had arrived at Reykjavík pilot station after an eight-day passage. The report indicates that during the voyage to Reykjavík, the vessel had maintained higher than normal levels of treated wastewater in its holding tanks to increase stability and counter wind heeling during rough weather. The tanks had enough room left for a planned two-day stay at Reykjavík; investigators suggested that the limited tank space may have influenced the decision to sail. (Source: Marex)

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HEBO WILL SALVAGE SUNKEN COURAGE.

Hebo Maritiemservice will recover the sunken inland vessel **Courage** in the sand hole of Deest. After the necessary preparations, the recovery companies will be 'in full action' at the end of this week, Hebo informed Schuttevaer. The Belgian **Courage** sank last week while loading sand. Oil pollution can be seen around the ship. Oil screens, which Hebo has already installed on behalf of Rijkswaterstaat, prevent oil from the ship from ending up in the Waal. Hebo says it will need a few days to remove the load of sand



from the ship, among other things, before the salvage operation can begin. The crane ship **Iris** started taking over the sand on Monday, May 6. The real recovery will start at the end of this week. Hebo expects this to take four days. The Rotterdam company uses three bucks for this purpose. Several salvage companies had submitted their salvage plans on Saturday afternoon, and on Monday, May 6, it was announced that Hebo had won the tender. Koole Contractors and Multraship also submitted a salvage plan. It is not known whether more companies did this. (Source: Schuttevaer by Jelmer Bastiaans)

DIVE BOAT CAPTAIN SENTENCED TO 4 YEARS FOR 34 FIRE DEATHS



The captain of a California dive boat that caught fire near Santa Cruz Island in 2019, killing 33 passengers and a crew member, was sentenced to 48 months in federal prison. In November 2023 a Los Angeles jury found Jerry Nehl Boylan, 70, of Santa Barbara, guilty of misconduct or neglect of ship officer under federal law dating from the 1800s, also called “seaman’s

manslaughter.” On May 2 U.S. District Court Judge George H. Wu sentenced Boylan to 48 months in federal prison, with a restitution hearing scheduled for July 11. Boylan is appealing his conviction, amid a welter of civil lawsuits brought by victims’ families. The **Conception** was a 75’ wood-and-fiberglass passenger vessel, based in the Santa Barbara, Calif., harbor as a for-hire recreational dive boat. During a Labor Day weekend dive trip in 2019, the **Conception** was carrying 33 passengers and six crew members, including Boylan. “The **Conception** was anchored in Platts Harbor, off Santa Cruz Island, Calif., when it caught fire in the early morning of Sept. 2, 2019,” according to the National Transportation Safety Board. “The vessel burned to the waterline and sank less than 100 feet from shore. All 33 passengers and one crewmember died of smoke inhalation after they were trapped in the berthing area while a fire raged on the deck above.” Five crew members, including Boylan, were able to escape and survived. Prosecutors put the blame squarely on the captain. “The defendant’s cowardice and repeated failures caused the horrific deaths of 34 people,” said U.S. Attorney Martin Estrada in Los Angeles after the sentencing. “The victims’ families will be forever devastated by this needless tragedy. While today’s sentence cannot fully heal their wounds, we hope that our efforts to hold this defendant criminally accountable brings some measure of healing to the families.” “Boylan, as captain of the **Conception**, committed a series of failures – including abandoning his ship instead of rescuing passengers – that resulted in the disaster. Such conduct constituted misconduct, gross negligence, and inattention to his duties and led to the deaths of 34 victims, prosecutors argued,” according to the U.S. attorney’s office. In its report the NTSB found that both exits from the berthing area led to the same fire- and smoke-filled area above. The agency concluded that had a safety management system been implemented, Truth Aquatics Inc., owner and operator of the **Conception**, could have identified unsafe practices and fire risks on the Conception and taken corrective action before the casualty occurred. In late 2021 the Coast Guard published a new interim rule to require additional fire safety requirements for small passenger vessels, including fire detection and suppression systems, avenues of escape, egress drills, crew firefighting training, watchmen monitoring devices, and the handling of flammable items such as rechargeable batteries – all factors identified in the **Conception** investigation. Still, the NTSB continues to press the Coast Guard to require wider safety management systems for passenger vessels. In court prosecutors contended that as the ship’s captain, Boylan was ultimately responsible for the safety and security of the vessel and everyone on board but fell short by: • failing to have a night watch or roving patrol; • failing to conduct sufficient fire drills and crew training; • failing to provide firefighting instructions or

directions to crew members after the fire started; • failing to use firefighting equipment, including a fire ax and fire extinguisher that were next to him in the wheelhouse, to fight the fire or attempt to rescue trapped passengers; • failing to perform any lifesaving or firefighting activities whatsoever at the time of the fire, even though he was uninjured; • failing to use the boat's public address system to warn passengers and crew members about the fire; and. • becoming the first crew member to abandon ship even though 33 passengers and one crew member were still alive and trapped below deck in the vessel's bunkroom and in need of assistance to escape. U.S. District Judge George Wu sentenced Boylan to four years in prison and three years supervised release for criminal negligence. The Associated Press reported how family members of victims asked Wu to impose a 10-year prison sentence. But the judge said sentence guidelines would not warrant a 10-year sentence, considering Boylan's age, health and lack of criminal intent in the case. (Source: *Workboat.com*)

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TOWBOAT NEARLY HITS HISTORIC RIVERBOAT IN NEW ORLEANS

Last weekend, a towboat with a large barge tow came within feet of hitting a historic paddlewheeler moored on New Orleans' Mississippi waterfront. At about 0830 hours on April 28, the towboat **Robert L. Knight** approached the sharp river bend at Algiers Point with a load of 24 empty hopper barges, headed upriver. The winds were strong enough



that a small craft advisory was in effect. As the towboat rounded the bend, it swept along **Natchez's** starboard side, narrowly missing contact with the riverboat's starboard quarter. The tow drifted onwards toward shore, headed towards the moored ferry RTA1. The ferry boat quickly departed the dock before the head barge made contact with the ferry landing at low speed. In a statement, the Coast Guard said that the **Robert L. Knight** had been "pinned on to the bank piling at Algiers Point . . . due to strong winds." The incident is under investigation, and no damages or injuries were reported, according to the Coast Guard. The recently-built ferry was undamaged only because of the quick actions of its crew, according to New Orleans' public transit agency. "There is always potential for a mishap navigating that section of the Mississippi River, but we do not believe this scenario raises any

major red flags," said the New Orleans Regional Transit Authority in a statement. "We would like to thank [ferry operator] LabMar, their captain and crew, whose quick actions were the reason contact was not made by the barges; that would have crushed the aluminum hull of the RTA1." The [Natchez](#) is the last authentic steam-powered riverboat in New Orleans, and is the ninth vessel to bear the name. She was built in 1975, and she carries propulsion components and design elements from several earlier steamboats. She operates as a harbor tour and dinner-cruise boat. The [Natchez](#) sustained an engine room fire in 2022 during repairs, but the blaze was quickly put out and was kept confined to one compartment. The damage was restored and the vessel returned to service. (Source: *Marex*)

