Number 110 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 20-04-2025**

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Boskalis PRINCESS at speed passing Maassluis Photo : Henk van der Heijden (c)

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EVENTS, INCIDENTS & OPERATIONS

SAAM towage all electric tug **CHIEF DAN GEORGE** inbound to Vancouver harbour
Photo : Robert Etchell (c) CLICK at the photo !

Dry Weekly Market Monitor - Your insights from Signal

The 2017 built 63,442 tonnes **OCEAN BANQUET** receiving bunkers off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo to view and/or download the photo !

This week's highlight focuses on the shifting trends in soybean dry bulk flows from Brazil and the U.S. to China, following the latest round of tariffs imposed amid escalating trade tensions. We had already anticipated these changes in agricultural trade dynamics in November 2024, following the outcome of the U.S. elections.

Shift in Global Soybean Trade Flows

Voyage data from the Signal Ocean Platform reveals a clear structural shift in the global soybean trade, underscoring China's increasing reliance on Brazilian imports. In recent years, Brazil has steadily emerged as China's primary soybean supplier—a trend closely tied to broader macroeconomic dynamics, notably the ongoing trade tensions between the United States and China. Brazil's competitive edge stems from record harvests, favorable pricing, and a lack of trade barriers, positioning it as a more dependable and cost-effective source for meeting China's growing soybean demand.

U.S. Soybean Exports: Declining Share and Strategic Setback

U.S. soybean exports to China have traditionally adhered to a clear seasonal pattern, with peak shipments occurring in the first and last quarters of each year. However, this trend is showing signs of disruption. In March 2025, export volumes plummeted to approximately 2 million tonnes—significantly lower than during the same periods in 2023 and 2024. This decline highlights the enduring consequences of the U.S.-China trade war. As tariffs and geopolitical tensions continued, Chinese importers increasingly turned to alternative suppliers, especially Brazil. The outcome has been a persistent decrease in U.S. market share, leaving American farmers and agribusinesses struggling with diminished demand, decreasing prices, and increasing financial pressure.

The **GLOVIS MERMAID** spotted eastbound transiting the Singapore Strait
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo to view and/or download the photo !

Brazil's Export Surge: A Geoeconomic Windfall

In sharp contrast, Brazilian soybean exports to China have surged in 2025, with volumes in March and April exceeding 10 million tonnes—well above levels recorded in previous years. This growth reflects Brazil's alignment with China's seasonal demand and highlights its capacity to step in as U.S. exports falter. Sustained high export volumes into mid-year further reinforce Brazil's emergence as a reliable and dominant supplier. More than just a trade shift, this trend signals deeper economic integration between China and Brazil, solidifying Brazil's strategic role in global agricultural supply chains and reshaping the dynamics of the soybean market.

For more information on this week's freight, supply and demand shipping trends, see the analysis sections below. You can also log in to our Newsroom page under Insights & News to stay updated with the latest reports.

The bulker **ICONSHIP** outbound from Rotterdam **Photo : Paul Gerdes (c)**

SECTION 1/ FREIGHT - Freight Rates ($/t) Weaker

'The Big Picture' - Capesize and Panamax Bulkers and Smaller Ship Sizes

Sentiment in the Capesize freight market is softening as the number of ballasters rises, while early signs also point to a weakening outlook in the Panamax segment.

Capesize vessel freight rates from Brazil to North China closed at $19 per tonne, showing a 20% decrease compared to last month.

Panamax from the Continent remained at nearly $30 per tonne, showing a 6% monthly decrease, and a 30% decrease compared to last month.

Supramax vessel freight rates on the Indonesia–East Coast India (ECI) route held firm at approximately $9 per tonne, marking a 5% increase month-on-month.

Handysize freight rates for the NOPAC Far East route slipped slightly below $30 per tonne, registering a 6% decline month-on-month.

The **CETUS OMURA** inbound for Rotterdam **Photo : Paul Gerdes (c)**

SECTION 2/ SUPPLY - Ballasters (# vessels) Mixed

Supply Trend Lines for Key Load Areas

The latest ballaster indicators suggest continued upward momentum for Capesize activity in Southeast Africa, while Panamax levels face downward pressure.

Capesize, SE Africa: The number of vessels has risen to 12. This is an increase from approximately 80 vessels three weeks ago, and it is also higher than the yearly average of 110 vessels.
Panamax SE Africa: The vessel count continued to decline, falling to nearly 96 — approximately 34 below the annual average.
Supramax SE Asia: Current trends indicate a sustained upward trajectory from the peak observed in Week 13, with recent levels now hovering slightly above the annual average of 100.
Handysize NOPAC: The Handy NOPAC segment's levels have increased to 95, continuing an upward trend that began at the end of week 11.

The **ASC GLORY** receiving bunkers off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo to view and/or download the photo !

SECTION 3/ DEMAND - Tonne Days Mixed
Summary of Dry Bulk Demand, per Ship Size

The **RED DIAMOND** handling Sand off Seletar Island – Johor Strait - Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo to view and/or download the photo !

The third week of April is marked by a downward trajectory in the Panamax growth of tonne days, while a remarkable spike is recorded in the Supramax.
Capesize: The growth trend has been declining since its recent peak at the end of Week 11, though there are early signs of a recovery. Despite the dip, levels remain well above the low point seen in Week 9.
Panamax: A downward trend has emerged since the peak recorded two weeks ago, though levels remain elevated compared to the softer momentum observed in Week 8.
Supramax: The growth rate remained elevated, marking a firmer pace than the levels observed in Week 11.

Handysize: Its growth rate remained steady compared to the previous two weeks, though it showed a gradual decline in the latter half of the month.

SECTION 4/ PORT CONGESTION - No of Vessels Increasing

Dry bulk ships congested at Chinese ports

Dry bulk port congestion in China saw a significant rise across all vessel size categories.
Capesize: Capesize vessel congestion rose 142, up 10 compared to the previous week's end.
Panamax: Panamax vessel congestion rose by nearly 198, around 20 more than at the end of the previous two weeks.
Supramax: The highest congestion levels since the end of week 9 were observed, with levels around 350.
Handysize: Congestion levels rose 238, marking an increase of 18 compared to the end of the previous week.

De museumsleepboot "**HOLLAND**" tijdens open dag 12-04-'25 in Harlingen: in haar 74e levensjaar weer gereed voor het nieuwe vaarseizoen! **foto : Jarig Langhout (c)**

Boskalis **FORTE** arrived in Taichung (Taiwan) **Photo : Andre Korver (c)**

SBM Offshore FPSO's miles-long journey ends in Guyana as first oil date approaches

by Melisa Cavcic

Netherlands-based SBM Offshore, a provider of the design, construction, installation, and operation of offshore floating facilities, has bid welcome to its new floating production, storage, and offloading (FPSO) vessel destined for ExxonMobil's fourth oil project in the Stabroek block off the coast of Guyana. While revealing the arrival of the FPSO One Guyana to Guyanese shores, SBM Offshore highlights that this unit will support the ExxonMobil-operated Yellowtail development in the Stabroek block, with the first oil anticipated later this year.The U.S. oil major sanctioned its fourth project in the Stabroek block, which comprises six drill centers and up to 26 production and 25 injection wells, in April 2022 and followed it up with a contract confirmation with SBM Offshore for the supply of the FPSO.The Dutch player emphasized that the vessel arrived on schedule after traveling just over 11,000 nautical miles, or slightly more than 20,000

kilometers, from Singapore in 56 days. This unit will join the three other FPSOs – Liza Destiny, Liza Unity, and Prosperity – which are currently hard at work offshore Guyana. Alex Glenn, SBM Offshore's Chief Operating Officer, commented: "This accomplishment reflects the unwavering effort and dedication of our teams, who have worked relentlessly to make this project a reality. "The addition of FPSO One Guyana to our fleet marks a significant milestone in our operations and reinforces our commitment to excellence and innovation in the sector. Welcome to the fleet, **FPSO ONE GUYANA !**"

The **FPSO ONE GUYANA**, which is SBM Offshore's fourth unit in Guyanese waters, has an initial production capacity of 250,000 barrels of oil per day, associated gas treatment capacity of 450 million cubic feet a day, daily water injection capacity of 300,000 barrels, and a storage capacity of 2 million barrels per day.The unit, which will be spread-moored in a water depth of around 1,800 meters, comes with a design incorporating the Dutch player's Fast4Ward program. After entering drydock in March 2023, the FPSO left it almost a year later and arrived along the quayside at the Seatrium yard in Singapore.SBM Offshore confirmed the unit's move to the integration and commissioning phase in September 2024. Encompassing 6.6 million acres, or 26,800 square kilometers, the Stabroek block is operated by ExxonMobil's affiliate in Guyana with a 45% interest. The firm's partners are Hess Guyana Exploration (30%) and CNOOC Petroleum Guyana (25%).The company intends to deploy six FPSOs with a gross production capacity of over 1.2 million barrels of oil per day on the Stabroek block by the end of 2027. However, it has also hinted at the potential for up to ten FPSOs being on the table to develop the estimated gross discovered recoverable resources of over 11 billion barrels of oil equivalent.

