The Indonesian Naval Sailtrainer BIMA SUCI outbound from Aberdeen with tugs PETEREL & KITTI WAKE assisting 23rd July Photo: George Saunders (c)
Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore
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EVENTS, INCIDENTS & OPERATIONS

The Port Towage Amsterdam operated tug TELSTAR assisting the STI ROTHERHITHE into the IJmuiden Lock

Photo : Peter Maanders Port Towage Amsterdam (c)

New Appointments to TT Club Boards

Morten Engelstoft has been elected as the new Chairman of TT Club as Ulrich Kranich retires. Three new Directors also announced.

The liability insurance provider to the international cargo and logistics industry has announced that Morten Engelstoft is to take over as Chairman of both Through Transport Mutual Insurance Association Limited (Bermuda) (‘TTB’) and TT Club Mutual Insurance Limited (UK) (‘TTI’) on the retirement of the present incumbent, Ulrich Kranich. Engelstoft spent thirty-six years in various positions and across three regions within Maersk. He retired in June 2023 from the position of CEO of APM Terminals. He has a depth of knowledge and vast experience in operations that are at the core of TT Club’s membership base. He commented, “TT Club remains the foremost specialist insurance provider to the majority of container shipping lines, a substantial number of terminal operators and a wide range of logistics and transport operators. I look forward to leading the Boards and helping to guide the Club on its continuing path of providing essential cover and valuable loss prevention advice to a dynamic and vital global transport community.” Ulrich Kranich
retires from his position as Director and Chairman of the Club after sixteen years. Charles Fenton, CEO of TT Club took
the opportunity of thanking Kranich. “Ulrich has been a much valued guiding hand in a period that has seen significant
change in our industry. His insight and wise advice has been fundamental to TT’s continued success in this period,” he
said. Kranich commented, “It has been an honour to lead such a valued organisation owned by the industry and in
Morten the Club has a fantastic person to take the Club forward to continue to support Members”. Ulrike Baum of Rohlig
Logistics who has been on the Board since 2016 has stepped down as director. She was similarly thanked for her service,
which included time on Board Committees. Marika Calfas of NSW Ports in Sydney has been appointed to the Board; as
has been John Chambers, currently Specialist Director – Insurance who also serves on the TTI Board. Miguel d’Orey of
Orey Shipping in Lisbon has been appointed to the TTI Board.*TTB is composed of a large group of directors that meets
three times a year and provides leadership and industry view that impacts long-term strategy. TTI is a subsidiary of TTB.
A smaller group, it meets more frequently to provide closer oversight of the Club’s operational and financial performance.

CRUISE PORT AMSTERDAM IS OPEN FOR BUSINESS AS USUAL

Despite some news reports, Cruise Port Amsterdam (CPA) is open for business as usual with cruiseships continuing to call
as per the schedule, explains Dick de Graaff, director Cruise Port Amsterdam.
On July 20, the coalition parties of Amsterdam city council called for a ban on ocean-going cruiseships docking at the
current location in the city centre, ie CPA. The council has appealed to the College of Mayor and Aldermen who have yet
to respond. De Graaff says: “There is no policy proposal yet nor has there been mention of any timeline. Cruise Port
Amsterdam has taken note of this statement and awaits further information. We believe this may involve investigating a
new location. When the response will come, we do not know at this moment.” A few weeks ago the city council agreed to
install onshore power at the terminal, with completion scheduled by 2025. The terminal will then have one connection for
sea-cruise and eight for river cruiseships.

At present CPA has bookings up to and including 2026.

The Geneva Declaration on Human Rights at Sea

History tells us that as with many progressive steps in the area of human rights, change at an institutional or inter-
governmental level is driven by committed individuals and non-governmental organisations.
One hundred years ago in Geneva, the International Save the Children Union issued the Geneva Declaration on the
Rights of the Child. A year later, it presented the document to the League of Nations – the forerunner of the United
Nations - who adopted it on 26 September 1924. It comprised five articles setting out the duties and care owed to every
child “beyond and above all considerations of race, nationality or creed”. It was the very first human rights document
approved by an inter-governmental institution. Since then, the document has evolved to become, today, the UN
On 1 March last year in Geneva, a second Geneva Declaration was issued. This time by the charity Human Rights at Sea,
who published The Geneva Declaration on Human Rights at Sea (GDHRAS). It sets out four fundamental principles:
Human rights are universal; they apply at sea, as they do on land.

All persons at sea, without any distinction, are entitled to their human rights.

There are no maritime specific reasons for denying human rights at sea.

All human rights established under both treaty and customary international law must be respected at sea.

The Geneva Declaration on the Rights of the Child was prompted by the horrendous events of the First World War and the suffering of children. The GDHRAS was not precipitated by any one event, although the experience of seafarers and fishers during the Covid pandemic has certainly heightened general awareness of the need for it. The need for a declaration of rights at sea has been overlooked for so many years because, in part, it is not apparent to most of us who spend our lives on land.

Alongside the four fundamental principles, the GDHRAS sets out a detailed list of human rights applicable at sea which are derived from other international instruments, such as the Universal Declaration of Human Rights, the Refugee Convention, and the UN Convention on the Rights of the Child. These contain rights that we, on land, all take for granted: the right to life, not to be tortured, not to be enslaved, not to be arbitrarily arrested and detained, to safe and healthy working conditions, to social security, to form and join a trade union.

The GDHRAS also includes guidelines for promoting compliance with human rights at sea. These give practical direction to flag states, coastal states and port states to better protect and promote human rights within their respective, overlapping, jurisdictions. One such recommendation to flag states is to seek the cooperation of other states to enforce human rights law onboard all vessels flying their flag if they do not have their own naval force capable of doing so. Another guideline, addressed to coastal states, is to issue licences for fishing and exploration of mineral resources within EEZs on the condition that licencees comply with human rights. It recommends coastal states to then conduct routine inspections of the licencees’ vessels.

What, then, is needed to elevate the GDHRAS from a soft law initiative championing this disparate and overlooked area of human rights law to an international convention or similar? NGOs, charities and committed individuals can only take it so far. It needs the support of nation states, to endorse the principles of the GDHRAS on the world stage and approach the UN to adopt them. We have recently seen what is possible when it comes to progressing the protection of the natural environment of our oceans with the recent High Seas Treaty. But as is too often the case when it comes to the maritime environment, people on the high seas are given second priority to resources.

