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MSC ALLEGRA & MARIE MAERSK both in full operation @ MPET1742 Terminal in Antwerp

Photo: Luc De Cock - Malumax Photography (c)
In a tragic turn of events, a body was found on the Alabama River after a 27-foot tugboat capsized. The officials were informed about the same on October 14th at 4:39 p.m. by Encore Dredging. The New Orleans Coast Guard initiated a
rapid rescue operation and dispatched a helicopter to the area where the incident occurred. Shockingly, there were no Coast Guard boats, and several troops joined hands to look for survivors. Reports claim there were two people on the boat; one of them was the deckhand, who was rescued, and the captain was trapped in the pilothouse, due to which he couldn't make it. The Alabama State Troopers found the captain's body. The tugboat was eventually retrieved and sent to Encore Dredging Co. in Mount Vernon. The Coast Guard has not yet found out about the tug's activities prior to capsizing. Various organizations, including the Alabama Law Enforcement Agency and a team of volunteers from Daphne Search and Rescue, are now in charge of gathering more information about the rescue and recovery. Source: Marine Insight - Yahoo! Finance, Alabama

The EVER GIVEN accident in the Suez Canal in March 2021 and the following closure for 6 days was a traumatic experience for many. The Suez Canal Authority is very much aware of the global importance of the seaway and therefore built a memorial to the event in the shape of a huge anchor at the site of the grounding. It serves both as a commemoration to the efforts to reopen the canal as fast as possible, and as a reminder to the importance of safe shipping. Photo: Martin Lochte-Holtgreven aboard Al DAbella ©

The MSC VIRGO arriving at Rotterdam Maasvlakte
Photo: Peet de Rouw - De Nachtdienst (c) CLICK at the photo!
The San Francisco Pilot boat DRAKE picking up the harbour pilot from “SEABOURN ODYSSEY” early morning October 19th.  

Photo: Paul Stenner (c)

**Simulator suite gains DNV approval**

by Martyn Wingrove

Training for ship navigation and tugboat manoeuvring has been enhanced in the UK after classification approval for a new suite of simulators DNV has provided a statement of compliance to UK maritime technology group BMT for its suite of five full-mission bridge simulators in southern England. BMT’s expanded multi-bridge UK facilities with certified Class A simulators include two fully enclosed 360° bridges used by tug masters to practice operations. Two Class A 270°
visualisation simulators can also be used for tug master training, networked to a full-mission DNV Class A bridge simulator for ship navigation.
This five-bridge training centre improves ship-tug interaction, towage and vessel pilotage, enhancing operational safety during ship escort, manoeuvring and berthing. DNV has also provided Class A accreditation to BMT’s newly launched Version 7 of BMT Rembrandt software, enabling training on full-mission bridge simulators through desktop, laptop and shipboard systems. Attributes in the latest release includes functionality to process and display S-100 dynamic environmental data, enabling step changes in realism and situational awareness. virtual reality and voice control functions. BMT currently deploys its five integrated bridges for a wide range of commercial and naval stakeholders, including the UK Ministry of Defence, with UK Admiralty pilot and tug master training. It is also supporting synthetic testing and navigation assurance of new autonomous craft.

“Our achievements align with customer and industry demands for the highest fidelity training tools that also comply with new and emerging hydrodynamic modelling and hydraulic data standards,” said BMT maritime products director Phil Thompson. “The expanded certifications offer flexibility, enabling customers to configure all types of simulator setups precisely to their needs - ranging from desktop and laptop systems all the way up to DNV Class A full-mission bridge simulators - with the added capability for easy upgrades as requirements change,” he told Riviera Maritime Media.

“Further, these certifications give a significant rock-solid platform for pushing on with customers and industry partners to accelerate smarter ship operations and pilotage, and compliance with the industry’s highest gold standards for navigation simulation.” BMT Rembrandt is widely field tested by a growing, diverse range of maritime stakeholders including commercial shipping, ports, statutory agencies and defence contractors. Source: Riviera maritime media

EU Enhances Fight Against Drug Trafficking via European Ports

By: Mike Schuler

The SEAWAY STRASHNOV, SAMSKIP COMMANDER with in the middle the VOS PASSION getting renamed in ENERGY PASSION spotted at Rotterdam Maasvlakte
Photo: Peet de Rouw- De Nachtdienst (c) CLICK at the photo!

The European Commission has adopted a comprehensive EU Roadmap to intensify efforts to combat drug trafficking and criminal networks in European ports. Recognizing the drugs trade as a major security threat, the roadmap builds upon existing initiatives to combat the issue. Criminal networks involved in drug trafficking have become larger and more sophisticated. In 2021, a record-breaking 303 tonnes of cocaine were seized in the European Union, highlighting the urgency of addressing this issue. To tackle these threats collectively, the Commission proposes priority actions and long-term measures outlined in the Roadmap for endorsement by the European Parliament and the Council. Recent achievements demonstrate the EU’s effective response in countering criminal networks. However, given the evolving nature of criminal activities globally, it is crucial to adapt and strengthen the EU’s collective response. The Roadmap focuses on establishing a new European Ports Alliance to enhance port security, dismantling high-risk criminal networks.
through financial and digital investigations, preventing organized crime through best practice exchange and improving public safety, and strengthening cooperation with international partners through information exchange and joint operations.
To ensure effective implementation, the Commission commits to working closely with Member States, EU agencies, and bodies, and urges the European Parliament and the Council to adopt essential directives and legislative packages related to confiscation and asset recovery, anti-money laundering, and combating corruption by criminal law.
The Commission will launch a call for proposals on organized crime under the Internal Security Fund and allocate €20 million by the end of 2023. Furthermore, the establishment of an EU Drugs Agency is planned for summer 2024.
The EU’s commitment to combating organized crime aligns with the ongoing implementation of the EU Strategy to tackle Organized Crime 2021-2025 and the EU Drugs Strategy and Action Plan 2021-2025. Legislative proposals have been introduced to strengthen rules against criminal networks, including the reinforcement of the asset recovery and confiscation Directive and the enhancement of anti-money laundering regulations.

Source: gCaptain

The VI K I NG NEPTUNE off I xia, Rhodes 18/10/23 Photo: Alan Soutar (c)

Technip Energies shares plunge after Le Monde report on Russian gas project

Technip Energies shares plummeted on Thursday after French newspaper Le Monde said the oil and gas company may have failed to comply with European Union sanctions against Russia by continuing to supply equipment to a Russian gas project.
Technip Energies said in a statement after its shares fell as much as 22% that it had always respected international sanctions and its contractual obligations regarding the Arctic LNG2 project in Russia. "Technip Energies has worked with the relevant authorities and has complied with sanctions gradually imposed by the European Union, the United States and Britain," it said. Shares in the company, which specialises in engineering and technology for the energy industry, recovered some ground in late Paris trading to shed 13.3% by 1530 GMT, with a trader and an analyst pointing to the Le Monde story as the reason for the drop.

Le Monde said Technip Energies had supplied equipment to the Russian Arctic LNG 2 project between August and October 2022 despite EU sanctions imposed in April 2022 that prohibited the sale, supply, transfer or export of goods and technology suited for use in oil refining and liquefaction of natural gas to any entity or body in Russia.
The equipment delivered by Technip involved two modules for the construction of a liquefaction train worth around 450 million euros, Le Monde said, citing Russian customs records, maritime data and satellite images. In its article, Le Monde
quoted the company as saying it was not in breach of sanctions as the components it delivered to the project were not strategic and were not covered by the EU ban.

Arctic-2 is led by Russian firm Novatek (NVTK.MM) which holds a 60% stake. Other shareholders include French energy major TotalEnergies (TTEF.PA), China's CNPC and Japan Arctic LNG - a consortium of Mitsui & Co, Ltd. 8031.T and JGMEC - each holding 10% stake.

In July this year, Technip said it had completed its exit from the Arctic LNG 2 project during the second quarter of 2023 without any negative net financial exposure, having signed an exit framework agreement in October last year.

It had previously said Western sanctions against Russia would reduce its involvement in the project, in which the company had been involved since 2019 to supply engineering work, equipment and the construction of three natural gas liquefaction trains.

"$800 million of market cap came off, it's a very harsh response, and suggests the news scared investors out there," said the analyst, who spoke on condition of anonymity, referring to the Le Monde story.

"It looks to be up for interpretation. Nowhere in the article does it say Technip explicitly overstepped, but it says it may have," the analyst added.

