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Regional Container Lines **KHUNA BHUM** navigating the Singapore straits
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EVENTS, INCIDENTS & OPERATIONS

The **AL-AMARAT** spotted Westbound transiting the Singapore Straits

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**Maersk Honam rechristened and ready to sail**

By: Sam Chambers
The **MAERSK HONAM** transiting the Singapore Straits 28-09-2017  
*Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!*

Seventeen months after a fire ripped through it, Maersk is set to send the 15,282 teu boxship **MAERSK HONAM** back on active duty. According to Alphaliner, the ship, which caught fire on March 6 last year leading to the loss of five seafarer lives, has been renamed **MAERSK HALIFAX**.  
The damaged ship’s bow as seen left (*Photo : Bas de Blok*) was cut off at a yard in Dubai and the remainder of the ship was then moved by a semi-submersible ship to Ulsan in South Korea, where Hyundai Heavy Industries has since been fixing it. The redux vessel now features a reshaped, less flared bow and an SOx scrubber. Alphaliner reports the **MAERSK HALIFAX** is scheduled to join the Asia – Mediterranean AE11/Jade’ service with MSC on August 5.  
*Source: Splash 247*

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**Dorset’s Intermarine UK lands steel fabrication deal to increase capacity at Portland Port**

Maritime engineering company Intermarine UK has been selected to take part in a major infrastructure project designed to increase capacity at Portland Port in Dorset, the company said in its release. The firm operates a 2,400sqm fabrication and welding facility at the port on England’s south coast, which it opened in 2018 following a £750,000 investment. Acting as a subcontractor for project lead CMP Thames Ltd, Intermarine UK has been tasked with fabricating a number of steel structures that will extend the mooring capacity of Queen’s Pier by 40 metres in order to accommodate the growing number of vessels visiting the port.

A change in the nature of shipping at Portland Port has driven significant infrastructure investment over recent years. The port’s cruise business is continuing to grow, while cargo customers have also seen an increase in activity. Work to further extend Queen’s Pier is the latest project designed to support the site’s continued growth. Intermarine UK’s steel fabrications will form part of a new mooring dolphin at the end of the pier that will create a facility for berthing vessels up to 230 metres long with drafts up to 10.5 metres.

Since establishing a production base at Portland Port in 2018, Intermarine UK has spent in excess of £750,000 equipping the site with state-of-the-art machinery. This investment has allowed the company to expand the range of engineering and fabrication services it offers to the UK’s ship repair, refit, conversion and shipbuilding markets.

The firm played a central role in the assembly of Britain’s two new aircraft carriers, **HMS QUEEN ELIZABETH** and **HMS PRINCE OF WALES**, and recently completed construction of a floating platform for the British Royal Navy that will allow crew and passengers to board and disembark from the rear of these ships. In 2018, Intermarine UK signed a six-figure contract with Merseyside shipyard Cammell Laird to fabricate more than ten tons of piping systems for the **RRS Sir David Attenborough** polar ship, Britain’s biggest commercial ship building project in more than 30 years. In June Intermarine UK announced it had struck a new agreement with Chinese manufacturer Shandong Pure Ocean Technology to make the Port of Portland one of the UK’s centres for ‘scrubber’ installation. Acting as an agent to Shandong, it will offer to install its scrubber systems to a wide variety of vessels including container ships, ferries and fishing boats, to help them meet tough new environmental regulations. Portland is a commercial port located in Dorset on the UK’s south coast.
Portland Port operated as a base for the Royal Navy for nearly 150 years from the mid 19th century through to 1996 when Portland Port was then privatised and taken over by the Langham Group. Portland Harbour Authority later took over as the statutory harbour authority in 1998. Since then the harbour has developed into commercial port, that handles cruise ships, cargos, bunker vessels and also maintains a strong relationship with the Royal Navy and the Royal Fleet Auxiliary. Under the umbrella of the Portland Port Group are two separate entities: Portland Port Ltd and Portland Harbour Authority Ltd.

**Decommissioning in Shetland expands with the arrival of more North Sea structures**

The Dales Voe decommissioning facility in Shetland is one step closer to becoming a centre of excellence for recycling offshore structures from the North Sea with the arrival of two new installations for decommissioning by strategic partners Veolia and Peterson. The structures from Spirit Energy’s ST-1 arrived in the dedicated port facility on 15 July. Now at the end of their working life recovering these platforms is important to maximize the value of the materials and assets they contain, and further the sustainability of the offshore industry. With a recycling target of 97% the project includes recovery of approximately 2,500 tonnes of materials that will be carefully extracted and returned to industry, and where possible assets that have further operational life will be sold for re-use. ST-1, comprising of a 45 metre high 1,300 tonne steel jacket and 1,200 tonne topsides structure, was originally installed in 1994 in the Greater Markham Area 160km off the coast in the Southern North Sea. Comprising three levels including a cellar and accommodation unit, the weather deck with pedestal crane, and a mezzanine deck, production on this gas platform ceased in April 2016 and was placed in warm suspension mode in September 2017. The final part of the decommissioning programme, covering the removal of the topsides and jackets, was carried out through two single lifts by Seaway 7, the Renewables and Heavy lifting business unit of Subsea 7, using the Seaway Strashnov heavy lifting vessel. Successful delivery onshore further highlights the key receipt strength at Dales Voe which includes a 60 tonnes/m² strong quay. Martin O’Donnell, Decommissioning Director of Veolia said: “This work follows the successful recovery operations carried out at the facility, and really demonstrates how collaboration across the supply chain can deliver greater sustainability. We have already recycled over 80,000 tonnes of materials and created new job opportunities to meet the growing demand for
“decommissioning” James Johnson, Decommissioning Manager at Peterson added: “This project is a great showcase of how our collaboration with Veolia is enabling us to provide a full decommissioning service which provides a better customer experience. We are pleased to be involved in the ongoing development of Dales Voe as a centre of excellence for decommissioning for the North Sea.” Set up to provide a full decommissioning service the partnership services include decontamination, deconstruction, waste management and environmental services together with associated integrated logistics, marine and quayside services. The partnership has been providing onshore decommissioning services for over 10 years and achieved ‘excellent’ environmental assessment ratings in the process. These services are offered by the partnership from their extensive site portfolio including Lerwick Dales Voe, Lerwick Greenhead Base, Great Yarmouth, and Lutelandet.

Baltic Dry Index is down to 2,165 points

On 23 July 2019, the Baltic Dry Index fell to 2,165 points, down 26 points (-1.19%) versus the level of July 22. BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides “an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. Source: portnews

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Last lifts for the 1750 tonnes "Left Coast Lifter" working on the Tappan Zee Bridge in New York, US.

Last year the LCL Lift NY super crane last Thursday installed the project’s final massive steel blue girder assembly, bringing the eastbound span of the Governor Mario M. Cuomo Bridge one step closer to completion.

TZC used the floating crane to install thousands of tons of materials for the new twin-span bridge, including precast concrete pile caps, pier caps, giant crossbeams in between the main span towers and road deck panels. Crews will soon modify the crane to again assist with the dismantling of the old bridge. Since June 2015, the super crane, the project’s largest, has installed 140 similar assemblies of steel girders on the new approach spans, many weighing more than 700 tons. The machine’s 1,900-ton lifting capacity and custom-engineered lifting frame allowed the assemblies to be placed with precision. Each assembly began as an arrangement of individual steel girders, ranging from 60 to 120 feet. The girders were then combined with high-strength bolts, creating assemblies ranging in length from 290 to 410 feet. This modular construction method allowed TZC to accomplish a great amount of work in a controlled environment, reducing the amount of labor required over the Hudson River. The steel girders rest atop the bridge’s
concrete piers, and in turn support the road deck. If laid end-to-end, the girders would stretch for more than 30 miles, greater than the distance between South Nyack and the Statue of Liberty.