SBM Offshore, which is also in charge of constructing the **FPSO JAGUAR** for ExxonMobil's Whiptail oil development, recently showcased its financial prowess by securing a revolving credit facility (RCF) with a group of 13 international banks and disclosed its first sale and leaseback financing deal for an FPSO deployed at Petrobras' asset in Brazil. **Sourcfe : offshore-energy.biz**

The **EVER LADEN** in Rio de Janeiro **Photo : Torleif Klokset Technical Manager Solstad | Macaé | Brazil**

Shaver Transportation to add 7,000-hp ship-assist tug

By : Eric Haun

The hull for Shaver Transportation's new tug **HEATHER S** was built by Gunderson Marine & Iron, and the vessel is being completed by Diversified Marine Inc. **Shaver Transportation Co. photo.**

Shaver Transportation Co., Portland, Ore., is scheduled to take delivery of a new 79'x40'x17' ship-assist and escort tug, Heather S, this summer, bringing more horsepower and capability to the Columbia River.The Robert Allan Ltd.-designed RApport 2500 tug is being built by a pair of partnering Portland shipyards. Gunderson Marine & Iron constructed the hull and launched it in March, and Diversified Marine Inc. (DMI) will complete the vessel, including all outfitting.

"Shaver is always looking to add new technology and capabilities to our fleet," said Jon Hellberg, the company's VP of operations. "Adding another Tier 4 vessel was attractive as well as getting a new vessel with higher horsepower and bollard pull."The newbuild will be Shaver's second Tier 4 tug, following the 8,400-hp, 112'x45'x21' tractor tug Samantha S, built by DMI in 2018.

The **HEATHER S**'s two Caterpillar 3516E main engines will each deliver 3,500 hp at 1,800 rpm, powering Berg MTA 628 azimuth thrusters. The vessel will also feature 2,156-kW John Deere 6068AFM85 auxiliary engines and a Markey DEPC 52 electric hawser winch. The tug is expected to be able to reach a speed of 12 knots and provide a bollard pull of 100 tons. It will have 20,500 gals. fuel capacity and accommodations for six crew. Hellberg said Shaver liked the RApport 2500 design after seeing others built by DMI. The first tug built in the U.S. to this design was constructed for Brusco Tug & Barge, Inc., Longview, Wash., and entered service in 2020 under long-term charter to Crowley, Jacksonville, Fla., in the Ports of Los Angeles and Long Beach. "The Robert Allan design is proven — a good hull shape for efficiency and performance," said Hellberg. "Its power, compact design, maneuverability, and great visibility from the pilothouse make it a great option for ship assist ... And it fits the bill for the Columbia River."Upon its entry into service this fall, the tug will operate from Astoria, Ore., to Portland, with a focus area from Portland to Longview, Wash. "Its primary duty will be ship assist into and out of berth and anchor," said Hellberg. "It's very capable for performing escort and emergency response work as well."Hellberg said a lot of effort went into the tug's crew features — "the human design," as he called it — with emphasis on making the wheelhouse user-friendly and the interior spaces and berthing areas quiet to reduce fatigue."We try to learn and get better every time we build a new boat," said Hellberg. **Source : workboat**

Japan completes first hydrogen, green-steel tugboat

by Martyn Wingrove

A Japanese shipyard has built the first hydrogen-fuelled tug in Asia as part of a green-funded pilot project for cutting emissions from harbour operations

Tsuneishi Sbipbuilding in Fukuyama, Hiroshima Prefecture launched this dual-fuel, 38-m tug on 28 March 2025 following its construction using JGreeX green steel from JFE Steel Corp, reducing the environmental impact from its production and operations.It has twin 12-cylinder hydrogen dual-fuel engines each delivering 3,280 kW of power, a beam of 10 m and a draught of 4 m, and is under 300 gt. Hydrogen is used in combination with traditional marine fuels, with the target of reducing CO2 emissions by about 60% compared with tugboats that use traditional marine fuels.

With the capacity to store about 250 kg of high-pressure hydrogen gas, this tug can maintain the same operational performance as when using conventional fuel. However, if there is an issue with the hydrogen fuel system, the vessel can switch to marine gasoil to ensure safety.Using JGreeX in its construction contributed to a 100% reduction in CO2 emissions from the production of steel plates for the tugboat's hull.This vessel was developed and built as part of Nippon Foundation's Zero Emission Ships Project, which aims to develop vessels emitting no CO2 emissions. Nippon Foundation intends this project to develop and demonstrate hydrogen-powered vessels while working towards realising the Japanese government's goal for carbon neutrality in the country's coastal shipping industry by 2050.Tsuneishi Sbipbuilding plans to use its experience of building this hydrogen-fuelled tug to construct more vessels ready to use hydrogen and other green fuels using green steel materials. "We have successfully launched our first hydrogen-fuelled tugboat," confirms Tsuneishi Sbipbuilding managing executive officer and general manager of design, Takanori Nishijima. "We will utilise the knowhow and design processes we have developed in the construction of hydrogen-fuelled tugboats, which require high power, in the construction of further new fuel vessels," he says. "Our company is working to achieve carbon neutrality by developing and constructing new fuel vessels such as methanol, LNG and hydrogen-fuelled vessels, making use of group synergies. We will continue to contribute to the decarbonisation of the maritime industry through a multifaceted approach to the development and construction of new-fuel vessels, and the utilisation of green steel materials." **Source : Riviera Maritime Media**

Tariff madness' will prompt renegotiation of ocean shipping contracts

By : Charlotte Goldstone

Today's "absolutely nuts" container shipping market will spur contract renegotiations, as rates and minimum quantity commitments (MQCs) are questioned, according to Patrik Berglund, CEO of Xeneta. "Disruption has been constant for the past six years. It's one thing after another," said Mr Burgland. And as a recent Loadstar Premium report highlighted, "the colossal waves of uncertainty couldn't come at a more unfortunate time".

The **CHIBA C** anchored at Taicang at the Yangtze River **Hans Semeins ob Coral Acropora ©**

"April is traditionally annual contract signing season, when most shippers and their carriers conclude pricing and volume commitments for the next 12 months," explained Premium. Mr Burglund said the US tariff increases and pauses that had stifled demand, paired with ocean liners' aggressive thirst for tonnage over recent years, had left him "concerned for carriers". He warned that when the market was in turmoil, "carriers tend to be opportunistic", and that as the rift widened between supply and demand, liner operators would keep rates from bottoming by bringing in surcharges.

"There have been attempts to keep rates from bottoming, with small regular rate increases, but they've felt artificial," said Mr Burglund. Indeed, yesterday Maersk announced a peak season surcharge (PSS) from Far East Asia, excluding China & Hong Kong, to the US and Canada, effective from 15 May of $1,000 per teu. And the Danish carrier will charge $500 per teu on cargo from Turkey and Egypt to the US and Canada. Earlier this week, Hapag-Lloyd announced a general rate increase (GRI) of $500 per teu from Asia to Latin America, effective 22 April, and on Monday, MSC announced a PSS of $800 per teu on North Europe to US, Canada, Mexico, Puerto Rico and the Bahamas, from 13 May.

