Tugs Towing & Offshore Newsletter

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MIDWEEK–EDITION

TUGS & TOWING NEWS

Main Iron Works Delivers 10th Vessel for Ingram Marine Group

Benny Cenac Jr.'s Houma based Main Iron Works Company has completed the 10th boat newbuild for Ingram Marine Group. This partnership with Main Iron Works and Ingram began in 2021 and included the construction of 10 new towboats to be completed by the end of 2024. The first towboat, the **Adrienne M. Moore** was delivered to Ingram on March 30, 2021 with the 10th and last - M/V **David North** - delivered on January 29, 2025. M/V David North measures 69 x 30 x 10.5-ft. and is powered by twin Caterpillar C32 800 hp tier 3 diesel engines. It has a pair of Northern Lights 99kw generators. The vessel is considered a fleet boat for Ingram but does have full live aboard details including beds for up to an eight-person crew and is completely Subchapter M compliant. M/V **David North** will be service the Intracoastal Water Way between Baton Rouge and Houston, as well as the Mississippi River. The vessel was named after Ingram employee, David North, the General Manager of Customer Services and Logistics. He oversees the scheduling or barge movements for Ingram throughout the U.S., and was described by his peers at the recent christening ceremony as a dedicated employee, jack-of-all-trades, kind, good-hearted friend who will go above and beyond for anyone. The vessel was designed by Main Iron Works, Ingram Marine Group and Ashraf Degedy, PE. Looking back at the 10-boat contract, three were delivered in 2021, three in 2022, three in 2023, and one in 2024. "Working with Ingram Marine on this four-year project has been a huge accomplishment for Main Iron Works. Our team is proud of the work we have put in and look forward to future projects with the maritime giant", said Benny Cenac, speaking at the christening of the M/V **David North** on April 3, 2025. *All vessels were equipped with the following components:* ● CT Marine Twin Diff rudder system; ● 99kw Northernlights Gen sets (2 generators per vessel); ● Kemel USA shaft seal systems; ● Weather tight doors; ● Eagle Control Systems sub m compliant steering system; ● Wintech 40 ton Electric deck winches (2 per vessel); ● Fast Model L-2x USCG MSD system; ● Omega SS showers; ● Quincy 325 air compressors (2 per vessel); ● M&M Bumper Laminated rubber fendering with SS components for

rust reduction; ● East Park Radiator Flange mount keel coolers; ● Wynne windows; ● Eagle Control Systems- Pilot down system, 48 point machinery alarm system, Generator switch gear, General Alarm system, Fire alarm system, and Guardian shunt trip extinguisher in the galley vent hood.; ● The interior of all vessels were finished with red oak, flooring was Roppe Tufflex rubber floor and Epoxy poured floors. *The 10 vessels delivered since 2021 include:* ● M/V **Adrienne M. Moore**: 78' x 32' x 10'; ● M/V **Tom Cornwell**: 78' x 32' x 10'; ● M/V **Debbie L Owen**: 78' x 32' x 10'; ● M/V **Captain Roy Daniels**: 78' x 32' x 10'; ● M/V **Steve Alley**: 78' x 32' x 10'; ● M/V **Patrick L Morton**: 69' x 30' x 10'6"; ● M/V **Teresa Sprouse**: 69' x 30' x 10'6"; ● M/V **Gary L. Holman**: 69' x 30' x 10'6"; ● M/V **Len O'Connor**: 69' x 30' x 10'6"; ● M/V **David North**: 69' x 30' x 10'6" *(Source: MarineLink)*

MED MARINE SIGNS FIVE NEW CONTRACTS TO KICK OFF 2025 STRONG

Starting the year with solid momentum, MED MARINE has signed five new tugboat contracts with operators in Italy, Greece, and Spain—strengthening its presence across Europe and underscoring its commitment to delivering high-performance solutions tailored to regional needs. In January, MED MARINE signed a contract for a 24-meter DRAfter 2400 series tugboat to be delivered to Greece. The vessel will deliver a minimum bollard pull of 40 tons and is powered by a twin-screw conventional propulsion system—making it a reliable workhorse for harbour duties including towing, pushing, and mooring. Spain is also on the roster, with a RAmparts 2300-W tug designed for versatile harbour operations. Compact at 23 meters, but delivering 50 tons of bollard pull, the tug will feature dual winches, an azimuth stern drive propulsion system, and a layout optimized for efficient multi-purpose operations. These new agreements reflect MED MARINE's dedication to quality, trust, and long-term partnerships, while marking a dynamic start to 2025. With each new vessel, the company reaffirms its mission to deliver innovative solutions to ports around the world. In February 2025, MED MARINE also secured an order for two RAmparts 2500-W and one RAstar 3200-W series tugboats to be delivered to Italy. Designed for versatility in harbour operations, the 25-meter RAmparts 2500-W tugs will offer 65 tons of bollard pull and feature an advanced azimuth stern drive propulsion system. The 32-meter RAstar 3200-W tug, on the other hand, is built for LNG

terminal and escort duties. With an 80-ton bollard pull, dual winch capability, and LNG compatibility, this powerful unit will enhance safety and operational efficiency in demanding terminal environments. These new contracts reflect MED MARINE's dedication to quality, trust, and long-term partnerships, while marking a dynamic start to 2025. With each new vessel, the company reaffirms its mission to deliver innovative solutions to ports around the world. *(PR-MedMarine)*

LAUNCH CEREMONY OF THE TUGBOATS AZM 1 AND AZM 2 AT MISR TUGBOATS FACTORY IN SAFAGA

● At a bollard-pull capacity of 90 tons, and of environment-friendly technology as well as advanced navigational features. ● Adm. Rabiee witnesses the launching of the tugboats AZM 1 and AZM 2 at Misr Tugboats Factory as a part of the efforts to localize building marine units and promote partnerships with the private sector. ● The two new tugboats are the first production of Misr Tugboats Factory amongst the primary production line building 10 tugboats for the Suez Canal Authority. ● The partnership with South Red Sea Shipyard is a fruit of the SCA's strategy to maximize its revenues and diversify income streams. This partnership aims to create an integrated industrial community and provide 700 job opportunities so far. ● Launching the SCA's largest tugboats of a bollard-pull capacity of 190 tons at Alexanderia Shipyard soon.. and completing the construction works of the touristic yachts factory. ● Chairman of South Red Sea Shipyard: "an expansion plan at the Red Sea Shipyard that includes the outer building yard as well as a quay wall and a crane of 850-ton capacity". Adm. Ossama Rabiee, Chairman and Managing Director of the Suez Canal Authority, and Mr. Mostafa El-Dougishy, Chairman of the South Red Sea Shipyard, have witnessed today the launching ceremony of the tugboats AZM 1 and AZM 2 at Misr Tugboats Factory in Safaga. These tugboats are the first production of the Factory amongst the primary production line building 10 tugboats for the Suez Canal Authority. The ceremony was attended by H.E. Mr. Bart De Groof, Ambassador of Belgium in Cairo, Rear Admiral/ Ayman Saleh,

Vice Chairman of the Red Sea Ports Authority, Rear Admiral/ Ramy Ismail, Commander of the Red Sea Navy Base, and Rear Admiral/Hossam Kotb, Chairman of Alexanderia Shipyard, a number of SCA Board Members as well as the Shipyard's leadership and personnel. This step comes within the framework of the the SCA's ambitious strategy to develop and modernize its maritime fleet in accordance with the latest global technologies to cope with the rapid advancements in the maritime transport industry, and to meet the requirements of operations in the Canal in all various fields; including pilotage, direction and handling emergencies. The two new tugboats are fruits of the SCA's direction towards promoting cooperation with the private sector through finalizing a series of qualitative partnerships in the framework of its ambitious plan to maximize revenues and diversify income streams. In his speech, Adm. Rabiee stressed that the SCA's launching of the tugboats AZM 1 and AZM 2 represents a qualitative addition to the capabilities and potential of its maritime fleet in the field of maritime salvage, besides pilotage and direction, highlighting the AZM class significant bollard-pull capacity of 90 tons as well as its advanced navigational features and environment-friendly technology. H.E. pointed out that the SCA is adopting an ambitious plan to transform into an Authority of a multitude of economic activities and a promising platform providing various maritime and logistical services which is reflected in the establishment of Misr Tugboats Factory and Egypt Yachts company, within the Safaga free zone, to localize the maritime industry. Adm. Rabiee has also stressed that this partnership between the SCA and South Red Sea Shipyard is bringing about numerous developmental dimensions through the establishment of an integrated industrial community that provides job opportunities and contributes in capacitating technical personnel specialized in maritime industries through studying the foundation of a technical training center in accordance with the global technical standards. H.E. has also underlined the positive impact of the partnership on supporting the development and expansion works at the South Red Sea Shipyard, most notably the construction of the outer building yard, the quay wall as well as supplying the auxiliary tools, machinery and equipment including a crane for marine units. Adm. Rabiee has also stressed that this success wouldn't have been realized if it weren't for the constant support of President Abdel Fattah El-sisi to achieve the SCA's ambitious plan towards localizing building various marine units in Egypt, pointing out that working to execute the new presidential mandates of developing the Egyptian fleet of fishing vessels by building 12 high-seas fishing vessels in cooperation with South Red Sea Shipyard as well as completing the construction works of the touristic yachts factory is in full swing. H.E. has also unveiled that the SCA is preparing for launching its largest tugboat at a bollard-pull capacity of 190 tons, which is built at Alexanderia Shipyard, within the upcoming period. And with regards to green transformation efforts, Adm. Rabiee has emphasized the SCA's leading role in developing its fleet and expand it by the addition of environment-friendly units, as a part of the SCA's strategy to announce that the Suez Canal is a "Green Canal" by 2030. That is to be achieved through working to reduce carbon emissions in accordance with the announced recommendations of the International Maritime Organization (IMO). H.E. added that the SCA has recently announced one of its most prominent endeavours to provide environment-friendly services by launching the solid waste collection and removal service from Canal-transiting vessels through Antipollution Egypt. That is in cooperation with the field-leading "V Group" of Greece. On his part, Mr. Mostafa El-Dougishy, Chairman of the South Red Sea Shipyard, has stated that launching the two tugboats is a milestone reflecting the fruitful cooperation with the SCA, stressing that the Company is committed to provide the highest quality standards in building marine units and contributing to localizing this strategic industry in Egypt. He added that the two new tugboats are of identical dimensions; 32 m. in length, a beam of 13.5 m., a draft of 6 m. and their speed reaches 12 knots as per the unique design of the globally renowned naval architects "Robert Allan", underlining that development hasn't stopped since the Factory's inauguration, and indeed the schedules and execution rates made for such development have been compressed to complete it in the soonest time