In addition to supporting the roadway, the assemblies include infrastructure to carry communications, electrical power, water and compressed air to support bridge operations. So after the last lifts in July 2019 with the LCL the bridge is nearing completion and now looking for a new owner. **Source: Pieter Korterink**

Siemens Gamesa will supply the SG 4.5-145 for its first nearshore project in Vietnam

Siemens Gamesa Renewable Energy (SGRE) has secured an order to supply seven SG 4.5-145 for No. 5 Thanh Hai 1 wind farm, its first nearshore project in Vietnam located between 2 km and 5 km off the coast. Additionally, it will provide O&M services for the project for 10 years.

The company has leveraged its offshore wind power leadership to re-engineer onshore wind turbines, adapting them to the marine environment and ensuring best-in-class reliability and cost of energy. The order marks the debut of this turbine model in the country and is the first agreement with Tan Hoan Cau JSC, a leading independent power provider in Vietnam specializing in hydro and wind power. Conditionally, Siemens Gamesa will supply seven more SG 4.5-145 for the second phase of the project. The 60MW No. 5 Thanh Hai1&2 wind farms will be located in Thanh Hai commune, Ben Tre
province. Commissioning of the No. 5 Thanh Hai 1 wind farm, with an installed capacity of 32 MW, is expected for mid-2020 and the project will help to meet the country’s fast-growing energy demand. The Vietnamese government has established a target of 800 MW of wind power installations by 2020, a large part of which will be in nearshore projects. “As the industry leader in offshore wind, Siemens Gamesa can leverage our unmatched experience and know-how in the industry to adapt our onshore turbines to meet this project’s requirements and optimize project economics for the customer,” stated Richard Paul Luijendijk, Siemens Gamesa Onshore CEO in APAC. “We are coordinating the discussions with the financing parties, which includes at this stage the Danish Export Credit Agency, an international bank and one of Vietnam’s largest banks. For two years we have been working on a tailored financing solution to address Tan Hoan Cau JSC’s requirements and the challenges of the Vietnamese market and offer our customer the most bankable and competitive debt package available in the market”, added Richard. “As a reputable employer in Vietnam, Tan Hoan Cau is experienced in wind power investment. This first ever cooperation with Siemens Gamesa across the value chain from turbine supply to operation and maintenance over 10 years will help optimize project economics and lay a good foundation for both companies to further explore the nearshore market in Vietnam and other markets, based on competitive wind equipment and efficient operations,” stated Nguyen Trung Thanh, Tan Hoan Cau JSC’s Deputy CEO. “We highly appreciate the reputation and experience of Siemens Gamesa in the wind market globally and Vietnam particularly. Thanh Hai 1&2 are just the first step of our cooperation towards the sustainable renewable energy target for Vietnam”, added Thanh.In addition to Vietnam, Siemens Gamesa's footprint in Asia Pacific extends to China, Japan, South Korea, Indonesia, the Philippines, Thailand, Australia and New Zealand, where it has already installed more than 7.6 GW of onshore turbines. In the offshore segment, the company has developed strongly in this region following the signing of orders to supply 1.5 GW in Taiwan and preferred supplier agreements for an additional 831 MW in Japan and Taiwan.

Source: Portnews

Novatek Signs Partners for Arctic LNG-2 Project

Russian gas produce Novatek has closed its search for partners for its proposed Arctic LNG-2 project, adding a subsidiary of China National Petroleum Corporation (CNPC), CNOOC and the Japan Arctic LNG consortium to the project. Novatek’s Arctic LNG-2 project proposes constructing three-train LNG export plant with a capacity of approximately 19.8 mmtpa extracted from the onshore Utrenneye field. The plant will be located across the Gulf of Ob from Novatek’s other large-scale LNG project, Yamal LNG. Similar to Yamal, Arctic LNG-2 will be serviced by a fleet of ice-class LNG carriers that will utilize the Northern Sea Route for deliveries to Asia and Northern Europe Project participants now include Novatek (60%),
Total (10%), CNPC (10%), CNOOC (10%) and the Japan Arctic LNG (10%), which is comprised of Mitsui & Co and Japan Oil, Gas and Metals National Corporation.

Novatek says with the partners now in place, it can now move towards making a final investment decision for the project. “We now have formed the structure of the Project’s participants by successfully closing the sale of interests in Arctic LNG 2,” noted Leonid Mikhelson, Novatek’s Chairman of the Management Board. “The target level of NOVATEK’s participation has been reached, allowing us to make the final investment decision and optimally use the Company’s cash flow to finance our new projects.” Start-up of the Arctic LNG-2 project is expected beginning in 2023.

Gearbulk’s 1985 delivered 187.5 mtr long HAWK ARROW transiting the Singapore Strait Westbound

Photo : Elizabeth Sinke © CLICK at the photo!

Sea Machines and MARAD Enter into Agreement to Demonstrate Capabilities of Autonomous Tech Installed Aboard an MSRC Spill-Response Vessel
Boston-based Sea Machines Robotics has entered into a cooperative agreement with the U.S. Department of Transportation’s Maritime Administration (MARAD) to demonstrate the ability of Sea Machines’ autonomous technology in increasing the safety, response time and productivity of marine oil-spill response operations. To make the on-water exercises possible, Sea Machines will install its SM300 autonomous-command system aboard a Marine Spill Response Corp. (MSRC)-owned MARCO skimming vessel and will train MSRC personnel to operate the system. Then, on August 21, Sea Machines and MSRC will execute simulated oil-spill recovery exercises in the harbor of Portland, Maine, before an audience of government, naval, international, environmental and industry partners.

The response skimming vessel is manufactured by Kvichak Marine Industries, of Seattle, and is equipped with a MARCO filter belt skimmer to recover oil from the surface of the water. This vessel typically operates in coastal or near-shore areas. Once installed, the SM300 will give the MSRC vessel the following new capabilities:

- Remote autonomous control from an onshore location or secondary vessel,
- ENC-based mission planning,
- Autonomous waypoint tracking,
- Autonomous grid line tracking,
- Collaborative autonomy for multi-vessel operations,
- Wireless remote payload control to deploy onboard boom and other response equipment, and
- Obstacle detection and collision avoidance.

Additionally, Sea Machines enables minimally manned and unmanned autonomous operations. Such configurations allow operators to respond to spill events 24/7 depending on recovery conditions, even when crews are unavailable or restricted. These configurations also reduce or eliminate exposure of crewmembers to toxic fumes and other safety hazards. “Autonomous technology has the power to not only help prevent vessel accidents that can lead to spills, but can also facilitate better preparedness; aid in safer, efficient, and effective clean-up,” said CEO Michael G. Johnson, Sea Machines. “We look forward to working closely with MARAD and MSRC in these industry-modernizing exercises.”

