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HAL’s ZUIDERDAM inbound for Rotterdam Holland Amerika kade  Photo : Ernst Lohmann

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MSC says most cargoes transhipped from MSC Gayane seized in $1.3bn cocaine bust

MSC says that the majority of containers on board the vessel MSC GAYANE seized following a $1.3bn cocaine bust in Philadelphia port have been transhipped onto their original destinations. The MSC GAYANE was detained in Philadelphia on 17 June when law enforcement officials found nearly 20 tons of cocaine, worth an estimated $1.3bn, on board the vessel and number of crew members were arrested for their role in the smuggling operation. “MSC GAYANE was en route to northern Europe at the time of the incident, with calls scheduled at Rotterdam, Antwerp and Le Havre. Aside from a small number of containers, which have been held by the authorities as part of their ongoing investigations, all cargoes on the MSC Gayane have been transhipped to other MSC vessels and sent on to their respective destinations,” MSC said in a statement. Although MSC itself is not a target of US investigations into drug smuggling it has had its C-TPAT certification, which expedites customs procedures in the US, temporarily suspended. “We are actively seeking to assure the authorities that our certification can be reinstated as soon as possible,” the container line said. The vessel, owned by JP Morgan, has been seized by US Customs and Border Protection (CBP) on 4 July and could be forfeited. Casey Durst, CBP’s director of field operations in Baltimore, said: “Seizing a vessel of this size is an unusual enforcement action for CBP, but is indicative of the serious consequences associated with an alleged conspiracy by crewmembers and others to smuggle a record load of dangerous drugs through the United States. “This action serves as a reminder for all shipping lines and vessel masters of their responsibilities under US and international law to implement and enforce stringent security measures to prevent smuggling attempts such as this.” MSC said the NWC-USA-SAWC service on which the vessel was deployed continues to operate normally as do all its other US services. Source: Seatrade Maritime News
Tilbury seafarers express concerns over piracy

TILBURY seafarers’ charity Stella Maris (Apostleship of the Sea) has expressed concern over the effect that piracy continues to have on seafarers’ physical and mental wellbeing, ahead of Sea Sunday on July 14. The charity has emphasised that seafarers’ safety and pastoral support remains paramount when their ships are targeted or attacked by pirates. Statistics released by the International Maritime Bureau (IMB) early this week shows that worldwide, pirates killed one seafarer, took 38 crew members hostage, and kidnapped a further 37 for ransom during the first half of 2019. IMB says the Gulf of Guinea region is a hotspot, accounting for 73 percent of all kidnappings at sea, and 92 percent of hostage-takings. Armed pirates in these high-risk waters kidnapped 27 crew members in the first half of 2019, compared to 25 in the same period in 2018. “Piracy is a terrifying experience for seafarers,” Apostleship of the Sea (AoS) Development Director John Green said. “Piracy and the threat of piracy can have a lasting effect on seafarers’ wellbeing and mental health. Our experience of caring for seafarers shows that swift intervention is essential to minimise the impact of a pirate attack, so crew can return to work with confidence,” he added. Following a pirate attack on a cargo ship in the Gulf of Guinea last year, the vessel’s insurer contacted AoS’ head office in London to request help for the crew. An AoS’ chaplain went to meet the ship as it took refuge in Ghana, and brought two volunteers with him, both nurses specialising in mental health trauma. The crew were looked after before being flown home to the Philippines and were referred to local AoS chaplains in the country for additional support if needed. The seafarers told AoS they felt valued and cared for, and all were back at sea within three months. As the charity marks Sea Sunday on July 14, it is calling for all parties in the shipping and maritime sectors, including shipping companies, agencies and insurers, to boost cooperation and coordination. This is essential in providing timely support to seafarers when piracy strikes. In the Vatican’s Sea Sunday message, Cardinal Peter Turkson noted that ‘The life of seafarers, although it could appear attractive and interesting in the eyes of some people, because they sail around the world visiting numerous countries, in reality it is full of challenges and hardships.’

Source: yourthurrock.
the AGAT formerly the J.J Sietas, Hamburg built Heavy lift/RoRO vessel. She was seized in October 2017 by Portuguese authorities over drug smuggling issues. She has remained in Lisbon harbour ever with a pronounced list to port. It seems she is destined to be scuttled for an artificial reef. Photo: Ian Edwards- www.shiphoto.com.au ©

Royal Boskalis in Iraq offshore oil export installation deal

Leading Dutch maritime services company Royal Boskalis Westminster NV (Boskalis) said Iraq's government has authorised the oil ministry to sign an initial agreement with the group to build an offshore oil export installation. A major player in the region, Boskalis boasts three divisions, each with its own operational support functions, such as tendering, engineering, fleet management and crewing. Prime Minister Adel Abdul Mahdi said on Tuesday his government was seeking to diversify export routes. Boskalis operates in over 90 countries across six continents and has an extensive network of branches around the world. Its head office is located in Papendrecht, the Netherlands, where its campus houses all three divisions.- TradeArabia News Service
VISSERSREUNIE 2019 IN VLAARDINGEN

De reünie van oud-vissers, boetsters, kuipers en aanverwante beroepen in de visserij werd verleden week zaterdag weer gehouden in Museum Vlaardingen aan de Westhavenkade te Vlaardingen. Dit jaarlijkse evenement wordt traditiegetrouw georganiseerd door de Vrienden van het museum. Bij binnenkomst stond gastvrouw Gera de mensen te woord en heette de reünisten welkom. De voorzitter van de “Vrienden”, Marja Tiemens opende de reünie en daarna kon iedereen zijn gang gaan. Dit jaar was er een grotere opkomst dan vorig jaar en met zo’n 70 mensen was het reuze gezellig. Oude bekenden ontmoeten, een beetje bijpraten. Iedereen had het prima naar de zin. De sterke verhalen van vroeger kwamen weer over tafel. Nieuwe haring genuttigd, al of niet met een broodje. Maar ook een drankje genuttigd. De oud-vissers konden vaak ook niet nalaten een schelvispekeltje te kantelen, het populaire en echt Vlaardingse drankje wat de vissers vroeger ook mee naar zee namen. Net als vorig jaar werd de muziek verzorgd door Leo IJdo, de Nachtburgemeester van Vlaardingen. De reünie was georganiseerd door de “Vrienden” in samenwerking met de Zeillogger Balder en de reünisten konden dit ondertussen mooi gerestaureerde schip uit 1912 ook bezoeken en bewonderen.
Ook daar kwamen weer de verhalen los. Aan het einde hoorde je bijna iedereen tegen elkaar zeggen: tot volgend jaar dan maar wee Photo’s text: Ernst Lohmann www.ernstlohmann.nl ©

Offshore Support vessel NOR NAOMI (MH) remains acting offshore Haifa. Photo Peter Szamosi ©

MAIDEN CALL OF CROWN IRIS TO MALTA

Mano Cruises, new ship for the 2019 season, the CROWN IRIS which was acquired from Louis Group in 2018 entered Valletta, Malta during her maiden call on Wednesday 19th June, 2019 berthing at Pinto 4 and 5 wharves. In fact first ship for the cruise line was the 1971 built ferry THE AZUR which was later rebuilt into a cruise ship in 1981, which was sold for over US$10 million. Upon entering service, Mano Maritime renamed her the ROYAL IRIS and painted a smiling yellow fish on both sides of her hull. On 21st June 2005 a small fire broke out on board while the ship was anchored off Samos, Greece of which it was quickly controlled by the crew. Until 2014 ROYAL IRIS regularly set out on cruises through the Greek Islands and Cyprus. her passenger capacity was 661 with 325 as crew with 15 knots as maximum
speed. In 2014 Mano Cruises stopped the ship’s operations, and renamed her to ROY STAR of which the liner arrived in the Greek port of Chalkis for lay up on November 6th, 2014. Valletta was one of her port of calls as can be seen below.