The horrendous loss of life last month off Messenia, Greece, when a fishing trawler carrying as many as 750 migrants sank, is probably the deadliest incident yet in an ongoing struggle for the proper recognition and protection of human rights of people at sea. But all forms of human rights abuses occur globally, daily. International legal instruments take time to conclude. The High Seas Treaty took 19 years to negotiate and will likely take several more for sufficient ratifications to come into force. Tens of thousands more will suffer if it takes a similar time to achieve a binding instrument for human rights at sea. What can we, as an industry, do in the meantime? We can take every opportunity to highlight the issue. Huge strides have been made in this respect by, amongst others, the charity Human Rights at Sea since its foundation in 2014. The rest of the industry needs to support those efforts. We can ensure that in our dealings directly or indirectly with those at sea – seafarers, migrants, stowaways, pirates, fishers – their human rights are recognised and protected. From a practical perspective, we can insist best practices are always followed: that stowaways are treated with compassion and respect; that seafarers are treated fairly when vessels are arrested and detained; and that abandoned fishers and seafarers are repatriated swiftly and paid outstanding wages. As a marine insurer, we will continue to support our Members’ vessels when they deviate to save lives of others at sea, to disembark those saved or discovered onboard, and to care for and repatriate those injured in the course of their duties. We will continue to support the families of those affected, and to provide a safety net as set out in the Maritime Labour Convention, when crews of vessels of all types are abandoned or detained. We urge others in the industry to do the same.

Source: Gard,
Australia Bans Cargo Ship Over Safety Issues

An Antigua Barbuda-flagged general cargo ship has been banned from Australian waters over serious safety deficiencies. The Australian Maritime Safety Authority (AMSA) said it issued a 180-day ban on the Briese Heavylift GmbH & Co vessel **BBC Pearl** as the agency works to crack down on unsafe and unseaworthy vessels.

After inspectors found multiple failures of the safety management system as well as a defective emergency generator and defective fire dampers during a port State control inspection in Cairns, the vessel was detained in Cairns for four days until the deficiencies were rectified before it proceeded to Port Hedland where the banning notice was issued.

This is the second banning of a Briese Heavylift GmbH & Co vessel in the past month, following the 90-day ban issued to the **BBC Weser** on June 12, AMSA said, noting it as issued multiple warnings to the German company.

AMSA executive director of operations Michael Drake said that the safety violations on the BBC Pearl were alarming and posed a real safety risk to the seafarers on board. “The defective emergency generator would render the vessel helpless in the event of a main power supply failure, and this is the second time the BBC Pearl has been detained for a defective emergency generator,” he said. “These are clear violations of the International Convention for the Safety of Life at Sea.”

Drake said that any operators that think they can get away with substandard ships in Australia should be on notice. “Australia has a reputation for upholding high safety standards for vessels entering our waters,” he said. “We have imposed a longer ban of 180-days on the BBC Pearl to send a clear message to any poor-performing operator that Australia finds these conditions to be unacceptable.”

Source: Marinelink

Biggest African port to be partially privatized, ICTSI involved

AFRICA’s biggest harbour will be partly owned and operated by the Philippines’ International Container Terminal Services Inc (ICTSI), a first for South Africa’s national ports company. ICTSI has been selected as an equity partner to run and expand Durban Container Terminal Pier 2. Almost three quarters of the freight volume moved through the eastern port goes through the terminal and it accounts for 46 per cent of South Africa’s total port traffic, according to state logistics
company, Transnet SOC Ltd. The agreement “is a key catalyst for repositioning the Port of Durban as a container hub port”, Transnet said in a statement, reports Bloomberg. South Africa is seeking to boost private participation in its ports, the poor performance of which is a drag on the economy. In a 2021 World Bank index of container port performance, Durban ranked 364th out of 370 and two other Transnet ports were in the bottom ten. Transnet will own a 50 per cent plus one share in a new company that will manage the terminal for 25 years and will seek to boost its annual capacity to 2.8 million TEU, from two million, it said. Ultimately Transnet wants to boost Durban’s total container capacity to 11.4 million TEU from 3.3 million. ICTSI, which operates terminals across six continents, was one of six bidders for the contract, Transnet said. It didn’t specify whether ICTSI will pay for its stake or whether it will have to fund the expansion. An announcement on the port of Ngqura will follow, Transnet said.

**ICTSI's TecPlata hosts ZIM's Patagonia Express Service**

PHILIPPINES International Container Terminal Services, Inc's (ICTSI) cargo handling operations at the La Plata Port adjacent to Buenos Aires in Argentina, TecPlata, received the inaugural call of Zim Integrated Shipping Services' (ZIM) Patagonia Express Service (PES). The PES connects Argentinian trade to the United States and the Caribbean Gulf, among other destinations. ZIM's newly launched service links Argentina to the Caribbean and the US Gulf Coast through the ports of Kingston, a major Caribbean hub, and Houston in the Gulf of Mexico.
The service marked its inaugural call at TecPlata with the arrival of the 1,000-TEU boxship Contship Key, and with its present network set up, is expected to call TecPlata every 45 days. “This strategic alliance with ZIM enables us to offer new services and logistics distribution to our clients. We are confident that this service will strengthen TecPlata’s position as a strategic trade port on the East Coast of South America,” said Juan Pablo Trujillo, TecPlata chief executive officer.

Rotterdam Shortsea Terminals (RST) and Samskip Join Forces To Launch First Shore Power Green Initiative

RST and Samskip are proud to announce the successful launch of their Green Shore Power initiative, which aims to dramatically reduce CO2 emissions produced by vessels docked by providing new clean shore powered energy solutions.

The joint initiative is an example of what companies can do if they have a common goal and join forces in the energy transition towards CO2 neutrality. The shore power solution is the first of its kind for a container terminal in the Netherlands ports. The celebration of this milestone event was on Friday, July 21st, where delegations from Samskip, RST, Port of Rotterdam (HBR), Municipality of Rotterdam and HES gathered. During the celebration, “Samskip Innovator” provided an onsite demonstration of the smooth transition between ship power and the new shore power.
The new shore power endeavor was largely possible through the expertise of Harbour Electronical Services (HES) which both prepared and outfitted Samskip’s shortsea vessel “Innovator” to receive shore power. The power supply unit at the quay of RST has been installed by Jolecra.

Onshore power supply systems are a critical step towards the decarbonization of the shipping sector. Given that docked vessels currently leave their engines running to generate onboard electricity while burning gasoil constantly, the impact of green onshore power becomes abundantly clear. For the entire shipping sector, shore-side electricity is expected to reduce CO2 emissions by 5 megatons1 of CO2 per year (3.7% of global shipping emissions).

