Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

TUGS & TOWING NEWS

PARTNERSHIP TESTS BIOFUEL IN TUGBOAT AT THE PORT OF AÇU WITH THE POTENTIAL TO REDUCE EMISSIONS BY UP TO 99%.

The initiative involves Wilson Sons, Ferroport, Vast, and Be8 and reinforces the decarbonization movement in the port sector. Wilson Sons has launched a pioneering biofuel test in tugboats at the Port of Açu , in partnership with Ferroport , Vast Infraestrutura , and Be8 . The initiative focuses on reducing emissions in port operations. The project utilizes the Be8 BeVant biofuel in the tugboat WS Rosalvo, with the potential to reduce carbon dioxide emissions by up to 99% compared to conventional marine diesel. Produced from renewable sources such as soybean oil, animal fat, and used cooking oil, the fuel is a "drop-in" type, meaning it can be used directly in the engines without the need for adaptation. During the tests, aspects such as performance, durability, and emissions will be evaluated, based on telemetry data from the vessel. The results will form the basis of a technical report that will be submitted for international certification. "The tests with the new biofuel reinforce the importance of strategic partnerships, reaffirming Wilson Sons' commitment to decarbonization. We are always looking for new technologies that contribute to the safety, efficiency and sustainability of the port sector," says Márcio Castro, Executive Director of Tugboats at Wilson Sons. The initiative also involves the operation of Ferroport, responsible for the iron ore terminal at the Port of Açu, and connects to the strategy of reducing emissions throughout the logistics chain. "This project has the potential to reduce indirect emissions from the port as a whole, also contributing to the reduction of indirect emissions from Anglo American, through the reduction of direct emissions from Wilson Sons, representing a joint effort by the entire port community to implement more energy-efficient operations with lower carbon intensity," highlights Edenilson Sanches, Sustainability Manager at Ferroport. Be8, the company responsible for developing the fuel, sees maritime applications as an opportunity to accelerate the energy transition. "We are honored to be part of this project that positions Be8 BeVant as a mature, safe, and extremely efficient solution for immediately reducing emissions. We are talking about a biofuel developed and produced in Brazil that delivers technical performance similar to conventional fuel and, at the same time, generates a transformative environmental impact, without the investment costs of equipment transition," says Erasmo Carlos Battistella, president of the company. This action also connects to previous initiatives at the Port of

Açu, where tests with HVO (renewable diesel) have already been carried out on tugboats. According to Vast, which operates the Açu Liquid Terminal (TLA), the use of biofuels is part of a strategy to expand sustainable alternatives in the movement of energy-rich cargo. "TLA is a strategic platform to meet current and future demands for liquid storage and handling. The use of biofuels in the tugboats that serve T-Oil operations reinforces our commitment to offering the most sustainable alternative in the oil transshipment market," says Eduardo Goulart, Commercial Director of Vast. *(Source: Tecnologistica)*

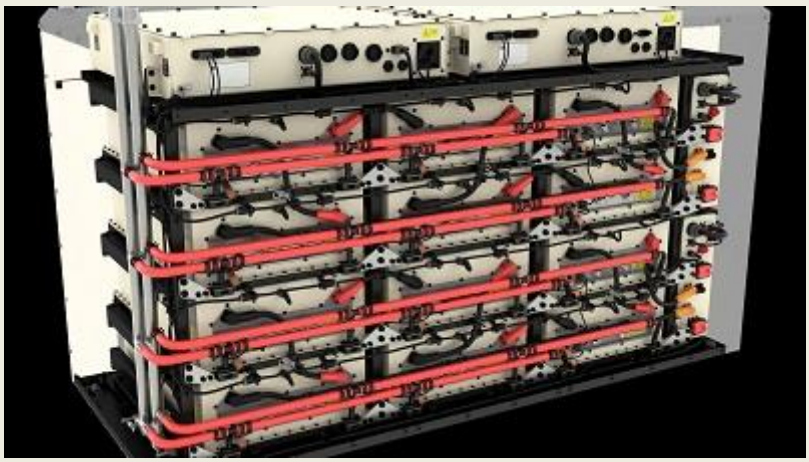
GREAT BUT SAD STORY PERTAINING TO THE UPCOMING DISMANTLING OF THE TUGBOAT!!! - A RESPONSE REGARDING ARTICLE TUGBOAT SAND MAN

Years before she was taken out of the water some of us on the Board of Directors had no choice but to resign our positions. I say that knowing others might disagree with my use of "No choice" but it was a board of 8 with one position empty. We brought people interested to fill the position but not approved mainly by the control of the Board President so half the board seeing the board and the future of the tug going in the wrong direction resigned. I for one reached out to the newspaper, folks on the city and other entities trying to solicit interest in getting help to take control of the tug while it was still in a state that could be kept in running condition. To my knowledge the only folks contacted were the very people still a part of running the tug and allowing condition of it to deteriorate!!! Sadly, this tug took people out on short cruises, raced in Olympia Harbor Days Festival Vintage Tug Races and took part in Christmas Light parades. While at pier it was most often open for walk on tours & spur of the moment cruising. In my opinion a tremendous loss for the History of Olympia and the Pacific Northwest as a whole!!! Thanks Shawn Murphy *(Photo: Sand Man in better days)*

DESIGNING A ROADMAP FOR INTEGRATED MARINE POWER

Advances in hybrid and battery power systems are changing the way tugboat and towboat owners and operators look at onboard power systems. Most of the current fleet of tug and salvage vessels use conventional engines, but the sector is nearing an inflection point in propulsion technology. Owners and operators are considering alternatives to traditional engines that could fundamentally transform the global fleet. Among the most significant drivers for change are the need to meet operators' sustainability objectives and improve efficiency. "While the goals might seem clear, charting a path forward is not," said Caterpillar Marine product manager, Will Watson. "Building or retrofitting a tug or towboat is not as straightforward as it was a decade ago," he said. "Owners and operators need safe, dependable and cost-efficient systems that deliver the power necessary to operate in demanding conditions," Mr Watson added. "Selecting the optimal power system across the diverse designs and applications complicates fleet planning and power system selection decisions," he said. It is essential for vessel owners to realise the best return on their investments on existing and newbuild assets. "It is crucially important to capture optimal value in the near term and ensure that the decisions made today will continue to deliver savings over the service life of new vessels," said Mr Watson. "With so many power options to choose from it is challenging to develop a roadmap to 2050 and beyond." A solution involves collaborating with original equipment manufacturers (OEM), naval architects and shipyards for their broad ranges of expertise "needed to navigate this complexity and determine the best systems that balance vessel design and operating goals," he said. A fully electric battery-powered system like Caterpillar's Cat marine battery system incorporates multiple components that enable a vessel to deliver 100% of its bollard pull while lowering greenhouse gas (GHG) emissions. Such systems include lithium-ion battery banks, a control system, direct current (DC) electrical grid, motors, drives and a thermal management and energy management system (EMS). "A DC-based grid connects directly to motors and variable frequency drives to convert power from the battery to the specific frequency and voltage needed," Mr Watson explained. "EMS software balances the load between batteries and

ensures emergency reserves while a specialised high-voltage connection on the deck supports charging." The Caterpillar marine battery system is an independent energy storage unit offering 39 configurable rack options and integrates with generator sets if backup power is required to provide redundancy during operations or maintenance. Cell and module temperatures and charge states are monitored with the Cat battery management system (BMS), providing operators with alerts, fault data and analytics to minimise downtime and enhance maintenance planning. "This system is designed to align with the typical lifespan of a hull, allowing cell-level or module-level refreshes," said Mr Watson. "This is advantageous for operators as it enables vessels to benefit from battery technology innovations and helps balance total cost of ownership [TCO]," he said. "Operators could potentially experience reduced maintenance requirements given the reduction in wear parts for electric motors, as well as ease of battery replacement." *Hybrid propulsion* Fully electric power systems are often best for newbuild tugs and towboats, as retrofitting existing vessels with a battery-powered powertrain can be cost prohibitive. A tug operating in a fixed location with established electric infrastructure could be suitable for a 100% battery power system, "especially if the operator's goals are to decrease operating expenditure and rely on a powertrain that is not only designed to meet evolving industry requirements but also supports the company's sustainability initiatives," said Mr Watson. Hybrid systems are a pragmatic choice for existing vessels as they combine propulsion engines with electric motors, clutches, gensets, power electronics, controls and batteries. "This enables operators to maximise investments in current ships and maintain the power needed for high-stakes salvage operations, while meeting shifting industry requirements," he added. "Hybrid systems enable operators to keep current vessels in service year after year, with upgrades that deliver important engineering updates while supporting their sustainability objectives." "Careful consideration and technical scoping are needed to transform the engineroom into the energy room" "With a hybrid system, operators can implement incremental changes at a pace that helps minimise capital expenditure while aligning with industry requirements," said Mr Watson. As with marine battery systems, controls packages are also essential for hybrid vessels. "Supervisory controls play an essential role in simplifying the integration of different power-train components and can even maximise a methanol substitution rate when using dual-fuel engines like the Cat 3500E," Mr Watson said. "This helps operators increase asset allocation, which further helps to balance TCO." A tug used for ship escort and assist applications in harbour terminals could benefit from a hybrid system if the operator's goals are to support its own sustainability objectives or adhere to industry regulations. Propulsion can be provided by the main engines, gensets or both. For example, two Cat 3516E engines – each rated at 2,525 bkW – paired with a 3.7 MWh marine battery system would power a driveline that includes two 750 kW motors. "This is just one example of how a hybrid power system could be configured to enable operators to decrease fuel consumption and costs while lowering GHG emissions as well," said Mr Watson. *A multi-energy future* Hybrid systems provide flexible options for a multi-energy future as they can be customised to reflect the nuances of a vessel's design and operating requirements. Caterpillar Marine is using conventional power and electrification successes across industries to ensure flexible options are available across a wide range of marine applications. "While dependable technology is an



important part of updating marine power systems, strategic alignment is another," said Mr Watson. "Close collaboration with all stakeholders is invaluable for designing power solutions that achieve immediate and long-term operational and sustainability objectives for operators,he said." It can define how and when each vessel in a fleet should be modernised or replaced with a newbuild and the type of power system to install. "Flexibility is key, as one approach does not meet all vessel or operator needs," said Mr Watson. "A few basic frameworks may hint at potential power possibilities, such as using marine battery systems for vessels with dependable electrical infrastructure access in port and the time to charge," he added. But, for vessels in regions with uncertain charging access or operating conditions that limit charging time, a hybrid powertrain would be more suitable. "Careful consideration and technical scoping are needed to transform the engineroom into the energy room," said Mr Watson. This includes scrutinising ports' planned charging infrastructure and capabilities to the feasibility of accommodating onboard storage for lower carbon intensity fuels. "Comprehensive planning promotes greater cost efficiency and also helps balance TCO over a vessel's lifetime – to 2050 and beyond," said Mr Watson. *(Source: Riviera by Martyn Wingrove)*