Arctic LNG 2, located on the Gydan peninsula, is set to start operations this year. Before Russia’s invasion of Ukraine it had been expected to reach full production capacity of almost 20 million tonnes of liquefied natural gas a year in 2026.

Source: Reuters Reporting by Piotr Lipinski, Nathan Vifflin in Gdansk, Benjamin Mallet in Paris, editing by Silvia Aloisi and David Evans

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**Appeal to raise funds for Dart RNLI’s new lifeboat station reaches milestone**

The fundraising appeal to raise vital funds for a new lifeboat station for Dart RNLI has reached just over £490,000, 40% of its overall appeal target of £1.2million.

An appeal was launched last year to raise £1.2m to convert Ferry View House, the original lifeboat station in the 1800s, into a purpose-built station with modern facilities for Dart RNLI’s volunteer crews. An incredible £35,000 has already been raised by the local community through a variety of events over the summer, including an evening reception at the Britannia Royal Naval College Dartmouth, Dartmouth Orchestra’s 25th anniversary concert, Dittisham Regatta and Dittisham Music Festival, donations from local yacht clubs and street collections in the area. A substantial amount of income has also come from generous legacies and donations from charitable trusts and foundations, taking the total to just over £490,000, which is 40% of the overall appeal target.

Bob Gilbert, Fundraising Chair at Dart RNLI, said: ‘We’re delighted to update our supporters that we’ve raised just over 40 per cent of the money needed for the conversion of Ferry View into a suitable lifeboat station for Dart RNLI. ‘We’re eternally grateful to everyone who has supported us along the way so far, from people who have supported us locally at fundraising events, to those further afield who have donated to our appeal. It’s been a busy time for us organising fundraising events and celebrating generous donations, and there’ll be more opportunities to support our appeal over the winter months.’ The current lifeboat station in Coronation Park is a temporary building at the end of its lease, so to continue saving lives, the crew need to relocate to a permanent, purpose-built station, with suitable facilities for the lifesaving volunteers. Planning permission has already been granted to convert the building into a lifeboat station. The project will include providing first floor level space and a...
new extension to house the D class lifeboat and provide modern crew facilities. It is hoped building work will begin in spring 2024, the same year the RNLI celebrates its 200th birthday.

Bob continued: 'This new lifeboat station will provide improved facilities for our crews and cement the RNLI’s future in Dartmouth and the Dart Estuary, for years to come. 'Our appeal will continue to run throughout next year and into 2025, as we strive to raise as much as possible towards the renovation cost. Please support us however you can, we’re working on a variety of fundraising events for the future so watch this space for more information and how you can get involved.' For more information on the appeal and to donate visit: [https://rnli.org/support-us/give-money/give-to-a-special-appeal/dart-local-appeal](https://rnli.org/support-us/give-money/give-to-a-special-appeal/dart-local-appeal)

The Suez Canal is a vital link for oil being shuttled from the Middle East to Europe. A beautiful sight Oct 18th in the northbound convoy passing the Great Bitter Lake was the 159.000 tdw Suezmax crude oil tanker [STENA SUNSHINE](#) built by Samsung in 2013 as [AST SUNSHINE](#).

**Photo:** Martin Lochte-Holtgreven onboard AIDAbella (c)

More than 80% of ships are speeding through “go slow” zones set by environmental regulators along the U.S. East Coast to protect endangered North Atlantic Right Whales, according to a report released on Thursday by environmental group Oceana. North Atlantic Right Whales are on the brink of extinction, numbering just 340, with ship strikes among the top causes of death. Oceana said it analyzed boat speeds from November 2020 through July 2022 in slow zones established by the National Oceanic and Atmospheric Administration (NOAA) along the East Coast and found that 84% of boats sped through mandatory slow zones, and 82% sped through voluntary slow zones.

NOAA created the 10 knot limits for vessels over 65 feet (20 meters) long in 2008.

"Boats are speeding, and whales are dying — it’s just that simple," said Oceana Campaign Director Gib Brogan, who urged regulators to boost enforcement of the speed restrictions. NOAA told Reuters in an email that its own evaluation showed 80% compliance with speed restrictions in the zones, but added that its methodology was different from...
Oceana’s “NOAA Fisheries’ approach evaluates overall compliance based on the percent of the total distance traveled by AIS-equipped vessels in the speed zones at compliant speeds,” it said. It pointed out that ships sometimes enter the zones above 10 knots before slowing down. Oceana said it used data from Global Fishing Watch, an international nonprofit organization founded by Oceana in partnership with satellite imagery providers SkyTruth and Google, to track ship speeds and locations. Source: Reporting by Richard Valdmanis; Editing by Sandra Maler

Peace Boat’s PACIFIC WORLD had a two day call at Liverpool last week. She arrived from Greenock on Wednesday and sailed for Le Havre on Thursday evening. She was acquired by the Japanese company in 2020 from Princess Cruise Lines for whom she operated as SUN PRINCESS. Photo: Simon Smith (c)

Maersk takes over box ship chartered by Yang Ming as sub-lets increase

By Mike Wackett

Yang Ming has sub-let one of the quintet of 12,690 teu vessels it took on a 10-year charter in 2020-21 to rival ocean carrier Maersk. According to broker reports, Maersk will take charge of the Costamare-owned vessel in Q1 or Q2 next year for 12 months, at a daily rate of $57,000.

The fixture is the latest example of activity in the sub-let charter market for this size of vessel, in strong demand for the more buoyant north-south container trades. Indeed, despite the oversupply of newbuild vessels in the ultra-large sizes, Alphaliner reports a “persistent shortage” of large ships, between 7,500 teu and 13,000 teu, “forcing charterers to pay healthy monies to secure the tonnage they need”. The consultant said the Yang Ming ship was “a good size” for north-south trades, “where Maersk might be seeking to upgrade capacities”, adding: “Not all trades are hit by low rates and insufficient volumes.”

It explained: “While the east-west corridor is suffering a glut of tonnage, some north-south routes are doing better, especially West Africa and South America and India.” It follows that carriers with less exposure to the under-pressure east-west tradelanes will enjoy a better return on their investment, while in contrast, the persistent sub-economic freight rates on some of these routes will severely damage the bottom lines of carriers heavily reliant on those trades for revenue. Meanwhile, on containership charter market desks, brokers report a spike in enquiries following the Chinese Golden Week holiday. “The number of fixtures being reported, as well as several pending negotiations, are pointing towards increased activity,” said London-based shipbroker Braemar. Nevertheless, the majority of charterers in the market will not entertain longer-term fixtures, with most deals being done for a maximum hire of six months, including options. And in a word of caution, Braemar said the current short fixtures meant vessels would “soon be open again, with operators expecting to renegotiate”. Although daily hire rates in the larger sectors are holding up well, in the smaller sizes rates are weakening. In particular, Alphaliner reported that open tonnage was building up in the 2,000 to 2,699 teu sizes, noting that 10 further such ships would be looking for fresh charters by the end of November.

“Most of this tonnage is/will be open in Asia, while two vessels will be seeking new employment in the Atlantic,” it said. In the smallest, sub-1,000 teu, sizes the consultant reported the looming prospect of “substantial overcapacity”, with, according to its data, some 21 ships becoming open early next month. As earnings decline to just above operating costs even when these ships are employed, and with tougher environmental regulations around the corner, containership
owners could decide soon that the time is right to retire their elderly tonnage – which will kickstart the hitherto lacklustre demolition sector. Source: The Loadstar

DELIVERING YOUR OFFSHORE WIND PROJECTS AROUND THE WORLD

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CSBC and DEME joint venture secures Taiwanese wind farm contract with Ørsted

By: Adis Ajdin

CSBC-DEME Wind Engineering (CDWE), a joint venture between Taiwanese shipbuilder CSBC Corporation and DEME Offshore from Belgium has won a new offshore wind contract in Taiwan. Danish renewables developer Ørsted has selected CDWE to carry out seabed levelling and scour protection for the Greater Changhua 2b and 4 offshore wind farms. The scope of work covers both the offshore substation and the 66 wind turbine generator locations. Work is set to begin in the first quarter of 2025, utilising DEME’s hopper dredger and fallpipe ships. The 920 MW Greater Changhua 2b and 4 wind farms will be located 35-60 km off the coast of Changhua County in Taiwan. DEME and its affiliates have
already secured several contracts in the Taiwanese offshore wind sector. In August, **GREEN JADE**, the first Taiwan-built offshore wind installation vessel, operated by CDWE, started the installation campaign for the jacket foundations of the 298 MW Zhong Neng offshore wind farm. **DEME** has also secured contracts for the Hai Long wind farm in, as well as turbine installation contracts for the Changfang and Xidao, and Zhong Neng offshore wind farms. **Source**: Splash 247

The **RDJ WAALSTROOM**", leaving Olivers Wharf at Brightlingsea with a cargo of scrap metal for Leixoes. **Photo**: Derek Sands (c)

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**MSC announces new call at Pisco Port**

*By Rakin Rahman*
MSC has announced a new direct port call at Pisco Port (PEPIO) in Peru on its NWC-US-SAWC service. The port is located in the Ica area, the grape capital of the country. The first MSC vessel, **MSC ROMANE** NX344R, is expected to arrive at Pisco Port on 9 November. MSC will provide a weekly service connecting Pisco with US via transshipment in Panama, and Northern Europe directly for the whole season. **Source: porttechnology**

The 2023 built cruise liner **VIKING SATURN** berthed at Dubrovnik, Croatia on Thursday 12th October, 2023 with **USNS YUMA** at her starboard quarter with cruise liner **MARELLA EXPLORER 2** visible.