With this innovation, Samskip also takes a leading position in preparing for the FuelEU Maritime regulation, which will require shore-power connectivity from 2030 on.

Head of Fleet Management – Vessel, Erik Hofmeester, said: “There are many ways to reduce CO2, such as: Samskip vessels using bio-fuel, the CO2 capturing systems also installed on Samskip vessels, WASP (Wind Assisted Ships Propulsion) and last but not least shore power. Green shore power facilitates clean and silent ship-operations in the ports of Rotterdam. We have set ambitious decarbonization targets for the upcoming years, with a clear aim to achieve net-zero emissions by 2040. Remarkably, this goal puts us a decade ahead of the legally mandated requirement for the maritime industry, which is currently set at 2050. We will also continue to use all our resources to protect the future of our company, our customers and partners and our planet”.

CEO of RST – Arno Storm, said: “RST is committed to be a frontrunner in energy transition and is taking a leading role in the port of Rotterdam to work on practical solutions to serve the planet and RST’s customers. I am truly proud to be able to say that we are the first container terminal in the Netherlands which has a shore power connection. For me, keying in on the path towards CO2 neutrality means partnering with customers and suppliers and I am thrilled that together with Samskip, HES and Jolecra, we have been able to take a first step. Furthermore, I would like to extend my gratitude towards the Port of Rotterdam authorities who have played an active role in the support and establishment of this pilot”.

The CO2 reduction potential of shore-side electricity in Europe - ScienceDirect

The SAMSKIP COURIER outbound from Rotterdam passing the Delta hotel in Vlaardingen
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s)!

Samskip offers pan-European, environmentally responsible combined transport services via shortsea, road, rail and inland waterway routes. We are committed to cost-effectiveness, operational excellence and best practice in sustainable transport. High frequency services connect destinations across Europe, the Baltic States, Iceland and Faroes Island, both door-to-door (including collection) and quay-to-quay, transported using a wide range of owned vessels, containers, trucks and trailers.
The Hugo Oldendorff handling cargo at the EECV along the Rotterdam Caland canal

Photo: Kees van der Horst ©

Third subsidized NSR voyage to begin in the second half of August

The voyage will last up to 75 days

The third, extra, subsidized voyage on the Northern Sea Route will begin in the second half of August 2023, according to the Ministry of Transport and Road Construction of the Kamchatka Territory.

“In view of the demand for subsidized cargo transportation along the Northern Sea Route, noted in 2022, it is planned to organize an additional, third voyage in the second or third part of August 2023,” reads the statement.

The voyage is to last up to 75 days. The route will be based on shippers’ applications taking into account the following list of ports of departure and destination: Great Port of Saint-Petersburg, the ports of Arkhangel’sk, Murmansk, Dikson, Tiksi, Pevek, Petropavlovsk-Kamchatsky, Magadan, Vostochny, Nakhodka, Vladivostok; as well as the characteristics of the deployed vessel: a dry cargo vessel with a maximum length not exceeding 180 meters, a deadweight of 8,500 tons and a possibility of simultaneous connection of 50 refrigerated containers. This year’s first voyage of nuclear-powered
container ship Sevmorput between Saint-Petersburg and Vladivostok subsidized by the Ministry for the Development of the Russian Far East and Arctic began on June 24.

HAPObarge's **MISSING LINK** on the move at the Oude Maas assisted by the GEPKE 2 & 3 enroute Rotterdam Waalhaven  
**Photo : Piet van den Berg (c)**

The **MISSING LINK** is equipped with a robust "Clyde 37 offshore" crane. It has a reach of 250 tonnes at 18 meters and up to 50 tonnes at 52 meters (main block). The accommodation offers room for 12 people and has the potential to expand up to 50 people in lower decks. Its 6 point anchor system with 5 tonnes worth of anchors and 900 meters of cable length, its large fuel capacity (360 cubic meters) and its possibility to work on open sea under 100 A5 M DNV GL makes it a truly unique crane ponton.

**Shipowners splash out $47 billion for LNG carrier newbuilds in 18 months**

By : Paul Bartlett

With owners having racked up some $47 billion in investments in 18 months the race to order LNG newbuildings is set to continue. The figure for investment in LNG carriers just eclipsed containerships with owners pumping in an estimated $46 billion for newbuildings in that sector.

Energy security, increasing cargo volumes, replacement demand, and infrastructure requirements, are key factors underpinning record investment in LNG carriers, according to analysis by Clarkson Research.

Despite dramatically higher new ship prices - up from $211m for a standard 174,000 m3 vessel at the start of 2022 to $261m today - LNG owners are pinning down the few remaining slots that are still available between now and late 2027.

The orderbook now stands at 331 vessels, 51% of fleet capacity, the analyst said in a recent report. One-year time charter rates for a 160,000 m3 dual-fuel diesel-electric vessel have remained consistently above $100,000 per day over the last 12 months. End-June rates stood at $120,000, Clarkson said.

New LNG contracts placed this year total 30 carriers with a value of $7.7 billion. But more orders are likely as four newcomers on the construction scene book more deals. The ships will be needed because LNG trade is set for rapid expansion over the coming years as more capacity comes on stream. The pace is likely to accelerate from about 4% per annum in 2023-24 to as much as 10% in 2025-27, the analyst said. Rising LNG demand in Asia and the role of the relatively clean hydrocarbon in the energy transition are underlying growth drivers.

Trade in LNG could reach 650m tonnes by 2030, up from around 390m tonnes today, although there are various scenarios. The strength of this energy sector looks certain to continue. **Source : Seatrade Maritime News**

**Tentoonstelling 150 jaar Holland Amerika Lijn op het ss Rotterdam**
Dit jaar bestaat de Nederland Amerikaanse Stoomvaart Maatschappij (NASM), beter bekend onder de naam Holland Amerika Lijn (HAL) 150 jaar. Dit jaar viert ook de Vereniging De Lijn, opgericht om de historie (verleden) en actualiteit (heden) van de HAL te bevorderen, haar 35 jarig bestaan. Bij beide heugelijke momenten willen we dit jaar nadrukkelijk stilstaan door het organiseren van een uitgebreide tentoonstelling aan boord van het ss Rotterdam, gelegen aan het 3e Katendrechtse Hoofd 25, in Rotterdam. Op de tentoonstelling staan meerdere vitrines opgesteld met afbeeldingen van oude schepen, maar ook van de nieuwste cruiseschepen van de HAL. Dit alles aangevuld met diverse attributen door de tijd heen, ingelijste affiches en scheepsmodellen. Het geheel geeft een goede indruk van de maatschappij HAL in de afgelopen 150 jaar. De tentoonstelling loopt van komende zondag 30 juli t/m zondag 13 augustus. De toegang is vrij, en de aanwezige suppoosten kunnen eventuele vragen beantwoorden. U kunt ons vinden in de Odyssee Room op het B-deck.