C&C MARINE AND REPAIR CELEBRATES KEEL LAYING FOR HYBRID ESCORT TUG QUARTET

C&C Marine and Repair today held a keel laying ceremony at its Belle Chasse, La., shipyard, marking a major milestone in a new series of four advanced hybrid escort tugs being built for Green Tug Towing (GTT). The vessels will support LNG carrier operations at Woodside Energy's Louisiana LNG terminal in Calcasieu Parish. The GTT series joins a separate series of four hybrid escort tugs already under construction at C&C, bringing the shipyard's active tugboat program to a total of eight vessels. Together, the two programs contribute to Woodside and its contractors having committed more than $1 billion to Louisiana suppliers in support of the Louisiana LNG project.

Landmark ceremony for Louisiana shipbuilding The keel laying ceremony brought together key stakeholders and industry leaders, including Louisiana Governor Jeff Landry; Louisiana Economic Development Secretary Susan B. Bourgeois; Daniel Kalms,executive vice president and chief operating officer international at Woodside; Thomas Springer, Green Tug Towing president and Tony Cibilich, President and Owner of C&C Marine and Repair. To commemorate the occasion, Gov. Landry welded four specially minted doubloons into the keel — one for each project partner: C&C Marine and Repair, the State of Louisiana, Woodside Energy, and Green Tug Towing. The centuries-old maritime tradition of welding coins into a vessel's keel symbolizes good fortune for the ship and safety for its crew and marks the formal beginning of a vessel's life. "This ceremony is a proud moment for our shipyard and for everyone involved in this program," said Tony Cibilich, president and owner of C&C Marine and Repair. "This project is more than a contract — it's a commitment to our workforce, our community, and our future. Building these vessels will keep more than 100 of our employees working steadily for nearly two years, and that kind of stability means everything to the families who depend on these jobs and to the strength of our local economy." *Next-generation hybrid escort tugs built for LNG operations* The four GTT vessels will be built to Robert Allan Ltd.'s RApport 2800H design — one of the most advanced escort tug platforms available — specifically engineered to meet the safety, maneuverability, and environmental requirements of modern LNG terminal operations. The tugs will feature advanced diesel-electric hybrid propulsion systems that deliver meaningful reductions in fuel consumption and emissions during standby, harbor transit, and low-speed maneuvering, alongside high-performance indirect steering forces and bollard pull engineered to safely handle the world's largest LNG carriers. "These are among the most sophisticated vessels ever built at our shipyard, and our team is ready for it," Cibilich added. "We've spent nearly three decades building the people, the facilities, and the engineering depth to take on programs of this scale. We're proud to build these tugs in Louisiana and to be part of a project that will power America's energy future for decades to come." *Built for programs of this scale* C&C Marine and Repair is purpose-built for complex, multi-vessel programs. Founded in 1997 as a 5,000-square-foot repair shop on the Harvey Canal, the company has grown into one of the Gulf Coast's premier shipbuilding facilities — now spanning more than 100 acres in Belle Chasse with 3,200 linear feet of continuous waterfront along the Gulf Intracoastal Waterway and more than 540,000 square feet of fully enclosed fabrication space. The shipyard's indoor construction model eliminates weather delays, while an onsite team of marine architects, engineers, and first-class welders allows C&C to optimize designs for both performance and construction efficiency without relying on outside engineering firms. A patented robotic blast facility operating 24/7 and an automated panel line round out the production infrastructure, supporting C&C's track record of delivering vessels on time and on budget. With design work for the GTT series now advancing toward full production, delivery of the vessels is and environmental requirements of modern LNG terminal operations. The tugs will feature advanced diesel-electric hybrid propulsion systems that deliver meaningful reductions in fuel consumption and emissions during standby, harbor transit, and low-speed maneuvering, alongside high-performance indirect steering forces and bollard pull engineered to safely handle the world's largest

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VB BRENT DEPARTS AGAIN QUICKLY

After towing the patrol vessel **Zr.Ms. Holland P840** to Den Helder last Thursday, the **VB Brent** immediately departed for Rotterdam again. The 33-meter tug, with an engine power of 7,200 hp and a bollard pull of 83 tons, was delivered as Brent in 2009 by Gebroeders Kooiman in Zwijndrecht to Iskes Towing & Salvage from IJmuiden. This shipping company was acquired by Boluda in 2021, which renamed the tug **VB Brent** a year later; its current area of operation is the Port of Rotterdam. *(Source:*

www.maritiemdenhelder.eu; Photo: Wim Albers)

ITS CONVENTION: OWNERS WILL TACKLE TOWAGE, SALVAGE CHALLENGES

At the 28th ITS Convention, tug owners, port operators, salvors and marine pilots will discuss how towage can become safer, sustainable and greener in panel sessions. Overcoming the challenges of harbour operations, ship pilotage and towage and emergency response will be some of the key themes examined by leading industry experts at the upcoming 28th ITS Convention, Exhibition & Awards, to be held 19-21 May in Gothenburg, Sweden. In the first panel debate, tug owners from the Americas, Europe and the Middle East will explain how they are responding to market pressures, geopolitical and operational challenges, and sustainability requirements. European Tugowners Association (ETA) chair and Svitzer Europe managing director, Arjen van Dijk, will be joined on this panel by Noatum Maritime Marine Services commercial and business development director, Ferlin Brown, Seaspan Marine Transportation president, Captain Jordan Pechie, CPT Towage managing director, Miguel de Orbegoso and SAAM Towage chief executive, Hernan Gomez Cisternas. They will compare perspectives across different operational environments, examine practical approaches to fleet renewal and operational efficiency, explain how operates are adapting to evolving commercial and geopolitical realities and regulatory pressures and explore strategic planning considerations for the next decade. In another panel debate, Mr Brown will be joined by Global Risk Management chief analyst and head of research, Arne Lohmann Rasmusson, to discuss how global trade shifts, sanctions, tariffs and regulations impact towage and port operations. Harbour pilots and tug masters will discuss ways to minimise risk during complex manoeuvres in ports, in another panel session that will include Kotug International director for the Maritime Excellence Centre, Patrick Everts, European Maritime Pilots' Association secretary general, Aileen Van Raemdonck, SeaWays Advisory managing director, Captain Arie Nygh, and maritime pilot Mustafa Sokukcu. Elsewhere, Port of Gothenburg head of renewable energy, Therese Jällbrink, Port of Aveiro harbour co-ordination manager, Pedro Ramalheira Lemos, and ETA secretary general, Anna Maria Darmanin, will consider green strategies, including berth electrification, renewable energy integration, digital optimisation and alternative fuels. During the convention there will be two panel discussions focussed on salvage and emergency response, both led by Smit Lamnalco director of LNG business and project development, Andrew Brown. On one panel, Mr Brown will be joined by Multraship managing director and International Salvage Union president, Capt Leendert Muller, Targe Towing commercial director, Alasdair Smith, Somara president, Jean Pierre Porry, Donjon Marine vice president for salvage operations, Timothy Williamson and the UK Government's secretary of state representative for maritime salvage and intervention, Stephan Hennig. They will discuss how salvage is being shaped by regional conflicts, international sanctions, technological innovation, environmental imperatives and regulatory reform. Discussions will cover the impact of fewer salvage opportunities, higher operational costs, competition and consolidation, diversification of services – including emergency response – cargo

recovery and pollution control, and the effect of climate change and extreme weather on operations. On another panel, Smit Lamnalco's Mr Brown will be joined by Capt Sokukcu, Marine Response Consultants managing director, Kenneth Edgar, BlueTack co-founder, Oliver Timofei, and ITOPF senior technical adviser, Andrew Le Masurier. They will debate how spill management and emergency response will change as maritime fuels evolve and vessels begin to regularly bunker ammonia, methanol, LNG and biofuels. *(Source: Riviera by Martyn Wingrove)*