SALVORS MOVE CAREFULLY TOWARDS BIG LIFT TO REFLOAT BOXSHIP DALI



Salvors are still preparing for the operation to remove wreckage of Baltimore's Francis Scott Key Bridge from the bow of the container ship [Dali](#), which struck a bridge pier and collapsed the main span of the structure on March 26. Salvage crews have a difficult task ahead. Masses of steel and concrete are embedded in the deck towards the forepeak, and a

twisted but intact stretch of the bridge span - dubbed "section four" in the response plan - is propped up on the [Dali's](#) port bow. The weight of that wreckage is pressing [Dali's](#) bow into the bottom, and it will have to be lifted off in order to refloat and remove the ship. To get ready for the big lift, the salvage teams have to make careful plans for all of the side effects. Removing the weight of the bridge piece will affect the vessel and the wreckage on deck, potentially causing shifting of damaged containers and debris. Some of the bridge's steel girders have penetrated the [Dali's](#) deck, so the operation will have to be planned to prevent any unnecessary damage that the lift might do to the ship. To keep an eye on the complex conditions on scene, the team is using equally complex instrumentation. "We've got a total of six . . . inclinometers that measure tilt on key locations of the span and key locations of the ship so we can watch how it's pitching and rolling with tide, and wind," said contractor Rob Ruthledge, a contractor working for the Key Bridge Unified Command. "We have a sensor measuring the relative position of the span on the ship so we can see, if for some reason, it starts to slip. We also have what are called string gauges, which can measure, in real-time, the stress, while they are performing operations." Smaller-scale cutting and hoisting operations have been making progress on [Dali's](#) starboard bow and main deck level for some time. The team has lifted off more than 180 intact containers to make more room for the operation, and contractors have been removing steel wreckage one piece at a time. Videos released by the joint multi-agency / commercial salvage operations center (the unified command) showed workers cutting off sections of the bridge wreckage that were dangling over the starboard side and letting them drop safely into the water. The task force has signaled that it wants to refloat [Dali](#) and reopen a 45-foot shipping channel to the Port of Baltimore by May 10, subject to the uncertainties of marine salvage operations and the suitability of weather conditions. The ultimate objective is to fully reopen the channel at its nominal 50-foot control depth by the end of the month. Rebuilding the bridge will take years longer, and will cost at

least \$1.9 billion, according to Maryland's transportation department. On Monday, Maryland Governor Wes Moore joined members of the House Appropriations Committee for a tour of the site and a discussion of the funding needed to restore the bridge to its former state. Gov. Moore and President Joe Biden have asked Congress to fully fund the bridge's reconstruction now, while awaiting the outcome of litigation against the [Dali's](#) owner, which is expected to take years to work its way through the court system. Legislation for funding the new bridge has been introduced in the Senate and the House, but faces skepticism from the right-wing House Freedom Caucus. (*Source: Marex*)

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REMEMBER TODAY

S.S. ADELLA SHORES – 01 MAY 1909 - STEAMER THAT “WENT MISSING” 115 YEARS AGO IS LOCATED IN LAKE SUPERIOR

The mystery of a wooden steamship that went missing 115 years ago on Lake Superior with 14 sailors onboard has finally been solved. After painstaking research, the Great Lakes Shipwreck Historical Society (GLSHS) confirmed they had located the final resting place of the [Adella Shores](#) that was lost with all hands on May 1, 1909. The 735-ton wooden steamer was built in Gibraltar, Michigan in 1894.



Measuring 195 feet in length, she was owned by the Shore Lumber Company carrying cargoes ranging from lumber to salt on the Great Lakes. Named for the owner's daughter Adella, the vessel had a troubled career sinking twice in 15 years in shallow waters in the lakes. Both times she was refloated and put back into service. The [Adella Shores](#) departed for Duluth on April 29, 1909, with a load of salt never to be seen again. Wreckage was later found but no bodies were located and no witnesses saw her go down. Her final location was open to conjecture until researchers from GLSHS confirmed that she has been located more than 40 miles northwest of Whitefish Point in over 650 feet of water. They released video and photos on the 115th anniversary of her sinking. Assembling the story of the [Adella Shores](#), the historical society reports on May 1, 1909, the ship was following the larger steel steamship, [Daniel J. Morrell](#), through a thick ice flow, with the [Morrell](#) plowing a path through the ice as they went. The [Shores](#) was more than two miles behind the larger vessel and

out of sight as both ships rounded Whitefish Point where they encountered a fierce northeast gale. Captain Millen of the **Morrell** theorized the smaller steamship might have struck a large ice flow during the storm. He speculated that it punctured her hull, and she sank quickly with all 14 of her crew. A search found some debris but no other signs of the vessel, which was recorded in the history books simply as “went missing.” The discovery of the steamer occurred by chance in 2021. GLSHS Director of Marine Operations Darryl Ertel and his brother Dan were towing the society’s marine sonic technology side-scan sonar system in a grid-like search pattern on the lake when they found a target. The society has been successful in locating many of the wrecks on the lakes. “I pretty much knew that had to be the **Shores** when I measured the length of it because there were no other ships out there missing in that size range,” said Ertel. “As soon as I put the ROV (remote-operated vehicle) down on it for the first time, I could see the design of the ship and I could match it right up to the **Shores**.” GLSHS spend years corroborating its findings with other historical records before announcing its discovery. They noted that the stories of the vessels lost on the lakes should be told with honor and respect, while noting it sometimes takes years to ensure that they are telling the story accurately. (*Source: Marex*)

OFFSHORE NEWS

NOW IS THE RIGHT TIME TO INVEST IN FULL-ELECTRIC VESSELS



Investing in full-electric vessels is a strategic move poised for success. With advancements in battery technology and vessel design reaching a mature stage, it is technically and operationally feasible to realise full-electric vessels across various applications. Whether it is Platform Supply Vessels (PSV), Construction Service Operation

Vessels (CSOV), or Expedition Cruise Vessels (ECV), the potential is vast. *Full-electric CSOV* At Nor-Shipping 2022, Ulstein unveiled the pioneering ULSTEIN SX218, the first CSOV featuring offshore charging functionality. This vessel stands as a testament to the advancement in electric propulsion technology. Ulstein has not only developed the ship designs but is also actively constructing multiple CSOVs. These vessels are engineered to accommodate methanol fuel, with the foresight to integrate additional battery capacity for a seamless transition to full-electric repowering once the necessary infrastructure is in place. *Full-electric PSV* Launched in 2023, the ULSTEIN PX132 represents a blend of technical prowess, commercial viability, and operational efficiency. Engineered with a focus on right-sizing the platform, this platform supply vessel offers heightened competitiveness in the offshore energy market. Its compact design and the innovative TWIN X-STERN hull line leads to significant energy-saving benefits during dynamic positioning operations and flexibility in manoeuvring. Equipped with a substantial 20 MWh battery capacity and a range extender, this PSV sets a new standard in marine transportation. *Full-electric cruise* Ulstein's first cruise vessel with partially full-electric operations (ULSTEIN ZED) was launched in 2019. Since then, technology has evolved significantly. The ULSTEIN SIF, showcased at Seatrade Miami in 2022, heralds a new era in expedition cruising with its full-electric battery-powered operations based on repowering from the Thorium-powered enabler, the ULSTEIN THOR. With a capacity to accommodate up to 160 people across her 100m length, the ULSTEIN SIF promises silent, zero-emission expedition experiences.

