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Offshore Accommodation

20 ft Offshore Accommodation
Type: ALLROUNDER

20 ft Offshore Accommodation
Type: PREMIUM

33 ft Offshore Accommodation
Type: PREMIUM PLUS

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Tel: +49 5932 7323-503, Fax: +49 5932 7323-518, E-Mail: info@ela-offshore.com, www.ela-offshore.com

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EVENTS, INCIDENTS & OPERATIONS

Happy 54th Birthday Singapore

From Maasmond Maritime (s) Pte Ltd

The BOURBON TONG KAM anchored off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!
British Ports Association and Port of Rotterdam launch smart ports paper

The British Ports Association is launching a new joint smart ports paper with the Port of Rotterdam examining port digitalisation. The paper is part of the BPA Port Futures programme. Port Futures is a thought leadership programme where the BPA teams up with industry partners, innovators and experts on exciting topics. Commenting on the paper, Joyce Bliek, Director of Digital Business Solutions at the Port of Rotterdam Authority, said:

Our logistics and maritime sectors face a number of economic and ecological challenges. Digitalisation presents new opportunities to not only raise efficiency within logistics chains but also improve their sustainability. As the Port of Rotterdam, we strongly believe in the added value of a global network of connected ports around the world. Such a network can facilitate the active exchange of data, both within port communities and between individual ports. In Rotterdam, we are making a dedicated investment in our digital development. And we rely on the knowledge, experience and innovations we have amassed in this field to support other ports – from vision to realisation. The BPA’s Port Futures programme gives close attention to technology and automation. This aligns with our own ambition to gradually build up a global digital port landscape. We look forward to sharing our knowledge and experience in this field with the BPA members, in the hope that we can both inform and inspire them. Indeed, this is why we have teamed up with the BPA to offer you this white paper: a jointly developed guide for gaining insight into your port’s digital maturity level. What’s your maturity level – and which step comes next?

Commenting on the paper, BPA Chief Executive Richard Ballantyne said: We are delighted to be working with the Port of Rotterdam examining how smarter operations could deliver a wide range of benefits to the ports and logistics sectors in the UK and beyond. Smart port operations can offer new ways of improving port services and infrastructure by getting the most out of our assets and joining up different parts of the supply chain within and beyond ports. This paper sets out some of the benefits of smart operations and how ports can benefit. Ports of all sizes face similar challenges in adapting to new technologies and developments in the industries we serve. Smart port operations will give ports the edge in becoming greener and ultimately, more efficient in serving the wide range of industries we support. Source: British Ports Association

The SCENIC ECLIPSE at Maaspilot station enroute Rotterdam yesterday morning Photo : Ane Ree ©
Takoradi Port Expansion Kicks Off

The Takoradi Port Expansion Project, located in the Western region of Ghana, has officially started with the construction of a multipurpose on-dock Atlantic Container Terminal, the GhanaWeb reports. The project, being developed by Ibistek Ghana Limited, will see the port basin dredged to a 16 meter depth and land reclamation for the building of five new berths, capable of receiving very large vessels. This capital development program, with a cost of $475 million, marks a significant milestone – this is the first time that a wholly owned Ghanaian firm has been engaged in port development in the country. Mr Pascal Dumez, the project manager of the contractor Jan De Nul, said that between 250 and 300 workers will be engaged for the construction phase of the project. “For now, we want to make progress as fast as we can, since we have lost significant time for the construction, and we want to make up by speeding up so we can hand over the berths within the 24-month schedule,” Dumez said. The first phase of the project is being financed partially by the African Finance Group (AFC), following a withdrawal by the African Development Bank (AfDB), the initial financiers of the project. Upon completion, the Atlantic Terminal – set to be the major development in the history of the Takoradi Port – will have a cargo holding space of one million twenty-footer equivalent units (TEUs), an upscale from the average container traffic of about 55,000 TEUs a year. 

Source: Dredging today

CLICK st the banner to see the Shoretension in action https://shoretension.com/

The Boskalis Hopper Dredger “STRANDWAY” on her way from sea to Rotterdam navigating Het Scheur
Photo: Cees van der Kooij ©
Ships leave UK flag amid Hormuz threat

By: Michelle Wiese Bockmann

EIGHT tankers and one bulk carrier have left the UK Ship Register in the past three weeks as shipowners reassess the risk of flying the Red Ensign amid heightened tension in the Middle East Gulf. Since Iran seized the UK-flagged product tanker STENA IMPERO in the Strait of Hormuz on July 19, shipowners—including BW Maritime and J. Lauritzen—have removed tonnage from the register, already haemorrhaging vessels over the past 18 months due to Brexit-related uncertainty. The most recent vessel to leave—the 11,787 dwt liquefied petroleum gas carrier KATHERINE KOSAN—was one of the first tankers stranded in the Middle East Gulf after Stena Impero’s capture by the Islamic Revolutionary Guard Corps. The ship is now at anchor off Jubail, Saudi Arabia, after switching to the Danish International Register from the Isle of Man on August 1. All UK-flagged vessels have been accompanied by a Royal Navy frigate when they transit the Strait since July 22, as a diplomatic row between the UK and Iran plays out in the international maritime trading lane. Iran seized Stena Impero in retaliation for the impounding of the Iran-controlled very large crude carrier Grace 1 on July 4 in waters off Gibraltar. The UK government claimed the ship and its cargo of 2m barrels of Iranian crude were sailing to a Syrian refinery, a destination that would breach EU sanctions. J. Lauritzen did not comment on the timing of the refflagging or whether maritime security issues forced its hand. The flag choice was “part of ongoing efforts to fine tune our operations,” senior vice-president Jens Søndergaard said in an emailed response to Lloyd’s List. “As a Danish registered company, and subject to the Danish tonnage tax regime, it is the policy of J. Lauritzen to support the Danish International Register of Shipping when considered viable,” he said. “As a consequence of our policy, we have in recent years relagged six of our gas carriers to DIS.” This is the first J. Lauritzen ship to have relagged so far in 2019, data shows. In the 12-month period ending June 18, 145 merchant vessels in excess of 10,000 dwt have left the UK shipping register, data from Lloyd’s List Intelligence shows. Total tonnage lost was 12.3m dwt, which represented more than a third of the register. Departures reflected the long-expected exit of major shipowners including shipping line CMA CGM and Wallenius Wilhelmsen. Since June 19, a further 15 vessels have left, including 12 tankers. Most have moved to the open registers of Panama or Liberia, with a handful going with the international registry of the beneficial owners’ country. The largest vessel to exit was the BW Maritime liquefied natural gas carrier BW Brussels. The vessel, which moved to Singapore from the Bermuda registry on July 22, trades worldwide, vessel-tracking data shows, and most recently sailed through the Strait of Hormuz in May. Another product tanker, 46,248 dwt CORONET was recently sold at the same time it moved to India’s registry, suggesting its departure from the Isle of Man was related to the change of ownership. Fewer British-flagged vessels are now undertaking voyages to and from the Middle East Gulf, with the Strait of Hormuz now designated a high-risk area for seafarers working in the region. BP Shipping controls or manages 22% of the UK-flagged vessels, according to a monthly report published today from shipping research consultancy Alphatanker. BP Shipping said last week that its UK-flagged vessels would not be sailing in the Middle East Gulf and it would use spot-chartered tankers and carriers instead. Tankers and gas carriers comprised more than 600 of the 1,200 transits (10,000 dwt and over) out of the Strait in July, data shows. Of these, 19 were British-flagged, according to Lloyd’s List Intelligence. Source: lloydslist