During 2009 the former Cunard Conquest, Cun ard Countess and Rhapsody with StarLauro Cruises and MSC Cruises, the vessel was bought and renamed GOLDEN IRIS. She entered service with Mano Maritime on Mediterranean Cruises from Haifa, Israel on 31st May 2009, following the completion of a refit. Her passenger capacity was 959 with 350 crew and maximum speed of 21 knots. She was homeported in Panama. The latest liner to join the fleet is the CROWN IRIS. She was originally ordered by Birka Line as BIRKA QUEEN built in Finland, but completed as the ROYAL MAJESTY for Majesty Cruise Line. In 1997 she was sold to Norwegian Cruise Line as the NORWEGIAN MAJESTY and lengthened by 33.76 m (110 ft 9 in) in Germany. She was sold to Louis Cruises as the LOUIS MAJESTY from 2008 to 2012 when she was chartered to Thomson Cruises to trade as the THOMSON MAJESTY before being returned to Louis Cruises/Celestyal Cruises, as the MAJESTY if which during 2018 the ship was sold to Mano Maritime. Following an extensive refit, the ship is debuting in the Israeli market for Mano, with a new color scheme, heavily updated interior and more amenities. Passenger capacity is 2,000 while her crew is 650 with 11 floors.

The STENA SAGA navigating the Oslofjord, the ROPAX ferry serves the route Frederikshaven <> Oslo.

Iran warns Britain not to get involved in ‘dangerous game’, urges it to immediately release tanker

Iranian Foreign Ministry spokesman Abbas Mousavi has renewed its calls on Britain to immediately release its oil tanker. “London’s claims about seizing Iran’s oil tanker are not credible from legal point of view and we urge the British to release this tanker as soon as possible,” he told IRNA in an interview published on Friday. He noted that the British have been influenced by the U.S. and seek to enter a “dangerous game” that has been engineered by the White House.

“We want them to release this tanker immediately because it serves the interests of all,” he added. On July 4, British Royal Marines in Gibraltar stormed the Iran-operated supertanker GRACE 1 off the coast of Gibraltar, seizing the 300,000-ton vessel based on the accusation that it was carrying oil to Syria in possible violation of the European Union’s sanctions on the war-torn Arab country. The Iranian Foreign Ministry has said the seizure took place upon an order by the United States. White House national security advisor John Bolton has praised the move. Iran has said the act amounts to piracy. Iran has denied reports that the supertanker was carrying oil to Syria. “Contrary to Britain’s announcement, the tanker was not bound for Syria, and the port mentioned is not capable of receiving such a tanker,” Iranian Deputy Foreign Minister Abbas Araghchi told reporters on July 7. Foreign Minister Mohammad Javad Zarif said on Wednesday that the UK action in seizing Iran’s oil tanker is a violation of the 2015 nuclear deal known as the JCPOA. “Britain’s recent action is violation of obligations done on behalf of the U.S. and has nothing to do with Syria. Seizure of this tanker is fundamental violation of the JCPOA,” Zarif stated. Also on Monday, Zarif said the seizure of the tanker constitutes a concrete example of “piracy” which has been done on behalf of the B-Team. “UK’s unlawful seizure of a tanker with Iranian oil on behalf of B-Team is piracy, pure and simple,” Zarif tweeted. ‘Iran does not see its security in insecurity of neighbors’ Mousavi also said that Iran has never seen its “security in insecurity of its neighbors”. “Iran believes that security and stability in all
neighboring countries will help security and stability of Iran. We advise those who feel they have an opportunity to practice enmity against Iran and have chosen another path, to be aware that this situation is transient and they should have a look on future,” he said. He also noted that all regional countries should be vigilant about presence of foreign forces in the region. **Source: tehrantimes**

**YAVARI** is a ship commissioned (along with her sister ship **YAPURA**) by the Peruvian government in 1861 for use on Lake Titicaca. She is named after the Javary River in the Loreto Region of Peru, bordering the Amazonas State (Brazil).

In 1862 Thames Ironworks in West Ham built the iron-hulled **YAVARI** and **YAPURA** under contract to the James Watt Foundry of Birmingham. The ships were designed as combined cargo, passenger and gunboats for the Peruvian Navy. The ships were built in “knock down” form; that is, they were assembled with bolts and nuts at the shipyard, dismantled into thousands of parts small enough to transport, and shipped to their final destination to be assembled with rivets and launched on the lake. The kits for the two ships consisted of a total 2,766 pieces between
them. Each piece was no more than 3.5 cwt—what a mule could carry—because the railway from the Pacific Ocean port of Arica went only 40 miles (64 km), as far as Tacna. From there pack mules had to carry them the remaining 220 miles (350 km) to Puno on the lake. The original British contractor got the parts to Tacna but failed to complete the section of the journey with mules. This was not resumed until 1868 and the first plates for Yavari’s hull were laid at Puno in 1869. Yavari was launched in 1870 and Yapura in 1873. Yavari was 100 feet (30.5 m) long and had a 60 horsepower (44.7 kW) two-cylinder steam engine, which was fuelled with dried llama dung. In 1914, Yavari’s hull was extended to increase her cargo capacity. At the same time she was re-engined as a motor vessel with a Bolinder four-cylinder 320 bhp (240 kW) hot bulb engine. The War of the Pacific of 1879–83 impoverished the Peruvian government, so in 1890 UK investors established the Peruvian Corporation which took over operation of Peru’s railways and lake ships. In 1975 Peru nationalised the corporation and Yavari and Yapura passed to the state railway company ENAFER. In 1976 they were transferred back to the Peruvian Navy, who converted Yapura into a hospital ship[2] and renamed her BAP Puno but discarded Yavari. In 1987 charitable interests bought Yavari to restore her. She is now moored at Puno Bay where she provides static tourist accommodation while undergoing full restoration. In 2015, with restoration almost complete, a group of young East Enders sponsored by the West Ham United Foundation trekked over the Andes from Tacna to Puno following the original route of the Yavari. They participated in a “second maiden voyage” on Lake Titicaca, accompanied by the British Ambassador to Peru, H.E. Anwar Choudhury. Photo’s: Jeroen Valk ©
A NEW ranking of the world seaports and shipping centres has set the standard listing on its head as it weighs more than cargo volume, reports the Shanghai Daily. Shanghai now ranks the fourth among international shipping centres, following Singapore, Hong Kong and London, according to the latest Xinhua-Baltic Exchange International Shipping Centre Development Index. The old standard ArcBest listing had the following ranking - Shanghai, Singapore, Shenzhen, Ningbo-Zhoushan, Hong Kong, Busan, Guangzhou, Qingdao, Dubai and Tianjin. In the new ranking, Singapore takes top spot with three outstanding factors - port facilities, maritime services and overall environment. Dubai, Rotterdam and Hamburg are also in the top 10. Shipping development in Shanghai and Dubai, two important cities in emerging economies, has increased greatly thanks to their rapidly developing modern maritime collection and distribution system, continuous rising shipping service ability, the driving power of free trade zones, and improved business environment, the index noted. A total of 43 international port cities were evaluated. Shipping centres in Asia are full of vitality in development, and their competitiveness is continuously growing, said Cao Zhanzhong, a chief economics analyst at the China Economic Information Service. Shanghai remains the world's busiest container port, with a guaranteed capacity of 100 million people and 5.2 million tons, and 110 air carriers had flights to Shanghai, with the airline network covering 297 cities around the world, the city government said last year. The city is creating a sea and air hub featuring highly concentrated shipping resources, complete shipping service functions, a good shipping market environment and efficient logistics, according to a three-year plan on the city's international shipping centre construction by 2020. London and Singapore lead in shipping services, said Mr Cao. London is strong in shipping finance and law, while Singapore has advantages in shipping broker and ship management, he said. China's coastal cities had an overall good performance, with Zhoushan, Guangzhou, Qingdao and Dalian ranking 13, 16, 17 and 20, respectively. The index was launched by China Economic Information Service, a subsidiary of Xinhua news agency, China Financial Information Centre and the Baltic Exchange. Source: Schednet

Shanghai slips to 4th in world ports after Singapore and Hong Kong

The newbuilding tug **PSA ASPEN** moored alongside Jan de Nul’s waterinjection dredger **HENRI PITOT** at Singapore Tuas Basin. **Photo**: Piet Sinke [www.maasmonddmaritime.com](http://www.maasmonddmaritime.com) **(c)** CLICK at the photo & hyperlink in text!
The feeder **JSP RIDER** outbound from Rotterdam passing the **Bed and Breakfast DE WATERWEG** in Maassluis

Photo: Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c) CLICK at the photo!