possible, as the construction works of 4 more tugboats have been completed and will be launched within the upcoming period. El-Dougishy explained that the AZM class tugboats are among the foremost environment-friendly marine units having primary machinery that enable them to reduce harmful carbon emissions. That is in addition to its technical features which include the increased power of the primary machinery from the Belgian company ABC and their longevity, as well as a special external firefighting system using a machine separate from the primary machinery to enable better control and maneuverability during fire emergencies at a capacity of 2400 m3. He also lauded the constructive national partnership with the SCA as a cornerstone in the Company's ambitious expansion plan that comprises three consecutive phases; the first of which was completed as the external building yard was expanded, the necessary maritime infrastructure was executed; a 140-meter quay wall equipped with mooring bollards of bollard-pull capacities ranging from 40 – 90 tons, as well as the construction of a reception quay to haul the vessels out of water, and furnishing the Shipyard with a hauling crane of a capacity of 850 tons. After the ceremony, Adm. Rabiee inspected the Shipyard's main yard to follow-up on the construction works of the four tugboats; **AZM 3**, **AZM 4**, **AZM 5** and **AZM 6**, where the hull-building process is completed, and the mechanical and electrical works are currently underway as well as the necessary pipe works which are conducting simultaneously. *(Source : PortSaid Chamber Of Shipping)*

THE DESIGN PROJECT FOR THE T-2515 PORT TUGBOAT HAS BEEN COMPLETED

The Marine Engineering Center SPb company (MIC SPb) has completed the design project and equipment layout for the **T-2515** tugboat. This was stated in the company's statement on April 23. The Project 25115 tugboat is designed to perform basic port needs: towing, pushing, tilting, firefighting. The tugboat has small dimensions, good maneuverability, and a 60-ton thrust. The possibility of building the T-2515 tugboat at

domestic shipyards has been worked out. *(Source: Sudostroenie; Illustration: MIC SPb)*

LOKYS (H 24)

Last Friday morning the **Lokys** (N24) (Imo 9950741) was spotted en route from the Damen shipyard in Gorichem to the Shipyard de Haas in Rotterdam. This newly built tug is a Damen ASD 3010 ice class tug with yard number 512633. She was built in 2022 in the Far East for Russian client Atomflot, but never delivered. Brought to the Netherlands on board the heavy cargo ship Happy Star. It is not known to which navy this tug will be delivered. However, the name **Lokys** could refer to the navy of Lithuania. The name **Lokys** is a well-known restaurant in Vilnius and means Bear. Also is known that on August 4, 2024 Damen signed a contract with the Lithuanian Defence Resources Agency and the delivery of the vessel to the Lithuanian Navy was planned in the first half of this year." Her standard dimensions are: Length overall 29.84 m; Beam overall 10.43 m; Depth at sites 4.60 m and Draught aft 4.90 m. The two Caterpillar 3516 HD TA/B velops a total output of 3840 bkW (5150 bhp) at 1600 rpm and performs a free sailing speed of 12.9 knots and a bollard pull ahead of 60 tons and astern of 55 tons. *(Photo: Nico Giltay)*

MORAN CHRISTENS NEWEST TUG IN PORT OF BEAUMONT

Moran Towing Corporation, New Canaan, Conn., christened its newest tugboat, the **Mary Jane Moran**, on April 5, 2025, at the Port of Beaumont, Texas. The event was attended by namesake Mary Jane Marchisotto and her family, along with Moran leadership, employees, and members of the local port community. The Mary Jane Moran will replace the Cape Ann and will be based out of Moran's Port Arthur operations, a Moran spokesperson told WorkBoat. The new tug will work in the full Sabine-Neches waterway. The vessel was designed by Crowley Engineering Services, and built by Master Boat Builders, Inc., Coden, Ala. **Mary Jane Moran** joins Moran's growing fleet of tugs tasked with ship assist and escort missions. The 86'x36'x15'8" vessel weighs 192 gross tons and draws 16'. The steel-hulled tug is equipped with twin Caterpillar 3512E engines delivering a combined 5,100 hp and

a bollard pull of 67.55 tons. The Cats connect to two Kongsberg US 205 Z-drives, offering speeds up to 12.5 knots. Ship's service power comes from a John Deere 4045 generator. Kongsberg provided the vessel controls and US205FP thrusters. Additional electronics onboard are Furuno. The Mary Jane Moran is classified with ABS for towing service and escort work and carries +A-1 Towing Service, +AMS, and LEV (low emissions vessel) certifications. With accommodations for a crew of six, tankage includes 21,750 gals. of fuel oil; 4,940 gals. of water; and 575 gals. of lube oil. "With low emissions, modern capabilities, and unmatched manoeuvrability, it reflects Moran's commitment to excellence and sustainability," the Sabine Pilots Association said in a LinkedIn post. "Here's to a strong, safe future on the water." *(Source: Workboat)*

BEST LARGE SAR BOAT – HEROINAS DE SALVORA – SEAPLACE

This is a very impressive ship. The Spaniards obviously take their maritime search, rescue, salvage and pollution prevention tasks very seriously. They spend considerable sums of money on them. **Heroinas de Salvora** is a prime example of that serious approach and willingness to spend sensibly. She's a large multi-purpose ship with every imaginable tool to facilitate all its potential tasks. "Having been conceived as a multi-purpose vessel, it is not only a salvage and rescue workboat but is also capable of operating in a wide range of roles, including towing, search and rescue, firefighting, pollution control and recovery, as well as monitoring and support for marine operations," Manuel Moreu Munaiz, Seaplace's Founder and General Manager, told Baird Maritime. "In essence, it is a 'Swiss Army knife' for maritime operations, and designing a vessel under such a demanding premise presents a significant challenge, as any optimal solution for one type of operation may not be ideal for another. However, we have been able to achieve maximum performance in all operations." When all stakeholders are on the same page from the beginning, the path to success becomes much clearer. In Moreu's view, the success of the vessel likely lies in its powerplant - a hybrid diesel-electric system, which is uncommon for vessels of this bollard pull requirement and power class. The system enables up to 15 different operational modes, allowing power to be distributed efficiently depending on mission profile and sea conditions. For instance, in patrol mode, the vessel can operate at up to nine knots using just one auxiliary engine (2,000 kW

from the 14, 600 kW available). "This approach offers multiple advantages," said Moreu. "Engines run within their optimal load range, improving performance and extending their service life, all while reducing maintenance costs, fuel consumption (up to 30 per cent in comparison with similar vessels of the fleet) and consequently minimising emissions. "This not only saves costs but also significantly contributes to environmental sustainability and ship availability." Moreu explained that a number of challenges emerged as design work continued on the vessel. One notable example was related to the fact that the vessel is one of the first of its kind to integrate drone systems and therefore incorporated a dedicated drone deck and hangar. The lack of existing regulations for such systems posed a unique challenge for Seaplace and required close collaboration between the classification society, the shipowner, the shipyard, and the design team. "Since drones operate similarly to helicopters but are unmanned, some safety requirements could be interpreted more flexibly. However, we still needed to ensure the area was designed to the highest safety standards, taking into account the specific characteristics and risks of drone operations. "Joint research with drone manufacturers therefore became necessary to improve operability." Moreu believes that the most valuable lesson Seaplace learned from the experience was the importance of early alignment and collaboration among all stakeholders. "When everyone is on the same page from the beginning - as was the case in this project - the path to success becomes much clearer," he told Baird Maritime. We're entering a new era of maritime operations, where digital resilience and cybersecurity are becoming as critical as mechanical reliability. Moreu said that shipowners now have to make crucial decisions regarding the decarbonisation of their respective fleets, as such decisions will define their operations for the next 30 years. "For us, as engineers and designers, this represents a challenging, yet promising and transformative era. The current lack of mature regulations and fully developed technologies for alternative fuels, as well as the digitalisation and automation of onboard systems, can actually be seen as an opportunity. "It's a blank canvas - one that calls for close collaboration with the industry to explore and develop technically and economically viable solutions for the fleet of the future." Moreu added that ergonomics and onboard comfort have taken on an increasingly important role in ship design. Seafarers are demanding higher standards of habitability and well-being, and satisfying these expectations will require significant engineering effort. "This goes far beyond luxurious interiors and open, well-lit spaces. It encompasses the need to achieve exceptionally low noise and vibration levels and to minimise roll and pitch accelerations. These targets are being met through advanced seakeeping systems and optimised hull forms designed to maximise comfort at sea." Moreu remarked that the shipbuilding industry in Europe has been in steady decline over the last few decades, making it increasingly challenging for design firms and shipyards to survive in a highly competitive but unfair global market. "Nonetheless, we at Seaplace are currently experiencing a very positive moment. Right now, we have five vessels under construction, all of them equipped with cutting-edge technology. It's a rewarding time, both technically and creatively." One highlight for Seaplace in 2024 was the awarding of a contract to develop an advanced commissioning service operation vessel with a total installed power of 25 MW, a dual-fuel methanol and diesel engines, and a highly efficient propulsion system. "For us as designers, it's truly a dream project - a chance to push boundaries and help shape the next generation of offshore sustainable vessels," Moreu told Baird Maritime. "So while the broader industry faces serious structural challenges, we're optimistic. We see these challenges as opportunities to innovate, adapt, and lead." In Moreu's view, emergency vessel fleets need to be ready for large-scale rescues, acting quickly and ensuring safe, humane conditions onboard. This requirement has been highlighted by the growing number of what he said are humanitarian emergencies, especially near Africa and the Mediterranean, where migrant shipwrecks continue to occur. "At the same time, the increase in maritime traffic, along with the emergence of more automated and even autonomous vessels, raises the risk of collisions and demands a rethinking of