Tugs OCEAAN and OCEAAN II making fast to bring trawler PRIEN S BERNHARD back to sea. Photo: Coen Terlouw

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CMA CGM's ULCS order part of a larger game plan

by Rebecca Moore

The CMA CGM TOPAZ spotted westbound in the Singapore straits

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

The latest newbuilding contracts for ultra large container vessels (ULCSs -13,400 teu or above) were placed in March 2019 by French liner operator CMA CGM. Five 15,000-teu units have been ordered from Jiangshan Shanghai in China for a reported US$130M each. Another five ULCSs have been booked by CMA CGM at Hudong Zhonghua in China for US$110M with delivery commencing in 2021. The price difference is accounted for by the different specifications. VesselsValue cargo analyst Guy Cooper told Container Shipping & Trade “Of particular interest is the fact that out of the 10 vessels ordered, CMA CGM has decided to hedge its bets by taking two paths. Of these 10 vessels, five are LNG-powered and the other five have been fitted with hybrid scrubbers. The price discrepancy between the individual newbuild contracts ordered is US$20M per vessel.” The CMA CGM newbuilding orders lift the ULCSs on order to 66 vessels with a total capacity of 1.2M teu (VesselsValue data). CMA CGM already had nine 22,000-teu ULCSs on order before the March 2019. The older order is spread between Shanghai Waigaoqiao Shipbuilding and Hudong Zhonghua. Indeed, the 66 ULCSs on order are from only six owners: CMA CGM, Eastern Pacific Shipping, HMM, MSC, Shoei Kisen (Imabari, Japan), and Zodiac Maritime. Before this mammoth order was placed, CMA CGM had the third-largest number of ULCSs on the water (23 vessels with a capacity of 359,388 teu). Including the new orders in China, CMA CGM leaps into second place with a 13% share of the fleet (36 ULCSs with a capacity of 581,244 teu), behind Danish giant Maersk (19% share of the fleet).

A landmark

The CMA CGM ULCS orders represent a landmark. They were placed some six months after the last reported ULCS newbuilding orders, when observers were beginning to think the ULCS newbuilding spree was over. This held out some hope that the container fleet, especially at the larger end, would come back into balance. Trade data provider IHS Markit reported at the beginning of 2019 that volume would grow at 5.5% versus a fleet growth of 3.5% in 2019, and volume growth of 5.3% in 2020 versus a fleet growth of 2.6%. These figures will now be upset by the recent orders. The question emerges as to why CMA CGM chose that time to order more ULCSs. These vessels reflect a subtle shift in the strategy of CMA CGM and are hugely important for reasons beyond the additional fleet capacity. First, they represent a virtual sovereign agreement between France and China. It should be noted that CMA CGM group chairman and chief executive Rodolphe Saadé signed the agreement with China State Shipbuilding Corporation in the presence of French president Emmanuel Macron and Chinese president Xi Jinping. As well as the immense goodwill afforded to France from the ULCS newbuilding order, CMA CGM is moving to mesh ever-closer the container shipping operations into a vertically integrated logistics business. There has been no explicit statement to this effect, but its e-shipping portal and around 15 other projects outside of the immediate assets on the water point in that direction. But the biggest indicator is its decision to purchase shares in the IPO of Swiss logistics operation CEVA in 2018. CEVA covers specialist logistics operations including automobile, clothing, consumer and retail, energy, healthcare and technology. According to the first quarter accounts of CMA CGM, its takeover of CEVA was recorded at US$934.1M, which has been reported as borrowings as at 31 March 2019.

From the CEVA side, it reports that CMA CGM entered into a commitment letter with certain banks, which agreed to underwrite up to US$825M. In February 2019, a new senior secured term loan to refinance its existing US$475M senior loan due August 2025 was finalised. According to Alphaliner, CMA CGM’s current debt obligations on current and new vessels, plus the acquisition of Containerships in Finland and other expenses could see its debt profile exceed US$9.18Bn in 2018. On the plus side, CMA
CGM reports rapid progress taking over control of CEVA. Rodolphe Saadé is now chairman of the board, and the headquarters is being moved from Switzerland to close to CMA CGM's own headquarters in Marseille. Under a programme called 'Agility' CMA CGM is introducing cost controls (cuts) of US$1.5Bn. In light of these significant commitments by CMA CGM, the ULCS newbuilding orders are not a simple increase in fleet size to claim a new position in the top 10, but part of a much larger logistics role. It allows a greater degree of cross-sell at terminal and freightling level to extract more fees from shippers while offering greater value and capacity.

**ULCS leaders**

Looking at the other ULCS owners, Maersk has been the leader in terms of overall tonnage and capacity for so long it is hard to recall a time when the company was not the largest owner. On the ULCS side, its fleet numbers 50 vessels with an average age of four years old. While there are no new Maersk ULCSs on the orderbook, the current Maersk ULCS fleet has a capacity of 886,580 teu, much larger than CMA CGM’s even with the new orders. In third position lies Cosco Shipping Lines with 33 live ULCSs. It is awaiting delivery of three 21,237-teu newbuildings purchased from Oriental Fleet International. The Chinese state-owned operator has huge depth in logistics. According to shipping consultancy Drewry, Cosco is now the third-largest container terminal operator after the Port of Singapore Authority (PSA) and Hutchinson Ports. Drewry reports that Cosco’s terminal operations reached 46.1M teu in 2018, a year-on-year growth of 32.2% compared to Hutchinson Ports (46.7M teu in 2018) and leader PSA with 60.3M teu in 2018. Just outside the medal positions with 21 live ULCSs and another nine mega-ships on order is MSC. These nine 23,000-teu vessels are all due for delivery in 2019 and 2020 from Samsung and Daewoo. MSC is in the 2M alliance with Maersk and will be joined by HMM in 2020. This would create an alliance of 100 ULCSs. The second-largest ULCS sharing fleet will be the Ocean Alliance consisting of 85 ULCSs. In the alliance, Yang Ming was reported to have ordered three ULCSs, but these are not showing on the VesselsValue database and may have been cancelled. This may not be a bad thing, in that the CMA CGM move shows that it takes more than being a member of the big ship club to impress shippers; an operator needs the deep penetration into the logistics sector to reach into the shippers’ pockets.