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The **RAMANDA** outbound from Rotterdam passing Maassluis

Photo: Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c) CLICK at the photo & hyperlink in text!
Port Authority of New York and New Jersey lays out its grand master plan

THE Port Authority of New York and New Jersey has responded to a record surge in container volumes, revealing a “comprehensive” 30-year plan for the port’s future growth, says London’s Port Technology International. Building on a previous development programme, which included the opening of the Bayonne Bridge and other initiatives such as the deepening of port channels to 50 feet, the new master plan aims to solidify New York and New Jersey’s position as the second largest trade hub in the US. Regional stakeholders have been presented with a roadmap for new infrastructure projects across the port, with the document offering a holistic view of upgrades to cargo container facilities, automobile terminals, and bulk operations. The project will continue the expansion of container terminals across New York and New Jersey and strengthen the port’s US$600 million ExpressRail network. Uno Bryfors, ABB, discusses transforming terminals in the “mega-age” in a recent Port Technology technical paper. It is said that a two-and-a-half-year review of over 3,000 acres of port property has been conducted in support of the new plans, which are being unveiled in the wake of New York and New Jersey achieving a record throughput of more than 3 million TEU during the first five months of 2019. “Our predecessors had the foresight to understand the value of the port to regional jobs and economic activity and made substantial investments that today are paying huge dividends,” said port authority chairman Kevin O’Toole. “This plan will continue the momentum we have built and drive this port to new heights that two decades ago would have seemed impossible to achieve,” he said. Said port authority executive director Rick Cotton: “This new master plan provides a vision that we believe will drive future cargo growth and the jobs and economic benefits it provides for the region.”

Source: schednet

Aker BP strikes oil in the NOAKA area, offshore Norway

Aker BP is about to complete the Liatårnet exploration well in license 442 in the NOAKA area. The well has proved oil with a gross resource estimate of 80-200 MMboe. Further data acquisition and analysis will be undertaken to determine the drainage strategy and recovery factor for the discovery. Evy Glørstad-Clark, senior V.P. of exploration at Aker BP commented: “The exploration success at Liatårnet is an encouraging result of a long-term strategy to unlock the exploration potential in the NOAKA area and provide the basis for an area development. The discovery represents a significant addition to the NOAKA resource base.” Aker BP is the operator and holds 90.26% interest in license 442. The partner is LOTOS (9.74%). A more detailed technical description of the well results will be released by the Norwegian Petroleum Directorate when the operation has been completed. Source: worldoil
The Superyacht **SYZYGY 818** outbound from Rotterdam heading for IJmuiden Photo: Jan Oosterboer ©

**US, allies planning naval escort for Gulf tankers: Pentagon**

The United States and its allies are discussing plans to provide naval escorts for oil tankers through the Gulf, a top U.S. general said on July 11 after Iranian military vessels menaced a British tanker. General Mark Milley, nominated to become the chairman of the Joint Chiefs of Staff, told a Senate hearing that the U.S. has a “crucial role” in enforcing freedom of navigation in the Gulf. He said the U.S. was attempting to put together a coalition “in terms of providing military escort, naval escort to commercial shipping,” he said. “I think that that will be developing over the next couple weeks.” Milley, currently chief of staff of the army, confirmed less specific remarks by current Joint Chiefs Chairman General Joseph Dunford earlier this week. Dunford told media that the Pentagon was working to identify possible partners in an effort to protect navigation in the Straits of Hormuz and Bab al-Mandab on either side of the Arabian peninsula where much of the world’s crude oil traffic passes. Milley’s remarks came after London said on July 11 that armed Iranian boats tried to block a supertanker before being warned off by a British warship in a dramatic escalation in the Gulf. The British defense ministry said three Iranian boats tried to “impede the passage” of the British Heritage, a 274-meter (899-foot)
tanker owned by BP that can carry a million barrels of oil. "We are concerned by this action and continue to urge the Iranian authorities to de-escalate the situation in the region," a Downing Street spokesman said. Iran's Revolutionary Guards denied involvement but also cautioned both the United States and Britain that they would "strongly regret" the British detention of a tanker carrying Iranian crude oil off Gibraltar last week. Source: hurriyetdailynews
For things to change, we must first change our own mindsets and habits. And in A.P. Moller - Maersk, I believe we have. The first step in Maersk's transformation has now been completed; the company stands reorganized as one organisation and ready to grow. I strongly believe that we now have the building blocks we need to succeed. Now we need to stack these in the right order and execute on the next phase of our transformation. It is challenging - and will continue to be so - and we will not receive help from any kind of 'magic button.' Success will come from hard work, and from working together. Today, I see us working together as One Maersk, ready to be integrated further into the global supply chains of our 70,000 customers and to go wherever they will go.

When I look across Maersk, I now see an organization that is ready to adopt new digital platforms and ready to constantly find new and innovative ways to understand, serve and connect to our customers. Technology and mindset will continue to play an important role and drive our transformation towards becoming an end-to-end container logistics company, improving the experience and broadening the services we offer the customers. The software we build will make a significant difference for the app. 20% of the global container trade moved by Maersk. But even for the transport sector on a global level, there are huge opportunities in creating partnerships, defining industry standards and scaling up innovation. TradeLens is a good example of that. People will be a crucial element for Maersk's transformation and it is important that we focus on preparing ourselves with skills that are required for tomorrow. We need to have digital mindsets as the way we use data changes and as we automate many of the more repetitive tasks, changing our ways of working. We have a strategy where digital plays a key role which is ambitious but possible. We have focused the company into an integrated transport and logistics company. Now we put our energy in adding the building blocks we need and stacking them in the right order to go all the way together with our employees and customers.

Hitec Vision, Oman's Petrogas buy Total's UK oil fields for $635m

Petrogas Neo UK, Omani company MB Holdings' exploration and production arm, has acquired the divested assets from Total by Ranju Warrier

Oman-based conglomerate MB Holding's exploration and production arm, Petrogas Neo UK Ltd, has joined Norway-headquartered private equity investor Hitec Vision to purchase French oil and gas firm Total's non-core assets in the Eastern North Sea through a $635m (OMR244.4m) deal. The assets were owned by Maersk Oil before being acquired by Total in 2018, making the French firm the largest operator in the North Sea. In a statement, Total said the transaction was expected to be closed by December 2019. Speaking about divesting its UK assets, president of exploration and production at Total, Arnaud Breuilliac, said: “This transaction is consistent with our portfolio management strategy, aiming at lowering our break-even point by optimising capital allocation and divesting high technical costs assets. “Our primary
objective is to maintain the organic break-even before dividend below $30 per barrel and high-grading our portfolio will help us achieve this.” Among the divested assets in North Sea are the Dumbarton, Balloch, Lochranza, Drumtochy, Flyndre, Affleck, Cawdor, Golden Eagle, Scott, and Telford oil fields. In 2018, Total recorded the production of 179,000 barrels of oil equivalent per day in the UK. **Source: constructionweekonline**

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**AI DA Target: Emission-Neutral Cruising**

In its latest sustainability report, AIDA Cares, the German brand has announced that by 2023 94 percent of its guests will be sailing on ships that can be fully operated with LNG or, in port, with shorepower. Introducing the first LNG-fueled cruise in 2018, the AIDAnova, the cruise line will have two more of these ships by 2023. The company said it is also retrofitting existing ships with state-of-the-art green technology. The use of LNG, shore power from renewable energy sources, the use of modern exhaust gas cleaning systems, the reduction or complete elimination of plastic and disposable products, and the avoidance of food waste on board are key targets, according to the report. “Today we are already exploring together with our partners the use of fuel cells, batteries or liquefied gas from renewable sources in the cruise industry. We are committed to both the Paris climate targets and those of the IMO. Our long-term goal is clear: emission-neutral cruising,” commented AIDA President Felix Eichhorn. AIDA said that all its ships built from 2000 (12 ships) will be equipped for shore power connection. On average, its ships spend 40 percent of their operating time in port. And by using shore power from renewable energy sources while in port, emissions can be virtually reduced to zero. But before the ships can connect to shorepower, port infrastructure needs to be developed. In 2018 AIDA said it teamed up with the state governments of Schleswig-Holstein and Mecklenburg-Western Pomerania with the aim of providing shore power in Kiel and Rostock by 2020. (So far, only Hamburg and Stavanger offer shorepower for cruise ships in Europe.) The AIDA ships that cannot be powered by LNG will be fitted with scrubbers. Currently nine of twelve AIDA ships have been equipped. AIDA has set itself the goal of equipping all ships in the existing fleet except the AIDAcara. New technologies being explored include plans to test fuel cells aboard as early as 2021. **Source: cruiseindustrynews**

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**Inside Caribbean ‘transshipment triangle’**

Ocean shipping lines and terminal operators are fighting for customers among shifting alliances and razor-thin profit margins.

