Dutch Coastguard Damen built BAREND BIESHEUVEL at Stellendam. BAREND BIESHEUVEL has impressive max speed of over 18 knots. Photo: Arie Boer ©
EVENTS, INCIDENTS & OPERATIONS

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The BB ORCA operating as a FishFarm vessel moored in Trondheim. Photo: Ko Rusman (c)

Destination net zero

The net zero targets of major container shipping lines are much ambitious than the International Maritime Organization, which is under pressure to follow their lead. The following is an extract from Drewry’s latest Container Forecaster report,
just published. It is a sign of the times that the sustainability reports of container shipping companies arguably make for more interesting reading than their income statements, which no longer contain such mind-blowing numbers.

Sustainability/ESG filings certainly provide more clues on the long-term direction that carriers are heading, filled as they are with pledges on how each will help the industry go beyond the current decarbonisation target of the International Maritime Organization (IMO) – to at least halve shipping’s greenhouse gas emissions by 2050 (compared to 2008).

From the leading 10 carriers – collectively operating approximately 85% of the active containership fleet – eight have confirmed net zero targets by 2050 at the latest (see Figure 1), while one other; Cosco, is aiming for 2060, in line with all Chinese state-owned entities. The odd one out is Taiwanese carrier Yang Ming, which, so far, has not explicitly said that it will aim for net zero by a specific date. It has, though, committed to the IMO’s targets. While the net zero target dates, interim goals and methods do vary between carriers, the common thread is a commitment to buying more fuel efficient and less polluting ships to replace the dirtier units that have been the workhorses of global trade for decades.

The reality is that the process of cleaning the containership fleet has only just started and will inevitably take time. As things stood on 1 June 2023, approximately 97% of the active fleet, when measured by teu capacity, had main engines powered by bunker fuel derived from crude oil.

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make some real progress and have a realistic shot of meeting targets, the industry is demanding clear guidance from the meeting. Another let down would create more uncertainty and an even less coherent strategies, reducing the chances of success. The IMO’s inability to move quicker is a bad look for shipping – the aviation industry committed to net zero by 2050 in October 2022. The dragging of heels has created a regulatory vacuum that some frustrated national and regional governments (such as the European Union bringing shipping into its Emissions Trading System next year) are stepping into, risking a messy patchwork of rules and taxes.

Shippers will for certain soon be facing additional costs related to the green transition, but what we don't know at this stage is how much it will be and if it will be standardised at a global level, or done piecemeal on a regional basis? It remains to be seen whether or not MEPC 80 delivers what the industry is hoping for, but because container lines are generally already a step ahead when it comes to net zero targets, their main focus of interest will be on what happens with carbon pricing and how emissions are measured and tracked.

Carriers are not waiting to see what outcomes arise from MEPC 80 with a flurry of alternative fuel orders placed in recent week.

Since March, dual-fuel orders with a combined capacity of around 480,000 teu have been placed. Leading the way, in the methanol camp, were CMA CGM and Maersk, while Yang Ming headed up the smaller LNG team. There are quite a few other big deals supposedly on the horizon. MSC is reportedly in talks for a series of 8,000 teu dual-fuel units (either
methanol or LNG), while Evergreen is said to be close to signing up for as many as 24 x 16,000 teu methanol dual-fuels, and possibly also some feeder units of the same variety.

These latest contracts indicate that carriers, in particular, are full-throttle on fleet replenishment, but simply relying on newbuilds will take too long and mean net zero timelines will not be achieved. It is therefore vital that more effort is made to improve the energy efficiency of the extant fleet.

On this front, Maersk, one of container shipping’s net zero pioneers, said that MAN Energy Solutions will mid-next year retrofit one unspecified existing ship in its fleet (rumoured to be a 2,000 teu feeder) to become a dual-fuel methanol powered vessel, repeating the process for sister vessels in 2027.

In September, the Danish company will perform the first ever voyage of methanol dual-fuelled containership when a 2,100 teu feeder arrives from South Korea for a naming ceremony in Copenhagen, before heading out to duties in the Baltic Sea. For the maiden voyage, the ship, ordered in July 2021, will run on green methanol sourced from Dutch producer OCI Global. Adding more shine to the story, Ursula von der Leyen, the president of the European Commission, will be the ship’s godmother. The delivery of the first methanol ship will be a big milestone for the industry. The next step, in our view, will be to ensure that these dual fuel ships actually use greener fuel and that the cost premium is reduced. IMO, over to you.

Our view
It is easy to lose sight of the bigger picture when wrapped up with short-term concerns such as the direction of freight rates or port throughput. But such matters only carry transitory importance and are quickly forgotten.

What will be remembered in future years is what the shipping industry did to reduce its environmental impact on the world.

The definitive container market analysis and forecasts
The Container Forecaster is Drewry’s flagship quarterly analysis and outlook for the container shipping market. This long-standing product is highly respected in the market and is widely considered as the go-to reference for what is happening now and what will happen in the future of the global container industry. Source: Drewry

Gas carrier “Grazyna Gesicka” makes first arrival in Poland

The second vessel of the fleet of gas carriers being built for the ORLEN Group has just arrived at the port in Świnoujście with a cargo of liquefied natural gas. The vessel, named “Grażyna Gęsicka”, has delivered some 65,000 tonnes of LNG loaded at the Freeport terminal in the United States. The delivery was made based on a spot market transaction, according to ORLEN Group’s release.

The gas carrier “Grażyna Gesicka” was built at Hyundai Heavy Industries, one of the world’s leading shipyards specialising in the construction LNG vessels, located in Ulsan, South Korea. Like the other vessels built to the order of the ORLEN Group, it measures some 300 metres and has a capacity to carry loads equivalent to about 105 mcm of regasified LNG. Like the entire fleet, it is equipped with solutions enhancing its energy efficiency and reducing the environmental impact, including a system for integrated management of electricity consumption. The shape of the ship’s hull and propeller was optimised at the design stage for reduced drag. The Air Lubrication System (ALS) technology was used to reduce resistance between the ship’s hull and seawater. In addition, the vessel’s hydrodynamic profile was refined to lower fuel combustion during its operation.