vessel design and operational protocols. "These ships, often reliant on remote control centres or shore-based monitoring towers, are also vulnerable to cyber-attacks, thus introducing new layers of risk in an already complex environment. We're entering a new era of maritime operations, where digital resilience and cybersecurity are becoming as critical as mechanical reliability." The introduction of batteries and alternative fuels further adds to the evolving landscape. Many of these technologies come with strict and conservative operational protocols due to their inherent risks. "There have already been incidents of fires triggered by battery ignition - events once considered nearly impossible - which have driven significant advancements in onboard safety systems," added Moreu. "As these propulsion systems become more common, not only must ships adapt, but external emergency response teams and port infrastructure will also need to evolve to adequately support this new generation of vessels. Storms are also becoming more frequent and severe, and sea conditions demand vessels with reliable and predictable behaviour." Spain has a strong tradition in specialised shipbuilding, with shipyards that excel in the design and construction of complex, custom-built vessels. Moreu emphasised that the "human side" of ship design must not be overlooked. "With a shortage of maritime professionals, it's essential to improve life on board to attract and retain talent. Comfortable, quiet living spaces, better communication systems, natural light, and overall crew well-being are key factors, alongside robust controls, instrumentation, and effective maintenance operations." Moreu explained that the workboat industry across Europe is entering a period of significant transformation, driven by the urgent need to modernise aging fleets and comply with increasingly strict environmental and operational standards. There is also growing demand for new vessels that are not only more efficient and lower in emissions, but also safer, more comfortable, and capable of handling highly specialised tasks. "Offshore wind and oil and gas operations are generating demand for what the market is calling 'energy vessels' - a new generation of modern AHTS vessels, CSOVs, multipurpose support ships, and other hybrid platforms designed to serve both sectors effectively. "Fishing vessels - and particularly those supporting fish farming - are also evolving rapidly. Aquaculture operations require reliable, well-equipped vessels able to carry out a wide range of demanding tasks in remote and often harsh environments." Moreu said that other vessels such as research vessels, port service units, ferries, and dredgers are expected to undergo major updates in line with the industry's focus on achieving zero-emission operations in the coming years. "In this context, Spain stands out as a key player," he told Baird Maritime. "The country has a strong tradition in specialised shipbuilding, with shipyards that excel in the design and construction of complex, custom-built vessels. Moreu said that a highly skilled industrial base and deep technical know-how enable Spain to be well-positioned to meet the evolving demands of the market. "Whether it's cutting-edge offshore support ships, advanced aquaculture workboats, or next-generation research vessels, Spanish shipbuilders are ready to deliver innovative, high-performance solutions tailored to a rapidly changing maritime landscape." *(Source: Baird)*

DOUALA PORT EXPANDS TUGBOAT FLEET WITH NEW 60-TON CAPACITY VESSELS

The Port Authority of Douala (PAD) has invested CFA11.5 billion to acquire two new ASD 3010-type tugboats, each with a towing capacity of 60 tons, for its dedicated towing service -the Delegated Towing Service (RDR). The tugboats are currently being completed at Damen's shipbuilding facilities in Sharjah, United Arab Emirates. Delivery to Douala Port is expected within the next few months. This acquisition follows a direct contract signed between PAD and Damen in October 2023. The contract covers the construction, supply, and commissioning of the tugboats within 14 months. It also includes spare parts, as well as one year of training and technical assistance for the local staff. The project's execution is overseen by Matgénie, the National Civil Engineering Equipment Park, and the Shipbuilding and Industrial Yard of Cameroon (CNIC). According to Joseph François Zapoto, PAD's Technical Advisor and project leader, this investment is part of the port's broader fleet renewal program. It aims to enhance services for ships, particularly in areas such as piloting, berthing, and rescue operations. These two new tugboats will strengthen a fleet that has been aging, with the average age of the five existing vessels being around 25 years. With this addition, RDR will now operate a total of seven tugboats. This follows the failure of negotiations between PAD and the Spanish operator Boluda, who was initially set to manage the port's towing services. The new tugboats are expected to improve port operations by increasing the capacity to assist vessels that cannot dock or depart the quay on their own. Tugging involves towing ships at the port's entrance and exit with the help of one or more tugboats. "These tugboats will also help address the challenges faced by the Cameroonian company Fako Transport & Shipping Company Ltd, which holds the towing contract at the Cap Limboh oil terminal, from which the country's only refinery, Sonara, is supplied," said Zapoto. This acquisition is part of the larger modernization strategy for Douala Port, which aims to handle increased traffic. The port's annual traffic is expected to rise from 12.4 million tons to 21 million tons by 2030. *(Source: Business in Cameroon)*

ARC, DIVERSIFIED BUILDING TRUCKABLE ELECTRIC TUG FOR LA

Arc Boat Co. is bringing the first truckable electric tugboat to the Port of Los Angeles. The company is retrofitting the 26-foot tug in a new partnership with Portland, Ore., shipyard Diversified Marine. The vessel is built for high-performance, zero-emission operations – ushering in a new era of electric workboats at the Western Hemisphere's busiest port and beyond. "At Arc, our mission has always been to electrify the entire marine industry. Workboats are a big step toward that end," said Mitch Lee, CEO and co-founder. "We're excited to enter the commercial market with the most advanced maritime technology available. And this project sets the stage for our future efforts." Tugboats are the backbone of ports – moving barges, repositioning cranes, and guiding larger vessels. Most are decades old and outdated, staring down retirement, and run on diesel. Fuel and maintenance drive more than half of a tugboat's substantial operating costs. Tugs run short, repetitive missions

requiring high torque, and start and end at the same home base. Not only does that make them well-

suited to going electric, but doing so drastically reduces operating expenses. Reliability and uptime, critical measurements for commercial operators, also improve. “It just makes sense,” said Robert Binkowski, Arc’s research and development lead. “This is the future of every port in the world.” The tugboat is powered by Arc’s electric powertrain and software, based on the same high-voltage architecture it designed for the Arc Sport wake boats. *The vessel features:* • 600-horsepower dual-motor drivetrain; • Large lithium-ion battery packs; • Modernized captain’s helm; • Real-time performance monitoring; • Split assembly construction for land transport; • Minimal maintenance. The Port of Los Angeles tug is a prototype ready to scale. “We’re not starting from scratch,” Binkowski said. “We’re leveraging our substantial engineering resources and IP from our consumer platform. We want to make anything that lives full time in the harbor zero-emission.” The Los Angeles and Long Beach port complex handles more trade than any other container port in the Western Hemisphere – about 76 percent of all waterborne goods that move in and out of the West Coast, and 31 percent nationally. With that comes environmental challenges, said Kofi Asante, Arc’s vice president of business development. His wife works as a pediatrician in Long Beach, where high levels of air pollutants have been linked to negative health risks. “We have the technology and team to make a real impact,” Asante said. Electrifying workboats helps ports advance toward their own clean air goals. Los Angeles and Long Beach aim to transition to zero-emission equipment by 2030 and zero-emission trucks by 2035, with harbor craft to follow. Replacing the roughly 2,000 tugs in the U.S. could save over 1.6 million cars’ worth of greenhouse gas emissions annually. “This is important and critical to our economy,” Asante said. “Tugboats allow us to scale our technology in a logical way that addresses a range of needs. Our retrofit is the beginning of a major workboat transition.” Arc’s retrofitted tugboat will launch its new mission in the Port of Los Angeles as early as this summer. Meanwhile, lessons from its integration are already informing designs for larger tugs. *(Source: Professional Mariner)*

GLOSTEN COMPLETES TUG UPGRADE DESIGN FOR SHAVER TRANSPORTATION

Seattle-based naval architecture and marine engineering firm Glosten has completed the contract design package for a comprehensive upgrade to Portland, Ore.-based Shaver Transportation's Z-drive tractor tug **Washington**. The design focuses on significantly enhancing the vessel's performance, manoeuvrability, and practical operability, to support Shaver's evolving harbour and escort towing service offerings. The scope of the upgrade includes replacement of the tug's main engines and installation of new drives, delivering increased bollard pull and improved responsiveness. Caterpillar 3512E main engines rated at 2,549 BHP will be coupled to Berg MTA 524 drives. To further optimize the vessel's capabilities, Glosten performed a complete redesign of the pilothouse to improve visibility from the main operating station. The new pilothouse will feature larger windows and expanded sightlines—particularly toward the working deck—to enhance both safety and performance during all types of work. The project is aimed at positioning the **Washington** to achieve an A+ class rating from Columbia River Pilots, with minimum bollard pull of 55 short tons ahead and 50 short tons astern, aligning with Shaver Transportation's commitment to maintaining a state-of-the art tug fleet. With the design phase now complete, the **Washington** is slated to enter the yet-to-be-named shipyard this summer for completion of this work. Glosten says the team looks forward to seeing the **Washington** return to service with enhanced capabilities and a stylish new profile on the river. *(Source: MarineLog)*