*By Greg Miller*

When most people think about the Caribbean, they see hammocks strung between rustling palm trees, rum and Coke with more rum than Coke, white-sand beaches, turquoise waters — relaxation. When ocean shipping and terminal executives think about the Caribbean, they see a fierce battleground, a fight for customers among shifting alliances and a relentless struggle to secure razor-thin profit margins. It’s easy to forget amid all the beach shacks, reggae bands and palm fronds, but what happens in the Caribbean is enormously important to the global container shipping sector. The Caribbean is, after all, the crossroads of the Americas. Mainline east-west services from Asia to the U.S. East and Gulf coasts ply the Caribbean after transiting the Panama Canal, as do service strings connecting the west coast of South America (WCSA) to Europe and the north-south services linking the U.S. with Brazil.
The Caribbean is the Singapore of the Americas. It’s the central hub-and-spoke transshipment nexus of the two continents, where mainline vessels on crisscrossing routes offload boxes at specialized terminals for reloading onto other mainliners or smaller feeders. And here’s where the chess game gets really interesting — there are nine major hubs all scrambling for the same liner customers within the so-called Caribbean “transshipment triangle.” Top hubs are: Freeport, Bahamas, operated by Hong Kong’s Hutchison; Kingston, Jamaica, under concession to French liner CMA CGM; Caucedo, Dominican Republic, a joint venture between Dubai’s DP World and local interests; and Cartagena, Colombia terminals owned by SPRC. Along Panama’s Caribbean coast are Manzanillo International Terminal (MIT), owned by Carrix; CCT, owned by liner company Evergreen; and Cristobal, owned by Hutchison. Along Panama’s Pacific coast, which is not geographically in the Caribbean but is integral to the region’s network, are Balboa, run by Hutchison, and PSA Panama, run by Singapore’s PSA. Some of these hubs are in bed with specific liners via equity deals. Others are playing the field. Each competes with the other on price per transshipment move and on efficiency of service. The stakes are high for the terminals. A Caribbean hub can spend millions building out its facilities only to have its top liner customer switch to a competing port overnight, rendering its gantries idle. The stakes also are very high for the liner operators and cargo shippers. A hurricane destroying a Caribbean hub, or a strike by local port workers, can reverberate across the entire Americas container shipping network. A productivity breakdown at one hub in the islands can be felt by everyone from fruit importers in Rotterdam to clothing retailers in New York City to drayage truckers in Charleston. To understand the current issues, trends and challenges within this vital corner of the world’s supply chain, FreightWaves interviewed Juan Carlos Croston, the president of the Caribbean Shipping Association and a vice president at Panama’s MIT.

Major changes on South America-Europe route. “Five or six years ago, before the [Panama] Canal expansion opened, people were saying that the vessels were going to get bigger so there would be fewer direct calls and more transshipment,” said Croston. “That didn’t come true [immediately after the larger canal opened in 2016]. We saw upsizing of vessels but we saw only minor reconstructions of service networks. “But now we are seeing it. It took longer than expected, but it’s happening. The new changes are creating between 300,000 and 400,000 TEU of additional transshipment in the market. That’s huge.” As it turned out, the instigator of change was not the Panama Canal expansion. It was ownership consolidation, specifically the 2017 takeover of Germany’s Hamburg Süd by Denmark’s Maersk Line. Hamburg Süd was previously a partner in the main WCSA-Europe service, known as Eurosal, together with CMA CGM, Hapag-Lloyd and COSCO. As part of the approval process of the Maersk deal, Hamburg Süd had to leave Eurosal. Hamburg Süd and Maersk launched a rival service to Eurosal called CLX in late May, and Eurosal members had to reconfigure services given that Hamburg Süd had accounted for a significant portion of Eurosal’s previous volume. “That triggered a whole reconfiguration of services,” Croston told FreightWaves. These changes are leading to a significant increase in transshipment on the Caribbean side of the Panama Canal, and importantly, because of the WCSA’s focus on exports of fruits and seafood, it involves transshipment of more perishable products. “Everyone has to be on their toes because most of this transshipment is perishable products,” said Croston. “You can’t afford to have service breakdowns, so the pressure is on the hubs. They have been praying for more transshipment, but this could be a case of ‘be careful what you wish for.’ With perishable products, especially, you have to perform. You have to make sure all the windows are aligned and all the protocols are followed. Keeping this [new transshipment business] all depends on providing reliable service. We [at MIT] have had visits from the shipping lines to make sure that everybody understands the importance of making all the connections.”
transshipped at MIT in Panama and Hamburg Süd at SPRC’s Cartagena terminals. Croston believes both MIT and SPRC will keep the business despite the takeover of Hamburg Süd by Maersk. “Why would they shut themselves out from having two options? There may eventually be some preference for one or the other, but we don’t see Maersk saying, ‘We’ll go 100% with one vendor,’” said Croston. The same diversification logic applies for the big east-west alliances services that traverse the Caribbean. For example, in the 2M alliance between Maersk and Mediterranean Shipping Company (MSC), Maersk transships at MIT, but MSC transships at PSA Panama and Freeport. In the Ocean Alliance, CMA CGM transships at Kingston, while alliance partner Evergreen transships at CCT. The individual allegiances of various alliance partners to specific terminals are undercutting some of the potential synergies of being a part of an alliance, which begs the question of whether the alliances will someday consolidate their hubs. According to Croston, “I don’t think carriers want to depend on just one vendor for their transshipment, and with alliances, I think it is very difficult to align all the partners, so I believe we will continue to see [alliance partners using different hubs in the Caribbean].”

Too much port capacity? Another key issue in the Caribbean transshipment sector is excess port capacity. Too much capacity at hubs lowers the rate for transshipment services and creates financial pressure on all of the hubs’ bottom lines. Most of the hubs expanded capacity significantly coinciding with the Panama Canal project, bringing in cranes that can handle larger containerships, deepening drafts and bolstering yard space. Another wave of new capacity ensued in more recent years, with additions in Kingston and Caucedo, as well as the reconstruction of the Freeport terminal after the hurricane strike in 2016. Meanwhile, an entirely new transshipment facility is under construction by Chinese interests on the Caribbean side of Panama — although construction reportedly is going slower than expected. Asked by FreightWaves whether Caribbean transshipment capacity is unhealthily high, Croston replied, “Right now you’re looking at utilization levels [at Caribbean hubs] of between 50 and 55%. On one hand, you could argue that there is 45 to 50% overcapacity. But on the other hand, the sweet spot for productivity at transshipment hubs is 65 to 70%. Once you reach those thresholds, you have to be very careful, so you could also argue that overcapacity is only 10 to 20%.” Furthermore, for transshipment terminals to be true players, they need extra capacity in their back pockets to offer to prospective future liner customers. “The shipping lines are very clear. They say they’re not going to guarantee anything, but you have to make the investment to be ready. Financing-wise, it’s very difficult to say ‘build it and they will come,’ but that’s basically what we’re looking at now. You have to build it and you have to be ready for shipping lines to add transshipment volumes to your facility. For the shipping lines, it’s a buyer’s market. Despite all of the capacity growth in the region over the past 10 years, Croston said, “I would not be surprised because of these new developments [increased transshipment volumes for WCSA-Europe cargoes], if some terminals in the Caribbean started moving forward with some new investment plans.”

The incentives for hubs to win new transshipment business is higher than ever in 2019. A transshipment port can gain volume in two ways — first from incremental cargo flows due to higher economic activity among exporters and importers and second from an increased volume of containers that do not get delivered nonstop but instead are transshipped. According to Croston, the first volume source is now less likely. “Mexico, Argentina and Brazil are doing very badly [in economic terms]. The economic situation overall in Latin America, outside of some pockets of hope, is not encouraging. If you’re a hub and you’re depending on these economies to drive your volumes, it’s going to be very difficult. It’s the hubs that get additional transshipment volumes from the network changes that are going to succeed.”