The design also includes a reliquefaction system to recover LNG that naturally evaporates during transport. The effectiveness of the process is further enhanced thanks to robust insulation of the LNG tank. Compared with older type vessels, this solution significantly reduces cargo losses. What is more, LNG recovered during transport can be used as motor fuel or to produce electricity needed to power the ship’s equipment. The use of low-carbon natural gas significantly
reduces carbon dioxide emissions compared with fuels typically used in heavy marine transport. Besides the environmentally sound solutions, the size and carrying capacity of the gas carriers ordered by ORLEN will allow it to receive cargoes from almost all liquefaction and regasification facilities the world over, increasing its ability to engage in international LNG trade. The delivery made in late June by “Grażyna Gęsicka” was the 30th one received by the Group this year and the 236th one since the LNG Terminal in Świnoujście was commissioned.

The **SOLERO** passing the Ijmuiden Lock  Photo : Wim Castricum ©

**The Propeller Club of Manila**

PGYC Easter Regatta 2023

PCM Vice President Dale Godkin together with 6 scholars from **Batch 23** participated in the Easter Regatta. The event was organized by **Puerto Galera Yacht Club** last April 7-9, 2023. The scholars had an unforgettable experience, and they gained valuable skills and knowledge about sailing. The team put up a fantastic effort, earning them a second-place finish.

**Annual General Meeting**
This year’s Annual General Meeting was held last April 19 at the Elks Club. There was no need for voting because there were only 11 candidates for the 11 board positions. However, after many years on the Board, Elmer Pulumbarit stepped down and his place was taken by Tony Compton who is now the Club’s Treasurer. Tony comes to us with a strong financial background, having worked in the industry for many years. His expertise in managing finances will be invaluable to our club.

We inducted two new members at the meeting namely Rob Goold of DMG Logistics and Allwyn Lobo of Jebsen PTC. We welcome Rob and Allwyn to the club. Thanks to Margaret Morgan for providing a raffle prize of her home baked breads and pastries which was won by Trustee Ann Aspinall. Winners of the bottles of wine were Trustee Angel Espinosa and guest Stuart Mckenna.

### Alleviating Poverty Through Skills Training

The Propeller Club of Manila (PCM), formerly a branch of the Propeller Club USA but now independent, is a non-profit organization dedicated to the Alleviation of Poverty in the Philippines by offering scholarships to youths from underprivileged families, providing skills and training for employment in the maritime industry.

As of 2018, PCM has over 100 members from all sectors of the Philippine shipping fraternity along with companies supporting the local maritime industry. The scholarship programme was started in the early 1990’s, sponsoring a single student at Don Bosco Technical Institute, Makati. Since then, with increased funding from both our corporate and individual members, we have been able to increase the number of scholarships, gaining a particularly significant boost when, in 2005, we secured funding from the Australian Government (AUSAID) through the Salvation Army Development Office, Australia. The additional funding from AUSAID allowed the Club to set up supplementary training modules and procedures which substantially improved the employment potential of the graduates of the Ship Mechanic (Fitter/Machinist) course.

In 2013, we were able to expand our scholarship programme by starting a Culinary and Kitchen Management course with training provided to the highest degree of international cuisine at The International School for Culinary Arts and Hotel Management (ISCAHM), turning out graduates who can be employed as cooks on board ocean-going ships. A total of 507 students have graduated from our programmes, almost all of them employed by shipping companies whose executives are members of the Club.

With over 500 applicants from across the Philippines for each scholarship programme, we are only able to accept 25 and we would dearly love to increase this. However, in order to expand our programmes, we need sponsors and individual donors - no matter how small or large your participation, it all makes a difference with 100% of all contributions going towards the students’ training.
During last week’s Monday meeting Trustee Andy Malpass (at the photo on the right) organized a maritime quiz which was won by the above team. Photo: Propeller Club member Piet Sinke - Maasmondmaritime ©

“Give a man a fish and you feed him for a day; teach a man to fish and you feed him for a lifetime.”

The Propeller Club of Manila

Please call or visit us during office hours Monday - Friday 9am - 5pm
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LNG-tanker UMM SLAL here at the yetty at LNG-terminal in Nijlhaven Rotterdam. With her 345 * 54 mtr and capacity of 260.928 cbm she is the largest that Arie have seen at this terminal. She brings LNG from Qatar to the Netherlands.

Photo Arie van Oudheusden ©

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Subsea 7, EnBW to study green hydrogen projects powered by offshore wind

by David Foxwell

Subsea 7 has entered into an agreement with German developer EnBW to jointly study several offshore wind-powered hydrogen production concepts. Within the framework of the study, the partners will explore the technical and commercial elements of green offshore hydrogen production, from both pilot and commercial-scale facilities, considering bottom-fixed and floating options. EnBW will undertake studies on windfarm design and optimisation as well as provide operational and maintenance expertise to the overall technical and economic evaluation. Subsea 7 will be responsible for the research on subsea electrical and flowline infrastructure, flow assurance and integration of the hydrogen production systems on wind turbine foundations or separate platforms. The companies will jointly undertake an economic analysis to establish a commercial model and determine the development and operational cost with the ultimate goal of establishing the levelised cost of hydrogen and the technical and economic potential of the different offshore hydrogen production solutions. Subsea 7 strategy director energy transition Stian Sande said, “We are pleased to be working with EnBW to explore and develop solutions for offshore hydrogen production. “To progress a nascent industry further, it is important
to have strong collaboration between developers, operators, contractors and technology providers. As a global leader in delivering complex energy projects, Subsea 7 continues to work with our partners and clients to deliver the energy solutions the world needs.” Source: Riviera Maritime Media

As BP abandons highly touted offshore oil prospect, ExxonMobil prepares to drill

Those hoping for a major new discovery by BP Canada in Newfoundland and Labrador’s offshore are trying to make sense of the company’s decision to abandon its Ephesus prospect in the Orphan Basin following what appears to be an abbreviated drilling campaign.

