Tugs Towing & Offshore Newsletter

Worldwide Tug & OSV News
E-mail: wwtugosvnews@gmail.com

26th Volume, No. 48 *1963 – "61 years tugboatman" – 2024* Dated 18 June 2025

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

Distribution twice a week 22.150+

MIDWEEK–EDITION

TUGS & TOWING NEWS

LeBeouf Bros. christens new 120' pushboat on New Orleans riverfront

LeBeouf Bros.Towing, Bourg, La., christened the 120'x34'x11' pushboat **Capt. Mark Delesdernier Jr**. in a ceremony that took place on the New Orleans riverfront on Saturday, June 14. LeBeouf accepted delivery of the vessel from Steiner Construction, Bayou La Batre, Ala., on May 30, 2025. Designed by Farrell & Norton Naval Architects, Newcastle, Maine, and Fairhaven, Mass., with a 9' draft, the new pushboat's main propulsion comes from two Cummins QSK-50M diesels, each producing 1,800 hp at 1,800 rpm and connected to 88"x91", 4-bladed Hung Shen wheels in Harrington Marine-designed Kort nozzles through Reintjes WAF773 marine gears with 7:1 reduction ratios. Cummins Midsouth, Kenner, La., supplied the engines, and Karl Senner, also of Kenner, provided the marine gears and Aventics controls. The steering system was supplied by Gulf Coast Air & Hydraulics Inc., Mobile, Ala. Ship's service power is the responsibility of twin Cummins QSB7-DM gensets, each sparking 125 kW of electrical power. In his remarks during the ceremony, Capt. Mark Delesdernier Jr. summed up how he felt about his namesake in one sentence. "This boat beats anything I've ever seen," he said. Tankage includes 60,000 gals. of fuel; 27,000 gals. fresh water; and 2,600 gals. lube oil. Though the company was founded in the 1940s, the Gonsoulin family bought it in 1968. Today, Lebeouf Bros. is owned and operated by Richard "Dickie" Gonsoulin and his son, Jon Gonsoulin. "Being in the boat business is not the easiest choice in the world to make," said Dickie Gonsoulin. "You got to love it. And we've been fortunate." Wheelhouse Electronics, Paradis, La., supplied the electronics suite for the new pushboat, which has accommodations for up to eight. Jon Gonsoulin said marine companies have to be aware of industry changes in order to keep up. He said several years ago he bought six of the Cummins QSK-50-M engines in anticipation of building new in the future, including the **Capt. Mark Delesdernier Jr**. "I paid $250,000 apiece for

them then. Today those engines are valued at about $800,000." Dickie Gonsoulin remined everyone that Artificial Intelligence is not a new concept. "It was invented by politicians," he said. *(Source: Workboat)*

CROWLEY REPOWERS TRACTOR TUGS ORIGINALLY BUILT IN 1998

Crowley, Jacksonville, Fla., has repowered two of its escort/ship assist tractor tugs — **Master** and **Leader**, both measuring 103'x36'x15'. Crowley officials said the repowers are major investments, typically exceeding $1 million. While not part of routine maintenance, repowers are essential during a tugboat's 30- to 40-year lifespan to extend service life, comply with evolving emissions regulations, and address engine wear that can impact performance and reliability. The **Master** was the first of six 4,800-hp tractor tugs that Nichols Brothers Boat Builders, Freeland, Wash., built for Crowley's Vessel Management Service (VMS) in 1998. The tractor tugs were designed by Guido Perla and Associates, Seattle, and VMS and built by Nichols Brothers. Crowley's Harbor-class tugs were built specifically for ship assist and escort duties and feature a hydrofoil shaped skeg meant to provide improved steering, control, and seakeeping. The design allows the vessel to run at high speeds in the skeg-first direction. Additionally, the hydrodynamics of the hull result in increased tons of steering, and braking force, which are available to assist or control a vessel at higher speeds. To uphold its commitment to safety, efficiency, and environmental responsibility across its ship assist and escort fleet, Crowley initiated repower projects for the two tugs, turning to its in-house engineering services team to oversee the projects, leveraging their expertise from managing hundreds of newbuilds and retrofits across the maritime industry. Consequently, the **Master** and **Leader** were successfully repowered, achieving improved vessel performance, sustainability, and regulatory compliance, according to Crowley officials. The repowering focused on two specific areas — engine replacement using Tier 4-compliant diesel engines and auxiliary systems that enhanced

the cooling and exhaust systems to align with the new engines. Crowley did not release the name of the engine manufacture used for the repower. However, according to the June 1998 issue of WorkBoat, the original engines were Caterpillar 3516B diesels developing 2,400 hp at 1,785 rpm. From pictures that Crowley released of the current engine room, they also look like Cats. The original engines connected to Voith Schneider 28GII/210 cycloidal drive units via Falk 721-S gears with 1.828:1 reduction ratios. Ship's service power came from twin Cat 3304 DIT-powered generators providing a total of 210-kW of electricity for onboard systems. Deck machinery included a Markey DYSS-42 bow winch and a North American C-28 deck crane. *(Source: Workboat)*

KITZEBERG SOLD TO TANZANIA OWNER

In May 2025, the **Kitzeberg** (Imo: 9041150) was sold to an owner from Tanzania, who will continue to operate it and has renamed her **Bara**. The harbor tug MS **Kitzeberg** operated before her sales to the Schlepp- und Fährgesellschaft Kiel mbH as a combined ship for passenger and tug shipping and was not only on the Baltic Sea, but also in the Kiel Canal and in the North Sea. Because the ship could carry 180 passengers and up to 50 bicycles, it was mainly used as a bicycle ferry in the summer. She was built in 1990 by Johann Oelkers KG, Hamburg shipyard. She has a length of 26,60 mtrs a beam of 9.20 mtrs and a maximum draft of 3.15 mtrs and measured 194 gross ton. The Schottel propulsion develops an output of 1,980 hp and performed free sailing speed of 11.5 knots. *(Source & Photo: Michael Brakhage)*

DAMEN AND FOLLA MARITIME SIGN CONTRACT TO DELIVER NEW HYBRID WORKBOAT TO NOVA SEA

Damen Shipyards Group and its new partner, Norway's Folla Maritime Service AS, have signed a contract with leading salmon farming company Nova Sea for the delivery of another hybrid workboat. The agreement is for the construction and delivery of a new FollaPower 50EL hybrid workboat. This vessel will be number 106 from the Folla shipyard and will be the sixth vessel of this

specific type to be delivered to Nova Sea. The contract is part of Nova Sea's broader plan to replace its existing fleet with more environmentally friendly and sustainable vessels. Nova Sea places a strong emphasis on sustainable salmon farming and has a clear vision and strategy for operating in an environmentally responsible manner. Their choice of the FollaPower 50EL as their new workboat further demonstrates their commitment to reducing the environmental impact of their operations. "Folla Maritime and Nova Sea have had a close partnership for some time, and we are proud to have once again earned their trust with the signing for another vessel," says Otto Sjølien, Managing Director of Folla Maritime Service. "The FollaPower 50EL has been developed in close collaboration with Nova Sea, and this confirms the already strong and positive relationship between our shipyard and Nova Sea as our customer." By delivering a hybrid vessel that meets Nova Sea's requirements, Folla Maritime is continuing to demonstrate its innovation capabilities and its commitment to delivering high-quality products from its shipyard in Flatanger. The vessel is a single-hull design, 15 by 8 metres, powered by a twin propulsion system. It includes two electric motors, a 444 kWh battery pack and two electric thrusters. The result is a quieter working environment and so improves conditions for the crew. The onboard generator can also assist with propulsion and battery charging when necessary, and the vessel is well-equipped to perform a wide range of work operations efficiently. "We have already taken delivery of several hybrid vessels from the shipyard, and several more are currently under construction," adds Bjørn Helge Hjartåker, Production Director / COO at Nova Sea. "Nova Sea entered into a framework agreement with Folla Maritime back in 2022, and this contract reaffirms our strong partnership with them. We have implemented an investment plan to renew our fleet with a focus on sustainable and innovative solutions. Nova Sea, we remain committed to our trusted partners and development strategy." About Folla Maritime Service – a new partner yard of Damen Shipyard Group. Folla Maritime Service is a shipyard located in Flatanger, Norway, that specialies in newbuilds and the servicing of vessels for the aquaculture industry. With a state-of-the-art production and service facility, the yard builds aluminium workboats and personnel vessels, and performs servicing, repairs, and upgrades on existing fleets. The company also has a department that brokers second-hand vessels for the aquaculture sector. In April 2025, Damen reached an agreement to acquire a majority stake in Folla Maritime Service. This partnership brings together Damen's global expertise in shipbuilding and Folla Maritime's deep knowledge of the Norwegian aquaculture industry. By combining their complementary strengths, the shipbuilders can offer a diverse portfolio of multi-functional hybrid and electric vessels tailored for various offshore and nearshore aquaculture activities. Damen Shipyards Group - Oceans of Possibilities. Damen Shipyards Group has been in operation for over ninety-five years and offers maritime solutions worldwide, through design, construction, conversion, maintenance and repair of ships and ship components. By integrating systems we create innovative, high quality platforms, which provide our customers with maximum added value. Our core values are fellowship, craftsmanship, entrepreneurship and

stewardship. Our goal is to become the world's most sustainable shipbuilder, via digitalisation, standardisation and serial construction of our innovative vessels and through use of circular materials. Damen operates 35 shipyards and 20 other companies in 20 countries, supported by a worldwide sales and service network. We deliver in the region of 100 vessels per year, with a total production value of over 3 billion euros. We offer direct employment to approximately 12,500 people. In all that we do, our aim to ensure a positive impact on the local environment and society. *(PR-Damen)*