Source: American Shipper
TSHD BONNY RIVER DEME’S LATEST

DEME’s latest newbuilding BONNY RIVER operating at the new lock in Terneuzen
Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text!

DEME’s ambitious multi-year fleet investment programme continues with the new generation trailing suction hopper dredger BONNY RIVER. The arrival of the 15,000 m³ BONNY RIVER marks the introduction of a new generation of trailing suction hopper dredgers. This unique vessel is able to dredge very hard soils and can work in deep waters of more than 100 m. The versatile new dredger combines a very long suction pipe and large carrying capacity, with a limited draught. Additionally, the TSHD has a heavy-duty trail pipe with a rock draghead. BONNY RIVER has a large jet pipe on her suction tube that uses extracted overflow water from the hopper that is pumped back to the seabed and integrated into the dredging process. This enables the vessel to achieve ‘closed loop dredging’ whereby the turbidity generated by the process water is eliminated, which is particularly important in environmentally sensitive areas. Moreover, the shape of the hull and two-speed propulsion gearbox reduce fuel consumption considerably. BONNY RIVER is a full DP2 trailing suction hopper dredger - the first of its kind - which allows the vessel to manoeuvre with pinpoint precision. The vessel has a ‘Green Passport’ and a ‘Clean Design’ notation. The vessel will reclaim approximately 300,000 m³ of sand at the New Lock Terneuzen project in the Netherlands. With the reclamation the first phase of the plateau will be realised from
which the new lock will be built. The reclamation will be combined with deepening works in the outer harbour of Terneuzen. BONNY RIVER’ will also set course to the Belgian North Sea to backfill approximately 45 km of trenches for Belgian transmission system operator Elia’s Modular Offshore grid project, covering and protecting the high voltage export power cables from the Offshore Switch Yard to Zeebrugge. The official naming ceremony for ‘Bonny River’ will take place later this year. With continued investment in its fleet, DEME aims to take the lead in the industry with vessels featuring innovative technologies and improved operational performance. Three other dredging vessels are under construction, including SPARTACUS’ – the most powerful cutter suction dredger in the world – and trailing suction hopper dredgers ‘MEUSE RIVER’ and ‘RIVER THAMES’.

The SPARTACUS fitting out at Royal IHC Kinderdijk  Photo : Henk Bender ©

DEME is a world leader in the highly specialised fields of dredging, marine engineering and environmental remediation. The company can build on more than 140 years of know-how and experience and has fostered a pioneering approach throughout its history, being a front runner in innovation and new technologies. DEME’s vision is to work towards a sustainable future by offering solutions for global challenges: a rising sea level, a growing population, reduction of CO2 emissions, polluted rivers and soils and the scarcity of natural resources. Although DEME’s activities originated with the core dredging business, the portfolio diversified substantially over the decades, including dredging and land reclamation, solutions for the offshore energy market, infra marine solutions and environmental solutions. While the company’s roots are in Belgium, DEME has built a strong presence in all of the world’s seas and continents, operating in more than 90 countries worldwide. DEME can rely on 5,200 highly skilled professionals across the globe. With a versatile and modern fleet of over 100 vessels, backed by a broad range of auxiliary equipment, the company can provide solutions for even the most complex projects.

The AHT’s SALVISCOUNT and SALVICEROY towing Floating Dock arrived at Pilot Station of Zhoushan, China.  photo : Joel Francis Adlawan ©

North Sea FPSO positioned remotely from shore

Fugro has provided remote positioning services for Bluewater onboard an FPSO in the North Sea during scheduled subsea inspection, repair, and maintenance. The week-long operation included remote configuration of the positioning systems on the FPSO and supporting anchor handling and dive support vessels, with no survey personnel offshore. Fugro managed the remote operation from its center in Aberdeen via a low bandwidth connection, enabling command and control of the integrated survey system onboard the vessel and communication with the FPSO’s marine crew. Bluewater was able to monitor operations in real time from shore via a web browser link. According to Fugro, this was the first fully
remote FPSO heading control operation in the North Sea, the main benefits being cost savings and ‘de-risking’ through a reduction of offshore personnel. Source: offshore-mag

The technical challenges of mega box ship casualties

The increasing size of mega box ships presents a number of important technical challenges in a casualty situation that must be properly considered when assessing and dealing with the ship, in order to minimise loss and damage.

Condition of ship
In any casualty situation, it is vital in the early stages to understand the ship’s condition. Information such as the ship’s draft, list angle, trim, condition of tanks and cargo, and type of seabed (if aground) are key. This information can be provided by the ship’s crew and will be used by the first responders, i.e., salvors, naval architects and consultants working with the ship’s P&I club.

An initial assessment will be made of the immediate risk to the crew, any potential environmental impact, the ship’s structural integrity and residual strength, as well as stability issues and potential cargo loss or damage. If the ship is aground, an estimate of ground reaction forces will be made, together with the required pulling force to free the ship, enabling an appraisal of the number and type of assets required to assist the ship as well as providing an early indication of the potential costs. During these early stages, when making an initial assessment of the casualty, it is common to use the available data from an existing, similar-sized ship to give an indication of the likely condition of the casualty. Given the recent emergence of ships of this size and the relatively few incidents experienced to date, such information may not be at the naval architect’s disposal. Therefore, information contained in the ship’s drawings and documentation (such as the pre-incident loading condition, general arrangement drawings, tank capacity plans, stability booklets/loading manuals, cargo manifest, etc.) will be invaluable in the early stages, as it will enable an accurate assessment of the ship’s condition and expedite the production of a detailed plan to deal with the casualty. It will also assist in understanding how the ship’s compartments are flooding or may flood due to cross flooding or progressive flooding through openings.

Having this information to hand at an early stage can allow plans to be made rapidly to prevent this occurring and to minimise the danger to the ship. It will also help the naval architect to understand the implications of different solutions; for example, using firefighting water to extinguish or cool a fire on board may have adverse consequences on the ship’s strength, stability and floating drafts. If the ship is both aground and on fire, the additional weight from firefighting water will impact the ground reaction and residual strength of the ship, thereby complicating the salvage operation.

Lightering operations
A grounded ship of around 20,000 TEU container capacity presents significant challenges if lightering is required to refl eet it. In recent grounding cases, such as the CSCL Indian Ocean and CSCL Jupiter on the River Scheldt, it was fortunate that no cargo lightering operations were required, and the ships were refl eeted using the pulling force of tugs alone. However, if containers need to be removed before the ship can be refl eeted, this presents a huge challenge due to the difﬁculty in bringing suitable cranes alongside the grounded ship. With such large ships, the necessary height and reach of cranes is prodigious, as is the size and draft of the ships needed to support them. A large deck and terminal space will also be required to remove, process and temporarily store a signiﬁcant number of containers. Furthermore, if the ship has a signiﬁcant angle of list or trim, the problem of removing the containers from the ship becomes even more challenging. For cargo lightering operations during a casualty, it is essential to have an accurate container storage plan detailing the weights and contents of the containers to be removed, whether they contain any dangerous goods and whether they...
require electrical power for reefer units. This information will assist in assessing the potential environmental impact if containers are lost overboard, either during the casualty or in subsequent efforts to assist the ship.

**Towing to a port of refuge**

In many casualties, it is likely that the ship will require assistance by tugs either to refloat it or to tow it to a port of refuge, and therefore a calculation of the towage requirements will be made. Very large container ships will have a very high windage area and will therefore experience significant wind resistance in addition to the resistance of the hull through the water. Again, a detailed container stowage plan is required to enable such a calculation to be accurately made. Depending on the location of the casualty, there may not be sufficient tug capability available to safely tow the ship, which may result in the ship being put at further risk (for example, grounding/regrounding). A quick response is therefore essential.

Once the casualty has been brought under control and the ship can be taken to a port of refuge, it will be necessary to consider the repairs to be made. Therefore, a suitable repair yard with sufficient berthing/dry-docking facilities large enough to accommodate ships of this size must be found. If the repairs required are significant, it may be necessary to offload any sound cargo on board and trans-ship it by alternative ships to destination. The casualty may then be towed to a suitable location for repairs, which may be thousands of miles away. This must be factored into any potential repair cost estimates and could contribute a significant amount to the repair and cargo costs.