Whether navigating remote Arctic and Antarctic waters or coastal routes with adequate infrastructure, this vessel, featuring Ulstein's signature X-BOW design, offers unparalleled comfort, operational functionality and fuel efficiency. *Vessel repowering*

Beyond new constructions, retrofitting existing vessels with battery technology presents a viable pathway towards zero-emission operations. Ulstein's track record in



performing retrofits, such as the Ulstein Hybrid Power Solution, underscores the adaptability and scalability of electric propulsion systems. *ENOVA support* Recognizing the importance of transitioning towards low-emission technologies, ENOVA, backed by the Norwegian government, offers support schemes for investments in full-electric zero-emission vessels. These initiatives extend to land-based infrastructure, including charging stations, further facilitating the adoption of sustainable maritime solutions. The technology is ripe, presenting a compelling opportunity for forward-thinking investors. Are you ready to embark on this transformative journey? (PR)

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TGS SCORES OBN CONTRACT IN NORTH AMERICA



TGS, a leading global provider of energy data and intelligence, is pleased to announce the award of an Ocean Bottom Node (OBN) data acquisition contract in North America. This six-month-plus contract, granted by a returning client, reinforces TGS' position in the market and underscores its commitment to delivering high-quality seismic data solutions. The project is

expected to enhance the client's seismic data acquisition capabilities, facilitating more informed decision making. Kristian Johansen, CEO at TGS, commented: "This initiative demonstrates the vital

role that OBN acquisition plays in providing our clients with superior seismic data. We are pleased to continue our efforts in North America and look forward to supporting our client's needs with our advanced data solutions." (PR)

SINGAPORE: MPA, FORTESCUE SUCCESSFULLY COMPLETE PROPULSION AND MANOEUVRABILITY TRIALS OF DUAL-FUELLED AMMONIA-POWERED VESSEL

Fortescue, with support from the Maritime and Port Authority of Singapore (MPA), government agencies, research institutes, and industry partners, has successfully completed propulsion and manoeuvrability trials of its Singapore-registered **Fortescue Green Pioneer** in the Port of Singapore. The trials were conducted using 6.4 m³ (4.4 tonnes) of liquid ammonia, in combination with diesel and Hydrogenated Vegetable Oil (HVO), a second-generation biofuel, as marine fuel over 10 days from 23 April 2024 to 2



May 2024, an official news release said. This latest milestone follows the successful conduct of the world's first dual-fuelled ammonia fuel trial in Port of Singapore by the **Fortescue Green Pioneer** in March 2024, in which the vessel received flag approval from the Singapore Registry of Ships (SRS) and the "Gas Fuelled Ammonia" notation by classification society DNV to use ammonia, in combination with diesel, as a marine fuel. The approval and notation were awarded upon the completion of a series of fuel trials that were conducted over a period of seven weeks in February and March 2024 using five cubic metres (three tonnes) of liquid ammonia. The trials, conducted by the **Fortescue Green Pioneer** at anchor, included testing of the vessel's ammonia storage systems, associated piping, gas fuel delivery system, retrofitted engines, and seaworthiness. Members of the maritime community visited the vessel during the Singapore Maritime Week in April 2024 to learn about the trials, emergency procedures and training of seafarers for the safe handling of ammonia fuel. To facilitate this set of trials involving propulsion and manoeuvrability tests as part of the vessel's ongoing sea trials, a further tranche of approximately 6.4 m³ (4.4 tonnes) of liquid ammonia was loaded on 23 April 2024 at Vopak Banyan Terminal, Jurong Island. A designated test area along Raffles Reserved Anchorage was secured by MPA for the trials, and the Emergency Operations Centre (EOC) was set up at MPA's Port Operations Control Centre for representatives of MPA, Fortescue, Vopak, research institutes, and government agencies to monitor the fuel loading and sea trial operations. Ammonia plume modelling and drone surveillance was also used by the EOC to support safety and incident planning and response. This set of trials can be enhanced to support the sea trials of planned ammonia-fuelled vessels under the Singapore Registry of Ships prior to delivery if required. The propulsion and manoeuvrability trials also included tests to validate the management of nitrogen-based emissions, and assessment of the vessel's engine capability to operate on varying amounts of HVO in combination with ammonia. As part of MPA's efforts to strengthen

maritime cybersecurity as vessels become increasingly digitalised and connected, MPA is also in discussion with Fortescue on the monitoring of info-comm technology and operational technology systems onboard the **Fortescue Green Pioneer** to develop resilience of vessels with alternative fuels against cyber threats. In the coming months, the **Fortescue Green Pioneer** is expected to play a key role in driving awareness of the need for the global shipping industry to adopt solutions such as green ammonia. (Source: *Connected to India*)

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SENEGALESE OPERATOR ORDERS FAST CREWBOAT



Incat Crowther and Penguin International have been commissioned to design and construct a new 36-metre fast supply vessel (FSV) for O3S – Oil Senegal Support Services, a homegrown Senegalese operator servicing the country's fledgling offshore energy sector. The new, state-of-the-art vessel will be capable of transporting 28 service personnel as well as 20 tonnes of cargo at speeds of up

to 33.5 knots. The vessel design represents a unique blend of features from the offshore wind and offshore oil and gas sectors. The underlying catamaran hull form is derived from Penguin's proven WindFlex-32 Crew Transfer Vessel (CTV), which was co-developed with Incat Crowther. The vessel's air-conditioned cabin on the main deck will feature spacious and comfortable seating as well as a medical suite, two toilets and dedicated luggage holds. The main cabin will also contain a refreshment kiosk and large TVs for safety briefings. Each demi hull features two berths for the vessel's crew in addition to bathrooms complete with shower facilities. The large 62m² foredeck optimises operational flexibility with a dedicated, enclosed cargo area and a FROG crew transfer crane that enables the safe transfer of personnel from the vessel to offshore infrastructure. The vessel has also been fitted with an ultra-high performance bow fender to optimise safety when transferring personnel to the platform in open ocean conditions. The vessel's elevated wheelhouse provides an excellent line of sight for the captain, while the upper deck also features a spacious, dedicated mess area and toilet for service personnel and the vessel's four crew. Designed with operational efficiency in mind, the new vessel will also be fitted with the latest emissions reduction technology to ensure it is IMO Tier III

compliant – offering emissions compliance significantly beyond other vessels operating in the region. Commenting on the project, Incat Crowther’s Technical Manager Sam Mackay said: “We’re excited to be working with our partners at Penguin International on this project.” “Incat Crowther and Penguin International have a track record of delivering for offshore energy operators seeking bespoke, operationally efficient state-of-the-art vessels. This project will add to the growing number of work boats and CTVs servicing the global offshore energy sector that have been designed and delivered by Incat Crowther and Penguin International,” said Mr Mackay. Construction on the new FSV is expected to start later this year, with delivery of the new vessel expected to take place in 2025. (PR)

MUSEUM NEWS

RENOVATION OF THE 115-YEAR-OLD LIGHTSHIP “ELBE 3” COMPLETED


The lightship was in dock longer than planned – and the costs almost doubled.


