US Coast Guard Cutter DOUGLAS DENMAN (WPC 1149), exercising off Ketchikan, Alaska.
Russian oil exports to India bounced back 15pc in September

SHIPMENTS of Russian oil to India jumped 15 per cent in September from a seven-month low in August, boosted by plentiful supply and price discounts, according to Paris-based EU commodities intelligence agency Kpler SAS. Cargo

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Heinen & Hopman
www.heinnenhopman.com
arriving from Russia amounted to 1.78 million barrels a day last month, the data intelligence firm said, reported Bloomberg. The imports are likely to stay strong, according to Viktor Katona, lead crude analyst at Kpler. There is “plentiful room” for imports from Russia to rise as the country's ban on diesel exports means domestic refiners will cut rates and more crude will be available for overseas, he said. India mainly buys the Urals grade, which is delivered at a discount of around US$4 per barrel to Brent, making it more attractive than term supplies from the Middle East, Katona said. With the increasing availability of Russian crude, exporters may offer even greater discounts in future, he said.

Imports from Iraq, India's second-largest supplier, rose 9.4 per cent in September from a month earlier to 934,000 barrels a day, while cargoes from Saudi Arabia, the third biggest, fell 41 per cent to 491,000 barrels a day.

Wij zijn op zoek naar een coördinerend kapitein

een collega die is belast met het volledige operationele beheer van het zeeschip ms. HOLLAND

Het ms. Holland (1951) is als ‘Zeesleepboot Holland’ een beeldbepalend schip in de erfgoedtraditie van Holland’s glorie. Na een fameus verleden als bergingsjager van rederij Doeksen is dit prachtige schip sinds begin deze eeuw ondergebracht in de gelijknamige stichting Zeesleepboot Holland. Met ‘Terschelling’ fier op de spiegel, vaart de Holland vanuit ligplaats Harlingen met haar hoofdzakelijk uit vrijwilligers bestaande bemanningen. Het varen met passagiers brengt grote verantwoordelijkheden met zich mee en daarom moet het schip altijd paraat en startklaar liggen om gasten een veilige en onvergetelijke vaartocht te kunnen bieden.

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Australia safety authority bans 1,730-TEUer for 90 days

THE Australian Maritime Safety Authority (AMSA) issued its seventh ban against a ship in 2023 as they continue strict enforcement of safety and crew welfare protocols, reports Fort Lauderdale's Maritime Executive. With an increased focus on maintenance, the safety authority noted that it is the third ban issued this year specifically for defects with the watertight integrity of the ship's cargo hatches including holes and metal wastage, as well as problems with the main engine and safety equipment. The vessel is the Marshall Islands-flagged 1,730-TEU BIG LILLY, built in 1999, the vessel
has changed ownership many times."There is no excuse for not maintaining your vessel," said AMSA executive director Michael Drake. "It is difficult for the crews to improve the condition when operating on such a tight schedules. Operators of vessels must understand that maintaining their vessels is their responsibility and failing to do so can result in serious consequences."

This is the second time the **BIG LILLY** has been detained this year AMSA highlights, noting in May the identification of 23 serious deficiencies, seven of which warranted detention. These included issues of fire safety maintenance, issues with the propulsion main engine, and the sewage system. AMSA notes that the June detention ended with an agreed rectification action plan from the operator. However, they found this time that despite the crew's efforts at maintenance "they appeared to have insufficient support from the ship's management to ensure it met minimum international standards." As a result, the vessel is now banned from Australian ports and waters for 90 days. It is currently sailing for Shanghai. The vessel has a long list of identified problems on prior port inspections between 2013 and 2018 under previous owners.

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**Tide turning against ‘hyper-dilutive’ shipping stock sales**

_by Greg Miller_

**Operator:** "Your next question is from David Cohen."

**Cohen:** "Yes, what is the current plan to destroy stockholder value as you did with Imperial Petroleum?"

**StealthGas CEO Harry Vafias:** "Next question please."

**Cohen:** "What is the plan? ..." (Operator hangs up on Cohen.)

That was an exchange during the latest quarterly call of StealthGas, whose spinoff Imperial Petroleum is one of numerous Greek-owned shipping companies that raised millions via dilutive share offerings handled by New York investment bank Maxim Group. It's no solace to all the shipping shareholders who've already been burned — these offerings decimated share values — but resistance is building, and not just on conference call Q&As. Ridgebury Tankers CFO Hew Crooks lashed out at Larry Glassberg, Maxim's co-head of investment banking, on the stage at the Marine
Money Week conference in June, alleging in front of a packed house: “What’s being done by your firm in shipping is damaging everybody.”

Activist shareholders are now in motion. Galloway Capital is targeting Imperial Petroleum. Greek shipping magnate George Economou is going after Performance Shipping (NASDAQ: PSHG) and OceanPal, two other companies that have done controversial stock offerings.

The Securities and Exchange Commission has initiated legal or administrative proceedings against two of the players that have been involved in dilutive shipping share sales, including Maxim Group on Friday.

SEC censures Maxim
The SEC imposed sanctions on Maxim, including an $800,000 civil penalty, a censure and a cease-and-desist on future violations. Maxim consented to the penalties without admitting or denying the SEC’s findings. The SEC determined that Maxim violated securities laws on execution of short sales and submission of suspicious activity reports (SARs) from “at least January 2018 through January 2019.”

There’s no mention of shipping shares, or any specific stocks, in the SEC statements on Maxim. The SARs violations were related to over-the-counter (OTC) stocks, whereas shipping microcaps trade on Nasdaq. The SEC said Maxim failed to investigate suspicious activity that “may be indicative of … pumps and dumps and other manipulative activity.” The short-sales violations were not specifically linked to OTC stocks. The SEC said Maxim was not “locating” shares prior to effecting short sales. When selling stocks short, investors have to borrow the shares they sell, and get a “locate” from their broker-dealer confirming they can borrow enough shares to short the stock. In the offerings handled by Maxim, the shipping company issuers have generally sold shares and warrants to institutional-fund intermediaries, which then flipped the stocks to retail buyers.

Sabby Management was a major intermediary for shipping offerings handled by Maxim. It bought shares in offerings by Top Ships, Imperial Petroleum, Globus Maritime, Castor Maritime (NASDAQ: CTRM), OceanPal and Seanergy. The SEC filed suit against hedge fund Sabby Management in June, alleging that Sabby engaged in “‘naked short selling’ in which it had not … borrowed or ‘located’ the shares.”

The SEC did not disclose the names of the stocks involved, and the date range covered by the Sabby suit (2017-2019) does not overlap with any of the dates of the dilutive shipping-share sales except for those done by Top Ships.

The case against Sabby is ongoing in New Jersey’s district court.

**Economou … champion of shareholder rights?**

On the shareholder activism front, Galloway Capital, which owns 2.3% of Imperial Petroleum, said in a publicly filed letter to Vafias that it was “baffled” by a “a very dilutive round of financing led by Maxim Group.”

Galloway said it had “spoken with a number of shareholders who are equally outraged” by the shipping company’s “hyper-dilutive financing.”

Meanwhile, Economou purchased 1,003,859 shares of Performance Shipping for $1.48 million in August, representing a 9.5% stake, and 324,530 shares of OceanPal for $563,092 in August and September, representing a 9.1% stake. Both Performance and OceanPal are spinoffs of Greek owner Diana Shipping.

Economou filed public letters to Performance Shipping’s board in which he chastised the company for its dual-class capital structure that protected the sponsor from dilution of control amid capital raises. Economou proposed the appointment of a new board member, John Liveres, and called for the removal of four board members. He has yet to publicly post a letter to OceanPal’s board.

Performance Shipping responded that Economou’s letters are “riddled with baseless allegations, errors and mischaracterizations of events” and called his demand “preposterous.”

“Mr. Economou’s record of destroying shareholder value and enriching himself through self-dealing and poor corporate governance speaks for itself. We note that the nominee proposed, John Liveres, has aided Mr. Economou in some of his most egregious transactions,” said Performance Shipping.

**Pot calling the kettle black**

Indeed, Economou has a long and well-documented track record of controversy vis-à-vis corporate governance, related to his company DryShips, which was listed on NYSE between 2005 and 2019. He was sued by shareholders multiple times (and never lost). He infamously said in an interview with Fortune in 2008: “If you don’t like it, don’t invest.”