“Our number one priority is the safety of our personnel at MSRC,” said John Swift, vice president, MSRC. “The ability to use autonomous technology – allowing response operations to continue in an environment where their safety may be at risk – furthers our mission of response preparedness.” Sea Machines’ SM Series of products, which includes the SM300 and SM200, provides marine operators a new era of task-driven, computer-guided vessel control, bringing advanced autonomy within reach for small- and large-scale operations. SM products can be installed aboard existing or new-build commercial vessels with return on investment typically seen within a year. Sea Machines is also a leading developer of advanced perception and navigation assistance technology for a range of vessel types, including container ships. The company is currently testing its perception and situational awareness technology aboard one of A.P. Moller-Maersk’s new-build ice-class container ships.

Headquartered in the global tech hub of Boston and operating globally, Sea Machines is the leader in pioneering autonomous control and advanced perception systems for the marine industries. Founded in 2015, the company builds autonomous vessel software and systems, which increases the safety, efficiency and performance of ships, workboats and commercial vessels. Learn more about Sea Machines at www.sea-machines.com.

The United States Maritime Administration is an agency of the United States Department of Transportation. Its programs promote the use of waterborne transportation and its seamless integration with other segments of the transportation system, and the viability of the U.S. merchant marine. The Maritime Administration works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. The Marine Spill Response Corporation is a not-for-profit, U.S. Coast Guard-classified Oil Spill Removal Organization (OSRO). MSRC was formed in conjunction with the Marine Preservation Association (MPA) in 1990 to offer oil spill response services and mitigate damage to the environment. With over 25 years of experience, MSRC offers a full range of oil spill response capabilities intended to help meet the planning criteria of the Oil Pollution Act of 1990 (OPA 90).

Photo: Bert de Ruiter - Acta Marine ©
VOS Start completes successful charter for MVOW

At the end of last week, Vroon’s subsea-support walk-to-work unit, VOS START, arrived in IJmuiden after almost two years engaged in operations for offshore-renewable client MHI Vestas Offshore Wind (MVOW).

VOS START commenced duties for MVOW in August 2017, providing offshore logistics support, accommodation and walk-to-work services during construction of Walney Extension Offshore Wind Farm in the Irish Sea. This was followed, in spring 2018, by a period supporting the commissioning phase of Germany’s Borkum Riffgrund II offshore wind park.

Earlier this year, VOS START undertook walk-to-work operations at Total’s offshore assets in the Dutch sector of the Southern North Sea, before returning to the Irish Sea where she resumed duties for MVOW in the Burbo Bank and Walney Offshore Wind Farms. We look back on a rewarding partnership that underlines the strong relationship between Vroon
and MHI Vestas, based on the high service quality delivered by **VOS START** and her crew to the MVOW team. During the coming days, **VOS START** will be demobilised, with the removal of temporary living quarters and containers that were specific requirements for the recent project. Until her next commitment in October, **VOS START** is available for our clients on a prompt basis. **VOS START**, and her sister vessel **VOS STONE**, are purpose built to support offshore operations and walk-to-work projects in today’s Renewable Energy and Oil & Gas industries. Fitted with a 50-ton **active-heave-compensated crane** and able to accommodate up to 60 client personnel, **VOS START** was designed to allow optimal people and cargo workflow between main deck, accommodation areas and the offshore asset. Her **Barge Master motion-compensated gangway system** is a pivotal element of the shipboard workflow, as people (and cargo trolleys, if required) can enter a **lift built in the tower**, along which the gangway system slides vertically between 9 and 27 metres on the sea level, maintaining a horizontal position when landing at any height between 14.5 and 22 metres. For more information about **VOS START** and **VOS STONE**, or the wide range of services **Vroon Offshore Services** can offer, contact our Chartering colleagues on chartering@nl.vroonoffshore.com.

Above photo’s: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photos & hyperlinks in text!
The much-delayed deepening and fairway widening program on the Elbe River, conducted by the Belgium's dredging giant DEME Group, officially started. After a symbolic push on the button, the trailing suction hopper dredger (TSHD) SCHELDT RIVER kicked off the works, which should be completed early 2021.

The project consists of the widening and deepening of the 116 km long fairway between Cuxhaven and Hamburg to a level of -14.5 m. According to DEME, this will allow ships to sail the River Elbe with a draught of 13.5m, compared to 12.5m at present, and not be restricted by the tide and with a 14.5m draught (tide-dependent) when sailing from and towards the Port of Hamburg – Europe's third largest port.

The contract has an approximate value of EUR 238 million (VAT included). For this scheme, DEME will deploy its most modern trailing suction hopper dredgers, backhoe dredgers and spreader pontoons for the dredging, transportation and relocation of around 32 million m³ of material. The Waterways and Shipping Administration Cuxhaven (WSA Cuxhaven) has awarded the contract for the adaptation of the Elbe fairway to DEME Group’s subsidiaries Nordsee Nassbagger- und Tiefbau and Dredging International. Source: Dredging Today
No vessels helping Turkish drill ships have docked in Limassol

The Turkish drillship **YAVUZ**, is in the Cyprus EEZ

The government on Tuesday said that no vessels associated with illegal Turkish drilling operations in Cypriot waters had either docked at, or approached the harbour in Limassol. Deputy Minister of Shipping Natasa Pilides was responding to local media reports claiming the ship **VOS PRIME**, operated by Dutch company Vroon Offshore Services, had set anchor at the port of Limassol last week. Whereas the ship in question did dock at Limassol, Pilides said, the company is not providing any support to the Turkish drillship **YAVUZ**, currently located off the Karpasia peninsula and said to be readying to drill into the seabed for hydrocarbons. “There is no cause for alarm,” Pilides said, adding that the Dutch outfit in question had weeks ago assured the government it would not be taking part in any Turkish offshore activities around Cyprus.

The **VOS PRIME** was one of the support vessels named in a Turkish Navtex issued on July 7. Two other vessels were also named as assisting the Turkish drillship: the **VOS PRINCE** (owned by the same Dutch company) and the **POSH SINCERO**. However as far back as July 10, the company - Vroon Offshore Services - had released a statement noting that they would not after all be supporting Turkish drilling operations. “We know the political sensitivities between Turkey and Cyprus in relation to the location of Yavuz’s drilling and that is why our ships will not support their operations in Cypriot waters,” a company spokesperson said at the time. The site earmarked for drilling by the Yavuz is dubbed ‘Karpaz1’. It is located in so-called ‘Block E’ of the northern breakaway state. It appears that Vroon Offshore Services is not the only foreign company that has withdrawn from Turkish offshore operations in Cypriot waters. According to Phileleftheros, the two remaining companies supporting Turkey’s other drillship the Fatih in waters west of Paphos have likewise backed out. The daily claimed that, as of now, the Fatih is receiving no assistance from European entities or personnel, be they sub-contractors aboard the drillship itself or support vessels. Foreign companies, except one from Kazakhstan, are said to have disengaged following legal and other measures taken by the Republic. Cyprus had issued European arrest warrants for the crews of the vessels supporting the Fatih, targeting EU nationals. In addition, the daily...
reports, Cypriot authorities drew up a ‘black list’ of foreign companies found to have initially supported Turkish offshore operations. These outfits were to be banned from any work related to drills being planned by ExxonMobil, Total and ENI on behalf of Cyprus. The same companies were also warned they would be denied port facilities for any offshore operations they might undertake for Egypt or Israel. The first Turkish drillship, the Fatih, arrived in waters west of the island in early May. The second, the Yavuz, arrived off eastern Cyprus on July 10. Turkey’s claims on maritime zones to the west of Cyprus overlap with parts of two offshore blocks within Cyprus’ exclusive economic zone. In waters to the east, Turkey backs claims by the breakaway regime on several offshore blocks declared by Cyprus. Source: cyprus-mail.