Fabio Brocca, chief product officer at Xeneta, advised that on many trades, shippers would be able to make savings by sticking to the spot market. But CEO of Sea-Intelligence Alan Murphy told The Loadstar Premium: "The spot market is bound to be a wild ride in 2025, but at the moment, just based on the tariff madness, I don't know the direction it'll move." Xeneta predicted that there would be "lots of renegotiating of contracts made over the past two quarters", while Mr Brocca added that shippers would need to reassess if they were able to provide their MQCs. **Source : The Loadstar**

The **TIGER 5** an ASD tug of 4400 HP, length 94 ft, beam 34 ft built by Honolulu Marine in 2008 is escorting the **KONINGSDAM** at Nawiliwili Hawaii. **Photo : Harrie Nijenhuijzen (c)**

Ferry delay caused by ramp and registering issues

By : Jake Wallace BBC News, Channel Islands

DFDS A large ferry sailing across the sea. The ferry has the company name prominently displayed on its side in big white text. The top of the boat is painted in white with the bottom in blue. There is a clear sky with some light clouds.DFDS

Deputy Kirsten Morel said the delay "highlighted the importance" of continuous communication between the government and DFDS Jersey's new fast ferry to France was late going in to service as it needed to be re-registered and had problems with its ramp, the politician responsible has revealed.
Deputy Kirsten Morel was responding to questions from a scrutiny panel on 14 April on why the DFDS Tarifa Jet's first scheduled sailing in March had to be cancelled.He said the ship's ramp needed to be made stronger to "accommodate heavier vehicles" and DFDS decided to "re-flag the vessel" on the United Kingdom shipping register.In response to the delay, he said the complexity of the partnership with DFDS would "take time to embed" but he was "impressed" by the way it responded to the set back.
DFDS was relying on the slower **STENA VINGA** to take passengers between Jersey and St Malo.

The **TARIFA JET** went in to full service on Saturday.
Both the Government of Jersey and States of Guernsey started a joint tender process to secure a new ferry operator at the start of 2024.A decision was due to be made in September but the process was delayed.Guernsey's government announced in October that it had chosen Brittany Ferries to run it's service.In December, Jersey's government announced it had opted for a different operator in Danish Company DFDS.Brittany Ferries launched a legal challenge in response to Jersey's decision, which was denied by the court of appeal in January.Morell said the legal action brought by Brittany Ferries "further delayed" the signing of the new agreement with DFDS until after it had been concluded.

'Very ambitious timescale'

Morel said DFDS manged to "mobilise its services within three months of the concession agreement being signed"."The pre-commencement works included the acquisition of vessels, re-flagging of vessels, scheduling, creation of a new booking portal, acquisition of relevant permits from port authorities and the hiring of staff," he said.He added: "Less than three months is a very ambitious timescale to achieve such a service."Morel said the delay "highlighted the importance" of open and continuous communication between government and DFDS, "which is exactly what too place".
Leer door te doen.

Maak kennis met de Maritieme Bedrijfsschool Schiedam

Praktijkgericht opleiden voor een toekomstbestendige maritieme sector: de Maritieme Bedrijfsschool als motor van het maritieme cluster in Schiedam

Tijdens de April Meet & Connect-bijeenkomst, georganiseerd door de gemeente Schiedam en Crest, kwamen vertegenwoordigers uit het bedrijfsleven, het onderwijs en de overheid bijeen. Een sterke sector vraagt om sterk onderwijs. In Schiedam – een stad met een indrukwekkende geschiedenis én toekomst in de maritieme maakindustrie – komt dat perfect samen in de jonge Maritieme Bedrijfsschool. **Ronald Schörk**, Teamleider Werkplaats Logistiek bij een van de grondleggers, technologiebedrijf Wärtsilä, presenteerde de stand van zaken.
De kracht van het Schiedamse cluster Schiedam kent een eigen positie binnen het havengebied van Rotterdam. Waar elders in deregio grootschalige logistiek de boventoon voert, ligt in Schiedam de focus op hoogwaardige maritieme maakindustrie. Bedrijven als **Huisman, Damen Shiprepair Rotterdam** en **Wärtsilä** ontwikkelen en onderhouden hier dagelijks nieuwe technologieën en apparatuur op het gebie van scheepsbouw, offshore, duurzame energie en slimme onderhoudssystemen. Samen met andere, grote en kleine, maakbedrijven, rederijen en dienstverleners in de stad vormen ze een krachtig cluster dat internationaal meetelt, lokaal is geworteld en banen creëert.

Leren door te doen

Om dat zo te houden en om jongeren van havo, vmbo en mbo-scholen voor de sector te interesseren, besloten Wärtsilä, Huisman Equipment en Damen Shiprepair Rotterdam de samenwerking met het Scheepvaart en Transport College (STC)

te zoeken en op de Damenwerf een plek te creëren waar jongeren kennis kunnen maken met allerlei soorten werk waarbij zeniet de hele dag in de schoolbanken zitten - met uitzicht op een diploma én een baan.

De Maritieme Bedrijfsschool Schiedam (MBS) is geen traditionele mbo3-opleiding. Zo is het kleinschalig, waardoor er veel aandacht is voor de leerlingen. Ronald Schörk: “Studenten volgen hier een opleiding tot ‘Allround medewerker maritieme techniek’ op mbo3 niveau. Hetlesprogramma bestaat grotendeels uit praktijk: 1 dag per week theorieles, 2 dagen praktijkles in de MBS en 1 dag praktijkervaring opdoen door middel van gastlessen of een stage bij Huisman, Damen of Wärtsilä. Je loopt korte stages bij elk van de drie bedrijven en in het laatste jaar een langere stage bij het bedrijf dat het beste bij je past.”

In de regio zijn veel jongeren die liever doen dan lezen; 20 van hen kunnen komend leerjaar hier terecht. Ronald: “Met een leerbaanvergoeding, stufi en een ov-kaart is de drempel om in te stappen laag, terwijl het aanbod kwalitatief hoog is. Wij geven de leerlingen de vaardigheden en, letterlijk, het gereedschap om een mooie carrière op te bouwen na het behalen van hun diploma. Uiteraard hopen we dat ze bij een van de drie samenwerkende bedrijven aan de slag gaan, maar dat hoeft niet.”

Duidelijkheid over opleidingsaanbod: MBS versus Crest

In Schiedam zijn er nu twee maritieme opleidingsinitiatieven die elkaar aanvullen, maar nietoverlappen. De MBS richt zich op het aanleren van technische ambachten voor jongeren (mbo-niveau). Crest daarentegen biedt programma’s op hbo+ niveau en focust zich op leiderschap ensociale vaardigheden voor professionals die al werkzaam zijn in de sector.

Opleiden voor de toekomst

Tijdens Meet & Connect werd duidelijk dat de kracht van de bedrijfsschool in de samenwerking zit. Door onderwijs en bedrijfsleven structureel te verbinden, ontstaat er een duurzame basisvoor innovatie en vakmanschap. Dat zijn niet alleen mooie woorden; studenten wordenopgeleid met directe aansluiting op de praktijk én met zicht op een loopbaan bij toonaangevende bedrijven die ze graag zien komen.

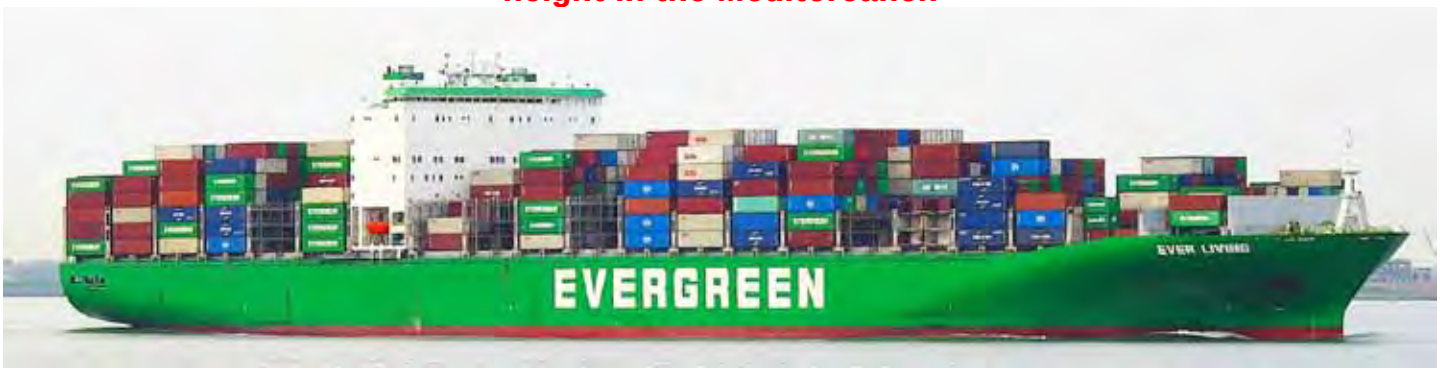
Ronald: “Het is geweldig om te zien hoe de eerste groep studenten zich heeft ontwikkeld en ook de ruimte pakken die ze krijgen. ’s Ochtends zie je de een direct naar een grote motor lopen,terwijl de ander al heeft nagedacht over wat hij of zij

wil gaan lassen." De verwachting is dat dit model navolging krijgt en uitgroeit tot een blijvende pijler onder de Schiedamse economie.