RAFTEN MEETS THE SEA

The service vessel built by Tersan Havyard for Nordlaks also has an ROV to drill rocks. News of a new construction came from the Norwegian Havyard Leirvik Shipyard, which was purchased by Tersan Shipyard in November 2023 within the framework of its Northern European plans. The service vessel called **Raften**, built for the Norwegian aquaculture farmer Nordlaks by the shipyard, whose name was changed to Tersan Havyard, met the sea. It was reported that the ship will start operations soon. Tersan Havyard Project Vice President Vegard Skår stated that the introduction of our newly built 152 was an important milestone and said, "This advanced service vessel represents the best in technology and

design. We look forward to delivering the vessel to Nordlaks." *It fits in with our future plans* Nordlaks Executive Vice President Eirik Weld stated that this project fits in with Nordlaks's vision of creating future-oriented jobs, and announced that the new service vessel will operate in all locations of their company, and will perform all services from heavy anchor handling operations to towing, seine work, ROV operations and fish handling. *New generation service vessel* Nordlaks Oppdrett Service Manager Sverre Mikalsen Hals also drew attention to the fact that Raften, which he described as a "new generation service vessel", has high traction power, large crane and deck capacity, as well as being equipped with future-oriented technology such as a battery pack and advanced hybrid system with optimum energy recovery. *Small but very effective* Mats Nygaard Johnsen, General Manager of NSK Ship Design, which designed the vessel, stated that they created a small but very effective service vessel with a special focus on capacity, energy efficiency and safety during aquaculture operations. **Raften**, which will operate in three-week shifts and have a crew of 12, will be in 24/7 operation and has a 1,100 kWh battery pack, as well as an ROV equipped for dynamic positioning and drilling into seabed rocks. The 28-meter-long and 13.2-meter-wide vessel also has two 200 tm articulated boom cranes. *(Source: NewsatSea)*

SCHEELENKUHLEN DRY ON THE SLIPWAY

The steam tug **Scheelenkuhlen** lies dry on the slipway of Van Laar in IJmuiden. The **Scheelenkuhlen** is unmistakably a German name. That is not so strange because this ship was built in Neuhof/Hamburg and sailed her entire service life on the Elbe for the Wasser- und Schiffahrtsamt (comparable to Rijkswaterstaat). In 1976 she was taken to the Netherlands to be scrapped. Fortunately, it did not come to that. Mr. P. Visser bought the **Scheelenkuhlen** in November 1976 and saved her from scrapping. Mr. Visser was looking for a hobby and together with a few other enthusiasts they got her sailing again. These initial restoration works lasted until the eighties. Shortly before his death, Mr. Visser donated the boat to the Stichting tot Behoud van het Stoomschip te Koog aan de Zaan, which has since supervised her preservation. In the meantime, the ship has passed the age of 90. Despite continuous maintenance, there are still things that need to be fixed. In addition, historical

ships must also meet today's (safety) requirements. We try to meet these without detracting from the characteristic appearance. Read the full history under chapter Museum News *(Source & Photo: Jan Plug)*

DAMEN DELIVERS ASD TUG 3010 ICE TO SUNDSVALL HAMN

Damen Shipyards Group has delivered an ASD Tug 3010 ICE to Sweden's Sundsvall Hamn (Port of Sundsvall). The tug is a modern vessel boasting features that ensure its suitability for operations in the harsh Baltic winters as well as the efficiency required for the coming decades. *Breaking the ice* The ASD tug 3010 ICE will replace an older tug that was built in 1972. It will spend around 75% of its time breaking ice to enable the entry and departure of vessels from Sundsvall Hamn, as well the harbours of Östrand, Tunadal, Mokajen, Vindskarsvarv, Kubal, and Stockvik nearby. Additionally, it will perform escort towage operations and, when occasion demands it, assist vessels with broken thrusters and in harsh winds. It will also conduct crew transfer duties from time to time. The tug is additionally outfitted with FiFi 1 firefighting capabilities. Sundsvall Hamn has named the vessel **Drake** – the Swedish word for dragon. After a devastating fire in 1888, the city was rebuilt, largely in stone, earning it the name of Stenstaden – Stone City. After this, the dragon was adopted as the city's symbol. *Taking stock* Sundsvall Hamn had a number of reasons for selecting Damen for its new vessels, says CEO Johan Stenström. "Damen has been building vessels like this one for a long time and enjoys a good reputation in the business. Besides this, we were working with an older vessel, in a harsh environment. It was important to us, in order to ensure the reliability of our operations, to have a new, high quality vessel delivered quickly." As part of its stock building strategy, Damen had already constructed the tug at Damen Song Cam Shipyard in Vietnam, before outfitting it in the Netherlands. Damen takes this approach in order to provide its clients with the rapid delivery of a proven vessel. To ensure its vessels' suitability for the specific requirements of its clients, Damen

offers a range of options. *Sustainable features* In the case of Sundsvall Hamn, this includes installation of a Damen Marine NOX Reduction System. This in-house developed selective catalytic reduction (SCR) system, reduces NOX emissions by up to 80%, ensuring compliance with IMO Tier III regulations. Damen also installed a shore power connection to the ASD 3010 ICE. With this, Sundsvall Hamn is able to heat the tug at the quayside using electricity, thereby substantially reducing emissions. A further feature of the tug is a winterisation package that ensures its suitability for operations in the sometimes harsh Baltic conditions that Sundsvall experiences. This, too, is designed to reduce emissions. "The tug features a substantial amount of insultation," states Captain Mats Lundberg. "Not only does this ensure a comfortable working environment for those onboard, but it also increases efficiency, reducing the amount of energy required to heat the vessel and lowering operational costs and emissions." *Beyond the vessel* In addition to the tug, Damen is also providing Sundsvall Hamn with crew training. This will consist of both onboard and simulator training to ensure the operators of familiarity with the vessel. Sundsvall Hamn was supported by Stockholm-based Saltech Consultants in preparing the vessel for Swedish Flag. Damen's long-standing relationship with the organisation helped to smooth the process. Damen Sales Manager for Scandinavia Martin Verstraaten, said, "It has been a pleasure to cooperate with Sundsvall Hamn on this project. Our two organisations have been in contact for many years already and I have always found my communication with the organisation to be very pleasant and professional. Their commitment to providing a high quality, safe and reliable operation can be seen in this investment they have made in a modern and efficient, state-of-the-art tug. I am confident that the ASD Tug 3010 ICE will serve them well for the coming decades." Project manager Joost Haafkens added, "The cooperation between Damen and Sundsvall Hamn is very good. The communication is very honest and clear, resulting in a very productive relationship. As with all projects, there have been some challenges along the way, but we take them on together and work towards the best possible solution." *(PR-Damen)*

INSURANCE PREMIUMS LIKELY TO REFLECT TARIFFS

Insurance companies meet often with their agents and brokers to monitor market conditions. This year, across all product lines, the most frequently flagged concerns are the potential impact of tariffs and ongoing economic uncertainty. Savvy insureds should factor this into their buying decisions. Tariffs on imported goods have already inflated the cost of repairs and replacements covered by insurance. Insurers are likely to pass these increased claims costs onto policyholders through higher premiums. Supply chain disruptions may factor in as tariffs settle and costs adjust. As seen during the pandemic, such disruptions can delay repairs and extend claims duration, raising administrative costs for insurers and frustrating policyholders. Industries relying heavily on imported materials will face increased operating costs, potentially leading to higher commercial insurance premiums. The replacement value of inventory, parts, fuel, and other overhead may drive the need for higher exposures and policy limits. While tariff negotiations continue, the insurance industry will remain exposed to the broader economic uncertainty they create. A downturn or recession could lead businesses and individuals to cut coverage, raise deductibles, or cancel policies, reducing premium income. Increased uncertainty may also raise the risk of business defaults, affecting commercial lines such as trade credit insurance. Volatility in investment income also affects premiums, as insurers rely on returns to maintain profitability. When returns fall, they may tighten underwriting — while seeking more revenue — by raising scrutiny and eligibility requirements. Writing less business is a blunt but often-used tool to limit losses from rising claims costs. Economic hardship can also exacerbate social inflation, with increased litigation and higher jury awards, especially in liability lines. This trend has been growing and could accelerate under worsening economic conditions. The combination of tariffs and economic uncertainty is likely to create a challenging 2025 for the U.S. insurance market. Policyholders should expect upward pressure on premiums across multiple lines. The ability of both insurers and policyholders to manage risk and adapt to evolving conditions will be crucial to mitigating these impacts. *(Source: Workboat)*