The 2004 delivered 222 mtr long MSC operated 3314 TEU COLOMBO anchored off Singapore as spotted last weekend, in the meantime the vessel departed for Haiphong

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

Master's Role in Mitigating Cargo Claims

When informed that wet or damaged cargo has been found in a hold, the Master's early actions can do a lot to help their position and can even help in defending or reducing liabilities. North's book "The Mariners' Role in Collecting Evidence" is an excellent reference guide which should be on all crew's reading list. There are always certain actions that need to be taken, including:

- Investigate what caused the damage
- Notify others who may be interested in the cargo
- Minimise the amount of damage as best as possible
- Get the damaged cargo off the ship so it can continue to the next port as soon as possible

But these objectives can sometimes conflict with each other.

A careful discharge can minimise further damage and better segregate good cargo from spoiled, but this can delay the ship. Similarly, notifying other parties can result in them delaying the continuation of discharge.

Seek help

The Master and crew cannot expect to do everything themselves. Unless the wetting or damage is obviously very minor, one of the Master's first actions should be to call the Club's local correspondent for assistance. Our correspondents are very experienced in all aspects of local cargo and cargo handling and will often have good contacts with the receivers. Sometimes, the correspondent will be able to resolve a possible problem with a few phone calls.

If the damage is more significant, the correspondent will appoint an experienced local surveyor to attend on board to assist the Master. Together they can help deal with the stevedores and cargo interests to try to ensure that the cargo is discharged quickly with minimum further damage and to investigate the cause of the damage. The crew should cooperate fully with the correspondent and surveyor and provide whatever information and documentation may be requested by them.
Capture the evidence
In any event, the Master should take photos of the damage and area surrounding the damage. The quality of images from some smartphone cameras can be poor, so where possible use a digital camera on the highest resolution setting. However, in the absence of any other camera, a smartphone camera is better than no photos at all. Don’t forget to take photos of the general area of any damage as well as close-ups. If possible, the Master should ensure that the crew do not separately take their own videos or photographs to avoid the un-necessary release of potentially damaging information. Another thing the Master can do before the surveyor arrives is take samples of both damaged and undamaged cargo. Collect samples in individual plastic bags and, if the cargo is degradable, store them in a fridge until the surveyor can take custody.

Control of information and evidence
If the damage is severe, the Master may find they have less control over the situation. The cargo interests will have their own surveyors who will liaise with the ship's surveyor. The ship may be arrested so will be delayed in any event. It is likely that cargo interests’ surveyors, court surveyors, experts or lawyers will start making all sorts of demands on the Master for statements or ship's documents. The Master should take guidance from the correspondent and surveyor on this. Possibly the best solution is for all the requested documentation and statements to be released to the correspondent who can hold it until the owner, the P&I Club and the cargo interests can reach agreement on what should be released and when. Consider whether the charterer of the vessel, if any, should be notified. The Master should check with the owner whether to put the charterer on notice of the matter and reserve the owner’s rights under the charterparty. This can be a worrying time for a Master. A Master cannot be expected to be a legal expert or cargo expert as well as a ship handling expert. In the event of cargo damage, take samples, take photos, call for assistance and let others take some of the pressure! Source: North P&I Club

The VAN GOGH anchored off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo !

Hire Suspended for Vessel Seized by Pirates
The Commercial Court dismissed a shipowners’ claim for hire exceeding USD 4.5 million for the period that the vessel ‘Eleni P’ was seized and detained by Somali pirates in the Arabian sea. In this decision the court applied fundamental principles of contractual construction in a time charter context.
The vessel was captured by pirates during a sub-time charter trip as it navigated the Arabian Sea and held for seven months. The owners issued arbitration proceedings for approximately USD 5.6 million, the majority of which was for hire whilst the vessel was seized. Clauses 49 and 101 of the time charter, which was on an amended NYPE 1946 form, provided as follows:
• Clause 49 – ‘Should the vessel be captured [sic] or seized or detained or arrested by any authority or by any legal process during the currency of this charterparty, the payment of hire shall be suspended for the actual time lost.’ [Own emphasis.] • Clause 101 – ‘Charterers are allowed to transit Gulf of Aden any time, all extra war risk premium and/or kidnap and ransom as quoted by the vessel’s underwriters, if any, will be reimbursed by charterers. Also any additional crew war bonus, if applicable will be reimbursed by charterers to owners against relevant bona fide vouchers. In case vessel should be threatened/kidnapped by reason of piracy, payment of hire shall be suspended.’
The owners claimed suspension of hire under clause 49 only covered situations where the capture, seizure or detention was by an authority or legal process, not by pirates. The charterers argued that the word ‘captured’ stood alone, was not linked or reliant on the rest of the clause, and covered capture of any kind, including pirates.
The owners also claimed that clause 101 only covered instances where the capture, seizure or detention occurred in the Gulf of Aden, a definable geographic location. Charterers argued that the Gulf of Aden had no precise definition and, in any case, that clause 101 covered situations where the capture was an immediate consequence of the vessel’s transition through the Gulf. In the first instance decision the tribunal rejected the owners’ claim, holding that hire was excluded by each of the two clauses for the capture of the vessel by pirates. The owners appealed.

The Breskens based KNRM lifeboat **ZEEMANSHOOP** operating off Vlissingen  
**Photo : Huib Lievense ©**

**The appeal**
The Commercial Court analysed the correct construction of the charter party and in particular clauses 49 and 101. The court commented that under a time charter the starting position is that risk of delay is on the charterer. If the charterer wished to avoid paying hire for delay then he had to bring himself within the off-hire provisions of the charter party. Popplewell J disagreed with the tribunal’s finding that clause 49 included capture by pirates. He concluded that the words ‘by any authority or legal process’ must qualify all the preceding words otherwise these qualifying words would be redundant, and an arrest could only be made by an authority or under legal process. However, Popplewell J agreed with the tribunal’s finding that clause 101 applied to seizure by pirates in the Arabian Sea and therefore that hire was suspended during this time. He explained that the purpose of the clause was to enable the charterers to trade the vessel through the Suez Canal and allocated the risk of delay to owners. He concurred with the tribunal that when the charter party was formed the risk of piracy in the Arabian Sea generally, and not just in the Gulf of Aden, was well known. He found that:
1. The tribunal was correct in deciding that the expression ‘Gulf of Aden’ was not capable of being given a geographical definition.
2. The parties knew that the risk of piracy was expanding outside the Gulf of Aden. The natural construction of the third sentence of the clause was that the vessel should be off-hire if pirates detained her as an immediate consequence of the transit.
3. There was no evidence that the war risk and kidnap and ransom premiums were tied to a single, definable geographical location.

It followed that the vessel was off-hire for the period that she was seized by Somali pirates in the Arabian Sea and so the appeal failed.