At the same time, industry boosters are holding out hope that another exploration well — one being financed largely by cash from the province’s offshore exploration initiative — planned for this summer by ExxonMobil Canada and its partner, Qatar Energy, will have better results. Signs indicate that BP’s probe, using the drill ship Stena IceMax, was unsuccessful. But the company is saying very little since it has the right to keep drilling results secret for up to two years. “Currently we are in the process of plugging and abandoning the well as per plan,” a BP official wrote in a statement last week to CBC News. So was the well a duster? It’s an industry term used to describe a scenario in which no hydrocarbons were discovered. BP won’t say, but those who follow the industry say it’s the most logical assumption.

“They’ve announced that they’re abandoning the well. So that to me indicates that they’re not coming back,” said Rob Strong, a veteran energy consultant based in St. John’s who’s been linked to the offshore oil industry since the late 1970s.

An aerial view of the drill rig Hercules, which is anchored in the waters off Bay Bulls on Newfoundland’s southern shore. The Hercules semi-submersible drill rig is now anchored off of Bay Bulls, where it is receiving supplies before heading offshore to drill an exploration well for ExxonMobil Canada and its partner, Qatar Energy. The well will be drilled in a prospect called Gale, located in the southern Orphan Basin. (Danny Arsenault/CBC)

The Ephesus F-94 exploration well in licence No. 1168 targeted what was being described as a multibillion-barrel structure in the West Orphan Basin, located more than 300 kilometres northeast of St. John’s in water depths of 1,300 metres. The activity has drawn fire from environmental groups because the well is located in a marine refuge, and critics say exploration for new discoveries should end because of the effects that the burning of fossil fuels has on the climate. Ephesus is part of a larger exploration drilling campaign proposed by BP in the Orphan Basin, involving multiple wells between 2023 and 2026.

Hopes in the local supply and service sector were high that success at Ephesus would position the Orphan Basin as the next major frontier in the offshore. If so, it would join the already mature Jeanne d’Arc Basin, which is home to four legacy oil fields, and the Flemish Pass, where Equinor has made major discoveries and continues to evaluate the viability of the massive Bay du Nord project. “Some suggested the [Ephesus] reservoir size could be as big as the whole Jeanne d’Arc Basin. What happened? I don’t know,” said Strong. BP is not saying whether it will continue its search for hydrocarbons in the Orphan Basin, but Strong said these are complicated times for the oil sector and wonders if the
company simply lost interest. "We know the government of Canada is not keen on future developments. Maybe they've decided ... what's the sense in finding something if we can't produce? I just don't know. I wish BP would be more open with us all," said Strong. "It makes you think twice as to what the long-term future is." BP's decision to abandon the Ephesus well is the latest setback for the province's oil and gas industry. Last month, Equinor shocked delegates at the annual energy conference in St. John's by announcing it was delaying a decision on whether to develop the Bay du Nord project for up to three years. But as questions over the future of the offshore oil and gas industry mount, ExxonMobil Canada, the lead partner in the Hibernia and Hebron oil fields, is pressing ahead with an exploration well of its own. The semi-submersible drill rig Hercules arrived in the waters off Bay Bulls over the Canada Day weekend following a transatlantic voyage from Norway. It is undergoing inspections by Canadian authorities and receiving supplies before heading offshore. ExxonMobil has contracted the rig for 135 days, with an extension option for up to 60 days, according to industry reports.

BP defends drilling exploration well in marine refuge off Newfoundland Seamus O'Regan slams Equinor for 'sadistic' timing of Bay du Nord delay announcement

The Hercules will drill a prospect called Gale N-66, located in the Jeanne d'Arc Basin, in an area known as the Central Ridge, about 365 kilometres east of St. John's. The value of the Hercules contract is not known, but $50 million of the cost will be covered by a provincial government program aimed at growing the offshore oil and gas industry. Companies that bid on exploration rights in the offshore are required to make a deposit of 25 per cent of their exploration commitments, which in some cases can reach into the hundreds of millions of dollars. Some or all of these deposits can be forfeited if the bidder does not meet its work commitment. The province uses the forfeitures to cover a percentage of the second and third exploration wells of a drilling campaign. The Gale well is the third in ExxonMobil's Central Ridge drilling campaign. The second well, called Hampden, received a reimbursement of up to $30 million. Source: CBC

Message to readers: All banners are inter-active and click through to advertiser web sites

The Frank Bonefaas departed earlier this week from IJ muiden heading the herring spots

Photo: Wim Castricum (c)
Van Oord - Hakkers - Beens: Enlargement of Twente canals wraps up

by Eldin Ganic

The Dutch Minister of Infrastructure and Water Management, Mark Harbers, yesterday attended an event celebrating the completion of the enlargement of the Twente Canals – a great recognition for the work of consortium Van Oord – Hakkers – Beens, who worked on the final phase of the enlargement of the Twente canals in recent years.

The Twente canals are an important logistical connection for the transportation of goods by water. "By enlarging the waterway, the ports of Almelo, Hengelo and Enschede are more accessible and larger vessel can sail through more safely and smoothly. This boosts regional economy and makes water transport even more attractive," said Van Oord.

The Van Oord – Hakkers – Beens consortium was commissioned by Rijkswaterstaat, the executive agency of the Dutch Ministry of Infrastructure and Water Management. The consortium was responsible for enlarging the canal, replacing the sheet piling over a length of 35 kilometres and applying a self-sealing layer at the bottom of the canal. Also, the consortium created 13 kilometres of nature-friendly river banks.