Source: Riviera Maritime Media

Seacor announces acquisition of JV Partner’s interest in Sea-Vista

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SEACOR Holdings Inc. announced that it has become the sole owner of its consolidated SEA-Vista joint venture, acquiring through a subsidiary the 49% interest that had been owned by an affiliate of Avista Capital Partners (the “Seller”). Purchase consideration consisted of $106 million in cash and 1,500,000 shares of the Company’s common stock (the “Consideration Shares”). In connection with the purchase, the Company and the Seller entered into a Registration Rights Agreement that grants the holders of the Consideration Shares certain demand and piggyback registration rights and a Lock-Up Agreement that contains restrictions on the ability of the Seller to dispose of Consideration Shares for certain periods of time and imposes certain standstill obligations on the Seller. The Registration Rights Agreement and Lock-Up Agreement will be described in greater detail on a Form 8-K that will be filed by the Company on or before August 8, 2019.

SEA-Vista operates commercially under the Seabulk name, with a fleet of nine U.S.-flag petroleum and chemical carriers in the Jones Act, including the SEA-Chem 1, a modern, highly capable chemical parcel Articulated Tug and Barge unit. For the six months ended June 30, 2019, SEA-Vista generated $18.2 million of operating income and $31.3 million of OIBDA1. SEA-Vista’s current revenue backlog is $268.1 million and extends into 2026. As of June 30, 2019, SEA-Vista had $77.9 million of debt and $18.8 million of cash. Eric Fabrikant, Chief Operating Officer of SEACOR Holdings Inc., commented: “We expect this transaction to be accretive to SEACOR’s earnings. We acquired a substantial backlog of contracted revenues and stable cash flows and increased ownership in SEA-Vista’s differentiated fleet of assets.” Mr. Fabrikant further stated that: “Acquiring full ownership of SEA-Vista underpins our continued commitment to remaining a leader in the transportation and logistics industry. We appreciate the support of our former partner, Avista, during our newbuild program and our shared mission to building a safer, more environmentally friendly, fleet of modern vessels.”

SEA-Vista operates a fleet of U.S.-flag petroleum and chemical carriers servicing the U.S. coastwise trade of crude oil, petroleum and chemical products. Prior to SEACOR’s purchase of the 49% noncontrolling interest in SEA-Vista, it was a joint venture operated by subsidiaries of SEACOR and Avista. Avista is a private equity firm specializing in investments primarily in growth-oriented energy, healthcare, communications and media, industrial and consumer companies. SEACOR Holdings Inc. is a diversified holding company with interests in domestic and international transportation and logistics and risk management consultancy. SEACOR is publicly traded on the New York Stock Exchange under the symbol CKH.

Als nieuwe sloeproeivereniging trekken we ons weinig aan van een zomerstop. Inspiratie kwam van een groep gig roeiers die met het ene team heen- en met het andere team weer terug roeiden van Den Helder naar Oudeschild. Wij zijn stoerder en dus hebben we het hele stuk met dezelfde crew gedaan! De volgende staat 18 augustus op de planning.

Sabetta Harbourmaster lifts ice restrictions in the port’s No 1 section basin
Icebreaker assistance and ice restrictions for ships entering the basin of Section No.1 at the Port of Sabetta, Yamal and access channel are canceled as of 00:00 Moscow time, August 6. The corresponding order was signed by the Port Harbourmaster Nikolay Nesterov. The order says that there is a possibility of separately floating ice floes, therefore masters of ships sailing in this water area of the Port of Sabetta and on approaches to the port are advised to exercise caution.Arctic Port of Sabetta is built on the western shore of the Gulf of Ob (Kara Sea) for transshipment of hydrocarbons from the South-Tambey gas condensate field on the Yamal peninsula to the Western Europe, South America and APR countries under Yamal LNG project. The project envisages the construction of an LNG plant capable of producing 16.5 million metric tonnes of LNG and 1.35 million tonnes of gas condensate annually. Source: Portnews

The National Transportation Safety Board said Monday that the Aug. 21, 2017, collision between the USS JOHN S McCAIN and the tanker ALNIC MC was caused by insufficient training, inadequate bridge operating procedures and a lack of operational oversight. Ten sailors aboard the JOHN S McCAIN died in the accident and 48 were injured when the

NTSB determined probable causes of fatal ship collision in Aug 21, 2017

The BOKALIFT 1 reaching for the stars Photo: Dirk van Uitert ©
ships collided in the Middle Channel passage of the Singapore Strait Traffic Separation Scheme. There were no injuries to the crew of the **ALNIC MC**. Property damage resulting from the collision exceeded $1.2 M. There was no report of pollution associated with the accident.

The collision happened when the **JOHN S MCALPIN**, an Arleigh Burke-class destroyer with a crew of 280, homeported in Yokosuka, Japan, and the **ALNIC MC**, a Liberian-flagged chemical tanker carrying a partial load of cargo with a crew of 24, were transiting towards Singapore in the westbound lane of the Singapore Strait Traffic Separation Scheme. The Singapore Strait is one of the busiest waterways in the world, with more than 83,700 vessels of more than 300 gross tons transiting the strait in 2016.

The NTSB determined the probable cause of the collision was a lack of effective operational oversight of the destroyer by the U.S. Navy, which resulted in insufficient training and inadequate bridge operating procedures. Contributing to the accident were the **JOHN S MCALPIN** bridge team’s loss of situation awareness and failure to follow loss of steering emergency procedures, including the requirement to inform nearby vessel traffic of their perceived loss of steering. Also contributing to the accident was the operation of the steering system in backup manual mode, which allowed for an unintentional, unilateral transfer of steering control.

As the **JOHN S McCALPIN** entered the Singapore Strait, steering and thrust were being controlled by a single watchstander – the helmsman – from the helm station. The commanding officer directed the lee helm station be manned as well and the crew took actions intended to transfer propeller thrust control from the helm to the lee helm station. The NTSB concluded that during the process of shifting thrust control, a John S McCain watchstander unintentionally transferred control of steering from the helm to the lee helm station which resulted in a perceived loss of steering by the John S. McCain’s helmsman, however, steering control was available at all times in the accident sequence. The NTSB further concluded the unintentional transfer was possible because the system was being operated in backup manual mode, which removed a safeguard against inadvertent transfer of steering control.

The NTSB also concluded in its report that the inability to maintain course due to a perceived loss of steering, the mismatch of port and starboard throttles producing an unbalanced thrust, and a brief but significant port rudder input from after steering combined to bring the **JOHN S McCALPIN** into the path of the Alnic MC. The decision to change the configuration of the **JOHN S McCALPIN**’s critical controls while the destroyer was in close proximity to other vessels increased the risk of an accident, according to the NTSB’s report. The US Navy is acting on a number of its own measures to address safety issues identified in the wake of the John S McCain accident and other recent western Pacific region accidents. The National Transportation Safety Board (NTSB) is an independent federal agency charged with determining the probable cause of transportation accidents, promoting transportation safety, and assisting victims of transportation accidents and their families. 

**Source:** portnews

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Kotug Smit tugs to be rebranded as Boluda takes over

By Mike Wackett

Netherlands-based European harbour towage specialist Kotug Smit is to become part of the Spanish Boluda Corporacion Maritima group. Established in 1837, Boluda has a fleet of around 250 tugs in 81 ports in Latin America, the Caribbean, Spain, France, Germany, the Indian Ocean and the west coast of Africa. Kooren family-owned Kotug can trace its roots to...
the ownership of its first tug in 1911, but in its current form merged with Dutch compatriot Smit to mitigate the impact of rapid liner consolidation.