**Photo: Capt. Lawrence Dalli - www.maltashipphotos.com ©**

**‘Incredible milestone’: TotalEnergies boss pays tribute to 30 years at Gryphon**

By Andrew Dykes

TotalEnergies’ UK head has paid tribute to 30 years of operations at the North Sea’s **GRYPHON ALPHA FPSO**.

Writing on LinkedIn UK country chairman and managing director of TotalEnergies E&P UK (XPAR:TTE) Nicolas Payer noted that 14 October 2023 marked three decades in operation for the floating production storage and offload (FPSO) vessel.

Built to serve the field of the same name after its discovery in 1987, **GRYPHON ALPHA** was the North Sea’s first purpose built permanently moored FPSO – and is still producing today. Located in UKCS Block 9/18, the unit is moored approximately 100 miles southeast of Shetland, and was initially commissioned by operator Kerr McGee. Later acquired by Maersk, Total inherited the asset through its 2018 takeover.
The French energy giant now holds an 86.5% operating interest in the asset, alongside Sojitz Energy Development (13.5%). “The field was only thought to have a life expectancy of 10 years but has continued to deliver beyond expectations and push the boundaries, producing more than 250 million barrels of oil equivalent,” Mr Payer said. “This has without a doubt been down to the dedication, ingenuity and determination of the vessel crew and onshore teams that have provided support throughout the field’s lifetime.” That service includes a brief interlude in 2011 when the vessel was put into dry-dock for extensive upgrades following the loss of four anchor lines during a heavy storm. Subsea and vessel equipment were repaired and overhauled, while production later resumed in May 2013.

Alongside Gryphon itself, the FPSO hosts subsea tiebacks from the Maclure and Tullich fields - where production started in 2001 and 2002 respectively - as well as Ballindalloch in Block 9, with first production achieved in 2019. Subsea wells produce via a series of manifolds and risers linked to FPSO turret, with cargo storage tanks onboard to store up to 540,000 barrels. Gas is exported via a pipeline to Beryl A and through the Scottish Area Gas Evacuation (SAGE) system to St Fergus.

Decom plans

However, Gryphon’s loyal service will soon come to an end with TotalEnergies filing plans earlier this year for its sailaway and decommissioning some time in 2025. An initial decommissioning scope tendered by the operator includes diving support for pipeline and manifold flushing, tree disconnection and flushing of the main pipelines linked to the vessel, as well as tugs and anchor handling vessels to support the removal of moorings.

Once disconnected, tugs will be required to tow the Gryphon Alpha to a “specialised” UK/EU-approved ship recycling facility for onshore cleaning, recycling and disposal. “I’d like to congratulate everyone in the Gryphon team – past and present – on reaching this milestone. “As we enter the final phase of her life, I know you will continue to maintain the same focus on and dedication to safe operations to leave a proud legacy for Gryphon and everyone who has supported her,” Mr Payer concluded. Source: EnergyVoice

Transocean bags $745m worth of contracts for three drillships

New York-listed offshore driller Transocean has announced that it won new deals and extensions for three of its drillships. The only rig to win two deals is the 2009-built **DHIBHAI DEEPWATER KG1** drillship. The rig’s contract with Reliance Industries under a dayrate of $330,000 ends this month. The India-based company has decided to extend the contract for the rig by 60 days at a slightly increased dayrate of $348,000. After the rig completes the extension in December 2023 it will start a 45-day preparation period for the brand-new contract awarded by India’s Oil and Natural
Gas Corporation. The $347,500 dayrate, 21-month contract will start in February 2024 and end in October 2025. Both the extension and the new deal will be for work offshore India. The second contract is a three-year deal for the still-under-construction DEEPWATR AQUILA drillship. It is supposed to start work for Petrobras in Brazil in June 2024 and end in June 2027. The agreed dayrate is $448,000. The DEEPWATER INVICTUS was the last drillship to scoop a deal. The 20-day contract in the U.S. Gulf of Mexico was awarded by an undisclosed client at a rate of $440,000. The well has been completed. Transocean stated that the aggregate incremental backlog associated with these contracts is approximately $745m. As of October 18, 2023, the company’s total backlog is approximately $9.4bn. source: OGV

Will Shipping Be Ready By 2030?: Decarbonization Goals Could Be in Jeopardy

An aging and outdated fleet could be one of the hurdles that shipping needs to overcome, in order to achieve the decarbonization goals set by the IMO by 2030. In its latest weekly report, shipbroker Xclusiv said that “almost 7 years ahead of 2030 and questions are raised as to whether the IMO’s first target of reducing the carbon intensity of international shipping, by at least 40%, compared to 2008 levels will be achieved. As of 13th October 2023, the total active fleet of 4 main sectors is standing at 29,435 vessels. In 2024 and 2025 we estimate that a total of 1,118 and 854 Bulk Carriers, Tankers, Containers and Gas (>= 10,000 DWT) will be added to the current fleet. So, if the shipbuilding capacity of current shipyards facilities can book around 1,000 orders every year, we may surmise that within the next 7 years, a total of 7,000 new vessels (Bulk Carriers, Tankers, Containers, Gas carriers over 10,000 dwt) could be added to the total fleet.

According to Xclusiv, “by 2030, a total of 12,200 vessels will be 21 years old and over. However, assuming that a total of 320 vessels (in BC, Tanker, Container and Gas sectors) go for scrap every year (taking the average of demolished vessels
of the past 20 years), we may see a total of around 2,200 ships to go to scrapyards. Based on those numbers, we may suppose that almost 30% of that total fleet will be more than 21 years old in 2030, bringing into question whether those vessels will be able to meet technical and operational requirements of 2030's IMO aim. We should take into consideration however, that during the last 2 years we have seen the reactivation of many shipyard facilities that have been out of the market for many years. That expansion took place due to the huge increase in newbuilding orders for bulk carrier vessels and container ships (in 2021 a total of 447 bulk carrier and 549 container ships were ordered) and the following increase for tanker newbuildings. The growth was more than anticipated, as the increase of requests for newbuildings eliminated the available slots for a long time. In January 2022, 206 shipyards facilities were active in the total orderbook of the 4 main markets for vessels over 10,000 DWT, while in September 2023, the number of shipyard facilities increased to nearly 300. China experienced the biggest expansion at around 73 shipyard facilities were restarted or created, followed by Japan with 14 more facilities. A great example of shipyard reactivation is China's Hen-gli Heavy Industries, ex STX Dalian, that was restarted under new management. Based on that, we may see a further expansion in shipyard facilities by 2030, which may increase the yearly newbuilding orders”, Xclusiv said. Meanwhile, “the escalation of the tension between Israel and Palestine is troubling the world community, while the geopolitical risk in the region has sharply increased. This conflict creates again significant uncertainties and has left the shipping market on the edge over the potential impact on the global oil trade. This region accounts more than one-third of the global seaborne trade. There is no direct impact on physical crude oil supply until now, but Israel’s biggest oil terminal – Ashkelon – has been closed while military operations are underway. Meanwhile Israel’s energy ministry informed Chevron to shut down the Tamar natural gas field off the country’s northern coast. Israel’s gas shipments to Egypt fell by 20% as safety concerns prompted the shutdown of a key offshore field, threatening onward deliveries to Europe. At the same time the International Energy Agency has lowered its oil demand growth forecast for 2024, predicting that difficult economic conditions and improvements in energy efficiency will weigh on consumption. The energy policy think-tank expects oil demand to grow by 880,000 barrels a day next year, down from a 2.3mn b/d increase in 2023, due to “efficiency gains and deteriorating economic climate”. It had previously forecast demand to grow by 1mn b/d in 2024. Oil demand growth in OECD countries has already slowed to an estimated 70,000 b/d in 2023 and is expected to enter a permanent decline next year, initially falling by 380,000 b/d in 2024. After the Covid pandemic and Rus-sian invasion in Ukraine, “wild cards” keep appearing, creating uncertainties and concerns in the tanker market but the levels still hold strong, especially in the crude trade. BDTI is on uptrend for more than one month. Since 11 September 2023, the dirty index has had 25 straight positive closings, having risen about 61%. BDTI is at 1,149 points, its highest point since 21 June 2023. BCTI is at 748 points, around 14% lower than 869 points, the highest point of the last 6 months”, Xclusiv concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