**South China delivers first of 8 super container vessels for MSC**

The largest container vessel in South China was delivered for use after it was named MSC NOA ARIELA in Nansha district in the Guangdong provincial capital on Monday.
MSC NOA ARIELA, which was jointly built by Guangzhou Shipyard International Co Ltd (GSI) and China Shipbuilding Trading Co., Ltd, is a massive 366 meters long and 51 meters wide, and it can reach a carrying capacity of 16,616 TEUs, according to a statement released by GSI on Monday. The vessel, with a molded depth of 30.2 meters, is designed to have a draft of 14.5 meters. It is the first of the eight container vessels that GSI and China Shipbuilding Trading Co., Ltd are building for Mediterranean Shipping Company S.A (MSC), said the statement. Contracts for construction of the large container vessels were signed in March, 2021, it said. Headquartered in Geneva, Switzerland, MSC is the world's largest container shipping company.

By continuously promoting technological innovation, the vessel has led the development trend for super large container ships in terms of green energy and environmental protection, the statement said. MSC NOA ARIELA is equipped with a desulfurization and denitrification system. The first six container vessels will reserve liquefied natural gas (LNG) power function, while the last two ones will use LNG dual fuel propulsion system, meeting the latest environmental emission standards, said the statement. MSC NOA ARIELA is not only green and environmental friendly, but also energy-saving and high efficiency, with all technical indicators having reached the world's leading standards, it said. Yang Wei, project manager of the vessel, said the vessel is equipped with a shaft generator with a power of 4,000 KW. "When the ship is sailing normally, the shaft generator is connected to the grid with one main generator, which can meet the electricity demand of the whole vessel," said Yang.

"Through the previous navigation tests, the superiority of the performance of the vessel's shaft generator has been fully demonstrated and recognized by the ship owner," he said. Meanwhile the vessel is also equipped with a world leading air drag reduction system. When the vessel is sailing, the air compression system on board injects compressed air into the bottom of the vessel, forming a layer of air film at the bottom, reducing direct contact between seawater and the hull, which can greatly reduce the resistance of seawater.

More figuratively, when the air drag reduction system works, the huge ship filled with more than 16,000 TEUs will be lifted by the air membrane like a hovercraft, so that the seawater resistance will be minimized, which is also the key to the vessel's excellent green environmental performance. Source: Ecns.cn

Coming 'explosion' of new tonnage threatens box ship charter market

By Mike Wackett

Until recently the mid-size and large containership charter market has been relatively sheltered from the downturn in liner shipping, but a maritime consultancy says it believes a “material decline in charter rates is on the cards”.

Distribution: daily to 44740+ active addresses 26-07-2023 Page 12
In its July Horizon report, Maritime Strategies International (MSI) says it expects the erosion of daily hire rates and reductions in time periods that has already impacted charter party agreements for small containerships is about to spread to bigger vessel fixtures.

“An important reason for this - apart from the overall sluggish cargo demand - is that, as the avalanche of very large vessels will be hitting the water, numerous midsize vessels will be cascaded from the main lanes to other routes that are typically served by smaller units, requiring lower-tier trades to accommodate displaced assets on an increased scale,” said MSI.

According to the consultant, this enforced cascading of bigger ships onto secondary trades that do not warrant the upgrade may lead to “increased idling”, which will only partially be offset by slower steaming and an increase in scrapping. MSI said the supply side was expected to “explode” in the next three quarters, with some 2.4m teu of newbuild tonnage due to be delivered through to the end of Q1 next year. It said its scrapping forecast of 380,000 teu for this year was “clearly not enough to offset growing excessive capacity”. MSI added: “Under these circumstances, the best case scenario for freight rates is to remain at their current levels of increase only marginally.” And the impact on charter rates is bleak. MSI said it expected daily hire rates to reduce significantly, from October “at the latest”, across all sizes.

It explained: “The ongoing delivery of the orderbook is projected to shift the balance in the market in the charterer’s favour, leaving owners with no other options but to fix their vessels, and likely for shorter periods.”

Hitherto, the lack of open vessels in the mid and large sectors of the containership charter market has insulated shipowners from tracking the ocean freight market downwards, enabling brokers to continue to achieve historically high rates and long time periods. Moreover, carriers with surplus capacity and a high exposure to the charter market have been able to sub-let vessels to other lines at break-even levels or small discounts on contracted daily hire rates - but that is also coming to an end, as tonnage procurement officers now get top-level authorisation before chartering ships. Meanwhile, MSI said that liner profitability margins were now “thinning alarmingly”. It said according to preliminary Q2 results, some ocean carriers “were already in the red”. “This is expected to worsen in the second half of the year, as all the new contracts signed in May and June at much lower rates than a year ago will start showing their impact on liner profitability,” said MSI. “At the same time however, operating costs for carriers have risen materially, compared with pre-pandemic norms, which means current freight rate levels are loss making for smaller vessels,” it added.

The 2014 Turku shipyard delivered MEIN SCHIFF 3 berthed on the river Tyne. Photo: David A. Bowley.
reminded of the sinking of the Moskva, the flagship of Russia’s Black Sea fleet, back in 2022 as evidence that it has all the necessary tools to enforce its own blockade. Sources covering the war in Ukraine claim that its military is also equipped with ground-launched Harpoon anti-ship missiles and that it has conducted attacks on ships using very long-range uncrewed surface vessels (USVs). The USVs have been recently used in the attack on the Sevastopol Naval Base and the US$4 billion Kerch Bridge which links Russia and the occupied Crimean Peninsula. This all points to Ukraine being able to make good on their threats and enforce their blockade of the Black Sea and the Kerch-Yenikal strait if they so choose to.

The **ALEXANDER VON HUMBOLD II** spotted on 24 Jul, Photo: Robert Eadie (c)

**Jinjiang Shipping and Pacific Marine in Vietnam joint venture**

By: Katherine Si
Chinese container service provider Jinjiang Shipping has signed joint venture agent cooperation agreement with Pacific Marine Co aimed at business expansion. Jinjiang Shipping said the joint venture named Jinjiang Vietnam, was important for the company to enlarge its overseas market and service scope. It added that by taking advantage of Jinjiang Shipping Vietnam, the company will develop more services for RCEP regions from Vietnam. Earlier this month, Jinjiang Shipping got approval from Shanghai Stock Exchange for initial public offering. The company is planning to raise around RMB3bn to expand and upgrade its containership fleet.