Broedplaats Schiedam

Met initiatieven zoals de Maritieme Bedrijfsschool profileert Schiedam zich als broedplaats voor technisch talent (iets wat ook in een andere lokale banenmotor tot uiting komt, de mechatronicasector). Het is een tastbaar voorbeeld van hoe lokaal samenwerken bijdraagt aaneen sterke toekomst. Investeren in vakmanschap betekent investeren in economische veerkracht – en in mensen.

➢ **Meer weten, een open dag bezoeken of iemand tippen voor de opleiding?**
Kijk op www.maritiemebedrijfsschool.nl en neem contact op.



Singapore-flagged 2013 built m.v. '**EVER LIVING**', , 104.652 DWT, outbound Antwerp, destination Bremerhaven, passing Kruse Veer. **Photo : Alexander Hoogstrate. (c)**

Record level of offshore oil and gas accidents reported in Brazil

by John Snyder

ANP reported a record 731 accidents in the Brazilian offshore oil and gas sector during 2024, surpassing the previous year's record high

A record number of offshore oil and gas exploration accidents were reported in Brazil in 2024, according to data from the country's oil and gas regulatory body.The National Agency of Petroleum, Natural Gas and Biofuels (ANP), regulating body for the activities within the oil, natural gas and biofuels industries in Brazil, reported 731 accidents in offshore oil and gas exploration, or an average of two accidents per day in 2024. Local daily newspaper, Folha de S.Paulo, reported this was an increase over 2023 – the previous record high – when 718 accidents were reported.Almost 53% of the incidents occurred during production installation (384), followed by installation of drilling rigs (134), offshore support vessel activity (91), issues with well exploration (91), installation of subsea systems (23) and other cases of undetermined origin (8).

ANP said the record number of accidents in 2024 was "a consequence of increased activity in the country, with the entry of several production units as well as the strong resumption of exploration and drilling of new wells," reported Folha de S.Paulo.On 24 September 2024, Petrobras offshore platform P-19 in the Campos Basin experienced an accidental tilt during a stability manoeuvre, leading to an evacuation of personnel. No injuries or environmental damage resulted from

the incident, and Petrobras reported the situation was “quickly normalised.” First commissioned in 1994, the semi-submersible was undergoing decommissioning in preparation for its retirement.Enhancing offshore safety will be critical to the Brazilian state-owned energy company’s ambitious plans to exploit the country’s pre-salt resources. Petrobras plans a total investment of US$77.3Bn during the five-year period, 2025-29, with about 60% of the E&P allocated to pre-salt assets. **Source : Riviera Maritime Media**

The icebreker **KONTIO** assisting the **LOVISA** enroute from Terneuzen to Tornio (Finland) when transiting the Gulf of Bothnia **Photo : Dirk Jan Habig ©**

Iraq to cut oil exports amid OPEC+ pressure to comply with production limits

By : Khalid Al-Ansary

Iraq plans to cut oil exports next month as OPEC+ presses members to adhere to production targets, according to an official with knowledge of the matter. OPEC’s second-largest producer aims to reduce shipments by roughly 100,000 barrels a day to an average of 3.2 million barrels a day in May, the official said, asking not to be identified as the figures aren’t public. The Organization of the Petroleum Exporting Countries and its partners announced last month they would gradually start reviving production halted two years ago, but sought to offset the increases by insisting on better discipline from quota-violators. Iraq, along with some other members of the OPEC+ alliance, is under pressure from the group’s leaders to make extra supply curbs as compensation for overproducing during the past year.OPEC+ uses oil production rather than exports to measure compliance with its targets. Iraq’s output was about 90,000 barrels a day more than its target last month, according to figures used by OPEC+, while estimates from the International Energy Agency put the figure at more than 300,000 barrels a day above its quota.

While Iraq’s export reduction may indicate it has correspondingly curbed production, an associated drop isn’t guaranteed. The country has in the past often promised quota adherence and then failed to deliver. Baghdad has long chafed against OPEC+ output limits, as it seeks to rebuild its economy and trading relationships after decades of sanctions and conflict. The country would need an oil price of $92 a barrel in order to cover government spending this year, according to the International Monetary Fund. Brent crude futures are trading near $65. Oil has tumbled this year, dropping sharply the past two weeks as US President Donald Trump’s sweeping tariffs upended global markets. The lower price puts particular pressure on Middle Eastern economies that are dependent on oil. Iraq, especially, needs higher prices to support spending as it rebuilds an economy weakened by years of war.Data from OPEC+ released on Wednesday showed that

Iraq made some notional progress with its compensation backlog last month, while Kazakhstan — the group's biggest offender — instead overshot its limits even more starkly. **Source : worldoil**

New 121 mtr long 19 mtr width Pilot cutter **HU GANG YIN 9** at anchor in the North Channel at the Yangtze River
Hans Semeins ob Coral Acropora ©

New Lifeboat heading for Troon RNLI lifeboat station

Troon RNLI lifeboat station is pleased to announce that on Sunday 4 May 2025 at 1355 we will welcome our new lifeboat, Shannon class all-weather lifeboat **RNLB ROY BARKER VI** to Troon.

After being placed into the water at the lifeboats bell ringing ceremony on Tuesday 28 January at the RNLI All-weather Lifeboat Centre, our volunteers have been undergoing training on the new Shannon class all-weather lifeboat and a crew will be bringing it home to Troon to take over the life saving duties from our existing RNLI Trent class all-weather lifeboat **RNLB JIM MOFFAT** that arrived in Troon in 2004.Members of the public are invited to the harbour area, to join RNLI supporters, flank lifeboat stations and our emergency service colleagues on the 4 May to watch the new lifeboat arrive in Troon for the first time.

Weather permitting, public viewing will be possible from the Ballast Bank from 1300, before the lifeboat enters the harbour at 1355, the operational number of the new lifeboat.The Shannon class is designed to operate in the worst of sea conditions. She is a self-righting lifeboat, so she will automatically turn the right way up in the event of a capsize. With a top speed of 25 knots and a range of 250 nautical miles, this lifeboat is ideal for offshore searches and rescues in calm or rough seas. Her power means she can tow large vessels out of danger – and waterjet technology allows her to manoeuvre in shallow waters or be intentionally beached in an emergency.

Our new Shannon class lifeboat has been largely funded from the legacy of Mr Frederick Roy Barker, who was known as Roy, who left his entire estate to the RNLI, with the request that the income received from the fund be known as the Roy Barker Memorial Fund. Income from the fund has already funded three Trent class lifeboats at Alderney in the Channel Islands, Wick in Scotland, and Howth in the Republic of Ireland, a Tamar class lifeboat at The Mumbles in Wales and a Shannon at New Quay in Wales. Roy admired the dedication, skill and bravery of the volunteer crews and, indeed, their families who support them.The kind legacy of Mr Alan Lionel Aspinall also contributed towards the completion of this new lifeboat. Mr Aspinall had a deep love and interest in boats and ships of all types and recognised the vital role that lifeboats provide to the seafaring communities. Troon RNLI Lifeboat Operations Manager Jim Redmond said, 'The arrival of the new lifeboat is the culmination of huge efforts by the RNLI, the volunteer lifeboat crew and RNLI supporters.'We would love to see as many of our supporters welcome our new Shannon lifeboat to Troon on Sunday 4 May 2025. It will a great sight to see our new Shannon class all-weather lifeboat RNLB Roy Barker VI arrive in Troon for the first time.'

Busy couple of days for Poole lifeboat station

By : Matt Simpson

POOLE'S lifeboat station has been called to several incidents over the past couple of days.

Poole Atlantic was launched on Monday, April 14 after HM Coastguard was sent to search for a trimaran in difficulty on the breakwater to Poole Quay Boathaven.The skipper was eventually found with his boat at Fishermans having managed to self recover onto the slipway. The lifeboat was then stood down. Both Poole lifeboats were in action again on Tuesday, April 15 at 4.45 pm after two paddleboarders were being blown quickly from Whitley Lake into the harbour. The first informant, a family member on the beach, dialled 999 with concern they were getting further out. The Atlantic launched and on not finding the woman and child, the D class was also requested. Eventually, the pair were found – although cold, but otherwise well.Poole volunteer Paul Glatzel said: "There was a strong south easterly wind today, conditions at the launch site of the paddleboarders would have been calm, but as the pair got further offshore they would have been feeling the full strength of the wind."Thankfully a family member spotted them getting further offshore and called 999 to alert the coastguard."As the weather warms up and more people take to the water, we'd remind water users to check the weather and tides, ensure they are wearing the appropriate safety equipment such as a flotation device and carry a means of calling for help." **Source : Yahoonews**

The **SEABOURN ENCORE** moored in Huatalco, Oaxaca, Mexico. **Photo : Edgar Gold ©**

Illegal fishers, vessels seized in Western Australia's Kimberley Marine Park

Two foreign fishing vessels and 12 fishers have been detected and apprehended by the Australian Border Force (ABF) within the Kimberley Marine Park off the coast of Western Australia, the ABF comfirmed via a press release on Thursday, April 17.