The SMIT EBRO navigating in the port of Rotterdam with the Kotug Smit logo removed and the Boluda flag in top


Kotug Smit told customers that Boluda’s “strategic vision of greater consolidation in the European port towage market” made the acquisition “attractive to its customers and stakeholders”, adding: “All current commercial towage contracts will remain in force and your current commercial contact person will remain unchanged.” Liner company service providers have felt the full force of the industry’s rapid consolidation over the past decade, now only a handful of ocean carriers remain, resulting in a significant reduction in business opportunities. Liner and port agencies, feeder operators and harbour towage have either lost contracts or been forced to agree fresh terms – often inferior, to the lowest common denominator price of the newly merged partners. In the towage sector, Kotug was instrumental in breaking the unhealthy, monopolistic, fixed-price scenario that had existed at North European ports until the late 90s, and was unlike the majority of its peers in what was traditionally a “closed shop” sector, in that it was not media-shy and was a pioneer in treating its customers like customers. Now, after more than 100 years, the Kotug name will disappear from tugs providing assistance to the big liners in European ports, joining a long list of shipping sector household names consigned to the history books.

Source: The Loadstar

Cruising Forward: Port of Tyne welcomes largest cruise ship to-date

Port of Tyne welcomed Holland America Line’s latest cruise ship, NIUEW STATENDAM, which arrived off the mouth of the River Tyne at 7am last Tuesday (6 August).

Launched in December 2018, NIUEW STATENDAM is the sister ship of KONINGSDAM, which last visited the Port in 2016. The second Pinnacle Class cruise vessel, Statendam measures 99,902 gross tonnes with a length of nearly 300 metres, and a double-occupancy capacity of 2,666 passengers. With cruise holidays representing an ever-growing section of the holiday market, NIUEW STATENDAM represents a very modern take on cruising – even the ships official godmother, Oprah Winfrey has introduced a series of programs, featuring uplifting, complimentary activities, such as meditation to energise and inspire guests. There is also an Oprah Reading Room for lovers of her famous book club. Other innovative on-board experiences include a newly-designed French seafood brasserie, an alfresco pan-Asian
restaurant, a two-tier Lido Deck with movie screen, and a wine-making venue, called Blend. Guests can also enjoy the Rolling Stone Rock Room, which offers live music covering rock hits from the last four decades, in partnership with Rolling Stone magazine.

Hal’s pinnacle class **NIEUW STATENDAM** berthed at the Port of Tyne. **Photo: David A. Bowley ©**

During their time in Port passengers explored the iconic attractions of North East England including Alnwick Gardens, Bamburgh Castle, Durham Cathedral and Hadrian’s Roman Wall – all within easy reach of the Port of Tyne. Over 100 guests from the North East and Scotland, including travel agents and tour operators, along with VIPs from the Port of Tyne, will be given the opportunity to sample the on-board guest experience. Simon Brett, Port of Tyne Commercial Director, Port Services, said: “We are delighted to welcome **NIEUW STATENDAM** to the Port of Tyne, our largest cruise ship to-date. “Our cruise and ferry business adds over £56million to the regional economy, and we hope to grow the number of cruise calls visiting our shores each year. North East England has much to offer; from heritage and culture to arts and entertainment, we have it all within easy reach of the Port.” **Source: Bdailynews**

**VIOLETTA’** incoming from Rauma for Antwerp passing Kruiningen Kruse Veer. **Photo: Alexander Hoogstrate ©**

**Nansha port attracts 2M's AE7/ CONDOR Asia and Europe loops**

THE deep-water port of Nansha in Guangzhou has doubled the number of direct connections with North Europe and West Africa, following the arrival of the **ELLY MAERSK** on July 28. The vessel is deployed on the 2M alliance's upgraded AE7/CONDOR service that operates this Asia-Europe trade route with 12 box ships of 14,000 - 18,000 TEU and calls at Nansha port every Sunday on the following rotation of: Ningbo, Shanghai, Nansha, Yantian, Tanjung Pelepas, port
Tangier, Rotterdam, Hamburg, Antwerp, London, Le Havre, port Tangier, Salalah, Abu Dhabi, Jebel Ali, returning to Ningbo. The Port of Nansha now has four direct sailings connecting Europe (two x North Europe, two x Mediterranean). It plays an ever-increasing role in the Greater Bay Area, covering the Pearl River Delta, reported Maritime Logistics Professional. As a fast growing, deep water port in South China with direct rail connections as of October 2020 and the advantages of a 65-square-kilometre free trade zone and lower logistics cost compared to Shenzhen, the Port of Nansha can accommodate mega ships and is an emerging gateway hub in South China. Source: Schednet

The 2017 delivered bulker 180 mtr long ANDREA ENTERPRISE enroute from Taicang (China) to Dumai in Indonesia made a pitch stop in Singapore last Sunday

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

Seaport Museum Offers Cruises On 1930s Wooden Tugboat In FiDi

The South Street Seaport Museum offers public cruises on the W.O. Decker, a wooden tugboat built in the 1930s.

By Sydney Pereira, Patch Staff

A historic, wooden tugboat built in 1930 is open to the public for cruises through the South Street Seaport Museum. The tugboat, called the W.O. Decker, was open to public cruises for the first time in 10 years in May, and the museum has now added 10 additional cruise times each week. The cruise offers a 60-minute tour with views of the Statue of Liberty, Ellis Island and Lower Manhattan's skyline on the Decker, which is the last remaining wooden tugboat built in New York, the South Street Seaport Museum said.

Built in 1930 by the Newtown Creek Towing Company, it was first named Russell I. Later, it was renamed W.O. Decker in 1946 when the tugboat was sold to a Staten Island tugboat firm owned by the Decker family. The boat was donated to the museum in 1986. "This unique vessel is a true testament to New York City's maritime heritage, which is a direct factor in the city's global prominence.
today, the museum, located at 12 Fulton St., said in a release about the new schedule. Cruises are available Wednesday through Friday, 2 p.m. and 7 p.m. and Saturday and Sunday 1:30, 3, 4:30, and 7 p.m. Cruise tickets as well as museum admission are $35. Tickets are also available at $29 for seniors and students, $15 for children. For the 7 p.m. cruises, tickets are $25, but do not include museum admission. Source: Patch

China: Cargo Delivery By Port Authority – Dilemma Resolved

Liaoning High Court recently issued a judgment ending a six-year legal battle over a consignment of iron ore stored in Dalian Port. The judgment addressed a tricky issue: where the warehouse receipt holder is different from the bill of lading holder, and both parties claim delivery of the cargo from the port authority, which party’s rights prevail, and, accordingly, to whom should the port authority deliver the cargo? Sinochem International Corporation (“Sinochem China”) v Dalian Port Corporation Limited (“Dalian Port”) & Third Party China Railway Materials Harbin Co. Ltd (“CRM”)

Facts
On 5 January 2012, Shenyang Orient Iron & Steel Co. Ltd (“Orient”) entered into a warehousing agreement with Dalian Port, in which both parties agreed that Dalian Port would store, keep custody of, and transfer Orient’s imported iron ore, in Dalian port, over 2012 and 2013.
On 21 February 2013, Sinochem International (Overseas) Pte Ltd (“Sinochem Overseas”), the seller, entered into a sale contract with Orient, the buyer, in which Sinochem Overseas agreed to sell iron ore to Orient. The parties agreed that, upon the seller receiving payment for the cargo under a letter of credit, title to the cargo would be transferred to the buyer.
In accordance with the sale agreement, Sinochem Overseas arranged to deliver the cargo for carriage. The bill of lading stated: Shipper – Glencore International AG; Consignee – to order; carrying vessel – mv “BLUE MOON”; Loading port – safe ports in Nouadhibou (Mauritania); Discharging port – main ports in China; Cargo – iron ore; and gross weight – 25,828 metric tons. On 25 April 2013, Orient ordered a cargo of iron ore which arrived at Dalian Port, however, Orient
failed to pay the corresponding customs tax. Orient subsequently advised Sinochem Overseas, verbally, that it would not pay for the cargo.