Source: Seatrade Maritime News

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The SUN SHINE inbound for Rotterdam Waalhaven

Photo: Jan Oosterboer (c)

Only mandatory standards can rescue troubled ferries sector

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ITF Dockers’ Section Coordinator Enrico Tortolano addresses a rally for sacked P&O Ferries workers in March 2022.

A bilateral agreement was signed today in Paris between France and the United Kingdom over voluntary seafarer employment and welfare standards. While the sentiment to improve outcomes for seafarers is being welcomed by European and international unions, the two governments are urged to get serious about creating and enforcing minimum rules to rescue the unstable ferries sector. ETF General Secretary Livia Spera said: “This agreement is a step forward in the right direction. But we need mandatory standards and sectoral collective bargaining rights. The ETF is calling for the adoption of mandatory seafarer employment standards on European shipping routes, underpinned by sectoral collective bargaining rights, where they do not currently exist.”

“"The solution proposed by France and the UK is based on a voluntary agreement by companies to follow the ‘rules.’ This is not enough, as it does not force companies to be compliant and it does not establish enforcement mechanisms.”

“What is more, this agreement will not unpick the effect
of P&O Ferries’ attack on its own workforce in 2022, when the company unlawfully dismissed 800 seafarers and violated their rights.” Spera warned that the UK-France bilateral agreement and the voluntary charter will be unable to prevent such cases happening in the future.

She said it remained to be seen if P&O Ferries, Irish Ferries, crewing agents and other shipowners would decide to comply with what was agreed by the two countries.

“From our perspective, the focus needs to be on eradicating substandard working conditions and re-establishing decent standards and rights through legislation and collective bargaining.”

**Irish Ferries, P&O still driving a race to the bottom**

International Transport Workers’ Federation (ITF) General Secretary Stephen Cotton joined his European counterpart in calling for mandatory standards to be applied to all companies operating ferries in the English Channel, Irish and North Sea. “We need to see strong laws supporting decent wages and conditions. And when laws are broken, we need to see swift enforcement and prosecutorial action taken by states,” he said. Cotton said the voluntary charter would not stop the sector’s slide into another round of cost-cutting and wage slashing, because some companies had made it their strategy to ignore community standards and even break the law. The public would be wondering why the likes of Irish Ferries and P&O Ferries were still permitted to operate despite not paying UK or French national minimum wages, undercutting their competitors who chose to do the right thing. “We need to see a response from P&O Ferries and Irish Ferries to this initiative,” Cotton said. “How these rogue companies respond to today’s news will tell us a lot about whether voluntary charters are really going to be enough to stop the bad behaviour we’ve seen in recent years.” ETF and ITF were steadfast in support of their shared affiliates – both of which spoke out in response to the bilateral agreement: Nautilus International and the RMT.

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**Price tag of HMM to be in region US$4b**

A MAJOR shareholder of South Korean liner HMM, Korea Development Bank (KDB) has announced that as part of its divestment of HMM’s shares, it will sell all its existing shares, plus 37 per cent of its convertible bonds, according to Container News. In a notice posted on July 20 on Korea Online E-procurement System, which manages the South Korean government’s procurement processes, including bidding and contract-signing, KDB said that it will sell its 20.69 per cent stake, comprising 101.19 million shares. It will also exchange KRW1 trillion (US$782 million) of the KRW2.7 trillion of its convertible bonds into shares to be sold along with the original 20.69 per cent stake. Korea Ocean Business Corporation
will also sell all its 97.59 million HMM shares, amounting to a 19.96 per cent stake. This means that after the convertible bonds are exchanged for shares, there will be 398.78 million HMM shares to be sold by KDB and KOBC, amounting to a 57.88 per cent stake. KDB said that it will exchange the first set of convertible bonds on October 2, when the state policy lender can exercise the call option on the bonds. If convertible bonds and bonds with warrants held by KDB and KOBC are converted into shares, the number of outstanding shares of HMM will increase to 689.03 million from 489.03 million. KDB’s ownership will rise to 29.2 per cent, amounting to 211.9 million shares and KOBC’s stake would go up to 28.68 per cent. The market expects the sale price of HMM to be around KRW5 trillion (US$3.9 billion). South Korean media reports suggested that KDB will exchange its remaining convertible bonds, amounting to a 14 per cent stake, after most of the state’s interest in HMM is sold. The National Pension Service and Korea Credit Guarantee Fund, both government organisations, hold another 12 per cent of HMM’s shares, meaning that the state could remain a substantial shareholder. Woo Oh-hyun, chairman of Samra Midas group, parent of HMM’s compatriot competitor SM Line, has made known his interest in acquiring HMM, but local media reports claim that the government is more inclined towards a more established conglomerate that could run HMM stably. Source: Schednet

The inland tanker ASTERIX ready to load natural gas condensate at the NAM gas treatment plant in Den Helder. Photo: Wim Albers (c)

Chittagong Port Authority detains PIL ship Kota Bistari

BANGLADESH’s Chittagong Port Authority (CPA) has arrested the Pacific International Lines’ (PIL) container vessel KOTA BISTARI after being ordered by an admiral court for damaging three boxes.

File photo of the KOTA BISTARI anchored off Singapore. Photo: Piet Sinke www.maasmonmaritime.com (c)

The ship, with containers onboard, was supposed to have sailed from Chittagong last Wednesday noon but could not do so due to the court order after an importer filed a case seeking compensation for the damage, reports Container News. The Singapore flag carrier vessel with outbound containers onboard has been sent to the outer anchorage of Chittagong port and will stay there until the issues are solved, Ahsan Habib, senior manager, operations, logistics, and SOC Marketing at PIL (Bangladesh) Ltd confirmed. He said talks are underway with the party that filed the case for a solution. “We could successfully discharge the three containers that were damaged onboard,” he pointed out. Mr Habib said since
Thursday (July 20) all the pending issues could not be resolved indicating that they could not manage suspension or vacation of the court order which held the ship from sailing.

The 2023 delivered LNG powered hopper dredger **VOX ALEXIA** navigating the Oude Maas heading for Rotterdam Botlek. 

