



**Great Lakes  
Dredge & Dock  
Company**

2122 York Road  
Oak Brook, Illinois 60523  
630 574 3000

February 8, 2008

To all employees,

I am sure that by now everyone is aware that on the afternoon of Jan 24<sup>th</sup>, while performing on a contract in Newark Bay, New Jersey, the Dredge New York sustained substantial damage as a result of a collision with a 670 ft tanker .

The dredge was on station, waiting on a scow to be brought alongside by the tug Lemmerhirt, when the tug Captain, Bob Peterson, observed an orange juice tanker making a collision course for the dredge. Bob's quick reaction in alerting the dredge crew to the imminent impact gave them the opportunity to brace themselves for the accident and avoid injury. The bulbous bow of the vessel "Orange Sun" made direct contact with the portside forward winch room, rolling the dredge over onto its starboard spud which bent under the strain but prevented the vessel from capsizing. The dredge sustained an 8 ft x 2 ft hole being ripped in the side of the vessel. The forepeak of the tanker also made contact with the port spud before deflecting off the bow of the dredge, narrowly avoiding contact with the excavator where our operator Michael Cuthbert was sitting manning the controls in the cab.

As the collision approached, the tending tug "David Foss" made sail for the dredge where she immediately took on board all the crew to safety until the situation and the stability of the dredge could be evaluated.

The vessel rapidly took on water, the bow submerging until the vessel stabilized, coming to rest on its two forward spuds. Upon re boarding, the extent of the damage was observed and project support and management called to the incident.

Over the next few days the crew of the dredge and divers from Randive Services toiled tirelessly to plug the hole with shingles and railroad ties, following which, a crew from Brady Marine welded a box around the breach to make a temporary repair. The bent spuds then had to be cut underwater to free the dredge and the severed pieces recovered.

During this period of many days Don Jon Marine' heavy lift salvage vessel "The Chesapeake " maintained a sling around the bow to support the dredge in the event of any failure of the supporting spuds.

On Feb 2<sup>nd</sup> the dredge was finally inspected by the Coastguard and released to be towed to the shipyard for repair.

Needless to say, this has certainly been a very disturbing event for all concerned but we are all very relieved and grateful that no one was hurt.

I would like to thank everyone who contributed their services and worked so hard to save the Dredge New York and thank all involved for working safely and looking over the safety of each other. It would have been a tragedy to lose the vessel but an irreplaceable tragedy to lose a crew member.

Thanks to our management team; Chris Gunsten, Brian Goetchius, John Durkee, Rich Johnson and Jack Chase.

**Dredge New York :**

Captain Phil Sanzone, Tom Komisar, Michael Cuthbert, Carroll Washburn, Philip Sanzone Jnr, Ryan Wells, Jamie Hinjosa, Val Olesonovich, Vincent Minalli, David Limon, John Olesnovich.

**Tug Lemmerhirt :**

Captain Bob Peterson

**Crewboat North Star:**

Chris Wuestoff

**Brady Marine**

**Don Jon Marine**

**Randive Dive Services**

A special mention is deserving of the diving crew, who from all accounts performed a tremendous service showing professionalism, leadership and experience, working tirelessly with an outstanding commitment to saving the vessel.

Kurt Erlandson-Operations manager and Senior Diver and his dive team; Robert Ross, Kieth Michalski, Joseph Mansonet, Peter Thierry, Dave Esehak, Andy Secallus, Larry Nelson, Mike Smits, David Lamon, Russ Schwartzburd and Joe Chieffo.

Thanks to all involved

Sincerely

A handwritten signature in blue ink, appearing to read 'R. Lowry', with a long horizontal flourish extending to the right.

Richard Lowry  
Chief Operating Officer  
Executive Vice President