PORT OF ROTTERDAM AWARDS ALEWIJNSE FLEET ELECTRICAL MAINTENANCE CONTRACT

Deal supports safe, clean and efficient operations at the Port of Rotterdam Authority. Alewijnse has secured a four-year contract to provide electrical maintenance across the full fleet of the Port of Rotterdam Authority. Under the agreement, the company will deliver both planned preventive maintenance and round-the-clock service support. The contract is intended to ensure the authority's patrol vessels remain fully operational, supporting safe, clean and efficient port operations in one of Europe's busiest maritime hubs. The contract covers sixteen vessels, including seven incident response vessels, two survey vessels, five patrol vessels, one RHIB, and the Nieuwe Maze, the Port Authority's official hospitality and protocol vessel. The fleet, with an age ranging from 7 to 42 years, is increasingly operating on electric power. Two incident response vessels and the newest patrol vessel are already equipped with hybrid propulsion systems. Another patrol vessel will be converted to become fully electric this year, making it the first zero-emission patrol vessel in the Port of Rotterdam. After an intensive tender process, Alewijnse was declared the best candidate. The contract will commence on May 1, 2026, for a period of four years with an option for extension. The contract will include preventive maintenance and Alewijnse will also proactively contribute to optimising the vessels and implementing innovations, as well as undertaking remote maintenance. In addition, experienced planners will be on-call 24/7 to deploy the right specialists on-site as quickly as possible in the event

of malfunctions. "Alewijnse is a trusted partner for the Port of Rotterdam Authority. We have worked together for many years in the field of maintenance and service. We have already carried out various activities on the majority of vessels in their fleet, such as inspections, preventive maintenance and resolving electrical faults. On the patrol boats **RPA 14** and **RPA 15**, we have even carried out complete refits. I look forward to a positive collaboration with the Port Authority." – Wouter Schouten, Service Coordinator at Alewijnse. "It is fantastic that we have won this tender. The entire team put in a great deal of effort to achieve this outcome. Now it is up to us to make it a success together. Everyone needed is ready to contribute, and we are confident that this will be a successful collaboration." – Jeroen Starrenburg, Account Manager at Alewijnse "Our fleet operates 24/7 and requires partners who can adapt accordingly. A new contract partner is always an exciting moment. However, we recognise many of the skilled professionals from previous cooperations and so we expect that we will quickly adapt to working together. Alewijnse has always been a party that acts quickly, is knowledgeable, works safely and, above all, understands what our operation requires." – Gert Kramer, Asset Manager at the Port of Rotterdam Authority. *(Source: Workboat365)*

TENERIFE SHIPYARDS TARGETS GLOBAL REPAIR MARKET WITH NEW FLOATING DOCK

Tenerife Shipyards new 240m floating dock enables first large-vessel dry-docking capability in the Canary Islands. Tenerife Shipyards has strengthened its position in the global maritime services market with the arrival of the **Hidramar** Ultra floating dock, a next-generation asset set to transform ship repair capabilities across the Mid-Atlantic. At 240 metres in length and with a lifting capacity of 22,000 tonnes, the floating dry dock enables Panamax-class vessels to be dry-docked in the Canary Islands for the first time. The milestone closes a long-standing infrastructure gap in the region, integrating Tenerife into the international repair circuit and reducing the need for costly deviations to mainland shipyards. The **Hidramar** Ultra floating dry dock arrived following a 10,000-mile transit from Shanghai, navigating key global corridors including the Strait of Malacca, the Indian Ocean, the Red Sea and the Suez Canal—an operation highlighting the scale and complexity of the project. Engineered for efficiency, the floating dock is equipped with eight redundant centrifugal pumps, each rated at 3,000 m³/h, enabling dry-docking operations in approximately two hours. Advanced control systems provide real-time monitoring of stability, ballast and structural loads, supporting safe and predictable operations. The project aligns with ongoing regulatory changes shaping the maritime industry, including EEXI, CII and FuelEU Maritime. Tenerife is now positioned to support a growing volume of retrofit, energy efficiency and decarbonisation projects as shipowners respond to tightening environmental requirements. Developed over more than a decade, the **Hidramar** Ultra involved over 600 professionals during its construction phase and is expected to generate more than 700 direct jobs, delivering a significant boost to the local economy and reinforcing the Canary Islands' role as a strategic maritime hub. *(Source: Workboat365)* *The floating dock "Hidramar Ultra 22000" arrives in Santa Cruz de Tenerife*

Three tugboats from Boluda Towage based in the port of Santa Cruz de Tenerife, plus the tugboat "**VB Risban**" moved from Santa Cruz de La Palma, have been in charge this morning of the docking maneuver of the floating dock "**Hidramar Ultra 22000**", which has arrived towed from China , via the Suez canal, following the wake of the Chinese tugboat "**De Tian**". The second floating dock in the history of the port of Santa Cruz de Tenerife —the first was the NUVASA floating dock— is great news and opens a new stage in which many hopes and enthusiasm have been invested, making it especially attractive for the naval repair sector in the Canary Islands. The floating dock "**Hidramar Ultra 22000**" is 240 meters long, has a lifting capacity of 22,000 tons, and an estimated lifting time of 120 minutes. It was said at the time that its first client would be the steamship "La Palma," which has remained in the water since the closure of the Tenerife Shipyards. The new floating dock is a Chinese design and construction project and occupies a berth in the second alignment of the East dock. *(Source: Puente de Mando; Photo by Fernando Salvador Sánchez-Caro and Jorge Rodríguez Suárez)*

ANOTHER DAY, ANOTHER SEA TRIAL!

This time with the EuroCarrier 2611 **NP676**. A powerful and versatile unit, ready for her next step. Soon available for charter or sale. The Eurocarrier 2611 is a The robust, efficient and flexible design of the EuroCarrier makes it one of the best vessels for anchor handling, dredging support and survey activities. The EuroCarrier can be adapted to perfectly fit any project within a short time. She has the following demensions: Length o.a.: 26,48 meter; Moulded Beam: 11.00 meter; Depth at sides:

3.20/3,70 meter and Draft: 2.93 meter. The standard propulsion is two Caterpillar C32 ACERT main engines with a total power of 1,940 kW at 1,800 rpm. The vessel performed a free sailing speed of 10.8 knots and a bollard pull of 36 tons. *(Photo: Neptune Marine)*

READER REPORTS

The **Bostonian** (Imo 6709842) a 1967 built tug, still working after nearly 60 years, seen at Falmouth awaiting a return tow back to the Medway. In the background **Jacobite Queen** 1949 recently arrived from Loch Ness. The **Bostonian** was built by Richard Dunston Ltd. – Thorne; Great Britain under yard number T1209 for Boston (Lincs) Port - (Port of Boston Authority) Boston. She has a length of 20,58 mtrs a beam of 6,13 mtrs and a depth of 2,60 mtrs. The four stroke six cylinder Ruston & Hornsby engine develops an output of 394 kW (536 bhp). It look that she need a fresh paint. *(Photo Graeme Ewens (c))*

THE RESCUE TUGBOAT ALTAI HAS COMPLETED A LONG VOYAGE.

The rescue tugboat "**Altai**" arrived at the Northern Fleet's main base in Severomorsk after completing a long-distance voyage. The crew was met at the pier by military command representatives and the sailors' relatives, the Russian Ministry of Defense reports. For approximately five months, the crew of the rescue tugboat **Altai** carried out search and rescue support for ships and vessels of the Russian Navy in the waters of the Mediterranean Sea and the North-East Atlantic. The rescue tugboat **Altai** travelled approximately 17,000 nautical miles during its long voyage. During the ceremony, Captain 1st Rank Mikhail Belov, Head of the Northern Fleet's Search and Rescue Directorate, congratulated the Northern Fleet sailors on successfully completing all assigned tasks and returning home, thanked them for their service, and wished them good health. In accordance

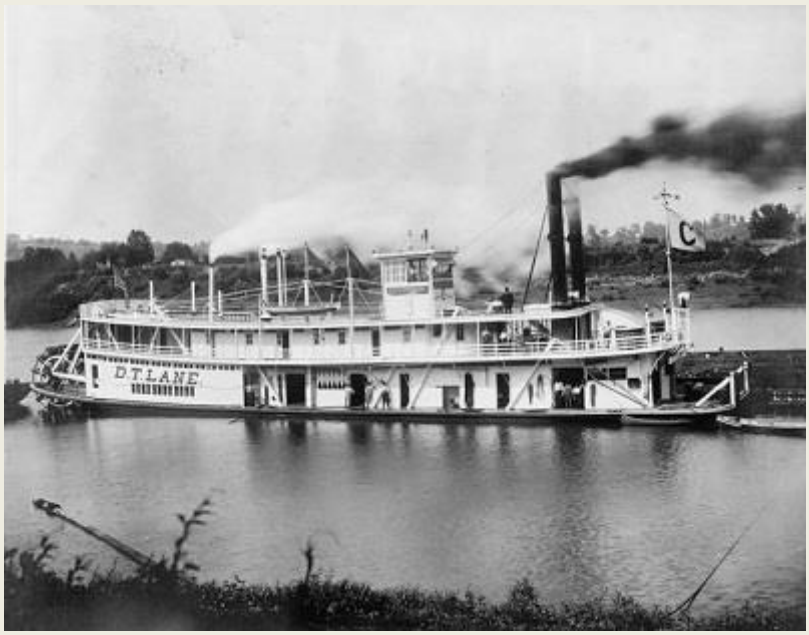
with naval tradition, Captain 1st Rank Mikhail Belov presented the captain of the SBS **Altai** with a roasted pig. A number of sailors were presented with departmental awards, as well as certificates from the Northern Fleet command. *(Source: Paluba)*

