Last week, for the first time since before the pandemic, Ruud Muis visited the team at AEGIR-Marine’s Shanghai office. After a day’s work, of course we made time to go out for a good meal and an internal discussion. After such a long time, there’s nothing better than personal contact. It is these social connections that have built our company.
IN MEMORIAM

Elsbeth Smith (1941-2023)
Maritime Pioneer

Elsbeth Smith, born in Daytona Beach in 1941, peacefully passed away surrounded by her 5 children in St. Augustine, Florida on August 15, 2023, at the age of 82 due to cancer. Co-owner of Smith Maritime from 1968 to 2000, she achieved her Captains License in 1973, marking her as the first licensed female tugboat captain in American maritime history.

For nearly three decades, Elsbeth sailed upon the Elsbeth I and Elsbeth II, while towing project cargos and salvage missions. Her remarkable journeys included countless voyages through the Caribbean and South America aboard the Elsbeth I. One of her most unforgettable trips involved transporting Amoco drill pipe for Otto Candies in 1974 transiting the Amazon River to Manaus. In 1989, she embarked on her initial trans-Atlantic crossing, followed by a year-long circumnavigation of the globe aboard the Elsbeth II in 1991. This extraordinary feat earned her the distinction of being the first American woman to complete a world circumnavigation on a tugboat.

During her time at sea, Elsbeth established a routine of beginning her day with the sunrise navigation watch, followed by dedicated hours of homeschooling for her children. Taking this responsibility seriously, she made sure they diligently completed their daily assignments. Underway, Elsbeth effectively co-managed the tug's day-to-day operations and when in port, was responsible for sourcing parts and managing ship's stores. On shore, Elsbeth also invested a significant amount of her time overseeing the management and operations of Smith Maritime.

Elsbeth is fondly remembered for her talent playing the piano and was known to have upright pianos aboard each tug that amazed customs officials and visitors alike. Alongside her piano skills, she nurtured a love for learning new instruments, such as the concertina. She was an avid reader and documentarian, maintaining detailed records of each voyage. Upon retirement, she resided in Amelia Island, FL, then in Dominica W.I., the birthplace of her fourth child, Dominique Smith. Amidst the lush jungles she adored, she embraced her appreciation of nature, cultivating the garden she never had. Her last decade led her to New Orleans and, ultimately, to her final home in St. Augustine, FL. Elsbeth is survived by her five children: Rachel Smith, Rhea Smith, Rebekah Jordan, Dominique Smith, and Hannah Baisley. She adored her 11 grandchildren and 10 great-grandchildren, and was affectionately known as “Tugboat Grandma”

“**** Elsbeth, Rest in Peace ****”
EVENTS, INCIDENTS & OPERATIONS

De STEENBANK & VARNEBANK seen from the ELBE in the harbour of Maassluis
Photo: Hans Hoffmann (c)
NI BC’s Shipping business shows solid H1 2023 performance amid dynamic economic landscape

Against the backdrop of a strong shipping market, NI BC’s Shipping portfolio experienced a slight decrease, settling at EUR 1,004 million (compared to EUR 1,115 million in 2022). This development was catalyzed by high prepayments, effectively creating room to accommodate existing and new shipping clients within our portfolio. Origination spreads in Shipping remained consistent. Over the past six months, NI BC Shipping has steadfastly served valued clients such as Blystad Group, GBSMT Limited, Alba Tankers, ForestWave and Harren & Partner. Concurrently, NI BC Shipping has taken over a total of six ship financing transactions for Greek shipping clients from an international bank. During the first half year, NI BC has successfully completed its transformation into an entrepreneurial asset-based financier. This strategic shift has positioned NI BC as a driving force in mortgages, asset-based finance in Shipping, Commercial Real Estate and Infrastructure and financing platform Beequip and yesqar.

Michael de Visser, Head of NI BC Shipping: “Our shipping clients currently enjoy a robust market with strong cash flows, high ship values and abundant funding sources, which they rightfully deserve. Consequently, our continuous origination activity to grow our portfolio is offset by high prepayment levels. However, dynamics in the shipping industry are difficult to predict. NI BC Shipping has always been committed to provide financing to both existing and new clients in adverse times, when such liquidity is not widely available.” NI BC Shipping also remains dedicated to assisting clients in their sustainability transition. With a clear ESG strategy that naturally involves efforts towards greater sustainability and emission reduction and the imminent launch of an ESG Client Portal, NI BC Shipping is dedicated to contributing its share to the transition journey. Source: NI BC Shipping

The INNOVATION loading wind turbine masts for the Fecamp offshore field at night in Cherbourg. Photo: Michel Leparquier (c)

DP World to invest $510 million to develop TunaTekra mega-container terminal in India
The terminal will connect to the hinterland through the network of roads, highways, railways and Dedicated Freight Corridors, supporting the growing demand for logistics solutions from across Northern, Western and Central India, connecting businesses in the regions to global markets.

DP World said it has signed a concession agreement with the Deendayal Port Authority to develop, operate and maintain a new 2.19 million TEU per annum mega-container terminal at Kandla in Gujarat on India’s western coast.

The concession agreement was signed between S. K. Mehta, Chairman of Deendayal Port Authority and Rizwan Soomar, MD & CEO, India Subcontinent, Middle East and North Africa, DP World. It was signed in the presence of Sarbananda Sonowal, Union Minister of Ports, Shipping and Waterways, Sultan Ahmed bin Sulayem, Group Chairman and CEO of DP World, Shantanu Thakur, Minister of State for Ports, Shipping and Waterways, at a ceremony in New Delhi.

The Deendayal Port Authority awarded the concession in January to develop the mega-container terminal to Hindustan Infralog Private Limited -- a joint venture between DP World and National Investment and Infrastructure Fund, India’s collaborative investment platform anchored by the Government of India. The concession is on a Build-Operate-Transfer (BOT) basis for a period of 30 years with the option to extend for another 20 years.

The project involves the construction of a mega-container terminal at Tuna-Tekra near the existing Deendayal Port, at a cost of approximately $510 million through a Public Private Partnership (PPP).

Once complete in 2027, the 2.19 million TEU per year terminal will have state of the art equipment and a 1,100 m berth capable of handling next-generation vessels carrying more than 18,000 TEUs. As part of this concession agreement the berth can be further extended to 1,375 m. The terminal will connect to the hinterland through the network of roads, highways, railways and Dedicated Freight Corridors, supporting the growing demand for logistics solutions from across Northern, Western and Central India, connecting businesses in the regions to global markets.

DP World currently operates five container terminals in India – two in Mumbai, one each in Mundra, Cochin and Chennai – with a combined capacity of approximately 6 million TEUs. With the addition of Tuna-Tekra, DP World will have a combined capacity of 8.19 million TEUs. The project is part of the National Infrastructure Pipeline and will complement initiatives of the Government of India, such as the PM Gati Shakti Master Plan and National Logistics Policy. The container terminal will be fully compliant with the green port guidelines ensuring sustainability in port operations by adopting best practices of port environment management contributing towards the long-term sustainability goals set out by the Government of India.

Source: portnews

LNG: Asian Spot Prices Fall as Woodside Averts Strike

by Sudarshan Varadhan
Asian spot liquefied natural gas (LNG) prices eased from five-month highs, after workers at Australia’s Woodside Energy ruled out the possibility of striking work, bringing some calm to a market hit by extreme volatility in recent days. The average LNG price for October delivery into north-east Asia fell to $13.00 per million British thermal units (mmBtu) from $14.00 the previous week, industry sources estimated. Global LNG markets this week were roiled by news of potential strikes over pay and working conditions at facilities owned by Woodside and Chevron, which cumulatively account for 10% of global LNG supply. Offshore LNG workers supplying gas to Woodside’s North West Shelf LNG plant voted to avert a strike on Friday, agreeing to a preliminary deal between the unions and the company. Prices rose sharply on Monday and Tuesday on worries over supply disruptions due to potential strikes, but began falling from Wednesday as the probability decreased, eventually culminating in Woodside’s in-principle deal with unions. “It has very much been a week of two halves,” said Samuel Good, head of LNG pricing at commodity pricing agency Argus. However, unions representing downstream workers at the Chevron-operated Gorgon and Wheatstone projects in Australia have voted to authorise a strike, criticising the company for not going through the bargaining process. Good said there was still some uncertainty over Australian LNG, should Chevron not offer an industry standard enterprise agreement. The Gorgon and Wheatstone projects together account for over 5% of global LNG production capacity. “JKM-TTF spread is currently trading at a premium as JKM prices continue to price a higher risk of strikes at Chevron’s Western Australian facilities,” National Australia Bank said in a note on Friday. Despite sparse direct trade between Europe and Australia, Dutch and British wholesale gas prices were volatile. Prices fell sharply on Thursday after Woodside’s preliminary deal, but rebounded on Friday as strike risks at the Chevron facilities loomed. High gas storage in Europe and northern Asia has kept a lid on prices since the beginning of the second quarter, compared to levels seen at the beginning of the year. LNG stockpiles held by utilities in top importer Japan hit more than one-year lows, data showed this week, as the hot summer drove usage of air-conditioners and typhoons delayed cargoes. However, an official at Japan’s Ministry of Economy, Trade and Industry said the government believed the fall was temporary and did not pose a threat of LNG shortage. S&P Global Commodity Insights assessed its daily north-west Europe LNG Marker (NWM) price benchmark for cargoes delivered in October on an ex-ship (DES) basis at $10.758/mmBtu on Aug. 24, a $0.55/mmBtu discount to the October gas price at the Dutch TTF gas hub. Argus assessed the Argus Northwest Europe DES price at $10.70/mmBtu as of Aug. 24, and the Argus Northeast Asia DES price at $13.13.