China Retains Crude Oil Import “Crown”
China remains the biggest importer of crude oil in the world, marginally ahead of the E.U. In its latest weekly report, shipbroker Banchero Costa said that “China's crude oil imports so far has been another positive period for crude oil trade, despite the high oil prices and risks of economic recession. In Jan-Sep 2023, global crude oil loadings went up +6.7% y-o-y to 1620.3 mln tonnes, excluding all cabotage trade, according to vessels tracking data from Refinitiv. This was well
above the 1518.4 mln tonnes in Jan-Sep 2022 and the 1393.2 mln tonnes of Jan-Sep 2021, but also slightly above the 1564.9 mln t in the same period of 2020. Exports from the Arabian Gulf were down by -0.3% y-o-y to 651.3 mln t in Jan-Sep 2023, and accounted for 40.2% of global seaborne trade. Exports from Russia instead increased by +5.6% y-o-y to 173.3 mln tonnes, or 10.7% of global trade. From the USA, exports surged by +20.8% y-o-y to 144.3 mln t. From West Africa, exports increased by +1.3% y-o-y to 129.9 mln t. From South America, exports surged by +22.2% y-o-y to 116.2 mln tonnes in Jan-Sep 2023”.

According to Banchero Costa, “in terms of demand, seaborne imports into the European Union (27) increased by +4.2% y-o-y to 352.7 mln t in Jan-Sep 2023, with the EU accounting for 21.7% of global seaborne crude oil imports. Imports to India increased by +2.0% y-o-y to 171.4 mln t, accounting for 10.5% of global trade. Mainland China is right now the largest importer of crude oil in the world, with a 23.7% share, once again marginally ahead of the European Union’s 21.7% share. In Jan-Dec 2022, China imported 439.2 mln tonnes of crude oil by sea, excluding cabotage, according to Refinitiv vessel tracking data. This represented a contraction of -2.5% y-o-y compared to the 450.2 mln tonnes imported in 2021. It was also -9.6% down from the alltime high of 485.9 mln tonnes imported in 2020, when the country took advantage of low crude prices and low demand from Europe”.

The shipbroker added that “in the last two years, however, China’s annual crude oil imports slid, dropping for the first time in several years, as Beijing clamped down on refining sector to curb excess domestic fuel production while refiners drew down massive inventories, and Covid lockdowns led to a reduction in demand. In the first 9 month of 2023, imports into China rebounded strongly by +22.7% y-o-y to 384.6 mln tonnes, which was actually even higher than the record 370.4 mln t in the same period of 2020. About 31 percent of volumes discharged in China in Jan-Sep 2023 were carried in VLCCs, about 23 percent were carried in Suezmaxes, and about 32 percent in Aframaxes. Main crude oil import terminals in China are: Ningbo/Zhoushan (51.5 mln tonnes in Jan-Sep 2023), Lanshan (37.8 mln t), Dongjiakou (37.2), Dalian (26.8), Qingdao (26.7), Zhanjiang (22.5), Tianjin (19.3), Quanzhou (18.5), Huizhou (17.0), Yantai (16.9), Cezi (12.7), Beilun (11.3), Caofeidian (10.7), Jieyang (10.6). In terms of sources of the shipments, the majority of China’s oil imports arrives from the Middle East. Saudi Arabia is the single largest exporter to China, accounting for 15.6% of volumes in Jan-Sep 2023. In Jan-Sep 2023, China imported 59.8 mln tonnes of crude oil from Saudi Arabia, up +5.1% y-o-y. In the same period, imports from Iraq to China increased by +13.5% y-o-y to 41.6 mln t, and from the UAE by +30.0% y-o-y to 28.9 mln t. Volumes from Oman increased by +15.5% y-o-y to 29.8 mln t, whilst from Kuwait declined by -21.6% y-o-y at 16.8 mln t. Direct shipments from Russia increased by +33.6% y-o-y to 41.5 mln t in Jan-Sep 2023. Nevertheless, Russia still accounts for less than 11 percent of China’s overall seaborne crude oil imports. Imports from ASEAN increased by +57.7% y-o-y to 37.6 mln t in Jan-Sep 2023, and from South America by 70.5% y-o-y to 32.1 mln t”, the shipbroker concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

HAL’s ZUIDERDAM moored in Agadir (Morocco) Photo: Willem Kappert onboard the Zuiderdam ©

Ships with Ukrainian crew at Russian ports risk disruption

The Russian Federation’s recent implementation of temporary entry restrictions for Ukrainian citizens may cause delays and other difficulties for vessels with Ukrainian crew at Russian ports.

On 6 October 2023, the Russian Federation issued a government order outlining temporary special procedures for Ukrainian citizens seeking to enter Russia from a third country. From 16 October 2023, Ukrainians above the age of 14 will be permitted to enter Russia only through a few identified border control checkpoints, with the Sheremetyevo airport in Moscow appearing to be the only entry checkpoint open to Ukrainians at the time of writing. The duration of the restrictions and their potential impact on port calls for commercial vessels carrying Ukrainian seafarers remain unknown. However, one of our local correspondents in Russia warns that a vessel with Ukrainians onboard may be the target of...
Plan ahead for voyages to Russian ports

Ship operators with vessels destined for Russian ports are advised to take note of the above and plan their crew changes and voyages to Russian ports accordingly. The local agent of a vessel should be contacted well in advance of her arrival at a Russian port to confirm the exact security and immigration policies in effect at the time. We further advise ship operators to take every precaution to prevent sending vessels with Ukrainian crew to Russian ports if doing so could result in a difficult and unpleasant experience for the vessel and crew concerned. Source: Gard

Evergreen and CIP team up to explore green shipping fuels

Evergreen Marine Corporation (“Evergreen”) and Copenhagen Infrastructure Partners (“CIP”) have signed a Memorandum of Understanding (MOU) to jointly explore production and usage of carbon-neutral e-fuels. CIP has signed the MOU on behalf of its Energy Transition Fund.

With more than 200 container vessels deployed around the world, Evergreen is amongst the 10 biggest container shipping companies globally. Decarbonization of such an operation is a major undertaking and may require a range of different fuel types. To explore and potentially develop these, Evergreen is teaming up with CIP.

The cooperation will have several aspects including production of e-fuels in Taiwan based on offshore wind, but also exploration of a broader supply of green fuels such as e-ammonia and e-methanol. Taiwan plays a vital role in the global supply chains not only as a producer, but also as a container ship operator, controlling about 10% of the world’s container shipping fleet. Taiwan has good conditions for offshore wind and with a growing government support for decarbonization it has the potential to become a producer of the future fuel types. CIP is currently constructing and developing several offshore wind farms in Taiwan with strong ties to the Taiwanese industries and society.