AYK ENERGY POWERS ELECTRIC TUG MILESTONE WITH SVITZER BALDER TRIALS

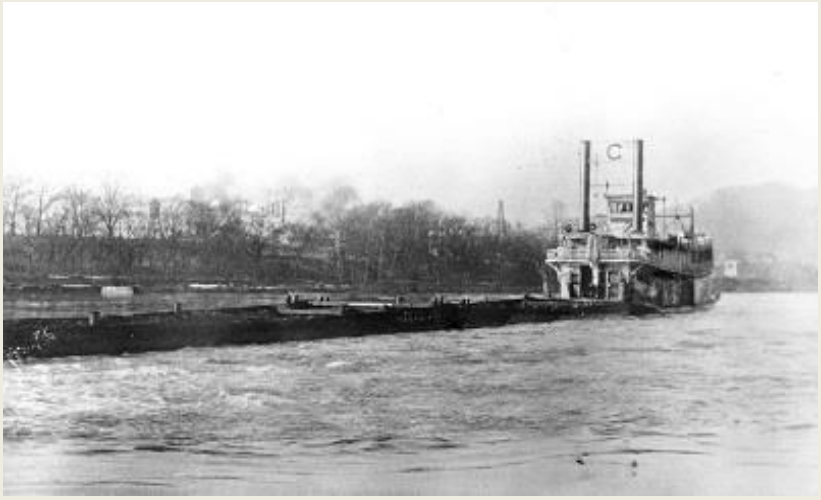
Marine battery manufacturer AYK Energy said the transition to electric-powered workboats is accelerating as a battery-methanol harbor tug completed sea trials ahead of delivery. **The Svitzer Balder**, built by Türkiye's Uzmar shipyard, is described by the company as the most powerful electric escort tug, capable of operating in near-open ocean conditions as well as in harbor. The vessel is set to be delivered to the Port of Gothenburg in Sweden, where it is expected to carry out more than 90% of towing and docking operations using a battery-electric powertrain. AYK Energy supplied the tug with an ABS-certified AriesA 6MWh battery system, which has an expected lifespan of around 10 years, and supported sea trials. "I would like to thank Uzmar and Svitzer for trusting AYK to build and deliver this battery system. AYK is proving that battery technology is evolving and becoming more powerful, more advanced and more competitive. At a time of volatile oil prices battery power is offering an increasingly attractive safe harbour to vessel operators," said Chris Kruger, AYK Energy founder. The tug features a proprietary TRAnsverse design developed by Svitzer and is supported by dual-fuel methanol engines for backup and extended range. AYK said demand for its battery systems is rising across maritime sectors including ferries, cruise ships, workboats and container vessels. The battery for the **Svitzer Balder** was manufactured at the company's facility in Zhuhai, China, which has an annual production capacity of 300 MWh with potential to expand to 1 GWh. *(Source: MarineLink)*

OLD TOWBOAT COLUMN

THE SECOND D.T. LANE



In last week's Old Boat Column, we recounted the 1903 shoving contest between the sternwheeler **D.T. Lane** (first) and the propeller towboat **James Rumsey**. The **D.T. Lane** (1871–1908) towed coal on the Kanawha River, changing owners several times, and was rebuilt at the Coflin Marine Ways in 1880 in Covington, Ky. The **Lane** became something of a household name following the much-publicized event with the **Rumsey**, although it was never definitively determined who won the contest. The vessel was dismantled at Dana, W.Va., in 1908; the hull and cabin were later destroyed by fire. This week, we delve into the history of the second vessel to bear the name. The second **D.T. Lane** was built in 1908, also at Dana. Constructed on a wooden hull measuring 141.3 feet in length by 29 feet in width, the sternwheeler contained the recycled engines (16-inch cylinders with 5.5-foot stroke) from the first Lane. Those engines had originated from the sidewheel packet **Ingomar**, which had been built out of the Civil War gunboat **General Thomas**. Although both the first and second **Lanes** had pilothouses on the roof (not pool style), the second boat had its cabin cut off short forward. The towboat was owned by Campbell's Creek Coal Company and was named for entrepreneur David T. Lane, who had been involved in building the towboat **Advance** in 1862 at Franklin, Pa. Lane also had a steam yacht named **Franklin** at Lake Chautauqua, N.Y., which had been shipped to the lake by railroad. By 1903, Lane had built a second steam yacht named **D.T. Lane** for use on Findley Lake; it was moved to Lake Chautauqua in 1931 by a new owner and renamed **Marilee**, still having its original boiler as late as 1939. D.T. Lane manufactured oil well rods at Franklin, Pa., until his death at age 89 in 1915.



Capt. William Patrick was the longtime master of the towboat with Capt. Wesley Summerfield as pilot. According to Capt. Fred Way, nearly everybody employed at Campbell's Creek worked on this vessel sooner or later. One of the more notable officers who served on the boat was Capt. Bill Patrick, described as being one of God's noblemen; a quiet disposition, pipe-smoking, ruddy-faced, handsome, blue-eyed skipper and an even-keel pilot. Patrick was still making trips for Union Barge

Line until his passing at age 81 in 1942. The whistle of the **D.T. Lane** was a small two-toned affair with a high pitch; it also came from the first boat of the name and was used until part of it was lost overboard in 1926. The boat then utilized the "wildcat whistle" from the towboat **J.T. Hatfield**. The **Lane** was retired in June of 1934 at Dana. The boat sank while laid up there, but was raised and languished for another year, never again operating; it was dismantled in the autumn of 1937. For 66 years, there was a towboat named **D.T. Lane** on the Kanawha River. *(Source: The Waterways Journal By Keith Norrington)*

ACCIDENTS – SALVAGE NEWS

U.S.-Flagged Cargo Ship Goes Missing During Passage of Typhoon Sinlaku

The U.S. Coast Guard reports that a small U.S.-flagged cargo ship went missing off the coast of Saipan during the passage of Super Typhoon Sinlaku. An upturned hull - not yet identified - was spotted Saturday morning at a position 100 nautical miles away. The **Mariana** is a U.S.-flagged offshore supply vessel repurposed for cargo and employed on a regular freight route between Guam, Tinian and Saipan. On the afternoon of April 11, as Sinlaku approached the islands, **Mariana** departed Saipan with six crewmembers aboard. She deviated from her usual itinerary, heading north - away from the path of the storm. Over the next few days, **Mariana** loitered on a circular loop to the east of the island, then resumed her northward track in the early hours of Wednesday morning. **Mariana** was under way at a position about 140 miles to the northwest of Saipan on Wednesday when her starboard engine failed, according to the Coast Guard. The crew called in the casualty, and Joint Rescue Coordination Center Honolulu took over management of the response. The JRCC set up an hourly communications schedule with the vessel and checked in regularly. All personnel on board were in good health. On Wednesday evening, the Coast Guard lost communications with the **Mariana** and was not able to reestablish contact. The vessel's AIS signal was last received at about

1400 hours local time that afternoon, according to data provided by Pole Star Global, at a position of roughly 17° 25' N / 145° 08' E. The JRCC dispatched an HC-130J search plane from Honolulu to look for the **Mariana** on Thursday, but winds in the area were too heavy, and the aircrew was forced to return to Guam. Weather conditions in the region were rough due to Super Typhoon Sinlaku, which roared through the Northern Marianas Islands midweek. High wind conditions affecting Saipan and Tinian on Tuesday and Wednesday, and the storm caused damage and widespread power outages on shore. Typhoon-force winds extended out to about 250 nautical miles from the center of the storm. Sinlaku is now moving off to the northeast, but a small craft advisory remains in effect near Saipan, with winds still blowing in the range of 25 knots. Early Saturday, the Coast Guard conducted another aerial search pattern based on **Mariana's** last known position. The HC-130 Hercules aircrew spotted a capsized vessel's hull at a position about 34 nautical miles northeast of Pagan, approximately 100 nautical miles from Mariana's last known position and about 200 nautical miles north of Saipan. The Coast Guard is working to identify the sighting, and multiple aircrews - including one from Japan - will be flying further search missions over the weekend. *(Source: Marex)*

INLAND CARGO VESSEL SINKS NEAR PORT OF ANTWERP

An inland freighter struck mooring bollards and sank near the port of Antwerp over the weekend, forcing the crew to abandon ship, according to Belgian media. Overnight Friday, the cargo ship **Sola Gratia** was inbound for the port of Antwerp on the Scheldt, carrying a load of sand. Near the Royers Lock complex, it struck mooring bollards on the side of the river. The master told responders that the vessel had lost maneuverability, according to local outlet NT. The master and the other crewmember aboard were rescued from the water by the fire brigade and handed off for medical evaluation. The vessel went down in the Scheldt and has begun leaking a small amount of petroleum; salvage plans are still being formulated, and cleanup contractors are engaged in mitigating the fuel spill. The location of the wreck does not obstruct traffic for the port because the Royers Lock is currently down for service, and the port's operations were not disrupted. “The problems would have been greater if the Royers Lock had been in use, because many inland vessels pass through there to and from the port. But because that lock is out of use for an extended period due to expansion work, this was not an issue now,” Lennart Verstappen, spokesperson for the Port of Antwerp-Bruges, told GVA. Even if the complex had been open, large seagoing ships do not use the Royers Lock, only inland vessels. The casualty follows a significant bunker fuel spill at Antwerp's Deurganckdok district on April 10, which spread to adjacent areas and caused disruption to shipping for the better part of a week. The Zandvliet and Berendecht locks (for larger vessels) had to be temporarily closed for containment. A large-scale cleanup effort was mounted and all affected terminals had reopened by Thursday. *(Source: Marex; Photo: Rene te Pas)*