Bumi Armada profits dip on production issues at Kraken FPSO

By Hamish Penman

Major production issues at the North Sea Kraken FPSO have hit vessel owner Bumi Armada in the group’s pocket. In the first six months of the year the Malaysian-based group took in profits £52 million, down from £63m in the same period in 2022. Revenue also took a hit, falling from £172m to £169m year on year. Bumi blamed the decrease in various financial metrics on the failure of hydraulic submersible pump (HSP) on the Kraken FPSO that constrained production at the

The 2008 built 163195 cubic meters Liquid Gas SEAPEAK METHANE (ex Methane Spirit) outbound from the Drydock at Damen Shipprepair in Schiedam assisted by the Fairplay tugs FAIRPLAY 10 & FAIRPLAY III

Photo : Jan van der Klooster http://scheepvaarthoek.blogspot.com/ ©
EnQuest field. The North Sea vessel was taken offline in June following the breakdown, though output a few weeks later after remediation works were carried out. In late July Bumi revealed that one HSP transformer has been patched up, boosting flows to around 90% of its previous level. And the next month the company confirmed production had returned to “pre-shutdown levels”. Back up components to insure against future failures are estimated to arrive and be installed in September 2023. Sat some 220 miles from Aberdeen, the floating production storage and offload (FPSO) vessel is leased and operated by duty holder Bumi Armada on behalf of Kraken field operator EnQuest (70.5%) (LON: ENQ) – the remaining stakes are held by Waldorf Petroleum. The vessel is a converted Suezmax tanker and has a nameplate production capacity of 80,000 barrels per day, storage capacity of in excess of 600,000 barrels and is able to handle 460,000 barrels per day of fluids. It has served the namesake oilfield since 2017. EnQuest reported gross production of around 26,000 boepd from the vessel through 2022. The operator said in May the early part of the year had seen “top quartile performance” at the vessel, with production efficiency and water injection efficiency both at around 94% as of the end of April. Meanwhile further planned drilling at the field has been shelved, with EnQuest blaming the government’s windfall tax for its decision to cut spending. Source: energyvoice

Boskalis MANTA outbound from Rotterdam as spotted from the Maassluis based historic salvage vessel TONIJN

Photo: Peter. v.d. Hoff ©
More than “just” containers on container ships in Port News 25/08/2023

Cantilevers being loaded on to MSC:s ship **MSC ENGLAND**, for shipment to New York. **Photo: MSC Sweden.**

Even if container ships are optimized to handle containers in particular, there are nevertheless good opportunities to ship so-called breakbulk cargo far beyond the limitations of what can fit in a container. Not least on board the very largest container ships offering direct liner service between the Port of Gothenburg and ports in Asia and North America every week.

“We notice that more and more people are discovering the possibility. It’s nice to see that we can expand our customer base and thus also allow them to take advantage of our liner network and see that it is perfectly possible to load and unload almost anything on a container ship,” says Marco Cicola, responsible for breakbulk segment at the shipping company MSC Sweden.

The opportunities using container vessels are numerous. Depending on the size of the ship, cargo can be up to 40 meters in length and up to 12 meters in width. The largest ships that sail directly between Gothenburg and Asia each week are close to 60 meters wide and can load breakbulk cargo of around 40 meters in length. The cranes on the land side at APM Terminals Gothenburg are able to handle cargo of up to 100 tons.

This means that large and heavy breakbulk cargo in the form of e.g., transformers, construction machinery, large inputs for the steel industry are not only possible, but also actual examples of breakbulk cargo shipped to and from the Port of Gothenburg on container ships.

At the Port of Gothenburg and through the various terminals within the port area, there are plenty of possibilities to load and unload breakbulk cargo. The most common approach is to roll the goods on or off the ships at the port’s RO/RO terminals, however this is not the only option, as Richard Mellgren, Senior Business Development Manager at Gothenburg Port Authority explains:

“It is becoming increasingly common to ship breakbulk cargo on container vessels, and it is a good complement for container shipping lines. For project cargo customers, this means that they gain access to an overall broader range of options at the port – especially when it comes to direct calls to Asia and North America.”

“Due to the specialist nature of project cargo, each breakbulk and out-of-gauge shipment is considered on a case-by-case basis, tailoring the solutions around the customers’ unique requirements and using our global service network to deliver their cargo anywhere in the world,” said Richard Mellgren.

Marco Cicola concludes: “As customers begin to focus more intently on sustainability, transport solutions at sea are becoming increasingly interesting, even for project loads. Moving transport from land to sea is a good way for customers to reduce their carbon footprint, and it can also prove cost-effective, so they are more and more open to new solutions that make this possible.”

**Source: Port of Gothenburg**

---

Zeiljacht vliegt in brand op de Oosterschelde en zinkt, twee opvarenden gewond

Een zeiljacht is zagterdag ochtend in brand gevlogen op de Oosterschelde en vervolgens onder water verdwenen. De brandweer probeerde in samenwerking met de KNRM de brand nog te blussen, maar dat mocht niet meer baten. De twee opvarenden zijn van boord gehaald en aan wal gebracht, omdat ze rook hadden ingeademd. De brand brak

**Gasfles ontploft**
Vanaf het schip van de KNRM is geprobeerd om de vlammen te doven. Tijdens het blussen is aan boord van het brandende schip een gasfles ontploft. De brandweer en de bemanning van de KNRM konden dan ook niet aan boord van het brandende jacht, vanwege het explosiegevaar. Rond 10.00 uur is het jacht grotendeels onder water verdwenen en daarna werden ook de bluspogingen gestaakt. Een politiehelikopter cirkelde korte tijd boven de locatie waar het schip deels verzonken in het water lag, maar was daarna ook al snel weer verdwenen.

Kort daarna is ook het laatste puntje van de mast onder water verdwenen. Rijkswaterstaat moet er nu voor zorgen dat het gezonken jacht wordt geborgen. Welk bergingsbedrijf deze klus op zich neemt is nog niet bekend. Bron: omroep Zeeland

**Asia Naphtha/ Gasoline-Gasoline margin posts about 17% weekly gain**

Asia’s gasoline refining margin jumped about 17% this week as supplies tightened due to outages and smaller Chinese volumes and low inventories across key trading hubs. The crack rose to $19.86 a barrel over Brent crude on Friday and the price of benchmark grade of the fuel rose to $104.10 per barrel. The margin hit over one-year high of $20.71 earlier this week. At the window, 50,000 barrels of the higher 95-octane grade of the fuel was traded, market participants said.

“Supplies from China have declined in August compared to last couple of months,” a Singapore-based gasoline trader said. Meanwhile, the naphtha crack gained around 92% this week to $36.70 per metric ton over Brent crude.

**INVENTORIES**
Gasoline inventories at the commercial hub of Amsterdam-Rotterdam-Antwerp (AR) declined 8% to 1.34 million metric tons in the week to Thursday as transatlantic exports picked up, data from Dutch consultancy Insights Global showed.
Naphtha stocks eased slightly to 235,000 tons, compared with 256,000 tons in the prior week, the data showed.

**Singapore Cash Deals O/AS**

One gasoline trade, no naphtha deals.

*Source: Reuters (Reporting by Mohi Narayan; Editing by Shinjini Ganguli)*

---

*The Sheerlegs MATADOR 3 under tow of the SEA JULIETT departing from Den Helder passing the TESO ferry DOKTER WAGEMAKER*  
*Photo: Roy Flem (c)*

---

**Lifeboat cover 'reduced' at North Wales RNLI station after probe into staff complaints**

*The RNLI is currently managing periods of reduced all-weather lifeboat cover at Pwllheli*

*By Owen Hughes Business correspondent*

All-weather lifeboat cover at a North Wales RNLI station has been "reduced" as a result of an ongoing probe into grievances raised by volunteers.