During project execution, the Twente canal remained accessible and in use at all times. At the same time, up to 80 pieces of floating equipment worked on the canal. “The project paid a lot of attention to sustainability. Part of the sheet pile walls and the dredged material were reused on projects in the area,” said Van Oord. Source: Dredging Today

Ambassador Cruise line's AMBANCE in Narvik Photo: Ko Rusman ©
Hapag-Lloyd faces US shipper complaint

By: Adis Ajdin

Fruit juice importer and broker Rahal International has filed a complaint with the US Federal Maritime Commission (FMC) against Germany’s Hapag-Lloyd over unreasonable charging practices, adding to an abundance of grievances filed versus ocean carriers.

Hapag-Lloyd's 2017 built and 10589 TEU capacity GUAYAQUIL EXPRESS pictured passing Griete inbound for Antwerp.

Photo: Dirk Nootenboom ©

Lawyers for Rahal argue that between April and June 2022, Hapag-Lloyd created logistical paralysis at the port of New York and New Jersey and “wrongfully and unreasonably” charged Rahal $298,911 for detention/demurrage for containers unremovable from the port while it was unwilling and/or able to handle the return of its empty containers.

The actions not compliant with the US Shipping Act led to Rahal sustaining actual injuries and damages of at least $715,631, the company said. Rahal noted that in addition to “unreasonable” charges it incurred $154,909 in further haulage fees and $63,013 for extra expenses, as well as a $198,798 loss for spoiled fruit products. The importer alleged that the German liner had also, at least one year before the events complained of, failed to provide adequate facilities at and about the port for its customers to return empty containers, but that it still continued to accept business. “As a result of Hapag's failure to establish reasonable practices regarding return of empty containers, Hapag had a backlog of empty containers building up in and about the port. “Since the beginning of 2022, the FMC has been dealing with a flood of complaints filed by shippers against ocean carriers. The allegations often allege that ocean carriers violated the Shipping Act of 1984 by failing to honor long-term contract prices and instead providing space on containerships to other parties at substantially higher rates, as well as charging unjustified demurrage fees. In June 2022, Hapag paid $2m in civil penalties to resolve allegations in how it assessed detention charges. Earlier this year, retailer Bed Bath & Beyond claimed over $30m from Hong Kong’s Orient Overseas Container Line (OOCL) over exploitative and unjust business practices during the pandemic. The most recent case saw the FMC slap Maersk’s Hamburg Süd with a nearly $10m fine for refusing to contract cargo space for its containers with Florida-based furniture importer OJ Commerce. Source: Splash 247
India proposes 5% zero carbon marine fuel mix by 2030, to set realistic aim

India asked IMO to focus on realistic target to ensure that net zero carbon fuels occupy 5% of Marine fuel mix by 2030, without any additional checkpoints during this explorative and take-off period. India on Monday asked the International Maritime Organisation (IMO) to focus on a realistic target to ensure that net zero carbon fuels occupy 5 per cent of the...
Marine fuel mix by 2030, without any additional checkpoints during this explorative and take-off period. During the plenary of the 80th session of the Maritime Environmental Protection Committee of the IMO here, Indian delegate Ajithkumar Sukumaran, Chief Surveyor-Cum-Additional DG, Ministry of Shipping, said, “any unrealistic target will place undue pressure on the governments to resort to flawed policies, industry to make haste and unsustainable investments, and the research to push through half-cooked and immature technological solutions – all of them will have long term, irreparable repercussions on this industry.” That is why India, which falls under the extremely risky category in the climate change vulnerability index, had submitted an MEPC document, proposing a way forward for the reduction strategy to be phased in progressively while ensuring the transition is smooth, achievable and inclusive, without leaving anyone behind. While taking a positive stand on the proposal for a financial levy on Greenhouse gas emissions, India said that the motive behind such measures should not be one with an aim to penalise the industry but to encourage the transition to greenenergy.

“If the green transition is the primary objective, the economic proposals should necessarily explore options to generate appropriate funds to meet not only R&D in the Maritime sector, but also for production of alternate fuels and development of infrastructure for its supply networks in ports across the globe,” Sukumaran said. The Indian delegate also cautioned the fellow delegates that any economic measure alone or as part of a basket of measures may not achieve the Paris Agreement goals without a severe impact on trade unless the availability of affordable future fuels, cost-effective future fuelled engines and trained manpower to operate them is ensured. He also called for revenue generation proposals and strategic distribution of revenues so generated to deserving sectors. Sukumaran said many of the economic proposals currently on the table of the MEPC 80, directly or indirectly advocate GHG pricing and trading, in one form or the other and such variable, volatile and speculative proposals would make future investment decisions in new zero-carbon technologies, uncertain and unattractive for developing countries. “Having said this, we thank the co-sponsors of various economic elements including China, Norway, Japan, and ICS, and see merit in all of them, though need further finetuning and collation,” the Indian delegate said.

India, thus demanded the deliberation to take all such financial proposals on board and subject them to intense deliberations in the coming sessions, to come up with a more meaningful and inclusive proposal prior to its adoption on a future date. India also vowed to ‘wholeheartedly support’ any initiative from IMO for the control of the emissions from the Maritime sector.

Source: PTI

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Dark fleet getting younger

The tankers carrying sanctioned oil globally is beginning to get younger, according to research by VesselsValue. Following Russia’s invasion of Ukraine in February 2022, the G7 and EU, plus Australia, brought in sanctions that hampered the use of the established tanker fleet. That saw the rapid expansion of the business model adopted by Venezuela and Iran. Tankers nearing the end of their natural life (the point at which maintaining them became more expensive than the profit to be made by moving oil, usually around 15 to 20 years old) were deployed by companies with an obscure ownership structure to move oil from Russia to countries outside the G7/EU/Australia that were still willing to
import oil that was now selling at a discount to the Brent crude benchmark. The number of vessels in this dark or shadow fleet was not known for sure, with estimates ranging in the 500-to-900 region.

Clarkson Research Services noted that not a single large crude oil tanker had been scrapped for seven months – hardly a surprise when more oil was being moved by ship (replacing land pipelines from Russia to Europe) and over longer average distances. Benchmark prices for moving oil had near-quadrupled from 2017 figures.