In this context, on 30 September 2013, Sinochem Overseas agreed to sell the cargo to Sinochem China. Both parties agreed that title to the cargo would be transferred to Sinochem China, which would take delivery of the same. Sinochem China then obtained the original bills of lading from Sinochem Overseas.

Subsequently, Sinochem China collected the delivery order from Dalian port’s shipping agent and paid the customs tax. However, Sinochem China’s request to take delivery of the cargo was rejected by Dalian Port.

**CRM’s cargo purchase**

Between 13 December 2012 and 30 May 2013, CRM, as buyer, entered into several iron ore sale agreements with Orient, as seller. CRM subsequently paid Orient for the cargo, and title to the cargo was transferred from Orient to CRM.

On 1 January 2013, CRM entered into a warehousing agreement with Dalian Port. The agreement provided that CRM would store its imported iron ore in Dalian Port’s warehouse, and CRM, as cargo owner, would be entitled to take delivery of the iron ore at any moment.

In April 2013, as the quality of CRM’s previously purchased iron ore failed to meet CRM’s requirements, Orient and CRM reached an agreement whereby CRM would return previously purchased iron ore to Orient, and Orient would redeliver new iron ore to CRM. The iron ore Orient intended to redeliver included the 25,828 metric tons carried by mv “BLUE MOON”. On 2 July 2013, CRM and Orient formally entered into a written agreement.

On 31 August 2013, Dalian Port issued a warehousing receipt to CRM indicating that CRM had stored iron ore at Dalian Port’s warehouse. The inventory included the 25,828 metric tons carried by mv “BLUE MOON”.

**Shanghai Courts**

In December 2012, Sinochem China initiated legal proceedings against Orient claiming ownership of the cargo carried by mv “BLUE MOON”. In July 2013, Shanghai Pudong District Court issued a judgment in favour of Sinochem China. Orient filed an appeal, which was dismissed by Shanghai No. 2 Intermediate Court, in March 2015. In July 2015, CRM commenced court proceedings seeking to revoke the decision issued by Shanghai No. 2 Intermediate Court. After Shanghai No. 2 Intermediate Court dismissed CRM’s application, CRM filed an appeal, which Shanghai High Court also dismissed in January 2018.

**Dalian Maritime Court and Liaoning High Court**

After Shanghai No.2 Intermediate Court issued the judgment in favour of Sinochem confirming its ownership of the cargo carried on board the mv “BLUE MOON”, Sinochem China initiated legal proceedings before Dalian Maritime Court ("DMC") requesting Dalian Port deliver the iron ore. Dalian Port argued there was no warehousing agreement between Dalian Port and Sinochem China, and, therefore, Sinochem China had no legal basis to request that Dalian Port deliver the iron ore to Sinochem China.

CRM subsequently joined the DMC proceeding as third party, arguing that it had purchased the iron ore from Orient, and the warehousing receipt issued by Dalian Port indicated that title to the cargo had been transferred from Orient to CRM. Therefore, Dalian Port should deliver the iron ore to CRM as per the warehousing agreement and warehousing receipt.

**Judgment**

**Dalian Maritime Court**

In mid-2015, DMC held that Dalian Port should deliver the iron ore to Sinochem China within 10 days of the judgment coming into effect. The main reasons were: (1) Sinochem China had obtained the delivery order and had paid the customs tax; (2) All the Shanghai court judgments held that Sinochem China was the cargo owner; (3) Dalian Port was supervised by the customs authority and had to deliver the cargo to the party which had obtained the customs’ approval. As this mandatory obligation went against the Port’s obligation to deliver the cargo to the warehousing counterpart, the warehousing agreement was held to be unenforceable; (4) As Dalian Port would not perform the warehousing agreement, it had to follow the instructions of the cargo owner, in this case, Sinochem China, and deliver the cargo to it, accordingly.

**Both Dalian Port and CRM appealed to Liaoning High Court**.

Liaoning High Court recently dismissed Dalian Port and CRM’s appeals on the grounds that: (1) Sinochem China was both the bill of lading holder and the party which had completed the customs clearance, and, also, the cargo owner according to all the Shanghai Court judgments; (2) Orient had never collected the bill of lading and completed the customs clearance. Orient had never owned the cargo. As Orient had not delivered the cargo to Dalian Port, Dalian Port could not refuse to deliver the cargo to Sinochem China.

**Comment**

Where the warehouse receipt holder is different from the bill of lading holder and both parties claim delivery of the cargo from the port authority, it appears that the bill of lading holder’s right shall prevail under Chinese laws.

Source: Clyde & Co, Written by Ik Wei Chong and Albert Huang, Clyde & Co Westlink JLV
In her nice magenta colours the Japanese **ONE MINATO** called at the port of Antwerp. Minato is a special district of the city of Tokyo. The vessel was pictured in the famous Pass of Bath in the Scheldt river. **Photo: Adri de Schipper ©**

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**Venezuela offsets US sanctions via ship-to-ship network off Malta**

**By: Michelle Wiese Bockmann**

VENEZUELA has established a ship-to-ship transfer logistics network off Malta to receive supplies of refined products, diluents and other feedstock needed to boost dwindling oil exports and offset crippling gasoline shortages in the country. The US expanded unilateral sanctions against Venezuela’s crude and petroleum industry on June 6 by banning companies from exporting or re-exporting diluent to the country. Diluent, usually light crude or heavy naphtha, is used to dilute the thick and heavy crude produced by Venezuela, for export. Since June, at least 10 chemical or product tankers, ranging from 37,000 dwt to 74,000 dwt were tracked undertaking ship-to-ship transfers in waters off Malta, according to data from Lloyd’s List Intelligence. The cargoes then sailed to Venezuela, in some cases with the vessel’s Automatic Identification System transponder turned off once it sailed through the Strait of Gibraltar for the transatlantic voyage. In total, about 400,000 tonnes of refined products have been shipped since June 1, analysis showed.