On April 3, a foreign fishing vessel was seen in the vicinity of Cape Bougainville suspected of conducting illegal fishing activity. In consultation with the Australian Fisheries Management Authority (AFMA) and after consideration of the operational circumstances, the five fishers on board were apprehended.On Tuesday, April 15, an additional foreign fishing vessel was seen near Holothuria Banks, also suspected of conducting illegal fishing activity. In consultation with the AFMA and after consideration of the operational circumstances, the seven fishers on board were apprehended.

Across both operations, a total of 420 kg of sea cucumber and 360 kg of salt used to preserve the catch were seized, along with the fishing equipment found on the two vessels.As an additional deterrent, both fishing vessels were seized and disposed of at sea in accordance with Australian law.The 12 fishers will be transported to Darwin where they will be investigated by AFMA for alleged offences against the Fisheries Management Act 1991.Anyone with information about suspicious activity which may impact the security of Australia's borders is urged to report to Border Watch online. **Source : Baird Maritime**

BBC SINGAPORE moored in Taizhou **Hans Semeins ob Coral Acropora ©**

U.S. Government orders stop to Equinor's Empire Wind project in New York

The Trump administration issued an order to halt construction on the Empire Wind offshore wind project, designed to power more than 500,000 New York homes, according to AP. Interior Secretary Doug Burgum directed the Bureau of Ocean Energy Management (BOEM) to suspend construction activities, stating that further review is required due to concerns that the Biden administration expedited the project's approval process.

Equinor, a Norwegian energy company, is developing the Empire Wind project, which was set to begin providing power in 2026. The company secured the federal lease for the project in March 2017, during President Donald Trump's first term. BOEM approved the construction and operations plan in February 2024, and construction commenced that year. Equinor confirmed receipt of BOEM's notification on April 16, 2025, and stated it would engage with BOEM and the Department of the Interior to address concerns regarding the project's permits.

The Trump administration has taken multiple actions targeting the offshore wind sector. On his first day in office, President Trump signed an executive order pausing offshore wind lease sales in federal waters and suspending

approvals, permits, and loans for wind projects. In March 2025, the administration revoked the Clean Air Permit for the Atlantic Shores offshore wind project off New Jersey, where construction had not yet started.
Equinor has invested over $60 billion in U.S. energy projects, including oil, gas, and renewable energy initiatives.
The Biden administration had prioritized offshore wind development, approving nearly a dozen commercial-scale projects and setting national deployment goals. The first commercial-scale offshore wind farm, South Fork Wind, a 12-turbine project located 35 miles east of Montauk Point, New York, began operations in 2024. The Trump administration is currently reviewing all existing and pending offshore wind permits while issuing executive orders to promote oil, gas, and coal production. Equinor ASA, headquartered in Stavanger, Norway, is a global energy company primarily focused on oil, gas, and renewable energy. Founded in 1972 as Statoil, it rebranded to Equinor in 2018 to reflect its transition toward sustainable energy. The company operates in over 30 countries, with significant investments in offshore wind, solar, and hydrogen alongside its traditional oil and gas portfolio.

In 2024 Norwegian DOF Group acquired Maersk Supply Service including a remarkable fleet of offshore support vessels. An example is **SKANDI MINDER**, a powerful 252t bp AHTS of the "Salt 200" design built in 2018 by Kleven Verft AS as **MAERSK MINDER**. She passed Kiel westbound April 16th on her way from Poland to Vlissingen. According to a report bySplash247.com she has been chartered for a year by Cenovus Energy for work in Canada along with a 5-year charter of sister vessel **SKANDI MOVER. Photo / text Martin Lochte-Holtgreven ©**

Caribe Tankers to trial Inmarsat NexusWave on chemical tankers

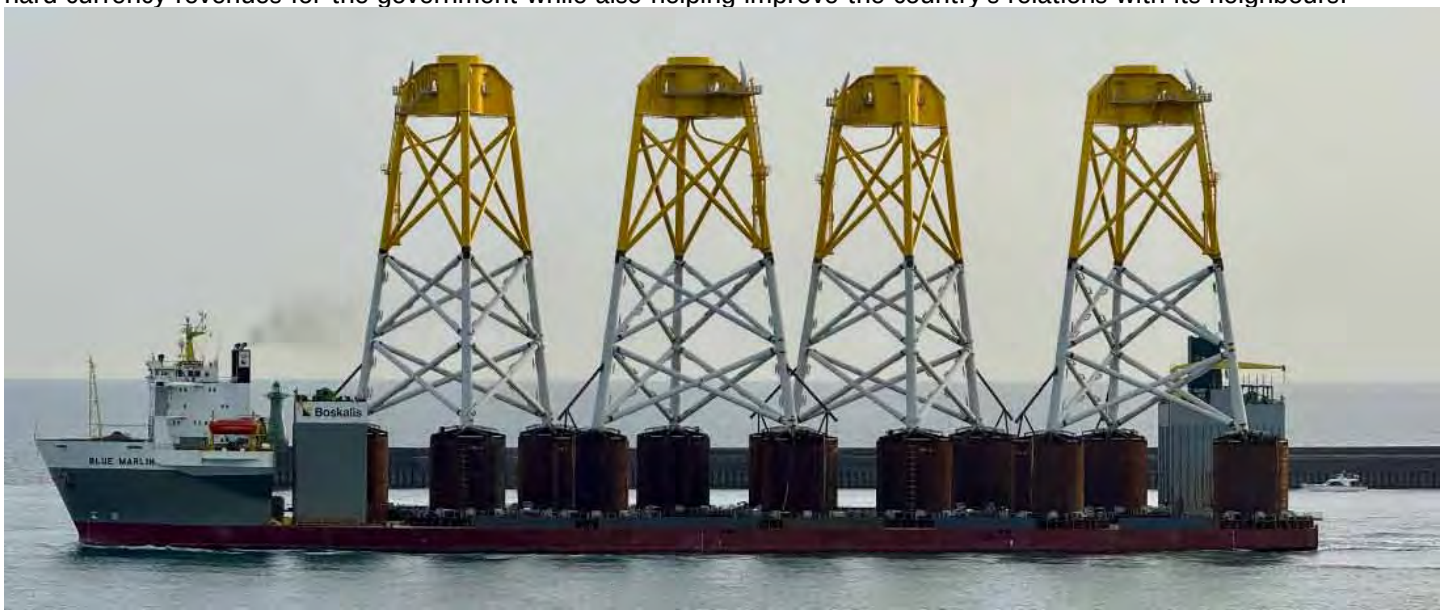
Inmarsat Maritime, a Viasat company, announced that Caribe Tankers USA, Inc (CTU) will trial its fully managed bonded connectivity service, NexusWave, on the chemical tankers Caribe Maria and Caribe Luna. The trial aims to assess the service's performance in meeting CTU's operational and crew connectivity requirements. NexusWave combines multiple network underlays into a single managed solution, enabling applications to use the aggregate capacity of all available networks simultaneously.This approach ensures vessels maintain a consistent high-speed internet connection with global coverage, unlimited data, and managed performance levels, whether in open waters or at port.The service supports CTU's goal of retaining and attracting seafaring talent by providing a home-like connectivity experience for crew members. Caribe Tankers USA, Inc is a Houston-based commercial and operational shipping management company specializing in the maritime transport of chemical cargoes.Inmarsat Maritime, a division of Viasat, is a provider of satellite communication solutions for the maritime industry. With over 40 years of experience, it offers services that support digitalization, safe navigation, operational efficiency, and crew welfare. Based in London, United Kingdom, at Viasat's global international business headquarters, Inmarsat Maritime develops innovative connectivity solutions.