CIP Partner Felix Pahl says: “ETF is the world’s largest fund dedicated to investing and developing advanced energy technology which supports the transition to renewable energy. CIP already has a strong footprint in Taiwan, and we are looking forward to working with Evergreen to further support Taiwan’s ambition of realizing 2050 net zero goal.” Evergreen states that its collaboration with CIP represents a further step in the company’s strategy to achieve its carbon reduction goals. Aligned with the International Maritime Organization’s target for shipping of net-zero carbon emissions, Evergreen aims to achieve this goal by 2050. The partnership with CIP will support Evergreen in exploring and developing the low-carbon fuel solutions required. Source: Copenhagen Infrastructure Partners

Norwegian Cruise Line returns to Asia for the first time in three years

Norwegian Cruise Line (NCL) celebrates its return to Asia as NORWEGIAN JEWEL set sail from Tokyo and commenced its extensive six-month season of voyages in the region, according to the company’s release. As the first ship in the NCL fleet to return to Asia in over three years, Norwegian Jewel will offer 16 immersive and port-rich itineraries, visiting 11
countries and sailing from nine different departure ports, including Bangkok (Laem Chabang) Thailand; Kuala Lumpur (Port Klang) Malaysia; Singapore; Taipei (Keelung), Taiwan; Bali (Benoa), Indonesia; Tokyo and Yokohama, Japan; and for the first time in NCL history Seoul (Incheon), South Korea.

The brand will make its first calls to Manila, Boracay, Palawan and Salomague, Philippines; Bintan Island, Indonesia; and Hualien, Taiwan.

NCL will have a record four ships deployed in the region during the 2024/25 season, providing travelers with unrivalled choice. In addition to NORWEGIAN JEWEL, NORWEGIAN SPIRIT, SUN and SKY will also visit the area's most diverse ports, offering guests the opportunity to explore iconic and less discovered destinations including Japan, Korea, Thailand, Taiwan, Vietnam, Philippines and Malaysia.

Making its premiere, NORWEGIAN SUN will offer a six-month Asia Pacific season, including 13 exotic itineraries from October 2024 to April 2025, four of which have never been offered before, including three departures from Melbourne, Australia and an Auckland, New Zealand to Bali, Indonesia sailing in March 2025. Departure ports include Melbourne and Sydney, Australia; Auckland, New Zealand; Honolulu; and Papeete, French Polynesia. Source: Portnews

COSCO SHI PPI NG South America signs strategic cooperation agreement with CCIC South America

On October 5, local time, COSCO SHI PPI NG (South America) Co., Ltd. and China Certification & Inspection Group South America Co., Ltd. signed a strategic cooperation agreement in Argentina, according to the company's release. According to the agreement, both parties will leverage their strengths to enhance business collaboration and deepen cooperation in four key areas: applying blockchain traceability and electronic bill of lading technology, developing comprehensive
solutions for industry customers, promoting environmentally-friendly practices in the shipping industry and the development of carbon-neutral new energy certification business, and expanding overseas standard warehouses and channels in an innovative manner. This collaboration aims to contribute Chinese expertise to enhance trade and supply chain efficiency between China and South American countries. Their cooperation will mainly focus on implementing blockchain traceability for bulk small commodities and utilizing electronic bill of lading technology. South America will serve as the initial launchpad for pilot projects in these areas.

China Certification & Inspection Group South America Co., Ltd. is an independent third-party organization specializing in inspection and certification services for major commodities exported from South America to China. It operates based on the principles of “standards, inspection, testing, and certification” and utilizes the extensive global network of the CCIC Group.

Germany builds up LNG import terminals

State-owned Deutsche Energy Terminal will hold two auctions for short-term regasification capacities in 2024 at liquefied natural gas (LNG) terminals at Brunsbuettel and Wilhelmshaven 1 on October 16 and 23, it said, according to Reuters. Another auction round in December will offer additional short-term capacities to market participants at the German Stade and Wilhelmshaven 2 terminals.

Germany's quest to increase LNG import capacity has intensified as it seeks to end reliance on Russian pipeline gas. Pending the provision of fixed terminals, Germany is using floating storage and regasification terminals (FSRUs) to help to replace piped Russian gas supplies. Three FSRUs are working at the Wilhelmshaven, Brunsbuettel and Lubmin ports after Germany arranged their charter and onshore connections. Wilhelmshaven, Mukran and Stade are due to add more ships for the 2023/24 winter. Industry and the government are also building up terminal capacity in anticipation of increased use of hydrogen at the sites, which when produced using renewable energy can help the transition to a lower carbon economy.

Operator Deutsche ReGas reported in August that suppliers have booked 4 billion cubic metres (bcm) of capacity for 10 years per annum at Mukran on Ruegen Island in the Baltic Sea, where the company wants to pull together two FSRUs for deliveries to the mainland. Deutsche ReGas has sub-chartered a second FSRU from Transgas Power, with regasification capacity of 7.5 billion cubic metres (bcm), to complement the Neptune currently active at Lubmin.

LNG from Mukran is meant to flow to onshore grids via a new pipeline being built by Gascade from the first quarter of 2024. The project has triggered local opposition. But two legal challenges by environmental groups DUH and Nabu were thrown out by the federal administrative court last month. Utility Uniper launched Germany's first FSRU operations, Wilhelmshaven 1, last December at the deep-water port on the North Sea. Tree Energy Solutions (TES) will operate a second FSRU from later in 2023 for five years, Wilhelmshaven 2. Uniper plans to add a land-based ammonia reception
terminal and cracker in the second half of this decade. Ammonia is at times used as a carrier for hydrogen, whose low
density otherwise makes transportation over long distances complicated.
TES also has plans to eventually convert its operations to clean gases.
The FSRU Neptune, chartered by Deutsche ReGas, began receiving LNG at Lubmin in the Baltic Sea early this year.
The gas is first delivered to another storage vessel, the Seapeak Hispania, and shuttled to Lubmin in a set-up taking
account of shallow water. ReGas holds long-term supply deals with France's TotalEnergies and trading group MET. The
government wants the Neptune to move to Mukran, allowing the Seapeak Hispania to depart, and join a second FSRU
there, the Transgas Power. Regas plans a major hydrogen electrolysis plant at both Lubmin and Mukran.
The EU Commission approved a 40 million euro support measure for the land-based liquefied natural gas (LNG) terminal
at Brunsbuettel on the North Sea, citing its contribution to the security and diversification of supply. The Brunsbuettel
FSRU, operated by RWE's trading arm, became operational in mid-April. It is the forerunner of a land-based LNG facility,
now in receipt of a parcel of approved state support, that could start operations at the end of 2026, when an adjacent
ammonia terminal could also start up.
State bank KfW, Gasunie and RWE are stakeholders and Shell has committed itself to sizeable purchases. The total costs
of the land-based terminal are 1.3 billion euros. STADE The inland port on the river Elbe in January started work on a
landing pier for an FSRU, to be ready in the 2023/24 winter. Designated vessel Transgas Force is moored at
Bremerhaven port to be fixed up for the purpose.
Project firm Hanseatic Energy Hub (HEH) also plans a land-based terminal where it has allocated regasification capacity
that could be operational in 2027, including volumes for state-controlled SEFE and utility EnBW. It has begun sounding
out the market to determine whether the longer-term plans should be based largely on ammonia to be reconverted into
clean hydrogen. It has identified a construction consortium. HEH is backed by gas network company Fluxys, investment
firm Partners Group, logistics group Buss and chemicals company Dow. EnBW, which is also a buyer at Wilhelmshaven
and Brunsbuettel, said it would double annual purchases to 6 bcm. Source: PortNews

Integr8 sees spot LNG bunker demand pick up in evolving market

Integr8 Fuels’ LNG desk has recently traded several LNG stems as a volatile market encourages buyers to seek spot deals
to manage their price risk. LNG bunkering is typically more complex than bunkering of conventional fuels. It requires a
very good understanding of the operational, commercial and contractual aspects of LNG deliveries, and Integr8 has been
helping several clients through the purchasing process.

Volatility spurs spot trading

When strike action was announced by workers at two Chevron LNG plants in Australia, it sent shockwaves through the
LNG market in September. While these plants primarily produce LNG for exports to Asian markets, the impact on prices
was global and Europe's benchmark TTF price surged on the news. The market feared global supply disruptions in an
interconnected LNG supply chain. And this shows just how sensitive the global supply-demand balance has been to
supply disruptions after Russia invaded Ukraine. Volatile LNG prices are here to stay for the time being, but are expected
to come down and stabilise at a lower level after 2025, argues Integr8 Fuels business manager Jonathan Gaylor. “We
forget that before Russia's war with Ukraine, LNG prices were competitive against conventional marine fuels and rather
stable,” he says. LNG was priced below €500/mt in Rotterdam’s bunker market until December 2021, when it had risen
gradually for about a year. When Russia invaded Ukraine in late February, it started gathering pace and rose rapidly to new highs. A year later, the price had quintupled and peaked at over €2,500/mt. It had gone from a discount to VLSFO to a three-fold premium, and this discouraged owners of dual-fuel vessels from bunkering LNG. Their fuel flexibility came on display and the market saw widespread gas-to-oil switching.