Economou controlled DryShips using a dual-class stock structure that protected him from dilution of control amid capital raises, as is the case with Performance Shipping. DryShips did hyper-dilutive share sales, as is the case with the shipping offerings amid the recent controversy. In 2016-2017, DryShips used a Canadian company called Kalani Investments as an intermediary, with Kalani reselling to retail stock buyers. Top Ships also did offerings via Kalani. Shareholders sued — and lost — although entities involved with Kalani paid a settlement of $8.15 million to the SEC in 2021 without admitting guilt.

Dilutive equity sales by DryShips and Top Ships using Kalani as an intermediary were a precursor to the dilutive share sales in recent years by Top Ships, Performance Shipping, OceanPal, Imperial Petroleum, Castor, Globus and other Greek owners using Maxim as an investment banker and funds including Sabby as intermediaries.
On one hand, Economou’s emergence as a champion of shipping shareholder rights brings to mind the phrase “the pot calling the kettle black.” On the other, securities and litigation filings confirm that Economou knows this territory well. In “The Silence of the Lambs,” when FBI agent Clarice Starling needed to track down a serial killer, she got her best advice from Hannibal Lecter. Source: Freight Waves

2,700-TEU X-Press Kailash said abandoned in Arabian Sea

THE 2,700-TEU X-PRESS KAILASH has reported abandoned in the Arabian Sea 45 nautical miles south of Mormugao, India, reports Rostock, Germany’s FleetMon. Last AIS received at around 1300 UTC October 3, ship’s en route from Hazira, India to Colombo. Indian Coast Guard ship nearby.

Dry Bulk Market: Capesize Market on the Rise

Capesizes

Throughout the week, the cape market has displayed remarkable resilience and positivity, defying challenges such as holidays in the Far East. The Pacific market saw strong activity at the beginning of the week, with increasing rates and well-balanced conditions. The Atlantic market, particularly in the North Atlantic, continued to demonstrate tight conditions and witnessed improved rates. Midweek, the Pacific market experienced a temporary slowdown, resulting in slightly softer fixtures. However, the Atlantic market maintained its strength, especially with support from South Brazil. By the end of the week, the Pacific market rebounded, remaining robust and supported, while the Atlantic market, particularly in the North Atlantic, saw significantly firmer fixtures, concluding the week on an optimistic note, as illustrated by the BCI 5TC index, which rose this week by $5,801 to reach $27,455 as the week draws to a close.

Panamax

A lethargic week for the Panamax market, with minimal action in the Atlantic both from the South whilst the North of the arena fared marginally better but insufficient to prevent the slow drifting of rates. Unsurprisingly Asia was blighted by Golden Week and other Asian holidays, and despite some injection mid-week of cape split Australia cargo, this failed to make any profound impact and the market drifted. Transatlantic highlights included reports of a 77,000-dwt delivery Gibraltar fixing for two laden legs within the Atlantic at $15,000 whilst on the fronthaul runs, an 82,000-dwt delivery Singapore agreed a rate of $14,000 for a trip via EC South America option US Gulf back to Far East. In Asia, reports of $12,000 being achieved a few times for NoPac trips on index type tonnage delivery Japan/Korea. Limited period activity, although unconfirmed reports of $15,250 being agreed for one year on 82,000-dwt type delivery India.

Ultramax/ Supramax

With the Chinese National Day holiday week, it was generally a lacklustre affair for the market. Sentiment remained rather negative in the Atlantic with limited activity being reported. However, as the week ended, some commented there was increasing amounts of enquiry from South America and further north from the US Gulf. In Asia, limited fresh enquiry was seen but brokers commented that there was a steady trickle of NoPac and backhaul enquiry. There was still interest in period cover, with a 58,000-dwt open North China fixing four to six months trading redelivery worldwide at $12,750. In the Atlantic, a Supramax was heard to have been fixed delivery West Mediterranean for a trip to West Africa (high risk area) at $14,000. Elsewhere, a 63,000-dwt was reported fixed delivery NC South America trip to China at $16,250 plus...
$625,000 ballast bonus. There was limited action from Asia, but a 61,000-dwt fixed delivery Singapore via Indonesia redelivery South China at $17,000. It remains to be seen what affect the return to work in the upcoming week will have.

**Handysize**

With widespread holidays in Asia and limited visible activity across the Atlantic, the handy market was in a subdued mood this week. The Continent and the Mediterranean showed mixed sentiment with pockets of positivity. A 40,000-dwt fixed from Gdansk via Heroya to Singapore-Japan range at $20,000, whilst a 34,000-dwt opening in Varna with prompt dates was rumoured to have been fixed for a trip to the Spanish Mediterranean at $15,250 to an operator. Meanwhile, a 32,000-dwt was said to have failed on subjects for a trip from Canakkale via the Black Sea to the Mediterranean with an intended cargo of grains at $16,500 earlier in the week. The US Gulf was said to have seen a continued flow of fresh enquiry and a 37,000-dwt was rumoured to have been placed on subjects for a trip from SW Pass to East Coast Mexico at $14,000. Whilst holidays in Asia dampened activity levels, sources spoke of an underlying balance this week.

Source: The Baltic Exchange

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The **SEAWAY FALCON** loaded with the **BIBBY PROGRESS** and **BIBBY RENAISSANCE** arrived in IJmuiden and anchored in the Fortput east of the Forteiland awaiting the discharging operation the **BIBBY PROGRESS** and **BIBBY**
RENAISSANCE will be used as accommodation facilities for asylum seekers at Amsterdam. below the SEAWAY FALCON is seen awaiting overnight for the discharging operation.

Tankers: The Effect on Dollar’s Strength Could Be a Bearish Sign

The tanker market could face headwinds from the dollar’s strength and the effect this can have on oil demand. In its latest weekly report, shipbroker Gibson said that “as the oil market contends with growing supply tightness until at least the end of 2023, macroeconomic headwinds are also at play. Central bank monetary policy is weighing on the oil demand outlook, with the US Federal Reserve signaling the potential for keeping interest rates higher for longer than some economists had initially expected to get a grip of inflationary pressure. This is likely to be bearish for both oil and tanker demand as higher US interest rates support a stronger US dollar, which in turn makes dollar-denominated barrels more expensive for non-US buyers, ultimately impacting demand. This could have knock-on effects on the tanker market as the oil market adapts. The shale industry is another victim of high interest rates, with their spending constrained by investor payouts”.

According to Gibson, “firstly, another rate hike is expected from the US Federal Reserve, as despite inflation decreasing from around 9% in 2022 to the most recent inflation reading of 3.7%, it is still above the central bank’s 2% target. This has indicated to policy makers that the current tightening cycle is working after raising rates by 5.25% over the last 18 months. At last month’s Fed meeting, it was decided to keep rates unchanged, although current consensus seems to indicate at least one more increase in 2023 with a period of holding higher future rate to give it time to feed through into the broader economy and finally get to the 2% inflation target. While we are likely to see further appreciation in the US dollar, softening oil demand somewhat further”.

The shipbroker added that “the ongoing tightening cycle, combined with a deteriorating oil supply outlook and projected growth in oil demand could set the stage for even further rate hikes, if higher oil prices feed into the broader economy and reignite inflationary pressure. In this case, central bankers may be forced to keep increasing interest rates into next year, prolonging market concerns, although there appears to be little appetite for this at present. The other issue persistent higher interest rates pose is the potential to disincentivize holding inventory at a time when commercial stockpiles are already under pressure as higher interest rates lead to increased storage costs, which during a period of a backwardeced pricing makes storage commercially unviable for traders as we head into winter. The combination of elevated interest rates and steep backwardation also makes long-haul crude shipments less attractive”.

Meanwhile, “for the tanker market, such a scenario could limit the upside in tanker earnings, if we start to see crude demand trend down from interest rate policy in addition to lower cargo availability, following the recent OPEC+ output cuts. However, there is likely to be a time lag in between further hawkish rate decisions and the consequences for the oil and tanker markets. Yet again, the general medium-term outlook for tanker earnings remains favourable, even if there are some short-term headwinds. While there could be some impact from tighter monetary policy on the market, the underlying tanker market fundamentals particularly from a fleet supply perspective may limit any downside pressure on earnings. Likewise, an improved oil supply outlook into next year cannot be ruled out, which would provide additional support for the tanker market. However, much depends on macroeconomics and here the Fed rate policy has a role to play as well”, Gibson concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide
Herewith new picture from private ship model collection of Martin Adrichem in the scale of 1/ 1250.