**Photo : Anko Staas ©**

**Ninety Crowley Vessels Recognized for Safety by Chamber of Shipping of America**

Crowley has been recognized by the Chamber of Shipping of America (CSA) with Jones F. Devlin Awards for the safe operations of 90 company-owned or -managed vessels. The Devlin Award publicly recognizes the skills and dedication of the men and women who are responsible for safe vessel operations and is presented to vessels that have operated for two full years or more without a crew member losing a full turn at watch because of an occupational injury. Through the diligent service of Crowley’s captains and crews in 2022, they achieved 523 cumulative years of accident-free service of its vessels around the world, ranging from two to 24 years without a loss time injury across the fleet, which include tugboats, tank vessels and container ships. “The Devlin Awards recognize and celebrate the exceptional individuals within our company who have consistently raised the bar to exemplify our foundational value of safety,” said Cole Cosgrove, vice president of support services, Crowley Shipping. “With safety integral to everything we do – at sea and shoreside, we are honored to share our appreciation of our mariners’ hard work and dedication, keeping our people and communities safe.”

**RNLI lifeboats deal with multiple call outs during Fastnet Race**

Four lifeboats from the Royal National Lifeboat Institution (RNLI) were called out to a string of incidents in terrible conditions at the weekend as the 50th Fastnet Race got underway in boat-breaking conditions. The famous 695-mile
yacht race, started at Cowes in the Solent on Saturday with a record-breaking 430 entrants racing around the Fastnet Rock, off Ireland, before finishing in Cherbourg, France.

But with winds gusting up to 46mph, heavy rain and challenging seas of 4m, RNLI crews from Yarmouth, Poole, Swanage and Weymouth responded to multiple taskings by HM Coastguard throughout the opening few hours of the race with more than a quarter of entrants retiring by the end of the end of Sunday.

As the racing fleet departed the Solent facing the full force of the weather, RNLI lifeboats were tasked to a multitude of incidents.

A yacht with two people onboard issued a distress call after it had begun taking on water. The Yarmouth all-weather lifeboat arrived on scene locating a liferaft with two people in it after their yacht had sunk. They were taken onboard the Yarmouth lifeboat where they were generally well but shaken.

In another serious incident, Swanage all-weather lifeboat was tasked to a yacht with a sailor onboard suffering a head injury and requiring immediate evacuation. Two lifeboat crew were placed onboard in rough conditions to carry out casualty care. Once in the calmer waters of Studland Bay the casualty was evacuated by lifeboat and handed over to the care of the ambulance.

RNLI lifeboats were tasked to many other incidents throughout the blustery afternoon ranging from dismasted yachts, a number of accidental emergency positioning radio beacon (EPIRB) alerts, a yacht with steering failure and a hand injury.

Yarmouth RNLI Coxswain, Howard Lester said: ‘This weekend’s Fastnet race was the busiest one for Yarmouth lifeboat, responding to six incidents in some very challenging conditions in the western Solent and beyond. ‘We were very fortunate that all our call outs were to crews with means of calling for help and were equipped with either lifejackets or had life rafts accessible onboard.’

Fight port emissions with PortXchange software tool

The Port of Rotterdam is reaping the benefits of emissions data collection software from PortXchange, establishing an emissions baseline from which it can achieve its decarbonisation targets. Urgent action is needed, says PortXchange, if the shipping industry is to meet the IMO’s goal of net-zero by 2050. Countries such as China, Brazil and Argentina are resisting curbs such as a carbon levy, says the company, leading some to call for more robust action. Port of Rotterdam spinoff, PortXchange, says its EmissionInsider tool can help drive this more effective action by simplifying and automating transport-related emission data collection, establishing a baseline for each port. EmissionInsider provides port authorities with data to make strategic decisions on targeted decarbonisation strategies. Such decisions can include adopting mechanisms and incentives that encourage and promote sustainable shipping practices, such as speed optimisation. It has been so successful at the Port of Rotterdam, says the company, that it ‘offers a compelling template for other ports worldwide, regardless of IMO decisions’. Source: portstrategy

Port of Tacoma accelerates net zero target by 10 years
The target will cover Scope 1 and Scope 2 emissions, which includes direct emissions from the port’s buildings and vehicles, and the electricity purchased for port facilities. However, it does not cover Scope 3 emissions - the largest source of greenhouse gases. This category includes emissions from the third-party sources, such as cargo ships, drayage trucks, and facilities leased to private companies. To achieve the decarbonisation target by 2040, the Port of Tacoma plans to invest in electric vehicles, replace natural gas with electricity in its buildings, and buy renewable fuels for its vehicles to replace fossil fuels. “Implementing the net zero policy will require a number of multi-million-dollar projects, like the Administration Building Electric Vehicle Charging Station project that the commission authorized this February,” the Port of Tacoma states. The port’s initiative is part of the Northwest Ports Clean Air Strategy, which aims to reduce GHG emissions from shipping and port operations. The Tacoma port is also a part of the Northwest Seaport Alliance (NWSA), which manages marine cargo operations in Seattle and Tacoma. The Port of Seattle fixed a similar target of net-zero emissions by 2040, last year. Source: Engine

ALMAK (IMO 9682033) a French civilian training ship entering Zeebrugge naval base (Belgium) 23 07 2023. Photo: Gilbert Gyssels G.GYSELSSHI PCOLLECTION (c)

Stena Line temporarily suspends Rosslare to Fishguard route due to 'onboard incident'

Ferry passengers intending to take that route will be offered alternative sailings from Dublin or from Rosslare to Pembroke.

FERRY OPERATOR STEINA Line has temporarily suspended their Rosslare to Fishguard route until further notice. Ferry passengers intending to take that route will be offered alternative sailings from Dublin or from Rosslare to Pembroke. Alternatively passengers can request a full refund. A Stena Line official said the reason for the move was due to “an onboard incident which resulted on another route. They did not explain what the incident was. In a statement, Stena Line said: “Following an onboard incident which resulted in the temporary withdrawal of the Stena Superfast VII ship on the Belfast to Cairnryan (Scotland) service on 19th July, Stena Line has reluctantly taken an operational decision to temporarily redeploy the Stena Nordica from the Rosslare-Fishguard service to provide cover on the Belfast to Cairnryan service. “Given the high volume of customers impacted by the withdrawal of SUPERFAST VII, Stena Line was left with no option but to seek temporary cover.” The statement continued that whilst the Rossllare-Fishguard service provided the “least impactive solution” given the range of alternative travel options available to accommodate impacted customers, Stena Line is mindful of the “local disappointment this decision” will have caused. The company added that they would like to “apologise unreservedly to all those customers impacted by the change” and are “working hard to try and mitigate as much as possible” by providing alternative sailing options, securing space with other ferry operators, and offering a range of compensation packages for the inconvenience caused.
NAVY NEWS

The Royal Navy’s fast fuel tanker **A 139 RFA TIDEFORCE** spotted in Devonport June 19 alongside the refurbished Yonderberry fuelling jetty. With a capacity of 19,000 cubic metres, she might have left the Thales Fuel depot a little low on juice! *Photo: Paul Endicott, Newton Ferrers.*

**US commissions first-ever Navy ship in a foreign port**

*By: Justin Klawans, Staff writer*

The Littoral Combat Ship **USS CANBERRA, LCS 30** arrive in Sydney to be commissioned into the US Navy. She was led into the harbour by **HMAS CANBERRA**. The commissioning took place at Garden Island Fleet Base East 22 July.