INAUGURATION CEREMONY OF THE TUGBOAT TIM AZIMA 1

Timsah Launches Tugboat "**Tim Azima 1**" and Signs Lease Agreement with Petrobel. As part of its continued success in the field of tugboat construction, Timsah Shipbuilding Company held a launch ceremony on the afternoon of Wednesday, June 11, 2025, for its new tugboat "**Tim Azima 1**" at the company's headquarters in Ismailia. The event was attended by a distinguished group of guests and several leaders from the maritime sector. The launch of "**Tim Azima 1**" marks another milestone in the successful "Azima"-class series, which has proven to be highly effective in supporting marine guidance and maneuvering operations—enhancing maritime capabilities and improving operational efficiency. The ceremony began with a welcoming speech by Eng. Ahmed Ibrahim, Chairman of Timsah Shipbuilding Company, who expressed his pride in this new achievement. He praised the efforts of all employees who contributed to the project with professionalism and dedication, affirming that this launch represents another step forward in the company's ongoing modernization and development strategy. The tugboat "**Tim Azima 1**" was fully constructed at the company's shipyards, in accordance with the latest international standards, reflecting Timsah's commitment to maintaining its leading position in this vital industry. In a move that highlights the confidence major players place in Timsah's products, a lease agreement for "**Tim Azima 1**" was signed immediately after the launch with Petrobel, one of the leading companies in the maritime energy sector. This further reinforces Timsah's status as a trusted provider of advanced marine transport solutions. *(PR-Timsah SY)*

ACCIDENTS – SALVAGE NEWS

SALVORS GET APPROVAL FOR REVISED BAYESIAN SALVAGE PLAN

Authorities in Sicily have approved a modified salvage plan by Hebo and Smit Salvage salvors and coordinator TMC Marine to raise the superyacht **Bayesian**. The plan involves the **Hebo Lift 10**, one of the largest sheerlegs in Europe, lifting the stern of the yacht that sank off the northern coast of

Sicily in August 2024, so that salvors can pass the slings under the hull. The clayey bottom requires this approach. Earlier, attempts were made to pull the cables under the hull while it was lying on the seabed. A total of eight slings are needed to lift the 56-metre-long vessel. The latter is scheduled for the end of June. Over the past week, the salvage teams have been searching the seabed around the **Bayesian** for materials from the yacht using remotely controlled underwater equipment. 17 objects were found, including deck furniture and the shell of a life raft. Marcus Cave, Head of Naval Architecture and Director of TMC Marine: 'We are pleased with the approval of the revised plan and hope to make real progress now. It is and remains a complex lifting operation that requires detailed preparation. *(Source: Schuttevaer; Photo: ANP)*

EMPTY YACHT FOUND HIGH AND DRY ON CORNISH COAST

The UK's HM Coastguard and the RNLI launched an extensive search for survivors after finding a yacht high and dry on the rocks of the Cornish coast, its sails still set but with no one aboard. At about 2015 hours on June 13, the HM Coastguard station at Mevagissey, Cornwall received a report of a yacht that had run aground at Chapel Point, near the southern entrance of the English Channel. Coast guard and RNLI responders went out to check on the boat. Wearing dry suits for protection, they boarded the vessel and found no one on board, suggesting the need for a

SAR operation. Under the direction of the Falmouth Coastguard station, the service launched an extensive onshore and offshore search with assistance from the RNLI. The RNLI Falmouth lifeboat, Fowey lifeboat, Devon & Cornwall Police, RNLI Looe Lifeboat Station and Coastguard helicopter and fixed wing aircraft joined in the effort. The Fowey lifeboat crew deployed for more than 10 hours and conducted a search pattern between Chapel Point and the Lizard up to 25 nautical miles from home port. The coastal search team stood down Saturday, while at-sea search continued until 0630 the next morning. The authorities do not plan to release further details at this point. "We'd ask people to consider the family and friends of those involved and not to speculate online until the facts are known," Mevagissey Coastguard requested in a statement. *(Source: Marex)*

WAN HAI 503 TOWED AWAY FROM INDIAN COAST

The container ship **Wan Hai 503** stricken by fire is being towed westwards away from the Indian coastline. A tow was established with **Wan Hai 503** on 13 June after a salvage team was winched onto the aft of the vessel with the assistance of the Indian Navy. "The **Wan Hai 503** is currently being towed westwards away from the Indian coastline to protect the Indian coastline, and its maritime and fisheries resources," Wan Hai Lines said in a statement. Wan Hai said it has appointed T&T Salvage as salvors for the vessel as well Bureau Veritas' TMC Marine as consultant to assist the owner and insurers in ongoing salvage operations. The **Wan Hai 503** is under tow from the oceangoing tug **Offshore Warrior**. The search continues for four crew members missing from the explosion and fire that ripped through the vessel on 9 June. "Wan Hai continues to actively work with Indian maritime authorities, the salvors and insurance providers to continue search and rescue for the missing crew members, and to protect the Indian coast and its marine environment," the company said. The fire continues to burn on the **Wan Hai 503** while it is under tow. T&T Salvage has deployed three firefighting tugs - **Garnet**, **Saksham**, **Water Lilly** and **Triton**, and two more salvage vessels **Saroja Blessing** and **Boka Winger**. "The salvors will also attempt to protect the remaining cargo on board, and conduct risk evaluation for the ensuing ship salvage operations," Wan Hai said. The Singapore-flagged **Wan Hai 503** was deployed on a joint service with Hapag-Lloyd and Evergreen Marine between South China and India. "Authorities are assessing all cargo and possible origins. Wan Hai is actively assisting with the on-going investigations by the Indian coastal state and the Singapore

flag state authorities into this incident," the company said. *(Source: Seatrade Maritime)*

GROUNDED LAKER TRANSITS TO SHIPYARD FOR REPAIRS

After defueling, lightering off cargo and undergoing a thorough inspection, the laker **Hon. James L. Oberstar** has gotten under way for a drydock facility to conduct repairs from a grounding. At about 1550 hours on June 8, the laker **Hon. James L. Oberstar** experienced unusual vibration after making the turn at Johnson's Point on the St. Mary's River. The crew notified the Coast Guard and went to anchor on nearby Hay Lake to conduct a damage assessment. Photos from the scene appear to show that she had taken on a slight starboard list. No injuries or pollution were reported, but responders deployed a containment boom around the vessel as a precautionary measure. Under the control of a unified command, the operator and commercial salvors began to take measures to reduce the risk of pollution and to maximize the vessel's stability. The laker **Kaye E. Barker** anchored alongside the **Oberstar** on Thursday morning, and the crew of the **Oberstar** used their self-unloading boom to transfer their cargo - 29,000 tonnes of limestone - over to the **Barker**. Responders also ran hoses to a damaged bunker tank and pumped off thousands of gallons of oily-water mixture. After these steps were completed, and a thorough engineering assessment of the ship was finished, the unified command authorized the **Oberstar** to make a transit to Fraser Shipyards in Superior, Wisconsin. The trip will take about 28 hours to complete. "This incident is not complete until the vessel is safe and secure at Fraser Shipyard," says U.S. Coast Guard Captain James Bendle, Federal On-Scene Coordinator for the Hay Lake Marine Casualty Unified Command, "Everyone supporting this response is highly focused on ensuring that personnel aboard and escorting the vessel are safe, that our waterways and wildlife are protected, and that any impacts to economic activity are mitigated." *(Source: Marex)*

TUG GARTH FOSS NOW ASSISTING STRICKEN CAR CARRIER MORNING MIDAS

The second of three specialized vessels dispatched by salvors, Resolve Marine, arrived at the location

of the car carrier **Morning Midas** (IMO 9289910), on June 15, local time zone (UTC -9), reports