However, the explosion in May off the coast of Malaysia of the ageing tanker **PABLO** – luckily not carrying any oil at the time – highlighted the problems involved with using older tankers that did not benefit from insurance through the higher rated hull and liability insurers. Indeed the **PABLO** is still sitting off the coast of Malaysia, with no-one stepping forward to pay for the clean-up costs.

This event, and the lack of the international insurance back-up that perhaps had come to be taken for granted, clearly came as something of a shock to Malaysia and, by proxy, to the rest of east Asia. China and Singapore were two of the major port players that rapidly increased its checks on older tankers, with Singapore detaining a far larger number of tankers for failing safety inspections than it had in the previous decade. The operators of the dark fleet appeared to have realized that a lower certain profit (using relatively newer tankers) might be a better bet than taking the risk of a ship being detained because of its age. An increased supply of tankers cannot be conjured out of thin air, meaning that the move into the more “regular” sector of tankers (say, 13-to-18 years old) will mean that demand in the regular tanker market will get tighter. Shipbrokers and analysts will be keeping an eye out for a re-emergence of scrapping for the more ancient tankers, which would indicate that the dark fleet operators were taking the scrap value for ships used during 2022 through to early 2023, and moving over to “less old” vessels.

Source: insurance marineneews

The **CROWN PRINCESS** in Vancouver harbour note the small airplane above the vessel (above the fwd satcom domes)

Photo: Rik Zwinkels (c)

Handling of cargo samples

Cargo samples hold significant importance in protecting tanker ship owners against potential cargo claims, necessitating the utmost care in their proper handling. This article delves into some critical aspects related to sampling.

**Type of sample bottles**
When it comes to which type of bottles to be used, there are a few considerations to keep in mind. Pure acids or basic cargoes (e.g., sulphuric acid, phosphoric acid, or caustic soda) should be kept in plastic bottles (type HDPE). The reason for this is that such products will deteriorate glass over time resulting in the product containing increased levels of silica (e.g., sand or glass), but also because the bottles will become brittle and may break easily after a period of storage. Inhibited and light sensitive cargoes are often stored in amber bottles. But if the samples are stored in dark sample lockers, then transparent bottles can be considered. Furthermore, quality complaints typically concern parameters that are not affected by light.

The downside of using plastic and amber (or dark) bottles is that they are not transparent and visual deviations (colour, water, particulate matter) in a manifold, foot or final sample are therefore not easily observed by a ship’s crew assessing these samples. For immediate visual assessment, which is vital especially when assessing the manifold sample, transparent glass bottles should be used.

For vegetable oils (and other food grade products) transparent plastic bottles should be used (of a type which doesn’t shrink under the effect of heated cargo). The reasons are food safety, and to prevent bottles from breaking inside the tank whereby food grade products become contaminated by glass. These cargoes may, however, be sampled in glass bottles as long as drain samples are drawn (manifold or recirculation), i.e., as long as the glass bottle is not lowered into the cargo itself.

**Labelling and log keeping**

Proper labelling of the samples is crucial. In some cases, vessels follow the correct sampling procedures but have poor labelling practices, such as:

- including excessive information except for the essentials,
- using only a permanent marker to write the tank number without proper labels,
- having unreadable labels.

**Such labelling issues weaken the value of samples as evidence in joint witness analyses.**

A label should as a minimum contain the following information:

a) Name of vessel and voyage number
b) Type of cargo, port of loading and discharge
c) Details of sample (manifold, final etc.)
d) Date and name of the person who took it.

To record the sampling in the Port Log can also serve as evidence. If the samples are sealed, then the seal number should be recorded as well.

**Retention time**

A concerning trend we see is that shipowners are shortening the on-board retention period of samples, disposing of them before a claim is brought against the vessel. This has led to costly settlements in cases where counter evidence could have been presented through retained samples. While sample lockers may be overfilled, it is crucial to maintain proper retention periods for potential disputes which in most cases are twelve months from the date of discharge.

**Cargo surveyors**

It is important to clarify the role of cargo surveyors and the misconception that issuing Letters of Protest for “failure to draw samples for the vessel” relieves the vessel from the responsibility of sampling or being involved in the sampling process. Cargo surveyors represent the cargo interests and follow their instructions, which may differ from the vessel’s interests. This can result in a lack of samples or disagreements regarding the representation of available samples. Occasionally we experience ship owners who refrained from sampling by the ship’s crew because ‘unilaterally drawn and unsealed samples did not bear any value as evidence’. It is essential to remember that all samples can serve as evidence.
and samples taken by a ship's crew are often the only evidence there is. Should a discussion regarding authenticity of samples persist, most products allow for fingerprint analyses, which would confirm that the samples are indeed representative. By considering these recommendations and addressing the challenges related to handling of samples, the sampling procedures on board can be improved to ensure accurate monitoring of cargo quality and to secure evidence.

Source: Skuld

Brothers Who Grew Up on the Lake Now Help Boaters Get Home Safely

Luke, Caleb Wilson, new owners of TowBoatUS Lake Allatoona;
24-hour on-water towing service for recreational boaters

Caleb Wilson and his younger brother, Luke, grew up living half a mile from Lake Allatoona, near Victoria Landing. They spent their childhood fishing on their family’s boat and playing with neighborhood friends on the shoreline. After they left home and graduated college, they both spent a couple years working in finance and researching business operations. They’ve now found their way back to the water, however - this time applying their local knowledge as owners of the 24/7 on-water boat towing service TowBoatUS Lake Allatoona. Caleb’s wife, Madison, who grew up boating with family on Lake Allatoona as well, is joining the team. All together, they have quickly become a small, family-run business with big plans to grow.

Both brothers oversee on-water operations while Madison handles most off-water tasks. All three are under 30 years old, and Caleb and Madison have recently become parents, with a 7-month-old at home. “When we were growing up,” says Luke, “Being entrepreneurial together one day was always something we joked about. This opportunity opened up, and
the three of us are all excited to be back outdoors and on the water! We are excited to give back to something so integral to our childhood and to all the people who love this lake the way we do.”