**Conclusion**

Following a casualty, as much information as possible should be provided to enable a comprehensive assessment of the ship’s condition and to assist in formulating a suitable response plan. However, the ever-increasing size of mega box ships has made it more complex and challenging during the initial response phase, especially when cargo lightering operations need to be carried out to refloat the ship or tow it to a port of refuge. A quick response with accurate data and information is therefore critical to the success of minimising any loss in a casualty. **Source: Standard Club**

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**Shipping at the spotlight of terrorism**

**Is terrorism the new norm for shipping?**

On the 13/06/2019, two oil tankers were victim to what has been described as “sabotage” attacks in the Gulf of Oman, leaving one ablaze and both adrift. Following, a similar incident involving four tankers, which took place one month ago, on the 12th of May, 2019. Japan’s trade ministry reported, that the two oil tankers carried “Japan-related” cargo. The timing of the attacks, was thus especially sensitive, occurring while discussions were being held between the Japanese prime minister and Iranian leadership in Tehran, in an effort to find a basis for negotiations between the US and Iran.

**THE IMPACT**
While the facts surrounding the incident might not be fully known at this stage, most likely the incidents would be classed as acts of terrorism. If you believe that this issue only concerns tanker operators and charterer’s, think again! A terrorist attack along one of the world’s busiest oil routes, affects not only nearby vessels but also port operations, charter party terms, spot fixtures, as well as other forms of shipping related contracts, including ship sale and purchase, contracts of affreightment and brokerage agreements. Furthermore, followed by the imposition of new sanctions by Trump against Iran, this should be noted as a red alert for the industry. The impact of the attacks, as well as the new sanctions, invite serious risks. Advice should be sought before any calls to the area are undertaken, in order to understand the extent of exposure on your business, strengthen preventative measures, assess contractual rights and obligations and manage any resulting risks and reputational damage.

The **MSC MADHU B** outbound for Le Havre overtaking the **MORITZ SCHULTE** outbound for Braefoot (GB) passing Kruiningen Kruse Veer. **Photo : Alexander Hoogstrate (c)**

**CONTRACTUAL RELATIONS**

It is important to understand your contracts and have them re-assessed to reflect the new norm. With terrorism being excluded from standard P & I Cover and war risk underwriters charging additional premiums for calls to the Gulf of Oman area, BICMO strongly recommends the incorporation of the latest available edition of their Standard War Risk clauses, in charter parties. It is also important to widen sanction clauses, shifting from location specific to cover wider risk zones. With the US using sanctions as a political negotiation tool, contract clauses should ideally allow for the necessary flexibility required to adhere to unpredictability in this respect.

**REPUTATIONAL RISK**

Adjusting to this new norm, also includes protecting your company’s reputation. Media response strategies should be comprehensive and updated, becoming an inseparable part of the Emergency Response plan. While staff, must be trained to effectively deal with media pressure during such times, mitigating the company’s legal exposure.

**BEING ON GUARD**

When dealing with the protection of human element, the environment and business operations, industry stakeholders should be alarmed in light of terrorism becoming a recurring threat. Risk assessments should be conducted on ship security plans, communication strategies and contractual relations. Through these challenging times, safeguarding your business requires extensive due diligence on cargo carried, political risk of chosen trade routes and of contractual commitments. Summarizing, to tackle the new norm, it is vital to make these processes your businesses’ new norm!

**HOW CAN WE HELP?**

Michael Kyprianou & Co. LLC is equipped to become your expert advisor on re-assessment of your contracts, update of your communications and media policies and facilitate your business in minimizing and mitigating legal exposure and vulnerability. **Source: Michael Kyprianou**

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The British tug **AFON LAS** towing the barge **JAMUNA II** (Van Oord) from Great Yarmouth to Moerdijk. Above they sail on the river Oude Maas with additional assistance from the **GEPKE III**. **Photo : Cees van der Kooij ©**

### Tanker Rates Flat During June

Average dirty tanker spot freight rates were broadly flat in June, with ample tonnage availability dampening the impact of increased activity as refineries returned from maintenance, said OPEC in its latest monthly report. In June, Very Large Crude Carriers (VLCCs) edged higher, benefiting from the ramp-up in refinery capacity in China. The Suezmax spot freight rates firmed in June, reversing the losses seen the month before, supported by gains on the West Africa-to-US East Coast (USEC) route. Meanwhile, spot freight rates in the Aframax sector reversed direction with declines on most routes. Clean spot tanker freight rates generally moved lower in June, with only the Northwest Europe (NWE)-toUSEC route showing...
gains. However, with refineries coming out of maintenance, particularly in Asia, the clean market should start to improve into the second half of the year as preparations for IMO 2020 begin to pick up steam.

**Spot fixtures**

Global spot fixtures recovered somewhat in June following two consecutive declines in the previous months, rebounding 17% m-o-m, or 2.8 mb/d, but remained 6% lower than the same month a year ago. The pick-up came as refineries continued to come back from maintenance season, particularly in the Atlantic Basin. In the first half of the year, the strong performances seen in February and March have kept y-t-d levels for global spot fixtures some 13% higher compared to the same period last year. The improvement seen in the first six months of 2019 has been driven by the steady increase in China crude imports, averaging above 10 mb/d over the first half of this year, driven by ongoing refinery expansions, among other factors.

OPEC spot fixtures experienced a recovery in line with global spot fixtures in June, increasing by 15%, or 1.78 mb/d. In the first half of 2019, OPEC spot fixtures were some 10% higher than the same period last year. Turning to the individual routes, fixtures from the Middle East-to-East averaged 6.85 mb/d in June, broadly consistent with the previous month. In the first half of the year, fixtures on the route were 16% higher compared to the first half of 2018. After three months of declines, rates on the Middle East-to-West route rebounded to 1.92 mb/d in June, a gain of 67%, or 0.8 mb/d, but were still below the levels seen last year. This is consistent with the performance on this route in the first half of the year, which was some 22% lower than the same period last year. The drop in crude flows to North America has been one of the key contributors to this decline. Outside of the Middle East fixtures averaged 4.62 mb/d in June, an increase of 0.94 mb/d, or 26%, over the previous month, but were broadly in line with the same month last year. Once again, a high level of activity in February and March – when fixtures reached as high as 6.8 mb/d – resulted in the 1H19 averaging some 15% higher than the same period last year.

**Sailings and arrivals**

OPEC sailings declined by 0.5% in June, averaging 24.22 mb/d, and were down 1.2% y-o-y. Sailings from the Middle East rose 0.9% m-o-m, representing a gain of around 0.16 mb/d, but were still 1.0%, or 0.18 mb/d, lower compared to the same month last year. Crude arrivals were mixed across regions. Arrivals in West Asia saw the biggest gain, with an increase of 8.7% or 0.39 mb/d. West Asian arrivals showed a similar increase y-o-y. Arrivals in Europe were also higher, up 2.7%, or 0.32 mb/d, but were 1.1%, or 0.13 mb/d, lower y-o-y.

In contrast, arrivals in the Far East fell 4.3%, or 0.4 mb/d, in June, down from the high level seen in the previous month; however, they showed a marginal increase y-o-y. In North America, arrivals fell 3.5%, or 0.36 mb/d, but were 0.7% higher y-o-y.

**Dirty tanker freight rates**

**VLCCs**

VLCC spot freight rates edged up in June as the end to spring maintenance across various jurisdictions helped lift activity. However, ample availability kept a lid on rates. Freight rates registered for tankers operating on the Middle East-to-East route rose 12% compared to the previous month to stand at WS44 points in June. Rates benefited from a ramp up of new capacity in China, as well as the gradual return of refineries from maintenance. Middle East-to-West routes in June experienced a gain of 5% m-o-m to stand at WS20 points. West Africa-to-East routes in June also showed gains, increasing 10% from a month ago, to average WS45 points. Despite these increases, VLCC freight rates in June were 12% lower than the same month a year ago.

**Suezmax**

Suezmax average spot freight rates in June recovered the losses seen in the previous month. The increase came mainly from tankers operating on the West Africa-to-US Gulf Coast (USGC) route, which saw an 18% rise in spot freight rates to average W565, the same level seen in the same month last year. Despite the increase in activity, the ample tonnage list is likely to weigh on any upward momentum heading into July. Meanwhile, NWE-to-USGC rates declined for the second month in a row; this time by 6% to average W547 points.