The origin and type of refined products transferred on to the tankers to supply Venezuela could not be determined in most cases. The supplying vessel often did not transit AIS signals during the transfer, further obfuscating tracking. The US supplied nearly 50,000 barrels per day of refined petroleum products to Venezuela before the January imposition of sanctions to try to force the government of Nicolas Maduro from power. Crude exports ceased to the US, once its biggest customer at nearly 500,000 bpd in 2018, according to the US Energy Information Administration.

The sanctions, along with chronic mismanagement and poor maintenance of national oil company assets, has pushed crude exports from Venezuela to the lowest in data going back to 2007. Some 700,000 bpd was shipped in July, mostly to China and India, according to Lloyd’s List Intelligence data. That is half the volumes seen last December, and lower than the 1.6m bpd seen when Mr Maduro took over power from Hugo Chavez in 2013. The sanctions only apply to government-owned national oil company PDVSA exporting to the US, cutting off the Venezuelan government from its biggest export earner. Countries that are still trading with Venezuela are financing deals in oil-for-loan deals. This circumvents using the US currency and thus avoids falling foul of US Treasury rules.
On April 12, the US Office of Foreign Assets Control expanded sanctions for a second time to include companies and vessels transporting crude to Cuba. With President Maduro still remaining in power, Ofac further expanded penalties to incorporate diluents in June. Some 39 tankers have shipped crude to India so far in 2019, and 48 tankers have sailed to China, data showed. In total, 198 tankers have departed from Venezuela in the first seven months, although this tally includes short-haul voyages to Caribbean islands, where storage facilities and ship-to-ship transfers are sometimes undertaken. Source: Lloyd's List

Reinventing the wheel

Judged by the numbers, container shipping and liquefied natural gas (LNG) is something like a love-hate relationship: The total number of LNG-fuelled ships on order, ready for conversion or already operating add up to 93 container vessels — that's more than any other ship type (see chart). Focusing on the number of LNG-powered ships at sea, however, container shipping is far behind.

A membrane tank offers the most efficient way to utilize the available space for fuel.

Enthusiastic about the opportunities

For Captain Richard von Berlepsch, Managing Director Fleet Management at Hapag-Lloyd, investments in LNG are not a question of love and hate, but about good entrepreneurship. For him, LNG is one of several technologies that is set to make shipping greener and that ought to be tried out. “With a company as big as ours you must be open to all kinds of technological ideas and innovations,” von Berlepsch said in an interview with MARITIME IMPACT at the Hapag-Lloyd Ballindamm headquarters. While the rapid technological change seen by the industry may cause concern for some people, being open and choosing the right moment to invest is what good companies are all about, the manager said. “I’m more enthusiastic about the opportunities than about the risks.”

Von Berlepsch has good reason to strike a positive tone. Hapag-Lloyd is spending 30 million US dollars — around one fourth of its first quarter 2019 profit — to take one of its biggest vessels, the 15,000 TEU Sajir, to a Shanghai shipyard for more than three months from May 2020, forcing the carrier and its four Asian alliance partners to balance out a longer than usual downtime on the high-volume East-West trade lane through other services. But it’s for a good reason, as dockworkers at the Huarun Dadong shipyard will convert Sajir’s existing conventional engine to a dual-fuel system that will allow the five-year-old vessel to burn LNG and — as a backup — low-sulphur fuel. The planned works include the installation of a DNV GL approved gas storage system covering an area equivalent to 290 containers.

“What many people don’t realise is that it’s not simply a new filter that’s being installed; technically, we’re completely reinventing the wheel here,” said von Berlepsch. “It may be compared to the moment when steam boats replaced sailing
ships.” The conversion, which is to follow several months of preparatory steel work by yard workers in China, will enable the Sajir to cut its CO2 emissions by about 20 per cent, while reducing sulphur dioxide and particulate matter by more than 90 per cent once it returns to its route from Asia to northern Europe via the Suez Canal.

With the retrofit Hapag-Lloyd as well as its project partners including DNV GL and engine maker MAN are breaking new ground: Never before has a container ship of that size been converted to LNG propulsion. As the shipping industry is set to face increasingly stringent emissions rules in the years ahead, Hapag-Lloyd’s pilot may well be paving the way for similar retrofits in the future.

**Looking at the bigger picture**

While the price of LNG may be cheaper than low sulphur fuel oil when the global IMO 2020 emission cap takes effect, critics argue that retrofit costs surpass expenses for newbuildings and are simply too high to make it an attractive business case. For von Berlepsch these arguments don’t count: “It wouldn’t be a pilot project if we didn’t look at the economics of it, but making money isn’t a priority in this case,” he said. Hapag-Lloyd expects that it will take four to seven years to recover the cost of the Sajir retrofit. The fact that LNG fuel tanks along with the necessary equipment need more space compared to conventional propulsion systems also can’t dissuade von Berlepsch from his plan. “You must look at the bigger picture,” said the manager.

The pilot project of the Hamburg-based carrier doesn’t reflect the general state of the industry on LNG, according to Martin Wold, Senior Consultant for environmental technology at DNV GL. “Hapag-Lloyd, including UASC and some others, have really done a great job in taking a more or less detailed look at the design of LNG equipment,” he said. Dual-fuel engines, boilers and special grade steel to support heavy LNG tanks are among the initiatives taken by industry pioneers. “But on the other side you have companies that have done very little in terms of LNG readiness and that only have a rough idea of where LNG tanks and equipment could be installed on a ship.”

2019 has seen a positive trend in orders for LNG-fuelled vessels across all ship types with a net order increase of 22 ships in the first quarter, most of them large ocean-going vessels, according to DNV GL’s Alternative Fuels Insight database. The total number of LNG ships has passed the threshold of 300 with about half of them already in operation and the remaining ones on order. About 40 per cent of all LNG-fuelled ships sailing the oceans today have been classed by DNV GL, making the society a global leader in that field.

Cooled down to minus 162 degrees Celsius, gas becomes liquid and shrinks to a fraction of its volume and can thus be bunkered while crossing the oceans. The Sajir’s membrane tank will be capable of storing up to 6,700 cubic metres of gas, meaning the vessel will have to bunker twice per round trip. “Once in Asia, once in Europe or twice somewhere in between,” said von Berlepsch.

Looking at Europe, the supply side is still a mixed bag. While countries such as France, the UK, the Netherlands, Poland and Lithuania are already operating import terminal facilities, Germany, Europe’s biggest economy, is still in the planning phase with the government expecting at least two terminals to be built. The first larger LNG tankers suitable for big merchant vessels like the Sajir are due to enter service in mid-2020, said von Berlepsch. “With a tank as big as ours, you can’t just drive by with a tank truck to fill it up.”

While LNG trade is expanding, connecting hitherto disparate markets and weakening the historical price link to oil, gas still isn’t a global commodity, the manager said. “US and Asian prices are completely different.” The arrival of large LNG tankers, however, may change that”, said von Berlepsch. “As soon as large tankers enter service, ship operators will be able to decide more freely where they want to refuel and prices will converge.”
The Sajir was the first of a total of 17 “LNG-ready” ships that entered service from 2014 for United Arab Shipping (UASC). DNV GL confirmed the “LNG-ready”-concept including void spaces and steel strength as an industry first back then, while also awarding the series with CLEAN class notations and Energy Efficiency Certificates.