North Wales Live has seen a message to volunteers at the lifesaving charity's base in the busy Gwynedd seaside resort saying that the site was visited by RNLI Director of Lifesaving Operations John Payne after complaints were raised. They say he confirmed, due to the number of complaints, an outside investigator was being brought in to address them. The message said that operations on both the in-shore and all-weather lifeboats were impacted. But the RNLI has told North Wales Live the D-class inshore lifeboat remains on service 24/7 but that there was reduced cover on the all-weather vessel due to the issues raised.

Cover is being provided by Porthdinllaen and Barmouth lifeboat stations.

The RNLI said it took allegations and concerns raised by volunteers and staff "very seriously". They added that when these standards fall short they "will act". An RNLI spokesperson said: "The RNLI is currently managing periods of reduced all-weather lifeboat cover at Pwllheli RNLI. We are working hard to ensure a return to full availability as soon as possible. The D-class inshore lifeboat remains on service 24/7 and ready to save lives at sea. "HM Coastguard is kept regularly updated on asset availability and all-weather lifeboat cover on this stretch of coastline is provided by Pwllheli's flanking stations at Porthdinllaen and Barmouth. Investigations are currently ongoing at the station, and we are working with the individuals involved. Due to confidentiality, we are unable to give any further information at this time." The RNLI takes allegations and concerns raised by volunteers and staff very seriously and has a process in place to ensure these are
heard and investigated. We have a code of conduct which outlines the behaviours and values which we expect our staff and volunteers to adhere to. Where these standards fall short, we will act.”

Source: Northwaleslive

We manufacture and sell the POOL® ANCHORS now ourselves exclusively.

Wortelboer

More information at
www.wortelboer.nl

The JUMBO JUBILEE outbound from Antwerp passing De Schoone Waardin

Photo: Kees Murre (c)

South Korean industry groups criticize Hapag-Lloyd’s bid for HMM

The Federation of Korea Maritime Industries (FKMI) and that Busan Port Development Association (BPDA) They were opposed to German operator Hapag-Lloyd being allowed to bid for HMM. “From a national economic and security perspective, foreign control over South Korea’s container flagship should be avoided,” the industry bodies said. They also accused the South Korean government of “ignoring the importance of sea transportation to the country.”

He bank Korean Development Agency (KDB) j Korea Ocean Business Corp., which own nearly 40% of HMM shares submitted bids for their shares on July 20. KDB also plans to convert part of its HMM convertible bonds into additional shares, which could increase the state’s stake to 57.87%. Bids for HMM closed on August 21, 2023. A month of due diligence is expected before a buyer is selected. After that, there were negotiations before the purchase contract was signed, it is said The Loadstar.
Fkmi and Bpda stated: “If we sell HMM to Hapag-Lloyd, we are concerned about the outflow of invaluable national assets, such as our country’s container shipping facilities, terminals and know-how accumulated over decades.” We are upset that Hapag-Lloyd may even be one of the early bidders.” “HMM deployed additional vessels for our exporters who faced difficulties in sourcing vessels when foreign shipping companies failed to call at Busan due to logistics bottlenecks in 2021. HMM is an indispensable asset for our export-oriented economy,” they added. Worth mentioning is Hapag-Lloyd, the South Korean logistics group LX pants the bulk carrier operator pan ocean, Matrix of harim group, and offshore fishing and logistics companies Dongwon group have submitted offers.Previously, Samra Midas Group had submitted a bid for HMM but decided not to go ahead with their bids as the expected original price, which was estimated at $3.8 billion, was not met.  

Source: nationworldnews

Panama Canal problems may prompt strategy re-think in shipper boardrooms

Persistent low water levels in the Panama Canal are raising questions for cargo owners on the strategic validity of a route that helped many circumnavigate congested US west coast ports. Owing to a drought that has reduced water levels in the canal and its watershed and adjacent rivers, which supply fresh water to several cities, including the capital, the canal authority (CPA) had to implement restrictions on shipping, limiting the number of daily transits and the draught of vessels. This forced some containerships to unload boxes at the entrance to the canal for transfer across the isthmus by rail. On Wednesday, the CPA announced it had decided to extend the restrictions, which allow a maximum of 32 transits a day. Ships that don’t have a confirmed booking have to go through auctions, which can go up to $1m for a slot. The situation has repercussions for cargo owners. Christian Roeloffs, CEO of Container xChange, said: “Challenges at the Panama Canal are making existing worries for industries even worse. With inventories falling and demand expected to rebound, the canal […] is likely to experience increased pressure.” Some observers and logistics providers have warned that goods needed for the Christmas shopping season might arrive late. Goods worth $270bn – about 73% of the canal’s annual volume – are headed for the US market, according to the CPA. The limits on transits have caused a vessel pile-up: according to some reports, there were 200 queueing a few days ago, with wait times of up to 21 days. The reality is less dramatic, however, the CPA said on Wednesday 120 ships were waiting for passage, and earlier this week the average wait time for unbooked transits was 9-11 days. Meanwhile, the restrictions have hit some sectors significantly harder than others. Most affected have been dry bulk carriers. In early August they accounted for 91 ships waiting for passage.
Container lines, on the other hand, have seen only minor disruption, as they are prioritised and usually book transit slots well in advance, said Judah Levine, head of research at Freightos. There have also been warnings of elevated costs for transit through the Panama Canal. In June, a few box lines, including Hapag-Lloyd and CMA CGM, announced transit surcharges, but for the most part, carriers have not piled-on additional fees so far. As for rate increases, pricing on the direct transpacific routes to the US west coast has gone up faster than rates through the Panama Canal. “Slack capacity in the market will also likely mitigate the impact of any congestion on freight rates,” Mr Levine commented. For Maersk it has been business as usual so far. A spokesperson said: “We haven't really seen a material change in vessels travelling to the east coast ports vs the west coast,” and added that peak season flows had strengthened business to both coasts’ gateways. Some observers have commented that it was too early to see the full impact of the canal restrictions on cargo owners and their routings, but long-term, the problems are causing some reflections in shipper boardrooms. One forwarder executive reported an increase in requests for transit through the Suez Canal, adding that he expected an increase in flows through US west coast ports. 

Source: The Loadstar

Russians sinking ferries to block off drone attacks on Kerch Bridge

Russians are planning to sink ferries in an attempt to protect the Kerch Bridge, which connects by rail and road the Russian mainland with annexed Crimea, from drone attacks. The Main Directorate of Intelligence of the Ukrainian Ministry of Defence has said that the Russians had already sunk one ferry and that they were now conducting preparatory work to sink a second. The Ukrainian office said that Russia planned to sink at least six ferries in order to create a protective lane in front of the Kerch Bridge. The plan appears to consist of installing barriers between the sunken ferries. Drones tend to fly low over the water in the lead-up to any sea attack. The Directorate of Intelligence stated on its web site that “periodic successful attacks by the Security and Defence Forces of Ukraine on this legitimate military target resulted in serious damage to the bridge’s structure, including its road and rail tracks. The recent strikes on the Kerch bridge once again worsened the situation for the enemy’s grouping of troops in the south of Ukraine and provoked a hysterical reaction from the military and political leadership of Moscow. The Kremlin demanded anything to secure the facility, which is critically important for the military logistics of the Russian army of occupation.” It was not known how large are the ferries that the Russians are sinking or planning to sink. One postulation was that the ferries might consist of those used to link Russia and Crimea before the building of the Kerch Bridge. A ferry service had been in operation across the Kerch Strait since 1954, using some quite large vessels – including rail and vehicle ferries. Indeed, after the October 2022 explosion on the bridge, which caused serious disruption on the bridge – at least one ferry, a truck and passenger carrier called Kerch 2, returned as an emergency service.
Creating new land in Egypt.

DEME’s trailing suction hopper dredger ‘UILENSPIGEL’ is again deployed for land reclamation works at the Abu Qir 2 port expansion project. DEME is involved in this large-scale project creating land for the further growth and development of Abu Qir, which is set to become a bustling economic hub. Several of our green vessels have already worked on the project, deepening the port’s approach channel and dredging the turning basin in addition to the land reclamation scope.