During an almost year-long stay at the shipyard, the 115-year-old steel sailing ship “**Elbe 3**” was repaired at Bredo Dry Docks in Bremerhaven for around three million euros. Now the museum ship was transferred from the German Maritime Museum across the Weser back to the museum harbor with the help of



two tugs. Many years before the renovation, the red 44-meter-long three-master was no longer accessible to visitors. The entire lower ship was renovated while it was in the shipyard. Not only did the work take three times as long as planned, but at three million euros the costs were almost twice as expensive as originally planned at 1.7 million euros. Significantly more damage was discovered during the time it was docked than originally expected. The money comes from, among others, the Federal Commissioner for Culture and Media, donors and the city of Bremerhaven and the state of Bremen. The historic lightship “**Elbe 3**” has been part of the city's maritime cultural heritage since 1967. The “Royal Hydraulic Engineering Inspectorate” had the station ship originally built for the Eider estuary under the name “**Eider**” in 1908 at the Eider shipyard in Tönning. During the First World War it served as a lightship on the minefields of the North Sea, then as “**Mayor Abendroth**” it belonged to the Cuxhaven Waterways and Shipping Authority and was in the Baltic Sea during the Second World War. It then moved to the “**Elbe 3**” position in the German Bight as a beacon and pilot station with a crew of 16. In an emergency, the ship could be maneuvered with storm sails. Initially the beacon consisted of petroleum lamps, later a diesel generator and batteries for electric lighting were installed. The foghorns, which were initially operated by hand, were replaced by large foghorns. The lightship “**Elbe 3**” is now the oldest ship in the museum harbor and will be used as a floating exhibition and event space in the future. (Source: *Weser Maritime News*)

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EVENT NEWS

DODENHERDENKING BIJ NATIONAAL KOOPVAARDIJMONUMENT DE BOEG



Burgemeester Ahmed Aboutaleb van Rotterdam was zaterdagmorgen 4 mei een van de sprekers bij de jaarlijkse herdenking van de ruim 4100 Nederlandse opvarenden van koopvaardij schepen, die tijdens de Tweede Wereldoorlog zijn omgekomen. De herdenking bij het Nationaal Koopvaardijmonument De Boeg werd ingeluid met het slaan van vier glazen op de scheepsbel door leden van het Zeekadetkorps Rotterdam en werd muzikaal omlijst

door het Nederlands Douane Orkest. Burgemeester Aboutaleb stond stil bij de gebeurtenissen van toen. Zo vertelde hij het verhaal van Haïke Tap: 'Haïke Tap was een van de opvarenden van de **Vecht**, die op 6 maart 1940 uit Rotterdam vertrok. Het schip voer de volgende ochtend, zonder escorte, op de Noordzee toen ze werd gedetecteerd door de Duitse onderzeeboot **U-14**. Die volgde de **Vecht** drie uur lang. Om 04:30 uur werd het schip geraakt door een torpedo van de **U-14**. De **Vecht** begon snel weg te zakken over het achterschip en zinkt 20 minuten later. Er waren geen overlevenden. Alle 22 opvarenden, waaronder dus Tap, kwamen om. De commandant van de **U-14**, Oberleutnant zur See Herbert Wohlfahrt, zou later



verklaren dat hij geen neutraliteitskenmerken had kunnen ontdekken.' *Neutraliteit* Omdat

Nederland in maart 1940, ruim een maand voor de bezetting door Nazi-Duitsland, nog neutraal was, golden de opvarenden officieel niet als oorlogsslachtoffers. Maar voor Anneke van Helden en Marcia Tap zijn Haike Tap en z'n maten dat wel degelijk. Anneke is een kleindochter van Haike Tap, Marcia een achterkleindochter. Voor hen en de andere 160 opvarenden van de handelsvloot die omkwamen terwijl Nederland nog neutraal was, en alle ruim 4100 slachtoffers van de Nederlandse



koopvaardij, legden zij namens de Stichting Koopvaardijpersoneel 1940-1945 een krans. Veel andere organisaties met banden met de zeescheepvaart legden eveneens kransen, waaronder de KVNR, Nautilus en de KNRM. Ook Ds. Helene Perfors van de vereniging Maritiem Gezinscontact voerde het woord en stond stil bij het belang van wat de Nederlandse koopvaardij heeft gedaan voor onze vrede en vrijheid. 'Want hoe had ons leven eruitgezien als het

nét even anders was gegaan? We kunnen er niet omheen: net zo goed als Nederland toen werd meegezogen in een wereldoorlog, kan ook nu niets meer worden gezien als een ver van mijn bed-show. Zeker niet in de maritieme wereld.' Perfors haalde een uitspraak van oud-minister Piet Hein Donner aan: 'Herdenken moet niet zijn gericht op het levend houden van het verleden, maar op het waakzaam blijven in het heden en het leefbaar houden van de toekomst.' (Source: *Schuttevaer* by Cees Kamminga)

WINDFARM NEWS - RENEWABLES

TRANSFORMERS FOR FIRST US HVDC OFFSHORE WIND GRID CONNECTION ARRIVE IN NEW YORK

The four transformers for the substations that will receive and transmit the electricity produced by the Sunrise Wind offshore wind farm to the mainland have arrived in New York, according to a social media post by Siemens Energy, which is supplying the high-voltage direct current (HVDC) transmission system for the 924 MW offshore wind project in a consortium with Aker



Solutions. According to the project developers Ørsted and Eversource, Sunrise Wind is the first offshore wind project in the US to use an HVDC system. Under a contract awarded in 2021 to the consortium between Siemens Energy and Aker Solutions, Siemens Energy is responsible for

delivering the system on a turnkey basis and providing onshore civil work in partnership with local companies, and Aker Solutions will deliver the offshore platform which consists of a steel jacket substructure, and a topside platform deck housing the electrical equipment. Sunrise Wind's HVDC transmission system consists of two converter stations, one offshore and an onshore substation, and a subsea export cable that will connect the wind farm's offshore substation to the grid connection point on land. The offshore converter station will collect the 66 kV alternating current (AC) power generated by the wind turbines through an inter-array cable system and transform it to 320 kV DC for transmission through the export cable to the onshore converter station at Holbrook on Long Island. The onshore substation will then convert the power back to AC to feed it into the distribution grid. Located approximately 30 miles (about 48 kilometres) east of Montauk, New Jersey, Sunrise Wind will generate enough clean energy to power nearly 600,000 New York homes, once it is completed in 2026. Ørsted is set to soon become the sole owner of the offshore wind farm after agreeing to buy Eversource Energy's 50 per cent stake. Following the completion of the transaction, expected later this year, Eversource will remain contracted, under a separate construction management agreement, to lead the onshore construction of the Sunrise Wind project. In this role, Eversource will be a service provider to Ørsted. *(Source: Offshore Energy)*

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ALSO NJORD PUFFIN IN DEN HELDER



For the second time in a short time, Den Helder was visited by a so-called crew transfer vessel from shipping company Njord Offshore from Tendring in the British county of Essex. After the **Njord Thunder**, it is now the turn of the **Njord Puffin**, which came to Den Helder from Norddeich, Germany. This 21 meter long, aluminum catamaran was launched in 2013 at the Strategic Marine shipyard

in Singapore. Her top speed is 26 knots and she can carry 12 passengers to and from offshore wind farms. *(Source: www.maritiendenhelder.eu Photo: Wim Albers)*