**Aframax**

The Aframax sector in June reversed direction, showing declines on most routes. Both the intra-Med and Med-to-NWE fell by 14%, as increased activity was still no match for the ample tonnage list. The Caribbean-to-USEC route declined 3%, falling back from a short-lived rally in May. Meanwhile, the Indonesia-to-East route was unchanged from the previous month. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

**Oakland port boss Chris Lytle retires July 19 after 53 years in sector**

THE Port of Oakland has announced that its executive director Chris Lytle will retire July 19, after 53 years in trade and transportation, reports the American Journal of Transportation. Mr Lytle, 73, will remain as a consultant to the end of the
year. He is concluding his sixth year at the helm in Oakland. His latest three-year contract expires July 21. Port Attorney Danny Wan will become acting executive director pending a search for Mr Lytle's successor. A respected and highly visible executive in trade and transportation, he previously ran the Port of Long Beach. In May 2019, the Containerisation and Intermodal Institute announced it would give him its Lifetime Achievement Award this fall. "Chris Lytle is one of the best-known and most respected executives in the industry and it has been our good fortune to have him as our leader," said Board of Port Commissioners president Ces Butner. "Our priority now is finding an able successor." Source: Schednet

NATIONAAL REDDINGMUSEUM EN DE KIKAROW

De afgelopen maanden heeft het Nationaal Redding Museum DORUS RIJKERS met de TJERCK HIDDES meegevaren met KikaRoW, een prachtig initiatief om geld in te zamelen voor Kika. Afgelopen weekend was het laatste weekend, waarmee het Rondje NL compleet is. De organisatie heeft een prachtig bedrag bij elkaar geroeid en het Nationaal Redding Museum DORUS RIJKERS zijn trots dat ze met een volgboot zo nauw betrokken zijn geweest de afgelopen tijd. Van harte gefeliciteerd KikaRoW met deze mooie prestatie en succes en veel plezier met de allerlaatste roeitocht!

Safety of ships and fishing gets a boost in Ghana

IMO says fishing is considered one of the most hazardous occupation in the world and, despite improvements in technology, the loss of life in the fisheries sector is unacceptably high. In order to improve the safety of fishers and fishing vessels, IMO has put in place, over the years, several initiatives, culminating with the adoption of the Cape Town Agreement of 2012. Accra, Ghana, was the host for a regional seminar (8-12 July), on “Ensuring Safety Of Ships and
Fishing, to encourage discussion on promoting and ensuring safety in the fishing industry. The event also provided Member Governments with the assistance they may need in implementing the Agreement. The 2012 Cape Town Agreement (CTA) will provide international standards for the safety of fishing vessels. It outlines regulations designed to protect the safety of crews and observers and provides a level playing field for the industry while setting standards for fishing vessels of 24 meters length and over. Many Member States have observed a link between lack of safety at sea, forced labour and illegal, unreported and unregulated (IUU) fishing. The entry into force of the Agreement is expected to improve safety at sea in the fisheries sector worldwide. It will also be a useful tool in combatting IUU fishing and reducing pollution from fishing vessels, including marine debris. In an important move, the Minister of Transport of Ghana, Hon. Kwaku Ofori Asiamah urged the Ghana Maritime Authority to set the process in motion for the ratification of the Cape Town Agreement. Fishing is an important industry for Ghana, a major exporter of canned seafood, including tuna. So far, 11 states have ratified the agreement with 1,413 vessels out of the required 3,600 for entry into force. In Africa, only Congo and South Africa have ratified the Agreement. The event was organized by IMO in collaboration with FAO, and Pew Charitable Trusts (Pew). It was attended by participants from nine countries in the West and Central Africa region. Source: portnews The AZAMARA PURSUIT moored at Malta 13/7/2019 Photo: Michael Cassar ©

Dry Bulk Market: Is the Recent Rally a Seasonal Effect or Is the Rebound Sustainable?

The story of the past few days is the recent rebound of the dry bulk market, which has now reached a 5.5 year-high. In its latest weekly report, shipbroker Allied Shipbroking said that “feeding off the formidable jump in dry bulk freight rates that has been noted since mid-June, we have seen a fair amount of optimism emerging in the market once again. As impressive as this may seem however, to what extent are we looking at a shift in market fundamentals taking place and to what extent is it just a seasonal rally that will likely subside once the typical market normality returns once more. Looking at the bread crumb trail, it starts to become more and more evident that this recent rally has been, to a considerable extent, driven by the jump in iron ore demand that has been witnessed of late”.

According to Mr. George Lazaridis, Head of Research & Valuations with Allied Shipbroking, “prices for Iron ore reached a fresh peak this past week, matching a price level last noted back in 2014. Albeit, that to a great extent this has been driven by the crunch in supply after the Vale dam accident back in January, there has been a fair drive seen during the past couple of weeks on the demand side as well, which has helped boost market conditions. Chinese demand for Iron ore has spiked recently as increasing prices for steel have pushed many steel mills to ramp up their production levels.
while also trying to rebuild most of their iron ore feedstock piles. From all this the capsize market has been quick to respond, having been plagued by a lackluster 1Q and 2Q”.

The bulker CENTENNIAL HARMONY inbound for Tata Steel in Velsen Noord Photo : Erwin Willemse ©

Lazaridis added that “the healthy fleet development figures have started to show face here, while charterers seem to have been in a fairly big rush to fix any and all vessels that they could find on a prompt basis. All this has been taking place during a period that has over the past couple of years shown to be a seasonal high point in demand for dry bulkers and we have found ourselves in the midst of a perfect recipe for a fair market rally to take shape. At the same time, we were witnessing a strong pull from the Capesize market on that of the smaller size segments, while most of these size segments were also feeding off some increased grain activity that was taking place in the Atlantic basin. The most impressive example of this has been that seen in the Panamax market, with the BPI-TCA noting this past Thursday its biggest one day jump since 2013”.

According to the Allied’s analyst, “for now, it looks as though we are still riding on this positive momentum, with most of the smaller size segments still showing positive gains for the time being. Yet it looks as though the initial market pull has lost some steam and come late summer we may well be seeing a fair bit of freight market corrections taking place. All in all, this latest rally may not have been able to show that the market is in perfect shape and that we will be able to sustain these recent spikes in freight rates for longer periods of time. However, it does help point out that a reasonable amount of balance has been achieved in terms of demand and supply, something that may well prove to be invaluable in helping get the market back on the recovery path we were witnessing back in late 2017 and early 2018. There are still several considerable obstacles to over come on the demand side of things, with poor demand growth figures still being anticipated for 2019 as a whole. Yet with the fleet supply being relatively constrained, there is room for a steady improvement in average freight levels to take place. All this of course comes with a big if and is highly dependent on the fact that we will not see any more extreme (tail risk) events take place like those that were noted during the end of 2018 and early 2019”, he concluded. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

NAVY NEWS

Norway Surveys Sunken Soviet Submarine

Norwegian researchers have completed a survey of a sunken Soviet-era nuclear submarine that went down 30 years ago. The research team found that the sub is leaking a small amount of radiation from its reactors, but that it poses no threat to the surrounding environment.

The vessel, known as KOMSOMOLETS, was a one-of-a-kind attack submarine. Its hull was made of titanium, allowing it to operate at depths of more than 3,000 feet — far below what U.S. submarines could achieve at the time. It was powered by two reactors and carried both nuclear and conventional weapons. On April 7, 1989, a high-pressure air line connected to the sub's main ballast tanks burst. The failure sparked a fire aft that slowly worked its way forward through the submarine. Of the 69 crew, only 27 survived the incident, and the submarine sank to the ocean floor in the Norwegian Sea. Norwegian authorities monitor conditions around the wreck on an annual basis, says to Hilde Elise Heldal, who led the latest expedition by the Institute of Marine Research in Bergen.
A remote submersible surveys the wreck of the KOMSOMOLETS, roughly a mile beneath the surface of the Norwegian Sea. Ågir 6000/Institute of Marine Research Norway. 