German LNG Terminal Risks Delayed Start After Local Pushback

By Petra Sorge

A planned liquefied natural gas terminal at Germany’s Baltic coast risks not starting in time for winter, with local opposition to the project prompting a government warning about the fragile state of the country’s energy security. German Economy Minister Robert Habeck cautioned there could be severe consequences if a second LNG terminal near the island of Rügen doesn’t begin operations this winter as planned, pushing local authorities to move ahead with its
construction. “Gas supplies must be planned in such a way that deliveries are secured even in the event of particularly cold weather or supply bottlenecks via pipelines,” said Habeck, who is also the country’s Vice Chancellor, in a letter seen by Bloomberg and addressed to the local state government. “Otherwise, there is a risk of incalculable price increases, supply bottlenecks and severe economic damage, which would hit eastern Germany in particular,” he said. Germany launched three LNG terminals to stave off last year’s energy crisis, and is aiming to open two more for the coming winter. The state of Mecklenburg-Western Pomerania — which has been critical of the Baltic project — commissioned lawyers who argued that it doesn’t fall under legislation to fast-track permits, according to Habeck’s letter. The lawyers also called for an environmental impact assessment, which would delay the terminal’s opening. A spokesperson for the state’s economy ministry couldn’t immediately be reached for comment. Habeck urged the state to ensure that the necessary approval procedures are carried out “with the efficiency required by the crisis.” A local municipality on Friday also said it had filed a complaint to the Federal Administrative Court to halt construction of an undersea pipeline for the terminal. German gas storage operators have argued that additional LNG capacity is urgently needed to ensure energy security and smooth out potential strains from cold weather. Source: Bloomberg L.P.

During her delivery voyage from China to the Baltic Sea, Finnlines’ new ro-pax FINNSIRIUS made a call at the Italian port of Gioia Tauro to unload and load new vehicles. Her much-anticipated maiden voyage from Naantali to Kapellskär will take place on Friday 15 September. Photo: Gioia Tauro Pilots (c)

GEODIS has expanded its road network from Southeast Asia (SEA) to China - solidifying its position as a leader in providing secure day-definite, cost-efficient and environmentally-friendly solutions connecting Singapore, Malaysia, Thailand, Vietnam and China. The road network features advanced IoT technology and equipment for transporting goods securely for the High Tech, Semiconductor, Automotive, Engineering, Retail, and Fast-Moving Consumer Goods (FMCG) sectors. Investments have also been made to increase service frequency and to enhance its capabilities with dedicated customs brokerage and trade compliance teams at major border crossings to facilitate the seamless movement of goods. The road network integrates with major air and sea ports to offer customers a variety of multimodal options to meet the challenges of today's fast-moving environment and their need for agile and flexible supply chains. The road network to Shenzhen was officially launched on August 23, 2023 and will subsequently be extended to Hong Kong, and in the near future to Indonesia, connected by an inter-modal road-sea service. In recent years, trade between ASEAN and China has grown...
rapidly, underscoring the significance of logistics in facilitating trade. Road freight has become one of the fastest-growing modes of transport in the ASEAN freight market with Thailand and Vietnam looking to invest further in infrastructure to support cross-border trade. The road network will enable GEODIS to access the expanding logistics sector in Asia Pacific, projected to reach US$4.5 trillion by 2029 with an anticipated growth of 5.24 per cent from 2023 to 2029. "ASEAN and China are two of the fastest growing economies in the world. As the region remains poised for growth, GEODIS sees the extension of our road network to China as an opportunity to enhance our multimodal solutions and connectivity across major air hubs and seaports to give customers greater flexibility and reliability," said Onno Boots, regional president and CEO of GEODIS Asia Pacific and Middle East.

The former Antwerp tug 83 has arrived in the River Medway and will become a houseboat. Built Belgium 1977. IMO 7505152. She broke down on passage to unknown Turkish interests having been sold by the Port of Antwerp. She arrived at Hoo marina under the name BP-3 and has been moored alongside a former lightship. Photo: Geoffrey Watson (c)

VLCC Market in the Middle East Could Have Bottomed

Clean
LR2
LR2's in the MEG have simmered along this week with just enough enquiry to prevent freight levels degrading. TC1 has hovered around the WS130-135 mark (a Baltic TCE of around $27,000/day). Meanwhile a run to the UK-Continent on TC20 also bubbled up and down around the $3.6-3.8m level, with the round trip TCE around the $30,000/day mark. West of Suez, Mediterranean/East LR2's saw a $112,000 improvement on TC15 taking the index up over $2.9m and the round trip TCE back to four figures ($3,082/day).

LR1
In the MEG, LR1's were put under pressure this week after starting positively. The TC5 index was ultimately squashed to the tune of 7.82 points to WS144.06 and similarly for a trip to the UK-Continent on TC8, after peaking at $3,339,000 sunk back down to $3,200,000. On the UK-Continent, TC16 ticked 6.87 points firmly back over the WS130 mark to WS135.31.

MR
MEG MR's climbed early in the week to see the TC17 index peak at WS281.43 after a handful of market reported fixtures at WS280 level. The index has since been retested back down to WS274.29.
UK-Continent MR's were poised this week from supply and demand balancing freight on a knife edge. TC2 has held in the WS200-205 region with TC19 also floating around WS210-215 level. USG MR's upward trajectory slowed down this week and even saw some softening. TC14 shed 5.83 points to WS152.5 and TC18 dipped 4.58 points to WS242.5. Meanwhile a run to the Caribbean on TC21 sunk back under the $1,000,000 mark to $916,000 after a widely reported fixture at $925,000 late in the week. The MR Atlantic Triangulation Basket TCE dropped from $35,032 to $34,676.

Handymax
In the Mediterranean, Handymax's improved for the second week on week and the TC6 index accrued 32.22 points to WS254.44. This took the Baltic round trip TCE back over the $40,000/day mark for the run. Meanwhile up on the UK-Continent, the TC23 index remained stable at the WS185 mark again all week.

VLCC
The Middle East VLCC market looks to have bottomed out this week with little business working in the open market. For the 270,000 mt Middle East Gulf to China voyage the rate dipped by 1.45 points to WS44.13. This shows a daily round voyage TCE of $16,688/day based on the Baltic Exchange’s vessel description. The rate for 280,000 mt Middle East Gulf to US Gulf (via the cape/cape routing) is assessed a further 0.16 points lower, holding around the WS26 mark.

In the Atlantic, the 260,000 mt West Africa/China held flat around the WS51-52 level, showing a round-trip TCE of $28,000/day. The rate for 270,000 mt US Gulf/China climbed $111,111 to $8,400,000 ($33,274/day round trip TCE) off the back of a couple of fixtures with improved levels.

**Suezmax**

The rate for 135,000 mt CPC/Augusta stepped up and incremental two points this week to WS72.8 (a round-trip TCE of just under $9,500/day). In West Africa, the 130,000 mt Nigeria/Rotterdam voyage was more active this week. Freight levels ticked up over the WS70 mark to WS75.45 (+6.59) (a daily round-trip TCE of about $19,586/day). In the Middle East, activity levels were minimal seeing the 140,000 mt Basrah/Lavera drop to just under WS60.

**Aframax**

In the North Sea market, rates for the 80,000 mt Hound Point/Wilhelmshaven climbed optimistically to WS105 (+8.57) (a round-trip daily TCE of $9,497). In the Mediterranean, the rate for 80,000 mt Ceyhan/Lavera also took a small positive jump to the tune of 2.5 points to WS108.72 (a daily round-trip TCE of $18,106). Across the Atlantic, the Stateside Aframax began to show signs of rebounding. The rate for 70,000 mt East Coast Mexico/US Gulf improved by 4.06 points to the WS130’s region (about $21,722/day round-trip TCE). Meanwhile, the rate for 70,000 mt Covenas/US Gulf ticked up 0.62 points to WS120 (a daily round-trip TCE of $18,240). For the transatlantic route of 70,000 mt US Gulf/Rotterdam, rates similarly eased upwards, rising 2.19 points up over the WS120 mark to WS121.25 (showing a round-trip TCE of $20,920/day). **Source: Baltic Exchange**

**FAIRPLAY 62** (ex Bugsier 2) departed with the **TOG MOR** from Rotterdam. **Photo: Leen van der Meijden (c)**

---

**Dispute between Turkey and Iraq cuts European crude supply**
Earlier this week, officials from Turkey and Iraq tried to reach a breakthrough in talks to restart flows through a pipeline that carries oil from the fields in Northern Iraq to the Turkish port of Ceyhan, Poten & Partners said. This pipeline carried 400-500,000 b/d in recent years, destined mostly for Europe. Turkey halted flows on the pipeline in March of this year after the International Court of Arbitration at the International Chamber of Commerce ordered them to pay a reported net $1.5 Billion in damages to Iraq for unauthorized transportation of oil. According to the ruling, Turkey breached a 50-year-old pipeline transit agreement by allowing crude oil from Kurdistan to be exported without Bagdad’s consent. The Turkish action keeps 500,000 b/d of oil off the global market at a time that oil prices are rising, and Europe needs alternative supplies due to their ban on Russian oil imports. A resumption of exports would increase the availability of oil in the Mediterranean and boost the employment opportunities for Aframax and Suezmax tankers in the region.

**Nigerian Navy Burns Suspected Smuggling Tanker Without Court Order**

For the third time, the Nigerian Navy has swiftly destroyed a suspected oil-smuggling vessel without first obtaining a court order.