MCKEIL TUGS TOGETHER

There was a rare sight in Halifax harbour today, April 25, when two of McKeil Marine's busy tugs were seen (briefly) together. The **Tim McKeil** and **Beverly M 1** were alongside together this morning at the Cherubini Metal Workers dock on the Dartmouth side of the harbour. The **Tim**

McKeil left not long after with the barge MM161 and a load of components, each mounted on a semi-trailer. The Tim McKeil and barge arrived April 18, and soon began to take on the large cylinders (likely wind generator towers) destined for Dalhousie, NB. Tim McKeil ex Pannawonica I is a 4800 bhp tug, built in 1991 and acquired in 2014. It is fitted with an elevated wheelhouse for barg work. Beverly M 1 dates from 1993 and is a 4200 bhp tug the former Pacific Typhoon -13, Hunter -06, Shek-O -04. It also sailed later in the day for Sydport. Ity will be interesting to see if the Tim McKeil and barge will use the Canso Canal en route to the Baie des Chaleurs. *(Source: Mac Mackay-Tugfax)*

FAIRPLAY-33 AT BLUE PORT CENTRE

The Fairplay-33 of the Fairplay Towage Group from Hamburg visited Den Helder again on Wednesday 23 April. The over 34-metre long tug came from Vlissingen and moored at one of the small jetties at the Blue Port Centre. On Friday 25 April she left for sea again, with the L8-P platform in the Dutch sector of the North Sea as her destination. The tug, built in 2006, has a bollard pull of 75 tonnes and still sails under the flag of Madeira/Portugal. The tug was built at the Spanish Armon shipyard and has also sailed under the names Multratug 14 and Fairplay Nublo. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

BLESSEY MARINE SERVICES CHRISTENS THE MV. CAPT. DENNIS J. MARTIN

On March 26, Blessey Marine Services christened the mv. **Capt. Dennis J. Martin** during a ceremony held at the company's office and dock in Channelview, Texas. Employees, friends and longtime industry partners gathered to celebrate the vessel and honor its namesake. Blessey Marine Chairman Walter Blessey opened the ceremony with remarks recognizing Capt. Dennis Martin and his family, while thanking all in attendance for their continued support. Martin began his journey with Blessey Marine in 2003 as a 22-year-old deckhand. He quickly earned his tankerman credentials before obtaining his wheelman's license in 2007 and pilot's license in 2008. Since moving to the wheelhouse, Martin has served as pilot of the mv. **Thomas E. Rollins** and mv. **Wayne T. Mosley**, relief captain of the mv. **Captain Billy J. Verdin**, captain of the mv. **Capt. Lance Dragon** and, most recently, captain of the mv. **Capt. Jimmy Warren**. "It's a great honor to be here today to celebrate Dennis," said Clark Todd, president and CEO of Blessey Marine. "I'd also like to recognize his wife, Ashley, and their two daughters, who are here with us. Our great mariners couldn't do what they do without the love and support they receive at home. Many of our crews are away for up to eight months a year. That's a significant sacrifice, and it's important we honor the families who make that possible, so thank you, Ashley, for all you do for Dennis." Todd praised Martin for his career so far and the impact he's had on others throughout the company. "Starting as a deckhand and working his way to the wheelhouse is exactly what Blessey Marine is all about," Todd said. "Dennis is an example of what many mariners aspire to be. He's also a source of inspiration for those on his crew who look at him and say, 'That could be me someday.' "Throughout his career, Dennis has made it a point to teach and mentor others," Todd continued. "That spirit of service and leadership is a foundation of our culture at Blessey Marine. Dennis is deeply committed to his family and to giving back. Today's christening is just a small token of appreciation for a man who has given so much to this company and to our Blessey Marine family for nearly three decades." Following Todd's remarks, Martin received a replica nameplate engraved with his name. Martin then took a moment to share a few personal words. "I would like to thank everyone for coming out today," he said. "Thank you, Walter, Clark and Daniel [Wisner] for this great honor. And thank you to my family for being so supportive on this long journey. A vessel named in my honor is the pinnacle

of my career. I have worked for other companies in the past, but it was not until I got to Blessey that I felt valued and like I was part of a family. I am looking forward to the next 20 years." The ceremony continued with the Rev. Nancy Simpson, chaplain with Seamen's Church Institute for the Houston Ship Channel and Gulf Coast, delivering a formal blessing of the vessel and presenting Capt. Jesse Gonzalez with the ship's Bible. "I work the Houston Ship Channel and Gulf Coast region quite often, but this dock here at Blessey is almost a home away from home," Simpson said. "I get to see the hard work that these mariners do day in and day out to keep operations going. One of the highest things we can do is pray for the safety of this crew, Capt. Dennis, his family and the vessel." Following the blessing, Martin, along with his family and crew, carried out the official christening of the mv. **Capt. Dennis** Originally built for Blessey Marine in 2015 by Raymond & Associates and Steiner Shipyard, the newly refurbished mv. **Capt. Dennis J. Martin** is a 1,700 hp. twin-screw inland towing vessel, measuring 76 feet by 35 feet with a 10-foot, 8-inch depth. The vessel is powered by a pair of Cummins engines rated at 850 hp. each that turn 76- by 59-inch stainless steel propellers from Kahlenberg. The vessel also features Reintjes WAF 474 gears, with a 7.1:1 reduction ratio, from Karl Senner LLC. Auxiliary power is provided by two Cummins QSB7-DM generators rated at 85 kW. The engine cooling system is by Duraweld Grid Coolers. Engine alarms and automation were outfitted by Baton Rouge Marine Electric. Electronics and communication equipment were supplied by Wood River Electronics, while Hiller Systems provided the fire safety equipment. The refurbishment of the vessel took place at Southwest Shipyard in Channelview, with support from Karl Senner LLC, Baton Rouge Marine Electric and Wood River Electronics. Todd also acknowledged the many vendors and partners who contributed to the project. "We couldn't do this without our partners in the industry," he said. "This industry is large, with over 3,500 tugboats on the water, but it's pretty small when you really slice it down. We are incredibly blessed to have partners that help us out along the way to keep our vessels in good shape." The crew of the mv. *Capt. Dennis J. Martin* includes captains Jesse Gonzalez and Brad Grinder; pilot Jason Lovell; tankermen Donald Cook, Tanner Oquin and Jesus Alaniz; and deckhand Kyle Tays. Founded in 1987, Blessey Marine Services currently owns and operates 85 towboats and 180 tank barges across the Gulf Intracoastal Waterway and the nation's inland rivers. J. Martin on deck. Guests were then invited to the Blessey office to enjoy some local barbecue. *(Source: The Waterways Journal; Photos: Merrit Media)*

STEADY PROGRESS ON HERMAN SENIOR'S NEW OFFICE

Tug and workboat company Herman Senior are excited to share the latest update on the construction of their new office and warehouse. The glass has now been fully installed, and all interior flooring is complete—both in the office spaces and the warehouse. On the exterior, insulation has been placed and panelling has begun. Everything is progressing according to plan, and if all continues to run smoothly, they expect delivery in July 2025. From that point, they will focus on the final phase: fitting out the interior. The picture give you a a glimpse of the progress. *(PR-Herman SR)*

MCALLISTER, MORAN WELCOME ANOTHER TUGBOAT TO ITS US FLEETS

US tugboat owners are modernising and expanding their fleets with low-emissions tugs. Moran Towing and Transportation Co and McAllister Towing have both recently welcomed newbuild tugs with emissions compliant with US Environmental Protection Agency (EPA) Tier 4 emissions rules. McAllister Towing president Brian McAllister welcomed the company's latest newbuild, **Isabel McAllister**, in a recently edited social media posting, after it was built by Washburn & Doughty Associates. This tugboat has a bollard pull of around 84 tonnes coming from a maximum power of 5,050 kW from two Caterpillar Cat 3516E engines driving two Schottel SRP 490 Z-drives, each with a fixed-pitch propeller in a nozzle. The New York-headquartered vessel owner has mobilised the 366-gt tug to Baltimore to support container ships within the port. **Isabel McAllister** has two John Deere 4045 AFM85 Tier III generators, each rated 99 kW, Markey DEPCF-52 towing gear and a FiFi1 fire-fighting system. It is a sister tug to 2024-built **Grace McAllister**, which is serving New York, and **Jane McAllister**, located in Virginia. These vessels, along with **Rosemary McAllister**, also based in Norfolk, Virginia, have the Low Emissions Vessel certification from ABS. Moran Towing has started operating 2025-built **Bahia Gulf** after the 30-m tug was completed by Master Boat Builders in February. This is part of a series of up to eight tugboats ordered under joint ventures from US facilities Sterling Shipyard and Master Boat Builders, all being built to two Robert Allan Ltd designs. Other vessels in this series are expected to be

delivered within the next 12 months. *(Source: Riviera by Martyn Wingrove)*

SUIGANG DIANTUO 01 – NEW ELECTRIC TUG TO SERVE CHINA'S GUANGZHOU PORT AND PEARL RIVER

A new electric harbour tug has commenced operations out of the Port of Guangzhou in southern China's Guangdong province. The aptly named **Siugang Diantuo 01** (穗港电拖01; "Guangzhou-Hong Kong Electric Tug 01") was designed by the 605 Research Institute of the China Shipbuilding Group and built by the Lianyungang Port Holding Group. The newbuild is notable for being the first fully electric tug to enter service in southern China. *Capable of autonomous operation* **Siugang Diantuo 01** has a length of 38 metres (120 feet), a beam of 10.5 metres (34.4 feet), a design draught of 3.7 metres (12 feet), a depth of 4.8 metres (16 feet), a battery pack with a rated output of 6,000 kWh, and a high level of onboard automation thanks to the installation of a remote control and monitoring system. The tug can be used autonomously for a range of harbour support duties such as towing, ship berthing and unberthing, escort, and pilot transfers. *Serving a critical shipping lane in southern China* The batteries drive two azimuthing propellers to deliver a service speed of 13.5 knots and a bollard pull of approximately 46.5 tonnes. The battery installation also allows the tug to operate without emissions, resulting in what the designer said is a reduction of around CNY1.8 million (US$250,000) in operating costs each year. Siugang Diantuo 01's area of operations encompasses the waters off the Port of Guangzhou, particularly the Pearl River and the Greater Bay Area that sits between Guangdong, Hong Kong, and Macau. **Siugang Diantuo 01** *Specifications* Type of vessel: Harbour tug; Flag: China; Owner: Port of Guangzhou, China; Designer: 605 Research Institute, China; Builder: Lianyungang Port Holding Group, China; Length overall: 38 metres (120 feet); Beam: 10.5 metres (34.4 feet); Draught: 3.7 metres (12 feet); Depth:; 4.8 metres (16 feet); Maximum speed: 13.5 knots; Bollard pull: 46.5 tonnes; Batteries: 6,000 kWh; Other electronics: Remote control system; Operational areas: Pearl River, China; Greater Bay Area, China. *(Source: Baird)*