*Photo: Ian Edwards*
The **USS CANBERRA**, an Independence-class littoral combat ship, had her colors raised in a joint ceremony at a Sydney naval base with American and Australian service members. The ship is named after the **HMAS CANBERRA**, a Royal Australian Navy cruiser sunk during World War II, which was itself named for the Australian capital city.

Saturday's ceremony marked the first time that the U.S. Navy has allowed one of its ships to be commissioned in a foreign harbor. The ship is only the second-ever Navy vessel named for a foreign city, following its predecessor, a World War II-era cruiser also christened the **USS CANBERRA**.

The new **USS CANBERRA** "honors our more than 100-year-long partnership with Australia and is a reflection of our shared values and continuing mission to support a free and open Indo-Pacific," U.S. Navy Secretary Carlos del Toro tweeted. The ship's commissioning comes following a closer alliance between the U.S. and Australia as part of the AUKUS trilateral security pact. The Australian Navy is expected to purchase up to five American submarines as part of a continued defense agreement between the countries, in an effort to beef up security in the region ahead of Chinese threats.

A day prior to the **USS CANBERRA**'s rollout, the U.S. and Australia participated in a joint naval exercise in Sydney, which reportedly included 13 nations and 30,000 military personnel. Del Toro told The Associated Press that the exercise sent a message to China that "we are extremely tied by the core values that exist among our many nations together." He added that the U.S. and Australia were "prepared to actually operate together in defense of our national security interests."

**Russia And China End Military Exercises In Sea Of Japan**

By AFP - Agence France Presse

Russia and China have ended their joint naval exercises in the Sea of Japan, the Russian defence ministry announced Sunday, as the two allies seek to deepen their military ties. The two massive countries, which share a common desire to counter what they see as American hegemony, have grown closer in the military sphere since Russia launched its Ukraine offensive last year, a move China has not condemned. The Russian defence ministry previously said the main goal of the latest exercises, which began on Thursday, was to "strengthen naval cooperation" between the two countries and "maintain stability and peace in the Asia-Pacific region".

"The joint Russian-Chinese naval exercises... have ended in the Sea of Japan," the Russian military confirmed in a statement Sunday. "Some twenty combat exercises were carried out... including joint artillery fire on maritime, coastal
and air targets", the army said. The Russian navy was represented by two anti-submarine ships, two corvettes as well as auxiliary ships, according to the Russian defence ministry.

Last weekend Beijing said it was sending five warships, including a guided-missile destroyer. Navy aircraft were also involved. To strengthen their coordination, China and Russia have organised several exercises between their armies in recent months. In March, during a visit to Moscow by Chinese President Xi Jinping, he and Russian counterpart Vladimir Putin signed a declaration expressing their willingness to conduct “regular joint patrols” to "deepen mutual trust". Last month China and Russia carried out a joint air patrol over the Seas of Japan and East China, which prompted South Korea to deploy fighter jets as a precaution. Source: Barron’s
The fierce rivalry between Hanwha and HD Hyundai for dominance in the shipbuilding industry has developed into a competition to secure Vietnamese workers amid the industry’s lingering workforce shortage, according to industry officials, Sunday.

Hanwha Ocean signed a memorandum of understanding (MOU) with Vietnam’s Ministry of Industry and Trade in Hanoi, Saturday, for their comprehensive cooperation in training Vietnamese shipbuilding workers and the shipbuilder’s hiring of those workers.

This came a month after Hanwha Group Vice Chairman Kim Dong-kwan joined a business delegation accompanying President Yoon Suk Yeol on his state visit to Vietnam. “The latest MOU is intended to satisfy our demand for workers by supporting programs to strengthen the capabilities of vocational training institutions under the Vietnamese ministry,” a Hanwha Ocean official said. “We expect the cooperation to enable us to establish a stabilized plan to hire skilled foreign workers.”

Hanwha Ocean President Jung In-sub, eighth from left, and Vietnam’s Minister of Industry and Trade Nguyen Hong Dien, seventh from left, pose with participants of a memorandum of understanding signing ceremony in Hanoi, Saturday.

Courtesy of Hanwha Ocean

HD Hyundai President Chung Ki-sun, second from left, inspects Hyundai Vietnam Shipbuilding's shipyard in Khanh Hoa, Vietnam, in this June file photo. Courtesy of HD Hyundai

HD Hyundai President Chung Ki-sun also inspected Hyundai Vietnam Shipbuilding's shipyard in Khanh Hoa last month, during his visit to the Southeast Asian country as a member of the presidential business delegation. The company is reportedly considering exchanging workers in Korea and Vietnam by training employees at its Vietnamese factory. "HD Hyundai was able to achieve excellent results in Vietnam, thanks to the hard work of its executives and employees despite unfavorable circumstances," he said at that time. "I will continue to work harder for Hyundai Vietnam Shipbuilding to write a model success story representing the Korean shipbuilding industry."

Since the establishment of Hyundai Vietnam Shipbuilding in 1996, Vietnam has grown into a country winning the fifth-most shipbuilding orders in the world. It is also known to have the largest number of skilled and experienced shipbuilding workers among Southeast Asian nations. Korean shipbuilders have therefore preferred hiring Vietnamese workers.