In the latest case, the seized crewboat Cecilia was allegedly found to contain about 350,000 liters of illegally-refined diesel fuel. Its water tanks had been converted into product tanks, according to the Nigerian Navy. The service seized the CECILIA and arrested three crewmembers; the vessel was emplaced along the side of a waterway and burned. According to the Nigerian Navy, the CECILIA had been used as a stationary storage tank for the products of illegal mini-refinery operators. Crudely-constructed miniature refinery operations are common in the Niger Delta, and are typically operated by gangs using stolen oil. "They would bring their products here to be stored, [and] other people would come here to purchase the products," said Commodore Adedokun Siyanbade, commander of NNS Pathfinder. He told ChannelsTV that this riverside operation had gone undetected for two years. Augustine Ojekudo, a lawyer for the vessel's owner, expressed concern that the Cecilia had been burned without due process. "When the owner has no involvement in any criminality, why should he lose his prized vessel, which is worth billions of naira?" Ojekudo told Channels TV. "Where is the court order authorizing the destruction of the vessel?" The owner, Jasper Asko, plans to contest the matter in court. The Nigerian Navy has often been accused of oil smuggling itself, and good-governance advocates have called for a halt to the practice of destroying seized vessels in order to preserve any evidence on board - evidence which might implicate the ultimate sponsors of the activity. The burning and sinking of small tankers in the Niger Delta - one of the world's most polluted regions - has also raised environmental concerns. **Source: MAREX**

**Two Missing as Japanese Cargo Ship Capsizes in Collision with Containership**

Japan Coast Guard vessels are searching after a cargo ship capsized in a collision off southeastern Japan (Japanese TV/ YouTube)
A small Japanese interisland cargo ship capsized after colliding with a Greek-managed containership while transiting the busy Kii Channel in southeastern Japan. The Japanese Coast Guard is reporting that three crewmembers were rescued and transported to a hospital with non-life threatening injuries, while a search is ongoing for two missing crewmembers. The Liberian-flagged containership \textit{CONTSHIP UNO} (13,834 dwt) radioed the Coast Guard shortly before midnight on August 24 reporting that it had been in a collision with another vessel. The location was reported as approximately nine miles offshore in the eastern Wakayama Prefect near Hidaka.

The Japan Coast Guard reports when its teams arrived, they found the \textit{IZUMI MARU} (1,651 dwt) overturned. Only a small portion of the 248-foot hull bottom remains above water, but the vessel has not sunk. The ship which was built in 2006 is operated by Izumi Kaiun of Tokyo who reports the vessel had loaded a cargo of scrap metal. It had departed Funabashi in Chiba Prefect on August 22 and was sailing into the Seto Inland Sea.

Six patrol boats from the Japanese Coast Guard and a helicopter are involved in the search. Images show divers entering the water at daylight and searching the area around the overturned cargo ship. The Japanese media reports the captain and the first officer are missing. The containership managed by Contships of Greece was operating interisland in Japan having made port calls at Kobe, Nagoya, and Yokohama before departing from Osaka on August 24. It was indicating a destination of Keelung, Taiwan. Japanese TV is showing images of the ship with minor damage to the bow in the area of the bulb. There are no reports of injuries among the containership’s crew. The circumstances of the collision are unclear with the Japan Coast reporting visibility in the area was good at the time. \textbf{Source: MAREX}

\textbf{CLICK at the photo to see the movie!}

\textbf{Towage and Salvage}

Available 24/7 for all Towage, Salvage and transport requirements

\textbf{+44 20 7645 5032}

\textbf{towage@clarksons.com}

\textbf{Oil companies sue U.S. over Gulf auction changes meant to protect whale}
An oil and gas industry trade group, the state of Louisiana and Chevron on Thursday sued the Biden administration over its decision to withdraw acreage from an upcoming oil and gas lease sale in the Gulf of Mexico to protect an endangered whale, Reuters reports.

The suit is the latest dispute between the oil and gas industry and the administration of President Joe Biden over leasing federal lands and waters for energy development.

Biden paused federal drilling auctions shortly after taking office in 2021 as part of his climate change agenda, but the year-old Inflation Reduction Act requires that the government hold the Gulf of Mexico lease sale planned for next month.

The lawsuit, filed in federal court for the Western District of Louisiana, comes after the Interior Department's Bureau of Ocean Energy Management on Wednesday finalized plans to conduct the lease sale. The final sale notice included new restrictions on development meant to protect the endangered Rice's whale. The new lease stipulations removed more than 6 million acres (2.4 million hectares) originally intended to be offered at the auction and require vessel operators maintain a vigilant watch for the whales and abide by speed restrictions in the whale's habitat.

API argued that the changes were unjustified and unlawful.

The changes stem from an agreement earlier this month between federal agencies and environmental groups that sued in 2020 alleging the government did not provide adequate safeguards for the whales. That lawsuit is now paused.

Lease Sale 261 will be held on Sept. 27 and will offer approximately 12,395 blocks on approximately 67 million acres (27 million hectares) on the U.S. Outer Continental Shelf in the Western, Central, and Eastern Planning Areas in the Gulf of Mexico.

Source: Reuters

The MEIN SCHIFF 1, TROLLFJORD and EUROPA moored in Ålesund (Norway)

Photo via Capt Dag Dvergastein - Master Europa

PureteQ partners with local firm to produce scrubbers in China

Environmental technology firm PureteQ is partnering with China Shipbuilding Power Engineering Institute to produce scrubbers in China. Anders Skibdal, CEO of PureteQ, has been taking meetings in China this week to set up the partnership, Ship & Bunker reports.

"PureteQ A/S and China Shipbuilding Power Engineering Institute Co Ltd (CSPI) have joined forces to produce cost competitive, high quality, and state-of-the-art maritime exhaust gas cleaning systems (scrubbers) in China," he said in the post. Scrubbers continue to play a significant role in the shipping industry and global bunker markets. Image Credit: PureteQ

"The collaboration between the two leading exhaust gas cleaning system specialists PureteQ and CSPI raises the bar for the production of scrubbers on the Chinese market -- the best of two worlds." Scrubbers allow a ship to continue...
burning cheaper HSFO while complying with restrictions on the sulfur content of bunker fuels, generating savings for shipping companies. The return on scrubber investments has been reduced this year by a narrowing price spread between VLSFO and HSFO, but some of the largest ships in the world continue to be delivered with scrubbers installed, locking in continued demand for HSFO over the long term.

The PUTFORD AJAX arriving in Ijmuiden Photo: Jan Plug ©

**Vietnam to further develop inland container depots**

Vietnam has set a goal that the depot system will be capable of handling about 25-35 percent of the demand for container goods export and import shipment along transport corridors by 2030, local media reported on Thursday. Under the new plan, the Vietnamese depot system will have a total capacity of 11.9-17.1 million twenty-foot equivalent units (TEUs) per year, local Vietnam News newspaper reported. Priority will be given to the development of depots on the transport corridors connecting with major seaports in the north (such as Hai Phong port) and the south (such as ports of Ho Chi Minh City and Ba Ria-Vung Tau), the newspaper said, citing the plan. The plan, signed by Deputy Prime Minister Tran Hong Ha, aims to develop a system of facilities nationwide to meet the export and import transportation demand, improve the goods handling capacity of seaports, and better organize container transportation. It will help reduce transportation costs and the goods storage duration at seaports as well as ease traffic congestion and protect the environment, especially in big cities and the areas housing major ports, the newspaper reported. Under the plan, Vietnam will need about 24.7-42.4 trillion Vietnamese dong (1.03-1.8 billion U.S. dollars) to develop the inland container depot system by 2030. **Source: Xinhua**

**P&O Britannia cruise ship crashes during Mallorca storms**

A cruise ship broke free from moorings and collided with a freight vessel during a storm in Mallorca, Spain. Passengers on Britannia, a P&O Cruises ship based in Southampton, described how after it broke loose the ship "floated away like a paper boat". A walkway also fell into the sea. A small number of people are being cared for onboard after
People aboard the ship recorded videos and images of the incident, showing an emergency response and debris floating in the sea.

**The “unexpected drama” happened at the same time as an emergency drill, a passenger said**

Passenger Gavin McCoy said the “unexpected drama” happened while “the local fire service and crew were carrying out an emergency drill”. He said that at about 11:00 BST "a sudden rain and wind storm ripped us away from our dockside moorings, breaking tethering lines, water hoses, and causing the walkway to fall into the sea". He said he was "sitting by the window in the coffee shop, and the first thing we saw were the blue dockside reception marquee tents blowing through the air," Mr McCoy added. "We've drifted well away from the berth and collided into a nearby freight/cargo ship."