ACCIDENTS – SALVAGE NEWS

SCRAP FIRE ERUPTS ABOARD BULK CARRIER IN AMSTERDAM PORT

A fire broke out on board the **Federal Tweed** bulk carrier on April 24 while the vessel was docked at Amerikahaven Way in the Western Port Area of Amsterdam. The incident occurred around 6 a.m. local time. The blaze originated in one of the cargo holds containing scrap metal and generated thick smoke that drifted across the port and surrounding neighbourhoods. In response, Amsterdam's fire brigade issued a public advisory urging residents in the vicinity to keep windows and doors closed as a safety precaution. To contain the fire, a crane is being used to remove smouldering scrap from the ship's hold and place it on the quay for further extinguishing. Firefighters are expected to remain on site for an extended period to manage and monitor the situation, particularly smoke levels. The **Federal Tweed** is a Marshall Islands-flagged bulk carrier built in 2013. It measures nearly 190 meters in length, 32.27 meters in width, and has a deadweight capacity of 55,317 tonnes. *(Source: Maritime Bell)*

TUGBOATS REFLOAT CARGO SHIP IN ST. PETERSBURG

The incident occurred with the vessel while entering Kanonerskaya Harbor. The North-West Transport Prosecutor's Office has launched an investigation into the grounding of a cargo ship in St. Petersburg, the agency's Telegram channel reported. "According to preliminary data, on the evening of April 23, 2025, while entering Kanonerskaya Harbor, the vessel ran aground. The reasons are being determined. There were no casualties, no oil spills or hull leaks," the statement said. By now, the vessel has been removed from the shallows with the help of tugboats and is located at the berth of Terminal St. Peter LLC. The St. Petersburg Transport Prosecutor's Office is conducting an inspection of compliance with legislation on safety in the operation of water transport, the report adds. *(Source: PortNews)*

CARGO SHIPS COLLIDE, CAUSING OIL SPILL IN CAN GIO

Two cargo ships collided on the Long Tau River, passing through An Thoi Dong Commune, Can Gio District, late on April 25, causing both ships to stick together, causing severe damage and an oil spill. At around 11 p.m., a Panamanian container ship **KMTC Surabaya** heading out from Binh Khanh ferry terminal collided with a Hong Kong cargo ship **Glengyle** heading in from An Thanh cape. The accident did not cause any casualties or damage to goods, but both ships were damaged. One ship had its bow deformed, while the other sank its stern after the collision. Authorities reported that the incident caused an oil spill on the river. According to the Can Gio District Civil Defense - Disaster Prevention and Search and Rescue Command, today the relevant units continued to coordinate to handle the incident and separate the two ships. Because the oil from the ship spilled out, the authorities also warned the people, especially aquaculture households, to proactively prevent and respond. By the afternoon of April 26, the Waterway Management Center, Department of Transport and Public Works of Ho Chi Minh City, said that after the incident, the two ships gradually moved closer to shore, so the shipping lanes were not affected, and traffic was smooth. The oil spill has also been handled. Long Tau River is a branch of Dong Nai River, passing through Can Gio District and then flowing into Ganh Rai Bay. This is an important waterway in the Southeast, where large ships from the East Sea dock at Saigon Port and surrounding areas. Previously, in December 2023, on the Long Tau River section through Can Gio, there was also a collision between two cargo ships entering and leaving a port in Ho Chi Minh City. This incident also damaged both ships, but did not cause an oil spill. Watch the YouTube video HERE *(Source: VNExpress)*

ENGINE FAILURE IN DARDANELLES STRAIT PROMPTS EMERGENCY RESPONSE IN TURKEY

On 26th April, Turkey's Directorate General of Coastal Safety reported that the containership **MSC Prosperity II** suffered an engine failure while transiting south of Kepez in the Dardanelles Strait. The incident occurred when the vessel was en route from Egypt to Tuzla, Turkey. **MSC PROSPERITY II** suffered engine failure in Turkey. Vessel **MSC PROSPERITY II**, Under the coordination of the Çanakkale Ship Traffic Services Center, the vessel was successfully relocated to ensure the safety of navigation and avoid disruption to maritime traffic. No injuries or pollution were reported. **MSC Prosperity II** is a 2003-built vessel sailing under the flag of Liberia. The vessel has a length of 172.2 metres, a width of 25.26 metres, and a carrying capacity of 1,541 TEU. *(Source: SNP Ship management)*

THE TUGBOAT "NABAT" WAS ON FIRE AT THE LIVADIA SHIPYARD

As a result of the incident, one person died. A fire broke out on the tugboat **Nabat**, moored on the territory of the Livadia repair and shipbuilding plant in Primorye. This was reported by the Telegram channel of the Main Directorate of the Ministry of Emergency Situations of Russia for Primorsky Krai. "During the firefighting, the Emergencies Ministry employees discovered the body of a dead man on the upper deck of the vessel. Upon arrival of the firefighters, the sauna, shower and changing room on the middle deck were burning, and there was heavy smoke," the department said in a statement. The fire has been extinguished, its area was 15 square meters. The Ministry of Emergency Situations is conducting an investigation into this incident, and the circumstances of the incident are being established. As a representative of the Far Eastern Transport Prosecutor's Office told IAA PortNews , the fire on the tugboat **Nabat** occurred on Sunday, April 27, at about 11:30 local time. The Nakhodka Transport Prosecutor's Office is conducting an inspection of compliance with the requirements of the law in organizing the vessel's mooring. *(Source: PortNews)*

10 MINUTES FROM DISASTER

Only 10 minutes were needed for a tanker from Russia's "shadow fleet" to run aground off the coast of Finland and cause an ecological disaster. The Coast Guard warned the ship of the impending danger. The incident occurred last week near the Kalbådagrund lighthouse, which is located on a dangerous shallow water about 12 km from the coast. The quick response of the coast guard and the ship's crew prevented a "major disaster", the coast guard said. The "shadow fleet" are worn-out ships that Russia uses to circumvent sanctions on its oil. They are usually uninsured, and if they are, it is often fictitious. The illegal armada of tankers and gas carriers is growing in number, and is often used for sabotage. Increased activity of these vessels has been observed in the Gulf of Finland, and Finland has called for decisive action to counter threats such as the recent damage to submarine cables in the Baltic Sea and the North Sea. The European Union has adopted new rules that require ships passing through its waters to provide insurance details. The rules do not apply to ships, fishing vessels or recreational vessels under 45 metres in length. As Magda Kopczyńska, Director General for Transport and Mobility at the European Commission, said, as quoted by Trade Winds, " this step reflects the EU's commitment to safer, more reliable and environmentally responsible maritime operations ." European leaders have repeatedly spoken out about the need to tighten rules on uninsured ships that pose a threat to their coastlines, but action has so far been limited. *(Source: PortalMorski)*

REMEMBER TODAY

S.S. BAKIO – 30TH APRIL 1916

The SS **Bakio** was a British-built steamship operated by the Spanish shipping company Naviera Sota y Aznar. The ship was built in 1904 and sunk on 30 April 1916 by German U-boat SM **U-20**, the same

U-boat that sank the **RMS Lusitania** on 7 May 1915. *Career* The SS **Bakio** was built by the Campbeltown Shipbuilding Company in 1904 and sold to the Spanish shipping company Naviera Sota y Aznar, based in Bilbao. The ship was last spotted on 29 April 1916 off the coast of Peniche, Portugal. The ship was traveling from Sagunto, Spain, to Montreal, Canada, carrying a cargo of iron ore. The ship was sunk on 30 April 1916 by German U-boat SM **U-20** in the Atlantic Ocean after being struck by torpedoes. The site of the wreck has never been located. The sinking of the SS **Bakio** by SM **U-20** seems to contradict the U-boat's sinking of the French schooner **Bernadette** the next day, 1 May 1916, south of Ireland. The schooner was sunk 700 miles (1,100 km) away from the SS **Bakio's** last known location at Peniche, and at the U-boat's top speed of 15.4 knots (28.5 km/h; 17.7 mph), it would have taken just under 40 hours to travel from the SS **Bakio's** last known location to the site the **Bernadette** was sunk. *(Source: Wikipedia)*