Zodiac Maritime. That vessel, the **Garth Foss**, which has specialist firefighting capabilities, has now taken over from the tug **Gretchen Dunlap** which had been on scene since June 9. A third tug with long distance towing capabilities is also en-route and will arrive within approximately a week. "The salvage and firefighting specialists onboard the **Garth Foss** have assessed the **Morning Midas** and report that both thermal scans and visual inspections show no signs of active fire onboard," says Zodiac Maritime. "They also report that there are no signs of pollution to the water and that the vessel's watertight integrity remains intact." The **Morning Midas** is now located approximately 350 miles southwest of Adak, Alaska. The Coast Guard received the initial report of the fire aboard the ship Tuesday, June 3, at approximately 3:15 p.m. The **Morning Midas** is carrying 3,048 vehicles, 70 being fully electric and 681 being hybrid electric. Smoke was initially seen emanating from a deck carrying electric vehicles. The salvage specialists aboard the **Gretchen Dunlap** were able to connect a tow cable to the **Morning Midas** on 11 June to stabilize her and control her movement. The tow line has now been transferred to the **Garth Foss** to continue controlling the car carrier's movements until the long-distance towing vessel arrives. Resolve Marine is implementing its comprehensive salvage and safety plans which have been reviewed by the United States Coast Guard (USCG). Pollution control plans have also been developed, with pollution control assets on standby. "All operations will be undertaken with the safety of all involved and the protection of the environment being our highest priorities," says Zodiac Maritime, noting that it and Resolve Marine both continue to be grateful for the ongoing close cooperation and support from the United States Coast Guard. ● According to owner Foss Maritime, the **Garth Foss** is a Voith Tractor tug featuring 8,000 horsepower and 87 tons of bollard pull. It measures 155 feet in length and was delivered by Equitable Shipyards in 1994. *(Source: MarineLog)*

ASA 2025 SOUNDINGS SPRING EDITION

As the 2025 Atlantic Hurricane Season begins, so does our industry's annual commitment to readiness, resilience, and rapid response. With June 1st now behind us, we've officially entered the 2025 Atlantic Hurricane Season, which runs through November 30th. NAOO forecast a 60% chance of an above-normal season, a 30% chance of a near-normal one, and just a 10% chance of a blow-normal year. What does that mean for the salvage industry? Frankly, what it always means: preparation. We inspect and stage our equipment, ensure our teams are strategically positioned, and assess each of our facilities to confirm they can withstand a direct hurricane impact while remaing ready to support community response efforts which would likely be needed. Despite our operational readiness, we continue to face contracting barriers that delay our ability to respond quickly. While we may be able

to start removing vessels and debris days after a hurricane has left an area, it can still take weeks or even months for the contracting mechanisms to allow us to get to work. ASA leader-ship remains actively engaged with regulators and decision-makers to streamline this process and promote utable partners-like the members of our Association. While federal budget cuts, particularly to FEMA, pose additional hurdles, we're cautiously optimistic. The January announcement by President Trump establishing the FEMA Review Council shows a willingness to address inefficiencies in the agency. We will be watching and participating where possible to ensure the interests of our industry are represented. Thank you to all who participated in our Q1 Member Impact Survey, as mentioned in the last issue of Soundings. Your responses help us demonstrate the importance of our work to the broader transportation eco-system. Still, we need more data. The more members who contribute, the stronger our voice becomes. If you haven't yet participated, please do-your input shapes the story we tell regulators, partners, and the public. On the training front, we're excited to again present the Marine Salvage Response Course to the USCG National Strike Force, taking place August 4-8 in Mobile,AL This year, under the leadership of "JJ"Winston of Global Diving & Salvage, the agenda will feature deep dives into SMFF (155 regs, timing, planning, VRPs), NFPA. By Joe Farrell III – ASA President / American Salvage Association.

MASSIVE FIRE AFTER COLLISION BETWEEN FRONTLINE VLCC AND DARK FLEET TANKER OFF FUJAIRAH

One of the tankers believed to be involved accused of being part of the dark fleet. A Frontline VLCC and a dark fleet suezmax tanker have suffered fires in the Gulf of Oman off Fujiarah in the UAE following a collision. The ships are Frontline's 300,000-dwt crude carrier **Front Eagle** (built 2020) and the 165,000-dwt **Adalynn** (built 2002), which is managed by Oceanpack Ship Management of Dubai. Frontline told TradeWinds it was responding to an incident involving the Front Eagle, managed by Anglo-Eastern. It confirmed the collision with the **Adalynn**. Tanker sources in Singapore said the VLCC is on charter to oil major Unipec, which could not be reached for comment. The suezmax tanker **Adalynn** has been accused by the Ukrainian government of being part of the dark fleet.

Diaplous Group was one of the first to uncover the incident. In a statement on Tuesday it said An

Antigua & Barbuda-flagged crude oil tanker collided with a Marshall Islands crude oil tanker, "resulting in a massive fire minutes after the collision, potentially caused by residual fuel, engine room, or cargo related ignition". The company added: "The Antigua & Barbuda-flagged crude oil tanker sustained a severe structural damage. There are no reports – so far – for any casualties." The UAE's National Guard said in a social media post: "The Coast Guard of the National Guard carried out today, Tuesday, June 17, 2025, an evacuation mission involving 24 crew members of the oil tanker **Adalynn**, following a collision between two ships in the Gulf of Oman. "The ship's crew was evacuated from the incident site, located 24 nautical miles off the country's coast, to the Port of Khor Fakkan using search and rescue boats." Open source intelligence company OSINT Defender earlier on Tuesday had suggested that other vessel involved was Frontline's. The **Front Eagle**, which is Liberia-flagged, last broadcast an AIS position at 04h40 GMT saying it was "not under command". The Oslo and New York-listed company has now confirmed the fire on its VLCC has been extinguished. Ambrey confirmed at 0345 hours UTC that the cause of the incident was not security-related. The incident took place at 0150 UTC, the company said. Fearnley Securities said spoofing of GPS signals has made the area more prone to accidents lately. "We don't see this accident having a large impact on rates, as oil continues to flow relatively undisturbed. Pressure on rates is more related to owners demanding higher risk premiums and some opting to stay out of the Middle East Gulf," the investment bank said. They also noted a thin fixture list and owners demanding higher rates to fix in the region. Mumbai-based OceanPack has no listed phone numbers. TradeWinds has reached out to the company via email. The Antigua & Barbuda-flagged **Adalynn** was shown on the Marine Traffic as lying in close proximity to the Front Eagle, and last put out an AIS broadcast at 01h50 GMT. The Ukrainian government has accused the **Adalynn** has of being involved in the export of Russian oil/oil products from the port of Ust-Luga, as well as using deceptive practices such as disabling its AIS and conducting "shady activities" in the Kola Bay area in 2023 and 2024. Kpler ship tracking data showed that the **Adalynn's** last laden voyage was from the Russian Baltic Sea port of Ust-Luga in September 2024. It delivered 855,000 barrels of Urals crude to the Vadinar refinery on the west coast of India the following month. Since then, it has remained off the coast of the UAE and

spent several months at the port of Duqm in Oman. **Front Eagle** has P&I cover with Steamship Mutual, according to databases. The **Adalynn** does not have cover from any of the 12 clubs that make up the international group, which represents about 85% of global shipping. It was not immediately clear which company provided third party liability cover for the ship. Watch the YouTube video HERE *(Source: TradeWinds News; Photo: Osintdefender via Instagram)*

REMEMBER TODAY

S.S. DWINSK – 18 JUNE 1918

SS **Dwinsk** was a transatlantic ocean liner that was launched in Ireland in 1897 as **Rotterdam**, renamed **C. F. Tietgen** in 1906, and renamed **Dwinsk** in 1913. A U-boat sank her in 1918, with the loss of 23 lives. The ship was built for Holland America Line (Nederlandsch-Amerikaansche Stoomvaart Maatschappij, or NASM), but was successively owned by Scandinavian America Line and Russian American Line, and after the Russian Revolution she was managed by Cunard Line. She was the third of several NASM ships to be named after the city of Rotterdam. She was also the first ship that Harland & Wolff built for NASM. *Building* Harland & Wolff built the ship in Belfast as yard number 312 on slipway number 9. Her keel was laid on 16 May 1896, she was launched on 18