Later, in 2017, the Sajir and its sisters became a key dowry that Arab shareholders provided for UASC’s marriage with Hapag-Lloyd. The merger created the world’s fifth largest container shipping line and there’s a chance that Hapag-Lloyd will convert the entire series of 17 ships if the Sajir LNG system proves successful and the supply situation guarantees smooth operations, said von Berlepsch. Technical challenges faced by the LNG pioneer include keeping the gas in the insulated tank at the right temperature even when the vessel is anchored in a bay for a longer period. As an idle ship needs less power, the gas pressure inside the tank will increase and may lead to excess boil-off gas, said von Berlepsch.

“LNG-fuelled ships need to be handled completely differently.” That’s why crews at Hapag-Lloyd are undergoing intense training courses before going on board an LNG vessel. In case of the Sajir, the vessel will be manned by an all-German crew and will fly the German flag. What many people don't realise is that it's not simply a new filter that’s being installed; technically, we’re completely reinventing the wheel here. With the IMO 2020 “sulphur cap” just around the corner, Hapag-Lloyd will also test and evaluate the use of scrubbers to clean exhaust gases on initially ten of its 235 ships. Estimated costs range between seven and ten million US dollars per vessel. “It is one thing to weigh up the advantages and disadvantages of a technology and another to install something and see the real numbers,” said von Berlepsch.

Hapag-Lloyd’s vessels with an average age of eight years will, however, shift to low-sulphur fuel oil in the coming months — which represents a strategic decision, von Berlepsch pointed out. “We are deeply convinced that the on-land production of the new fuel types is the most environmentally friendly and best way to comply with the IMO 2020 rules,” he said. Still, clients must be aware that the one billion US dollars in extra fuel costs seen by Hapag-Lloyd per year must be shared and that burden-sharing starts before 2020, said the manager. “We cannot just flip the switch on 1 January.” Instead, Hapag-Lloyd vessels will start to shift to low sulphur fuels in the fourth quarter to be able to meet the IMO deadline. Hapag-Lloyd has also implemented a new formula dubbed Marine Fuel Recovery (MFR), a mechanism that incorporates parameters such as vessel consumption, fuel type and price and containers on board. “The MFR makes fuel price calculations very transparent and fair for all parties involved,” said von Berlepsch.

Meanwhile, Captain Richard von Berlepsch is confident that the Sajir, named after a region in Saudi-Arabia known for its lush landscape and farming heritage, will live up to its name and be a “fruitful” experience for Hapag-Lloyd and the industry as a whole. “And we’re doing good for the planet,” said von Berlepsch. After all, that too is what good entrepreneurship is all about. Source: DNV GL Maritime Impact
Ship Owner Optimistic About Tanker Market Recovery

With the first half of 2019 plagued by increased net tanker fleet growth and a higher than expected refinery maintenance, things weren’t going to be all that rosy for tanker owners. However, ship owner Teekay Tanker remains optimistic on the future. The ship owner said in a recent analysis that “crude tanker spot rates declined during the second quarter of 2019 compared to the first quarter of 2019 primarily due to seasonal factors, as well as some near-term headwinds which have continued into the beginning of the third quarter. Lower OPEC oil production has impacted crude tanker demand during the first half of 2019, with OPEC crude oil production down by around 2.5 million barrels per day (mb/d) since November 2018. This reduction is due to both over-compliance with the 1.2 mb/d of supply cuts announced in early-2019 and reduced volumes from Iran and Venezuela due to U.S. sanctions. In addition, the elimination of Venezuelan oil shipments to the U.S. has resulted in a reduction in shipping activity in the U.S. Gulf / Caribbean Aframax market. Furthermore, at its most recent meeting, OPEC decided to extend production cuts through to March 2020 in an effort to reduce global oil inventories and support oil prices”, says Teekay Tanker.

The shipowner added that “tanker rates have also been impacted by heavier than normal refinery maintenance in the first half of the year as refiners prepare for the upcoming IMO 2020 regulations. According to the IEA, global refining throughput fell by 0.7 mb/d year-on-year in the second quarter of 2019, the largest annual decline in 10 years. This led to reduced crude tanker demand, which has carried over into the early part of the third quarter. Finally, the first half of 2019
saw relatively high tanker fleet growth of 20.5 million deadweight tonnes (mdwt), or 3.5 percent, which was the highest level of fleet growth in a six-month period since the first half of 2011. This high fleet growth was a result of a heavy newbuilding delivery schedule since the start of the year and a lack of tanker scrapping, with just 2.7 mdwt of vessels removed in the first half of the year compared to 21.5 mdwt for the full year of 2018”.

“Despite some near-term headwinds, the tanker market fundamentals continue to support a market recovery in the latter part of the year and into 2020. First, refinery throughput is expected to increase significantly in the coming months as refiners ramp up activity in order to produce sufficient low sulphur fuels ahead of the impending IMO 2020 regulations. According to the IEA, global refinery throughput is estimated to increase by over 3 mb/d in the third quarter of 2019 compared to the second quarter, which is expected to be positive for crude tanker demand. The new IMO 2020 regulations could create additional volatility for the tanker market through new trade patterns and arbitrage movements, floating storage demand, and a potential increase in port congestion as the market adjusts to the change”, Teekay Tanker noted. It added that “the second half of the year is also expected to see an increase in U.S. crude oil exports as new pipeline infrastructure is brought online that will allow more Permian Basin shale oil to reach the U.S. Gulf coast. U.S. crude oil exports have averaged 2.8 mb/d in 2019 to date, up from 2.0 mb/d last year. However, further increases are being hampered by a lack of pipeline capacity to the Gulf coast. This is expected to be alleviated in the coming months
when three large pipelines with a combined capacity of around 2 mb/d are planned to come online, allowing U.S. crude exports to increase significantly.

The Singapore flagged 330 mtr long 281.050 DWT crude oil tanker TENYO enroute from Sriracha in Thailand to Ras Tanura in Saudi Arabia. Photo: Piet Sinke www.maasmonddmaritime.com (c) CLICK at the photo!