OFFSHORE NEWS

ALARM AND PD QUESTIONING ON SAIPEM FLEET AND PERSONNEL

In a question, Giorgetti is asked whether it is true that significant assets (such as the fleet of ships, the offshore bases and a large part of the Italian personnel with their know-how) risk being transferred to a new good company based in London. The announced merger between Saipem and Subsea7 does not convince the Democratic Party, which has presented a question to the Senate (first signatory Antonio Misani) to the Minister of Economy Giancarlo Giorgetti to highlight the risk for Italy of suffering losses of professionalism and strategic assets of a company that in recent years has been restructured with public resources. In the question, the senators highlight in particular that following the announced merger, Siem Industries, reference shareholder of Subsea7, should own approximately 11.9% of the new company, while Eni and Cdp Equity, reference shareholders of Saipem, would hold approximately 10.6% and 6.4% respectively. Of the four businesses into which the new company will be divided ("offshore engineering & construction", "onshore engineering & construction", "sustainable infrastructures" and "offshore drilling"), the offshore E&C business will be incorporated into an autonomous company, called "Subsea7 – a Saipem7 Company", which should be led by John Evans, current CEO of Subsea7, while Alessandro

Puliti should become CEO of the combined company. In this, Misiani and other PD exponents continue, "potentially Saipem's significant assets such as the fleet of ships, the offshore bases and a large part of the Italian personnel with its know-how should be transferred to the Subsea7 company, thus creating, in effect, a good company based in London and leaving the activities of lesser technological importance, volume and assets in Italy". Furthermore, "according to what was reported in various press articles, Siem Industries, from this operation, would immediately collect 80 million euros, finding itself the reference shareholder of a group 4 times larger" and, finally, "it is not clear whether the golden share will be maintained in this operation and whether or which shareholders will have control". In particular, the PD senators note, "if Cassa Depositi e Prestiti or Eni were to sell, the buyer would lose the double vote and the shareholder Siem Industries would have the relative majority. If, on the other hand, Siem Industries were to sell and Eni and Cdp remained shareholders, the heart of the company would remain outside of Italy". In conclusion, therefore, "there is a risk of selling off to the Anglo-Norwegian system a healthy and recovered company with public resources" and "a strategic industrial asset for our country", which "creates highly skilled jobs and fuels a complex technological supply chain". For this reason, the Democratic Party asks Giorgetti whether "he was promptly informed and is aware of the details relating to the preliminary agreement for the merger", "whether he does not consider it appropriate to verify the inclusion, within the agreement, of adequate guarantees so that the Saipem asset package is not dispersed by passing under foreign control and whether the Government intends to eventually exercise the special powers provided for" by the golden power "in order to guarantee the maintenance of control of Saipem and its strategic assets for our country". Misiani and colleagues finally ask "whether it is true that, as a result of the agreement, significant assets of Saipem (such as the fleet of ships, the offshore bases and a large part of the Italian personnel with its know-how) risk being transferred to Subsea7, effectively creating a good company based in London, leaving in Italy only the activities of lesser technological importance, volume, assets; if so, what measures it intends to adopt in order to avoid the loss of professionalism and strategic assets for our country". *(Source: Shipping Italy)*

GLO MARINE, VMS GROUP LAND MULTI-VESSEL RETROFIT JOB FOR TIDEWATER

GLO Marine and VMS Group Denmark have secured a multi-vessel retrofit work for offshore support vessel operator Tidewater, expanding their role in the offshore energy sector. Covering 16 vessels across three continents, including several in U.S. waters, the retrofit program marks an important step in both companies' strategy to provide fleet-scale retrofit solutions to the international offshore vessels market. The companies are executing a full-scope BWTS retrofit and

lifecycle project management plan for Tidewater. To date, starting December 2024, the teams have delivered 16 BWTS systems, surveyed 14 vessels, delivered 12 engineering packages approved by class, completed prefabrication and materials procurement for five, and retrofitted and commissioned two - with over 50 professionals involved across the U.S., Africa, and Europe. The work is being delivered through a fully integrated EPCI model, with GLO Marine managing engineering, prefabrication, logistics, and installation. This approach ensures full control and benefits the client, which deals with only one point of contact throughout the project. "By approaching this as a multi-vessel program rather than managing each vessel individually, we have successfully reduced engineering hours by 25% and materials and logistics costs by 15% per vessel. “This achievement was made possible through the development of a plug-and-play system, which not only accelerates retrofit execution but also ensures cost reductions while maintaining the expected quality standards. Such impactful results are attainable only through well-aligned and collaborative efforts,” said Alin Pohilca, Operations Director at GLO Marine.

GLO Marine and VMS Group combine deep engineering expertise, turnkey project control, and global delivery capacity—meeting the industry’s growing demand for upgrades done efficiently and with minimum impact on operations. "By approaching this as a multi-vessel program rather than managing each vessel individually, we have successfully reduced engineering hours by 25% and materials and logistics costs by 15% per vessel. “This achievement was made possible through the development of a plug-and-play system, which not only accelerates retrofit execution but also ensures cost reductions while maintaining the expected quality standards. Such impactful results are attainable only through well-aligned and collaborative efforts," said Alin Pohilca, Operations Director at GLO Marine. VMS brings deep experience in propulsion systems, engine overhauls, and global field support, while GLO Marine contributes class-approved engineering, procurement coordination, and turnkey execution. “In today’s offshore energy landscape, no single company can tackle complexity alone. The ever more difficult challenges demand cross-border collaboration and a shared vision. Strategic partnerships like ours enable engineering, equipment, and service teams to act as one—delivering scalable, efficient, and future-ready solutions,” added Palle Andersen, Engineering Manager at VMS Group. *(Source: MarineLink)*

THE NEW FLAGSHIP OF THE LIGHTHOUSE AND BEACON COMPANY WAS DELIVERED BY THE SOCARENAM SHIPYARD

The hydrogen-powered ocean buoy tender "**Augustin Fresnel**" was delivered to the Lighthouse and Beacon Company on Friday, April 18. Built by the Boulogne shipyard Socarenam, with the design office LMG Marin, it has arrived at its home port of Saint-Nazaire. On Friday, April 18, the Boulogne-sur-Mer shipyard Socarenam and the LMG Marin France design office delivered the new

ocean buoy for the Lighthouse and Beacon Armament, the **Augustin Fresnel** , which will be

responsible for various maritime signaling missions in the Atlantic. On Friday, April 18, the Boulogne-sur-Mer shipyard Socarenam and the LMG Marin France design office delivered the new ocean buoy for the Lighthouse and Beacon Armament, the **Augustin Fresnel** , which will be responsible for various maritime signaling missions in the Atlantic. The ship is based in Saint-Nazaire (Loire-Atlantique), where it arrived the day before, and Le Verdon-sur-Mer (Gironde). It replaces the Atlantique (built in 2004) and the Gascogne , sold to the LHD pilotage group. *(Source: Lemarin)*

A DOZEN CHINESE-BUILT BOURBON OFFSHORE OSVS ARE HEADED TO THE AUCTION BLOCK

12 Bourbon Offshore OSVs will be auctioned by ICBC Financial Leading, while Britoil Offshore Services has been confirmed as the buyer of two AHTSs from SEACOR Marine and Edda Wind has sold **Mistral Enabler** to Northern Offshore Services. A dozen offshore support vessels built by Chinese shipyards between 2009 and 2014 for Bourbon Offshore are heading to the auction block. China's ICBC Financial Leasing plans to auction the vessels off on the Shipbid online platform, most likely in May. Seabrokers reports the list of laid-up vessels includes 10 platform supply vessels (PSVs) and two multi-purpose support vessels (MPSVs). The shipbroker reports the PSVs were either built at Sinopacific Zhejiang or Yangzhou Dayang shipyards, with deliveries between 2009 and 2014, while the MPSVs, **Bourbon Evolution 801** and **Bourbon Evolution 803**, were constructed in 2011 and 2013, respectively. All the vessels are in cold layup in various locations around the world, according to Seabrokers, suggesting significant time and costs involved to reactivate them.

The two MPSVs could draw the highest bids, based on estimated valuations by UK ship valuation service VesselsValue. It estimates the valuation of **Bourbon Evolution 801**, located in the Ivory Coast, at US$53.63M, and **Bourbon Evolution 803**, docked in Ghana, at US$60.57M. *New BOS in town* High-flying Britoil Offshore Services (BOS) was revealed to be the buyer of two anchor-handling tug supply (AHTS) vessels sold by SEACOR Marine. BOS added the 2013-built DP-2-class AHTS vessels, **Britoil Dominance** (ex SEACOR 88) and **Britoil Dignity** (ex SEACOR 888), in the transaction. Both have been moved from the Marshall Islands flag to the Tuvalu flag. While the Singapore-based OSV owner's roots stretch back 40 years, its supercharged growth in the last two years has been nothing short of phenomenal. It now has 61 OSVs in its fleet, including PSVs, AHTSs, anchor-handling tugs, and multi-purpose support vessels. *"We didn't stop there, we kept shopping"* Like many OSV companies, Britoil Offshore Services suffered during the prolonged downturn in the sector, said BOS head of SBU, Asia Pacific, Ernest Loh. But Mr Loh said BOS has been able to grow significantly with the backing of the HICO Investment Group in 2021, and Pérez y Cía. At the end of 2021, BOS had 27 vessels in its fleet, mostly anchor handling tugs (AHTs) and PSVs. "Fast forward two years, and we completed the acquisition of Vroon Offshore Services' OSV division, that added another 30 vessels to the mix," he said, about a move that expanded the company's presence globally to the North Sea, West Africa, Mediterranean, Middle East, southeast Asia and Australia. "But we didn't stop there, we kept shopping," Mr Loh told delegates at the Marine Money Offshore Energy Finance Forum 2025 in Singapore in March. The shopping spree took BOS to China where it acquired several resale units — semi-completed hulls. "2024 was a phenomenal year for us. We had very high utilization levels, rates were very good, and we managed to put together a very strong management team," he said. While Britoil Offshore Services has more than doubled the size of its fleet in three years, Mr Loh said it has not forgotten the lessons learned from the prolonged downturn in the offshore oil sector: "We will apply as much as we can and do our best to watch for the next curve ball the market will throw." Wise words considering how much the global trade market has been roiled by the Trump Administration's tariff war. *AHTS sale underpins newbuilds* Meanwhile, the US$22.5M sale of the two AHTS vessels to BOS, announced in December, underpinned SEACOR Marine's exit from the AHTS sector and partially funded its newbuild programme for two 4,650-dwt battery-hybrid PSVs. Contracted at US$41.0M per vessel with China's Fujian Mawei Shipyard, each of the PSVs will have a clear deck area of 1,000 m2 and be equipped with medium-speed diesel engines and an integrated battery energy storage system for "higher fuel efficiency and lower running costs", said the US-based OSV owner. *"2024 was a phenomenal year for us"* SEACOR Marine says the newbuild PSVs will carry ABS notations FFV-1, SPS, ESS-LiBattery, DPS-2, ENVIRO, and HAB (WB). Steel cutting for the first vessel is scheduled for Q2 2025 and for the second vessel in Q3 2025, with keel laying's in Q4 2025 and Q1 2026, and launchings in Q2 2026 and Q3 2026. Norwegian ship designer Breeze Ship Design reports it is providing the Z 4423 MPSV design for the 88-m PSVs, which will be delivered in October 2026 and January 2027, respectively. These vessels will have azimuth propulsion with three bow thrusters for enhanced maneuverability and the flexibility to be