DREDGING NEWS

THE MALDIVES: WORKER DIES OF INJURIES FROM CRANE ACCIDENT

A man who was injured while working on a dredger at the Hulhumale lagoon in the Maldives died on Friday. The accident took place at approximately 10:38am Friday morning. The 30-year-old Indian man sustained an injury after he was struck by dredger pump doors that were being lifted by a crane. Upon arrival at the hospital, he was pronounced dead. The incident is under further investigation by the Police. *(Source: Dredging Today)*



WEEKS MARINE WINS MAJOR PROJECT IN FLORIDA



Weeks Marine, Inc., of Cranford, New Jersey, has won a \$27 million USACE contract for initial construction of the Flagler County (FL) Coastal Storm Risk Management (CSRМ) project. According to the Corps, USACE will provide 65 percent of the total project costs and Flagler County, Florida, the project's non-federal sponsor, will provide 35 percent toward the beach construction along 3.5 miles of the county's critically

eroded Atlantic shoreline. Additional sections of the coastline will also be renourished, both north and south of the federal project, as part of this contract using non-federal funding. Initial construction is projected to take approximately nine months beginning in June 2024 with completion in March 2025, pending unforeseeable weather delays, and will encompass beach placement of approximately 1.3 million cubic yards of compatible material dredged from a federally managed borrow source approximately 12 miles offshore. Periodic nourishment is expected to occur in 11-year cycles determined by the extent of storm impact, wave erosion and sea level rise. The project will include construction and extension of the coastal dune and berm (open beach) based on

pre-Hurricane Matthew dimensions. Native beach slopes and grades will be maintained, resulting in a wider beach berm for recreation and storm protection. When constructed, the project will provide a holistic, environmentally friendly defense against future storms, beach erosion and sea level rise. Upon completion of initial construction, the project will become eligible for emergency beach renourishment following significant storm events at 100 percent federal cost. *(Source: Dredging Today)*

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DREDGER STRANDWAY RECLAIMING NEW LAND IN ROTTERDAM

Damen has today released a beautiful picture of the Trailing Suction Hopper Dredger (TSHD) **Strandway** in action in the Port of Rotterdam. Equipped with Damen Dredging Equipment, the Boskalis TSHD is playing an important role in the Rijnland reclamation project. The project will see the construction of 2,500 new apartments, together with recreational spaces. To do so, the dredger is working together with the spray pontoon **Steenbok** to pump around 1.2 million cubic meters of sand needed for the Rijnhaven project. **Strandway** is playing her part, dredging this sand from the Dutch coast and bringing it daily into the heart of the city. *(Source: Dredging Today)*

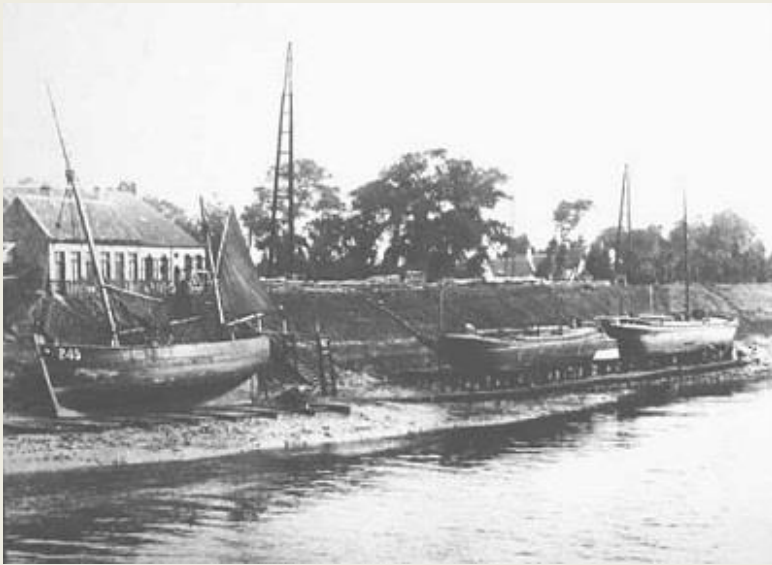


HISTORIC YARD

EMIEL VANDENABEELE, SHIPBUILDER IN NIEUWPOORT (1857-1948) – (BELGIUM)

During periods of economic boom there had always been shipyards in Nieuwpoort. Shipyards were already mentioned in the 13th century. During the period of the Company of Vischvaert (1727-1737), a short-lived attempt to revive the large fishing industry, which had suffered greatly in Nieuwpoort from the successive wars, a shipyard was built to meet the need for new ships. provided (1728). The heyday during the American Freedom Struggle also promoted shipbuilding: chronicler Rybens noted

for the year 1781 that many new sloops were built in Nieuwpoort to sail to Iceland. In 1817 there was



talk of a shipyard owned by Pieter de Weerd junior. However, towards the middle of the 19th century there must have been no real shipyards in Nieuwpoort. Pieter Vandenabeele may therefore have had to give up his profession at the end of his life. However, his son Louis was apprenticed to Philip Orlandini, a shipbuilder of Italian descent who had settled in Ostend around 1840[5]. Soon a kind of branch was opened in Nieuwpoort, where repairs were carried out on fishing boats and new boats were

built for Nieuwpoort ship owners. In the beginning, that branch only consisted of a ship's grate on the quay, between Oostendestraat and St-Jakobsstraat. According to Rybens' chronicle, 2 fishing sloops were made here by Orlandini in 1853 for the Nieuwpoort shipping company Meyne & Cie: the "Graaf van Vlaanderen" and the "Princesse Charlotte". In 1854 the cutter "Doggersbank" and the schooner "Naamloze Maatschappij van Nieuwpoort" followed for the new shipping company of John Phillips. The business expanded. Orlandini decided to establish a small shipyard on the northern side of the Yser Canal. On July 13, 1857, the council of aldermen opened an investigation 'de commodo et incommodo' about the construction of a shipyard "on a plot of land near the long bridge located between the harbor and the old bridge barge within this city"[7]. The land on which the shipyard was built belonged to the State, which had granted a concession. The shipyard was owned by Orlandini from Ostend, but in practice it was operated by Louis Vandenabeele and his sons. Louis Vandenabeele was also given the honor of having been the 'founder of the shipyard' in the later Nieuwpoort press and local historiography. The Ypresas is one of the well-known Nieuwpoort locks or sassen, together the "Goose Leg". Nieuwpoort was a walled city from the end of the 14th century. The Hoornwerk was a fortification system of earth and water works built in the 18th century, which would play a role in the defense of the city in 1914-1918. The shipyard was located nearby. The feeling of the residents of Nieuwpoort that their port, which was severely ravaged by successive wars, was neglected and subordinated by the higher government in favor of its major competitor Ostend and later also Zeebrugge, was a constant in the 18th and 19th centuries and even until the end of the 1930s. On March 29, 1857, Emilius Franciscus was born as the 6th of the remaining children, the 3rd son out of 4. Another Emilius Franciscus (1850-1851) had preceded him. Construction of the shipyard began during the year Emiel was born. Shortly after its completion the family moved into a house that was part of it. It can be assumed that Emiel also started working in the ship carpentry business after completing primary school at the age of about 12. For the city of Nieuwpoort, Emiel's early childhood was a period of sensational changes. In the 1860s, the city walls in Nieuwpoort, as in other Flemish cities, were demolished. *Sale and expansion of the shipyard.* For unknown reasons, Orlandini decided to divest its Nieuwpoort shipyard. Did the death of Louis Vandenabeele have anything to do with it? By deed executed before the Nieuwpoort notary Louis Depuydt on December 8, 1877, the shipyard was sold to Louis Gommers, the most important Nieuwpoort shipowner at that time. Orlandini nevertheless retained his shipyard in Ostend. After his death at the end of the 19th century, it was taken over, first by Goormachtig, later by Richard Panesi. Gommers operated the Nieuwpoort shipyard together with the 4 Vandenabeele brothers. Emiel must have been the hardest worker of the