CANADA INVESTIGATES BRIDGE ALLISION ON THE WELLAND CANAL

Marine investigators in Canada have launched an investigation after a general cargo vessel struck a

bridge while transiting the busy Welland Canal in Port Colborne, Ontario. The Transportation Safety Board of Canada (TSB) said it was deploying a team of investigators following the incident involving cargo vessel **BBC Tokyo**, which came into contact with the Clarence Street Bridge (also known as Bridge 21) while transiting the canal on April 16. "The TSB will be gathering information and assessing the occurrence," the board said in a statement, without providing further details. Reports in Ontario indicate the vessel made contact with the east side tower of the bridge while heading downbound in Port Colborne around noon. This prompted the St. Lawrence Seaway Management Corp. to close the bridge for several hours as a precaution. There were no injuries reported or impacts on the environment. Bystander photos suggest that the BBC Tokyo sustained scrapes along the starboard side. Owned and operated by German shipping company Briese Heavylift, the 149-meter BBC Tokyo is a multipurpose heavylift vessel that transports a wide range of cargo, including wind turbine blades. The ship is designed for specialized transport through confined waterways such as the Welland Canal. Investigators will seek to determine the circumstances in which the vessel struck Bridge 21, one of two vertical lift bridges constructed in Port Colborne in 1929 to accommodate traffic over the canal. The construction of the Port Colborne harbor railway in the mid-1990s meant that Bridge 20, which connected Port Colborne to railway lines on the western side of the canal, was no longer necessary; it was removed in 1997. Bridge 21, which was designed for cars and connects the east and west sides of the city, has remained in use and is one of three operating vertical lift bridges over the canal, which is part of the St. Lawrence Seaway. The canal is a busy waterway with about 3,000 ships transporting approximately 40 million tonnes of cargo annually. It has been rebuilt many times over the years to accommodate larger vessels. **BBC Tokyo's** strike on Bridge 21 is the latest incident in which a ship transiting the canal has come into contact with a bridge. In August 2001, the lake freighter **Windoc** collided with Bridge 11 in Allanburg, closing vessel traffic for two days. The accident destroyed the ship's wheelhouse and funnel, ignited a large fire on board, and caused minor damage to the vertical-lift bridge. Another incident occurred in September 2015 when the cargo ship **Lena J** collided with Bridge 19 in Port Colborne, forcing its closure to vehicle and pedestrian traffic for months. *(Source: Marex)*

USCG CONFIRMS FINDING CAPSIZED US CARGO SHIP BUT NO SIGN OF CREW

The U.S. Coast Guard confirmed in a statement on Monday, April 20, that it has identified the overturned vessel found in the Northern Mariana Islands as a missing U.S. cargo ship. The search is ongoing, having located additional debris, but so far, no sign has been reported of the six missing crewmembers. The **Mariana**, a 145-foot U.S.-flagged offshore supply vessel used to move cargo between Guam, Tinian, and Saipan, lost contact with the U.S. Coast Guard on Wednesday evening, April 15, as a typhoon approached the region. The vessel had earlier reported its starboard engine was disabled while it was approximately 125 to 140 miles north-northwest of Saipan. Typhoon Sinlaku lashed the region for about 48 hours with sustained winds of 125 to 150 mph. There were widespread reports of flooding and damage on Saipan. The Coast Guard had attempted on Thursday to send a search plane into the region where the Mariana was last reported. However, they reported that heavy wind had prevented an HC-130 Hercules airplane crew from reaching the search area. Crews, however, spotted an overturned vessel on Saturday in a position about 34 nautical miles northeast of Pagan, an island in the central region of the Northern Mariana Islands. The capsized vessel was approximately 100 nautical miles from the last known location of the **Mariana**. The U.S. Coast Guard, working with the Japan Coast Guard, reached the site and deployed pararescuemen and divers from the USCG cutter Frederick Hatch and the Japanese vessel. The teams confirmed the identity of the vessel and did an exterior survey. The USCG reports the teams may deploy an underwater remotely operated drone to further investigate the vessel. Late on Saturday, search teams also located a partially submerged and partially inflated life raft. It was in a position approximately 95 nautical miles northeast of the overturned vessel. The overturned vessel has continued to drift. As of the latest report, it has moved approximately 26 nautical miles to the northeast from where it was first spotted. The Coast Guard reports that over 75,000 square nautical miles have been searched. It, along with partners, is continuing the search for the missing crewmembers. *(Source: Marex)*

INLAND VESSEL PIERCES HULL OF RO-RO SHIP IN PORT OF ANTWERP

In the Port of Antwerp, an inland vessel allided with the '**Silver Sun**', which was berthed at teh Canal Dock 82 near the Kruisschans, on April 12, 2026. The vehicles carrier was breached above the waterline on a length of several metres at the height of a car deck. The investigation was taken over by the competent authorities. Given that the damage

was above the waterline, the ship was permitted to unload the cars on board at Sallaum Terminals and was subsequently repaired on site. The ship remained stationary as of April 20. *(Source: Vesseltracker)*

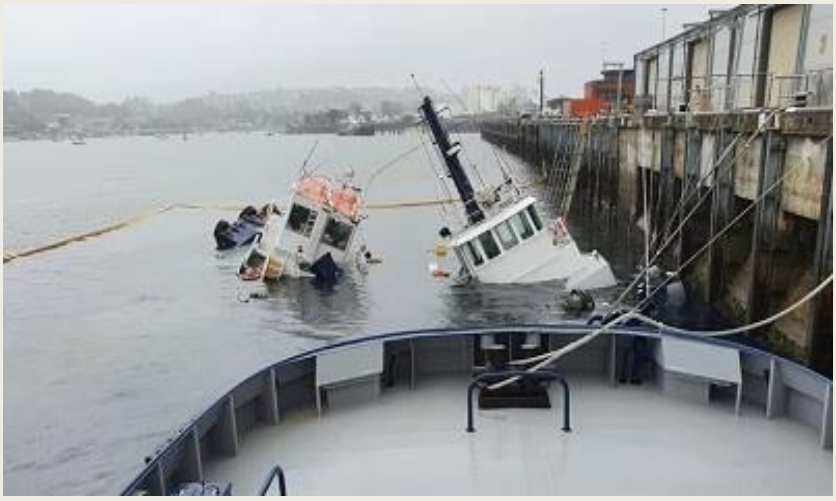
FIRE ON A FISHING BOAT IN SARIYER.

A fire broke out on a fishing boat anchored off the coast in Sarıyer for reasons yet unknown. Upon notification, Coast Guard Command, Maritime Port Branch Directorate and fire department teams were dispatched to the area. A fire broke out in the lower deck section of a fishing boat anchored in the Sarıyer district of Istanbul. The flames were extinguished by firefighters, but the boat sustained damage. The fire broke out at approximately 10:20 AM on the anchored boat. Citizens noticed flames rising from the lower part of the deck and immediately reported the situation to the authorities. Fire and coast guard teams were dispatched to the scene following the report. The fire, which was quickly responded to, was brought under control and extinguished before it could spread. There were no casualties or injuries in the fire, but the boat sustained damage. An investigation has been launched into the cause of the fire. *(Source: Deniz Haber)*

CHARGES AGAINST CSL AUSTRALIA

Charges have been laid against CSL Australia, the owner of the **'Goliath'**, that sank the two tugs **'York Cove'** and **'Campbell Cove'** in Devonport's Mersey River on Jan 28, 2022, enroute from

Melbourne to the Port of Devonport. The operation to salvage the tugs and remove them from the Mersey River took almost seven months. CSL Australia, has been charged with unlawfully causing serious environmental harm and causing environmental nuisance. The prosecution alleged the allision caused the tugs to sink and release hydrocarbons into the Mersey River and that the release of hydrocarbon pollutants into the river unreasonably interfered with, or was likely to interfere with, a person's enjoyment of the environment. The allision had necessitated a major clean-up and salvage operation. A 2023 report from the Australian Transport Safety Bureau (ATSB) found that an incorrect steering setting was selected on the 'Goliath', causing the ship to unexpectedly speed up before the crash. The charges were due to be heard in court on April 21, 2026, but the matter has been adjourned to June 9 for a plea. The incident was also the subject of a civil dispute, with TasPorts seeking compensation from CSL Australia to cover salvage costs, clean-up, and damage. *(Source: Vesseltracker)*



OFFSHORE NEWS

First Marin Teknikk multihull arrives in Norway as designer outlines other potential uses

The first vessel based on Marin Teknikk's multi-hull design (MHD) arrived at Green Yard Kleven in Norway on 18 April 2026 for outfitting and completion, as the designer outlined other potential applications of the hullform. The hull of the MT 6067 vessel, **Elisa**, which is being built for Austrian/Romanian energy company OMV Petrom, was built at Montex Shipyard in Gdansk. "After years of development, this marks a significant milestone for Marin Teknikk," said the Norwegian designer and engineering company, noting that the project originates from an internal concept that was developed through extensive engineering work and validated by three model tests conducted at SINTEF Ocean. A key feature of the design is Marin Teknikk's motion-compensating system (MCS), which enables safe walk-to-work operations in sea states up to Hs = 4.5 m. Another key feature of the design is that, compared with conventional vessels, it enables remotely operated vehicles (ROVs) to be deployed in more challenging conditions than would otherwise be possible.

Marin Teknikk states that, for a 70-m vessel based on the MHD design, an ROV could be launched over the side of the vessel in sea states up to Hs = 6 m, because of the design's reduced vertical heave velocity. "By significantly reducing vessel motions, the MHD concept improves operability, extends weather windows, and enhances working conditions for both crew and equipment offshore," said the Norwegian designer. "The system is fully passive, requiring no energy input, contributing to a more sustainable and efficient offshore operation." In addition to walk-to-work vessels such as Elisa, Marin Teknikk is actively developing MHD-based concepts for a wide range of applications offshore. These include standby and rescue vessels optimised for harsh environments such as the Norwegian Sea, Barents Sea, and areas west of Scotland; subsea construction, inspection, maintenance and repair and ROV support vessels with improved lifting and operational performance; seismic node-handling vessels; vertical lay vessels for flexible and rigid pipelines (150–650-tonne tension capacity), enabling smaller and more cost-efficient vessel designs; cable-laying vessels for telecoms and subsea power cables; heavy-lift vessels with crane capacities up to 5,000 tonnes SWL; and offshore mooring installation vessels. Marin Teknikk also foresees applying the MHD concept for feeder vessels for offshore wind logistics, reducing accelerations from up to 3G (monohull) to below 1.5G in critical routes such as around South Africa, and accommodation vessels for up to 400 people. It also has aquaculture support vessel concepts under development. The Norwegian designer highlights that the MHD design also benefits from high bollard pull relative to installed power, which is achieved through a '4 Prop Drive' configuration with four azimuth thrusters – one in each corner of the vessel – ensuring optimal thrust distribution without interference. Green Yard Kleven said the next phase of completing Elisa will be carried out in collaboration with key subcontractors, including Marin Teknikk, Norwegian Electric Systems, ACEL Group, Vestnes Ocean and Kongsberg Maritime. "The yard is well prepared and ready to proceed with the outfitting of this advanced vessel," said Green Yard Kleven. *(Source: Riviera by David Foxwell)*