**Comments**
Whilst the court noted that the burden was on the charterers to prove that they had brought themselves within the off-hire provisions of a charter party if they wanted to avoid paying hire, it showed that it was willing to analyse the construction of a charter party and consider the intended allocation of risk between parties. Members should note the court’s determination to consider in depth the interpretation and meaning of words and clauses within a charter party. This emphasises the point that members should take particular care to ensure that the wording used in their charters reflects their intentions. The case highlights the importance to both owners and charterers of having unambiguous wording with regard to off-hire and piracy, and the allocation of risk generally. It is also a useful reminder to charterers,
on whom the burden rests, to ensure they are squarely within the off-hire provisions before refusing to pay hire. Source: The Standard Club

Subsea 7 awarded contract offshore UK

Subsea 7 S.A. announced the award of a sizeable(1) contract to Seaway 7 for the Hornsea Two offshore wind farm project by Optimus Wind Ltd., a subsidiary of the Ørsted Group, for the installation of the entire inner array grid cable system. The Hornsea Two offshore wind farm project is located approximately 90 kilometres off the Yorkshire coast within
the UK sector of the North Sea. The offshore wind farm has a capacity of 1,386 MW and consists of 165 wind turbine generators, each with a capacity of 8.4 MW. The inner array grid cable system consists of 165 66kV copper-core submarine composite cables with a total length of more than 420km. In addition to the submarine cable installation works, Seaway 7 will also undertake a pre-installation submarine cable route survey, perform pre-installation boulder clearance activities and execute post-lay trenching services. Project engineering will commence immediately and offshore activities are due to commence in 2021. Steph McNeill, Subsea 7’s SVP Renewables and Heavy Lifting, said: “We look forward to continuing our collaborative relationship with Ørsted to install the entire inner array grid cable system on the Hornsea Two offshore wind farm project. This award follows on from our reliable performance and successful completion of the installation activities for the Hornsea One offshore wind farm project earlier this year.”

(1) Subsea 7 defines a sizeable contract as being between USD 50 million and USD 150. Source: Yahoo Finance

Vallen en opstaan voor winnaars NISS Maritieme Profielwerkstukkenwedstrijd in onderzoek naar autonoom varen

De NISS Profielwerkstukkenwedstrijd daagt scholieren uit om de maritieme wereld te verkennen. Aan de derde editie van deze wedstrijd namen vijftig scholieren deel. Zij deden onderzoek naar uiteenlopende onderwerpen; Van de nieuwe Zijderoute tot een CO2-neutrale gamalenkotter. Corné, Christiaan en Lennart, scholieren van de Guido de Brès (Wartburg College, Rotterdam), ontvingen met hun praktische en pragmatische onderzoek naar autonoom varende binnenvaartschepen de eerste prijs. Het winnende team heeft een passie voor de snelle ontwikkeling van nieuwe technologieën en dat is terug te lezen in het profielwerkstuk. In dit werkstuk maakten Corné Snoeij, Christiaan Theunisse en Lennart Nijssse, een autonoom varend scheepje op schaal, om dit vervolgens te programmeren en in verschillende sprints te testen en verder te ontwikkelen. ‘We zijn onder de indruk van de creativiteit van dit werkstuk over een erg actueel onderwerp. Na het lezen en bekijken van de testvideo’s zien we dat de scholieren een proces hebben doorgemaakt van vallen en opstaan, maar uiteindelijk bereikten ze hun doel om hun scheepsmodel autonoom van A naar B te laten varen.’, aldus juryvoorzitter Arie Aalbers die ook de eerste prijs, een cheque van € 3.000,,- uitreikte tijdens de diploma-uitreiking van het winnende team.

Testopstelling voor golven in zwembad op een cruiseschip

Op CSG Het Streek in Ede werd de tweede prijs, een cheque van € 2.000,,- uitgereikt aan Mark Kevelam, Florian Tjepkema en Thomas Janssen. Zij deden onderzoek naar het opwekken en meten van golven in een zwembad op een cruiseschip. Hoewel de jury kritisch was op het uitgevoerde literatuuronderzoek en de formulering van bepaalde waardes, was men zeer onder de indruk van de testopstelling.
Ramen van oceaancruiseschepen
De derde prijs, goed voor een cheque van € 1.000,,-, is overhandigd aan Jesse Bregman en Tom Groenhof van het RSG Lingecollege in Tiel. In dit profielwerkstuk, dat onderdeel was van het Meesterproef project voor het vak Onderzoek & Ontwerpen, werd in opdracht van het bedrijf Metaglas onderzoek gedaan naar de eisen die nodig zijn voor ramen van oceaancruiseschepen. Een specialistisch vakgebied, dat door deze prijswinnaars grondig werd onderzocht.

NISS Profielwerkstukkenwedstrijd

ANTEOS OVERGEDRAGEN AAN DUTCH TENDER SERVICE
Woensdag heeft de officiële overdracht plaats gevonden van de ANTEOS. Dutch Tender Service is nu de trotse eigenaar!

Donderdag is de ANTEOS van Texel naar haar thuishaven Scheveningen gevaren en vanaf half Augustus zal ze kunnen starten met haar werkzaamheden. De ANTEOS is een zeesleper / provider. Ze zal gaan leveren aan zeeschepen, bijvoorbeeld water, proviand, shipspares. Maar ook bemanningswisselingen kunnen verzorgd worden. Ook bezit Dutch Tender Service een loods in Scheveningen waar materiaal opgeslagen kan worden voordat het geleverd gaat worden aan zeeboten.

http://www.dutchtenderservice.com/
Hansun Shipping progresses with electric-powered bulker project

By: Jason Jiang

Newly registered shipping company Shanghai Hansun Shipping has entered into an agreement with Shanghai Vanx Marine Tech for the design of up to twenty 5,400 dwt electric-powered bulk carriers. The agreement is made up of firm contract for 16 vessels and two options of two additional vessels each. The vessels will be classified by CCS while the builder of the vessels has not been revealed yet. Early this month, Hansun entered into a framework agreement with Chinese lithium battery producer EVE Energy for the joint development of electric propulsion system for the vessels, which will be deployed for domestic river-to-ocean shipping services.

Source: Splash 247

DP World building terminal in Indonesia

DP World said Wednesday it has reached agreement to create a $1.2 billion container and industrial logistics port in East Java with the Indonesian conglomerate Maspion. The new terminal is to be located just a few miles from a container port DP World had operated until this spring. The Maspion International Container Port in Gresik, East Java, will have the ability to handle 3 million TEUs and will be integrated with an 890-acre logistics park. Maspion began in 1967 as a manufacturer of kitchen equipment. Today it makes a variety of consumer and industrial products and is involved in diverse businesses including construction and building materials, hotels, real estate, banking, energy, trade and distribution. Construction on the new terminal is expected to begin later this year and commercial operations are expected to begin in the first half of 2022. Gresik is just a few miles from Surabaya, where DP World ended a concession agreement in April to operate a container terminal. In 2017 DP World announced it would not renew the contract at Surabaya, saying, “The operating contract renewal terms offered by the Indonesian authorities did not meet our threshold for continued investment.” DP World also reported container volume throughput at its terminals for the second quarter. The United Arab Emirates-based company said its terminals handled 18.32 million TEUs in the second quarter of 2019.
1.6% more than in the second quarter of 2018. In the first half of 2019, volumes totaled 35.81 million TEUs, an increase of 0.5% over the same period last year. "Strong performance across Asia Pacific, Indian Subcontinent and Africa drove growth in 2Q 2019, but weaker volumes in the UAE and Australia offset this trend," the company said. Consolidated throughput — that is throughput from all terminals where the DP World has control — was 10.34 million TEUs in the second quarter of 2019, 10.6% more than in the second quarter of 2018. In the first half of 2019, consolidated volumes amounted to 19.5 million TEUs, a 4.9% increase over the first half of 2018. Source: americanshipper