February 1897 as **Rotterdam**, and she was completed on 29 July 1897. Her registered length was 470.3 ft (143.3 m), her beam was 53.2 ft (16.2 m) and her depth was 22.3 ft (6.8 m). Her tonnages were 8,139 GRT, 5,160 NRT and 9,390 DWT. **Rotterdam** had berths for 212 passengres in first class, 112 in second class, and 837 in third class. Her holds had capacity for 323,000 cubic feet (9,100 m3) of baled cargo. The ship had twin screws, each driven by a three-cylinder triple-expansion steam engine. The combined power of her twin engines was rated at 954 NHP or 5,500 ihp, and gave her a speed of 15 knots (28 km/h). She made her sea trials on 29 July 1897. *Career* NASM registered **Rotterdam** at Rotterdam. Her code letters were WLJR. On 18 August 1897 she left Rotterdam on her maiden voyage, which was to New York via Boulogne. Her final voyage in this route began from Rotterdam on 17 February 1906. On 5 April 1906 Scandinavian America Line bought **Rotterdam** and renamed her **C. F. Tietgen**, after the Danish industrialist Carl Frederik Tietgen. She was registered in Copenhagen, and her code letters were NPRK. On 29 April she began her first voyage from Copenhagen to NewYork via Christiania and Kristiansand. On 28 June 1906 **C. F. Tietgen** collided with the 70-foot (21.3 m), 63 GRT US schooner **E. C. Hay** in the North River off the Desbrosses Street Ferry terminal in New York City. **E. C. Hay** sank, but all four people aboard her survived. By 1910 **C. F. Tietgen** was equipped for wireless telegraphy. On 7 July 1910 she left Copenhagen on a cruise to the North Cape, calling at Bergen and Trondheim. By 1913 her call sign was DCF. On 29 July 1913, Nordisk Film chartered her to appear in the film Atlantis. On 6 November 1913 she began her final voyage from Copenhagen to New York. She completed 110 transatlantic crossings for Scandinavian America Line. On 24 December 1913 Russian American Line bought **C. F. Tietgen** and renamed her **Dwinsk** (Двинск), which is a Russian name for the city of Daugavpils in what was then the Vitebsk Governorate of the Russian Empire. She was registered in Libau (now Liepāja in Latvia), her code letters were IWAR, and her wireless telegraph call sign was RDK. On 10 February 1914, **Dwinsk** began her first voyage from Libau to New York. Her final voyage on this route began on 28 July 1914, the day the First World War began. On 20 September 1914 she began her first voyage from Archangel to New York via Hammerfest. After the October Revolution in the Russian Empire, the United Kingdom government seized **Dwinsk**. The Shipping Controller appointed Cunard Line to manage her. Her UK official number was 142312 and her code letters were JSKH. She was defensively armed with one or more naval guns. On at least one voyage she carried troops from Halifax, Nova Scotia to Great Britain. *Loss* On 18 June 1918 **Dwinsk** was making 13 knots (24 km/h) en route from Brest, France to the USA. Sources differ as to whether her destination was Newport News or New York. The weather was fine, the sea was smooth, with a slight swell, and visibility was good. At about 09:20 hrs **U-151** fired a torpedo at her about 400 nautical miles (740 km) north of Bermuda. **Dwinsk's** lookouts sighted the torpedo on her port quarter at a range of 200 yards (180 m). Her helm was put hard to port, but the torpedo hit her and exploded in her number 4 hold. **U-151** then surfaced and opened fire with her two 88 mm deck guns. One round hit **Dwinsk's** magazine, which exploded. Her Master gave the order to abandon ship, and her crew launched seven of her lifeboats. **Dwinsk** sank at about 11:15 hrs at position 39°10'N 63°10'W. **U-151** interrogated the occupants of the boat commanded by the Second Officer,

but took no prisoners. The U-boat remained in the area, waiting to attack any ship that came to rescue survivors. Later on 18 June, the troopship USS **Von Steuben** approached the lifeboats. **U-151** fired a torpedo at her, but by changing course **Von Steuben** avoided being hit, and the troop ship returned fire, firstly with her 5-inch guns, and then with depth charges. In the ensuing days, the lifeboats became separated. On 21 June the westbound troop ship **USS Siboney** found two of **Dwinsk's** boats and rescued their occupants. Four more boats were found and their occupants rescued. One boat, commanded by the boatswain's mate, was found after eight days. The boat commanded by the Chief Officer lost one occupant to drowning. On 28 June **USS Rondo** found the boat and rescued its remaining occupants. The boat commanded by the Second Officer was never found. Including the Second Officer, it carried 22 people. In January 1919 Dwinsk's Chief Officer, Robert Pritchard, and Boatswain's Mate, Philip Larbalastier, were awarded the Distinguished Service Medal for their "good seamanship, management and fortitude" in command of their respective boats. *(Source: Wikipedia)*

OFFSHORE NEWS

GEOQUIP MARINE EXTENDS SURVEY VESSEL CHARTER FOR FIVE MORE YEARS

Swiss-based offshore geotechnical data acquisition specialist Geoquip Marine has extended the charter agreement for the 2017-built geotechnical survey vessel Dina Polaris from Myklebusthaug. Under the agreement, the vessel will remain part of Geoquip's operational fleet through to 2030. The vessel has been with the company since its delivery. To date, the vessel has completed over 30 offshore projects worldwide. The financial details of the deal were left undisclosed. According to the company, it is one of the world's largest and most capable geotechnical drilling vessels with the ability to operate in some of the harshest weather conditions. It is equipped with a twin-tower deepwater geotechnical drilling rig, which enables it to conduct drilling, coring, sampling, and testing across all

soil types at depths down to 2,500 m. The vessel also possesses an onboard soil laboratory which can provide soil classification and determine strength parameters for design, analysis, and assessments for clients whilst offshore. *(Source: Splash24/7)*

SHIPS FOR NATO SUMMIT SECURITY

Several ships will be deployed for the nautical security of the NATO summit on 24 and 25 June. For this purpose, the Joint Inter Agency Task Force North Sea (JIAFT-NS) partnership was established between Defence, the Police and the Coast Guard. The air defence and command frigate **Zr.Ms. Tromp F803**, the disaster response vessel **Guardian**, the patrol vessel **Barend Biesheuvel** and the smaller patrol boats **Visarend** and **Zeearend** will be deployed. During the summit, a sea area up to 12 miles off the coast between Hoek van Holland and Noordwijk will be closed. The sea tug **Multraship Protector** will replace the **Guardian** during this period and will temporarily operate from Den Helder for this purpose. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

WELL-DESERVED RETIREMENT FOR SHEERLEG BRABO

After forty-four years, the Port of Antwerp is saying goodbye to an iconic crane. After more than forty years of loyal service, the **Brabo** sheerleg will be allowed to retire at the end of 2025. In doing so, the Port of Antwerp will lose a piece of maritime heritage that has contributed to countless maritime operations for more than four decades. The reasons for decommissioning are limited deployment and declining demand for heavy lifting operations. Furthermore, the technical condition of the sheerleg also plays a role, with the certificate expiring in 2026, and the availability of alternative lifting options on the market. The costs of keeping the crane operational are too high and are not in proportion to the limited use. **Brabo** is named after the Antwerp folklore figure, in line with other ships such as **Den Duvel** and **De Neus**. The floating **Brabo** sheerleg was built in 1981 at the Cockerill shipyards in Hoboken. With an

impressive lifting capacity of up to 800 tonnes, depending on the spread, and dimensions of 60 metres in length and 27.5 metres in width, **Brabo** has performed countless lifting operations. In the period 2000-2009, an average of two hundred lifting tasks were performed per year, which dropped to 138 per year between 2010 and 2019. *Terraced operations* A small selection of the special feats of force: in 2018, the 1959 river minesweeper **Oudenaarde**, weighing approximately 200 tonnes, was successfully moved from the Orteliuskaai to the Droogdokken. In 2020, **Brabo** was deployed to remove debris from a collapsed harbour crane from the water in the Deurganckdok, after a ship adrift collided with a 43-metre-high quay crane. One of the most challenging jobs was removing the doors of the Royerssluis, where **Brabo** worked at its maximum capacity. In addition, the crane was used to recover a whale carcass in the port of Antwerp, an operation that initially failed but was later successfully carried out thanks to **Brabo**. *No slewing* A distinguishing feature of **Brabo** is that, unlike classic cranes, it cannot slew. Movements must therefore be carried out on the water. To prevent tilting, water is pumped into the hull for extra stability. The standard crew consists of two captains, four sailors and two marine engineers. Depending on the lifting task, an additional sailor is deployed, especially during operations on the Scheldt or during anchor manoeuvres. *(Source: Maritiem Media)*

DP TESTING BY FUGRO ZEPHYR

The **Fugro Zephyr** survey vessel, one of the latest additions to the Fugro fleet, has extensively tested its dynamic positioning system in the port and on the Marsdiep in the past week. This system is necessary to ensure that the ship remains accurately positioned despite wind and current when sampling the seabed. For the soil survey work, the vessel is equipped with, among other things, a nearly 40-metre-high drilling tower. In addition to the **Fugro Zephyr**, the **Fugro Revelation** was also spotted in the Helder harbour last week. *(Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)*