The company’s dispatcher and all of the previous captains remain with the business along with a few new faces. TowBoatUS Lake Allatoona is part of a nationwide network of more than 300 TowBoatUS ports with more than 600 towboats that respond to over 90,000 requests for on-water assistance each year. On-water towing, ungrounding, battery jumps and fuel drop-off services are offered.

Much like an auto club for recreational boat owners, Boat Owners Association of The United States (BoatUS) offers annual on-water Unlimited Towing Memberships for freshwater boaters and anglers for just $99 per year. Included are more than 25 BoatUS benefits including discounts at local fuel docks and transient slips at marinas. Also offered with membership is a subscription to BoatUS Magazine, free DSC-VHF radio registration and more. The company homeports its two red response vessels at Allatoona Landing and Little River marinas, to ensure full coverage of the lake. Separate from BoatUS on-water towing, the company offers boat salvage, environmental remediation and dive services.

The fastest way to request assistance from TowBoatUS Lake Allatoona is to download the free BoatUS App, which connects boaters to the closest local towing captain. Additionally, the company can be reached locally at 770-881-1123, or by phoning the BoatUS toll-free 24/7 Dispatch Center at 800-391-4869.

Box ships drive growth in methanol and LNG newbuilds

by Rebecca Moore

The container sector continues to be the main driver of growing orders for alternative-fuel vessels, according to the latest figures from DNV’s Alternative Fuels Insight (AFI) platform. The platform statistics show 55 vessels with alternative-fuel propulsion were ordered in June. Of these, 26 were orders for LNG-fuelled vessels and 29 for methanol-powered vessels,
including retrofits. So far this year, the total order figure for alternative-fuel vessels stands at 128. Container vessels constituted almost half on the LNG-fuelled ships ordered last month. For methanol, container vessels made up nearly 80% of the new orders. DNV Maritime Advisory business principal consultant Martin Wold commented, “June saw the first order for a methanol-driven vessel within the tanker segment that was not a methanol carrier. We now have methanol-fuelled ships in the pipeline for most main segments but when excluding methanol carriers, containers make up more than 80% of the entire confirmed fleet of methanol-fuelled ships. Measuring by future fuel demand, that share rises to well over 90%.” Mr Wold added, “We continue to see a strong pipeline for orders of both LNG and methanol-fuelled vessels.”

Source: Riviera Maritime Media

NAVY NEWS

The Royal Navy LCU Mk 10 2008 types’s 9732 en 9736 arrived via the inland waters from Rotterdam in Vlissingen before crossing the North Sea heading for Plymouth.

Photo’s: Wim Kosten - www.maritimephoto.com (c)
Vertom Group launches third 7,000 DWT vessel MV Vertom Tomma at Thecla Bodewes Shipyards

Vertom Group (The Netherlands), one of the leading short sea shipping operators in Europe, christened and successfully launched the MV Vertom Tomma. The vessel, built by Thecla Bodewes Shipyards, is the third dry cargo vessel in a series of ten vessels being built at the shipyard in Kampen. MV Vertom Tomma is named after Mrs. Tomma Warnders, wife of Warner Warnders, board member of the Vertom Shipping & Trading division.

The MV Vertom Tomma is part of the Labrax-7000 series. An innovative dry cargo vessel specifically designed with diesel-electric propulsion. The series marks an important milestone in the development of sustainable shipping solutions, and is therefore fully in line with the ambitions of both the Vertom Group and Thecla Bodewes Shipyards to make a substantial contribution to the transition to an emission-free shipping industry.

The diesel-electric propulsion system on board of the MV Vertom Tomma, in combination with the advanced power-management system, minimizes energy losses, reduces overall fuel consumption and reduces CO2 emissions. This desired result has already been proven in the performance of the first two newbuild vessels, MV Vertom Patty and MV Vertom Cyta. In addition, the installed propulsion power on board MV Vertom Tomma is considerably lower compared to ships of equal cargo capacity and with conventional propulsion. With a length of 118.60m, a width of 14.30m and a full-box cargo hold of 329,700 cuft (7,280 dwt), the Labrax 7000dwt series offers competitive transport solutions. The launch of the MV Vertom Tomma is an important milestone for Vertom, as the company has the ambition to continue to invest in sustainable shipping technologies and continue to expand the fleet. The ship is equipped with state-of-the-art...
equipment and facilities and provides a comfortable and safe working environment for the crew during their voyages.

Arjan de Jong, CEO of Vertom Group – “We are proud of our third newbuild vessel, the MV Vertom Tomma, whose christening and launching took place today. Sister ships MV Vertom Patty and MV Vertom Cyta are already operational and we are excited about the performance and results we are seeing so far. Moreover, we are very satisfied with the good cooperation between Thecla Bodewes Shipyards and Vertom. We look forward to the arrival of the next seven ships.”

Thecla Bodewes, CEO of Thecla Bodewes Shipyards – “As a shipyard we understand the need to keep investing in pragmatic and sustainable shipping solutions. The MV VERTOM TOMMA, the third ship in the Labrax-7000dwt series, is an excellent example of how our yard uses advanced technologies. In collaboration with our regular co-makers, we develop the complete ship design as optimally as possible. We offer an attractive product to environmentally conscious, progressive shipping companies such as the Vertom Group.”