"But this year we got the unique opportunity to do sampling with a remote operated vehicle." The robotic mini-sub allowed them to take samples from the submarine itself. When the researchers sampled water from a ventilation pipe leading to the sub's reactor, they measured elevated levels of cesium-137. The radioactive cesium is leaking from one of the nuclear cores, Heldal says. The radiation level in the pipe was far above what's found in the surrounding seawater; however, Heldal says it's not particularly worrying. "I don't think it poses any threat to either fish or humans," she says. The radioactive cesium is quickly diluted: measurements just a few feet above the opening showed no elevated radiation levels. The KOMSOMOLETS wreck also has two nuclear-tipped torpedoes on board. Heldal says that the robotic submersible took samples near the torpedo compartment to see if the material in the weapons had contaminated the local environment, but that analysis will be done in a laboratory in coming weeks. The survey comes just a week after fire aboard a secret Russian nuclear-powered submersible killed 14 naval officers. Russian authorities maintain that the fire was contained and that the submersible's reactor was not affected. As of last Thursday, officials with the Norwegian Radiation and Nuclear Safety Authority said they had seen no indication of radioactive emissions from the most recent incident. 

Source: NPR

SHIPYARD NEWS

Samsung Heavy bags 147 bln-won order for 2 crude carriers
Samsung Heavy Industries Co., a major shipbuilder in South Korea, said that it has clinched a deal worth 147 billion won (US$124 million) to build two crude carriers. Under the deal with a Panamanian shipping firm, Samsung Heavy will deliver the two Suezmax tankers by March 2021. Suezmax refers to the largest ships that are capable of transiting the Suez Canal in a fully laden condition.

Samsung Heavy said the tankers will be equipped with ballast water treatment systems (BWTS) to meet environmental regulations, as well as its smart ship system, which allows the vessels to operate on fuel-saving optimal routes. With the latest order, Samsung Heavy has won deals for 16 vessels valued at a combined $3.3 billion so far this year, achieving 42 percent of its annual order target of $7.8 billion.

The 1999 built ITA flag and owned ropax EXCELSIOR drydocked at Marseille, France.

Source: Yonhap Clyde shipyards fight on for orders

By Stewart Paterson

FOR decades the Clyde shipbuilding industry has been navigating troubled waters.

An endless cycle of order announcements bringing relief to promises broken, plans abandoned and fears for the future. The fortunes of the workforce ebbing and flowing with the decisions of the government and whims of the MoD and Treasury. The ship currently being built at the Govan yard is HMS GLASGOW, the first of the Type 26 frigates. Soon, steel will be cut for the second of the city class ships, HMS CARDIFF.

The orders for the frigates, following on from the aircraft carrier programme, provided years of highly skilled work for thousands of men and women. Crucially it has also supported a prestigious apprenticeship programme with BAE, the Govan and Scotstoun yard owners. The order is for three Type 26 Global Combat frigates. Initially the Clyde was promised 13 of the frigates BAE were planning a massive investment in a state of the art ‘frigate factory’ at Scotstoun on the north bank and considered closing the Govan operation to consolidate in one facility. The investment announcement was seen as a huge victory for the industry, a commitment to a long term future with guaranteed orders. Then the 13 was reduced to eight and five smaller type 31s. The clouds gathered once more over the Clyde and the only guarantee is three, which still secures work until the mid 2020s but not the sunshine on the smooth seas that was promised. However, BAE is investing £100m in preparation for the frigate contracts ahead of talks on the other five to be built.

Fleet Solid Support auxiliary ships for the Royal Navy could be built abroad as the UK Government fails to guarantee UK yards will get the work.

They are not being classed as warships which mean they need to be open to international competition. The failure to designate the ships are warships have been ridiculed by politicians who want to safeguard the UK shipbuilding industry, the Clyde yards and the jobs Chris Stephens, SNP MP for Glasgow South West, which includes Govan shipyard, spoke this week at a shipbuilding strategy debate in Westminster. He said: “To suggest that ships that are armed with naval guns
are not warships is curious. “These are warships. If it looks like a warship and acts like a warship, it is reasonable to assume that it is, in fact, a warship and not a civilian ship.”

The ships may be built at a cheaper cost if done abroad but that ignores the wider economic arguments, as well as national security, for building the ships in the UK. Mr Stephens highlighted the 6500 jobs that would be supported by the ships. He said that would mean from the cost of building the ships there would be almost £300m returned to the Treasury in tax from the workforce. Paul Sweeney, Labour Glasgow North East MP, is a former shipyard employee and advocate of the industry. He fears that the ships will be built in Korea if the non-warship designation is not changed. The rationale for building abroad, he also says, is misguided. He has said: “We must see the decision to tender internationally for what it is, a political choice not to support UK shipbuilding based on a flawed understanding of economics.” Boris Johnson visited Govan shipyard a week ago on his voyage to becoming Prime Minister. He heaped praise on the workers, like others before him. He and Jeremy Hunt, his rival for Downing Street have been asked in writing by the shipbuilding unions the Confederation for Shipbuilding and Engineering Unions on the Clyde for a commitment to support shipbuilding and specifically over on the Fleet Solid Support ships. They are still awaiting a response. The communities of Govan and Scotstoun are not as heavily dependent on the shipyards with most workers travelling for further afield but they are nonetheless important.

And their contribution to the wider economy is enormous with business in the supply chain dependent on their orders. It has come though many storms, survived periods when closure looked more likely and through the determination and skills of the workforce the industry has endured, changed course when required and continues to design and built world class vessels. The yards provide work for 3000 men and women and many more in the supply chain. Shipbuilding provides an iconic image of Glasgow’s industrial past but still has the skills and potential to be a key industry in the vision for in the city’s future. There may only be two of them remaining but Glasgow’s Clyde shipyards are built to last. **Source: eveningtimes**

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**Image:**

The tanker **ZAMORA** flag Ecuador (Ama la vida) in the "A" dock at the **DAMEN Ship Repair yard** on Curacao.

**Photo:** John Smit ©

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**ROUTE, PORTS & SERVICES**

CargoSmart Kick-Starts Digital Maritime Initiative
CargoSmart has announced the official execution of the Global Shipping Business Network (GSBN) Services Agreement with CMA CGM, COSCO Shipping, COSCO Shipping Ports (CSP), Hapag-Lloyd, Hutchison Ports, OOCL, Port of Qingdao, PSA International and Shanghai International Port Group. According to a statement, each member commits to provide resources to support preparatory work required to establish the GSBN, a not-for-profit venture to accelerate the digital transformation of the shipping industry. The preparatory work includes obtaining all necessary regulatory, competition and antitrust approvals required for the establishment of the GSBN; CargoSmart will provide software solutions and services to the GSBN once it is formed. Once established, the GSBN intends to provide a platform for all shipping supply chain participants to work collaboratively to accelerate technology innovation and develop solutions through trusted and secure data exchange platforms.

As part of this, the GSBN will provide shipment visibility and transparency through a trusted data source. In addition to establishing a data governance framework, once it is formed the GSBN will also consider and lead the development of a roadmap of use cases, data access APIs and applicants. Speaking about the announcement, Steve Siu, CEO, CargoSmart, said: “CargoSmart is pleased to support the strong industry commitment, represented by the GSBN Services Agreements, to build a solid foundation for the digitization of the shipping industry and the development of innovative solutions based on distributed ledger technology.” Source: porttechnology

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You can also read the latest newsletter daily online via the link:

The outbound ZUIDERDAM passing the Delta Hotel in Vlaardingen
Photo: Hugo Sluimer © CLICK at photo + hyperlink in text

Port of Long Beach cargo volume tops 677,000 TEUs in June 2019

Tariffs continue to impact cargo traffic at the Port of Long Beach, where volumes declined in June compared to the same month in 2018. Last June was the busiest month in the Port’s 108-year history, and capped the busiest second quarter during the busiest year ever. “The story we saw develop in 2018 was retailers forwarding goods to beat tariffs,” said Port of Long Beach Executive Director Mario Cordero. “For 2019, it seems that the cargo is all here and warehouses are filled. That’s disrupting container movement and the growth we would normally see this time of year.” A total of 677,167 twenty-foot equivalent units (TEUs) were processed at the Port of Long Beach in June, 10% fewer than last year. The performance was still the second-best June for the Port. Imports shrank 13.7% to 331,617 TEUs last month, while exports were flat at 133,833 TEUs, 1% down. Empties loaded onto ships to fill with goods in Asia decreased 9.1% to
211,718 TEUs. The Port has moved 3.7 million TEUs during the first half of 2019, 6.7% off last year’s pace. Second quarter throughput was 1.9 million TEUs, 8.7% down. Source: Portnews

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