BRIGGS MARINE SIGNS LANDMARK £182M CONTRACT WITH UK MINISTRY OF DEFENCE

Briggs Marine, a leading provider of marine services, has been awarded a significant contract with the UK Ministry of Defence (MoD) to supply and maintain Authority Moorings, Markers, and Targets over the next 8 years with a forecast revenue of £182m. The successful bid is the largest defence contract to be awarded to the Fife-based company to date and forms part of the MoD's 'next generation of marine services' programme. It will see Briggs deliver a scheduled maintenance requirement alongside an extensive replacement programme which will modernise and standardise the MoD's heavy moorings and aids to navigation (AtoN) over the contract term. This service is vital to naval operations throughout the UK and overseas. The contract will give the Company the ability to secure associated employment and further investment in its vessel fleet and industrial infrastructure over that time. The maintenance tasking requires a unique combination of marine and subsea skills, which Briggs is well equipped for. The Company's recently built **'MV Forth Constructor'**, is one of the vessels planned to be utilised in the delivery of the contract and has already proved itself to be a capable and efficient vessel for delivery of the programme. Briggs will update and modernise all aspects of the service delivery, to improve the quality of data that it is able to use collaboratively with MoD. In doing so, Briggs will improve efficiency and effectiveness of maintenance, reduce downtime and reduce hazard exposure. Briggs has significant experience in this area. The Company has previously undertaken similar works for almost two decades, providing the maintenance element of this task as prime subcontractors to Serco under 'FPMS' and 'CPMS' programmes. In this iteration of contract, Briggs will provide design and assurance services under 'Equipment Authority' status and to provide all replacement material during the term. *Iain Ross, Director of Port and Marine Services commented* "Specialist marine services are an important enabler to the country's defence capabilities and Briggs Marine is proud to support that." *He continued* "Our excellent track record in delivering services to the MoD's high standards sets us in good stead. We welcome this new opportunity, and we are confident that we will continue to deliver exceptional results." *Collieson Briggs, Managing Director at Briggs Marine added* "This new contract will both safeguard existing jobs and create significant new opportunities throughout the UK. We look forward to delivering outstanding results whilst continuing to invest in the Company's growth and capability. As the UK's leading provider of mooring and Aids to Navigation services, Briggs also provides demarcation and navigation buoys to a range of commercial clients including offshore wind developers to port authorities. The Company produces and maintains technologically advanced AtoN and moorings with very high degrees of assurance. (PR-Briggs)

MERMAID SUBSEA WRAPS UP NORTH SEA WELL INTERVENTION JOB

Mermaid Subsea Services (UK) has completed a well intervention on the Teal P2 well in the Central

North Sea for Anasuria Operating Company (AOC). Executed from the **Island Valiant** vessel, the

operation was carried out on behalf of Anasuria Operating Company (AOC), the FPSO Operator for Teal and Teal South, as well as Guillemot A. Teal P2 is part of the Anasuria Cluster, which is centered on the Anasuria FPSO, located approximately 190 km east of Aberdeen in a water depth of 89 m. The primary objective of the intervention was to perform a scale inhibitor treatment on the well, which lies about 4 km north-east of the FPSO. The scale squeeze treatment was designed to safeguard production flow and maintain well integrity for at least the next three years. For Anasuria, the well intervention contributes to the long-term production performance of the Teal asset, bolstering the U.K.'s security of energy supply. "This successful and efficient well intervention on Teal P2 highlights our expanding capabilities and ability to deliver complex subsea operations, be they in decommissioning or asset lifetime extension. "To safely execute the project with a positive outcome on the primary objectives, while working with Anasuria Operating Company and multiple partners, reflects our commitment to operational excellence and supporting the UK's long-term energy resilience," said Scott Cormack, Regional Director for Mermaid Subsea Services (UK). *(Source: Offshore Engineer)*

MUSEUM NEWS

GESCHIEDENIS STOOM SLEEPBOOT SCHEELENKUHLEN

De **Scheelenkuhlen** (20.09296) werd in 1927 in opdracht van het Wasser- und Schiffahrtsamt, vergelijkbaar met het Nederlandse Rijkswaterstaat, gebouwd. De opdracht werd aan de scheepswerf Johann Oelkers te Neuhof (Hamburg) gegund. De **Scheelenkuhlen** heeft bij haar eerste eigenaar dienst gedaan op het riviervak Brunsbuttel – Cuxhaven inclusief de Elbemonding en Duitse Bocht.

De voornaamste werkzaamheden bestonden uit assisteren bij de verkeersregeling van zeeschepen. Maar daarnaast heeft het schip ook dienst gedaan als bergingsvaartuig, ijsbreker en bevoorraden van vuurschepen met drinkwater. Ook het verslepen van o.a. baggerbakken behoorde tot haar takenpakket. Na 47 jaar trouwe dienst werd het schip in 1974 opgelegd, waarna ze in het voorjaar van 1976 als oud ijzer werd verkocht aan de Handelsonderneming A.C. Slooten te Wormer om te worden gesloopt. De heer P. Visser kocht de **Scheelenkuhlen** in november 1976 en behoedde haar van de sloop. De heer Visser was op zoek naar een hobby en samen met enkele andere enthousiastelingen hebben ze haar weer in de vaart gebracht. Deze eerste herstelwerkzaamheden duurden tot in de tachtiger jaren. Vlak voor zijn overlijden schonk de heer Visser de boot aan de Stichting tot Behoud van het Stoomschip te Koog aan de Zaan die sindsdien toeziet op haar behoud. Ondertussen is het schip ruim de 90 jaar gepasseerd. Ondanks continue onderhoud blijven er zaken die opgeknapt moeten worden. Daarnaast moeten ook historische schepen aan de (veiligheids)eisen van vandaag voldoen. Wij proberen hier aan te voldoen zonder daarbij afbreuk te doen aan het karakteristieke aanzicht. De komende jaren worden voor ons erg spannend. Door de wereldwijde aandacht voor het klimaat zijn de 'vervuilers' in een kwaad daglicht komen te staan waardoor sponsoren minder snel genegen zijn om te schenken. Evenementen moeten aan steeds meer veiligheidseisen voldoen en het wordt steeds lastiger om aan kolen te komen. Wat we direct merken in de prijs per ton. Wij blijven ons best doen om tóch te blijven varen en bezoekers een blik te laten werpen in vervlogen tijden. *Technische specificaties* De **Scheelenkuhlen** is echt gebouwd voor de omgeving waarin ze moest werken. Omdat ze op zee en op het wad werkzaam was heeft ze bijvoorbeeld een platte bodem zodat ze droog kon vallen op het wad. Als het schip een scherpe kiel heeft zal het naar één kant gaan hellen. Dan komt het water in de ketel ook schuin te staan en kunnen de vlampijpen droog komen te staan. Daar kunnen ze niet tegen. Daarnaast heeft ze een condensor waarmee de gebruikte stoom kan worden gecondenseerd en zo terug naar de ketel kan worden gepompt. De ketel aanvullen met zout water is funest voor het materiaal. Daarom had ze ook een flinke watertank zodat ze altijd zoet water bij zich had. *Afmeting* 21,4 x 5,61 x 1,80 meter. *Ketel* Geconstrueerd door Christansen und Meyer te Harburg. Twee vuurs Schotse ketel, kolengestookt. Verwarmd oppervlak 60 m2. *Werkdruk* 10 atmosfeer / bar.

Machine Compound stoommachine in 1927 gebouwd door Christiansen und Meyer te Harburg/Elbe.
Vermogen 220 IPK bij maximaal 220 omwentelingen per minuut. IPK (Inwendig- / indicateur-Paarde-Kracht) is het theoretische vermogen van de cilinder. Dit vermogen kan niet gemeten worden maar wordt berekend. De PK's, van bijvoorbeeld het vermogen van een auto, worden gemeten op de krukas. *(PR-Scheelenkuhlen)*

WINDFARM NEWS - RENEWABLES

SUBSTATION TOPSIDE FOR 496 MW FRENCH OFFSHORE WIND FARM ARRIVES IN LE HAVRE

The offshore substation topside built for the 496 MW Dieppe le Tréport offshore wind farm has arrived in Le Havre, France. Designed and built by Atlantique Offshore Energy, the Chantiers de l'Atlantique division dedicated to marine energy, the substation topside was transported by **Greenbarge 1** to Le Havre. The topside will stay there for ten days before reaching the offshore wind farm site in mid-June. The substation jacket was delivered by Navantia Seanergies in May. The structure, nearly 54 metres tall and weighing approximately 1,900 tonnes, was entirely built at the Puerto Real shipyard. The installation of the pin piles, the jacket, and the topside of the offshore substation will be carried out by DEME Group under a contract signed with the developer in 2023. Located 15 kilometres off the city of Le Tréport and 17 kilometres off the city of Dieppe, the Dieppe Le Tréport offshore wind

farm will have 62 Siemens Gamesa 8 MW wind turbines and an installed capacity of 496 MW. The project is developed by Eoliennes en Mer Dieppe Le Tréport (EMDT), a company whose shareholders are Ocean Winds, Sumitomo Corporation, and Banque des Territoires. *(Source: Offshore Wind)*