This time a picture of three tugs of the famous Dutch Salvage & Towage Company Wijsmuller. From the left to the right you see the “AMSTERDAM” (ex-Hamburg), built in 1971 at J. Oelkers KG in Hamburg. After a serious Main Engine damage she was replaced by the next “AMSTERDAM” (ex- Alice L Moran, ex Statesman), built at Kure Shipbuilding in Japan launched in 1966 (Yard No. 106), for Moran International Towing Corp, New York, under Liberian registry. The right one is the TEMPEST. She was together with sistervessel TYPHOON built in 1976 at Van der Giessen de Noord in the Netherlands. See Martin’s complete model collection with over 360 shipmodels, at his website www.martin1250shipmodels.nl

TEN Ltd. Announces Delivery and Long-Term Employment of First of Four LNG Powered Aframax Tankers

TEN, Ltd announces the delivery of the LNG powered aframax tanker, NJORD DF, the first in a series of four high-spec eco designed vessels built against long-term employment to a major European state-owned oil concern. The introduction of this vessel kickstarts the delivery of the Company’s existing green growth program with now nine remaining vessels expected to be gradually introduced to TEN’s fleet over the next ten quarters. The gross revenues from this four-vessel industrial program are expected to reach $520 million should all extension options get exercised. “We are both excited and honored to take on-board such a high-end green vessel against long term employment to a globally renowned environmentally sensitive group. The choice of TEN to build and operate such state-of-the-art vessels is a testament to the Company’s experience and operational excellence in not only optimally operating modern vessels over the decades
but also in efficiently managing the construction phase while safeguarding a timely delivery,” Mr. George Saroglou, President & COO of TEN stated. “We look forward to welcoming the second such vessel in the next few weeks while maintaining TEN’s fleet modernity and green transition going forward,” Mr. Saroglou concluded.

Source: Tsakos Energy Navigation

The 76,250 dwt bulk carrier TIGER NORTH off Banks Peninsula NZ on October 6. Photo: Nick Tolerton (c)

Persistent threats to merchant vessels in the Red Sea, Gulf of Aden and Persian Gulf and its approaches

Regional conflicts, heightened military activity, and increased political tensions continue to pose threats to commercial vessels operating in this region, warns flag administrations.

The Republic of the Marshall Islands (RMI) Maritime Administrator on 13 July 2023 issued a ship security advisory (SSA-03-23, Rev.3) that warns vessels transiting the Arabian/Persian Gulf, Strait of Hormuz, Gulf of Oman and Arabian Sea about the increased level of political tension in this region and advises them to maintain a heightened level of vigilance. A similar warning went out to vessels earlier this year from the US Maritime Administration (MARAD) and on 6 September 2023, MARAD renewed its advisory (2023-003) to US flagged commercial vessels operating in the Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab el-Mandeb Strait, Red Sea, and Western Indian Ocean.

These warnings came in reaction to the many instances of commercial vessels reportedly being harassed and/or seized by foreign military vessels when transiting the Persian Gulf and its approaches. According to the two flag administrations, local military forces in this area have used small boats and/or helicopters to board commercial vessels and attempted to force these vessels into their territorial waters. Although some past incidents may have targeted specific commercial vessels due to their association with certain countries, cargoes, individuals, or companies, not all did. The possibility for miscalculation or misidentification therefore remains, potentially leading to aggressive actions against any commercial vessel, say the two administrations. MARAD further emphasises that, in addition to illegal boardings and seizures, threats in the wider Gulf of Aden and Red Sea regions may come from a number of different sources including, but not limited to, drones (unmanned aerial vehicles (UAVs)), limpet mines, explosive boats, and pirates and armed robbers. With little or no warning, vessels operating in these areas may also encounter navigation or communication disruptions, such as GPS interference, AIS spoofing, and bridge-to-bridge communication spoofing.

Risk mitigation measures

Vessels operating in the waters listed above are advised to exercise caution, review security measures, ensure that AIS is always transmitting (except in extraordinary circumstances) in accordance with the provisions of the International Convention for Safety of Life at Sea (SOLAS), and monitor VHF Channel 16. In addition, vessels are recommended to take the following precautions when operating in the region:

• Undertake a pre-voyage threat and risk assessment before entering any region where there has been an incident or where the threat has changed.
• Review the Ship Security Plan and amend it, if necessary, after performing the pre-voyage threat and risk assessment. Take advice from industry-issued best practices.
• Conduct security training and drills prior to entering areas of increased risk.
• Strictly observe any exclusion zones or guidance issued by coastal states.
• Maintain a full and vigilant bridge watch for any small craft approaching. However, masters are reminded that fishermen in the region may try to protect their nets by attempting to aggressively approach merchant vessels and that some of them may be armed to protect their catch.
• Participate in all available applicable voluntary reporting schemes to ensure communication is maintained directly with coalition forces in the regions (UKMTO, IMSC and EMASoH, as applicable). Immediately report any incident or suspicious activity.
• Answer all VHF calls professionally. Do not ignore!
The Maritime Global Security website at http://www.maritimeglobalsecurity.com offers industry-issued best practices, including BMP5, guidance to mariners by geographic region, and provides contact and subscription information for regional maritime security reporting centers. BMP5 and the Maritime Global Security website should be consulted prior to operating in the above listed areas.

Removal of the Indian Ocean High Risk Area
Vessel operators and masters are likely aware of the industry’s decision to remove the Indian Ocean High Risk Area (HRA) for piracy as of 1 January 2023. However, threat and risk assessments should still be conducted also after this date, and best management practices followed to continue to mitigate the risks presented by any remaining security threats in the region. Furthermore, the Voluntary Reporting Area (VRA) administered by the United Kingdom Maritime Trade Operations (UKMTO) has not changed. Vessels entering the VRA are encouraged to continue to report to the UKMTO and register with the Maritime Security Centre for the Horn of Africa (MSCHOA) in accordance with the BMP5.

Source: Gard

The HANSEATIC NATURE outbound from Rotterdam heading for Helgoland
Photo: Reinier van de Wetering Skyphoto Maassluis (c)

Thyssenkrupp, Wilhelmsen partner on 3D printing in shipping

Message to readers: All banners are inter-active and click through to advertiser web sites
GERMAN's thyssenkrupp and Norwegian maritime group Wilhelmsen have entered a joint venture, Pelagus 3D, which will offer spare parts for the maritime industry worldwide via 3D printing, reports Rotterdam's Offshore Energy. The new company will use modern additive manufacturing technology through Pelagus 3D, thus addressing the challenge of high transport and storage costs as well as the longer duration of conventional manufacturing processes in the maritime sector.

For the joint venture, thyssenkrupp contributes, on the one hand, its technological knowledge in additive manufacturing as well as capabilities from its own tech centres in Singapore and Germany to supply 3D metal products for application in shipping and other industries. Wilhelmsen, in turn, will bring its in-depth maritime expertise and direct ongoing experience in understanding the needs of vessel fleet managers, supporting the delivery of a wide portfolio of maritime products and services for an array of vessels. Said thyssenkrupp materials services transformation officer Ilse Henne: “The global economy relies on resilient and flexible supply chains. The dynamic market environment has shown us this again and again, at least since Corona.” Said Wilhelmsen Ships Service president Kjell Andre Engen: “Through our collaboration with thyssenkrupp, we are able to introduce Pelagus 3D to the market and solve a substantial and evolutionary logistics puzzle. Not only is Wilhelmsen excited to see Pelagus 3D being released, but as the shaper of the maritime industry, we are also proud to finally offer this service to the global merchant fleet.”

**Azamara Fleet Comes Together in Koper**

Azamara brought its four ships together again on October 5 in Koper, Slovenia.

In celebration of the fleet’s arrival, Azamara guests were welcomed by the city of Koper with its first-ever Gourmet Festival to highlight the city’s culinary experiences and connect with the local community.

“It’s such a unique moment to have our four ships meet once again and host all of our guests at a specially curated event where they can experience local gastronomy while meeting new people from this wonderful country,” said Mike Pawlus, Head of Itinerary Planning at Azamara. “Our local tour operator, Atlas Express, who we honored as an AzAmazing Partner in 2023, has done a phenomenal job bringing the destination to life for our guests. We’re thankful to the Municipality of Koper, the Slovenian Tourism Board, the Port of Koper, and Visit Koper for all their support in making this happen.”
Guests from each of the four ships – the **AZAMARA JOURNEY**, **AZAMARA QUEST**, **AZAMARA PURSUIT**, and **AZAMARA ONWARD** – were given complimentary tickets to enjoy the Gourmet Festival’s local cuisine, wines, and entertainment. The Vice Mayor of Koper, Mateja Hrvatin Kozlovic, presented the four captains with a plaque to commemorate this occasion and celebrate the collaboration between Azamara and local partners and officials. Azamara’s Extended Destination Days offered the opportunity for guests onboard **AZAMARA JOURNEY** and **AZAMARA PURSUIT** to enjoy a late night in port to discover the destination’s undiscovered haunts and hotspots, while guests onboard Azamara Quest experienced an immersive AzAmazing Evening in Tito Square following the event. 