The THUN GREENWICH moored at the Petrolpier in Antwerp Photo : Piet Dubbeldam ©

Blue World Voyages Releases New Vessel Rendering

Blue World Voyages continues to eye a 2021 start up for its active lifestyle cruise brand, and has released a new exterior rendering of a cruise ship. The company plans to launch service in 2021 in the Mediterranean offering seven-day cruises. Capacity on the yet-to-be-named vessel, which the company plans to acquire secondhand, will be reduced to 425 berths. Staterooms will be enlarged, and there will also be solo cabins as well as residences aboard the ship. A full deck will be dedicated for spa operations and wellness, and another deck for sports and fitness. Source: cruiseindustrynews

MMA Offshore acquires Neptune Marine Services business
MMA signed a binding agreement to acquire the business of Neptune Marine Services Limited, a leading provider of topside and subsea inspection, maintenance and repair solutions to the oil and gas, marine and renewable energy industries. The acquisition is consistent with our strategic growth objectives and represents a key milestone in expanding our subsea service offering. The combination of MMA's high-quality vessel assets with Neptune's subsea equipment and technical experience will result in a stronger service offering for both sides. We are excited to be able to provide clients with a more comprehensive suite of services. Completion of the acquisition is subject to a number of conditions precedent including Neptune shareholder approval. Source: portnews

The port of St Johns as seen from The Rooms museum Photo: Radboud Polee ©

UK-flagged ships consider switching registration to avoid seizure in Gulf

HEIGHTENED security and safety risks in the Persian Gulf has prompted some owners and operators of UK-flagged vessels to contemplate changing flag registration to avoid possible seizure by Iran.

Eight trading vessels remain stranded in the Persian Gulf as others bypass Strait of Hormuz transits. Some 65 liquefied natural gas carriers and liquefied petroleum gas carriers with UK registries, plus 351 tankers above 10,000 dwt, could be sidelined from the world's leading energy commodities region. BP Shipping is the third-party operator for 29 UK-flagged ships out of its fleet of 56, reported UK's Lloyd's List.

Oil traders and charterers are believed to be reassessing the short and medium-term use of tonnage connected with the Isle of Man, UK, Cayman Islands, Gibraltar or British Virgin Islands group of British registries as diplomatic tensions with Iran escalate. Any flag switching will further jeopardize the UK ship registry, which has so far this year lost 30 per cent of its tonnage due to uncertainty over Brexit. The UK Chamber of Shipping has been holding talks with the government as a diplomatic solution to the impasse was sought and details of the European-led maritime protection mission were teased out. "We are working closely with Her Majesty's government on restoring confidence and security among the shipping community so that trade can continue to flow freely through the region over the coming days," the chamber's chief executive Bob Sanguinetti was quoted as saying. Some owners and operators of the 4,569 ships registered with the UK group of five registries have indicated that switching flags is under consideration, shipping sources told Lloyd's List. One maritime risk consultancy is already recommending that its clients switch flags. "In the interests of business continuity, charterers and technical managers are advised to consider the chartering of non-UK connected vessels in the medium to long term," said Chichester, UK-based Dryad Global in a note. "Chinese-flagged vessels currently represent the lowest risk
of interruption within the Strait of Hormuz, and are highly unlikely to experience any form of disruption by way of detention. All UK vessel owners are advised to consider the relocation of all UK interest vessels from the Persian Gulf when safe to do so, and to remain mindful of the limitations of naval protection." Source: Schednet

**TechnipFMC’s Deep Blue Heads to Work on Peregrino Phase 2 in Brazil**

TechnipFMC’s deepwater pipelay and construction vessel Deep Blue has embarked on a major subsea project laying pipeline for the Peregrino Phase 2 in the Campos Basin offshore Brazil. Deep Blue will install rigid and flexible pipelines as well as PLET structures in water depths of 100 meters about 85 kilometers off the coast of Rio de Janeiro. The second phase will add estimated resources of 273 million barrels of recoverable oil to the Peregrino field. The Deep Blue will participate in an installation phase that will take place across two campaigns. Mobilizations for these will be carried out at the Evanton Spoolbase in North Scotland. Another vessel from TechnipFMC’s fleet will also take part in the project at a later date. The Peregrino field consists of two fixed wellhead platforms and a floating production storage and offloading unit. A third fixed wellhead platform is now being added to the field. Deep Blue’s efforts on Peregrino Phase 2 comes after the vessel achieved a milestone earlier this year with the installation of 500 kilometers of reeled pipe-in-pipe technology in the Gulf of Mexico, the company noted. The Deep Blue uses the reel-lay and J-lay pipelay methods to install all types of risers and flowlines and can lay umbilicals and flexibles from below-deck carousels.

Source: subseaworldnews
Box volumes on China's Yangtze River rise 5.3pc in H1 to 9.4m TEU

Major ports located along China's Yangtze river collectively handled 1.5 billion tonnes of cargo in the first half of the year, an increase of eight per cent compared to the same period in 2018. China's heavy investment to smooth out the deep-water channel of the lower stream of the river has led to a 5.3 per cent increase in container traffic along the Yangtze in the first six months of the year, to stand at 9.4 million TEU, Xinhua reported. Cargo volumes via the five-tier ship lock at the Three Gorges Dam in the upper stream of the Yangtze were up 8.2 per cent over this period to 73.17 million tonnes. Yangtze River Administration of Navigational Affairs director Tang Guanjun said the administration approved a record CNY4.05 billion (US$599.4 million) of fixed asset investment on 113 construction projects in H1 to facilitate shipping on the river. The administration has applied an electronic channel map for navigation of the entire river and introduced unmanned survey ships, drones and electric dredgers to safeguard the river's shipping. Source: Schednet

The KONINGSBORG inbound for the BUKA 1 Photo : Marcel Coster ©

Z-drive propelled ATB push tug Island Regent enters service joining sister Island Raider in refined petroleum products transportation

Island Tug and Barge Ltd.'s second new ATB push tug Island Regent entered service at the end of June pushing the double hulled refined petroleum products barge, ITB Reliant. The vessel was christened June 20th at Island Tug's facility
in Burrard Inlet and is the second of two, twin Z-drive, ATB push tugs for service on the West Coast of North America. Constructed at Island Tug’s Annacis Island Shipyard in British Columbia and completed by Nichols Brothers Boat Builders in Washington State, the Island Regent is connected by an articulating pin system to the ITB Reliant which was retrofitted with pin ladders and stern extensions for connecting to the new tug. Island Tug had a well-defined statement of requirements for the vessels and a clear vision of the desired layout and accordingly the design was developed in close collaboration with the owners. Partway through construction, Island Tug was acquired by Vancouver, Washington based Tidewater Transportation and Terminals, with completion of the vessel falling under the direction of Tidewater’s engineering department. Robert Allan Ltd.’s engineering team, supported Island Tug / Tidewater throughout the design and construction with a detailed and comprehensive design, engineering, and support package.

Main particulars of the tug are as follows:

Length overall: 24.90 m
Length Registered: 23.90 m
Beam, moulded: 12.50 m
Depth, least moulded: 3.65 m
Draft: 3.30 m
GT (Measured under Transport Canada Regulations): 384
Tank Capacities at 98% are:
Fuel oil: 99.8 m³
Potable Water: 14.4 m³
Propulsion machinery consists of two Cummins KTA 38 main engines each delivering 634 kW (850 BHP) @ 1800 rpm connected by Centa hollow carbon fibre floating shafts to Rolls Royce US 105 P9 12FP Z-drives with 1.6 m propellers and with integral slipping clutches.

The ATB connection pins are Articouple model FRC 35S designed for 3 m significant wave height. The FRC pin system allows the tug to stay in the notch during all loading/offloading operations by allowing relative vertical movement of the tug and barge while still connected.