brothers, because according to the weekly magazine *De Toekomst* he was given the day-to-day management of the shipyard in 1879, when he was barely 22 years old. This fact is also evident from advertisements for the shipyard, which appeared in the weekly magazine *De Stad Nieuport* in the early 1880s and in which Emiel was mentioned as a person to be contacted. Louis Gommers died in early 1883 and his wife died shortly afterwards. On July 9, 1883, the 3 Gommers children sold the yard to Jan Gommers-Loppens, brother of Louis and also owner of a rope maker, and to Emiel Vandenabeele, who each became half owner. The purchase price was 2,100 francs. In the deed of notary Depuydt, the description of the property reads as follows: "A house with workshop and a warehouse next to the north-west, largely built in wood and covered with tiles, as well as a shipyard, with tug, barge, drafting work. and hangings, standing in Nieuport from the north of the harbour, right over the former Long Bridges and built on six hundred and twenty-four square meters of land." The buyers owed the Belgian State, owner of the land, an annual rent of 40 francs. The article that *De Toekomst* devoted to the shipyard on September 5, 1937, provides more information about its technical structure. Initially, the ships were taken out of the water over 2 slipways or wooden sleds using a cow. That was a heavy piece of wood with a square head, in which there were 2 openings. 2 long handles were inserted to form a cross on which 20 men could turn. A cable was placed around the cow and the vessel was pulled onto dry land to undergo the necessary repairs. The shipyard gradually specialized in the construction of wooden inland vessels, inland vessels intended for the transport of goods from the port to the interior. After all, Nieuwpoort was and is connected to the interior via a system of locks and canals. Other vessels were also repaired. In the years 1894-1895 the shipyard was enlarged and modernized. the 18th and 19th centuries and even until the late 1930s. A dry dock of 2,000 m² was constructed, divided into 2 compartments: one for the construction of large inland vessels and one for repairs. There was room for 2 large inland vessels of 38 meters weighing 30 to 35 tons and 2 large sloops. The dock was connected to the harbor channel via a 5.5 meter wide shaft. Alfons Ruys, then chief conductor of Bridges and Roads in Nieuwpoort, made the plans for the new construction. His name was carved into a stone at the entrance to the dock's lock.

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The total area of the land rented from the State now amounted to 28 ares 97 centiares, for which the annual rent had risen to 197.67 francs. There were still 3 ship rosters in the port of Nieuwpoort: 2 for hasty repairs to inland vessels and one for seagoing vessels. In 1880, the Langebrug over the harbor channel, which was in poor condition, was demolished. To avoid the detour over the lock bridges, people took a boat from the quay to reach the shipyard[11]. On January 12, 1895, Jan Gommers-Loppens sold his half of the old shipyard to Emiel Vandenabeele, who became the sole owner. Gommers was already 77 at the time, too old to experience this modernization. His son Jan Gommers-Vaillant ran the rope shop and later also a brickworks. Apart from the notary deeds and some official documents of Bridges and Roads, unfortunately no archives of the shipyard have been preserved or at least have not been found. Almost the entire Vandenabeele family worked at the shipyard: Emiel and his brothers, the sons of his brothers and sisters, and also a few other shipwrights. According to the article in *De Toekomst*, an average of 12 people worked. There were no other large shipyards in

Nieuwpoort at that time: near the raft basin, Leon Dutrieux owned a small shipyard for seagoing vessels “on bare ground” at the beginning of the 20th century, without a hangar and dock, which was later taken over by Achiel Hillebrandt[12]. The people of Nieuwpoort referred to the Vandenabeele shipyard as 'the shipyard'. People sometimes said it was haunted[13]. The yard bell, which announced the start or end of work 4 to 6 times a day, could be heard throughout the city and also announced noon to the other residents. The shipyard flourished. On the eve of the First World War, between 1900 and 1914, Nieuwpoort experienced a general economic revival. Local historian René Dumon mentions that the Vandenabeele shipyard had plenty of work for this period[14]. Further expansions took place. For example, in 1906 the yard keeper's house and a warehouse were rebuilt and enlarged. In 1914, Emiel Vandenabeele was a wealthy man, one of the city's notables. His pre-war shipyard was depicted by a few painters: Victor Gilsoul in 1902 (family property) and André Lynen (according to a report in *De Toekomst* of August 14, 1938, purchased by the Nieuwpoort city council). **1914.** On November 10, Emiel tried again to enter Nieuwpoort. The target this time was his dry dock. When the war broke out, a new inland vessel was ready, ordered by skipper Karel Versyck. Emiel had heard that French soldiers had opened the doors of his lock, let the new ship out and used it to construct an emergency bridge over the Yser with 6 other barges. They had left the doors of the lock open, causing

them to smash against the foundation. Emiel managed to enter the city and asked permission to tie the lock doors with rope, but was not given it. He was referred to the French headquarters on the outskirts of the city. There he was sent to the Belgian headquarters in Veurne. When he returned, he saw in Recollett Street that the house of his brother-in-law August Decorte and also that of his daughter Marie had burned down. The entire city was now a desolate



mess. Emiel immediately went on foot to Veurne to obtain the necessary permission. Armed with this, he returned to Nieuwpoort the next day, November 11. After many difficulties (the French were very wary of possible spies among the civilian population), two French officers escorted him over the emergency bridge to the shipyard and he was allowed to fasten the lock doors. Then he asked if he could tie the wood in the dock so it wouldn't float away. He was given permission to carry out this work in the afternoon with a soldier. However, the Germans were only 100 meters away along the track to Lombartsijde. They had seen movement. While Emiel was eating his sandwiches, they started bombing the shipyard. Emiel fled to the Hoornwerk with about twenty French soldiers. The soldiers dug holes in the earthen wall to hide their heads and wrapped themselves in blankets to protect themselves from the explosions of the shells and shells. The bombardment continued and Emiel still had to return to Koksijde-Bad. He said goodbye to the soldiers and sprinted through the dock, over the temporary bridge, to the quay under a rain of shells, while reciting his act of contrition. After a few stops in cellars filled with soldiers, he made it to his villa in Koksijde-Bad in one piece. Emiel also does not mention the rescue of the City Archives in his diary. This event may have inspired him, because on December 2 he returned to Nieuwpoort one last time to save the archives of his shipyard and his papers from the Office of Benevolence. He also dug up securities that he had buried. He was no longer allowed to go to his shipyard. He was told that his new ship had sunk. *Emiel Vandenabeele*