**Source:** cruiseindustrynews

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**Cosco Shipping secures biofuel deal with Peninsula**

GLOBAL independent marine energy supplier Peninsula has fixed its first biofuel deal for Shanghai-based shipowner Cosco Shipping Lines, reports Rotterdam’s Offshore Energy. Peninsula’s Shanghai and Singapore’s trading teams recently combined to deliver 2,000 tons of UCOME-based B24 marine biofuel to the 155,000-dwt CSCL Venus, through local Singapore physical supplier Vitol Bunkers. Biofuel demand continues to increase as a result of tighter regulation around maritime carbon emissions. The use of biofuel in this delivery will provide minimum GHG savings of over 1,200 tons of CO₂ equivalent, according to the company. For context, this saving is the equivalent CO₂ emissions of over 200 trucks covering 40,000 kilometres each. “Biofuel supply volumes are naturally increasing due to the regulatory environment,” said Nacho de Miguel, head of alternative fuel sustainability at Peninsula. In April this year, Peninsula welcomed into the fleet Hercules Sky, a modern oil chemical tanker. With a tank capacity of 9000 cbm and a pump rate above 500 cbm/hr, the 2021-built Hercules Sky is a modern barge that will strengthen Peninsula’s physical operations in the Gibraltar Strait.
The Panama-flagged vessel will enable Peninsula to deliver ISCC Certified Sustainable Marine Fuel as B100 (100% biofuel) or blends thereof.

The GREEN ZEEBRUGGE inbound for Vlissingen Oost-Sloehaven for STS ops at the Sloeboeien.

Photo: Louis Almekinders ©

Progress on safety guidelines for hydrogen- and ammonia-fuelled ships - IMO

The Sub-Committee on Carriage of Cargoes and Containers made significant progress on the development of draft interim guidelines for the safety of ships using hydrogen and ammonia as fuel when it met for its ninth session (CCC 9, 20-29 September 2023), IMO said.

Taking into account the urgency of providing guidance to Administrations, shipowners and the industry at large on the safe use of hydrogen and ammonia as fuel, and in support of IMO’s emission targets, the Sub-Committee agreed to convene an intersessional working group from 9 to 13 September 2024, immediately prior to CCC 10 (subject to approval by the Maritime Safety Committee (MSC) at its 108th session and endorsement by the Council), to finalize the guidelines. Time permitting, the working group will also be invited to further develop the draft interim guidelines for ships using low-flashpoint oil fuels.

The Sub-Committee agreed to a draft MSC circular on Interim guidelines for use of liquefied petroleum gas (LPG) cargo as fuel, for approval by MSC 108, which provides additional coverage for ships under the IGC Code and complements the Interim guidelines for the safety of ships using LPG fuels (MSC.1/Circ.1666) approved by MSC 107.

Meanwhile, the Sub-Committee also initiated the development of draft amendments to the IGC Code with respect to the safe use of LPG as fuel, based on the Interim Guidelines, as well as provisions for the safe use of LPG as fuel for gas carriers carrying cargoes other than LPG listed in chapter 19 of the IGC Code.

The CCC Sub-Committee plays a vital role in the development of technical provisions for alternative fuels and related technologies, ensuring that safety implications and potential risks associated with the use of alternative fuels and related technologies are duly addressed.

Guidelines already developed include:
- Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel (MSC.1/Circ.1621);
- Interim guidelines for ships using fuel cells (MSC.1/Circ.1647); and
- Interim guidelines for the safety of ships using LPG fuels (MSC.1/Circ.1666).

The work plan, updated at this session, foresees the further development of guidelines through 2024 and 2025 with finalization of mandatory provisions for methyl/ethyl alcohols and further development of mandatory provisions for fuel cells at CCC 12 in September 2026.

Other matters discussed at CCC 9 include its ongoing revision of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), the increased frequency of accidents related to entering enclosed spaces resulting in loss of life, and a draft Marine Environment Protection Committee (MEPC) circular on recommendations for the carriage of plastic pellets by sea in freight containers.
SAL Heavy Lift strengthens its fleet with super modern deck carriers “Zhong Ren 121” and ”Zhong Ren 122”

SAL Heavy Lift is pleased to announce another pioneering addition to its fleet: The German heavy lift and engineering expert is chartering the two top modern semi-submersible deck carriers “ZHONG REN 121” and “ZHONG REN 122” on a long-term basis together with its partner Shanghai Salvage (China). Both ships will be delivered in Shanghai between December 2023 and February 2024 and marketed through the Jumbo-SAL-Alliance.

“We don’t use the term ‘milestone’ lightly - but, in this case, it’s more than appropriate. This project is extremely important to us as a group, both commercially and strategically,” says Dr Martin Harren, CEO of SAL Heavy Lift and the Harren Group. “Our combined MPP and heavy lift fleet, which currently comprises 54 units, is one of the world’s leading fleets. We offer our customers the most powerful heavy lift vessels in the world. However, the truth remains that the demands and requirements of our clients – especially in the offshore wind sector – are becoming increasingly extensive and complex. These two new additions give us the opportunity to meet and possibly even exceed these requirements. Customers will benefit from more choices and better solutions.” SAL has been working intensively on the topic of semi-submersible deck carriers for years. In 2021, a special department was founded for this purpose. SAL has been acting as
commercial agent for two Pan Ocean deck carriers since 2017, gaining valuable experience in the project-based chartering of external tonnage.

“ZHONG REN 121’ and ‘ZHONG REN 122’ will empower us to undertake cargo transportation and projects previously inconceivable with our existing fleet,” explains Matthieu Moerman, Director Chartering & Project at Jumbo-SAL-Alliance. “They will expand our capabilities, opening doors to new markets. By adding the two vessels, we can offer more marine transport solutions as a group.”

The key highlights of ‘ZHONG REN 121’ and ‘ZHONG REN 122’ include:

- 169 m long, 39.8 m wide
- Ability to carry floating cargo due to semi-submersible mode
- Ultra-modern DP2 technology
- DWT: 26,000 t
- Cargo deck capacity of 5,300 m2
- Outstanding deck strength of 25 mt/m2
- Average sailing speed of 12 knots
- Accommodation facilities for up to 59 people

Following delivery, SAL will have the opportunity to utilise the two vessels for cargo transports from Asia to Europe. Afterwards, they will be deployed for an offshore wind farm project in the USA.

Once the wind farm project has been completed, SAL intends to extend the charter contracts with Shanghai Salvage for an additional two to three years. Alberto Aguianiedo, Manager Chartering & Projects at Jumbo-SAL-Alliance, states: “With our exceptional project and chartering team, I envision a vast potential for these vessels which further solidifies our strategic focus on the renewable energy sector.”

ATLANTIC PRINCE arriving from Korea to discharge product on a cold and wet afternoon. Photo: Bryan Shankland

New tugs for Port of Antwerp-Bruges: focus on innovation and greening
Port of Antwerp-Bruges is acquiring six new tugs, including one electric - a European first. This expansion is part of the renewal and greening of the fleet, emphasizing sustainable and energy-efficient vessels.

**Five diesel RSD tugs and one RSD-E**

The purchase includes five diesel-powered RSD tugs that will replace existing tugs. However, the real game-changer is the electric version, the RSD-E, expected in the fall of 2024. The diesel versions will follow shortly afterward in the spring of 2025. Damen Shipyards, a leading shipbuilder, is responsible for the delivery of these sustainable vessels. With the RSD-E, Port of Antwerp-Bruges becomes the first European port with a fully electric tug with 70 tons of pulling power in its fleet. An impressive 1.5MW charging station will be installed at the operational headquarters NOC (Nautical Operational Cluster), allowing the 2,782 MWh batteries to be fully charged in just two hours.