Data compiled by the Ministry of Justice earlier this year also showed that Vietnamese nationals accounted for 55.1 percent of 1,595 foreigners who received E-7 visas between January 2022 and January 2023 for specific activities related to shipbuilding. Source: The Korea Times

**Intense Competition Among the Big Three Korean Shipbuilders**

By Jasmine Choi

The era of methanol ships has officially begun with the voyage of the world’s first methanol propulsion ship, built by a Korean shipbuilder. Following HD Korea Shipbuilding & Offshore Engineering, which leads in technology having secured the most methanol ship orders globally, Samsung Heavy Industries has also recently succeeded in ordering methanol propulsion container ships, intensifying the competition among the three major Korean shipbuilders following liquefied natural gas (LNG) ships. According to the industry on July 23, the world’s first methanol propulsion ship built by Hyundai Mipo Dockyard began its first voyage on July 17 after completing its bunkering operation. The ship was ordered by Maersk, the world’s largest shipping company, in 2021. The ship departing from Ulsan Port is expected to arrive in Copenhagen, Denmark in September for a naming ceremony.

Currently, the global shipping industry is speeding up the order of methanol ships to preempt the eco-friendly ship market. Maersk plans to replace 25% of sea transport freight with eco-friendly fuel ships by 2030 and has so far ordered a total of 25 methanol ships. The world’s third largest shipping company, France’s CMA CGM, has ordered 18 methanol-powered ships, while Korea’s HMM has ordered 9.

Methanol is receiving attention as an eco-friendly fuel because it emits less greenhouse gases than existing bunker C oil. Sulfur oxide (SOx) emissions are virtually non-existent and nitrogen oxide (NOx) emissions can be reduced by up to 80%. Particularly, “green methanol,” produced by renewable energy, rapidly biodegrades when discharged into the sea, causing no marine pollution. In response, the competition to order methanol ships in the Korean shipbuilding industry has become even more fierce. HD Korea Shipbuilding & Offshore Engineering is leading by securing more than half of the global methanol ship orders. The key to methanol ships is engine technology. HD Korea Shipbuilding & Offshore
Engineering started research in 2020 and developed a methanol dual-fuel HiMSEN engine in January this year, completing the factory operation test. It has received a total of 19 orders this year. Samsung Heavy Industries also intensified the competition by securing a large order for methanol ships for the first time this month. The quantity ordered from Taiwan’s Evergreen Marine is 16 vessels, with the contract amount reaching approximately 4 trillion won (US$3.1 billion), the largest ever for a single ship contract. Hanwha Ocean has not yet secured an order for a methanol ship, but its methanol ship technology is complete enough to start shipbuilding immediately. Source: businesskorea

Rotterdam LNG shifts from $2,900 premium to VLSFO to $87 discount in 11 months

A cooling of the global gas markets sent them into a frenzy last year has left LNG delivered as a bunker fuel at Rotterdam at the biggest discount to VLSFO in more than two years.

LNG priced in fuel oil terms at Rotterdam stood at $465/mt on Wednesday, according to Ship & Bunker data, down by 77% from the $2,058/mt seen a year earlier. That left LNG at an $86.50/mt discount to VLSFO delivered at the Northwest European hub, compared with a $1,261/mt premium a year earlier and the biggest discount since April 2021.

LNG-tanker GASLOG WESTMINSTER which arrived Saturday July 15th at LNG-terminal at Nijlhaven Rotterdam-Maasvlakte. She delivered 180,000 cbm of LNG and came from Sabine Pass US. Vessel has been built in 2020 with dimensions 297 * 47 mtrs. Photo Arie van Oudheusden. ©

Global gas prices started to jump in late 2021 on concern over potential conflict in Ukraine, and surged in February 2022 with traders speculating the Western response would involve sanctions that could block Russian gas exports from reaching European markets. LNG priced in fuel oil terms at Rotterdam peaked at $3,660/mt in August of last year, standing at a $2,930.75/mt premium to Rotterdam VLSFO on August 30. But with the European gas market managing to increase imports from elsewhere to meet its heating and power needs last winter, prices have since come down sharply.
LNG in fuel oil terms at Rotterdam first dipped to a discount to VLSFO in May, according to Ship & Bunker data, before returning to a small premium from June 19-July 7 and then re-establishing its discount from July 12 to the present. Shipping firms with dual-fuelled vessels capable of running on both conventional fuels and LNG almost universally switched to using conventional bunkers last year, and those that did not were largely required to for contractual or regulatory reasons. But this year the LNG bunker market has seen a return as these ships resume taking on gas. Ferry company Balearia announced earlier this month that it had returned to exclusively using LNG in its dual-fuelled vessels, having cut its LNG purchases by 94.7% in 2022. The trend can be observed in demand data released by the ports that have official data on LNG bunkers. Rotterdam's LNG bunker sales climbed to 86,088 m3 in the first quarter of this year, up from 58,599 m3 the previous quarter. And Singapore’s 17,900 mt of LNG bunker sales in June of this year beat the 16,300 mt sold throughout the whole of 2022. Source: PortNews

NYK TO INTRODUCE ITS FIRST WIND-ASSISTED SHIP-PROPULSION UNIT

NYK Group company NYK Bulkship (Atlantic) N.V. (NBAtlantic) has announced it is to introduce a wind-assisted ship-propulsion unit on a bulk carrier engaged in a long-term charter contract with Cargill International S.A. (Switzerland). This will be the first installation of its type on an NYK Group vessel, NYK said 24 July. NBAtlantic will equip the bulk carrier with the VentoFoil wind-assisted propulsion unit from Netherlands-based wingsail producer Econowind B.V.’This unit is expected to help reduce greenhouse gas (GHG) emissions during vessel navigation,’ NYK said. ‘NBAtlantic will collect data on the propulsion generated by this equipment, in addition to meteorological and ocean conditions during navigation, and measure the unit’s effectiveness in collaboration with Cargill International S.A.’Sitting on a 20-foot-long flat rack container with no walls, VentoFoil has a 16-meter vertical wing that plays the role of a sail.

‘Like an airplane wing, VentoFoil creates propulsion with the pressure difference on both sides of the wing,’ NYK added. ‘The unit takes in wind through its suction port and obtains greater propulsion by amplifying the pressure difference. VentoFoil is smaller than similar equipment, keeping it more out of the way of cargo handling. It is also easy to install and relocate.’ The initiative is part of NYK’s long-term target of net-zero emissions of greenhouse gas (GHG) by 2050 for the NYK Group’s oceangoing businesses. As previously reported, last month it was announced that the Cargill-chartered Kamsarmax owned by MC Shipping, Pyxis Ocean, is scheduled to be fitted UK-based BAR Technologies’ wind propulsion technology, BAR Technologies WindWings by Yara Marine Technologies (WindWings). Source: Bunkerspot

HAL’s *ROTTERDAM* moored in Geirangerfjord (Norway)  
*[Photo : Jan van Dommelen ©]*
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