The festive launch took place on July 5, 2023, at the yard of Thecla Bodewes Shipyards in Kampen. The christening ceremony was performed by Mrs. Tomma Warnders, who gave a lively speech and, as tradition dictates, broke a bottle of champagne against the ship's bow. The MV VERTOM TOMMA will be commissioned in Kampen in the coming weeks, followed by sea trials in the North Sea. Delivery of the MV VERTOM TOMMA is scheduled for September of this year. Vertom Group, based in Rhoon (The Netherlands), is an experienced and reliable partner that focuses on professional maritime services and support related to sea transport. Vertom constantly monitors market developments and applies the latest technologies to respond to changing customer needs. The Vertom Group currently operates a modern fleet of over a hundred vessels with a loading capacity ranging from 1,500 to 12,000 DWT. Over the past 45 years, the Vertom Group has built a strong track record in the Short Sea Shipping market. Their extensive international network enables them to provide tailor-made shipping solutions that meet the specific needs of their customers. Vertom offers solutions for all maritime services, with expertise in Shipping & Trade, Port Agencies & Freight Forwarding, Maritime Services, Tanker Chartering and Liner Services.

Thecla Bodewes Shipyards, headquartered in Kampen (The Netherlands), is a seventh-generation family business with a combined experience in shipbuilding spanning over three hundred years. The shipyard’s focus is on supplying future-proof smart ships that strive for emission-free shipping using innovative sustainable solutions. With more than 200 newbuild vessels successfully delivered to satisfied customers, 20 of which are diesel-electric, LNG-electric and hydrogen-electric, and more than 15 years of experience with diesel-electric propulsion systems, the shipyard has a proven ability to deliver vessels to the highest standards. In addition to innovative multi-purpose short sea vessels, Thecla Bodewes Shipyards also builds shallow water tugs and pushers, modern dredgers and vessels for special purposes.

Seaspan to add $4.8M building to North Vancouver shipyard

It’s the latest in a long line of investments the company has made since being awarded contracts under the national shipbuilding strategy.
By Brent Richter

North Vancouver’s Seaspan is starting construction on a new $4.8-million facility within its Pemberton Avenue shipyard. The new Land-Based Test Site will allow the company to bring in-house their ability to test vital ship communications, navigation, and other electronic equipment prior to being installed on vessels, according to a release from the firm. The building includes a dedicated antenna tower, which Seaspan engineers will use in the ongoing construction of a polar icebreaker and multi-purpose vessels that Seaspan is building for the Canadian Coast Guard under the national shipbuilding strategy. But the LBTS should still be of use long after those contracts are done, according to Seaspan. “Seaspan is focused on driving improvements to our capabilities and building capacity and expertise as we build a long-term, sustainable shipbuilding industry,” chief program officer Martin Edwards said in a release.

Source: North Shore News

ROUTE, PORTS & SERVICES

MONJASA EXPANDS SUPPLY LOGISTICS INTO WORLD’S LARGEST BUNKER HUB

Written by Rhys Berry

Marine fuels company Monjasa has announced further expansion in Asia by commencing the company’s first supply operations in the Port of Singapore. The company, which has three Asian offices - Singapore, Shanghai and Ho Chi Minh City - supplies 1 million tonnes of marine fuels across the Asian region yearly. This latest development will see Monjasa offering end-to-end maritime logistics in the world’s largest bunker hub which last year recorded nearly 48 million metric tonnes of marine fuel sales. The company has already deployed one tanker and expects this vessel to be joined by an additional two tankers later this year. Monjasa also said the new Singapore operations would provide opportunities for the supply of biofuels. ‘Coming from 15 years as a trading company in Singapore, Monjasa is all set to embrace this new opportunity of controlling tonnage as well. We are now taking further ownership across sourcing, shipping and supply of the fuel products to continually evolve our services across the great Singapore anchorage,’ said Morten Østergaard Jacobsen, Managing Director Asia. ‘The Port of Singapore is one of the busiest and most competitive markets in the world, but we are confident that shipowners will benefit from the increased flexibility and maritime quality matching Monjasa’s global standards. The Monjasa fleet already counts 30 vessels deployed around the world, and this is the strong maritime experience we now build on here in Singapore as well.’ As previously reported, Monjasa reported 6.4 million tonnes in sales volume for 2022 - a 12.3% increase on the 5.7 million tonnes registered in 2021.

Source: The bunkerspot

Energy giant Shell sees major profits from Russian LNG

By Florence Jones

Energy giant Shell has continued to profit from the trade of Russian liquified natural gas (LNG) despite the imposition of sanctions from Ukraine’s allies, research has found. According to a report published on 2 July by the NGO Global Witness, between March and December 2022, Shell traded 12% of Russia’s total LNG exports, with 8% of Shell’s LNG trade during this period originating from Russia.
The UK-based company has continued to trade in Russian LNG despite the British Government sanctioning “energy-related goods and services” derived from the country in a bid to reduce Russia’s ability to finance the ongoing war in Ukraine. “It is quite simple: by continuing to trade in Russian gas Shell is putting money into Putin’s pockets and helping to fund Russia’s brutal aggression against the people of Ukraine,” said Oleg Ustenko, Chief Economic Adviser to Ukraine’s President in a statement criticising the British oil major. “Trading gas is no different to trading Russian oil, every drop of which means more bloodshed.

“The vast sums that Shell and the whole oil industry have made in Russia should be used to help fund the reconstruction of Ukraine, rather than lining the pockets of their shareholders,” he continued.

“Hundreds of millions” in profits

In 2022, Shell made approximately $5.4bn gross margin from trading LNG and optimising its LNG portfolio, analytics company Bernstein found, while in the same year, the company made record total annual profits of $39.9bn, sparking criticism that it was profiting from Putin’s war. Global Witness predicts that Shell profited “in the hundreds of millions from Russian LNG” between March and December last year; the LNG industry made Putin’s government $21bn in 2022. The report found that only three oil and gas companies traded more Russian LNG than Shell during the period, two of which were Russian companies: Yamal and Sakhalin.

French energy giant TotalEnergies, which part-owned Yamal until December 2022, when it divested from the company, was also found to be profiting off Russian LNG during this period, despite EU sanctions. These sanctions are not legally binding, and Shell has since claimed that its involvement in Russian LNG supply is necessary to ensure European “energy security”.