**Reversed Stern Drive or RSD**

The tug is designed according to the double-bow principle and is equipped with a patented double Twin Fin skeg, which provides improved navigational properties. As a result, it can be dynamically used as both a forward and rear tug. Moreover, thanks to its specific design, the tug is more energy-efficient and is equipped with a nitrogen oxide filter. In September 2020, Port of Antwerp-Bruges acquired its first RSD tug, followed by two more. In addition to using this technology, the Hydrotug and Methatug, the world's first tugs powered by hydrogen and methanol respectively, will also make their debut soon. These projects are part of a comprehensive greening program for the fleet and underline the ambition to be a climate-neutral port by 2050. The tug is designed according to the double-bow principle and is equipped with a patented double Twin Fin skeg, which provides improved navigational properties. With the purchase of these new energy-efficient tugs, we have reached another milestone on our way to a green fleet. Rob Smeets, Chief Operations Officer Port of Antwerp-Bruges: “With the purchase of these new energy-efficient tugs, we have reached another milestone on our way to a green fleet. Our ambition is to be carbon-neutral by 2050 by pursuing various sustainability paths and daring to pioneer innovative technologies. These tugs are a prime example of what our sustainable future should look like.” Besides the European premiere of an electric tug, there will soon be world premiers: the first tugs on hydrogen and methanol! Annick De Ridder, Vice-Mayor of the City of Antwerp and President of the board of directors of Port of Antwerp-Bruges, adds: “With six new tugs, including one electric, we are renewing and greening our own fleet. We highly value 100% deployability and energy efficiency. Besides the European premiere of an electric tug, there will soon be world premiers: the first tugs on hydrogen and methanol!”

**Shipowners move bunkering operations offshore to avoid congestion at Panama Canal - Monjasa**
Shipowners are moving their bunkering operations offshore to clear steer of congestion at the Panama Canal due to the restrictions caused by low water levels, ENGINE reports. The restriction has caused a ripple effect on the canal's bunkering logistics, global bunker supplier Monjasa says.

The Panama Canal, which sees an average of 36 vessels per day transiting, is now only seeing around 32 vessels crossing, with container ships being prioritised for transit. As a result, vessels are waiting for longer periods on both sides of the canal. Monjasa is currently collaborating with local maritime authorities and shipowners to reduce their waiting time for bunker operations by moving deliveries to the outer anchorage. Due to delays of 10 to 15 days, or even longer, an increasing number of ships are making enquiries about fuel availability at the Atlantic outer anchorage. The increased waiting time has a direct impact on vessels expecting to take bunkers in the Cristobal inner anchorage or when a vessel on the Atlantic side needs bunkers, Monjasa Americas' trading director Kristian Smith Hansen said. “Therefore, we now see an increase in Atlantic outer anchorage fuel enquiries reflecting the time pressure and increased shipping costs that shipowners are currently facing,” he added. This move by shipowners to relocate their bunkering operations offshore is seen as a way to mitigate these challenges and reduce waiting times for vessels looking for bunkers at the Panama Canal.

Source: PortNews

The Sea-Watch 5 EV from Berlin owned SEA-WATCH 5, (ex Ocean Don ’22) (2010 - IMO 9421556), arrived in Rotterdam. Photo: Leen van der Meijden (c)

Posco bulk carrier to be fuelled with new bio-marine fuel
A Posco bulk carrier is to be fuelled later this month with biofuel under an agreement between the shipping company, refiner GS Galtex and shipbuilder H-Line Shipping, according to Ship & Bunker. The Galtex fuel, which is called B30 bio-marine fuel, is made up of heavy fuel oil and used cooking oil-based biodiesel for vessels, according to regional news provider Korea Times. Biofuel as bunker fuel carries significant advantages as in addition to reducing carbon emissions, it is cheaper than methanol or ammonia and can be used without additional facilities or vessels. Last month a box ship was topped up with the fuel at Busan New Port, the report said. The three firms have signed a memorandum of understanding to increase the fuel's usage.

Repairing Finland-Estonia gas pipeline may take months, operator says

Repairing a subsea gas pipeline connecting Finland and Estonia that was shut on Sunday due to a suspected leak could take months or more if a puncture is confirmed, Finnish gas system operator Gasgrid said. The Balticconnector pipeline suffered a sharp drop in pressure, and work is ongoing to confirm the exact location and cause of the outage in the coming days, the company said in a statement.

"If it appears that the unusual pressure drop observed in the morning of Oct. 8 ... is due to a leak (that) caused damage to the pipe, repair work may take at least several months depending on nature of the damage," Gasgrid said. The valves of the pipeline have been shut to prevent more gas from escaping. The 77 km (48 miles) Balticconnector pipeline...
between Inkoo in Finland and Paldiski in Estonia crosses the Gulf of Finland, an arm of the Baltic Sea that stretches eastwards into Russian waters and ends at the port of St Petersburg.

In 2022, the larger Nord Stream gas pipelines under the Baltic Sea between Russia and Germany were damaged by explosions that authorities have said were deliberate acts of sabotage.

Sunday's drop in pressure was registered just before 2 a.m. local time (2300 GMT) by Gasgrid in Finland and Estonian gas transmission system operator Elering.

Hourly data from Elering showed a sudden drop in pipeline pressure at 2300 GMT from 34.5 bar to around 12 bar and then a further decline one hour later to just 6 bar, suggesting the contents had leaked into the ocean.

Unlike the blasts that destroyed Nord Stream, which were detected by earthquake measurement stations, there was no immediate sign of seismic activity near Balticconnect, according to data from Norway's Norsar and the University of Helsinki. The pipeline, which can export in either direction depending on where demand is greatest, was transporting a volume of around 30 gigawatt hours of gas per day from Finland to Estonia at the time of the incident, Gasgrid said earlier. Both Elering and Gasgrid said consumers in their respective countries continued to receive gas from other sources.

Source: Reuters  Reporting by Terje Solsvik; Editing by Barbara Lewis and Ros Russell

Oil surges as Hamas’ attack on Israel fans Middle East tensions

Oil surged as much as 5% after the broadest and bloodiest attack on Israel in decades threatened to inflame tensions in the Middle East, the source of around a third of the world’s crude.

West Texas Intermediate traded near $86 a barrel as a war-risk premium returned to markets. The death toll on both sides following Hamas’ strikes against Israel over the weekend topped 1,100 as fighting headed into a third day, while the US said it was sending warships to the region.

The latest events in Israel don’t pose an immediate threat to oil flows, but there’s a risk the conflict could spiral into a more devastating proxy war, embroiling the US and Iran. Any retaliation against Tehran amid reports it was involved in the attacks could endanger the passage of vessels through the Strait of Hormuz, a vital conduit that Iran has previously threatened to close.

“While the worst-case scenario of a regional war has to be kept in view, it’s not my base case,” said Vandana Hari, founder of Singapore-based analysis firm Vanda Insights. “Restraint and calmer minds will prevail as there will be only losers all-round in a wider war.”

WTI and global benchmark Brent futures had plummeted this month — dropping by around $10 a barrel before the attack on Israel — as worries about high interest rates and slowing growth clouded the demand outlook. Those fears overshadowed bullishness that spurred a sharp rally in the third quarter as physical balances tightened due to prolonged Saudi-led crude output cuts.

The Israel-Hamas war reduces expectations Saudi Arabia will cut or eliminate its 1 million barrels a day of output curbs, Citigroup Inc. analysts Ed Morse and Eric Lee said in a note. Risks are also growing that Israel will attack Iran, they said.

The attacks come after months of easing tension between Washington and Tehran, with crude shipments from Iran rebounding to a five-year high with America’s tacit blessing. In an extreme scenario, Iran could retaliate and take aim at the Strait of Hormuz, should the Islamic Republic find itself in a comer. The waterway is essential for the movement of nearly 17 million barrels of crude and condensate each day. “If Israel comes out and directly implicates Iran, we believe it will likely be difficult for the Biden administration to continue to adopt such a permissive sanctions regime,” RBC Capital Markets analyst including Helima Croft said in a note. “We anticipate that critics in Congress and elsewhere will contend that the White House is providing Iran with the financial wherewithal to sponsor such malign actors.” The weekend's
events were reflected in oil’s futures curve, although the moves weren’t dramatic. WTI’s prompt timespread moved to $1.75 a barrel in backwardation, a bullish market structure that signals nervousness over supply, from $1.51 on Friday.