Another passenger, Dale Hopkin said it was "madness" on board as sunbeds "were starting to flip". Mr Hopkin, from Blackpool, said the rain was so heavy he could not see out of the ship's windows. He added that after the vessel broke free from its moorings "it floated away like a paper boat. The staff couldn't do anything more". His wife, Tracey Hopkin, described it all as "a bit of drama" and said the ship came close to the breakwater rocks in the harbour. She said she heard "a really loud noise, a grating sound" and "couldn't believe what I was seeing". She praised the actions of the staff and said there were regular updates from the ship's captain.

Another holidaymaker, Tilley Eve, said for around two hours "things were really bad", adding: "I felt like I was in the Wizard of Oz." She said some families had put life jackets on their children. The storm is likely to be one of the severe thunderstorms, affecting the Balearic Islands. Torrential outbreaks of rain and gusts of up to 120km (75 miles) per hour have hit the islands. The conditions led to the cancellation of over 20 flights, Spain's airport operator said. Weather warnings for parts of the archipelago have been extended until Monday. The captain informed passengers that "there's no structural compromise, but deck five has sustained a small amount of damage" on the PA system.

P&O Cruises spokesman said they were "aware of an incident involving Britannia on Sunday morning" and were "working to assess the situation". Mr McCoy said that everyone was safe and there was "no problem on the ship apart from a few scrapes and bumps to one or more lifeboats that project from the ship". "The many people on coach excursions will be able to get back on again," he added. Passengers will have access to onboard entertainment and activities while technical teams make an assessment of the ship, P&O said. The cruise started in Southampton and is due back on 1 September. This is the second time an emergency has happened on a Southampton ship due to bad weather in recent weeks, with the Queen Mary 2 breaking free from its bow mooring line and drifting off the quay on 4 August.

Source: BBC

---

**Delo Group starts transportation of fertilizers with its own specialized containers through St. Petersburg terminals**

*Under an agreement signed in April, the fertilizer producer is to ship up to 100,000 tonnes of cargo a month in Global Ports' containers*

Delo Group says it has launched regular transportation and port handling of mineral fertilizers with specialized containers of Global Ports' (Russia's leading marine terminal operator, part of Delo Group) through the terminals in St. Petersburg.
The first batch of cargo for EuroChem Mineral and Chemical Company was handled with container technology and shipped from the Petrolesport terminal in August. The fertilizers were first loaded into special containers directly at the manufacturing plant without removing containers from the flatcars. Transportation by rail to the port was provided by TransContainer (part of Delo Group). Upon accumulating the shipment at the terminal, the cargo was unloaded from containers directly into the vessel’s hold for further shipment by sea. In the future, transportation and handling of bulk cargo with Global Ports’ own containers at Petrolesport and FCT terminals (both part of Global Ports) will be made on a regular basis. EuroChem is Global Ports’ first client for the new service. In April 2023, the parties signed an agreement under which the fertilizer producer intends to ship up to 100,000 tonnes of cargo a month in Global Ports’ containers to the Port of St. Petersburg for further marine bulk shipment. “We continue to develop new products meeting market demands and the changing cargo flows at the Baltic basin. With Global Ports’ comprehensive service for containerizing bulk cargo, our customers can optimize their cargo operations at the production facilities and in the port and reduce costs,” notes Albert Likholet, CEO of Global Ports. The use of specialized container equipment enables manufacturers to ship bulk cargo from their production sites to the port in container trains. Compared to traditional transportation in gondola cars and mineral wagons, the technology will allow to speed up logistics, separately store different brands of products in the port and accumulate any combination of shiploads. Loading into the hold from a specialized container is safer and more environmentally friendly. Global Ports implements the service in partnership with TransContainer, which provides rail transportation services and container flatcars for specialized containers. Global Ports acquired its own fleet of 4,000 20-foot specialized containers in 2023, launching a new customer service for the shipment, storage, and transshipment of bulk cargo for chemical industry companies.

The **COSTA FAVOLOSA** departing from Rotterdam heading for IJmuiden/Amsterdam  
**Photo : Hans Burger (c)**

**NAVY NEWS**

**US Navy to christen future USNS Navajo (T-ATS 6)**

The future **USNS NAVAJ O (T-ATS 6)** is the first ship in its class and will be operated by the Navy’s Military Sealift Command.

The U.S. Navy will christen the Navajo-class towing, salvage, and rescue ship, the future **USNS NAVAJ O (T-ATS 6)**, during a 10 a.m. EDT ceremony Saturday, August 26, in Houma, Louisiana, the U.S. Department of Defense said. The Honorable Arlando Teller, Assistant Secretary for Tribal Affairs, U.S. Department of Transportation, will deliver the principal address. Remarks will also be provided by the Honorable Meredith Berger, Assistant Secretary of the Navy for Energy, Installations, and Environment; Vice Adm. Craig Clapperton, commander, U.S. 10th Fleet; Rear Adm. Jeffrey Spivey, Deputy Commander, Military Sealift Command; Mr. Justin Ahasteen, Executive Director, Navajo Nation Washington Office; and Mr. Ben Bordelon, President and Chief Executive Officer, Bollinger Shipyards. In a time-honored
Navy tradition, the ship's sponsor, Ms. Jocelyn Billy, will christen the ship by breaking a bottle of sparkling wine across the bow. Billy is a member of the Navajo Nation, Miss Navajo Nation 2006, and is a strong advocate for Navajo Nation veterans. The future **USNS NAVAJO** is the first ship in its class and will be operated by the Navy's Military Sealift Command. The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the U.S. Military Sealift Command. The Navaajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navaajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV).

The decommissioned Type 703 small replenishment oiler 1966 Lindenauwerft, Kiel built **AMMERSEE (A 1425)** (thanks Frank for the name of the vessel) moored at the Naval Support Activity in Kiel the 71.9 mtr long and 11.2 mtr width 2,191 tons (fl) small oiler was powered by 2 MWM 12-cyl. diesels; with total output of 1200 BHP driving one KaMeWa CP propeller for a top speed of 12 knots The one alongside-refueling station can work to either beam. The **AMMERSEE** and her sister **A 1426 TEGERNSEE** were frequently used to accompany deploying Type 143A and Type 143 missile boats. **Photo : Jim Prentice ©**

**France’s New Submarine Suffren Calls In Abu Dhabi**

**By : Xavier Vavasseur**

The French Military announced that the French Navy (Marine Nationale)'s nuclear-powered attack submarine (SSN) **SUFFREN** made a port-call in Abu Dhabi, UAE, marking a first. Images show the SSN is fitted with its Dry Deck Shelter (DDS).

The office of ALINDIEN issued the following statement: July 29, 2023, French nuclear attack submarine (SSN) **SUFFREN** went through Suez Canal as a first step to her deployment in Indian Ocean. Under control of the commander of the French forces stationed in Indian Ocean (ALINDIEN), it carries out an operational patrol including two stop-overs, one in the French naval base of Djibouti, one in the naval base of the French forces stationed in the United Arab Emirates.
This French naval base in Abu Dhabi is a strategic point of support in the northwest Indian Ocean. Thanks to a robust partnership between the United Arab Emirates and France, this naval base is able to accommodate and support all types of French Navy ships deployed in the area and acting for regional stability reaffirming France’ strong belief in international rule based order and freedom of navigation.

French units are regularly deployed in the Indo-Pacific zone, such as carrier strike group focused on aircraft carrier Charles de Gaulle early this year, or more recently, frigate Lorraine in South East Asia, Pégase 2023 air projection mission carried out by the French Air and Space Force. ALINDIEN is the Joint Commander of the French Forces deployed in the Indian Ocean, Joint Commander of the French Forces stationed in the United Arab Emirates (FFEAU), National Contingent Commander of Chammal’s operation (French equivalent to US Operation Inherent Resolve) and Commander of Operation AGENOR – EMASOH European-led Maritime Awareness in the Strait of Hormuz. Rear Admiral Emmanuel Slaars is the current ALINDIEN. Naval News interviewed him earlier this year during IDEX 2023. ALINDIEN’s office also shared the following video with us:

**First time a Barracuda type SSN patrols the Indian Ocean**

While this is not the first operational deployment of **SUFFREN**, this is the first time that the first boat in the new class of French SSNs sails in the Indian Ocean, far away from its home port of Toulon. For this deployment, the submarine is escorted by Loire-class offshore support vessel Seine (A604). This is becoming common practice for long deployments of French SSNs. When Rubis-class SSN Emeraude deployed to the Pacific in 2020, she was escorted by the same support vessel at the time. While the official announcement was made August 25

![Image of a ship](image-url)

a ship spotter picture shared on social media showed **SUFFREN** with its Dry Deck Shelter (DDS) fitted on its back, transiting through the Suez Canal on 27 July:

![Image of a ship](image-url)

**USS MESA VERDE (LPD 19)** San Antonio-class amphibious transport dock coming into Dublin, Ireland - August 25, 202

*Photo: via X-Twitter - Warshipcam*
Defence Ministry signs ₹19,000-crore contract with HSL for five fleet support ships

The ships in the 44,000-tonnes category will be the first of their kind to be built in India by an Indian shipyard.