VESTAS EMPLOYS SOFTWARE TO OPTIMISE OFFSHORE VESSEL OPERATIONS

A major operator and charterer of crew transfer and service operation vessels supporting offshore windfarms is using software for data analytics to benchmark performance, reduce fuel consumption and make better operational decisions. Vestas is utilising software, data telematics and analysis to improve crew transfer vessel (CTV) and service operation vessel (SOV) operations enabling it to make better operational and chartering decisions through data-based insights across its offshore fleet. Vestas is using AST Reygar's BareFleet programs to benchmark vessel performance and compare fuel efficiency, said Vestas senior marine operations manager Lea Hurst. "It gives us visibility and consistency across the fleet, which is critical when you are managing multiple operations and vessel suppliers," he said. BareFleet has become a standard requirement for any long-term CTV charter with Vestas and other operators and owners of offshore windfarms. Vestas primarily uses BareFleet's telematics and digital daily progress reporting features, which have been adapted specifically for CTV operations. These tools provide daily summaries of operation metrics including transit motion sickness risk; turbine transfer performance scores and fuel consumption; digital crew logs; real-time vessel data for activity tracking; and analysis of historical trend data. Real-time data and the results from data analytics enable constructive dialogue between charterers and owners regarding vessel performance. Vestas uses the analytics platform to compare vessel performance across its chartered fleet, identifying trends, anomalies and opportunities for improvements. "BareFleet analytics has been especially useful for benchmarking vessel performance," said Mr Hurst. "We can directly compare things like fuel efficiency, transfer scores and transit conditions across vessels and operators. That insight helps us make better chartering decisions and to push for continuous improvement." Looking ahead, Vestas is taking the next step by integrating BareFleet data directly into its internal systems using the platform's application programming interfaces (API) to streamline data flows, enabling deeper analytics, and further embedding this data into Vestas' operational intelligence. "Being able to pull BareFleet data directly into our internal systems via the API is a big step forward," said Mr Hurst. "It means our operation data is not siloed. It becomes a part of a larger ecosystem that supports real-time decision making and strategic planning." Vestas has been using BareFleet since 2019 on vessels it operates and charters in to support offshore windfarms in northern Europe. *(Source: Riviera by Martyn Wingrove)*

TWO SETS OF SMST'S MISSION EQUIPMENT FOR LDA'S NEWBUILD SOVS

SMST is pleased to announce that it has been selected by Louis Dreyfus Armateurs (LDA) for the delivery of two sets of mission equipment, with an option for a third set. The Telescopic Access Bridges (TAB-L1), Access and Cargo Towers (ACT) and the 5t Motion Compensated Cranes (MCC-M) will be supplied to LDA's newbuild Service Operation Vessels (SOVs). The by Salt designed vessels, to be built at ZPMC, will enter a long-term charter with Vattenfall and commence operations in 2027 at the German wind farms DanTysk, Sandbank, Nordlicht 1 and Nordlicht 2. SMST's walk-to-work gangway system will enhance operational efficiency, as it will be strategically positioned close to the centerline, allowing for safe transfers on both port and starboard sides. Furthermore, the power-efficient gangway and crane complement the minimal-energy-usage technology of the vessel design, which reduces fuel consumption and emissions without compromising performance. "We are truly grateful for the trust LDA has placed in SMST," said Gerrit Dijkstra, Sales Manager at SMST, "We are looking forward to cooperate with LDA and ZPMC and we are committed to making this project a successful demonstration of our expertise." Gaël Cailleaux, Renewables General Manager at Louis Dreyfus Armateurs, added: "We selected SMST as a trustworthy company with an extensive track record in offshore mission equipment. Their focus on the highest energy efficiency and proven reliability makes them the ideal partner for our expanding wind-farm support fleet." *(PR-SMST)*

'UNPRECEDENTED EXPANSION' OF HEAVY-LIFT VESSELS NEEDED FOR EUROPE NOT TO MISS OFFSHORE WIND TARGETS, REPORT SAYS

Europe's aim of achieving 300-400 GW of offshore wind by 2050 means more than 10,000 wind turbines need to be installed at sea, as well as other necessary infrastructure—and this is likely to be out of reach unless the offshore energy construction industry is at the forefront of government plans,

according to a study commissioned by the International Marine Contractors Association (IMCA). A rapid and unprecedented expansion and scale-up of heavy-lift vessels, specialist equipment, and trained offshore crews, as well as upgraded port infrastructure, are necessary if Europe is to meet its offshore wind and net-zero targets, IMCA said in a press release on 16 June. However, fleet expansion is impeded as the marine contracting industry is facing uncertainty and is careful with investments in new ships, with few heavy-lift vessels currently on order. Given that it takes four to six years to build these vessels, European offshore wind targets are at risk as fleet shortages, fuel regulation uncertainty, and delayed investment decisions are leaving the sector unable to scale, according to the economic impact study conducted by PA Consulting on behalf of IMCA. IMCA pointed out that, as these vessels are expected to operate for 20 years or more, companies need long-term policy certainty before committing to major investments. "Marine contractors are ready to invest", said Lee Billingham, IMCA Director of Strategy. "But you can't greenlight a €250 million to €3 billion vessel when regulators are pushing rapid decarbonisation—from the EU emissions trading scheme to the IMO's net zero framework for shipping—without clarity on which fuels will be available or where. Port access, fuel infrastructure, and regulatory alignment all need to move in sync. To deliver its targets, the EU and European governments need to work closely with the marine contracting sector to provide the certainty required for long-term investment." Looking at the economic impact, the study – which covered the EU27, UK, and Norway – found that the offshore energy construction industry is expected to generate more than EUR 45 billion in direct gross value added (GVA) in 2025 and support over 220,000 direct jobs. Including indirect and induced impacts, the study found that the marine contracting sector will contribute more than 490,000 jobs and EUR 80 billion in GVA in 2025. IMCA said that despite being central to Europe's clean energy infrastructure, the marine contracting sector remained under-recognised, and that the Association will use the Economic Impact Report to inform policymakers at the drafting and roll-out of several EU initiatives, including the Action Plan for Affordable Energy, the Action Plan on Cable Security, the EU Ocean Pact, the EU Ports Strategy, the EU Industrial Maritime Strategy, the Energy Grids Package or the review of the EU ETS. *(Source: Offshore Wind)*

DREDGING NEWS

WESTERN MARINE: MORE DREDGING WORK AT SAINT PAUL ISLAND

Western Marine Construction Inc. from Seattle, Washington, has won a $12.3 million modification (P00002) to contract W911KB-24-C-0016 for repair of breakwater dissipation reefs, construction of scour hole protection and dredging. Work will be performed in Saint Paul Island, Alaska, with an estimated completion date of October 31, 2027. According to the U.S. Department of Defense (DoD), fiscal 2024 and 2025 civil operation and maintenance funds in the amount of $12,347,000 were

obligated at the time of the award. The U.S. Army Corps of Engineers, Alaska District, is the contracting activity. Serving the public and private business sectors, Western Marine's sixty years in business represents a wide-ranging portfolio of projects throughout the State of Alaska, West Coast, and the Pacific. Specialized marine capabilities include remote logistics, pile driving, dredging, underwater blasting and excavation, rock breakwaters, underwater drilling, etc. *(Source: Dredging Today)*

BOSKALIS KICKS OFF MAJOR DREDGING WORK IN LERWICK HARBOR

Lerwick Port Authority is embarking on a new capital project in a two-phase program to enhance the Shetland port's deep-water capabilities. A contract, valued at approximately £3.2 million in its first phase, has been secured by Boskalis Westminster Ltd. The award follows tendering led by project managers, Scottish-based Arch Henderson, part of international consulting engineers Royal HaskoningDHV. The first phase will be followed by an extended contract, to be formalized in July. Boskalis undertook a major dredging project in the North Harbour in 2008 which was the catalyst for developments shaping today's port. The new project will deepen the central area of the port, in addition to areas at Dales

Voe. Port Authority Chief Executive, Captain Calum Grains. said: "Going ahead with this next dredging project reflects the strength of the Authority's position and our confidence in the potential of the port's diversified activities." "Dredging will open the door to the next stage of the port's evolution, attracting future generations of larger vessels and benefitting all port users, particularly the pelagic fishing, cruise, oil & gas and renewables sectors." Starting this month, the initial soft dredge phase is due for completion in July, followed by the second hard dredge phase for completion by year-end. Vessels to be used initially will include the trailing suction hopper dredger (TSHD) **Shoalway**. The future phase of works will see backhoe dredger Odin, working alongside a number of support vessels. Dredging will remove both soft seabed materials and hard rock, with an expected total of 450,000 cubic meters taken to a disposal site north of the island of Bressay. The North Ness channel will be deepened and widened, improving navigational margins and access to Mair's Pier which will be dredged to a continuous 10 metres at the quayside. Approaches to Gremista Quay will also be deepened, facilitating future developments for the fishing industry. Dredging includes improving the approaches at Dales Voe and deepening the section of quay completed in 2016 to 12.5 meters depth to match the original quay. Final depths next to the quay will increase to 14.5 meters and to 16 meters in the approaches. *(Source: Dredging Today)*