INCLINING TEST COMPLETED ON ORIENT ADVENTURER - AFTERMARKET SERVICES THAT KEEP VESSELS FIT FOR NEW ROLES

Vessel conversions and re-mobilisations demand more than drawings and calculations. Recent work on **Orient Adventurer**, now being prepared for cable-laying operations, demonstrates how critical in-depth knowledge of a vessel's operational history is to deliver safe, class-approved solutions. Through Ulstein's aftermarket services, we support complex vessel upgrades with engineering, stability, and weight expertise, including planning and executing inclining tests for conversion and life-extension projects. As part of the aftermarket scope, Ulstein Design & Solutions AS planned and conducted the inclining test for **Orient Adventurer**. This test is required to verify the vessel's

stability in her new configuration, a critical requirement before entering operation. *Inclining test as a critical step in vessel conversion and re-mobilisation* Inclining tests in aftermarket projects are often more demanding than on newbuilds. "Vessels have long operational histories, multiple modifications and tight schedules, leaving no room for error. Our teams handle the entire process, from preparation and on-site execution to analysis and final documentation, ensuring reliable results and full confidence for owners, operators and class," says Radovan Gasparovic, principal engineer and head of stability & weight at Ulstein Design & Solutions AS. He continues: "We offer a turn-key solution where we handle everything from start to finish, from preparations to the final report. We do inspections ourselves without relying on other parties to be 100% confident about the vessel's exact status and consequent results." *Aftermarket services supporting complex vessel upgrades* This is one of many aftermarket specialist services Ulstein offers, supporting vessel owners in extending lifetimes, changing roles, and unlocking new operational value. *(PR-Ulstein)*

SKANDI MINDER RETURNS TO SERVICE AFTER WIDE-RANGING UPGRADE

DOF's anchor-handling tug/supply (AHTS) vessel **Skandi Minder** has returned to service after an upgrade at Vard Langsten in Norway. The yard started work on a time urgent project on **Skandi Minder**, which undertakes field installation operations in a range of water depths, earlier in 2026, to enhance the vessel's performance and extend its lifetime. Work on the vessel – which became part of the DOF fleet when the company acquired several vessels previously operated by Maersk Supply Service – included an engine overhaul, undertaken by Wärtsilä, with assistance from the yard, and installing a launch and recovery system for a remotely operated vehicle. The scope of work on the 95-m Salt Ship Design 200 AHTS vessel, which was built in 2018, also combined planned upgrades with inspections and potential additional repairs, and a full surface treatment with repainting in DOF's colours, with the entire scope to be completed in 8-10 weeks. Extensive repair and maintenance work was carried out in the ship's interior areas, piping, and electrical systems,

including further upgrades identified during the yard stay. *(Source: Riviera by David Foxwell)*

MUSEUM NEWS

WOUDSEND MAAKT ZICH OP VOOR DE 19E FRIESE SLEEPBOOTDAGEN!

Op 8, 9 en 10 mei vindt in Woudsend de 19e editie van de Friese Sleepbootdagen plaats. Het evenement is in de afgelopen jaren uitgegroeid tot een vaste trekker voor liefhebbers van varend erfgoed, techniek en een breed publiek dat een gezellig dagje uit zoekt. *Programma* Centraal in het programma staan de circa 80 sleepboten en opduwers die in en rond de haven van Woudsend afmeren. Bezoekers krijgen de kans om deze schepen van dichtbij te bekijken en de sfeer van het varend erfgoed te ervaren. Het evenement begint op vrijdagavond rond 19.30 uur met de verkiezing van de Sleepbootschipper, een eerbetoon aan diegene die een buitengewone bijdrage heeft geleverd aan het welzijn van Woudsend. Daarna zal het Woudsender Kampioenschap bungeeroeien bij de Loswal plaatsvinden. Op zaterdag en zondag is er tussen 11.00 uur tot 17.00 uur een uitgebreid programma met activiteiten op verschillende plekken in het dorp. Zo is er een grote boerenmarkt met streekproducten en ambachtelijke waren, een nostalgische kermis en een presentatie van oldtimers en stationaire motoren. Verspreid door het dorp is er muziek en ander entertainment. *Bereikbaarheid en verkeer* Bezoekers wordt aangeraden rekening te houden met aangepaste verkeersmaatregelen. Vanwege werkzaamheden in en rond Woudsend is het dorp minder goed bereikbaar dan gebruikelijk. De organisatie adviseert autobestuurders om de bewegwijzering ter plaatse te volgen, kijk voor meer info op: N354 Woudsend | Provincie Fryslân Daarnaast is Woudsend op zaterdag en zondag van 09.00 tot 18.00 uur afgesloten voor doorgaand autoverkeer. Parkeerlocaties worden duidelijk aangegeven. Fietsers en voetgangers kunnen wel gewoon de brug passeren en kunnen Woudsend ook binnenkomen via Sneek! Toegang is gratis, parkeren kost 5 euro per auto. Parkeren is mogelijk op de ijsbaan langs de Yndyksterleane en deels

op het bedrijventerrein langs de Vosseleane.

PRINSES MARGRIET BEZOEKT VAREN VOOR VRIJHEID

Op 2 maart 2026 bezocht Prinses Margriet onze expositie Varen voor Vrijheid. Als petekind van de koopvaardij toonde ze warme belangstelling voor de onmisbare rol van onze koopvaardijlieden tijdens WOII. De expositie brengt hun verhaal dichtbij. Voorwerpen, foto's en persoonlijke herinneringen laten zien hoe het leven aan boord eruitzag. Het gaat over gevaren, over moed, over volhouden als stoppen geen optie is. En over offers die zijn gebracht. De prinses nam als eerste de jubileummunt 80 jaar Einde Vaarplicht in ontvangst. Deze is binnenkort via onze website te koop. *Expositie wederom verlengd* De expositie heeft al tienduizenden bezoekers getrokken, waaronder nazaten van koopvaardijlieden, een keur aan ambassadeurs, ministers, legerleiders, commissarissen van de Koning en burgemeesters - allemaal vol lof. Ook de prinses was onder de indruk en pleitte voor permanente voortzetting. Of dat gebeurt, is nog onzeker. Wat wél zeker is: de tentoonstelling is opnieuw verlengd tot en met 28 juni 2026. *(Source: Stichting Koopvaardijpersoneel 1940-1945)*

WINDFARM NEWS - RENEWABLES

'GIANTS OF STEEL' REACH MAASVLAKTE 2GW CONVERTER STATION: TRANSPORT OF TRANSFORMERS BY TENNET SUCCESSFULLY COMPLETED

At Maasvlakte, TenneT has successfully completed the transport of the first three transformers of exceptional size. Weighing up to 400 tons and standing over seven meters tall, the transformers covered their final kilometers last Saturday night from the container terminal to the converter station, where they now stand in their final position. In late February, seven transformers arrived in the Port of Rotterdam from Liverpool. During the night of Saturday (April 18) into Sunday, the first three 'giants of steel' were moved in multiple transport

movements over a distance of approximately 5.5 kilometers to the converter station, which is currently under construction on Dardanellenstraat. There, TenneT will process the electricity from the IJmuiden Ver Beta and Gamma offshore wind farms in a few years. *Short distance, complex operation* Although the distance was limited, it was a technically and logistically challenging operation. With transport combinations approximately 20 meters long and weighing up to 400 tons, every relocation required meticulous preparation and execution. The route involved crossing a railway line, among other things, for which temporary measures were taken to ensure safe transport. The remaining four transformers will follow in May. *Link between sea and land* The transformers are an essential component of TenneT's new 2GW connections, which bring electricity from offshore wind farms to land. At the converter station, this electricity arrives as direct current. The transformers are part of the system that converts this into 380 kV alternating current, suitable for transport over the national high-voltage grid. *New generation technology* The installations belong to a new generation of transformers specifically developed for high-voltage direct current (HVDC). They operate at higher voltage levels and exhibit more complex behavior than traditional transformers. During the conversion from direct current to alternating current, a small residual component remains, which affects factors such as heat generation and noise. This calls for additional technical solutions, including in the areas of cooling and noise reduction. *From transport to installation* Upon arrival at the site, the transformers were placed in their final positions. In the coming period, they will be further assembled and connected. This process takes several weeks and includes, among other things, the installation of accessories and filling with insulation and cooling oil – over 100,000 liters per transformer. The commissioning of the installations will take place in phases over the coming years. *New energy system* This sustainable energy is made available to the Rotterdam port area via the adjacent Amaliahaven high-voltage substation. This energy also forms the basis for new applications in the port, such as large-scale hydrogen production. In combination with the Port of Rotterdam Authority's conversion park, this creates an energy system in which sustainable electricity is directly used for the production of green hydrogen. *(PR-TenneT)*

NORTHERN OFFSHORE SERVICES UNVEILS FIRST HYBRID E-CLASS CTV EMBRACER

Crew transfer vessel Embracer features platform designed for full electric operations. Northern Offshore Services has announced the launch of M/V **Embracer**, the latest addition to its E-Class series of crew transfer vessels (CTVs) supporting offshore wind operations. The 36-metre catamaran is the first vessel in the E-Class range to be delivered with a fully configured hybrid propulsion system, representing a key milestone in NOS's ongoing development of next-generation, low-emission vessels. Designed as a flexible and future-proof platform, M/V **Embracer** has been prepared for full electrification. The vessel can operate in multiple modes, including hybrid and fully electric,

allowing it to adapt to a range of operational profiles and environmental requirements. The hybrid

system has been developed under real conditions, focused on battery performance, system integration and operational modes. This has provided valuable operational data and experience for future vessels in the series. "With M/V **Embracer**, we are introducing a platform that can evolve over time. The aim is to support both current operations and a gradual transition towards more electrified offshore logistics," says David Kristensson, Group CEO of Northern Offshore Group. The E-Class vessels are developed in-house, based on more than 20 years of experience in offshore wind operations. The design focuses on operational flexibility, efficiency and reliability, as offshore wind farms continue to increase in scale and distance from shore. In addition to the hybrid propulsion system, emphasis has been placed on onboard working conditions, with layout and design aimed at improving comfort for both crew and technicians during long working days at sea. M/V **Embracer** is part of Northern Offshore Services large fleet expansion, with a total of twelve E-Class vessels. *(Source: Workboat 365)*

ACTA HERCULES MAIDEN CALL AT IJMUIDEN ON 20 APRIL 2026.