NCT Offshore newbuild **FREJA** at Taichung port. **Photo's : ABL Taiwan ©**

Iran ports see record TEU volume despite sanctions

IRAN's ports authority figures show cargo handling hit 3.08 million TEU containers in the year to March 20, a year-on-year increase of 13 per cent.The report by the Fars news said that cargo handled at Iranian ports hit 235 million tonnes

in the year to late March 2025, adding that non-oil trade had been responsible for 56 per of the total.Iran has seen a significant rise in international cargo transit passing via its ports in recent years.That has generated a stable source of hard currency revenues for the government while also helping improve the country's relations with its neighbours.



Boskalis **BLUE MARLIN** outbound from Taichung **Photo : Andre Korver ©**

NAVY NEWS

Breitbart correspondent Kristina Wong being considered for chief Navy spokesperson role

By James LaPorta

A correspondent for a far-right leaning news outlet is under consideration to become the chief spokesperson for President Trump's new Navy secretary, CBS News has learned.

Breitbart News Pentagon correspondent Kristina Wong, formerly of The Washington Times and The Hill, is in the running to be chief spokesperson for Navy Secretary John Phelan, according to current and former Defense Department officials with knowledge of the situation who spoke to CBS News under the condition of anonymity. Wong didn't reply to attempts by CBS News to contact her late Tuesday. Breitbart, which says it is dedicated to "truthful reporting and the free and open exchange of ideas," was formerly headed by Trump ally Steve Bannon. The Library of Congress describes it as "an American far-right syndicated news, opinion and commentary website founded in mid-2007 by American conservative commentator Andrew Breitbart, who conceived it as 'the Huffington Post of the right'."

Wong filed a story for Breitbart Tuesday evening on the ouster of Dan Caldwell, a top adviser to Defense Secretary Pete Hegseth. Caldwell and Darin Selnick, the Pentagon's deputy chief of staff, were suspended pending an investigation into unauthorized disclosures. Wong, quoting an anonymous source, said Caldwell was leaking information to "far-left reporters to hurt the secretary."Wong's story did not disclose that she was being considered for a position at the Pentagon while working as a Pentagon correspondent for Breitbart — a break from traditional ethical norms of journalism. The code of ethics from the Society of Professional Journalists states that journalists should "act independently" from the people and institutions they cover and "avoid conflicts of interest, real or perceived. Disclose unavoidable conflicts."

Wong has covered a litany of national security issues primarily for conservative-leaning news outlets for well over a decade, dating back to the Obama administration and the post-9/11 wars in Iraq and Afghanistan.

She was hired by Breitbart in 2017 to cover the Pentagon and U.S. military following her stint at The Hill, where she covered the Pentagon and defense affairs on Capitol Hill, according to Axios. In recent years, she has served as treasurer for the Military Reporters and Editors association, the leading professional organization for U.S. journalists covering national security. But since Mr. Trump's return to the Oval Office, Wong has written glowing stories about the administration, for example, describing Hegseth "earning respect" after a physical fitness session with Army Special Forces soldiers.

In another instance, she praised chief Pentagon spokesperson Sean Parnell's first and, to date, only on-camera Pentagon press briefing and defended Hegseth's role in the Signal chat disclosure as she called out "malicious leaks from inside the Pentagon (that the legacy media happily facilitates)."

In February, the Defense Department forced The New York Times, The Washington Post, NBC News, CNN and NPR to vacate long-held offices provided to them by the Pentagon in favor of Breitbart News and One American News Network, outlets that have been vocal in their support of the president. The left-leaning Huffington Post was also given new office space despite not having a Pentagon correspondent at the time.

The Pentagon Press Association, the National Press Club and the Military Reporters and Editors association issued letters of concern to the Defense Department about the office shuffles. **Source : CBSnews**

SHIPYARD NEWS

Why Shipbuilding is a Silver Lining amid the U.S. Tariff Turmoil

Author: Je Heon (James) Kim

There appears to be a bright spot amid the global market turmoil after President Donald Trump's "Liberation Day" tariff announcements on April 2. In the first-ever phone call between Trump and his acting South Korean counterpart, Han Duck-soo, the two leaders mentioned shipbuilding as a potential area of cooperation in the aftermath of the tariff announcement. The focus on shipbuilding cooperation should not be all that surprising given that momentum has been growing since Secretary of the Navy Carlos Del Toro visited South Korean shipyards in February 2024.

As numerous reports from government agencies and think tanks have argued, the problem of deteriorating U.S. naval capacity is a concern that requires immediate attention. Years of research on the problems with commercial shipbuilding and shipping also suggest that the struggles in these industries are not limited to the defense sector. Despite substantial congressional spending and resource allocation, industrial capacity has not improved. This stagnation contrasts sharply with China's rapidly expanding naval capabilities.One way of addressing this problem is for the United States to purchase ships from other countries. South Korea is particularly well-positioned to benefit from such proposals, given that its

world-class shipbuilding sector is second only to China. South Korea's shipyards offer advanced technological capabilities, production efficiency, and economies of scale unmatched in the United States. Leveraging these advantages can significantly enhance the pace and effectiveness of U.S. fleet modernization efforts, which are vital to maintaining strategic maritime balance.Recent analyses, including a comprehensive study from the Stimson Center, highlight several key advantages of deeper U.S.-South Korean cooperation in naval shipbuilding. South Korea has consistently demonstrated an ability to deliver vessels at competitive costs and timelines. The synergy between South Korea's manufacturing prowess and U.S. technological innovation presents a unique strategy opportunity to bolster U.S. maritime strength quickly.However, this requires overcoming some significant regulatory and political hurdles. U.S. laws, such as the Jones Act, and national security concerns have historically blocked these types of cooperative efforts. Nevertheless, momentum appears to be building with both the United States and South Korea recognizing the strategic necessity of overcoming this challenge. Trump's recent comments on this issue, for instance, suggest that the administration will purchase icebreakers from Finland. South Korean companies are actively investing in the United States to enhance U.S. shipbuilding capacity, and U.S. shipbuilding companies are hoping to join forces with their South Korean counterparts.

In a significant move on April 9, President Trump signed an executive order that effectively established the Maritime and Industrial Capacity Directorate under the National Security Council, tasked with revitalizing the U.S. maritime industry. The order directs various federal agencies to develop plans to bolster domestic shipbuilding and workforce capabilities. Additionally, the president announced the possibility of purchasing advanced ships from allied nations to address more immediate needs while enhancing domestic capabilities. This approach acknowledges the current limitations of the U.S. shipbuilding industry and the necessity of international cooperation to meet the administration's strategic objectives.Within this context, the recent tariff announcement by the United States could paradoxically act as a catalyst for deeper industrial integration in strategic sectors like shipbuilding. For South Korea, this partnership presents an opportunity for its shipbuilding sector to maintain competitiveness while reducing dependence on China. For the United States, collaboration offers a pathway to close the maritime capability gap and reinforce its strategic posture in the Indo-Pacific region.Amid the upheaval triggered by newfound U.S. protectionism and the prospect of a trade war between the United States and China, shipbuilding emerges as an unexpected yet promising silver lining—a strategic sector capable of delivering mutual economic and national security benefits to the United States and South Korea. Source

Saronic acquires Gulf Craft

Gulf Craft has built nearly 400 aluminum vessels — including crew boats, pilot launches, and others — from its shipyard in Franklin, La. **Gulf Craft photo.**

Saronic on Wednesday announced it has acquired Franklin, La. shipbuilder Gulf Craft as part of its plans to produce a fleet of autonomous vessels for naval and commercial marine applications.The nearly 100-acre Gulf Craft facility will serve as the prototyping and production hub for Saronic's medium uncrewed surface vessel (MUSV) fleet, starting with the 150' autonomous surface vessel (ASV) Marauder, the Austin, Texas-based company said in a statement. The purchase price was not disclosed.