and his family fled to England during the war. In March 1919, Emiel Vandenabeele returned to Belgium with his family. They found temporary accommodation in Bruges with his sister-in-law Louise Bullynck-Vlieghe. The destruction of the city of Nieuwpoort had taken apocalyptic proportions; hardly any stone stood on top of another. *After the war, Emiel worked at the municipality.* In the summer of 1919, the municipal council appointed Emiel Vandenabeele as supervisor of a team of workers. The aim was to level the land intended for the provisional barracks on Koersenplein and to operate the city warehouse. The latter was founded on the orders of the Royal High Commissioner. All kinds of goods were sold. Emiel received 20 francs a day for that task. Perhaps from this moment on he would have had temporary accommodation in Nieuwpoort, because commuting from Bruges to Nieuwpoort every day must not have been feasible in that post-war period. However, his family continued to live in Bruges for a while. A dispute immediately arose with the High Commissioner about the wages paid. Relations between the High Commission and the city warehouse subsequently deteriorated. In the municipal council of January 5, 1920, Emiel noticed indirect criticism of his policy in two letters from Coppieters. He defended himself with the argument that the often contradictory instructions from the High Commissioner made the operation of the city warehouse more difficult. *The end of the shipyard.* Meanwhile, Emiel was unemployed. That same year he applied to Bridges and Roads to rent his former site with the intention of restarting his shipyard. On September 24, 1922, the chief engineer-manager in Ostend approved the plans. When Emiel inquired in 1923 about the possibility of re-constructing his dry dock, he was not given permission to do so. In a letter dated April 20, 1923, the chief engineer of Bridges and Roads in Nieuwpoort argued: "(...) and after the execution of the projects during the New Port, the exploitation of the dock is reconstructed after the first step, the deviendrait impossible". On April 25, Emiel received a second letter from the War Damage Service in Veurne: he was allowed to use the compensation for his shipyard for the construction of 3 houses on the plot of land that he had received from the city of Nieuwpoort in the Willem De Rooiaan in exchange for his expropriation at the quay. This meant the end of the shipyard: Emiel quit. In the house he had lived in since 1922 in the Langestraat, he now started a shop selling fishing and shipping supplies. He sold cordage, flagpoles, ladders and fir trees from 6 to 11 meters[60]. He would run the shop until the Second World War.

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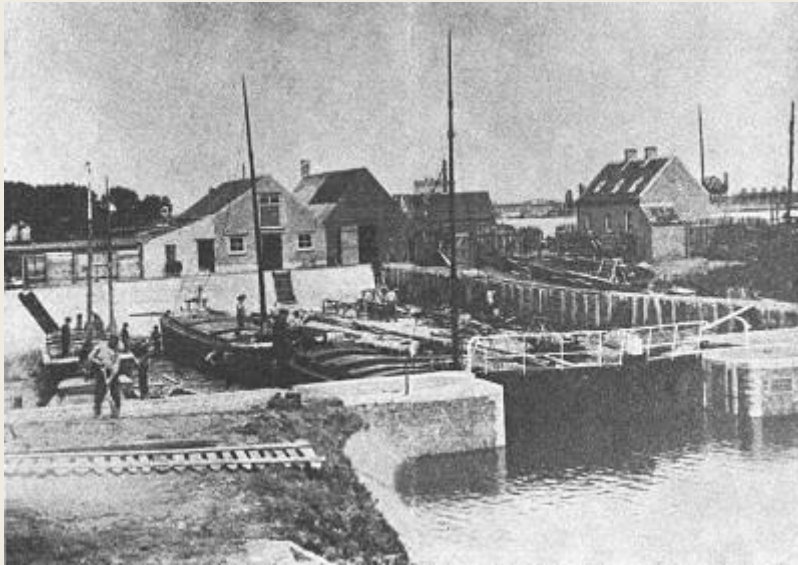
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The port of Nieuwpoort remained practically unusable for a long time. The Hillebrandt shipyard for seagoing vessels moved to Ostend. Many fishermen, registered in Nieuwpoort, followed him, including Louis Lenaerts, who had moved from De Panne to Nieuwpoort at the beginning of the 20th century and with whom Emiel's family had fled in October 1914. In the spring of 1924, only the quay wall and the lighthouse had been restored in the port. Many other Nieuwpoort companies from before the disaster of 1914 were also not re-established after the war, including the rope shop of the son of Emiel's former partner Jan Gommers. At the end of 1923, only the Sardinerie Carbonnez had been restarted. When the Royal Commission decided in 1935 to erect the Iron Monument for King Albert I on the triangular piece of land between the Veurne-Ambachtsasje and Emiel Vandenabeele's

shipyard, Emiel sold what remained of his shipyard. A melancholic article about the shipyard



appeared in De Toekomst: “Is this all yesterday, a treasure of work and folklore that is going to disappear? Times change so many things and we have to keep up with the times. But it hurts to see it disappear from the yard”. On August 21, 1938, De Toekomst reported on a city walk with distinguished guests: “The walk continued to the former shipyard of M. Em. Vandenabeele. There Dr. Karel Engelbeen explains the importance of Nieuwpoort in the economy of the country: it is a

pity that neither the government nor the city have not always pursued a large-scale port policy, otherwise Nieuwpoort would have been connected to its hinterland, the Leie and Hainaut, via Ypres-Comines, and Diksmuide- Roeselare and would flourish as the only natural harbor on the coast.” The feeling of the people of Nieuwpoort that their port was being subordinated by the State in favor of other ports remained. On September 18, 1938, De Toekomst reproduced an article from La Nation Belge on the front page, entitled “Nieuwpoort, the Cinderella of Belgium”. In 1939, the Minister of Foreign Affairs even officially denied the rumors circulating about a secret agreement between the ports of Antwerp and Dunkirk against Nieuwpoort. (*Source: Zone-Nieuwpoort*)

YARD NEWS

TAYLOR SMITH SHIPYARD ANNOUNCES COOPERATION AGREEMENT WITH NOUUM ENGINEERING

Engine overhaul operations now become global - focus on Indian Ocean, and Africa's eastern and southern coastal areas. South African Nouum Engineering, a leading provider of diesel engine services for marine, power, locomotive and generators globally and Mauritius-based ship repair and conversion yard Taylor Smith Shipyard have signed a cooperation agreement, expanding both companies' commercial and operational scopes. Willy van Niekerk, General Manager of TSS is much pleased: “This cooperation provides Taylor Smith Shipyard with the opportunity to accept more and significantly larger engine overhaul jobs and other types of engineering work in the



region, and even globally. With Nouum we have found a strong and highly experienced partner to attain the growth that we envision in the coming years.” As a part of the agreement, Nouum Engineering will be focusing on the repair and maintenance of marine engines and related equipment, such as turbochargers and automation systems, a growth market for Taylor Smith Shipyards. Nouum will provide qualified personnel (incl. all appropriate certifications) and has

significant experience in their field. In addition, the company will assist TSS with their engineering



scope. Tom Martin, CEO at Nouum, says: “We’ve already worked with Taylor Smith Shipyard for a long time. It’s great to be able to take this next step together. Through this partnership service more clients faster and better. Our main focus is the Sub-Saharan African market and the Indian Ocean, but we’ll also cooperate globally.” At present, Nouum has a commercial presence and offices in Cape Town, Durban, Kenya, Namibia, Madagascar, Mauritius, Reunion and Nigeria and operates globally, repairing, rebuilding and maintaining engines either on- at their fully equipped African facilities or anywhere in the world. Recently, Taylor Smith Shipyard has expanded its capabilities, technically, regionally and commercially, to serve a

larger market and offer a wider range of services to its customers. The yard has set up a new sales, after-sales service and training team available to further support clients to meet their needs. Engine overhaul work – with a minimising downtime – is especially growing, as is the mobile Harbour & Voyage Repair team. (PR)