The vessel has been delivered by the Tersan Shipyard in Türkiye on 24 March 2026 and she is the second of four newbuild Walk-to-Work (W2W) Construction Service Operation Vessels (CSOVs) designed by Ulstein Design & Solutions AS. Like her sister vessel **ACTA PEGASUS**, **ACTA HERCULES** is methanol-ready, equipped with dual-fuel main engines capable of operating on marine gas oil (MGO) or a blend of MGO and methanol. The vessel also features a hybrid power solution with significant battery capacity, improving energy efficiency and reducing emissions during offshore operations. These technologies support Acta Marine's strategy to operate a future-ready, lower-emission fleet aligned with the growing offshore wind sector. **ACTA HERCULES** will enter into a long-term charter with Vestas, supporting offshore wind construction projects in Northwest Europe and contributing to the continued expansion of renewable energy infrastructure in the region. **ACTA HERCULES** can accommodate up to 135 personnel and is equipped with advanced offshore access systems, enabling safe and reliable transfer of technicians to offshore installations. With **ACTA PEGASUS** already

delivered and **ACTA HERCULES** now entering service, the remaining sister vessels, **ACTA GEMINI** and **ACTA AQUARIUS**, are scheduled to follow later in 2026. Together, this newbuild series forms a key pillar of Acta Marine's long-term strategy to expand and modernise its fleet in line with the evolving offshore energy market. *(Source & Photo: Jan Plug)*

CHINESE COMPANY LAUNCHES SECOND VESSEL DESIGNED TO TRANSPORT 25 MW WIND TURBINE COMPONENTS

Dajin Heavy Industry has launched **King Two**, its second self-built heavy deck carrier that can transport components for offshore wind turbines of up to 25 MW, at its Panjin shipbuilding facility. The company's first vessel of this type, **King One**, was launched in October 2025 and has already completed its maiden voyage as it shipped monopiles for Ørsted's 2.9 GW Hornsea 3 offshore wind farm from Dajin's facility in China to the UK. The company will also soon launch the third vessel in its King series, which is expected to hit the water in May. Both King Two and the upcoming vessel will enter service within the year, Dajin said via social media. According to earlier information shared by Dajin Heavy Industry, the three vessels are part of the first phase of Dajin's fleet expansion, which will see a total of four heavy deck carriers launched, as the company plans to have a self-owned fleet consisting of 10-20 super large heavy deck transport vessels. The King-series vessels are purpose-built for the offshore wind and offshore oil & gas sectors. They are capable of transporting monopiles, jackets, and floating foundations for 15 MW to 25 MW offshore wind turbines, as well as large offshore modules, according to Dajin. The deck carriers are 240 metres long, 51 metres wide, with a deadweight of 40,000 tonnes and a deck area of 12,000 square metres. The Chinese company, which serves the European offshore wind market from offices in Germany and Poland, has been delivering monopile foundations for offshore wind farms across Europe for several years now. Dajin Heavy Industry says it plans to expand its service to become a global EPCI provider for the global offshore wind sector. "As **KING TWO** and its following vessels enter service, Dajin will strengthen its one-stop service capability — including "manufacturing + transportation +

marshaling + installation" — marking a key milestone in its transformation from an equipment manufacturer to a full EPCI provider", the company said via social media on 20 April. A few days ago, Dajin Heavy Industry signed a strategic cooperation framework agreement with Zhengli Marine Engineering to develop offshore wind installation vessels for the European market and explore retrofitting Zhengli Offshore's existing wind turbine installation vessel (WTIV) to meet European offshore wind installation requirements. Dajin said the partnership supports its expansion into offshore wind installation and will enable the company to offer integrated services covering manufacturing, transportation, marshalling and installation. *(Source: Offshore Wind)*

HAIZEA WIND GROUP REPORTS EUR 400+ MILLION REVENUE IN 2025

Spanish wind turbine tower and foundation manufacturer, Haizea Wind Group, has reported EUR 416.9 million in revenue for 2025, marking a 12 per cent increase year-on-year, with net profit rising to EUR 20 million from EUR 18 million in 2024. The company said the results align with the targets set in its strategic and business plan, despite what it described as a complex geopolitical and market environment. Haizea added that it has contracts in place covering its backlog for 2026 and is negotiating additional agreements to secure future activity. Over the past five years, Haizea Wind Group has grown its revenue from EUR 129 million in 2020 to more than EUR 400 million in 2025. The company currently employs around 1,500 people and operates four production divisions: Haizea Bilbao, focused on offshore towers and foundations; Haizea Grupo WEC, producing large casted components; Haizea Tecnoaranda, manufacturing onshore towers; and Haizea Breizh, dedicated to offshore towers in France. The Haizea Bilbao facility at the Port of Bilbao has seen the most significant growth, driven by the production of XXL monopiles. In 2025, the company completed a EUR 250 million expansion of the plant, with the facility now operating at full capacity. Other plants, including Haizea Tecnoaranda in Burgos and Haizea Grupo WEC in Álava and Gipuzkoa, have maintained activity and workforce levels, while Haizea Breizh in Brest is finalising ongoing projects. The company also reported progress on its sustainability agenda during 2025, including calculating its full carbon footprint across Scopes 1, 2, and 3, using 100 per cent renewable electricity across its Spanish operations, and advancing its Haizea ZERO plan. It also confirmed its commitment to the Science Based Targets initiative (SBTi) and continued alignment with international governance and reporting standards. *(Source: Offshore Wind)*

FIRST WIND TURBINE UP AT EAST ANGLIA THREE

The first wind turbine has been installed at the East Anglia Three offshore wind farm site in the UK, the owners of the GBP 4 billion (around EUR 4.6 billion) project, ScottishPower Renewables and Masdar, said on 21 April. The 1.4 GW East Anglia Three, being built 69 kilometres off the coast of

Suffolk, will comprise 95 Siemens Gamesa 14+ MW wind turbines and is the first UK offshore wind project to feature 115-metre blades, according to the developers. All 285 blades for East Anglia Three are being manufactured in the UK at Siemens Gamesa's factory in Hull. "These are the biggest blades ever built for a project in UK waters – a real landmark for offshore wind. We're proud that these record-breaking blades have been manufactured at our factory in Hull, where we now employ more than 1,400 people, and where we're also investing in the future by training our next generation of workers through a well-established and successful apprenticeship scheme", said Darren Davidson, UK Head of Siemens Energy and Siemens Gamesa. The wind turbine installation work is being carried out by Cadeler's O-class **Wind Osprey** jack-up vessel. The jack-up will be joined later this month by the company's P-class vessel Wind Pace, for which this will be its first deployment in Europe. "By deploying two of our vessels in parallel, we can maintain a consistent and efficient installation pace throughout the campaign. This also marks Wind Pace's first project in European waters since her delivery last year. Built to install the next generation of turbines, she brings increased capacity and operational flexibility, enhancing installation efficiency and supporting a more streamlined programme. Together, this strengthens our ability to deliver safely, reliably and at scale", said Mikkel Gleerup, Cadeler CEO. Offshore construction on East Anglia Three started in April 2025, when the first of the project's 95 monopile foundations was installed. According to information about the project shared earlier, wind turbine installation is expected to be completed in the third or fourth quarter of this year. According to ScottishPower Renewables and Masdar, once operational, the 1.4 GW offshore wind farm will provide enough clean electricity to power the equivalent of 1.3 million British homes. *(Source: Offshore Wind)*

IQIP'S EQ-PILING SET FOR FIRST OFFSHORE MONOPILE INSTALLATION AT ENBW'S DREEKANT

IQIP, in partnership with EnBW and Vattenfall, is preparing to carry out the first full-scale offshore installation of its EQ-Piling technology at the Dreekant offshore wind farm site in German waters. The demonstration monopile will be installed by DEME using its installation vessel **Orion**. The offshore campaign is expected to take place in the coming month, pending final permits. The installation marks a key step toward commercialising EQ-Piling, IQIP says, following earlier inshore testing at Maasvlakte 2 in Rotterdam. According to IQIP, its new installation method builds on decades of experience with conventional impact hammers and noise reduction methods, but uses a different approach, which involves lifting a large water-filled tank, holding up to 1,700 tonnes of seawater, with hydraulic cylinders and then releasing it from a set height. The falling tank hits buffer cylinders that transfer the force to the monopile while stretching the impact over a longer period, around 15 to 20 times longer than traditional piling, resulting in a smoother energy transfer and significantly lower noise levels. EnBW is enabling the full-scale trial at its Dreekant project site as part of its efforts to support new foundation technologies, IQIP said on 21 April. Vattenfall, also a consortium partner in the EQ-Piling demonstration project, will gain access to data from the installation to assess the system for future projects. According to the partners, the offshore demonstration will validate whether EQ-Piling can meet industry requirements for installation accuracy, noise limits and efficiency, while offering a scalable, lower-impact alternative to conventional piling methods. Following the trial, the technology is expected to be ready for deployment in upcoming offshore wind projects. EnBW secured the rights to develop the 1 GW Dreekant offshore wind farm in the N-12.3 area, located 120 kilometres northwest of Heligoland, in June 2024. The developer plans to submit an approval application in 2027, with the final investment decision (FID) expected to be made in 2029. The wind farm is planned to go online in 2032. *(Source: Offshore Wind)*