“The lack of movement in WTI timespreads suggests there’s little change in supply-demand fundamentals at the moment,” said Warren Patterson, head of commodities strategy at ING Groep NV. “Uncertainty over how the situation evolves is likely to support prices.” Source: energyvoice

Medische evacuatie van man op schip in Het Scheur bij Maassluis

De politie, KNRM en Havendienst zijn zondagmiddag ingezet bij een medische evacuatie op een schip in Het Scheur (water) bij Maassluis. Aan boord van de DEVBULK DAMLA had een man medische hulp nodig. Om hem aan wal te krijgen is de KNRM ingezet. Bij Maassluis stond een ambulance klaar om de man op te vangen.

De man is van boord gehaald en overgedragen aan de ambulancedienst. Hij is overgebracht naar het ziekenhuis. Bron: 112maasmedia

They’re Putting Sails on Giant Container Ships

By : Victor Tangermann

In a win for both the environment and the bottom line of shipping corporations, a growing number of container ships are using sails to propel themselves across the ocean. It’s a simple idea that’s been around for millennia, a win-win for those hauling materials over vast distances. “We want to decarbonize — why not use what’s available?” Jan Dieleman, president of Cargill Ocean Transportation, told the New York Times. “Wind is free fuel.”

Switching over more oceangoing vessels to make use of wind currents could have a considerable effect on global emissions. The shipping industry contributes around three percent of all greenhouse gases.

High as a Kite

Case in point: the Pyxis Ocean, which used two collapsible 125-ton sails to make its way from China to Brazil. According to Dieleman, the sails can cut fuel usage by a whopping 30 percent. Instead of relying on solid masts, other companies like French company Airseas are developing kites that can be deployed to drag a ship across the sea while flying almost
1,000 feet above the surface, where much stronger winds blow. While the tech has come a long way, vessels typically still need backup fuel — especially when there’s no wind.

**But any bit of saved fuel can help.**

"Every ton of carbon you save is actually a third of a ton of fuel that you save," Dieleman told the NYT. "We need to get the emissions profile down today."

**Gone With the Wind**

The vast majority of countries agreed earlier this year to eliminate all of the shipping industry’s greenhouse gas emissions by 2050. However, there’s been significant blowback from nations that rely on oil and maritime trade. Despite the headwind — forgive us — a growing number of countries have committed to developing wind-ships, high-tech vessels that can respond to quickly changing conditions with the use of sensors. And given the saved fuel, even retrofitting older vessels could pay off in just a matter of three to five years, according to the NYT. It’s a promising new development for an industry that has historically been incredibly environmentally harmful. With the right strategy, the shipping industry has a real chance to slowly lessen its dependence on fossil fuels — and that can only be a good thing.

**More on ships with sails:** Several Companies Are Switching From Cargo Vessels to Wooden Sailing Ships

![The Damen Shipyards group built TETIS operating in Leixoes](Photo: Ko Rusman (c))
Solstad Offshore is thrilled to announce the declaration of yearly options for three vessels with our long term clients. Equinor Energy AS have declared the last yearly option for our AHTS NORMAND FERKING. With this announcement we are delighted to share that she is now firmly secured until November 2024. Subsea 7 Limited has also exercised the 2024 Optional Charter Period for our CSV NORMAND SUBSEA. This contract is firm to December 31st 2024 and they have the option to extend the contract with further one year. Last but not least, DeepOcean AS is adding to our good news wave by declaring their optional year for our CSV NORMAND JARSTEIN taking the firm period for the vessel up until 31st December 2024.

**NAVY NEWS**

**Brazil Sets Sail into Nuclear Submarine Era: Steel Cutting Marks Start of SN-BR Construction in Sepetiba Bay**

In Sepetiba Bay, Rio de Janeiro state, on October 4, 2023, an official ceremony was held at the Brazilian special submarine shipyard Itaguai Construcoes Navais (ICN) to commemorate the cutting of the initial steel for the construction of Brazil's first nuclear-powered submarine (SSN). With this, the Submarino Convencionalmente Armado com Propulsao Nuclear (SCPN) programme officially initiated the construction of this vessel, designated as SN-BR.

In actuality, the steel cutting at ICN on October 4, 2023, was not for the actual hull of the future Brazilian nuclear-powered submarine (SSN) but rather for the construction of a 100-ton experimental pressure hull segment (“qualification section” – Secção de Qualificação). This segment is intended for evaluating the pressure hull manufacturing process and will not be used in the submarine's hull construction. If the “qualification section” satisfies the criteria, ICN will initiate construction of the actual hull of the first Brazilian SSN. The optimistic target is to launch it into the water in 2029, although a more cautious date of 2031 is occasionally referenced. The Brazilian Navy is expected to begin using it between 2032 and 2035.

Due to obvious geopolitical constraints, the Brazilian programme for developing nuclear submarines began in 1976 to develop a wholly independent nuclear propulsion technology with its nuclear fuel cycle. By the 2000s, Brazil had accomplished its objective of developing its nuclear propulsion technology and uranium enrichment centrifuge technology despite significant delays and periodic interruptions in the Brazilian programme caused by political, technological, and economic matters. At the ARAMAR nuclear research centre in Iperó, São Paulo, in 2018, a prototype of the Brazilian naval nuclear reactor, Reator Multiuso Brasileiro (LABGENE), a pressurised water-type reactor with highly enriched uranium fuel, was inaugurated. ARAMAR is currently engaged in the construction of a prototype of the comprehensive nuclear propulsion system for submarines. Based on the Scorpene project, Naval Group collaborated with Naval Group to design the first Brazilian nuclear-powered submarine, SN-BR, which was initially referred to as SN 10 Alvaro Alberto (in recognition of Vice Admiral Alvaro Alberto, a key figure in Brazil’s nuclear programme). The design incorporated several technologies in the new French Barracuda-class nuclear-powered multipurpose submarines (Suffren-class). This programme, however, has encountered recurring delays. By the 2009 agreement under the Programa de Desenvolvimento de Submarinos (PROSUB), ICN was to commence construction of the Brazilian nuclear submarine in 2015, with delivery scheduled for 2025. A 2016 schedule revision projected that the SN-BR construction programme would be finalised in the second half of 2018, with a completion date 2029.

SN-BR, the initial Brazilian nuclear-powered submarine, received approval for its technical design in November 2020. On November 24, 2021, the Brazilian Navy inked an agreement to commence the construction of the hull of SN 10 Alvaro Alberto, the first Brazilian nuclear-powered submarine, at ICN. The Brazilian nuclear submarine programme continues to be confronted with various technical and financial obstacles, and it is still uncertain whether Brazil will be able to accomplish its objectives within the allotted time frame. Currently, the Brazilian SSN resembles an enlarged variant of the
Scorpene-class submarines. The Brazilian SSN will be 100 metres long and 9.8 metres wide with a single-hull design. It will be outfitted with a single-shaft turboelectric power plant, completely electric propulsion, a screw propeller, and a nuclear reactor manufactured domestically. The capacity of the primary power facility is estimated to be 64 thousand horsepower. A maximum submerged speed of 25 knots and a working depth of 350 metres will be achievable for the SSN. 100 personnel will comprise the crew, and the SSN will be equipped with six 533mm torpedo tubes. Source: Frontier India News Network

Malaysian Parliament Speaker Visits Littoral Combat Ship Shipyard

By: Albert Lee

Tan Sri Dato’ Johari Abdul, the Speaker of the Malaysian Parliament, announced on Thursday that he had visited Boustead Naval Shipbuilding earlier that day. The Lumut, Perak shipyard is where Boustead is building the KD Maharaja Lela, the lead ship of the Royal Malaysian Navy’s Littoral Combat Ship program. Tan Sri Johari was accompanied by the chairperson of Parliament’s Public Accounts Committee, Datuk Mas Ermieyati Samsudin, deputy chairperson Wong Shu Qi, and other members of the Public Accounts Committee on the working visit.

During the visit, Tan Sri Johari and the Public Accounts Committee members were briefed on the progress on KD Maharaja Lela by Royal Malaysian Navy Littoral Combat Ship program director First Admiral Franklin Jeyasekhar Joseph, and Boustead Naval Shipbuilding CEO Captain (Retired) Azhar Jumaat.

In a statement on his official Facebook page following the visit, Tan Sri Johari said that the Public Accounts Committee was fully committed to monitoring the progress of the Littoral Combat Ship project, and he would make sure that the latest project progress report would be debated in Parliament during the upcoming session that starts on October 9. On Friday, Datuk Mas Ermieyati confirmed that the project progress report to be debated would cover developments between October 2022 and May 2023. She welcomed Tan Sri Johari’s move to have the report be debated in Parliament, saying in a statement that it demonstrated that Parliament would proactively serve as a check and balance to the executive branch. The debate will also be the first time in Malaysian history where a Public Accounts Committee report will be debated in addition to being presented to lawmakers in Parliament.