Saronic said it plans to invest more than $250 million directly into the shipyard to modernize infrastructure, acquire new machinery, and update the facilities in an effort to support a rapid capacity ramp-up, enabling Saronic to deliver up to 50 unmanned ships per year.The company has retained Gulf Craft's workforce and added that it expects to create more than 500 new jobs over the next three to four years, including shipbuilders, welders, electricians, engineers, technologists, and naval architects, Saronic said. "The shipyard's location, deep expertise, and turnkey facilities are ideally suited to allow Saronic to expeditiously develop, test, and produce its first MUSV model and advance our mission to deliver the full range of ASVs needed to support the U.S. Navy's hybrid fleet," said Saronic CEO Dino Mavrookas. Marauder, Saronic's new 150' medium uncrewed surface vessel (MUSV), will be developed and produced at scale at the company's new shipyard in Franklin, Saronic's rise is part of a broader effort to reshape how the

U.S. Navy and its allies approach shipbuilding in the face of rapidly advancing technological capabilities. The Navy sees uncrewed vessels as a means to enhance operational capabilities, reduce risks to personnel, and improve cost-efficiency in maritime missions.In February, Saronic announced it closed of a $600 million Series C funding round, bringing its valuation to $4 billion — quadrupling its worth in just seven months.Long-term, Saronic intends to invest more than $2.5 billion to develop Port Alpha, a shipyard “designed to produce hundreds of unmanned vessels annually and create thousands of new jobs,” the company said.“Today marks a significant milestone in Saronic's expansion into autonomous shipbuilding and lays the foundation for our vision of our larger, next-generation shipyard, Port Alpha,” said Mavrookas. “We don't wait — we build for what our customers need, when they need it. While we actively search for a home for Port Alpha, this acquisition gives us the immediate capacity to meet urgent customer needs for larger autonomous vessels and the flexibility to scale to address emerging commercial and defense applications of these advanced systems.” **Source : Workboat**

ROUTE, PORTS & SERVICES

Lessons from a life in salvage: John Witte

by Martyn Wingrove

The president and chief executive of Donjon Marine Co and ISU president provides exclusive insight from more than 40 years of salvage industry experience

With decades of experience in wreck removal, emergency response and salvage, Donjon Marine Co president and chief executive John Witte Jr shares his knowledge, wisdom and insights. He has spent time on many high-profile projects, clearing wreckages after hurricanes, ship collisions and vessel groundings, during decades working in the family business. He is also president of the International Salvage Union, for the second time.

International Tug & Salvage asked Mr Witte several questions covering his time in the salvage and wreck-removal industry, his memories about major project successes, his favourite moments, what influenced his career and his main achievements. Mr Witte also provides advice to those looking to build a career in salvage.

My entry into the salvage industry

I started following my father to various jobs on normal workdays as a young boy (as I recall, when I was about five years old). I was one of seven children, and with my father starting his new business (Donjon Marine), I did not get to see him that much. My initial goal was to simply spend time with my father. As my time in the business grew, while I still loved spending time with my father, my involvement and my love for the salvage business grew as well.

My best moment in salvage

I have so many. The first time I was involved in a salvage project as a youth, the first time I ran my first project as the salvage master, but probably my eight months as civilian project manager for the federal salvage response to Hurricane Katrine in the US Gulf.

My worst moment in salvage

While performing the wreck removal of the barge Mary Ann Nolan in the Gulf of America when the captain of a subcontracted heavy-lift asset decided to default on an agreement rather than provide the contracted lift services, which resulted in Donjon not refloating the barge. This, and when we lost our first 500-tonne capacity derrick barge, Century, in a hurricane off the east coast of the US.

My biggest achievement

First and foremost is my family, my wife Beth, daughter Casey Ann and son John III. After that, the success I have been able to achieve in the salvage business as it has allowed me to travel the world and to see the results of my efforts through refloating, salvage and wreck removal projects. I have also been lucky enough to be a two-time president of the International Salvage Union, and vice chairperson of the American Club, but at the end of the day, I am most proud of the fact that I am known throughout the world as a marine salvor.

The funniest moment

During the Katrina response, I had the opportunity to survey the various work sites with a US Navy captain. As the civilian, I was the designated driver. As we drove through the many security checkpoints, the guards would salute the captain. During one stop, the captain was involved in a call and the guard stood there, at full salute waiting for the captain to return the salute so we could be waved through. I reminded the captain about the need for him to salute the guard and with a wave of his hand, he said “you do it”. For the next five months, I was the official saluter for a navy captain… all the while being a lowly civilian. There are many more funny moments. While away from home and, normally, under some level of pressure, a little levity is a welcome respite from your daily activities.

Who/what I learned most from

While I have had the opportunity to work under and train with an amazing number of marine salvage professionals over the last 50 plus years, my father, J Arnold Witte, taught me the most about salvage, business and life, all of which made me who I am today. Thanks Dad.

My guilty pleasure

Ice cream and spending as much time with my two dogs Koda (a 54-kg French Mastiff) and Milkman (a 27-kg English Bulldog). I am diabetic so ice cream is an infrequent but very much appreciated escape from my diet and my dogs seem to love me regardless of my mood. My goal is to retire to a Ben and Jerrys factory and live out my life with Koda and Milkman…. My wife of 33 years, Beth, is more than welcome.

My favourite salvage tug/asset

Our 1,000-tonne capacity derrick barge Chesapeake 1000 and 2,220-kW support tug Atlantic Salvor. I have spent many a night in different situations over the last 50 years and these two units always finished the job and got me home.

My favourite location

Home… I have travelled the world and have never found a place I would rather be more than the little house where I raised my children, cared for my pets and where I always have the love and support of my wife, Beth.

One regret

I really cannot think of one. I have been lucky, relatively healthy, successful and have had the most exciting job in the world. What is to regret?

My advice for a young person in salvage

Work hard and something positive will come to you. There are certainly easier jobs in the world. Some might be challenging, some may be more financially beneficial, but none can provide you with the ability to start a project and then see the completion, often, in spectacular fashion. You will travel the world, miss holidays, birthdays, anniversaries and pretty much every possible day of celebration we have each year but, in some ways, you will still feel good about it. To be a marine salvor also allows you entrance to a club that very few are welcomed and even more shun. My name is John Witte, Jr and I am a marine salvor.

Key successful projects

Donjon Marine and Mr Witte were involved in the removal of Barge 45, in Buffalo, New York; wreck removal of the ship Fedra in Gibraltar; provided salvage support during Hurricane Katrina in the Gulf of America. It was involved in removing the Key Bridge in Baltimore, Maryland when container ship Dali crashed into it in 2024; and responded to maritime casualties in New Jersey during Hurricane Sandy.

“Again, there are so many. I have personally been involved in hundreds of salvage projects over the last 50 years. It is difficult to decide which ones to note,” says Mr Witte. Along with his roles as president and chief executive of New Jersey, USA-headquartered Donjon Marine, John Witte Jr is also president of the International Salvage Union and vice chair of the American Club, a member of the International Group of P&I clubs. Mr Witte also directs Donjon Shipbuilding

& Repair, a full-service facility on Lake Erie. He was previously president of the American Salvage Association. **Source : Riviera Maritime Media**

Reefblocks installed by Reefy on “Rotterdam Reef”

Each 3m and 6t block is built to withstand strong waves and support marine biodiversity.

In 2023, 17 Reefblocks were installed near Rozenburg in Rotterdam’s main shipping channel, forming a modular reef. **Photo Credit: Rijkswaterstaat / Municipality of Rotterdam / Boskalis / Reefy.**

The consortium comprising Rijkswaterstaat, the Municipality of Rotterdam, Boskalis, and Reefy has announced the successful implementation of the Reefblocks technology, two years following the establishment of the ‘Rotterdam Reef.’

In 2023, 17 Reefblocks were installed in the Port of Rotterdam’s primary shipping channel, specifically near Rozenburg, forming a modular reef structure.

Each block, measuring 3m in length and weighing 6t, is engineered to endure significant wave forces while promoting a diverse underwater environment.

The design includes tunnels and rough surfaces, which facilitate the growth of marine life, including fish, crabs, and shrimp, thereby providing protection for coastal areas and marine ecosystems.Boskalis oversaw the installation of the Reefblocks, utilising its expertise in hydraulic engineering and coastal defence.Rijkswaterstaat supported the initiative, advocating for nature-inclusive infrastructure within the Port of Rotterdam.The Municipality of Rotterdam contributed to innovation and ecological monitoring, collecting essential environmental data.Reefy was responsible for developing the modular technology that integrates coastal protection with ecosystem restoration.

Municipality of Rotterdam economy and sustainability director Petra de Groene said: “Our collaborative approach has yielded a great result, offering opportunities for national and international upscaling.“Learning by doing helped us bridge the gap from lab testing to real-world application, where concrete and biodiversity work hand in hand.”

The Reefblocks have notably improved the ecological conditions in the Port of Rotterdam’s shipping channel. Monitoring shows that the reef provides a habitat for diverse marine species, contributing to increased biodiversity.The textured surfaces of the Reefblocks have led to a threefold increase in biodiversity compared to traditional concrete structures, promoting the growth of shellfish and algae.

Research involving environmental DNA (eDNA) has revealed that the main channel of the Port of Rotterdam acts as a migration route for freshwater, saltwater, and migratory fish species. The Reefblocks facilitate fish movement and improve water quality through natural filtration.