upgraded to support remotely operated vehicle operations, and the addition of a subsea crane and helideck. *SOV acquisition* Sweden's Northern Offshore Services, part of the Northern Offshore Group, has acquired the 2018-built service operation vessel (SOV) **Mistral Enabler** from Edda Wind. Renamed **Northern Ocean**, the UT540WP design vessel has an overall length of 81 m, beam of 17 m, draught of 5.4 m, deck area of 350 m2, accommodation for 60 and an Uptime 3D compensated gangway. The acquisition was made through a new holding company, together with the Swedish shipping company Rederi AB Älvtank. "We're entering a new segment, but with our previous SOV experience, we're confident in our ability to support our operations," said Northern Offshore Group chief executive, David Kristensson. The SOV has been chartered to Ørsted since Q3 2018 and is currently under contract for work at the Hornsea One windfarm in the UK. *(Source: Riviera by John Snyder)*

SPECIAL VESSEL AT NIEUWEDIEPKADE

On Tuesday 22 April, a striking fisheries inspection vessel moored at the Nieuwediepkade. It was the **Patriot** from Ulsteinvik in Norway. This almost 74-metre-long ship of the type Ulstein UT755L was launched in 2006 as the supplier **Island Spirit** for Island Offshore. After sailing as a survey vessel under the name **Hydro Patriot** from 2020, it has recently been active in the fisheries sector as Patriot. Its home port is Aalesund. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

P&O MARITIME LOGISTICS ADDS ANCHOR HANDLER TO FLEET

P&O Maritime Logistics, a unit of Dubai-based ports and logistics giant DP World, has added an anchor handling tug and supply (AHTS) vessel to its fleet. The vessel **P&O Katara**, previously named **Icon Azra**, has been bought from Lianson Fleet Group, until recently known as Icon Offshore, for

RM30.73m ($7m). The vessel is a Malaysian-flagged DP-1 AHTS, built in 2012, with a deadweight tonnage of 1,374 tonnes and a static bollard pull of 65 tonnes. Prasad Narayan, CEO of P&O Maritime Logistics, said on social media that the vessel would undergo significant modifications, including the installation of a large capacity telescopic crane, a mezzanine deck, and other key offshore components. “These upgrades will enable our Qatar end client to effectively utilise the vessel for offshore platform maintenance operations,” Narayan stated. *(Source: Splash24/7)*

LIGHTNING VISIT IEVOLI RELUME

Last Saturday, the **Ievoli Relume** was spotted during a lightning visit when entering our port. The 83-metre long multifunctional offshore support vessel of the Italian shipping company Marnavi is currently active in the North Sea under the flag of Bluestream Offshore. At the beginning of this month, a range of diving equipment was installed on the work deck in Den Helder for this purpose. The **Ievoli Relume** sails under the Italian flag and has Naples as its home port. *(Source: www.maritiemdenhelder.eu; Photo: Wim Albers)*

EVENT NEWS

OPEN DAG OP DE LUXEMOTOR “NOMADISCH” - 10 MEI 2025.

In de haven van Sappemeer ligt al geruime tijd een bijzonder schip, nl. de luxemotor Nomadisch. Een luxemotor is een type schip, dat met het invoeren van de verbrandingsmotor in de scheepvaart ontwikkeld werd. In de traditionele zeilschepen was meestal geen plaats voor een dergelijke motor. Vaak loste men dit op door een motorscheepje, een zgn. opduwer, te laten bouwen dat achter het schip werd vastgemaakt en zo de voortstuwing verzorgde. Uiteindelijk werd er een totaal ander schip ontworpen, waar ruimte was voor een motor onder het stuurhuis. Om de schroef voldoende rendement te geven werd ook een andere vorm van het achterschip noodzakelijk. Dat gaf weer de mogelijkheid om achter het stuurhuis een ruime kajuit te bouwen. Zo ontstond er een gerieflijke accomodatie en samen met een geheel andere wijze van sturen, met een stuurrad in plaats van een

helmstok, kreeg men een mate van comfort, die in die tijd in de schipperij niet bekend was. Dit type schip kreeg dan ook al snel de naam “luxemotor”. De Nomadisch is gebouwd in 1928 op de scheepswerf Thiecke in Martenshoek en is nog uitgerust met de originele Nering-Bögel gloeikopmotor van 50 pk, de enige nog werkende scheepsmotor van dit fabricaat. De motor wordt momenteel gereviseerd. Het schip is door de Federatie Varend Erfgoed Nederland (FVEN) geregistreerd als "Varend Erfgoed®" en is nog geheel in originele staat en vaarklaar. Op zaterdag 10 mei a.s. van 10:00 tot 16:30 uur is het schip gratis te bezichtigen. Bezoekers worden rondgeleid en geïnformeerd over de bijna 100-jarige historie. Ligplaats is de haven van Sappemeer, tegenover de Historische Scheepswerf Wolthuis, Noorderstraat 308, 9611 AT Sappemeer. *(PR- Stichting Nomadisch)*

WINDFARM NEWS - RENEWABLES

FIRST CAISSON ENERGY ISLAND TOWED FROM VLISSINGEN TO THE NORTH SEA

The first of 23 caissons for the foundation of the energy island in the Princess Elisabeth zone has been placed. The concrete colossus was towed this week from the construction site in Vlissingen to its destination 45 km off the Belgian coast. The Common Nautical Authority – which manages shipping traffic on the Western Scheldt between Belgium and the Netherlands – announced on Linkedin on Tuesday that the first caisson for the energy island of the Princess Elisabeth zone had left. “On Monday things got a bit tense: the towing transport met all the

requirements, but due to the weather conditions visibility at Vlissingen Roads was less good than hoped. After internal consultation we decided to leave anyway. Visibility quickly improved and so the first building block for the Princess Elisabeth Island is now on location." Images have also surfaced of four tugboats working with the first concrete 'box' measuring 60 metres long, 30 metres wide and 30 metres high. There will be a total of 23 such caissons, each weighing almost 22,000 tonnes and forming the foundation of the island's perimeter. Walls that can withstand the highest waves will be built on top of them. *Weather conditions* The announcement of the towing transport has now been taken offline. But you can't drag a load the size of a cathedral across the Western Scheldt unnoticed. However, this first transport has been chivalrously confirmed by sources at the DEME and Jan De Nul groups. They form the consortium Tijdelijke Maatschappij Edison that is building the Belgian energy island on behalf of client Elia. For the sake of the safety of the operation, we have chosen not to communicate for the time being. "It is true that the first of a total of 23 foundation elements was brought to its final destination in the North Sea, 45 kilometres from the Belgian coast," confirms DEME's communications director Frederic Dryhoel. "For reasons of safety and the complexity of the operation, grid operator Elia and contractor TM Edison have chosen not to communicate for the time being. We will soon provide more information, in which we will explain all the details. The work is highly dependent on the weather conditions." *(Source: Flows)*

LS MARINE SOLUTION INKS CONTRACT FOR TAIPOWER OFFSHORE WIND PROJECT PHASE II

South Korea-based LS Marine Solution has signed a contract, worth approximately USD 15.8 million (about EUR 13.8 million), to lay submarine cables for the Taipower Offshore Wind Project Phase II (TPC Changhua Phase II) in Taiwan. According to the company, the contract marks LS Marine Solution's first win in overseas power grid projects and the first overseas expansion for a Korean submarine cable contractor. "Based on our technology and experience as the first-generation submarine cable construction company in Korea, we have successfully taken our first steps into the overseas power grid market. With this Taiwan project, we will further expand our global reach," said Byung-ok Kim, CEO of LS Marine Solution. Foxwell Energy, an affiliate of Shinfox, won the tender from Taipower for the development of the wind farm. The 300 MW offshore wind farm was one of the eleven projects selected by the Taiwanese government in April 2018. The first jacket foundation has already been installed at the site located approximately 14.7 kilometres west of Lukang in Changhua County. Once completed, the wind farm, which will feature Vestas V174-9.5 MW turbines, is expected to generate 1 GWh of power per year and could produce enough renewable energy to supply about 270,000 households. *(Source: Offshore Wind)*