Rotterdam’s LNG price has since come off sharply. It has dipped below LSMG0 and traded at parity with VLSFO. Buyers have subsequently readjusted to take advantage of the renewed pricing opportunities, and oil-to-gas switching has become more prevalent again. LNG and conventional low-sulphur marine fuels alternate between being at a discount to one another. This discourages terming up supply in contracts and has increasingly turned buyers towards the spot market to manage their price risks and costs on a more predictable near-term basis.

A highly volatile and competitive market presents new opportunities for traders to get involved, particularly as the global LNG-capable fleet is set to more than double from just over 400 vessels now to more than 800 by 2028, according to data from classification society DNV. Container vessels used to make up the vast majority of vessels bunkering LNG. We have recently seen more dual-fuel tramp vessels bunkering. These typically require greater flexibility in timing and location, especially for tankers. Oil and chemical tankers now make up the biggest LNG-capable vessel type, with 116 vessels in operation and another 85 on order, according to DNV data. Price references vary between suppliers and geographies. It is quite common to link LNG stem pricing to established wholesale oil and gas benchmarks like TTF, JKM, Henry Hub and Brent to cover some exposure to price swings. There are longer-term Brent or fuel oil price linkage options for LNG, but they will typically come at a premium for buyers. By locking in the delta on a linked price of a certain percentage, LNG prices will have a partial ceiling based on conventional fuels and buyers can pay down the premiums they paid for investments in dual-fuel engines. The rate of payback on dual-fuel vessels is expected to pick up after 2026 as global LNG supply is set to be boosted by huge new volumes from Qatar and the US, according to multiple industry forecasts.

Challenges remain

LNG stems still require longer time to fix and deliver than conventional ones and this is also probably how things will play out in the foreseeable future. In many cases, compatibility studies between delivering and receiving vessels need to be performed to ensure safe and smooth deliveries. Integr8 has the knowledge and network to identify competitive suppliers and advice buyers on how best to streamline the bunkering process. Having an overview of and ready access to supply intelligence can certainly help to make the bunker planning and delivery process more efficient for buyers.

Outlook

- Gas prices could easily rise on increased heating demand this winter, but will then likely come down again post winter. Especially if this winter proves that there is sufficient supply in Europe and industrial demand remains subdued.
- The global LNG-fuelled fleet is projected to grow faster than the LNG bunker fleet is expanding. This could lead to undersupply of bunker vessels in 2025-2026, when bunker demand is on track to rise above supply capacity and LNG prices become competitive. It could pose challenges to tramp trading vessels looking for timely LNG spot bunker deliveries.
- Looking further ahead, global gas supply is set to rise with production gains in Qatar and the US. Qatar is in the process of a major expansion of its North Field and two new LNG export terminals. A surge in exports is expected to boost US gas investments and production capacity to new highs over the next decade, with Europe as a key outlet. Source: Integr8

Fuels

**NAVY NEWS**

**US Navy ship shoots down missiles fired from Yemen 'potentially' at Israel, says Pentagon**

by Sreelakshmi B

A US Navy ship on Thursday shot down missiles and drones that had been fired by Houthi rebels in Yemen, possibly at Israel, the Pentagon said. Three "land-attack cruise missiles and several drones" were intercepted by a destroyer, a spokesman told reporters. The attack had been conducted from Yemen and "potentially toward targets in Israel."

The ship, USS CARNEY, was patrolling in the Red Sea as part of a heavily reinforced US military presence ordered by President Joe Biden to maintain stability in the wake of war between Israel and the Hamas militant group in the Gaza Strip.

The spokesman said that missiles were fired from Yemen where the Iranian-backed Houthi rebels are at war with a government backed by a Saudi-led coalition. According to the spokesman, there were no US casualties and "we cannot say for certain what these missiles were targeting, but they were launched from Yemen, heading north along the Red Sea. "Our defensive response was one we would have taken for any similar threat in the region," he said "We have the
capability to defend our broader interests in the region and to deter regional escalation and broader expansion of the conflict that began with Hamas' attack on Israeli civilians." Biden has ordered increased air and naval assets -- including dispatching two aircraft carriers -- to the Middle East to guard against the Israel-Hamas war spilling over in the tinderbox region. On Tuesday, the Pentagon also ordered 2,000 personnel on standby for potential deployment. Defense Secretary Lloyd Austin said the deployment would allow the United States "to respond more quickly" to the crisis, while the White House stressed it did not intend to put US combat forces on the ground. US media reported the troops being readied for deployment would cover support roles, such as medical assistance and handling explosives. Biden flew to Israel in a dramatic show of US support this week and was due to speak from the White House later Thursday in a speech urging Congress to fund military backing for Israel and another embattled US ally -- Ukraine. Asked by journalists late Wednesday about reports that his administration had told Israel that US forces would fight alongside Israeli troops in response to any attack by the powerful Lebanese movement Hezbollah against Israel, Biden said this was "not true." However, he said that "our military is talking with their military about what the alternatives are" in the event of a Hezbollah attack. Source: hindustantimes
Indian Navy Ship Airavat, a Shardul-class Landing Ship Tank (LST), arrived in Colombo as part of an official visit to Sri Lanka. Commanding Officer, Commander Rindu Babu called on the Commander of Western Naval Area in Sri Lanka, Rear Admiral TSK Perera, emphasizing bilateral ties. In accordance with India’s 'Neighbourhood First' Policy, Indian Navy Rear Admiral Nirbhay Bapna presented crucial Machinery test and trial equipment to Sri Lanka Navy, enhancing operational capabilities. The grant, handed over to Director General of Engineering in Sri Lanka Navy, Rear Admiral (E) Kwari Ranasinghe, marks a collaborative step towards fostering maritime strength. This display of support reflects the Indian Navy's commitment to 'Bridges of Friendship', emphasizing the significance of fostering robust relationships with neighboring nations. The timely contribution is expected to bolster Sri Lanka's naval operational efficiency. 

Source: Etemaad Daily

Greek Navy Osprey HSY-56A-class gunboat P 269 HS KRATEOS at Rhodes photo: Alan Soutar (c)
The Osprey HSY-56A-class gunboat (also known as Machitis-class gunboat) is a class of naval vessel currently in service in the Hellenic Navy. These ships are similar to HSY-55-class gunboat and were also built by Hellenic Shipyards (HSY). They are the most modern patrol vessels of Hellenic Navy. The first ship of the class named Machitis (pronounced "Makhitis") was commissioned on 29 October 2003. All of the four ships of the class are in active service.

D: 555 tons (fl) S: 24.7 kts (at 450 tons; 23.8 kts sust.)
Dim: 56.50 (51.53 wl) × 10.00 (9.50 wl) × 2.50 max.
A: 1 76-mm 62-cal. OTO Melara Compact DP; 1 40-mm 70-cal. Bofors AA; 2 single 20-mm 90-cal. Rheinmetall AA; portable mine rails (36 U.S. Mk 6, 16 U.S. Mk 55, or 18 German Mk 18 mines)

Electronics:
Radar: P 57, P 61:1 Decca 1690 nav.; 1 Thales Triton air/surf. search; 1 Alenia RTN-10X f.c.—P 266–269: Decca Bridgemaster-E ARPA nav.; Thales Scout surf. search; Thales Variant air-search; Thales LiROD Mk 2 f.c.
EW: P 266–269 only: Thales DR 3000 SLW intercept
E/O: P 266–269 only: Thales Mirador surveillance
M: 2 Wärtsilä-Nohab 16V25 diesels; 2 props; 10,000 bhp
Electric: 690 kVA tot. (3 × 230-kVA diesel sets)
Range: 900/23.8; 2,200/15 Fuel: 104 tons Endurance: 10 days
Crew: 36 tot. + 25 troops

Navy ship arrests 11 stowaways in Lagos

By Godwill Samson
The Nigerian Navy Ship (NNS) BEECROFT while on routine patrol has intercepted and apprehended 11 stowaways aboard a ship in Lagos. He stowaways were arrested at shielded spaces of the stern gate onboard Gwangzhou Highway Panama, which was enroute Ghana. Commander NNS BEECROFT, Commodore Kolawole Olumide Oguntuga, said the navy’s Western Regional Control Center (WRCC) was immediately informed and prompted the vessel to halt within Lagos anchorage. “Initially, four
stowaways were apprehended from the stern of the vessel. However, information provided by these individuals revealed the presence of additional stowaways inside the ship. “Following a comprehensive search, an astonishing seven more stowaways were uncovered within the ship, bringing the total to 11 stowaways who were promptly disembarked from the vessel and taken into custody. The individuals are identified as Shedrack David, 19, from Ondo State, Emmanuel Godbless, 30, from Delta State, Ibrahim Hassan, 30, from Adamawa State, Solomon Francis, 21, from Ondo State and Bolaji Johnson, 28, from Ondo State,” he said.