The Defence Ministry on Friday (August 25) signed a contract with Hindustan Shipyard Ltd. (HSL), Visakhapatnam, for the acquisition of five fleet support ships (FSS) for the Indian Navy at an approximate cost of ₹19,000 crore. The ships in the 44,000-tonnes category will be the first of their kind to be built in India by an Indian shipyard.

“It would be a major boost towards achieving the goal of self-reliance in defence manufacturing as these ships will be indigenously designed and constructed by HSL, Visakhapatnam,” the Ministry said in a statement. The Cabinet Committee on Security had approved the acquisition on August 16. The fleet support ships would be employed for replenishing ships at sea with fuel, water, ammunition and stores, enabling the Indian naval fleet to operate for prolonged periods without returning to harbour. “These ships would enhance the strategic reach and mobility of the fleet. The induction of these ships will significantly enhance the blue water capability of the Indian Navy,” the Ministry said. They can also be deployed for evacuation of people and human assistance and disaster relief (HADR) operations. This project will generate employment of nearly 168.8 lakh man-days over a period of eight years, the Ministry said. The construction of these ships would provide a new dimension to the Indian shipbuilding industry and encourage active participation of associated industries, including MSMEs, the Ministry said, adding that majority of the equipment and systems would be sourced from indigenous manufacturers.

Patrol vessels for Coast Guard

In Goa, Defence Secretary Giridhar Aramane laid the keel of four fast patrol vessels (FPVs) for the Coast Guard at Goa Shipyard Ltd. (GSL). The FPV designed by GSL is a medium-range, weapon-fitted surface vessel with a length of 51.43 metres and a breadth of 8 metres. The ship is propelled by twin engines and has a maximum speed of 27 knots. The displacement of the vessel is approximately 320 tonnes. It is capable of operating in rough sea conditions.

Commercial vessels

In Kolkata, defence shipyard Garden Reach Shipbuilders and Engineers (GRSE) Ltd., and the Dempo Group, the leading business house of Goa, signed a memorandum of understanding to launch a collaboration model to build commercial vessels in three premier shipyards of Dempo at Goa and Bhavnagar. This is GRSE’s maiden attempt to diversify in a big way in commercial shipbuilding to capture a large market share in construction of commercial vessels, both domestic as well as international, the shipyard said in a statement. The shipyards of the Dempo group give a positional advantage to these clients for shifting the delivered vessels from India in comparison to China, Vietnam and Turkey, it stated. Source: The Hindu

SHIPYARD NEWS

Hyundai Heavy’s Labor, Management Fail to Reach Wage, Collective Agreements
Recent financial improvements have triggered wage increase demands from labor unions in the automotive and shipbuilding sectors. The labor union at HD Hyundai Heavy Industries (329180) rejected a proposal that included significant raises in both base pay and performance bonuses. Meanwhile, ongoing labor negotiations at Hyundai Motor have reached a deadlock, indicating the possibility of an impending strike. On Aug. 24, the 2023 wage and collective bargaining tentative agreement between HD Hyundai Heavy Industries labor and management was rejected in a vote among union members. The labor union of HD Hyundai Heavy Industries conducted a vote on the tentative agreement for all union members from 7 am to midnight. Out of a total of 6,438 union members, 5,967 participated in the vote, with 4,104, or 68.8 percent, opposing it, resulting in its rejection.

HD Hyundai Heavy Industries labor and management proposed a tentative agreement to union members, which included a base pay increase of 120,000 won (US$90.57) including a promotion bonus of 35,000 won, an incentive bonus of 3.5 million won, the establishment of a task force (TF) to address the transition in the future shipbuilding industry, and new hires. This proposal was subject to a vote among union members. The rejection of HD Hyundai Heavy Industries’ tentative agreement by labor and management is attributed to the high wage increases offered by its competitor, Hanwha Ocean. While HD Hyundai Heavy Industries’ management had adjusted its wage levels to match Hanwha Ocean’s, the recent prosperity in the shipbuilding industry did not deter the union. Hanwha Ocean recently reached an agreement that included a base pay increase of 111,223 won including a promotion bonus of 23,223 won, a 5,000 won increase in the various seniority-based allowances, an additional 3 hours of self-development time per month, and an incentive bonus of 3 million won, among other provisions. Including the self-development allowance, Hanwha Ocean’s base pay effectively stands at around 160,000 won.

The situation with Hyundai Motor’s labor union is also concerning. The labor union decided to conduct a vote on a strike on Aug. 25, and it will resume practical negotiations for a labor agreement from next week. The issues at hand, including extending the retirement age and increasing performance bonuses, have led to significant differences in the positions of labor and management, making the possibility of a strike unavoidable. Earlier, the labor union declared the breakdown of labor negotiations and applied for dispute mediation with the National Labor Relations Commission (NLRC) on Aug. 18. As the NLRC deemed that there were significant disagreements between labor and management, it suspended mediation. If the disputed proposal is approved in the union member vote, the labor union will obtain the right to strike. The NLRC’s decision to suspend mediation is expected to be made on Aug. 28.

Hyundai Motor’s labor and management held 17 rounds of negotiations from June but failed to reach an agreement. The union had demanded a base pay increase of 184,900 won excluding promotion bonuses, a performance bonus equivalent to 30 percent of the previous year’s net profit including stocks, and a bonus of 900 percent, among other requests. As a separate proposal, it suggested extending the current retirement age of 60, which is in line with the national pension receipt age, to 64. Hyundai Motor reported its highest-ever performance last year with 142 trillion won in revenue and an operating profit of 9.82 trillion won. HD Hyundai Heavy Industries also achieved a turnaround to profitability in the first half amid the shipbuilding industry boom. Industry insiders expect that the method of granting performance bonuses will ultimately become the key issue, while externally, extending the retirement age is perceived as the focal point of the negotiations. As of last year, the proportion of Hyundai Motor employees aged 50 and above was 43.72 percent.

Retirement extension is crucial for members nearing retirement but it may take a back seat to the priorities of younger union members. Within the union, it has been reported that differing views on retirement extension based on the age of union members have created challenges in formulating the union’s demands. 

Source: Business Korea

**Defence Secretary lays keel of four Fast Patrol vessels for Indian Coast Guard at Goa Shipyard Limited**

Defence Secretary Shri Giridhar Aramane laid the keel of four Coast Guard Fast Patrol vessels (FPVs) on 25th August, 2023 at Goa Shipyard Limited (GSL). Speaking on the occasion, the Defence Secretary applauded the efforts of Goa Shipyard in achieving this milestone, especially the scale of indigenization in collaboration with the Indian industry. He emphasized on the importance to nurture and develop the shipbuilding industry of the country which has had a rich legacy. While highlighting the major achievements of the Goa Shipyard, he emphasized that the industry is increasingly becoming competitive and urged the GSL to gear up in terms of efficiency and competitiveness in order to retain the cutting edge.

The FPV designed by GSL is a medium range weapon fitted surface vessel with length of 51.43 mtrs, and breadth 8 mtrs. The ship is propelled with twin engine and has maximum speed of 27 Knots. Displacement of the vessel is approx. 320 Tons, and it is capable of operating in rough sea conditions.
These vessels for the Indian Coast Guard are based on in-house design of GSL and will be fitted with most modern and technologically advanced machinery and computerized controls systems, making these the state of the art Fast Patrol Vessels of the Indian Coast Guard.

DGCG Rakesh Pal congratulated the Chairman and Managing Director, officers and workers of Goa Shipyard Limited for their dedicated efforts. DGCG said GSL will continue to strive for perfection and achieve higher goals in the years ahead. Defence Secreary also inaugurated GSL Integrated Stores Complex. Director General, Indian Coast Guard, Shri Prakash Pal, Chairman and Managing Director, GSL, Shri Brajesh Kumar Upadhyay, and other officials of ICG were present on the occasion. Source: Ministry of Defence

ROUTE, PORTS & SERVICES

Banana claims

Introduction
Bananas are grown in all tropical regions of the world, and most of the global production is consumed in home markets. However, a significant proportion of the production is intended for export, and the Cavendish variety is by far the most popular one for export. This variety is generally harvested in an unripe, green condition and transported to the end market as refrigerated cargo, either in containers or on specialised reefer vessels. Though said to be the world’s most transported- and consumed fruit, bananas are also among the most sensitive cargoes that can be carried on a ship. Before a banana ends up on the shelves of your local supermarket it has been exposed to numerous external factors which all have a bearing on how the banana is finally presented. Many of the external factors affecting the quality of the bananas will not manifest themselves before the final stages of ripening and may cause claims being advanced against the ocean carrier. A selection of these issues will be discussed more in-depth in this article.