In terms of technical performance, the Reefblocks have demonstrated resilience under extreme weather conditions. All 17 blocks remained stable during severe storms, including Storm Poly in July 2023.

Additionally, the structure effectively reduces wave action and encourages sediment accumulation behind it, thereby enhancing coastal protection and preventing erosion.The Reefblocks also contribute to the fortification of shorelines against storms and flooding and have the potential for broader application on a global scale.This project aligns with the objectives of the European Water Framework Directive, which aims to improve habitats for aquatic plants and animals while enhancing overall water quality.Recently, the Port of Rotterdam in the Netherlands successfully completed a pilot for ammonia bunkering, transferring 800m³ of liquid ammonia at -33°C between two vessels at the Maasvlakte 2 APM terminal. **Source : ship-technology**

STEELPAINT SECURES MAJOR 39-VESSEL ORDER FOR STELPANT CORROSION PROTECTION SYSTEM

German coatings firm Steelpaint GmbH has secured a major order to supply its specialist Stelpant system for application to 20 dry bulk vessels operated by one of the world's largest shipping companies. An additional 19 bulkers are scheduled for application next year.The Singapore-based shipping group, which manages a fleet of large bulkers totalling 16 million dwt, has worked with SteelPaint for over a decade. After initial success on a couple of vessels, the shipowner opted to apply the coating to 39 ships as part of a broad fleet maintenance initiative focused on steel preservation, reduced downtime, and operational efficiency.Previous applications found that Stelpant outperformed conventional coatings, which were quickly damaged following high mechanical stress, resulting in frequent steel replacement and recoating.Independent testing and shipowner calculations estimate that the Stelpant system can extend maintenance intervals to 2.5 years between drydockings, significantly reducing the need for steel renewal. Dmitry Gromilin, Steel paint's Chief Technical Supervisor, said: "Compared to competing systems, trials under extreme mechanical stress showed that Stelpant retained a protective film on high-wear, high-impact areas after more than 17 months in service. For operators, this can substantially reduce steel replacement in cargo holds, saving an estimated $4.5 million in lifecycle savings per vessel." Vessels ranging from 70,000 to 200,000dwt will undergo coatings work at three Chinese shipyards: Youlian (Zhoushan) shipyard, Youlian (Shekou) shipyard, and Qingdao Beihai shipyard. SteelPaint Ltd (China) will supervise the application process. Li Yinlong, General Manager of Steelpaint Ltd (China) said: "Application areas will focus primarily on tank tops and lower hopper regions, where frequent impact from grabs and bulldozers can cause significant wear and damage to conventional coatings." It is anticipated Stelpant will also be applied to hatch coamings and inner bottom plating. In each case, two 100m2 layers of the single component, zinc-rich polyurethane coating will be applied – between 7000m2 to 11,000m2 of paint per vessel.The holds of six vessels have already been coated, with Steelpaint working closely with local partners and shipyards to ensure the quality of surface preparation and application processes. Steelpaint Director Frank Müller said the order marks a "significant expansion of our partnership with this

owner".He furthered that coatings renewal programmes of this size are indicative of a shifting industry mindset that prioritizes lifecycle efficiency and performance over initial material costs."With demand for dry bulk tonnage remaining strong, and drydock space at a premium, coatings that reduce time in the yard while enhancing structural longevity are becoming critical to competitive fleet management." Developed in the early 1980s, Stelpant is the result of decades long research into zinc-rich polyurethane coatings designed for extreme environments. Unlike conventional epoxy systems, Stelpant combines high mechanical resilience with cathodic corrosion protection, making it especially suited for steel surfaces subject to heavy impact, abrasion, and prolonged moisture exposure. Its unique formulation allows for flexible reapplication without full system removal, enabling efficient touch-ups during regular maintenance cycles. First adopted in heavy civil engineering projects such as sluice gates and sheet piles, Stelpant has gained growing recognition in the shipping industry over the past decade for its performance in cargo holds and ballast tanks, where conventional coatings often fail prematurely. The bulk carriers included in the coatings order operate on major Asia-Pacific trade routes, moving iron ore and other minerals between Australia, New Zealand, and key markets in China and Southeast Asia. Four vessels have had already completed coatings work with three currently in progress.

Jamaica welcomes progress on greenhouse gas reduction

The agreement on a framework to achieve the International Maritime Organisation's greenhouse gas (GHG) reduction targets for the international shipping industry was a historic achievement for Jamaica and member States of the Caribbean Community commonly known a CARICOM.

Speaking after the close of the IMO's Marine Environment and Protection Committee's 83rd meeting (MEPC83), Bertrand Smith, Director General of the Maritime Authority of Jamaica, remarked: "Although the final draft text of the amendments to the MARPOL Convention do not reflect our original position it is a step in right direction".

Commenting on the meeting's progress he highlighted: "Jamaica is a member of the IMO Council with significant flag, port and coastal interests, and has always taken a balanced view to the negotiations to implement IMO's 2023 Strategy on the reduction of GHG emissions from ships. At all times we were mindful of the need to ensure that the draft amendments to MARPOL addressed three primary issues – namely, the promotion of the energy transition, incentivising the fleet, and facilitating a just and equitable transition".It is in the latter area that Jamaica, as a member of the CARICOM group and in collaboration with Pacific Small Island Developing States (SIDS), made proposals to ensure that SIDS and developing countries would not be left behind as the shipping industry took significant steps to decarbonise. This was critical as decarbonisation will come at a major cost to SIDS which are already incurring relatively high transport costs and are having to make significant amounts of expenditure to replace infrastructure damaged by extreme weather events.

A recent example is Hurricane Beryl, an early season Category Four hurricane which, in the space of a few hours, left damage to agriculture and infrastructure amounting to 1% of the total GDP of Jamaica. The incorporation of economic measures leading to the establishment of a Net-Zero fund were an area of focus for CARICOM SIDS, who at all times negotiated in good faith and in the true IMO spirit and yielded in some areas in order to achieve a text that could be accepted by the majority of member States.

Mr Smith added: "Notwithstanding the historic achievement, much work is left to be done in finalising the several guidelines which will support the draft text – which is expected to be adopted at MEPC 84 in autumn this year. What was, however, made clear at the end of the negotiations was that Caribbean and Pacific SIDS, regardless of their small populations, are now a major force to reckon with in the efforts to adopt mandatory provisions to incorporate IMO's mandate to decarbonise the international shipping industry by or around 2050."

CELTIC EXPLORER sailing from Rosyth. **Photo : Jim Prentice**

SCT orders eco-efficient Konecranes mobile harbour crane

By Syed Rakin Rahman

Italy's Salerno Container Terminal (SCT), part of the Gallozzi Group, has ordered a Konecranes Gottwald ESP.10 Mobile Harbor Crane with an external power supply to support a port modernisation project. The order was booked in Q1 2025, and the handover is scheduled for Q4 2025.Equipped with a 64-metre boom and a maximum lifting capacity of 125 tonnes, the crane will be used to handle containers on super post-Panamax vessels of up to 15,000 TEUs and 22 rows across. It's also designed to operate with a twin-lift spreader.The high-performance crane has an external power supply, so it can be connected directly to the grid. This increases the efficiency of the drive train, helping SCT to cut local emissions. Konecranes TRUCONNECT and Predictive Services support condition-based monitoring, extending the lifetime of the equipment and aligning with Italy's directives for digital transformation and Transition Plan 5.0.

This latest deal is part of a €10 million ($11.37 million) terminal renewal project, including equipment and infrastructure investments to support the transition to lower-emission container handling."The new crane will significantly reduce loading and unloading times for the latest generation of ships," said Agostino Gallozzi, Chairman of the Gallozzi Group. "At the same time, we're improving the eco-efficiency of our operations and setting an example for electrification across the broader region." "The Gallozzi Group's commitment to electrification and digitisation aligns perfectly with Konecranes'

strategy for eco-efficient and modernised terminal operations," said Giuseppe Di Lisa, Vice President Sales & Marketing, Konecranes Mobile Harbor Cranes.Early April, BMF Port Burgas AD, a Bulgarian port operator, ordered two Generation 6 Konecranes Gottwald ESP.9 Mobile Harbor Cranes, with delivery expected in Q4 2025. **Source : porttechnology.**

…. PHOTO OF THE DAY …..

The **DAMEN YACHTING 6007** departed from the builder in Vlissingen for yard trials at the Westerschelde
Photo : Wim Kosten – www.maritimephoto.com (c)

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