The fully air-conditioned, MLC compliant accommodations are outfitted to a very high standard for a crew of up to 8 persons with a spacious and bright mess/lounge area, large sized cabins with en-suite facilities, and a well-equipped fitness room. The relatively large wheelhouse has excellent visibility and features a state of the art Alphatron integrated bridge console. Noise levels are very low due to the comprehensive noise and vibration reduction treatments designed into the vessel and the careful application of the treatments by the construction team.

The tug is designed and constructed to Lloyd’s Register Class requirements and for Transport Canada compliance with the following notation: LR ✠ 100 A1 Tug, MCH, IWS, UMS

With the twin Z-drives on the tug, and the remote operated 360-degree bow thruster on the barge, the combined ATB unit has exceptional manoeuvrability. The ATB pushing arrangement brings with it substantially higher fuel efficiency and significantly increased speeds over conventional towing.

The Island Regent / ITB Reliant and Island Raider / ITB Resolution ATB units set a new standard for crew comfort and significantly enhance the level of safety and efficiency of the transport of refined petroleum products on the coast of British Columbia. For more information on these innovative new ATB push tugs, or any other high-performance vessel designs developed by Robert Allan Ltd., please contact design@ral.ca.

EM&I Bags Japanese FPSO Operator Contract

By : Laxman Pai

International asset integrity specialist EM&I Group received an order from a major Japanese FPSO operator for an FPSO based offshore New Zealand. The order initially for tank inspection during which time EM&I’s ‘NoMan’ robotic tank inspections that avoid confined space entry and working at height while increasing tank availability and achieving a 90% reduction in the man hours normally required.

The provider of asset integrity, inspection and repair & maintenance services to the oil, gas and energy industries, said in a press release that if the tank inspection reveals a requirement for repairs, EM&I will be invited to undertake these. “The contract objectives include development of a long term MSA (Master Service Agreement) to include topsides and other
specialist services such as ODIN (diverless UWILDs), ANALYSE (pressure system methods that reduce scope safely by 50%), ExPerT (non-intrusive Ex equipment inspection, HullGuard (diverless ICCP systems) & LORIS (diverless mooring and riser inspection system)," it said.

EM&I’s long term experience in HITS (Hull Inspection Techniques and Strategies) JIP (Joint Industry Project) has led the way in both robotic & digital innovations including diver-less hull and valve surveys and repairs, it claimed. Commenting on this latest contract, Pat Lawless (CEO) of the EM&I Group - the international asset integrity specialists - stated: “We are delighted to be entrusted with another important contract offshore New Zealand with a major FPSO operator who has recognized the benefits of our methods and our long track record of delivering an excellent service.” Source: offshore Engineer

**SHIPYARD NEWS**

Keppel shipyard launches Italian designed gas carrier

The Keppel Shipyard in Nantong, China, launched one of the new gas carrier commissioned by Stolt Nielsen. The ship is designed by the specialized company MES, Marine engineering services, of Trieste, which has been designing gas ships since 1986 118 meters long, 18.6 wide, with a draft of 5.5 meters, a speed of 13.5 knots and a capacity of 7,500 cubic meters, the ship will be managed by Avenir and will operate for bunkering services at the LNG terminal in Oristano , in Sardinia. Source: themeditelegraph
Damage to Bahamas shipyard leaves cruise lines scrambling

By Tom Stieghorst

Damage to a drydock facility at the Grand Bahama Shipyard in the Bahamas is proving inconvenient and expensive for the cruise industry, and it demonstrates how few drydock options exist on the U.S. East Coast. The damaged drydock, the largest of three at Grand Bahama, was put out of commission on April 1 when a crane collapsed while raising the stern of the Oasis of the Seas to repair its propulsion pods. The accident forced Royal Caribbean Cruises Ltd. (RCCL) to take the Oasis to a yard in Europe to finish repairing it. The repairs, plus the cost of three canceled Oasis cruises, will pare an estimated $52 million from RCCL's 2019 earnings. But Royal is not the only line affected by the loss of the Bahamas drydock. In June, Carnival Cruise Line's 4,000-passenger CARNIVAL VISTA also developed a problem with its Azipod motors that required immediate replacement of their bearings. Normally, the work would have been done in drydock at Grand Bahama, a facility jointly owned by RCCL and Carnival Corp.

But on June 20, Carnival Cruise Line disclosed to investors that because it was not possible to use Grand Bahama, the ship would go out of service for 17 days, and three July cruises from Galveston, Texas, would be canceled. The cost was projected at between $50 million and $62 million, partly because it will take more time to complete than it would have if the ship had been drydocked in the Bahamas.

Carnival turned to what it said was a “first of its kind” solution, loading the entire ship onto a semisubmersible, heavy-lift transport vessel, the BOKA VANGUARD built to haul offshore oil and gas drilling rigs. The loading and lifting operation was scheduled for the weekend of July 12 to 14, after which the Vista was to head for the Grand Bahama yard for the repair work.

Both situations underscore how dependent cruise lines are on Grand Bahama Shipyard for drydock space that is within a quick sailing distance from their headquarters in Florida and from ports on the Eastern Seaboard. Walter Nadolny, assistant professor of marine transportation, ship construction and stability at the State University of New York's Maritime College, said there are several reasons for the infrastructure deficit.

One is that costs are low in the Bahamas.

"The United States is the most expensive place in the world to build and repair a ship," Nadolny said. Most U.S. shipyards of the size needed to work on late-model cruise ships are accustomed to cost-plus contracts from the U.S. Navy and are too expensive, he said.
Second, the specialized gear and materials have been concentrated in Grand Bahama and are not easily duplicated. "If they brought [the CARNIVAL VISTA] into Jacksonville Yard, in Jacksonville, Fla., right now by bringing in all the stuff they need to do the repair, they'd be incurring duties," Nadolny said. "The logistics they need are probably sitting in the Bahamas, which means we've got to bring people in, we've got to bring equipment in, [and] it could be stuck in customs." Cruise lines have grown to rely heavily on Grand Bahama because most of what they do there is routine refurbishments that are predictable and can be scheduled well in advance, he said. But unforeseen situations are posing more of a challenge. "The intricacies of changing out Azipods make it a little more difficult," Nadolny said. Carnival had the option of sending the Vista to Europe, where cruise ship drydocks are more numerous, Nadolny said, but that would have meant extra transit time. "Now, instead of a three-week downtime, it's going to be a seven-week downtime, or a 10-week downtime," he said about the European alternative.

Before 2000, when the predecessor of Grand Bahama Shipyard was founded in Freeport, cruise lines were more dependent on U.S. yards. For example, when the CARNIVAL ECSTASY caught fire leaving Miami in 1998, it was sent to the giant Newport News Shipbuilding yard in Hampton Roads, Va. But ships have been growing in size. "The reason why Grand Bahama came about is specifically because there were no large drydocks in the southeast part of the U.S. that could accommodate these megacruise ships," said Lawrence Rapp, principal consultant at Seawise Consulting, which focuses on newbuilding and refurbishment management. After the previous operator of the Freeport yard went bankrupt, Carnival and Royal Caribbean invested in it. "That's worked reasonably well until this accident," Rapp said. "The only real fallback that exists is Newport News, but they're committed to Navy contracts. If the Navy ship isn't finished, then you don't get the dock, so it's just not reliable enough for the cruise industry." At the start of the year, Grand Bahama had 25 projects scheduled for 2019. It is not known how the crane accident will impact that total or when the damages from the accident will be repaired. Grand Bahama Shipyard officials have said nothing about the cause or consequences of the accident.