This article is based mainly on experience from handling of banana claims and is not a scientific article. For a more in-depth introduction to reefers and carriage of refrigerated cargoes, please refer to the Club’s article “Reefer Vessels – caring for cargoes”.

Production
Cavendish bananas are generally grown in large monoculture plantations in countries such as Ecuador, Costa Rica and Colombia. A successful growth phase is dependent on appropriate temperatures and adequate rainfall. Drought, heat waves and weather phenomena such as “El Niño” may severely affect the quality of the bananas. Cavendish bananas are also known to be vulnerable to a wide range of diseases. It is an essential part of the banana export trade that the bananas are harvested in a “green” condition. This way, the ripening progression can
be controlled during transport up and until presentation to the consumer markets. The ripening process of the bananas is irreversible if the bananas are allowed to enter the “climacteric” phase before transport.

**Pre-shipment transport and storage**

After harvesting in the fields, the bananas are transported inland or on rivers to central hubs where they are prepared for loading into containers or onto reefer vessels. The preparations may include washing, chemical processing to protect the peel, as well as packing and storage. It is essential that the inland transport stage is as short as possible in order to prevent the bananas from reaching the climacteric stage of the ripening process due to exposure to high temperatures. The packing of the bananas will also have an impact on how long the bananas can successfully be stored. It is assumed that green bananas will keep for 28 days in regular packing, whereas bananas packed in specialised “banavac” polyethylene bags will keep for about 40 days.

Once packed in the typical banana cartons and palletised, the bananas are stored until loading in containers or onboard a reefer vessel. Again, the conditions during storage and whether the bananas are stored in ambient or cooled temperatures will have an impact on the success of the transport and storage life. All the stages described above are essentially parts of the banana supply chain which are outside of the ocean carrier’s control and should in principle not cause claims against the carrier.

**Cargoworthiness**

Before and at the beginning of the cargo voyage, the carrier generally has a duty to exercise due diligence to present a seaworthy vessel and to make the refrigerating and cooling chambers fit and safe for reception, carriage and preservation of the banana cargo. In order to avoid cross contamination, the carrier must ensure to present clean holds free of odours from previous cargoes. Cargo damage claims arising out of unseaworthiness, including uncargoworthiness, will always be for the carrier to bear.

**Temperature settings**

The cargo must be loaded in a careful manner and stowed in a way which allows for proper air circulation. If air circulation is blocked, the cargo will be unevenly cooled. This may cause some of the cargo, typically the cargo stowed farthest away from the air delivery point, to ripen prematurely. A difference between the Delivery Air Temperature (DAT) and the Return Air Temperature (RAT) indicates that the cargo stow is blocking air circulation.

**Picture showing Under Peel Damage (UPD)**

Whether the carrier is liable for cargo damage caused by improper loading or stowage will, under English law, depend on whether the carrier is responsible for these operations under the contract of carriage. Under for instance a clean Gencon '94 Charter Party, the loading and stowage will be the charterer’s risk and responsibility. If this is the case, the carrier should have a strong defence where it can be proved that the cargo damage is caused by improperly executed cargo operations.

**Shipper's voyage instructions**

In addition to specifying the temperature settings during the voyage, the shipper's voyage instructions will often contain requirements to pre-cool the cargo holds as well as requirements regarding ventilation, air composition or for a certain relative air humidity in the holds to be maintained. It is essential that the shipper's instructions are followed, and that this is properly recorded. Proper documentation of strict obedience to the shipper's instructions will often assist in the defence against cargo damage claims.

**Indefinable damage**

If the carrier can provide documentation evidencing strict adherence to all the shipper's voyage instructions, it is submitted that this should exculpate the carrier also in cases where the cargo arrives with damage of a more indefinable nature such as Under-Peel Discolouration (UPD). UPD can be determined by peeling off the very outer layer of the banana peel, and if the under-peel is discoloured this will lead to the banana turning out in a dull greyish and unmarketable colour after ripening. Whilst UPD is generally associated with the cargo having been carried at a too low temperature, it may also be that the cargo in question is of inferior quality making the bananas more susceptible to damage. As pointed out previously, if the bananas have been exposed to extreme weather conditions prior to harvest or sub-optimal pre-loading storage or treatment, they may be less robust than usual.

Where it is established that the cargo became damaged despite the carrier's impeccable adherence to the shipper's instructions, art IV.2 m) and q) of the Hague/Hague-Visby should provide defences against cargo claims – provided of course that the carrier presented a sea- and cargoworthy ship before loading.

**Cargo surveys**
Whenever a cargo of bananas arrive with signs of damage, local correspondents and surveyors will routinely be appointed to record the events and assess the damages. Should the damage turn out to be serious, it is highly recommended to instruct expert surveyors to attend as soon as possible even where this involves cross-border travels. It is essential that the expert surveyor arrives on site when the evidence is fresh, as expert reports prepared on basis of pictures and third-party reporting will carry less weight and value in the defence against cargo claims. Preferably, the expert surveyor should get in place when the vessel is still at discharge port so that the crew can be properly interviewed, and all relevant documentation can be collected. The expert surveyor should also assist in taking representative samples of the cargo and ensure that the testing methods are appropriate, which again will assist in determining the exact cause of the damage.

**Conclusions**

Getting to the bottom of a banana damage claim may involve some detective work, and the final findings often diverge from the initial suspicions. The essential question to be asked from a reefer owner and P&I claims handler perspective is: Did the alleged damage for which the claimant seeks compensation occur during or in connection with a stage which the ocean carrier was responsible for or have reasonable possibility of controlling? If the answer to this question is negative, it is submitted that the claim should not be advanced against the carrier but rather be a matter between the seller and buyer under the sales contract. As always, early notification of suspected cargo damage is key for the Club to provide proper assistance with the handling of cargo claims. *Source: Skuld*

---

The Dutch Coast Guard vessel **BAREND BIESHEUVEL** spotted in Kristiansand, Norway  
*Photo: Jan Willem Goudriaan ©*

**Maersk wants to build a new terminal at Laldia of Ctg port**

The government is positively considering the investment proposal of Danish shipping and logistic giant AP Moller Maersk to construct and operate a new container terminal at Chattogram port's Laldia. Global ports and terminal operator APM Terminals, a subsidiary of Danish shipping company AP Moller Maersk, submitted a proposal to the shipping ministry in April this year for investing around $450 million to construct a new terminal at Laldia area of the port while the Chittagong Port Authority also gave positive response to it. Maersk Group CEO Robert Maersk Uggla and top-level Danish delegation are scheduled to meet Prime Minister Sheikh Hasina at her office Gono Bhaban tomorrow morning where Laldia and other port related investment proposals of Maersk Group would be discussed. CPA Chairman Rear Admiral Mohammad Sohail who flew from Chattogram this evening to attend the meeting confirmed this correspondent about the matter. Mentioning that the shipping ministry earlier sought CPA's opinion about Maersk's investment proposal to construct a new terminal in Laldia Char area, CPA Chairman told The Daily Star that they gave go-ahead in reply to the shipping ministry. He said they proposed to conduct a technical study by Maersk for
construction of the terminal at Laldia Char. Construction of a terminal having four jetties at Laldia Char was the port's first public-private partnership project involving $301.60 million, approved by the cabinet committee on economic affairs in March 2013.

Five qualifying international firms were shortlisted from six that vied to take up the project at that time. The five were Adani Ports and Special Economic Zone Ltd (India), Bolloré SA (France), China Harbour Engineering Company Ltd, DP World FZE (United Arab Emirates) and Global Ports Services Ltd (Singapore). A senior CPA official said the initiative was later cancelled since the area was occupied by illegal occupants for long. The CPA initiated eviction drive at the area in 2019 but it was halted due to a case filed by the occupants. Following clearance from the High Court, the CPA again started eviction drive in 2021 and managed to recover the land. CPA officials said the Maersk Group has proposed to construct a new terminal on a 46-acre area of Laldia and initially they proposed to invest $450 million. The CPA chairman in a programme last week said the port is going to get foreign investment worth $7 billion in the next three years. At the programme, he also mentioned about Danish investment proposal in Laldia. The Ctg port users hailed investment proposal of Maersk Group at Laldia Char. Bangladesh Shipping Agents Association Chairman Syed Mohammad Arif said a major portion of containers carrying import and export goods through Chattogram port are owned by Maerskline. If the Maersk Group that engaged in shipping and logistic across the world and also operate different international terminals construct a new terminal here and operate it the users would surely be able to get global standard services, he opined.

.... PHOTO OF THE DAY .....
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.

PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO:

newsclippings@gmail.com

this above email address is monitored 24/7

PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER

If you don't like to receive this bulletin anymore: please send an e-mail to the above e-mail address for prompt action, your e-mail address will be deleted ASAP from the server.