DREDGING NEWS

COTTRELL CONTRACTING SECURES KINGS BAY DREDGING PROJECT

Cottrell Contracting of Chesapeake, Virginia, has won a $9.1 million contract for maintenance dredging work in Kings Bay, Georgia. According to the U.S. Army Corps of Engineers, the work consists of maintenance dredging within the Naval Submarine Base Kings Bay including the main channel to varying depths, upper turning basin, Site Six, Magnetic Silencing Facility, Explosive Handling Basin, Explosive Handling Wharves, Medium Auxiliary Repair Dock, Refit Wharves and the Drydock Caisson Gate and Sill. The placement of the dredged material will be at Disposal Area Crab Island (D/A-C). Kings Bay Submarine Base is dredged annually and is funded with 100% Navy funding. Cutter-suction dredges are utilized to complete the work. The latest maintenance dredging campaign has an estimated completion date of February 18, 2026. *(Source: Dredging)*

45-YEAR-OLD BUCKET CHAIN EXCAVATOR WILL NOT BE REPAIRED AFTER FIRE DAMAGE

At the end of November 2024, a serious fire broke out in the engine room of the bucket-chain dredger "**Bremerhaven**" owned by the port company Bremenports in Bremen due to a technical defect. However, given the high cost, estimated at around €2.5 million, and the age of the bucket-chain dredger, repairing the now 45-year-old work vessel is not justifiable. Furthermore, according to Bremenports, it is uncertain whether further damage will occur during its stay in the shipyard. Therefore, the repair cost should only be understood as a guideline and estimate – due to potentially still-uncovered details, the repair costs could still increase. Furthermore, the vessel would be out of service for approximately one year during the repairs. After extensive testing and consideration, the

decision was made to decommission the bucket-ladder dredger. "We didn't take this decision lightly," reports Henry Behrends, Head of Port Operations at Bremenports, "but anything else would not be economically viable, especially since the future dredging concept for Bremen and Bremerhaven, approved by the Senate and Port Committee members, calls for the decommissioning of the work vessel anyway. Due to the fire, this will now happen about two years earlier than planned." According to the new dredging concept, the focus in the future will be on water injection (WI) to maintain water depths in the ports. This involves stirring up the sludge deposits on the harbor floor using workboats equipped with appropriate water injection equipment. The sediment, dissolved in the water, is then transported back to the North Sea at the next low tide. "With the 'Hol Blank' and the 'Hol Deep,' we have two such workboats in successful operation for a long time. In the medium term, a third such vessel will be added to further expand the WI area," says Behrends. In the areas behind the locks, where conventional dredging is still required, a chartered work platform with a grab dredger, manned by colleagues from Bremenport's dredging department, will now be used as soon as possible instead of the bucket chain dredger, the port authority has announced. "As we have done for years, we will also commission third-party companies if necessary," explains Behrends. Overall, this comprehensive solution is more cost-effective than relying on repairs to the bucket chain dredger, which was already very maintenance-intensive. Water depth maintenance in the ports is still guaranteed. The dredging department personnel previously deployed on the bucket-chain excavator are already being trained for future deployment on the WI workboats. "So our dredging colleagues don't have to fear for their jobs due to the bucket-chain excavator fire. On the contrary, we are pleased that we have and can retain this skilled personnel given the current labor market situation," Behrends emphasizes. After the Port Department also approved the expert assessment, the members of the Port Committee were also informed today about the decommissioning of the bucket-chain excavator: The long-serving tool of the Bremen ports will now be sold, but it will most likely end up as scrap. The 42.4-meter-long, self-propelled bucket-chain dredger "Bremerhaven" was built in 1980 at the Schichau Unterweser shipyard in Bremerhaven. The dredger can work to depths of up to 18 meters and thus extract up to 570 cubic meters of sludge per hour from the harbor basins.

In the bucket-chain dredger, the bucket chain rotates, like a bicycle, around two gears clamped into a long, narrow frame (bucket ladder). The bucket ladder and bucket chain are lowered to a precisely determined depth on the waterbed, and the rotating buckets collect the silt from the harbor basin. When the buckets reach their highest point, they tip the dredged material into a shaft and from there, via chutes, into the dredging barges moored alongside. Bremenports deploys up to five scissor-lift barges, which then transport the sludge to the "Seehausen" dredging plant in Bremen-Seehausen, where the sludge is pumped through a two-kilometer-long pipe to the dredging fields of the dredged material disposal facility. There, the material is first dried on dredging fields and then used in the landfill. *A memorial to 65 years of hard work*. In front of the fishing port double lock in Bremerhaven, there is still a technical monument dedicated to the bucket chain dredger, a reminder of the hard work carried out on the harbor floor. There stands the upper chain of the bucket chain of the "**Bagger I**," built in 1914, which cleared the harbor city's harbors of silt until 1980, only then being replaced by the bucket chain dredger "**Bremerhaven**." The upper sprocket, known as the "Oberturas," guided the chain of the 40 dredging buckets, each with a capacity of 400 liters. "**Bagger I**" thus extracted more than 600 cubic meters of silt per hour from a depth of up to 14 meters, scooped it into barges or lighters, and thus guaranteed the required depth and navigability of the harbor basins. *(Source: Weser Maritime News by Christian Eckardt)*

TSHDS CAUSEWAY, FREEWAY AND SHOALWAY PROTECT THE DUTCH COASTLINE

Three Boskalis sister dredgers, the **Causeway**, **Freeway** and **Shoalway**, are currently working closely together at the Dutch coastline. By pumping the sand through the large nozzle on the vessels' bow, the three trailing suction hopper dredgers (TSHDs) are 'rainbowing'. "This is a method of dredging that has become one of our signature moves off the Dutch coast. Recently, we have carried out such dredging activities in the provinces of Zeeland and North Holland, and we have just started

work to strengthen part of the coastline of the Wadden Island of Ameland," Boskalis said. The low-lying Netherlands has been protecting itself against the water for a long time. With rising sea levels and more extreme weather, coastal defense is more important than ever. According to Boskalis, that is why they work year-round on various beach replenishment projects, with the aim of strengthening the Dutch coastline and thus protecting the many tens of thousands of homes and businesses in the hinterland. *(Source: Dredging)*

ALL SET FOR PORT OF WEIPA DREDGING PROGRAM

North Queensland Bulk Ports Corporation (NQBP) is about to begin its annual maintenance dredging program at the Port of Weipa. NQBP Chief Executive Officer Brendan Webb said that the trailing suction hopper dredge (TSHD) Brisbane is scheduled to begin operations in early May 2025. "Maintenance dredging is essential to the ongoing functionality of our ports," Mr Webb said. "This program maintains safe, navigable shipping channels for our port users and reflects standard practice for port authorities around the world. This year's dredging campaign will run for approximately four weeks, from early May through to early June 2025." Mr Webb also urged recreational and commercial waterway users to exercise caution during the works. "The Brisbane and its support vessels have limited manoeuvrability, so we strongly encourage all boaties to remain alert and follow warning signals, including flags and lights." The maintenance dredging will be carried out under all required approvals and permits, and in accordance with strict environmental conditions. In addition, dredging will also be undertaken at Amrun on behalf of Rio Tinto. *(Source: Dredging)*

SEBASTIAN INLET BEACH RESTORATION PROJECT IN FULL SWING

With approximately 92,000 cubic yards of sand placed by truck on the beaches south of Sebastian Inlet, ATL Diversified is now pumping sand from the Sebastian Inlet channel to the remainder of the project areas. ATL placed approximately 92,000 cubic yards of material on part of a 2.5-mile stretch of beach between Ambersand Beach and McLarty Treasure Museum south of Sebastian Inlet. The company is now dredging the inlet channel and has deposited over 40,000 cubic yards of beach-compatible sand at the

project site as of April 21. Project challenges, including equipment failures and construction delays will likely prevent the contractor from meeting its goals of dredging approximately 215,000 cubic yards from a designated sand trap and the adjacent navigation channel, but the District and the contractor are working to resolve the issue. Dredged sand is being placed on the downdrift beaches between the state park's day use beach on the south side of the inlet and McLarty Treasure Museum. The project is necessary for the Sebastian Inlet District to meet its requirement to bypass sand that migrates into the inlet system to downdrift beaches per the Florida Beach & Shore Preservation Act. *(Source: Dredging)*

YARD NEWS

NANTONG XIANGYU BAGS ORDER FOR CHINA'S LARGEST ELECTRIC CABLE LAYER

Nantong Xiangyu Shipbuilding & Offshore Engineering has signed a construction deal for a pure electric-powered cable laying vessel with Zhongtian Technology's Shanghai Yuanwei Construction Engineering. The vessel is 139.8 m long and 38 m wide and was developed by the Marine Design and Research Institute of China. The vessel is touted as the largest self-propelled, pure electric-driven cable-laying vessel in China. It can operate in a maximum water depth of 200 m, with a cable carrying capacity of 16,000 tonnes. The cable layer is equipped with helicopter platforms, large coaxial turntable, dual exit channels and can lay two cables at the same time. After completion, it will lay more than 1,000 km of subsea cables per year, which, according to Zhongtian Technology, will break the bottleneck of laying cables over 100 km, provide core equipment support for Nantong's development towards the sea and the layout of new marine infrastructure such as offshore wind power and energy islands. *(Source: Splash24/7)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Med Marine signs five new contracts to kick off 2025 strong*
   - *Damen signs new tugs contracts with Fairplay Towage and Louis Meyer*
   - *Damen signs with Arena Offshore A.S. for Turkish construction of Stan Tugs 1606*
   - *Med Marine delivers custom-built MED-A2800 tug for Svitzer*
   - *Bay-Houston Towing christens two tugs*
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*
   - *The Great Lakes Towing Company Ltd. by Jasiu van Haarlem (new)*
   - *Britoil Offshore Services Pte. Ltd. by Jasiu van Haarlem*
   - *Remolques Unidos S.A. by Jasiu van Haarlem*
   - *Fastnet Shipping by Jasiu van Haarlem*
   - *SCRA - Casablanca by Jasiu van Haarlem*

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