Oguntuga said others are Samson Aimy, 37, from Bayelsa State, Collins, 27, from Delta State, Ayo Gula, 28, also from Delta State, Jolomi Daniel, 23, Ondo State, Abubakar Ibrahim, 19, from Zamfara State and Precious Uwalogho, 30, from Delta State.

He said the suspects have been handed over to the Nigerian Immigration Service (NIS) in accordance with established protocols. “Apart from the stowaways putting themselves in life threatening situations during the long voyage at sea, they also present a myriad of safety and security challenges. “Accordingly, this arrest and handover by the patrol team is an essential reminder of the critical role the Nigerian Navy plays in ensuring maritime security as well as upholding the rule of law, which underscores the navy’s unwavering dedication under the watch of the Chief of Naval Staff, Vice Admiral Emmanuel Ogalla, towards maintaining the security of the country’s maritime domain,” he said. Source: Lagos post

**SHIPYARD NEWS**

**Building on shipping’s future**

By: Nick Savvides

New regulation is a major driver of the surge in newbuildings in the container, gas and car carrier sectors which has driven up profits in East Asia’s major shipyards in Japan, South Korea and China. And though ordering for dry and liquid bulk vessels such as crude oil tankers has been limited, it is expected that these sectors will need to start ordering sooner rather than later as they too will need to meet the increasingly stringent regulations that will begin coming into force from January. Ben Nolan, MD maritime and energy infrastructure at Stifel, told Seatrade Maritime News: “Shipbuilders have had a pretty solid few years with strong demand for container, LNG, LPG, and car carriers.” Given that the bulk sector will need to order, and the yards have a decent backlog of work, Nolan believes that “there is no reason for yards to come off their prices. I think until demand softens for a protracted period, we are not likely to see a material price reduction.” Meanwhile, Darron Wadey, an analyst at Dynamar explains that container shipbuilding is still seeing price increases even as the rates in the short term have returned to pre-pandemic levels and below, while over-capacity in the sector is expected to last for some years.

“The price for newbuild containerships, in particular 23,000 teu [vessels], keeps increasing, despite concerns in the container market of looming over-capacity and a natural slowdown in ordering activity. As of mid-October 2022, Clarksons reported the price of this size of containership as being $215 million. Twelve months later, they were $232 million, a difference of 8%. “Those prices are expected to remain elevated for the time being with Nolan pointing out: “Inflation is likely to be sticky with respect to labour, equipment etc. in addition to the higher cost of capital. That probably brings the floor on shipbuilding prices up, although [its] tough to say what the new average or floor price would be.”Drewry Shipping Consultants analyst Simon Heaney also points to regulation as a driver of container ship orders.“Prices are on the rise because there are much more sophisticated designs on offer, including eco-ships, along with an increase in the price of steel and the massive demand means that slots are hard to find,” explained Heaney. The expected push for new tonnage was highlighted by Nolan too, who believes that the current state of the market could favour the Korean yards in particular. “There hasn’t been much in the way of dry bulk on tanker ordering. However,
shipyards have good backlogs and there is an expectation that tankers and dry bulk will have to start ordering given stricter emissions standards, so there is no reason for yards to come off their prices. I think until demand softens for a protracted period, we are not likely to see a material price reduction,” said Nolan. Wadey believes that the yards across the board could benefit pointing out: “On average, share prices of major shipyard groups have risen by approaching one third from mid-October 2022, with only one, Hyundai Mipo, going down.” Regulations are having a significant impact, according to Wadey, with the EU Emissions Trading System set to elevate shipping costs significantly over the next three years in particular, as the ETS becomes more stringent, and in 2026 CO2e, carbon equivalent emissions, will be regulated, which will include NOx and methane from LNG. “The impact of these regulations will be to encourage if not accelerate the drive to vessels that reduce emissions as much as possible, with the result owners may well start looking to replace older ships sooner than if these regulations were not in place. Effectively, this will bring the replacement orderbook forward,” concluded Wadey. Source: Seatrade Maritime News

Early morning shot just before launching of impressive 100m yacht hull “YN 1013” for Feadship. Hull is build by Zwijnenburg who are using the old famous Ijsselwerf yard at Krimpen. Ijsselwerf was well known about their variety of complex vessels they build like many impressive Trawlers, Heavy lifters for Jumbo, Smit Loyd Suppliers. The building hall can be opened in order to lift Big blocks by the tower crane onto the slipway. Photo: Arie Boer ©

64% of migrant workers in shipbuilding industry want to change jobs:

Six out of 10 migrant workers at Korea’s domestic shipyards hope to change their jobs due to their low wages and tough labor conditions, according to a recent survey by the Korean Metal Workers’ Union (KMWU), Friday. In the survey of 410 foreign workers from 10 countries, who work at the shipyards of HD Hyundai Heavy Industries, Hyundai Mipo Dockyard, Hyundai Samho Heavy Industries and Hanwha Ocean, 63.7 percent of the respondents answered that they intend to change their jobs to sectors other than shipbuilding. Among them, 67.2 percent pointed out the low salary compared to the intensity of the labor, and 34.9 percent complained about being paid less than their Korean colleagues. In addition, 23.9 percent expressed concerns over the safety of their working environments. In particular, 60 percent of high-skilled migrant shipbuilding workers answered that they want to change their jobs, causing concerns for the government in its
efforts to address the labor shortage at local shipyards by increasing the visa quota for skilled foreign workers. “For shipbuilders to secure their foreign workforce stably, they should prioritize paying more to their subcontracted employees and improving their labor conditions,” the KMWU said in its report on the survey. Minor opposition Justice Party leader Lee Jeong-mi, center, poses with members of the Korean Metal Workers’ Union (KMWU) during a press conference on migrant shipbuilding workers’ labor conditions at the National Assembly in Seoul, Thursday. Courtesy of KMWU

Some migrant workers said that they are victims of employment fraud.

A Myanmar national working at an Ulsan shipyard claimed that he signed a labor contract in his country last year, which stated that he would receive 2.7 million won ($2,000) per month, but since arriving in Korea earlier this year, he has been paid 2 million won every month.

The pay cut was partly because of the Ministry of Justice’s temporary measure announced in January to allow small companies to pay 70 percent of the previous year’s gross national income per capita to employees holding the E-7 visa. Even considering the measure, the worker was supposed to receive at least 2.46 million won per month, but his employer has only paid 2 million won in base wages and 300,000 won in extra pay, while deducting 200,000 won for meals and 100,000 won for lodgings. The worker and other Myanmar nationals paid less than expected said that their employers, agents and the Myanmar Embassy in Seoul have reiterated that they should sign new labor contracts if they want to keep working in Korea. “The migrant workers were aware of the difference in labor contracts signed here and in their own countries, but they had no choice but to sign the new one to stay in Korea,” said a member of HD Hyundai Heavy Industries’ subcontracted workers’ union. The KMWU urged major shipbuilders, such as HD Hyundai, Hanwha Ocean and Samsung Heavy Industries, to fulfill their responsibilities by improving the labor and residential conditions of migrant shipbuilding workers. “Despite financial support from the government, the shipbuilders have remained reluctant to hire full-time blue-collar workers, relying more on subcontracted and outsourced labor,” the union said. “The shipbuilders should therefore make efforts to increase wages of subcontracted workers at their shipyards and protect the basic rights of migrant workers.” Source: The Korean Times

ROUTE, PORTS & SERVICES

Wilhelmsen Port Services assumes 100% control of joint venture in Sweden

As part of its acquisition of Rotterdam-headquartered Vopak Agencies in December last year, Wilhelmsen Port Services inherited a 50% stake in a joint venture with Gothenburg Ship Agency AB, which focuses primarily on tanker business. Wilhelmsen Port Services has now bought out Gothenburg Ship Agency’s shares making it the sole owner of the Swedish operation.

“Our customers in Sweden and from overseas will now be able to enjoy our local and global solutions, preferred service level and tailored integrations, with local operations seamlessly plugged into our global operational systems, including our upcoming Hub solution HIVE,” said Wilhelmsen Port Services President Neal de Roche. He adds that this is just the beginning of the journey for Wilhelmsen Port Services in the country. “We are fully committed to further investing in and growing our presence across Sweden to better serve our customers locally, be it Tanker, RoRo and Dry Cargo operations or husbandry services for vessels entering the Baltic Sea.” Gothenburg, Sweden. View from above of the Älvsborg Bridge located over the Göta River which connects the north and the south part of the city. Designed by Sven Olof Asplund, built in 1966. The acquisition of tanker specialist Vopak Agencies, incorporating 14,000 Hub calls globally and more than 9,000 Full agency calls in Northern Europe annually, has made Wilhelmsen Port Services the largest global port services...
provider in this segment, with strong expertise across all key locations. “Vopak’s expertise is highly complementary and the acquisition was a perfect match for the global reach of our maritime network of 2,100 ports,” noted de Roche. The acquisition also gave Wilhelmsen Port Services a 50% stake in the port call management software company Diize.

Source: Wilhelmsen Port Services

Deforestation is one of the greatest threats to our survival. Nearly half of our original forests on Earth have disappeared for various reasons. Large-scale deforestation and the great threat of forest fires due to climate change, among other things, are major factors in this. Recently, the EU member states reached a historic agreement, with the adoption of legislation to reduce CO2 emissions by 55% by 2030 and to be completely climate neutral by 2050.

In addition to the measures taken to reduce CO2 emissions, restoring the climate through reforestation is becoming more important than ever NOW! THE FUTURE IS NOW…

Unique opportunity for a sustainable investor. An ecological investment and forestry project of 12 million m² (1200 hectares) of own land, with a 97% funded tree planting program of 143,000 trees (FSC) including the CO2 emission certificates. The main goal of this project is to grow a forest with 5 native species. A forest that stores carbon, restores biodiversity and increases soil fertility, which offers many long-term benefits for nature and also for the extraction of certified wood (FSC) and Carbon credits.

Where
Fagranes - Öxnadal, Iceland (Near Akureyri, Iceland's 2nd Capital)

What
Planting 143,000 trees on part of the land for sustainable and ecologically responsible commercial forestry to help reduce CO2 emissions. There is an official deed for this unique project, as well as a signed agreement with the Icelandic Ministry of Fisheries and Agriculture and State Forestry.

What makes this project unique
• The project is interesting for investors, who can use the ecological forestry project to create their own revenue model with a high, responsible, sustainable and long-term return.
• The land is fully owned by the investor/buyer and is delivered in free name.
• 97% of the tree planting is financed by the Icelandic Forestry Commission, which also oversees the project in accordance with the existing agreement.
• Water, electricity and fiber optics run through the area to provide the houses to be built with all public facilities for the implementation of the project.
• Sustainable building is allowed if it is related to the project.
• The project is located 25 km from the city of Akureyri, Iceland's second capital.

Are you interested or do you want to know more about this project? Please contact us via the email address below or send me a DM fagranesiceland@gmail.com

Philippines hailed as ‘Asia’s best cruise destination’

By: Ghio Ong - The Philippine Star

The Philippines has been recognized by an international body as the “best cruise destination in Asia” for this year. The country was awarded as “Asia's Best Cruise Destination 2023” at the World Cruise Awards in Dubai, United Arab Emirates last Sunday, according to the Department of Tourism (DOT). The Philippines bested other nominees India, Japan, Singapore, South Korea, Sri Lanka, Taiwan, Thailand and Vietnam, the website of the World Cruise Awards said.

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In a statement, Tourism Secretary Christina Garcia-Frasco said the agency is grateful for the accolade, which was given to the country for the first time.

“This first-time recognition as Asia’s Best Cruise Destination 2023 is a big win for Philippine tourism as it reflects a resounding global preference for our island destinations,” Frasco said. The World Cruise Awards is the “sister event of the World Travel Awards,” which also hailed the Philippines as “Asia’s leading dive destination” for this year. Meanwhile, the country is expecting 128 cruise calls at 33 destinations, which could “bring in more than 101,000 passengers and some 50,000 in estimated crew,” according to Frasco. So far, Manila and parts of Palawan and Romblon have received passengers and crew from cruise ships this year. Popular beach destination Boracay as well as Subic are also expecting the arrival of cruise ships, while Mindanao is being groomed by DOT as a cruise destination. The agency has vowed to make the Philippines become more attractive to travelers onboard cruise ships as part of the government’s efforts to revive the tourism industry battered by restrictions due to the COVID-19 pandemic.

**Source:** Philippine Star

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**Cargo throughput at Ningbo-Zhoushan port exceeds 1bn tons**

Cargo throughput at China’s Ningbo-Zhoushan port was 1.015bn tons as the end of September, an increase of 5.85% year-on-year, according to Seatrade Maritime. The port posted a container volume of 27.26m teu for the first three quarters, increasing 3.56% compared with the same period of last year, and maintained a stable growth rate as of date...
Ningbo-Zhoushan port newly opened up fourteen container services this year, making its total shipping routes number reach 301 supported by the upgraded port operation capacity. During the first nine months, sea-rail cargo volume at Ningbo-Zhoushan port was 1.128m teu, up 27.1% year-on-year. **Source**: portNews

**Kongsberg delivers 23% CO2 emissions cut for Norwegian coastal ship operator**

Kongsberg Maritime has delivered a 23% cut in CO2 emissions on the 121-metre passenger vessel **MS RICHARD WITH**, owned by Hurtigruten, a coastal ship operator and adventure travel company. The vessel finished an extensive refit last summer using Kongsberg Maritime engineering and technology and has now completed its first year back in service. Last year, Kongsberg Maritime partnered with Myklebust Verft shipyard to convert three Hurtigruten ships to hybrid technology, promising reduced emissions and quieter operations. The MS Richard With, built in 1993, was the first of three ships to be relaunched, in August last year. The second ship MS Kong Harald returned to service in May, and the final ship, MS Nordlys will be complete in 2025. The project is one of the largest of its kind in Europe, with an investment value of approximately €100 million. The refit programme for **MS RICHARD WITH** included installation of two hybrid shaft generators, two SaveEnergy 1,120kWh lithium-ion batteries and two Bergen B33:45V engines. It also has new tunnel thruster motors, a retractable azimuth thruster, and controllable pitch propeller blades, plus digital management systems. **MS RICHARD WITH**, the first of three ships to be relaunched, was finished in August last year. The second ship, **MS KONG HARALD** returned to service in May and the final ship, **MS NORDLYS** will be complete in 2025 **source**: PortNews

**BOEK BESPRIJKING**

By : Frank NEYTS

“British Pacific Fleet 1944-45”

Osprey Publishing issued a most interesting book “British Pacific Fleet 1944-45. The Royal Navy in the downfall of Japan”. The book is written by Brian Lane Herder and illustrated by Paul Wright. The British Pacific Fleet was the Royal Navy’s primary contribution to the direct defeat of Japan in 1945, and is among the most powerful fleets Britain has ever sent into action.

With naval supremacy in home waters achieved by 1944, many of the best and most modern ships in the Royal Navy could be sent to the Pacific. Illustrated throughout with dramatic new artwork, 3D diagrams, maps and archive photos, this book explains how the Royal Navy joined the Pacific carrier war, and how the fleet adopted the US Navy’s ruthless effective fast-carrier doctrine. With ships optimized for short-range operations in the Atlantic and Mediterranean, the British had to rapidly adapt the long-range, high-tempo warfare of the Pacific, and the story is often one of inspired improvisation. The BPF shared the US Navy’s terrifying experience of kamikaze strikes, and famously its armoured carriers proved tougher than their US counterparts.

With discussion of the fleet’s warships, technology, organization, and the campaign that it fought, this book is an essential guide to the Royal Navy’s role in the victory over Japan. Like all publications of Osprey Publishing, a most interesting book! “British Pacific Fleet 1944-45” (ISBN 978 1 472 856777), a softback, counts 80 pages and costs £15.99 or USD 23.00, CAN $31.00, P&P exclusive. One can buy the book in the better bookshop or direct with the publishers: Via the Osprey website: [www.ospreypublishing.com](http://www.ospreypublishing.com).
The VB KRACHT operating in Rotterdam Europoort  Photo : Capt Peter Andriessen - master VB Rebel ©

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