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EASTERN SHIPBUILDING GROUP LAUNCHES LONG ISLAND FERRY

On Friday, May 3rd, Eastern Shipbuilding Group, Inc. (ESG) successfully launched the ferry **LONG ISLAND** (ESG Hull 228) at its Allanton Shipyard in Panama City, FL. The new passenger and auto ferry is destined to operate between Bridgeport, CT, and Port Jefferson, NY, traversing the Long Island Sound. The vessel



was christened by Rosemary McAllister, Director of Strategy, and attended by representatives from

vessel owners Bridgeport & Port Jefferson Steamboat Company, a subsidiary of McAllister Towing. "This launch is a testament to the dedication and expertise of our team at Eastern Shipbuilding Group," said Joey D'Isernia, CEO, and Chairman of ESG. "We are honored to partner with our friends at McAllister Towing and contribute to enhancing the transportation infrastructure for the residents and tourists of Long Island. This ferry will not only serve as a vital link between communities, but also exemplify our commitment to delivering excellence to our valued customers." The ferry **LONG ISLAND**, measuring 302 feet, is designed to accommodate both vehicles and passengers, and is designed with several enhancements including Tier IV main engines, increased crew capacity, and an upgraded furniture package. Scheduled for delivery later this year, this state-of-the-art vessel will join a fleet that includes two other Eastern-built ferries: the **P.T. BARNUM** (1999) and the **GRAND REPUBLIC** (2003). McAllister Towing has been a longstanding partner with ESG, having commissioned more than a dozen vessels from the shipbuilder. The Bridgeport and Port Jefferson Steamboat Company provides safe, scenic, and relaxing transit across Long Island Sound for hundreds of thousands of passengers and cars every year. The addition of the ferry **LONG ISLAND** will upgrade and expand the service. Buck McAllister, the President of the ferry company, said "P.T. Barnum, the founder of the ferry, once said that the noblest art is that of making others happy. All of those who have worked to make the ferry service what it is today can be very proud of their role helping drivers on the I-95 and Long Island Expressway. Eastern Shipbuilding has provided our company with over a dozen high quality vessels and transformed the maritime services we can offer. We are very thankful to Eastern Shipbuilding and the D'Isernia family for the happiness this new vessel will bring to our employees and customers for generations to come." The addition of the **LONG ISLAND** will help ensure that a three-vessel schedule can be provided for the peak periods when demand is most critical, a most welcome improvement. (PR)

SPECTRUM AEROMED ANNOUNCES INAUGURAL MARITIME LIFESAVING SOLUTIONS



Spectrum Aeromed, a leader in air medical equipment and solutions, is proud to announce the completion of its first venture into the maritime sector, marking a significant diversification of its offerings and capabilities. In a pioneering project commissioned by the Romanian Government, Spectrum Aeromed has successfully equipped the dedicated medical rooms of two emergency response vessels designed to operate under

the most challenging conditions at sea. The project was undertaken with Damen Shipyards, a renowned leader in the shipbuilding industry based in the Netherlands. The project included five critical care ambulance modules and medical cabinets for two specialized vessels: a Search and Rescue Multirole Ship dedicated to medical aid and capable of evacuating at least 50 people from emergency situations, and a Firefighting Multirole Ship, equipped to combat fires on vessels and offshore platforms, with the capacity to carry at least 30 people. Both ships are designed to complete missions up to three days in length, in rough seas and adverse conditions. This new venture follows

Spectrum Aeromed’s successful collaboration with the Romanian Government, having equipped their two highly dedicated Air Ambulance Bombardier Learjets last year. Julia Kutsche, Sales Representative for Spectrum Aeromed emphasized the significance of this endeavor in influencing the company’s entry into maritime projects. “This experience has afforded us an understanding and knowledge of their needs and preferences, which we applied in this project,” Kutsche stated. “Our expertise in understanding the demands placed on aircraft, including G loads, has been instrumental in tailoring their equipment for the maritime environment.” The collaboration with Damen Shipyards represents a significant milestone for Spectrum Aeromed. “This was not only our inaugural project working together but also marked our entry into the maritime industry,” Kutsche added. A representative from Damen Shipyards, Jurriaan van de Beek, Project Manager Workboats remarked, “The collaborative effort between Spectrum Aeromed and Damen Shipyards has demonstrated a shared commitment to innovation and excellence. The synergy between Spectrum Aeromed and the Damen Shipyards has set a strong foundation for future collaborations.” Both parties expressed optimism about the future potential of their partnership. The equipment for the two vessels was delivered at the end of 2023, and the ships have since been delivered to the Romanian Government, with their christening ceremonies already conducted.



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DAMEN MARINE COMPONENTS OPENS NEW OFFICE IN HAMBURG, GERMANY

On the second of May, Damen Marine Components (DMC) held a grand opening of its new office in Hamburg, with the ceremonies led by Bear Damen, son of Damen Shipyards Group Chairman Kommer Damen. The decision to move to new premises in the city was the result of space becoming available in the award-winning Doppel X building at 58 Heidenkampsweg. Designed by Teherani Architects (Hamburg), it sets the highest standards in both design and sustainability, an attribute it shares with DMC. DMC Hamburg is one of the company’s seven engineering and service locations,

with a focus on the engineering of its seagoing rudders, steering gear and energy saving devices. “We



were looking for the opportunity to improve our working environment at every level,” says DMC’s Wojciech Pawlowski, Operations Manager Hamburg. “The availability of space in a building that not only shares Damen’s commitment to sustainability and craftsmanship, but also designed for maximum productivity and well-being, was too good to miss.” Doppel X - the name signifies the dual nature of the building’s form, which appears as two mirrored X-shaped structures intersecting at

the core – has multiple features that benefit both the environment and the people working in it. These include a wide range of energy-efficient systems while the design delivers improved indoor air quality, ample natural light and ergonomic workspaces. Together these enhance employee comfort and productivity and, with DMC moving from a 19th century building, the resulting reductions in energy consumption will be substantial. The new office space is also more representative of Damen’s values, and not only because it was built using sustainable materials. Doppel X’s modern design and efficient layout better reflects Damen’s forward-thinking ethos and commitment to innovation, and will reinforce these attributes in the eyes of visiting customers and partners. DMC will be joining their colleagues from Damen Services Germany, who also transferred to 58 Heidenkampsweg. Their committed team offers technical assistance, repair services, spare parts, dry docking assistance and spare parts for all types of vessels in the region. (PR)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - *Sanmar delivering tug built for challenging conditions to Scottish operator*
 - *Damen launches fully electric RSD-E Tug 2513 for Port of Antwerp-Bruges*
 - *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*
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)

- *Platform Supply Vessel – ‘TEK-OCEAN SPIRIT’ for sale (sold)*

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*

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

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