Tan Sri Johari and members of the Public Accounts Committee inspect a warehouse containing components for the Littoral Combat Ship program (Office of the Speaker of the Malaysian Parliament) Neither statement provided any details on whether Boustead Naval Shipbuilding had restarted work on KD Maharaja Lela. While Defense Minister Dato’ Sri Utama Mohammad Hasan told Parliament on September 18 that work on the ship would restart in the fourth week of September, neither Boustead nor the Royal Malaysian Navy have officially announced the continuation of work as of writing.

Malaysia’s LCS program

The first in-class-ship was ceremonially launched in August 2017 but the program has faced delays since. The design is based on Naval Group’s Gowind corvette but the “Malaysian LCS” will be classified as a frigate as it is slightly larger. Six vessels were ordered and five were initially expected to be delivered by August last year, but not a single one is in the water. According to the new schedule, the first ship is now set to be delivered in August 2026. A contract to restart work on the project, which had been halted since 2019 due to financial problems at Boustead, was signed in May at the 2023 Langkawi International Maritime and Aerospace exhibition. In addition to the agreement to relaunch construction on the ships, the deal canceled one of the six Littoral Combat Ships on order, and started a process where Boustead Naval Shipbuilding will be nationalized through its sale to the Malaysian Finance Ministry at a symbolic price of RM1 in exchange for the government paying off the shipyard’s debts. On October 4, Boustead Heavy Industry Corporation, the shipyard’s
parent company, announced that the nationalization process would require an additional 30 days to complete the divestiture of BNS to the Finance Ministry. *Source: NavalNews*

**SHIPYARD NEWS**

**HII’S INGALLS SHIPBUILDING LAUNCHES AMPHIBIOUS ASSAULT SHIP BOUGAINVILLE (LHA 8)**

HII’s Ingalls Shipbuilding division announced the successful launch of the Navy’s third America-class amphibious assault ship BOUGAINVILLE (LHA 8) from its floating dock into the Pascagoula River on Saturday.

“This launch is a significant accomplishment for our entire LHA shipbuilding team, and we are honored to be building such a versatile ship for our Navy and Marine Corps partners,” Ingalls Shipbuilding Amphibious Ship Program Manager Gene Miller said. “It is also a testament to the outstanding teamwork we see every day as our shipbuilders continue the critical work of preparing BOUGAINVILLE for delivery.”

On Sept. 9, Bougainville was translated from land to the company’s floating dry dock using translation railcars to support the ship. While in the dry dock, the Ingalls team completed final prep work for launch.

BOUGAINVILLE is the first ship in the America class to be built with a well deck. The ship will retain aviation capabilities while adding the surface assault capability of a well deck and a larger flight deck configured for F-35B Joint Strike Fighter and MV-22 Osprey aircraft. These large-deck amphibious assault ships also include top-of-the-line medical facilities with full operating suites and triage capabilities. The America class is a multi-functional and versatile ship that is capable of operating in a high density, multi-threat environment as an integral member of an expeditionary strike group, an amphibious task force or an amphibious ready group. Ingalls has delivered 15 large-deck amphibious ships to the U.S. Navy. The shipyard delivered the first in the new America class of amphibious assault ships (LHA 6) in 2014. The second ship in the America class, USS TRIPOLI (LHA 7), was delivered to the Navy in early 2020. In addition to BOUGAINVILLE Fallujah (LHA 9) is also under construction, and the company authenticated the keel during a ceremony in September 2023.
Greek shipping minister meets with South Korean ambassador to discuss greater collaboration

by ATHENS BUREAU

Stylianides noted that Korean shipyards have always been a very important business partner of Greek shipowners, a ministry statement said. The minister noted that the Greek-Korean shipping collaboration should incorporate the Greek maritime technology products in Greek orders built in South Korea, as the equipment sector in Greece is dynamic and provides high-quality products.

The Greece-South Korea cooperation memorandum in the maritime and shipbuilding industry (2014) and the Free Trade Agreement (FTA) between South Korea and the EU were also mentioned, the latter being the EU's first trade agreement with an Asian country. Both Greece and South Korea have a constructive collaboration both bilaterally and within the International Maritime Organization (IMO) framework. They also both support IMO's role in regulating international shipping and adopting and implementing effective rules for environmental protection. The South Korean ambassador emphasised the potential expansion of the two countries' shipping collaboration. He underlined Greece's leading role in international shipping and highlighted South Korea's vanguard shipbuilding industry. He also spoke of cooperation in common interests, such as the decarbonisation of ships.

source: greekcitytimes

Short pit stop for Island Drilling rig at shipyard ahead of work in Africa

by Melisa Cavcic

Norwegian offshore rig operator Island Drilling Company has made a quick pit stop at a shipyard to prepare its semi-submersible rig for its upcoming assignment with Trident Energy offshore Equatorial Guinea.

After Hidramar Shipyards in Las Palmas de Gran Canaria, Canary Islands, Spain, released a video showing the arrival of the Island Innovator rig, Island Drilling confirmed the rig had made a short pit stop at the shipyard to prepare for its job with Trident Energy. While welcoming the rig to the shipyard, Hidramar Shipyards explained that it would perform some repairs and maintenance to get the “beautiful lady” ready for action. “Thank you to Island Drilling for the confidence they place again in our capabilities, and thanks to our team for their hard work,” said the shipyard. Trident hired the Island Innovator rig in September 2022 for two firm and five optional wells. Afterward, the company exercised two of these options for development drilling and workover in July 2023, adding another 85 days to the contracted work in Equatorial Guinea. The rig’s backlog was extended further in September 2023 after Trident exercised one more option, adding another 40 days to the contracted work on behalf of another operator in Equatorial Guinea. The company still has two more options that may be exercised to extend the rig’s stay further.

Source: offshore-energy.biz

PORT AUTHORITY APPROVES SEASSPAN EXPANSION IN NORTH VANCOUVER

The Vancouver Fraser Port Authority has approved a controversial plan by Seaspan to expand its drydock facilities on the North Vancouver waterfront.

Source: greekcitytimes

source: offshore-energy.biz

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The decision on the drydock expansion, issued October 3, will allow Seaspan to expand its existing facilities at the foot of St. George’s Avenue to the west, towards Burrard Pier, including adding two additional drydocks and a work pontoon. Nearby residents who had opposed the plan said they were disappointed in the decision. The company has said the drydock expansion is needed to consolidate all of its ship repair work at the Vancouver Drydock site, while Seaspan Shipyards at the foot of Pemberton Avenue becomes fully dedicated to building large ships like the joint support ships for the Canadian Navy and icebreaker for the Coast Guard. Seaspan has said the expansion will expand drydock capacity by about 30 per cent and result in approximately 100 new jobs on top of the 150 people already working at Vancouver Drydock. But the project has also generated significant controversy since Seaspan first applied for the expansion permit more than two years ago.

Lower Lonsdale residents who live in several high-rise condominium towers on the North Vancouver waterfront have repeatedly voiced concerns about the negative impact of additional noise and light from the expanded drydock operations, as well as an impact on views.

Seaspan has promised to use “dark-sky-friendly” lighting and to put up lighting shields for lights facing residential towers. The company has said it will also advise the community if high-noise-generating work is taking place outside of regular working hours and promised to measure noise both during and after construction.

Throughout the application process, the company maintained that building new drydocks further to the east isn’t feasible because Seaspan needs space for barges to move in front of its on-shore “W” building, as well as direct access to the dry docks via a service pier. In a letter approving the project, Andrea McLeod, project and environmental review director at the port, said the company had demonstrated the expansion couldn’t be built further east “due to project operational and economic constraints.” In the letter, McLeod acknowledged there had been “strong public opposition to the project” and concerns voiced by both Linda Buchanan, the mayor of the City of North Vancouver, as well as MP Jonathan Wilkinson. “We did not take this decision lightly,” she added.