“There is a dilemma between putting pressure on the Russian Government over its atrocities in Ukraine and ensuring stable, secure energy supplies. It is for governments to decide on the incredibly difficult trade-offs that must be made,” the company told Offshore Technology, responding to Global Witness’ report. Prior to the report, in March 2022, Shell announced plans to withdraw from all Russian oil and gas in a “phased manner”. A Shell spokesperson confirmed to Offshore Technology that it retains these plans and has “stopped buying Russian LNG on the spot market, but still has some long-term contractual commitments”.

“There can be no justification for the continued trading of Russian LNG, given it represents billions to Putin’s war chest,” said senior campaigner with Global Witness Jonathan Noronha-Gant. “It is long overdue that the trading of Russian LNG is looked at with the same disgust as Russian oil trading.” Source: offshore-technology

El Musel terminal receives first LNG ship

Published by Jessica Casey, Deputy Editor

The El Musel LNG terminal in Gijón has recently received its first LNG ship. The COOL RACER, with a capacity of 174,000 m³, will carry out a first unloading, necessary to complete the final technical tests before the commercial start-up of the terminal. This unloading operation will have a duration between 72 – 90 hours.

As part of the usual technical process for this type of start-up operation, the initial liquid nitrogen cooling of the infrastructure was carried out prior to the vessel’s arrival. LNG, coming from the unloading of the ship, replaces the inert gas (nitrogen) inside the tanks. In this way, the tanks are progressively cooled to cryogenic temperatures, when they reach -160°C, LNG can be stored. LNG, which gradually displaces nitrogen, ends up being the only liquid contained in LNG storage tanks.

Before pre-cooling with liquid nitrogen, the operations prior to the unloading of the LNG carrier were carried out, including the completion of the commissioning of all terminal equipment. The unloading process is carried out as follows: access and safe mooring of the vessel to the berth, connection and tightness tests, connection of the LNG transfer arms, cooling of the unloading arms and the rest of the equipment, and flow of the LNG to the tanks. Once the unloading has been completed, the loading arms shall be safely disconnected.
The terminal already employs 53 people and generates around 100 additional indirect jobs. During the start-up phase, professionals specialised in this type of process were brought in from other Enagás terminals. The company is present in nine LNG terminals as owner or shareholder and operator.

Moreover, 30 June 2023 was the deadline for shippers to show their interest in the binding phase of the process, which will end in July with the allocation of long-term logistics services, and operations are scheduled to start with the arrival at the terminal of the first commercial LNG carrier in the coming weeks, once the terminal’s technical tests are completed. The logistics services offered for this infrastructure are LNG unloading, storage, and loading operations. Under the regulated access regime, El Musel terminal will only offer minimal regasification service for the proper management of the terminal, as well as the truck loading service.

The start-up of El Musel is a milestone for the start of commercial operations of the terminal, which is part of the government’s More Energy Security Plan, and will strengthen the security of energy supply in Europe. The Gijón terminal could contribute up to 8 billion m3/y of LNG capacity to Europe’s security of energy supply. It will allow the berthing of vessels of between 50 000 – 266 000 m3, has two tanks of 150 000 m3 of LNG storage capacity, two truck loading bays with a capacity to load a maximum of 9 GWh/d, and a maximum emission capacity of 800 000 Nm3/h. On 28 February 2023, Enagás and Reganosa signed an agreement whereby Enagás acquired Reganosa’s 130 km gas pipeline network and Reganosa 25% of El Musel terminal. This operation will make it possible to take advantage of their synergies and work together on the services offered by the terminal and on new possibilities for collaboration to strengthen security of supply and advance the decarbonisation targets of Spain and Europe.

HONG KONG independent charter owner and operator of containership Seaspan Corporation has become the first major owner/operator of containerships to equip its entire fleet with Starlink’s low-latency, and high-bandwidth service. Seaspan Corporation’s announcement of its partnership with SpaceX’s Starlink comes at a critical juncture, highlighting the increasing significance of online communication aboard ships, reports Rotterdam’s Offshore Energy. The duo launched cooperation back in 2021 and Seaspan was an early user of the maritime flat panel antenna mount kit, and confirmed the technology would meet the unique needs of containership marine operations. Building on a successful trial period during 2022, Seaspan has now moved to integrate this advanced technology across its entire fleet. "This collaboration with SpaceX Starlink supports Seaspan's strategic vision of treating any vessel no differently than a remote office from an IT Services and Support provision perspective," said Seaspan vice president Chris Sepp. "The low Earth orbit, low latency, high bandwidth service provided by SpaceX's Starlink allows us to deliver on this vision and our commitment to our crews, as well as their safety and comfort onboard our vessels." The decision to roll out this technology across Seaspan's entire fleet has been greatly influenced by the positive feedback received from Seaspan's seafarers during the initial deployments, the company said. "We are deploying management and cyber risk tools and technologies so we can more effectively and efficiently support our growing vessel fleet at scale," Mr Sepp said. "Crew feedback has been overwhelmingly positive. Integrating this technology is a core foundational pillar of our digital strategy."

TWO rounds of general rate increases (GRI) on India-US trade routes have been unsuccessful in arresting the decline of US east and west coast rates, reports New York’s Journal of Commerce. Rates from Nhava Sheva/Mundra to the US east coast have dropped nearly 20 per cent from the levels reported at the end of May, to US$1,382 per TEU and $1,632 per FEU, from $1,700 per TEU and $2,100 per FEU. For the India-US west coast trade, the downward correction has been about 15 per cent for a TEU and seven per cent for an FEU, hovering at $1,371 and $1,682 respectively. Source : Schednet
**SITULA** is seen passing the Kiel Canal eastward on her voyage from Bremerhaven to Rostock July 4th. The 38m research/standby safety vessel was built by Zhenjiang Shipyard in 2002 as **HALUL 12** for Halul Offshore Services, Qatar and acquired by Seaspan Offshore BV in 2018 and later joined the GloMar Shipmanagement fleet.

*Photo: Martin Lochte-Holtgreven ©*
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