Phone and email efforts to reach the yard for comment were unsuccessful. Problems with podded propulsion systems continue to dog the industry, making the need for repair facilities acute. The sister ship of the Oasis of the Seas, the ALLURE OF THE SEAS, is currently operating at less than full speed because of a technical problem with one of its pods. In May, Royal Caribbean International sent a letter to passengers booked on the Allure saying that the ship would be leaving some ports early and substituting some ports for others through October because it could not sail at full speed. Nadolny said the only cost-effective drydock alternative to Grand Bahama for ships needing work along the East Coast would be another Caribbean facility. He said a yard could be built in another offshore location; Haiti, for example. But it would require that country to say "We want to do this" and then devoting the necessary resources.

Rapp said that keeping a drydock operation in the black can be tricky. "There are a lot of risk factors," he said. "It's hugely capital intensive. There's all sorts of labor issues. It's not something that's easy to make money with. You look at a drydock bill for a big cruise ship and you think 'Look at all that money.' Most of it is going to subcontractors for interior refurbishments and so on." He added: "The amounts going to the shipyard are substantial, but they're not constant, and they're not reliable." Source: Travel Weekly

Austral expands its shipbuilding facilities in Cebu by Othel V. Campos

Balamban, Cebu—Austral Philippines, the regional unit of global shipbuilder and defense prime contractor Austal Limited, said it completed the expansion of its shipbuilding facilities in Balamban, Cebu. The company said a key expansion was the John Rothwell Assembly Bay, which was designed to accommodate large vessels for hull assembly, final outfitting and painting capacity. The assembly bay is a huge structure measuring 120 meters long, 43 meters wide and 41 meters tall. “Our Balamban Shipyard is a showpiece. Here, we bring together Austal’s
most advanced maritime technologies and the outstanding capabilities of our Filipino colleagues. The opening of the new JR Assembly Bay allows us to further strengthen the order book of the Austal Philippines shipyard, ushering in more projects and employment to the local workforce,” said Austal Philippines president Wayne Murray. The company invested more than P1 billion since 2012 until 2017 for the reclamation of an additional 20,000 square meters of waterfront and the development of new hardstand and mooring facilities that will allow a greater number of larger vessels to be designed, built and maintained in the Philippines. The largest vessel, by volume, ever to be built by Austal in 30 years – Hull 419, a 109-meter vehicle passenger ferry for Fjord Line Norway—is currently under construction in the John Rothwell Assembly Bay. More than 900 Filipino engineers, design staff, skilled laborers and production tradespersons are employed at the Balamban shipyard. Ninety-eight percent of Austal Philippines’ workforce from engineers to designers, fabricators to accountants were Filipinos and the expansion is seen to further boost employment opportunities in the area. “Since 2011, Austal Philippines has become an integral partner of the global Austal Group in building revolutionary high-speed ships for governments, navies and ferry and offshore operators around the world,” said Austal chief executive David Singleton. “The expansion is part of our ongoing strategy to regionalize the manufacturing base for commercial vessels, and the Cebu shipyard has delivered 17 ships to 10 operators in nine countries globally. It adds great value to both local communities and the greater Philippine economy by generating local employment and supply chain opportunities,” he said. Now with a license to construct naval vessels, the shipyard is ready to deliver major naval projects such as offshore patrol vessels for the Philippine Navy. Austal earlier expressed interest to build six offshore patrol vessels for the Philippine Navy, as a part of the modernization program of the Armed Forces of the Philippines. The vessels offered by Austal are a larger variant of the Cape-class patrol vessels used by the Royal Australian Navy and Australian Border Force. The newly-expanded state of the art facilities in Balamban trebled the company's shipbuilding capacity and will allow OPVs to be immediately constructed and maintained for the Philippines by an experienced and ready workforce. The shipyard is also ready to construct other navy vessels for export. Source: manilastandard

ROUTE, PORTS & SERVICES

![Redwise WE DELIVER](image)

The **ACTA ORION** moored in the port of Den Helder  Photo: Roy Flem ©
Timmers to leave Rotterdam

Robert Jan Timmers is stepping down as business developer and business manager for breakbulk at the port of Rotterdam after more than ten years in the role. He will be leaving the Rotterdam Port Authority on July 29. During his time at the port, Timmers focused on the development of plans for the expansion of terminals and the redevelopment of port areas, as well as attracting shipping companies to the European gateway and providing account management for breakbulk shipping lines and agents. www.portofrotterdam.com

Incidents of piracy, armed robbery in Asia plunge 32pc in H1 2019

TWENTY-EIGHT incidents of armed robbery and piracy took place in Asia during the first six months of the year aboard ships, down 32 per cent year on year - the lowest number among the 13-year period (2007-2019) of January to June. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia, abbreviated as ReCAAP which include the Information Sharing Centre (ISC), said that of the total 28 incidents reported from January to June 2019, 25 were actual incidents while three were attempted cases. Twenty-six of the incidents (93 per cent) were armed robbery against ships and two (7 per cent) were piracy. In terms of severity, there was one Category 1 incident, two Category 2 incidents, two Category 3 incidents and 20 Category 4. ReCAAP said that during the six-month period there were no incidents of theft of oil cargo. There was also a decrease in the number of incidents at ports and anchorages in Bangladesh, Indonesia, Vietnam and South China Sea. There was one actual incident of abduction of crew on June 18, but the nine abducted crew have since been released. However, ReCAAP pointed out that there was an increase in the number of incidents in the Singapore Strait (from 5 cases in January-June 2018 to 8 cases in the first six months of 2019).

Source: Schednet

Over 2,000 graduates of Admiral Makarov University join sea and river industry of Russia

The enrollment campaign of Admiral Makarov State University of Maritime and Inland Shipping is nearing completion. As the educational institution told IAA PortNews, the University will have thousands of first-year students who have successfully passed the admission tests. The country’s oldest institution of higher education for the transport industry celebrates its 210th birthday this year. Admiral Makarov State University of Maritime and Inland Shipping incorporates 4 Institutes, 8 branches, College of Admiral Makarov SUMIS. Under the leadership of Professor Sergey Baryshnikov and a...
A team of higher-education teaching personnel the institution offers 65 basic professional courses. This summer, diplomas have been given to more than 2,000 graduates of Admiral Makarov University. “Today, specialists of the highest qualification are in high demand for sea and river industries of Russia launching new modern ships and building new ports with sophisticated infrastructure full of electronic equipment. Personnel with proper knowledge and skills is needed to service them. Therefore, each graduate of Admiral Makarov University is in the spotlight of employers,” says the press center of the University. Grads of Admiral Makarov University are among the employees of the Ministry of Transport of the Russian Federation, Federal Marine and River Transport Agency, Gazprom, Rosmorport, Gazpromneft, Sovcomflot, North-Western Shipping Company, Administration of Baltic Sea Ports, Russian Maritime Register of Shipping and other bodies of the industry. In 2019, the University features 324 ‘A’ grade students, 11% more than a year ago. They were traditionally awarded with honour signs and personal letters of acknowledgement. The number of 2019 college graduates totaled 776 including 238 graduates of Admiral Makarov SUMIS and 538 graduates of the institution branches. Excellence Diplomas were given to 58 graduates including 29 graduates of Admiral Makarov SUMIS and 29 graduates of the institution branches. Source: Portnews

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