McLeod said public feedback has resulted in mitigation measures intended to reduce noise and light impacts. Seaspan will also apply several of those mitigation measures to its existing drydock operations, she said. In the original application, Paul Hebson, vice-president and general manager of Seaspan’s Vancouver Drydock, said the expansion is needed to consolidate the company’s ship repair work at the Vancouver Drydock site. In the past, both shipbuilding and repairs could be handled at the Pemberton site, but the space required for shipbuilding at the Pemberton site has rapidly expanded, said Hebson. “We’re actually at the point where we’re just completing the last repair that we’ve got physical capacity to do that at the Pemberton site,” he said. “For the past three to five years we’ve been operating absolutely at full capacity and we’ve been fairly regularly turning work away.”

Valenciaport holds the first meeting of the Board under the new chairmanship

The Port Authority of València (PAV) has held this morning the first meeting of its Board of Directors after the recent debut of Mar Chao in the presidency of the port agency. The convening of this Council has been carried out in the shortest possible legal brevity with the objective of promoting and giving a way out to 26 urgent matters that required immediate response from the directors.

Chao, recently appointed president of Valenciaport, said after the Council meeting that “in the port there are issues that can not be stopped and that is why we have done everything in our power so that the Council meeting could be convened”. The agility and commitment of Valenciaport with the port community and society mark the line of work with which they are promoting all ongoing projects essential to maintain Valenciaport’s leadership position in the Mediterranean.

Chao has described his objectives at the head of the institution: “to make the northern terminal a reality and support decarbonization by promoting multimodality and digitization. All this, without losing sight of the loyal institutional collaboration to strengthen port-city relations in València, Sagunto and Gandia”. Finally, Mar Chao has thanked the support received from the institutions and the Valencian society after his appointment. “It is a great commitment – she said – to have the opportunity to work for and for customers and users who confirm the great family of Valenciaport”.

Source: Port of Valencia

Reizigers verbijsterd om pontje dat al jaar niet meer vaart: ‘Mensen hebben begrafenissen moeten missen’

Door: Gert Onnink
Het is deze week precies een jaar geleden dat er nog een autopont voer tussen Rozenburg en Maassluis. Zicht op een oplossing is er nog altijd niet, reizigers zijn verbijsterd.

„Hoe is het mogelijk?”

Debby Verbeek woont in Rozenburg en werkt in het Westland. Tot een jaar geleden was ze vaste gebruiker van de autopont. „Ik heb sinds mei een elektrische fiets, kan ik met het andere pontje mee. Het is wel stervensdruk, vaak staat het helemaal vol. Er kunnen maar vijf scooters op.” Verbeek probeert zo veel mogelijk te fietsten, ze heeft ook een regenpak voor slecht weer. Foto: Peter de Jong Fotografie

Pas als het echt winter wordt, zal ze weer met de auto naar de overkant gaan, inclusief omrijden en files. „Het klinkt raar, maar het is net of je gewend bent dat die autopont er niet is.”
Rozenburgers zijn het zat dat ze al een jaar lang zonder autopont zitten. Marcel Bavelaar (links) en René van den Beemt hingen donderdag een protestspandoek op. Linksboven het fiets- en voetgangersveer JORINA dat nog wel vaart. Foto: Peter de Jong Fotografie

Zestien jaar

Niet elke Rozenburger legt zich daarbij neer. „Het is een drama“, zegt Marcel Bavelaar van bewonersgroep Rozenburg in actie. Samen met René van den Beemt hing hij donderdag het spandoek ‘geen woorden maar varen’ op bij de verlaten veerstoep. Om daarmee het treurig stemmende jubileum – een jaar zonder autopont – te onderstrepen. Het fiets- en voetgangersveer JORINA vaart wel, twee keer in het uur van Rozenburg naar Maassluis en weer terug. Op de autopont blijft het wachten. „Hoe is het mogelijk“, vraagt Van den Beemt zich af. „De provincie had veel strenger moeten optreden. Er was geen enkel toezicht.” Volgens Bavelaar is het een kwestie van geld. „Ze hadden die kapotte boten direct moeten repareren, dat geld was dan later wel gekomen.” Rozenburg voelt zich flink in de steek gelaten, zegt hij. „Er komt wel een brug van 600 miljoen bij Kralingen, dan staat wethouder Karremans hard te juichen. Maar een paar miljoen voor een pont in Rozenburg, dan hoor of zie je hem niet.”

Lies van Aelst volgt als statenlid voor de SP al zestien jaar het pontdossier. „Ik ken geen onderwerp wat zo erg is gelopen als dit. In 2007 waren er hier twee autoponten, er zou er nog een bij komen, kijk waar we nu staan. Er liggen twee ponten kapot aan de kant en we weten niet wanneer die weer gaan varen.”

Het veerpont Rozenburg-Maassluis was eerst in handen van de provincie Zuid-Holland. Later werden achtereenvolgens Doeksen, Ottevanger, Blue Amigo en nu Damen de exploitanten. „Bij elke aanbesteding werd het minder”, zegt Van Aelst. „Met steeds minder kennis bij de exploitant. Er was ooit een pakhuis met reserveonderdelen, die hoefden niet uit China te komen.” Van Aelst heeft soms een knoop in de maag van het dossier. „Je voelt je soms bijna tegengewerkt, straks is die tunnel klaar en zeggen ze: dat autover is niet meer nodig. Steeds leek het goed te gaan komen, dan was er opnieuw tegenslag. Dat is iets te vaak gebeurd.”

Veel mensen hebben begrafenissen of examens moeten missen, zijn hun werk kwijt geraakt of hebben na een scheiding geen contact meer met de kinderen. Ze vindt dat reizigers tekort zijn gedaan. „Met persoonlijke drama’s: mensen hebben begrafenissen of examens moeten missen, zijn hun werk kwijt geraakt of hebben na een scheiding geen contact meer met de kinderen. Dat soort zaken.”

Vaak wordt gewezen naar de provincie, die als toezichthouder de exploitant van de autopont in de gaten moest houden. Zo lag Blue Amigo maanden onder vuur, er werd gedreigd met juridische stappen, maar voordat het zo ver kwam, was het bedrijf failliet. „Ach, gedeputeerde Baljeu heeft haar best gedaan“, reageert het SP-statenlid. „Maar wel binnen haar politieke kaders richting exploitant.” Ze onderstreept dat provinciale staten nog steeds vinden dat er ook na de opening van de Blankenburgtunnel - tussen Rozenburg en Vlaardingen - een autopont moet blijven varen. Zicht op een oplossing is er niet. „We horen steeds: zo snel mogelijk. Daar moeten we het mee doen.”

De Rotterdamse wethouder Vincent Karremans blijft optimistisch. „Ik vertrouw erop dat het lukt.”

In Rozenburg wijzen ze vaak naar de Rotterdamse wethouder Vincent Karremans (VVD), de bestuurder zegt zijn best te doen voor het havendorp, maar zonder resultaat. „Dat het alweer een jaar duurt is vooral ontzettend vervelend voor alle mensen die het autover moet gebruiken of zelfs nodig hebben“, zegt Karremans in een reactie. „Het geeft ook aan hoe ingewikkeld het is om een goede oplossing te vinden met alle betrokken partijen.” De wethouder blijft optimistisch. „Er wordt hard aan gewerkt en iedereen heeft daarbij hetzelfde doel: te zorgen dat het veer zo snel mogelijk weer kan gaan varen. Het is een zaak van de lange adem, maar ik vertrouw erop dat het lukt.”
De STAELDI EP & BLANKENBURG in Rotterdam wachten wat er gaat gebeuren
Foto: Kees Torn © CLICK op de foto!

Bij Rozenburg in actie, de bewonersgroep die al maanden protesteert, moeten ze dat nog maar zien. „Eigenlijk geloof ik er niet meer in‟, zegt Rob Smith. „Of ze hier ooit nog zo’n grote veerpont gaan inzetten, ik vraag het me af, zeker als die tunnel eraan komt. Langzaam verliest zo’n pont toch zijn commerciële waarde.” Pont-exploitant Damen, verantwoordelijk voor de inzet van het autoveer, kan evenmin zeggen wanneer er een oplossing is. Het bedrijf liet eerder al weten dat de schepen in ieder geval dit jaar niet meer zullen varen. Wanneer dat wel het geval zal zijn, kan de woordvoerder niet zeggen. In Rozenburg, maar ook in Maassluis wachten ze na een jaar zonder autopont met smart op een positief antwoord. Bron: Algemeen Dagblad

PHOTO OF THE DAY .....
most common duties are fishery inspections and search and rescues in the Mediterranean Sea. The ship was ordered at a price of 15.5 million euros in 2009 and was commissioned in 2014.

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