BOSKALIS' TSHD COASTWAY LEAVES SOHAR PORT AND FREEZONE

After more than six months, Boskalis' trailing suction hopper dredger (TSHD) **Coastway** has left SOHAR Port and Freezone, in northern Oman. The vessel worked from start to finish on the dredging project, during which Boskalis dredged some 4 million cubic meters of sand to support the construction of the new LNG terminal in the port area. "The **Coastway**, however, was not the only vessel involved. Our trailing suction hopper dredger **Willem van Oranje**, backhoe dredger **Colbart**, pusher tug **Aquamarine** and multicat **Sidi** also made significant contributions to the project," Boskalis said. "The **Willem van Oranje** carried out the bulk dredging near the future LNG terminal, while the **Colbart**, supported by our crew boat **Lois L**, dredged the shallow edges of the area." All the material dredged by the **Colbart** was transported to a designated disposal area by the **Aquamarine** in combination with a split hopper barge. In the final phase of the project, the **Sidi** leveled the seabed with a plough. *(Source: Dredging Today)*

DREDGING KICKS OFF AT OUTER GRAND HAVEN HARBOR

Annual U.S. Army Corps of Engineers maintenance dredging operations are underway in the federal channel at outer Grand Haven Harbor, Michigan. The project, scheduled to remove 14,600 cubic yards of material from the mouth of the Grand River where seasonal shoaling accumulates, is expected to conclude by June 30, weather dependent. According to the Corps, this project does not address the inner harbor of the 2.5-mile federal channel, where the plans for dredging in areas with PFAS concerns are ongoing with the Michigan Department of Environmental, Great Lakes and

Environment (EGLE) about water quality testing and future placement. USACE is planning for limited future dredging for inner Grand Haven Harbor with placement at the Verplank upland site. The outer harbor project will utilize nearshore placement along the shoreline 8-12 feet deep in Lake Michigan. The location plan targets erosion areas for beneficial reuse, using natural wave action to distribute the dredged materials. Sediment will be placed just under a mile south of the south pier and extend for more than a half mile. King Co., of Holland, will perform the work as the final part of a three-harbor contract for St. Joseph, Holland and Grand Haven Harbors. *(Source: Dredging Today)*

DEME STRENGTHENS DIKE AROUND MARKEN

The Hof op Marken consortium, including DEME, is reinforcing the dike around the island of Marken on behalf of Rijkswaterstaat. Marken is a small, picturesque island in the Netherlands, a place where heritage and landscape are deeply intertwined, said DEME. "It's a unique and complex challenge that requires custom solutions, all while preserving the island's cultural and historical character. To limit disruption, most work is done from the water," DEME said. The dike is carefully strengthened in phases, using smart engineering methods to deal with the soft ground and ensure

long-term stability. According to DEME, the design closely follows the original dike line, keeping familiar curves and preserving views of landmarks like the iconic 'Paard van Marken' lighthouse. Once completed in 2028, the island will be protected against high water for the next 50 years, stronger, safer, and still recognizably Marken. *(Source: Dredging Today)*

BEST LARGE TSHD – HYDROMER – PIRIOU

Constructed in the famed Concarneau, Brittany, yard of France's leading and most versatile ship builder, Piriou, this immensely innovative trailing suction hopper dredger will operate from the fascinating and beautiful, Venice-like, Mediterranean port of Sete. In the ever-lasting quest for lower emissions and greater economy, the owner has chosen to equip the vessel with a hydrogen fuel cell system. That should make for substantial reductions in fuel consumption and CO2 emissions. That quest is further facilitated by an impressive new diesel electric propulsion system. **Hydromer** is undoubtedly one of the world's most modern and environmentally clean dredgers of any size or type. "Within a limited size (70 metres by 16.7 metres), it combines a wide range of dredging possibilities without compromising crew comfort for 14 persons," Romain Hamoui, Tug, Harbour and Workboat Product Manager at Piriou, told Baird Maritime. "With its 1,500-cubic-metre capacity, **Hydromer** can work up to 20 metres depth with its main trailing suction pipe, and up to 32 metres thanks to its extension. Being equipped with bottom doors and a bow coupling makes it very versatile for work in harbours and estuaries, for depth control in channel navigation and silting operations." Being equipped with bottom doors and a bow coupling makes it very versatile for work in harbours and estuaries. Hamoui added that the environmental aspect has also been enhanced to minimise emissions and ensure ease of operations. The TSHD uses containerised, compressed hydrogen tanks, stored externally on the foredeck. There is thus no need to bunker hydrogen, reducing safety risks and making refuelling easier. A crane will then be used to swap empty containers with full ones and enabling "plug-and-play" operations. A 200kW hydrogen fuel cell is combined with a 54kW battery pack for transit period and four electrical generators provide the operational power during dredging operations. "As usual on every new project and even more with 'green energy' solutions, we have faced challenges," said Hamoui. "As a shipyard we have to focus on technological feasibility but also on classification society requirements and flag regulations. "One of the biggest challenges was not [with] the fuel cell itself but all the peripheral equipment [needed for] making the hydrogen system reliable." In Hamoui's view, shipbuilding is impacted by equipment price increases, and this is true for various types of equipment from propulsion to electrical components to accommodation fixtures. "More restrictive regulations reduce the supplier's list and push for higher prices and longer delivery time." He added that shipowners are also in doubt regarding options on future energy sources as well the cost of each one, and this has compelled them to start deliberating whether to invest in such technologies immediately, or to do so in the future instead. Longer routes mean more vessels or larger vessels, and larger vessels mean deep water ports, and consequently more dredgers. "The dredging industry is linked to geopolitics,"

Hamoui replied when asked by Baird Maritime about the future of the industry. "As we can see, a conflict can quickly impact maritime routes. Longer routes mean more vessels or larger vessels, and larger vessels mean deep water ports, and consequently more dredgers." He added that the average age of dredging equipment, "is already quite high," so the industry needs to prepare for fleet renewal. Hamoui believes the French workboat industry will evolve along with the offshore wind industry. "The windfarm industry is finally growing in France. To support this segment, proper terminals will be required. This means a need for vessels dedicated to windfarm construction and maintenance." Hamoui said that in addition, all these terminals will need a full suite of vessels to build and maintain these terminals and ensure maritime access. "Besides this, the Seine-Escaut river connection will boost waterway traffic between northern France and Belgium. With [a length of] 1,100 kilometres, this project will benefit Haropa Port. Around this new road, a whole circle of workboat activity [will be] generated." *(Source: Baird)*

DREDGE MCFARLAND WORKING IN THE DELAWARE BAY

The U.S. Army Corps of Engineers, Philadelphia District has released a beautiful photo of the deep-draft hopper dredge McFarland working in the Delaware Bay. According to the Philadelphia District, the McFarland is in action – currently dredging the Delaware Bay until June 18th. The vessel and its crew are busy dredging various shoals in the bay to keep the federal channel open for commerce. Designed by the Corps' Marine Design Center, it was built in April 1967. Its name honors the late Arthur McFarland, a Corps of Engineers authority on dredging. *(Source: Dredging Today)*

YARD NEWS

BAUDOUIN'S 12M55: BUILT TO POWER THE FUTURE OF HEAVY-DUTY MARINE OPERATIONS

As tugboat operators seek more powerful, efficient, and serviceable engines to meet the demands of modern maritime operations, Baudouin answers the call with the 12M55 — its most powerful commercial marine propulsion engine to date. *Purpose-Built for Tugboats and Workboats* The 12M55 is designed for relentless performance in the most demanding sea conditions. Delivering up to 2,536 kW (3,450 hp) at 1,800 rpm, this 65.6-liter V12 engine provides the torque, responsiveness, and reliability required for towing, pushing, dynamic positioning, and long-haul duty cycles. With a long-stroke configuration and high torque output at low rpm, the 12M55 is ideal for vessels that must deliver power instantly and maintain it under stress — such as harbor tugs, deep-sea trawlers, dredgers, and offshore support vessels. *Designed for Maximum Uptime and Serviceability* Baudouin's marine heritage is evident in the thoughtful engineering behind the 12M55. Key design features include: ● Individual cylinder heads and inspection doors, allowing rapid access for maintenance, even in tight engine room spaces. ● A modular layout simplifying overhauls and minimizing downtime. ● Advanced common rail electronic fuel injection for fuel efficiency and reduced emissions. ● High-efficiency turbocharging and a robust two-stage cooling system for optimal engine temperature control and durability. The engine is fully compliant with IMO Tier II regulations, and is built to evolve with future emissions requirements. *(Source: MarineLog)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
   - *Damen delivers ASD Tug 3010 ICE to Sundsvall Hamn*
   - *The journey begins: Med Marine launched the first of six state-of-art tugboats for OMMP*
   - *Sanmar Strengthens Buksér og Berging's Fleet with Delivery of Advanced Tug BOSS*

- *Sister RAstar 3200-CL Tugs Set Sail for Coatzacoalcos, Mexico*
- *Van Wijngaarden Marine Services signs LOI with Kooiman Marine Group for next-generation DP2 Multi Purpose Vessel*

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

mailto: *jvds@towingline.com*

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER