The 2001 delivered 292 mtr long 174,285 DWT BERGE ARCTIC enroute from Changtu Island (China) to Itaguai (Brazil) passing Singapore Strait

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text!
IN MEMORIAM

Stan Wheatley

On Saturday, August 2, we lost one of America’s finest mariners: Chief Engineer Stanley D. Wheatley, who crossed the bar peacefully at home surrounded by family just one day shy of his 93rd birthday.

A proud graduate of the U.S. Merchant Marine Academy (Class of ’47) and son of a Merchant marine Chief Engineer, Stan Wheatley spent much of his distinguished career building, operating, or managing ships, but was most closely associated with the N.S. Savannah—the world’s first nuclear powered commercial ship—which was an outgrowth of President Eisenhower’s “Atoms for Peace” initiative. Stan was in the very first group of engineers certified to operate the ship’s nuclear reactor in 1959, and was an Engineering Watch Officer during the ship’s trials, shakedown and initial operations. Stan was appointed as Savannah’s Chief Engineer prior to her maiden transatlantic voyage in 1964. On her return trip to the U.S., rough seas from a nearby hurricane caused the Savannah’s safety systems to shut down the reactor, leaving the ship to the mercy of the storm. Restoring power would require shutting off those safety systems—which Capt. Wheatley later observed was “against the rules in the nuclear business”—but it was necessary for the safety of the ship, as he later had to explain to the U.S. Atomic Energy Commission. But the reactor was brought safely back online. The Savannah sailed safely home.

In 1966, Stan joined the Maritime Administration as a private consultant, and later as a government employee rose to become Program Manager of the Savannah Program and Chief of the Office of Advanced Ship Operations in the Office of Research and Development. He also played a key role in the establishment of the Ready Reserve Force as Director of Ship Operations until he retired from government service in January 1987.

I had the honor of standing on deck with Stan aboard Savannah this past May as part of this year’s Maritime Day commemoration in Baltimore. In my remarks, I made it clear to the assembled crowd that, while the Maritime Administration may be responsible for Savannah, “It’s Chief Stan Wheatley’s ship.” Always has been – always will be.

*****We’ll miss you, Chief; rest easy.*****
EVENTS, INCIDENTS & OPERATIONS

Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore

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The NAUTICAL SARAH inbound for Amsterdam Photo: Marcel Costers ©

Wärtsilä hybrid propulsion for Acta Centaurus
The technology group Wärtsilä is to provide hybrid propulsion capability for a new offshore wind construction support vessel. The ACTA CENTAURUS, a DP2 walk-to-work construction support vessel owned by Netherlands-based Acta Marine, will thus gain fuel consumption and environmental benefits through being able to operate the vessel with less running engines at more optimised load. The order with Wärtsilä was placed in May 2019. The solution to be provided by Wärtsilä includes the hybrid drive, the batteries, and an energy management system. Wärtsilä will also carry out the installation, testing and commissioning of the hybrid system, as well as upgrading the existing onboard systems of Acta Centaurus to make it suitable for hybrid drive.

“Hybrid propulsion is becoming an increasingly adopted trend for meeting the challenges faced by today’s maritime industry. Wärtsilä has been a forerunner in developing the technology to make this both possible and feasible, and our track record in this field is already significant,” says Joel Knif, General Manager, Marine Project Sales, Wärtsilä Marine. The installation of the equipment needed for the hybrid conversion will take place during the fourth quarter of this year. The Wärtsilä hybrid propulsion solution provides benefits deriving from the flexibility and efficiency provided by the technology. These vessels have a high dynamic positioning load and thus fluctuating power requirements which is an ideal situation for hybrid and can result in a CO2 reduction around 15%.

Jokowi to visit Malaysia, Singapore as haze crisis returns
By Marchio Irfan Gorbiano The Jakarta Post

President Joko "Jokowi" Widodo is set to visit Malaysia and Singapore this week, the Foreign Ministry has announced, amid mid fears over the possibility of another transboundary haze crisis emanating from Indonesia. The announcement comes after Jokowi told a coordination meeting on forest and land fires on Tuesday that he felt embarrassed about visiting the two nations, given that the issue of haze made headlines in Malaysia and Singapore. Source: The Jakarta Post

The brand new 274 mtr long MONTE URQUIOLA IMO 9803273 inbound for Rotterdam Maasvlakte,

Photo: Krijn Hamelink ©

Dit is de supersnelle nieuwe boot van het Havenbedrijf

Havenbedrijf Rotterdam heeft een nieuwe supersnelle boot die vanaf volgende week wordt ingezet om recreatie- en passagiersvaart te controleren. De boot kan met zo'n 90 kilometer per uur over het water scheren. De opblaasbare motorboot vervangt twee oudere RHIB's (rigid hull inflatable boat), omdat hij zowel kan uittrekken bij inspecties en incidenten als diepte kan meten. Dat is bijvoorbeeld handig als een container in het water is gevallen. „Deze boot is echt meer van deze tijd”, vertelt Eugene van den Ham, scheepvaartmeester bij het Havenbedrijf Rotterdam. „Hij is wat langer, wat sneller en wat zwaarder.” De oude RHIB's gingen ongeveer 70 kilometer per uur. Die snelheid is zeker nodig, zegt Marcel de Vliegh, tevens scheepvaartmeester. „Op de rivier gaat alles tegenwoordig steeds sneller. Watertaxi's, speedboten, RIB Adventures, die varen hier allemaal door de Rotterdamse haven heen. Daarvoor hebben we dit vaartuig nodig.” Inmiddels zijn twintig medewerkers van het Havenbedrijf opgeleid om de boot te besturen. „Hij wordt ook ingezet in het binnenhavengebied, waar onze grote vaartuigen niet kunnen komen”, vertelt De Vliegh. „Maar ook bijvoorbeeld tijdens evenementen, aflassen, incidenten en om drenkelingen uit het water te halen.” In de zomer komt de boot extra van pas.
“Dan is er meer recreatievaart”, zegt Van den Ham. “De vorige boot was gewoon op. Ook tijdens de Wereldhavendagen zetten we deze in.” De patrouillevaartuigen van het Havenbedrijf controleren of recreatievaart niet de havens binnenvaart, stuurboord (rechts) houdt, of bestuurders in het bezit zijn van een vaarbewijs en of zij zwemvesten dragen. De boot is ook al gedoopt. Maar niet met een champagnefles. Die stuitert zo van de polyester band af, vertelt een woordvoerder lachend. “We hebben hem besprenkeld.” Bron: Algemeen Dagblad

The HEBO LIFT 3 moored at Teeside Photo: Wouter Valkenburg ©
SeaBird expects delays of over two months for two seismic surveys

Seismic services player SeaBird Exploration has estimated that its ongoing seismic surveys in West Africa and Americas will both be completed about two months later than originally planned, resulting in increased operating expenses. SeaBird said in late July that the completion of a niche 3D survey in West Africa – utilizing the Nordic Explorer – was delayed from early 3Q to the latter part of 3Q 2019. Furthermore, the completion of a 2D survey in the Americas – utilizing the Harrier Explorer – was pushed from the first half of 3Q 2019 to the second half of the same quarter. In an update on Tuesday, August 6 SeaBird said that, based on the current estimates for survey completion, the company expects to report an EBITDA for the second quarter of 2019 of negative $1.7 million.

This includes a loss provision for 3Q 2019 of $1.3 million relating to the West Africa 3D survey due to the contract being treated as an onerous contract according to IAS 37. The provision is based on an estimated survey completion by mid-September 2019. Both the Harrier Explorer and the Nordic Explorer are rigged with the “Digistreamer” technology and both surveys are affected by difficulties with availability and lead-time of select seismic streamer equipment parts relating to this technology. This includes a significant increase in the repair period for streamer sections compared to historic experience caused by the service offering, repair facilities and inventory level for certain technology components included in the “Digistreamer” all being significantly downscaled post the 2014 downturn. The company placed orders for repair of streamer and for new streamer related equipment shortly after the contract awards. However, the combined effect of worse than expected condition of the Nordic Explorer streamer pool equipment (included in the charter-in agreement for the vessel), increased repair period and logistical lead times exceeded the equipment related contingency included in the project plans for the 2D and 3D surveys. SeaBird will after completion of the projects have a significant pool of repaired and tested “Digistreamer” ready for use. In addition comes a larger pool of Sercel Sentinel streamer. The current “Digistreamer” related problems are therefore not expected to have any effects on future 2D and niche 3D projects. The ongoing 3D survey in West Africa is estimated to be completed by mid-September 2019, more than two months later than the original survey plan, predominantly due to the survey being acquired with two streamers versus four streamers as originally planned. The extended survey duration will result in increased operating expenses and generate an estimated project margin of negative $1.4 million. The ongoing 2D survey in the Americas is estimated to be completed ultimo September 2019 which is about two months later than the original plan. The extended survey duration will result in increased operating expenses and generate an estimated project margin of close to zero. The Osprey Explorer is currently transiting to the NCS for a two-month source project with estimated completion late September/early October. This represents a new contract award and is also the first contract with the relevant OBN contractor. Source: offshoreenergytoday

The APL SCOTLAND moored in Brisbane  Photo : Bryan Shankland ©

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Op Terschelling wordt vier keer per jaar een antieke roeireddingboot met 12 Friese paarden over de duinen en het strand naar zee gebracht en gelanceerd. Deze roeireddingboot is de “SECRETARIS SCHUMACHER” uit 1900 van de toenmalige Noord- en Zuid Hollandsche Redding Maatschappij. Ze is de enige nog varende roeireddingboot uit de Nederlandse geschiedenis. De voor en achtersteven zijn identiek, maar er zit slechts aan één van de stevens een sleepoog om de boot op de lanceerwagen te kunnen trekken. Bij terugkomst uit zee moet de boot daarom door de 10 roeiers vlak voor het strand gedraaid worden. De roeiers hadden er met de branding bij windkracht 5 Beaufort een hele houw aan de boot gekeerd te krijgen. Ze kregen van het duizendkoppige publiek dan ook een groot applaus toen dat gelukt was. Normaliter wordt de boot door de paarden weer op de wagen getrokken, maar hoe voorzichtig de menners dat ook met paarden doen, het gaat dat doorgaans gepaard met een forse ruk. Om de oude dame te sparen werd het publiek uitgenodigd dat met de nodige voorzichtigheid te doen. De paarden namen daarna de combinatie weer mee over de duinen. Foto: Gerard Kosters ©

More blank sailings leaves Northern European shippers in the lurch

The 2010 built 13.830 TEU CMA CGM CORTE REAL outbound from Antwerp. Photo: Alexander Hoogstrate ©

FRENCH shipping giant CMA CGM will void its North Europe to Asia FAL 1 loop, scheduled to depart from Dunkirk on August 21, and blank its FAL 3 loop, setting off from Rotterdam on September 11. The carrier said it blanked the sailings...
because of “fluctuations between supply and demand” on the North Europe to Asia trade lane, reported London’s Loadstar  

As for European shippers, fears are mounting that they will see a repeat of the capacity crunch mayhem of previous years  
on ships bound for Asia in September and October. Aside from CMA CGM, shipping alliance members have already  
revealed that they are cancelling a number of headhaul sailings in August and September for a combined capacity of  
150,000 TEU, attributing the action to a disappointing peak season. These moves also seek to stabilise container spot  
rates, which had been falling for several weeks. Each cancelled headhaul sailing from Asia to Europe means a withdrawn  
backhaul ship from North Europe, which has, in the past, thrown the supply chain into chaos, partly due to the inability to  
plan loads around the “uncertainty” of export loaders. Shippers will also be wary of the carriers trying to take the  

opportunity to hike backhaul rates by only agreeing to prioritise shipment of export containers after the agreement to a  
premium. Source: Schednet

Lighthouse vessel **TEXEL** has been towed by the tug **EEMSHORN** and naval tug **GOUWE A 878** from Den Helder to  
Medemblik to attend the Westfriese Waterweken (West-Frisian Water Weeks) - **Photo: Paul Schaap ©**
Environmental Protection Alliance Launches Clean Fuel Campaign

Calls for a Shipping Industrywide Ban on Scrubbers to Protect the Environment

The current initiative addresses the pollution emitted by the shipping industry and the recent efforts to protect the environment by limiting the use of the most polluting forms of fuel. In order to reduce the harmful impacts of shipping on the environment, on January 1, 2020, the International Maritime Organization (IMO), the United Nations agency that regulates global shipping, will begin enforcing a rule capping the sulphur content in bunker fuel to 0.5% for all commercial shipping vessels, down from the current 3.5%. This new sulphur cap is expected to affect approximately 96 percent of the world shipping fleet. The new IMO regulations are designed to slash the amount of sulphur that ships release into the atmosphere. However, a number of companies are relying on a technicality or ‘loophole’ in the regulations in order to continue using the higher sulphur fuel oil and bypass the true intent of the new rules. These companies are installing exhaust gas scrubber systems to ‘cheat’ and avoid compliance with the sulphur limits. This allows unethical companies to avoid their environmental responsibilities. Join the Environmental Protection Alliance’s fight to name and shame these polluters and help us to promote the use of cleaner, compliant fuels. Together we can dramatically reduce the amount of pollution caused by international shipping.

Obviously **MSC APOLLO** was in her younger days the japanese **NYK APOLLO**. For the first time she called at the port of Antwerp. The vessel was built in 2002 and was part of a large series of identical vessels of 6500 TEU built in Japan. **Photo : Adri de Schipper ©**

Danaos first half profit up 17pc to US$34.3 million as revenue flattens

**MAJOR Greek containership owner Danaos Corporation's first half net profit increased 17.4 per cent year on year to US$34.3 million, drawn on revenues of $112.3 million, down 0.97 per cent. “Our total contracted revenues as of June 30 were $1.5 billion, and we maintain our high charter contract coverage of 87 per cent in terms of operating revenues and 71 per cent in terms of operating days over the next 12 months,” said CEO John Coustas. “Profit improvement was**
primarily the result of a $4.4 million decrease in net finance expenses and a $2 million decrease in total operating costs, partially offset by a $1.1 million decrease in operating revenues mainly due to the re-chartering of certain of our vessels that concluded long-term charters," said Dr Coustas. “The charter market for 5,500-TEU+ vessels remained strong over the last three months, and the market for panamax vessels is improving due to the lack of availability of larger vessels.

“Rates on smaller vessels remain stable albeit at relatively low levels. We anticipate that the implementation of IMO 2020 sulphur emissions regulations will result in a healthy charter market for the larger vessels through 2020 due to downtime related to scrubber retrofits and reduced sailing speeds that a high fuel price environment are expected to bring about,” he said. "Escalations in trade tensions between the US and China persist, and uncertainty on the outcome and the impact on trade flows has discouraged market participants from placing new building orders. "Collectively, these factors are expected to result in positive vessel supply side effects, which should support the strengthening of the charter market going forward," Dr Coustas said. Source: Schednet
according to the warning. Iran has placed GPS jammers on its Abu Musa Island, located in the Persian Gulf near the entrance to the Strait of Hormuz, a US defense official told CNN. The jammers were placed at that location in order to disrupt civilian aircraft and ship navigation systems. Iran hoped that ships or planes would mistakenly wander into Iranian waters or airspace due to the GPS malfunctions, which would give Iranian forces the pretext needed to seize them. According to the official, the jammers have no effect on US military warships and aircraft. In July, British media reported that the British intelligence services MI6 and GCHQ were concerned that Iran had used Russian GPS spoofing technology to send the Stena Impero off course into Iranian waters. “Russia has the technology to spoof GPS and may have helped Iran in this venture, as it was extremely brazen,” said an anonymous security source in a report published by The Daily Mail. “It would make British shipping extremely vulnerable and will be of grave concern to Royal Navy warships in the region.” In June, the Israeli Airports Authority announced that commercial airline pilots were having difficulty landing, and were experiencing mysterious disruptions. Senior Israeli officials said they believe that Russia had been disrupting civilian aircraft navigation systems, according to reports. Army Radio called the move a “hostile attack.” According to the Israeli Airline Pilots Association, the GPS issues were part of a “spoofing” attack, causing receivers on planes to sometimes report their location as kilometers away from their actual location, reported CNN. A report by the US Center for Advanced Defense Studies in April documented over 10,000 separate incidents of GPS disruption connected to Russia, adding that the country was “pioneering” the technique to “protect and promote its strategic interests.” Russia has denied the report. To resolve the issue, Israel sent a defense official to Russia to discuss the disruption, Army Radio reported. Iranian military vessels have also been “spoofing” the automatic identification system used by merchant ships to report and disguise their vessels as merchant ships instead of Iranian Revolutionary Guard Corps or Iranian Navy vessels, according to CNN. Iran’s Fars news agency said the IRGC had taken control of the Stena Impero on Friday after the tanker collided with an Iranian fishing boat whose distress call it ignored. The vessel, carrying no cargo, was taken to the Iranian port of Bandar Abbas. Its 23 crew members – 18 of them Indians – are expected to remain there while the accident is investigated, Iranian news agencies quoted the head of Ports and Maritime Organization in southern Hormozgan province, Allahmorad Affifipour, as saying. The Strait of Hormuz, between Iran and the Arabian Peninsula, is the major outlet for exports of most Middle Eastern oil, and the seizure sent oil prices sharply higher. The United States, which tightened sanctions against Iran in May with the aim of halting its oil exports altogether, has been warning for months of an Iranian threat to shipping in the strait. Source: Reuters / Jeruzalem post
Man airlifted to hospital after diving on Lusitania wreck

Diver taken to Galway facility after falling ill on return to surface off coast of Kinsale

By: Barry Roche

A diver has been airlifted to University Hospital Galway after getting into difficulty while diving with a group on the wreck of the Lusitania off the Old Head of Kinsale on Thursday morning. It is understood that the diver took ill while returning to the surface after diving on the wreck of the Cunard liner which was sunk by a German U-boat in 1915. He was one of a group of eight who were diving on the wreck which lies some 18km off the coast of Co Cork. Other members of the group, who were diving from the charter boat Sea Hunter, raised the alarm and brought the man to the surface at around 10am. The Irish Coast Guard Marine Rescue Co-ordination Centre at Valentia began a rescue operation and Courtmacsherry RNLI launched a life boat. The Irish naval ship LÉ George Bernard Shaw, which was on patrol in the area, also proceeded to the scene and a team from the ship collected the diver and brought him aboard the ship. Dublin-based Irish Coast Guard helicopter R116 flew him to Cork University Hospital for treatment. It is believed the man was suffering from the bends or decompression sickness which happens when divers ascend too quickly from great depths and can result in nitrogen bubbles forming in the blood. The man was subsequently airlifted from CUH to University Hospital Galway which is equipped with a decompression unit. Source: Irish Times
Port of Rotterdam Authority Launches New Technology Company

The Port of Rotterdam Authority has launched a new company PortXchange Products BV to offer the Pronto platform and application to ports around the world. PortXchange aims to improve the efficiency of port calls and help clients reduce their emissions – both in the port as well as between ports. Pronto is a joint platform that can be used by shipping companies, agents, terminals, port authorities and other naval service providers, which enables them to optimally plan, execute and monitor all activities during a port call based on the exchange of standardized data. In addition, Pronto enables just-in-time sailing, which helps reduce carbon emissions. Pronto combines public data, data retrieved directly from participating companies and forecasts from artificial intelligence applications to generate highly accurate information. As soon as the ETA is known, the vessel is assigned its own timeline in Pronto where all events during the port call are shown. The progress and status of the events is continuously updated on the dashboard. Users can monitor events and make adjustments where necessary. If they wish, users can receive notifications and warnings if there are status changes, delays or planning conflicts. By making the application available to ports across the world, the port says it can optimize the potential of digital solutions. The establishment of a separate company enables the solution’s neutrality and independence, as trust between parties for the free exchange of data is vital to the successful introduction of Pronto in other ports. Pronto will be offered in several ports in Europe and the U.S. before the end of the year. Partnerships have already been signed with Shell International Trading and Shipping Company Limited and A.P. Moller - Maersk.

Grahaeme Henderson, Vice President of Shell Shipping & Maritime, said: “We are moving towards a global, end-to-end digitally connected operating environment for shipping, as in the airline industry. For example, at Shell, our onshore digital center is able to analyze 500 data points a second in real time from each ship we manage. “In partnering on Pronto, we can see opportunities to extend this work to optimizing port operations. The results of our trials so far have already shown the great benefits in increased efficiency, reduced fuel and operating costs and lower emissions.” Kent Stig Hagbarth, Head of Operations Execution at A.P. Moller-Maersk, said: "We see a significant need and opportunity to improve the collaboration, communication and single data usage amongst port participants for optimized sailing and port calls for vessels. The aim of the Pronto platform, to enable just in time arrival and optimize the port stay of our vessels, not only enables us to increase schedule reliability to the benefit of our customers but also to achieve our goal of reducing our CO2 emissions.”

Source: MAREX
Carriers to fine rogue shippers for misdeclared goods in containers

By Alexander Whiteman

Carriers are cracking down on rogue shippers by threatening significant financial penalties for misdeclared shipments, following a series of vessel fires. Evergreen was first out of the gates announcing fines, ranging from $4,000 to $35,000, for misdeclarations, with Hapag-Lloyd and OOCL following suit. TT Club risk management director Peregrine Storrs-Fox told The Loadstar: “We welcome such initiatives, following a spate of fires and growing concerns about cargo packing. “We have been collaborating with stakeholders through the supply chain to highlight ongoing risks arising from poorly packed and misdeclared cargo.” Hapag-Lloyd, which suffered as misdeclared goods caused a high-profile fire aboard its vessel Yantian Express earlier this year, said it would impose a $15,000 fine per misdeclared box, and OOCL has announced
enhanced checks and a hazardous cargo misdeclaration fee. Hong Kong-headquartered OOCL said: “We are aware that there has been an increasing number of marine incidents being reported in 2019, many of which were suspected of being caused by potentially undeclared and/or misdeclared hazardous cargo.

The 2010 built Cosco shipping operated German flagged 4252 TEU J PO VOLANS departing the Otago Harbour on the 7.8.19 Photo: Ross Walker (c)

“Any inconsistencies between the declared cargo in the documents and what is physically inside the container will result in a hazardous cargo misdeclaration fee.” The fee payable will depend on the extent of any disparity, with containers potentially being pulled out of service and put on hold if penalties are applicable. The carrier said it would also strengthen its inspection policy through additional verification prior to loading by selective or random inspections on DG and potential DG cargo. “It is the responsibility of all stakeholders in the carriage of goods to ensure all hazardous cargo are properly declared and handled according to the IMDG regulations,” it added. Between 5% and 10% of containership cargo is declared as dangerous goods, but the extent of misdeclaring of goods is impossible to tell. Mr Stors-Fox said: “A key element of the campaign is to identify levers – both sticks and carrots – that are available to improve a safety culture in the unitised supply chain, including considering unintended consequences inherent in trading arrangements or fiscal/security interventions and the possibilities presented by technological innovation. “Penalising shippers where deficiencies are found should be applauded and government enforcement agencies are encouraged to take appropriate action under national or international regulations to deter poor practices further.” Source: The Loadstar

Trimline has upgraded the interiors onboard the DFDS D-Class ships

Interior design firm worked with SMC Design to give the ships a fresh look

Trimline was recently contracted to complete the three-year upgrade programme of all public spaces on the DFDS D-Class ships. Phase one has just been completed in Dunkirk. Here, Trimline worked closely with SMC Design to give the ships a fresh new look. “We completely refurbished everything aft of and adjacent to the shops on both port and starboard
sides,” said Neil Quinlan, Trimline key account manager. “This included seating areas, port and starboard serveries, flooring and toilets. The finished look and feel of these areas is instantly impressive - they are now bright, modern spaces that reflect the DFDS brand image. “We look forward to the continued upgrading of public spaces in the 2020 winter refit season. Source: cruiseandferry

The HAPPY FALCON inbound for Amsterdam Photo : Marcel Coster ©

More cruise ships coming to Victoria next year

Cruiseship BALMORAL navigating the Noordzee Canal at Velsen Zuid inbound for Amsterdam. Photo: Patrick Deenik

The Greater Victoria Harbour Authority has confirmed a draft schedule for 2020, following the announcement that Cunard’s QUEEN ELIZABETH will begin round-trip cruises to Alaska next season. The 2020 cruise season is scheduled to begin on Friday, April 3, 2020 with the arrival of the GRAND PRINCESS and conclude on Wednesday, Oct. 21, 2020 with the arrival of the RUBY PRINCESS. It is expected that 283 ship calls will bring 770,000 passengers to the region throughout the seven-month season. The increase in ship calls and passengers is a result of new mid-week visits on Tuesdays and Wednesdays. New regular callers to Victoria for 2020 are the CARNIVAL MIRACLE, GOLDEN PRINCESS, and NORWEGIAN SUN. The CARNIVAL MIRACLE will see 10 ship calls on alternating Tuesdays between 7 a.m. and 2 p.m. throughout the season. The GOLDEN PRINCESS will call on Wednesdays from 9 a.m. to 5 p.m. every two weeks for a total of seven calls. The NORWEGIAN SUN will call 14 times in 2020, arriving on various days and
times as it completes its variable itinerary between Seattle and Alaska. “Next year is shaping up to be significant for our organization with the beginning of round-trip calls from Victoria, new ships visiting, and a pattern of sustainable growth for the region,” says Lindsay Gaunt, director, cruise development for the Greater Victoria Harbour Authority. “One of our objectives is to increase the number of daytime and mid-week calls, helping to balance the needs of the community with the visitor. A ship that calls for a full-day has a stronger economic impact for the destination and provides a better experience for visitors as well as residents.”

The Cunard QUEEN ELIZABETH returns for its second season, calling to Victoria nine times throughout 2020. Up to 100 guests will have the opportunity to choose Victoria as their port of departure on select cruises: July 30, Aug. 10, Aug. 19 and Aug. 28, 2020. In addition, new ships calling to the region include the Holland America Line’s Koningsdam, Oceania Insignia, and Silversea’s Silver Cloud. Three of the region’s principal ships, the NORWEGIAN BLISS, NORWEGIAN JOY, and Royal Caribbean Ovation of the Seas will return to the Victoria Cruise Ship Terminal in 2020.

Source: timescolonist
Euronav's IMO storage ULCC loads Kraken crude

Shipping company Euronav's ultra large crude carrier (ULCC) OCEANIA loaded heavy crude before it set off for Asia-Pacific with its huge cargo of fuel compatible with the International Maritime Organisation (IMO) sulphur emissions rules. The Oceania loaded 70,000t of North Sea Kraken crude in a ship-to-ship operation in the Mediterranean, according to oil analytics firm Vortexa. It also loaded a 25,000t cargo in the Mediterranean in a STS operation from a tanker that itself loaded at Dutch company Koole's storage terminal in Rotterdam, according to Vortexa. Container shipping firm AP Moller-Maersk leases a petrochemical industrial distillation (PID) unit from Koole at Rotterdam to process crude and produce low-sulphur marine fuels. This takes to 300,000t the amount of 0.5pc sulphur fuel oil and blending components, all compliant with the IMO 2020 regulations, in the Oceania's tanks. It is signalling for Malaysia, and will likely sail to Singapore to be used as storage for IMO compliant fuels. It may discharge the crude in Asia-Pacific for use in IMO-compliant marine fuels production, as Kraken's sulphur content is 0.5pc.

China Navigation buys new handy containership for Pacifica Shipping

SINGAPORE's China Navigation has announced that New Zealand-based subsidiary Pacifica Shipping has acquired a 1,700-TEU ship for deployment on its coastal shipping service in New Zealand. Pacifica, a coastal ship operator and domestic cargo carrier in New Zealand, was acquired by China Navigation in 2014. The ship, named MOANA CHIEF, is expected to commence operations in September, reports Splash 247. China Navigation believes the new ship will meet growing domestic and international transhipping cargo demand in New Zealand. "With the acquisition and an increase in tonnage from 1,100 to 1,700 TEU, Pacifica will be in a good position to meet rising domestic cargo and transshipment demand," said Swire New Zealand country manager Brodie Stevens. "We want to expand the range of valuable domestic transport solutions currently already provided by Pacifica, and this will enable us to do so. Coastal shipping in New Zealand continues to play an important part in the country's domestic economy," he said. Source: Schednet
China Harbour Engineering's US$400 million Namibian terminal open

CHINA Harbour Engineering Company has officially opened its new US$400 million port terminal in Walvis Bay in Namibia. Located 400 kilometres west of the capital Windhoek, the 40-acre terminal has an annual container handling capacity of 750,000 TEU. The terminal was reclaimed from the sea at Walvis and is expected to position Namibia as a regional logistic hub and gateway. China Harbour Engineering Company's vice president Li Yi said out of the 100 port construction projects the company has been involved in, the container terminal project at Walvis Bay is one of its most challenging projects. Chinese Ambassador to Namibia, Zhang Yiming, said the completion of the new box terminal is a "great project" achieved by the two countries. "We expect Namibia to actively participate in China's Belt and Road Initiative," he said, according to Colchester's Seatrade News. This is China Harbour Engineering Company's first project in Namibia and also the biggest port project in the history of this southwest African nation. Source: Schednet

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Oil steadied near $56 a barrel in New York before the resumption of talks aimed to resolve a trade dispute between the US and China, while political tensions in the Persian Gulf continue to simmer. Futures were little changed in New York after rising 1 per cent last week. Chinese and American negotiators meet in Shanghai this week amid tempered expectations for a breakthrough in their year-long trade war that has dented demand. The UK has sent one of its Type 45 warships to the West Asia region after Iran seized a British oil tanker as the US seeks to build a coalition to protect vessels traversing the strait. Oil is heading for its second monthly loss this year as a gloomy economic outlook eclipses concerns that crude flows may be disrupted from West Asia. Hedge funds added to bets on a slump in New York futures at the fastest pace in almost a year after disappointing manufacturing data out of America and Germany last week bolstered fears of declining demand. “The fragile economic growth caused by the confrontational and protectionist US trade policy is having a profound impact on oil demand and oil-demand growth,” said Tamas Varga, analyst at PVM Oil Associates in London. West Texas Intermediate for September were little changed at $56.22 a barrel on the New York Mercantile Exchange as of 1:31 p.m. London time. The contract rose 18 cents on Friday, advancing for the fifth time in six days. Brent for September settlement fell 19 cents to $63.27 a barrel on the ICE Futures Europe Exchange. It capped a 1.6% weekly gain on Friday. The global benchmark crude traded at a $7.07 premium to WTI. The U.K. frigate, HMS Duncan, will operate alongside the Royal Navy’s HMS Montrose Type 23 to shepherd British-flagged ships through the strait, the Ministry of Defense said in a statement. The air defense destroyer will operate until late August, it said. Two days of talks are scheduled to restart Tuesday after a truce reached by Presidents Donald Trump and Xi Jinping on the sidelines of the Group of 20 summit in Osaka, Japan, last month. Deep tensions remain, though, and recent days have brought mixed signals from both sides, with neither showing an urge to compromise.  

Source: langdonledger

Written by Langdon

Oilsteadiesnear $56abarrel amid trade talks between US and China

The GULLIVER busy with the dismanteling of a platform in the British Sector at the North Sea

Photo: Flying Focus Aerial Photography www.flyingfocus.nl  ©
The 2006 delivered 290 mtr long ENERGY PROGRESS arrived from Yokohama (Japan) in Singapore.

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text!

The 2012 delivered 14,036 TEU MSC VALERIA arrived to Felixstowe heavily laden from the Far East 6th August 2019.

CLICK at the photo to view the movie of the arrival with the Svitzer tugs in action!
Jeddah terminal marks Chittagong as suitable transshipment hub

JEDDAH's Red Sea Gateway Terminal (RSGT) has signed a memorandum of understanding with the Bangladesh Ministry of Shipping, involving investment in multiple port and related infrastructure projects, reports London's Container Management. The agreement encompasses operational expertise for the Bangladeshi maritime sector by RSGT, which is the newest terminal in Jeddah Islamic Port. Chittagong, the primary port of Bangladesh, handled around 3,700 vessel calls and three million TEU in 2018, with most of the cargo destined for the country's capital city Dhaka, 265 kilometres away.

RSGT says Bangladesh's location between the fast-growing economies of South and Southeast Asia makes it suitable as regional transport hub. Said RSGT investment chief Gagan Seksaria: "Bangladesh's remarkable trade-led growth of recent years has meant high utilisation of its port and transport infrastructure making it an ideal market for investment in advanced port systems and technology." The facility in Saudi Arabia has an annual capacity of 2.5 million TEU, featuring a 1,360-metre quay with 16 super postpanamax cranes that reach across 24 rows. It is the Jeddah's only terminal that can accommodate next-generation containerships of 23,000+ TEU. RSGT is also located next to LogiPoint, Saudi Arabia's first export and re-export zone, which provides an integrated logistics hub on the coast of the Red Sea and potential operational synergies in cargo handling. Source: Schednet

The IVS MERLION enroute from Yantai China to Jebel Ali (UAE) slowed down in the Singapore straits to receive stores OPL and as can be seen above the 2013 built bulker resumed her voyage by picking up speed again

Photo: Piet Sinke www.maasmonddmaritime.com (c) CLICK at the photo & hyperlink in text!

Indonesia ready for greater cooperation with Singapore across industries: President Joko Widodo

By Chandni Vatvani

Indonesia's President Joko Widodo said he wants to deepen ties and increase cooperation across sectors with Singapore - his country's biggest investor - in an exclusive interview with CNA on Tuesday (Aug 6).

"I think moving forward, we will continue to work with Singapore and especially in Batam, Bintan, and Karimun areas. I think we have a lot of cooperation there, whether in the digital sector, the economy, in the tourism sector, industrial sector. I think we will have a lot of cooperation in those areas," said the former mayor of Solo, more commonly known by the moniker “Jokowi”. Indonesia currently has plans to build its longest sea bridge, connecting the islands of Batam and Bintan which are located near Singapore. The bridge will span seven kilometres with construction expecting to begin in 2020. Once completed, having the sea bridge could ease travel and boost business between the two countries. Mr Widodo is also looking to work together with Singapore on human capital development, another one of his key visions for next five years. In 2016, Singapore Prime Minister Lee Hsien Loong and Mr Widodo officially opened Kendal Industrial Park in Semarang, Central Java. The 2,700-hectare park, which is also known as Park by the Bay, is a joint development between
Singapore's Sembcorp Development and Indonesia's industrial estate developer PT Jababeka. The estate currently houses the Polytechnic of Furniture and Wood Processing Industry to meet the needs of industrial workers and make the furniture industry more competitive. Mr Widodo believes Indonesia can benefit from working together with Singapore in other industries as well. "I think we should not only focus on wood but there are many other industries as well. Digital economy, perhaps the creative industry, I think there are so many industries that we can work on together in an effort to develop human capital," he said, while adding that he is ready to work together across all sectors, whether it means sending Indonesian workers and students to Singapore or whether Singapore builds training centres in Indonesia. Mr Widodo's plans to deepen ties with Singapore come amid hopes for Indonesia's economic growth to surpass six per cent at the end of his second term in 2024. He said that Indonesia was in a good position compared to other countries, taking into consideration a sluggish global economy that is unsupportive. "What is most important is the trust of the market, investor confidence towards Indonesia is getting better therefore we expect that in this second term, our economy will grow better, higher, and impact the welfare of the people of Indonesia," he said. Indonesia's economy grew about five per cent in recent years, short of the seven per cent targeted by Mr Widodo ahead of his first term. Mr Widodo said that he would like economic growth to be as high as possible and that Indonesia is still in the process of improving ease of business. Along with simplifying the procedure for business licenses, he also wants to open foreign investment to Indonesia as wide as possible."If this is successful, I am sure economic growth in Indonesia will be better and we hope it will be able to surpass six per cent," he said.

Luring investment is one of Mr Widodo's visions for his second term.

Addressing a packed auditorium in Sentul, West Java, in July, he told the crowd that Indonesia must not be "allergic to investment" because investment was the key to opening jobs. Mr Widodo was outlining his vision for a second term in office after officially being named president-elect. He beat rival and former general Prabowo Subianto in a bitter and divisive election this year, securing 55.5 per cent of the total votes. In a strongly worded speech, he said barriers to investment must be removed and that he was keeping a stern eye on the process, threatening to "clobber" anyone who stood in the way of progress. And Mr Widodo appears to be executing his tough stance. Indonesia on Sunday experienced a massive power outage which left Jakarta and several cities in mainland Java in the dark for at least nine hours due to technical issues. State power company PLN suffered over US$6 million in losses. Most of the capital's 10 million people were affected, prompting the use of generators in offices, malls and apartments, while Indonesians took to social media to vent their frustrations. On Monday, Mr Widodo visited the state electricity firm on Monday to better understand what caused the outage. He criticised the company and said to management: "Things that can cause this big an event should not happen again in the future."

Speaking to CNA on Tuesday, he admitted that while management at the state-run firm needed to be improved, investors need not worry about the blackout. "Most importantly we have enough electricity and if there are problems we can solve them," he said. With the dry season set to peak this month, it is not just the economy that the President has to worry about. Six provinces in Indonesia, including three close to Singapore, have declared a state of emergency to battle the annual smog from land and forest fires. Jambi, Riau, South Sumatra, West Kalimantan, South and Central Kalimantan have been hit by the fires.

On Wednesday, Mr Widodo told military and police officials to sack firefighting personnel if they were unable to resolve the issue. Speaking at a national coordinating meeting to tackle forest fires, he asked all relevant stakeholders to collaborate in helping to overcome the still occurring forest and land fires, and promised government funds for high-tech equipment like drones to help extinguish the flames. Satellites on Tuesday morning detected 433 hot spots across the country, with Riau province recording the largest number at 132, according to the National Disaster Management Authority (BNPB). Indonesian authorities have sent nearly 5,700 firefighting teams to extinguish the flames in the various provinces; 33 helicopters have also been deployed, along with two aircraft to seed clouds to induce rainfall. Neighbours like Singapore and Malaysia are affected by the annual haze and Indonesia has recorded the highest number of hot spots this year at 975 so far, since the disastrous fires in 2015. Mr Widodo told CNA that the situation is under control and that while the number of hotspots have increased compared to 2018, Indonesia wants it to decrease as much as possible. Law enforcement would be uncompromising in the matter. "Compare the number of hotspots this year to 2015, it has dropped down by 81 per cent. But the hotspots this year have indeed increased compared to 2018 so this morning, I invited the police, the military ranks, the governor, the regents and mayors to work together so that the fires must be reduced in all areas as much as possible," he said.

Having won the majority of votes in two elections to secure two terms, “Jokowi” has always presented himself as a man of the people. He has held a wide support base since his days as mayor of Solo, prior to becoming President for the first time in 2014. On Tuesday afternoon prior to the interview, CNA accompanied Mr Widodo on one of his signature spontaneous walkabouts, or "blusukan", which allows him to witness situations at a grassroots level and interact with people. Dressed in a white shirt, black pants and black sports shoes, Mr Widodo received a rockstar's welcome and was mobbed by the crowd as soon as he exited his vehicle. The "blusukan" destination was a downtown mall in the heart of
the capital, where crowds thronged Mr Widodo for pictures or “selfies,” requests he patiently obliged. Many of them held his hands and wished him well and he also purchased Indonesian batik from Solo. His online engagement with people is even more impressive - 23 million followers on Instagram and close to 12 million on Twitter. He also has 347 videos on YouTube. While most of the videos on President Widodo’s YouTube channel depict his day-to-day activities in office, he also puts up clips which give Indonesians a glimpse into his personal life. Data from Statista shows YouTube was the most used social network in Indonesia as of the third quarter in 2018, with a penetration rate of 88 per cent. Facebook, Instagram and Twitter are not far off, ranking in the six highest leading social networks. Mr Widodo admitted to embracing social media, but he encouraged people to use social media responsibly. Don't (use it to) spread hoax, fake news, slander, I don't think those things are good for social interaction between neighbours, friends, anyone. I invite all of us to use social media with good ethics,” he said.

Source: channelnewsasia

The Hong Kong flagged bulkcarrier **CHAMPION BAY** coming from Masan (Korea) on her way to Seattle (US). **Photo:** Aart van Essen ©

**Chinese dredging vessel runs aground in Cagayan**

A Chinese dredging vessel, suspected of being used for black sand mining, ran aground in Aparri, Cagayan. According to a report by Athena Imperial on GMA News TV’s State of the Nation with Jessica Soho on Thursday, the rough waves amid inclement weather sent the vessel at the shallow part of the waters. The crew aboard the dredging vessel did not seek any help but the Philippine Coast Guard (PCG) initiated to check how the foreigners were doing. The PCG said it also inspected the vessel’s oil tank to prevent an oil spill. The Chinese crew decided not to venture out too far from the coast until the weather condition improves. Meanwhile, Cagayan Governor Manuel Mamba allayed the worries of some residents about the alleged black sand mining activity of the dredger. He has previously said that the vessel was just doing a free dredging operation in Cagayan River in exchange of the sands that would be collected therein. "There is also a certification coming from MGB (Mines and Geosciences Bureau) that there is no commercial value of the black sand content of those being dredged out," Mamba said. "Pumunta sa akin ang mga Chinese and Taiwanese. They said that they are willing to dredge it for free for as long as they get the dredged material." Dadalhin nila sa Hong Kong because...
according to them, they will reclaim a part of the Hong Kong Bay to expand the Hong Kong Airport," he added. Source: Dona Magsino/ LDF, GMA News

New transshipment system loads, unloads feeder ships at sea

AN Integrated Terminal Ship System (ITSS) created to handle direct cargo loading/discharging and both side handling between large containerships and feeder vessels has been patented by Captain Johannes March. The ITSS removes the need for cost-intensive shore side handling, particularly, as box ships of 18,000+ TEU generally call at fewer ports per voyage and require a far higher handling productivity than smaller vessels to avoid longer port stays. Consequently, there is a need for feeder operations with lower transshipment costs, said Mr March, reported Fort Lauderdale’s Maritime Executive. "The ITS-System covers those operational and market requirements. Moreover, in the competition between major container terminals, the attraction of transshipment cargo will very often become the decisive factor for the selection of ports of call and their overall throughputs, as transshipments will also attract general quay cargo according to respectively adjusted frequencies for individual schedule loops by the shipping lines." The fast docking of a large containership into the ITSS terminal would be achieved by two lots of three (three on each side) traction engines on rails, allowing the precise moving of the ship to the required final position. Thereafter the traction engines would move to the outer rails of the finger pier(s) and fasten the feeder ships at the outer side of the finger pier(s). Five high performance gantry cranes with two gears spreading over the whole terminal, including the feeder vessels alongside the finger pier(s), allow a simultaneous operation to both sides. After finalising cargo operations for a container bay (hatch) of the main line vessel or the feeder ship the gantry cranes cannot be shifted after every container move for productivity reasons. This theoretical shifting of the gantry cranes will be replaced by the precise alongside shifting of the feeder vessels according to the individual container bays of the large vessel and the feeder ships, as per stowage planning by the fastened traction engines after having moored the main line vessel and moved to the outer rails of the finger pier(s).

Maritime security firms pull UK guards from ships bound for the Gulf

By: Sam Chambers

The Financial Times is reporting that maritime security firms are pulling British guards off transits through the Gulf over fears they could be targeted for capture by the Iranians. Two well known maritime security companies, Ambrey and Maritime Asset Security and Training (MAST), are known to be among those to have replaced UK citizens with guards from other countries as tanker tensions between Iran and Britain remain high. The UK-flagged Stena Bulk product tanker MAERSK CONNECTOR making a cautious departure from Blyth for Saint John Canada Photo : Graham Atkinson (c)
**STENA IMPERO** and its 23 crew were seized on July 19 and remain detained in Iranian waters, as retaliation for UK armed forces detaining an Iranian VLCC off Gibraltar at the start of last month. Source: Splash 247

**STOLT REDSHANK** inbound for Rotterdam photo: Jan Willem ©

**NAVY NEWS**

**GEORGE R PEARKES** heading out of Halifax Harbour returning to St Margaret's Bay. Photo: René Serrao ©
Royal Navy Patrol Ship Shadows Russian Vessel Through Channel

A Navy spokesman said: "FORTH had departed Gibraltar on 31 July, before heading north at speed and conducting heavy weather trials before a quick logistics stop in Devonport. "She then sailed and positioned herself ready to meet the VASILY BYKOV as the vessel sailed from the North Sea having taken part in Russia's Navy Days celebration in St Petersburg."HMS FORTH's executive officer, Lieutenant Samuel Fields, said: "It has been a particularly busy time for HMS FORTH as we generate for deployed operations and continue to test our ship's capabilities. "I am proud of the ship's company for rising to this additional challenge."

The VASILY BYKOV was previously shadowed by HMS FORTH through the UK's area of interest last month. Over last weekend, HMS WESTMINSTER was also deployed to shadow the Chinese warship XIAN through the English Channel. Source: Forces

The French Anti-submarine destroyer AUVERGNE (D654) type FREMM (Frégate européenne multi-mission) visited Haifa. Photo: Peter Szamosi ©
U.S. Coast Guard Cutter Ibis Interdicts Six Cuban Migrants 7 Miles Off Florida East Coast

The Coast Guard interdicted six migrants 7 miles east of Boca Raton. The Coast Guard Cutter Ibis crew arrived on scene and interdicted the six male Cuban migrants. The crew safely embarked all six migrants aboard the cutter. Coast Guard Sector Miami watchstanders received a report from a good Samaritan of a suspicious 15-foot wooden vessel with six people aboard transiting near Boca Raton. “People attempting to illegally enter the United States put their lives and their loved ones at risk,” said Petty Officer 1st Class Paula Verden, Coast Guard Sector Miami command center. “These unseaworthy crafts do not have navigational or safety equipment on board, exposing its occupants to a tragic scenario. The Coast Guard continues to maintain a focused and coordinated effort with multiple agency assets to interdict any attempt to immigrate by sea to the United States. Individuals interdicted at sea attempting to illegally immigrate will be repatriated to their country in accordance with existing U.S. immigration policy.” The six adult male migrants were transferred to Cuban authorities by Coast Guard Cutter Robert Yered for repatriation purposes. Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

Source: spacecoastdaily

Only navy orders can buoy shipbuilding strategy

From Admiral Lord West of Spithead, House of Lords, London, UK

The collapse of the Harland and Wolff shipyard is the inevitable outcome of a toothless and confused “shipbuilding strategy” I have pointed out on numerous occasions in the House of Lords that a shipbuilding strategy needs ship orders. Without them it is as pointless as ferry companies without ferries. For example, the three new Fleet Solid Support Ships should be ordered now and built in the UK. They are clearly military vessels. The desperate shortage of surface ships in our navy should be addressed by speeding up the Type 26 frigate build programme and ordering all eight planned. The Type 31e frigates need to be ordered as soon as possible.

Admiral Lord West of Spithead
House of Lords,
London SW1, UK

ROUTE, PORTS & SERVICES

Ugland’s 2017 delivered 200 mtr long BELITA enroute from Qinhuangda (China) to Brake in Germany loaded with Wind turbine blades Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!
Eighty-Three Maritime Accidents Occurred in Bosphorus and Dardanelles since 2016

Minister of Transportation of Infrastructure Cahit Turhan has said that a total of 83 maritime accidents occurred in the Çanakkale Strait (Dardanelles) and Bosphorus (İstanbul Strait) since the beginning of 2016, responding to a parliamentary question by Altan Tanrıkıloğlu from the main opposition Republican People’s Party (CHP). The minister stated that 42,553 ships passed through the Bosphorus in 2016, 42,978 in 2017, 41,103 in 2018 and 19,854 in the first half of 2019. As for the Dardanelles, 44,035, 44,615, 43,999 and 21,26 ships passed through in respective years. A total of 65 accidents have occurred in Bosphorus and 18 accidents have occurred in Dardanelles since 2016. In the Bosphorus, 21 accidents happened in 2016, 22 in 2017, 13 in 2018 and nine in the first half of 2019. In the Dardanelles, seven, four, three and four accidents occurred respectively. The minister added that the Turkish Straits Ship Traffic Service System (TBGTH) was established in 2013 to prevent accidents. The Satellite-Assisted Search and Rescue System (COSPAS-SARSAT) was established in 2005. With the assistance of the COSPAS_SARSAT system, the Main Search and Rescue Coordination Center (AAKKM) conducts surveillance activities 24/7, the minister said. Source: Bianet

Philippines Steps Up Moves Blocking World’s Trash From Its Ports

By Siegfried Alegado

The Philippines won’t take in the world’s garbage.

It’s a stand that’s expected to get a boost after the Bureau of Customs created an environmental protection unit tasked to prevent entry of wastes from other countries. The unit will issue alert orders and pre-lodgment controls against shipments of hazardous substances and waste products, the customs bureau said in a statement on Friday. It will also investigate cases and recommend prosecution for violators. Southeast Asian nations are pushing back against unwanted rubbish from developed countries that have clogged their ports and caused uproar from locals. The World’s 2-Billion-Ton Trash Problem
Just Got More Alarming

Indonesia ordered close scrutiny of trash imports after random inspections led to discovery of illegal waste from the U.S., Australia and Europe. The Philippines sent back rubbish from Canada in May, and is making moves to return garbage from Hong Kong and Korea. **Source: Bloomberg**

The 2015 built 190 mtr long **CHIPOLBROK PACIFIC** passing the Singapore Straits last Friday enroute from Masan (Korea) to the Suez canal for passage to Europe loaded with windturbine parts

**Photo : Piet Sinke www.maasmondmaritime.com** (c) CLICK at the photo!

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**Carriers accused of creating rollovers to get shippers to pay more**

By Alexander Whiteman

Carriers are being accused of an abuse of power by “weaponising rollovers” to force shippers into paying higher spot rates to get their goods moved. Sources told The Loadstar they were being warned “weeks in advance” of rollovers on North Europe services, claiming carriers are artificially creating rollovers to drive up rates. “How have they got this space? How do they know they will have a rollover in five weeks? It is a tactic to create a roll pool,” one source said. “We are seeing a massive rollover strategy, with several carriers now using the roll pool as a tool to force shippers onto the spot market to pay higher rates.. “There was one sailing overbooked by 2,000 teu... that’s ridiculous, and we knew if we offered an extra $500 we could get our goods moved.” The source said it was indicative of an industry “short on memory”, and only “too happy” to forget the shippers that had supported it earlier in the year. However, a spokesperson for Maersk denied it was participating in a “rollover strategy”, claiming it accommodated “all contracts”. “We can’t confirm an increase in rollovers, but we acknowledge a fundamental inefficiency in the industry is uncertainty caused by overbookings. “This often leads to rolling of cargo, since the overbooking compensates for the high downfall, which creates a lot of uncertainty for our customers. “This is one reason why, earlier this year, we introduced Maersk Spot, an online product based on mutual commitment between the customer and Maersk.” This month CMA CGM issued a customer advisory stating all its August sailings were in, or facing, possible rollover situations, OOCL has reportedly been rolling cargo on a weekly basis since the end of July and another source said ONE was warning of “pending rollovers”. A source told The Loadstar: “If the rollovers are being artificially caused, there’s no point us pursuing it because of the ill-will it would cause, and the fact the carriers would no longer work with us. “They have long been able to control circumstances, but I have never seen roll pools used as a strategy before. UK-based NVOCC Westbound Logistics issued a notice confirming that rollovers should be expected over the course of August, claiming “every single vessel” was overbooked across several lines. This, it said, would lead to a “100% chance of container rollings”. THE Alliance has also confirmed blanked sailings: “Containers [are] being rolled every single week, and in some cases, 2-3 ... adding up to three weeks delay, almost double the transit time in some cases,” it said in a statement. “The situation is set to get worse, and there is unlikely anyone that will come out of the peak season unscathed, unfortunately.” The operator confirmed it too
had, “annoyingly”, had several containers caught up in the delays, adding that all was “far from well” in the industry. Its belief that the situation was only likely to worsen echoed the view of another source, who foresaw a “pending calamity”. “Eastbound blankings will have a big impact on westbound at the end of August,” the source said. “Thrown into all that, you have goods stockpiling in the UK in the run-up to Brexit; it’s going to be disastrous.”

UK decommissioning projects provide ‘lift’ to vessel market

by John Snyder

Over the next 10 years, the oil and gas industry will spend US$23.4Bn on decommissioning offshore platforms and structures in the UK North Sea, generating substantial work for specialised heavy-lift, crane and construction vessels and OSVs. One of those projects set to gain from the upcoming investment in North Sea decommissioning is the Ninian Northern Platform located about 100 miles northeast of Shetland Island, in 141 m of water. Swiss-based marine contractor Allseas has deployed a purpose-built offshore construction vessel Oceanic for the second phase for the removal of the topsides and jacket of the Ninian Northern Platform. Dynamic positioning class 2 capable, Oceanic is 129 m long, 25 m wide, with two moon pools, 4,000-m water depth rated remotely operated vehicle (ROV) systems and two active heave-compensated offshore cranes. Fitted with a walk-to-work solution, Oceanic is providing construction support and accommodation for personnel working on the platform, which has not been in production since May 2017. Under the contract with Canadian Natural Resources International (CNRI), Allseas will engineer, prepare, remove, load and dispose of the platform’s topsides, and partially remove its eight-legged steel jacket. Ninan Northern Platform's topsides, weighing about 12,500 tonnes, will be removed between 2020 and 2021. The jacket and substructure will be removed down to between 77.5 m and 88.5 m below water no later than 2023.

Allseas will utilise PIONEERING SPIRIT, the world’s largest heavy-lift and pipelay, to remove the topsides in a single lift for recycling. The heavy-lift vessel used the same single-lift, motion-compensated technology in June for the removal of the 25,000-tonne Brent Bravo topsides under a contract with Shell UK. PIONEERING SPIRIT was able to complete the operation in approximately four hours, from positioning the vessel around the platform to the moment of the lift. The vessel had just come off a removal project in the Norwegian sector of the North Sea where decommissioning and removal projects are expected to top US$8.6Bn over the next 10 years. Working for Aker BP under a contract signed in 2017, Allseas is providing transport, installation and removal services for the Valhall oil field. Located 280 km off the Norwegian coast, the Valhall complex comprises six steel, bridge-connected platforms that stand in 70 m of water. The QP topsides is the first of the original structures to be removed from the field centre. For the Ninian Northern Platform, Pioneering Spirit will transfer the topsides to the barge Iron Lady for load-in and transfer to the dismantling yard. Before the lift, Allseas must design the installation of underdeck lift points and remove and separate pipework and obstacles, cut the platform legs, and design and fabricate ‘horseshoe’ lifting units, support stools and grillage. Under a contract signed with Total E&P UK in 2016, Maersk Supply Service is executing decommissioning work for the Janice & James fields and the Leadon field in the UK North Sea. In a social media post in July, Maersk Supply Service reported it had completed the removal of three towheads as part of the Janice, James and Leadon field decommissioning project. Maersk Supply Service, a partner in the Maersk Decom JV, used its DP3 class subsea support vessel Maersk Installer to transport the three towheads to Aberdeen Harbour in July. Each weighing about 50 tonnes, the towheads were offloaded for safe disposal. Aberdeen Harbour operations manager John McGuigan says the port was a “natural choice to support the growing decommissioning industry. In the last year, more than 10,000 tonnes of decommissioned has cargo entered the port.” About 40 decom programmes have been approved by the UK’s Department for Business, Energy and Industrial Strategy (BEIS), which oversees all the decommissioning of offshore oil and gas installations and pipelines in the UK. Source: Riviera Maritime Media

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“Ultra-light” mv. ASTRID SCHULTE from Antwerp to Algeciras passing Kruiningen Kruse Veer. 

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