DREDGING NEWS

DREDGING PROJECTS FINISH ON ISLE OF PALMS

The USACE Charleston District completed two dredging and sand placement projects on the Isle of Palms today. The Breach Inlet Beneficial Use Projects moved about 700,000 cubic yards of beach-quality sand from USACE's routine maintenance of the Atlantic Intracoastal Waterway (AIWW) to

nourish the Isle of Palms coastal system. “These projects represent a major step forward in the beneficial use of dredged material in our state,” said Jacob Kyzar, project manager. “It’s not waste – it’s a valuable resource and our goal with these projects is to provide multiple benefits to the area,” he said. The project advanced USACE’s navigation mission on the AIWW in one of the most troublesome shoals for mariners. The Breach Inlet project’s main purpose is to ensure the long-term, safe navigation of the AIWW. Instead of storing the dredged material elsewhere, USACE used the sand in a more beneficial way by strategically placing it in the intertidal zone between 2nd and 10th Avenue on Isle of Palms. According to USACE, this method allows natural wave and tidal action to wash, sort, and gradually distribute the sand along the beach profile, enhancing the shoreline. *(Source: Dredging Today)*

THIRD SEASON OF LAKE NEUSIEDL DREDGING COMPLETES

Seemanagement Burgenland GmbH has completed its third season of sediment removal on the lakeside communities around Lake Neusiedl, running from October 2025 to April 2026. Approximately 60,000m³ of soft material were dredged with two Watermaster Classic V eco-dredgers, and over 10 kilometers of reed canals around the lake were restored. Also, around 10,000m³ of old reeds were removed during a pilot

project. A total of 25 projects were implemented in 12 of 14 lakeside communities. This season, Seemanagement introduced new control and surveying tools to improve efficiency and support the sustainable management of the UNESCO-listed lake. Work is already underway on the cleanup plans for the 2026/2027 season. *(Source: Dredging Today)*

DREDGING AND BEACH RENOURISHMENT UNDERWAY IN DESTIN

A long-awaited beach renourishment project has begun in Destin to restore about 150,600 cubic yards of beach that was lost due to erosion from Hurricane Sally in 2020. Immediately following the storm, Okaloosa County staff met with Federal Emergency Management Agency (FEMA) staff onsite to conduct visual estimates of beach erosion and begin the process of receiving FEMA restoration funds. The $10 million project is largely funded through federal disaster recovery assistance, with $9 million coming from FEMA and $1 million from Okaloosa County tourism beach restoration reserve funds. This work, conducted by Great Lakes Dredge and Dock Company (GLDD), encompasses two areas of west Destin beaches, located between the South Bay by the Gulf Condos and the jetty, with a small gap separating the two areas. Watch the YouTube video HERE *(Source: Dredging Today)*

DREDGING OPERATIONS KICK OFF FOR MARDIE PROJECT

Pilbara Ports said that the dredging operations are about to begin at the Port of Cape Preston West on the transshipment channel to the BCI Minerals Mardie Salt and Potash jetty. The dredged materials will be dumped at the offshore disposal location DMPA4, located 15nm North of the Mardie jetty. The following equipment will be deployed on site: – BHD Woomera, – P.T. Monto, – P.T. Fortitude, – M.V Groote Eylandt, – Jetwave Vision, – Split hopper barges AOM 1801, AOM 1802 and AOM 23. The dredging involves removing roughly 355,000 m³ of material to facilitate the transshipment channel and berth for ocean-going vessels. *(Source: Dredging Today)*

BANGLADESH COAST GUARD GETS NEW CUTTER SUCTION DREDGER

A new cutter suction dredger (CSD) – constructed under the class of Indian Register of Shipping at Dockyard & Engineering Works Ltd – was delivered to the Bangladesh Coast Guard recently. The CSD was designed and equipped by Dredge Yard B.V. (the Netherlands), incorporating the following key technical specifications: • Main Engine: Mitsubishi S6R-T2MPTK (470–605 kW @ 1800 RPM), • Generator: 45 kVA @ 1500 RPM, • Production Capacity: 500 m³/hr, • Dredge Pump: DYP400, • Dimensions: LOA 24m | Breadth 6m | Depth 2m | Draft 1.2m. *(Source: Dredging Today)*

YARD NEWS

ROYAL T SHIPYARDS DELIVERS MPV 'GRETA C' TO CARISBROOKE SHIPPING

Royal T Shipyards Kampen proudly announces the delivery of the Greta C, a 7,680 DWT multipurpose dry cargo vessel, to UK-based Carisbrooke Shipping. More than a successful handover, this moment marks the arrival of the first vessel in the upgraded LABRAX 7680 series a new step forward in an already proven concept. This milestone is further underscored by the fact that **Greta C** represents the 100th newbuilding vessel completed for Carisbrooke Shipping highlighting a long-standing commitment to fleet renewal and operational excellence. From her first sea trials in the North Sea to her final delivery, **Greta C** has embodied a clear ambition: evolve what already works, and push it further. *Advancing the future of short-sea shipping* The **Greta C** is the first vessel in a new generation of LABRAX 7680 multipurpose vessels, developed to meet the evolving demands of modern short-sea shipping. The project reflects close collaboration between Royal T Shipyards and

Carisbrooke Shipping, as well as the strength of the Dutch maritime supply chain. Constructed in cooperation with a network of specialised Dutch partners, the vessel demonstrates the efficiency, quality and innovation for which the Netherlands' shipbuilding industry is internationally recognised. **A Proven Concept, Refined** The LABRAX platform has built a strong reputation for reliability and efficiency. With Greta C, that foundation has been taken further. As the first vessel in the upgraded 7,680 dwt series, following the success of the 7,280 dwt predecessors for Vertom Group, she delivers

increased deadweight while maintaining the performance and operational dependability the series is known for. As Carisbrooke Shipping's 100th newbuilding, **Greta C** stands as a landmark achievement in the company's fleet development strategy, reflecting decades of investment in modern, efficient tonnage. Developed in close cooperation with Carisbrooke Shipping, the vessel highlights both the strength of long-term collaboration and the depth of the Netherlands' shipbuilding expertise. *Smarter propulsion for a cleaner tomorrow* Ahead of delivery, **Greta C** underwent an extensive sea trial programme in the North Sea, validating her systems, handling, and overall performance under real operating conditions. These trials confirmed that the upgraded design not only meets expectations but raises them. The **Greta C** is equipped with a state-of-the-art diesel-electric propulsion system combined with an advanced power management system. This configuration significantly reduces fuel consumption and emissions compared to conventional vessels in this segment, contributing to the decarbonisation of maritime transport. This future-ready propulsion setup not only enhances environmental performance but also improves operational flexibility and

efficiency. *Built for efficiency, designed for performance* With a deadweight of 7,680 tonnes, a length of 118.60 metres and a beam of 14.30 metres, the **Greta C** offers excellent cargo-handling capabilities. The vessel features two full-box cargo holds with a total capacity of 329,700 cubic feet, enabling efficient transport of a wide range of dry cargoes. Optimised for European short-sea trades but suitable for longer international voyages, the vessel provides Carisbrooke Shipping with increased commercial flexibility while maintaining high environmental standards. *A trusted partnership anchored in innovation* "The delivery of **Greta C** marks an important step in the evolution of our collaboration

with Carisbrooke Shipping," said Thecla Bodewes, CEO of Royal T Shipyards. "This upgraded LABRAX vessel reflects our shared ambition to continuously improve building ships that are efficient, reliable, and ready for the future." *Setting the course for sustainable shipping* With the delivery of Greta C, Royal T Shipyards and Carisbrooke Shipping reaffirm their commitment to innovation, operational excellence and environmentally responsible shipping. As the LABRAX 7680 series progresses, it sets a new benchmark for multipurpose vessels in the short-sea market. *(PT-Royal T Shipyard)*

KEEL LAYING OF 3676KW ASD TUGBOAT

On April 20, 2026, one unit of 3676kW ASD tugboat built by our Jiangsu Zhenjiang Shipyard company for Nanjing Port (Group) Co., Ltd. was successfully keel laying. *(Source: Jiangsu Zhenjiang Shipyard)*

USC'S BALTIC SHIPYARD HAS PASSED ROSATOM'S SUPPLIER QUALITY AUDIT.

The Baltic Shipyard of USC successfully completed the second stage of the Developing Peer Quality Review (RPQR) for suppliers of the Rosatom State Corporation. This was reported to Sudostroenie.info on April 21 by the St. Petersburg shipyard's press service. The event, aimed at assessing the production system, took place in the shipyard's pipe-making shop. Experts assessed the current level in five key areas: decomposition, flows, project implementation, training, and motivation. During the review, specialists shared best practices, identified strengths, and identified areas for further improvement. Following the review, the Baltic Shipyard received practical recommendations for the further development of the production system, and the main goal for the near future is to achieve the next, higher level of development in the shop. The customer noted that

the development of the production system at the shipyard is stable, without any declines, confirming

the established systemic work and the need for further development with the involvement of experts within their functional competencies. As a reminder, the Baltic Shipyard is currently building several projects for Rosatom. These include Project 22220 universal nuclear icebreakers and a Project 22770 multifunctional nuclear service vessel. The Baltic Shipyard is also involved in the construction of a series of modernized Project 20871 floating power units. *(Source: Sudostroenie)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

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

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

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

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