This is expected to be positive for mid-size tanker demand due to both direct exports to Europe on Aframax and Suezmax tankers, and increased Aframax lightering demand for transportation on Very Large Crude Carriers (VLCCs) to Asia. “Finally, the tanker fleet is set for a period of much lower fleet growth over the next two years due to a relatively small orderbook. The tanker orderbook currently totals 53 mdwt, or 8.7 percent of the existing fleet size, which is the lowest tanker fleet-to-orderbook ratio since early-1997. Fleet growth could be further offset by an increase in vessel off-hire time in the coming months as ships are taken out of service for scrubber retrofitting in anticipation of IMO 2020 regulations. As a result, lower fleet growth levels are expected in the second half of the year, with continued low fleet growth during 2020. In summary, the tanker market is currently at a seasonal low point, which is compounded by some near-term factors. However, the fundamentals continue to point towards a stronger tanker market during the latter part of 2019 and into 2020 due to a tighter tanker supply / demand balance”, Teekay Tanker concluded.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

Temporary Agreement for Strait of Hormuz issued by Warlike Operations Area Committee
Further to the club’s web alerts on 17 June and 22 July and news article on 19 July, the Warlike Operations Area Committee (WOAC) has temporarily designated the Strait of Hormuz as a high-risk area from 2 August. This follows the UK Government advice to UK-flagged ships to give it notice of any intention to pass through the Strait of Hormuz and to avoid the area unless accompanied by British naval support. The WOAC, comprised of the trade unions Nautilus International and RMT, and the UK Chamber of Shipping, decided to apply the designation at an extraordinary meeting held on 29 July. The temporary agreement applies to the operators of any UK and Red Ensign Group flagged ship due to transit the area and where those operators fail to take account of relevant guidance from industry bodies such as OCIMF, INTERTANKO, BIMCO and ICS, and fail to take the advice of the flag state. The agreement can be found in the attachment on the right. Members should be aware that the WOAC agreement gives seafarers the right to refuse to work onboard ships transiting the Strait of Hormuz. Crew can choose not to join an unaccompanied ship about to proceed to the High-Risk Area, or request to leave the ship at a preceding port. Seafarers who choose to continue working on ships transiting the area must receive double basic pay from 2 August, in recognition of the higher risks associated with transiting and operating in the zone. Double basic pay would apply to each day the ship is in the specified zone. The payments are in addition to all other remuneration earned. The agreement will cover the sea area as per the UK Government definition of the territorial limits of the Strait of Hormuz:

On the West: A line joining Ra’s-e Dastakan (26°33’N – 55°17’E) in Iran, southward to Jaztal Hamra lighthouse (25°44’N – 55°48’E), in the United Arab Emirates (the common limit with the Persian Gulf).

On the East: A line joining Ra’s Limah (25°57’N – 56°28’E), in Oman, eastward to Ra’s al Kūh (25°48’N – 57°18’E), in Iran (the common limit with the Arabian Sea).

The designation will be reviewed on September 2 or earlier if advice from the UK Government changes. The Government advice of 22 July 2019 can be found here. The Standard Club is always on hand to assist. If members have any questions in relation to this publication or the previous publications mentioned above, they should not hesitate to contact the authors or their usual club contact.

Source: The Standard Club

Anthony Veder’s LPG tanker CORAL MILLEPORA navigating Het Scheur on her way from Rafnes (Norway) to Moerdijk

Photo: Cees van der Kooij ©
Damen signs milestone pontoon order

Damen Shipyards Group has recently signed a contract for the delivery of a pontoon to France-based company, Marc SA. The contract is a significant one for Damen, being the 100th order for a pontoon since the company opened its dedicated Pontoons & Barges product department in 2010. The client, is a leading civil works company in Brittany, located in Brest, Roscoff, Cherbourg and Lorient and serves the urban, rural, road, rail, maritime, industrial and environmental sectors. Marc uses pontoons to carry out its scope of work in the maritime arena, which includes harbour and quayside projects. When Marc was looking to upgrade its pontoon fleet, it approached Damen, as Damen sales manager Alexandre Richerd explains:

“We already had an existing relationship with Marc; the company is very active in Brest and their pontoons sometimes visit Damen Shiprepair Brest for works and we have hired their pontoons to assist on projects on occasion. We are very much looking forward to continuing to develop this relationship.” The pontoon will also be used by the SociétéCooperatives des Lamanleurs des Ports de BREST et de ROSCOFF, a cooperative society responsible for the berthing, docking and undocking of commercial vessels in the ports of Brest. The region is generally experiencing an increase in civil works projects, combined with the navy and marine renewables activity in the Port of Brest, that has signaled an increase in use of pontoons.
Alexandre: “We see relatively high demand for pontoons in France generally at the moment; this is the second order in a very short space of time. We look forward to delivering more in the future.” Damen will deliver the 100th pontoon to Marc in spring 2020. “This is a purpose-built pontoon, which we will deliver to Marc’s requirements. We also build standard Damen pontoons in series for stock, which we are able to deliver in record times.” Damen builds pontoons for stock from 12 – 145 metres. The stock pontoons are built to proven designs and kept at strategic locations to ensure fast delivery.
It looks as if the **SVITZER MARKEN** is stopping to pose briefly in front of the camera as it proudly assists this Navy vessel. The ship in tow is the Belgian Frigate **LEOPOLD 1 (F 930)**, seen departing the Port of Vlissingen, Netherlands.

**Photo: Svitzer**

### Maritime conferences slammed

Organisers of maritime conferences have been sent a stern message today to buck up and make their events more relevant and worth people’s time. In an ongoing survey carried on this site 45% of the more than 500 voters to date say they have never been to a shipping conference that proved to be a fantastic use of their time.

The question, one of eight posed in our quarterly MarPoll, was sparked following plenty of reader reaction to a contribution from last month penned by Marcus Magee, managing director of new agency Uncommon Conferences, in which he demanded a shake-up to the current staid shipping calendar.

“Conferences these days have no end goal. There is no assistance in getting people to actually connect with one another in order to solve any problems or goals. They’re a pony show for the sponsor to show off and boast about themselves and to give very flat awards to people who have lined the pockets of organisers. It really has turned into a waste of time,” one reader commented. Another Splash reader had some suggestions for how to fix the current conference malaise. “It’s not a difficult fix,” the voter argued. “No speeches, all panels. Maximum of three/four panellists. Questions that haven’t been pre-screened or chosen, and a moderator who’s not afraid to challenge the panellists. Auto-mute a speaker’s microphone...
after 30 seconds to prevent tedious soliloquies. Vetting of speakers to ensure they know their subject, and can speak coherently without notes. A strong preference for people without ‘Sales’ or ‘Business Development’ in their title. Have a greater diversity of speakers (generation, nationality, gender, sector, viewpoint etc.)” Results of the latest MarPoll will be published in the next issue of Maritime CEO magazine, due out early next month. Other topics covered in our latest survey include the availability of ship finance and the best secondhand ship investment. To vote takes as little as two minutes and there is no registration. To vote, click HERE

USNS COMFORT (T-AH 20) passes through Miraflores lock while transiting the Panama Canal Aug. 4, 2019 during Venezuelan refugee relief operations. Photo: U.S. Navy photo by Mass Communication Specialist 3rd Class Kryzentia Richards ©

Oshima delivers Japan’s first battery-powered ship
By: Sam Chambers

Nagasaki-based Oshima Shipbuilding, best known for its range of bulk carriers, has delivered Japan’s first vessel to run solely on battery power. The ferry, e-Oshima, uses a storage battery not only to provide propulsion but also supply power to communication, navigation and wireless devices, lighting equipment, air-conditioning systems and all the other devices used at the time of sailing. The propulsion system of the ship uses Japan’s GS Yuasa large-capacity lithium-ion storage battery as a main power-supply device. The vessel can be charged in around two and a half hours. The maximum capacity of the 35 m long ship is 50 people, and it can carry a large-size bus and four passenger cars at the same time. The e-Oshima also features some autonomous
technology. GS Yuasa lithium-ion batteries have been installed in numerous high-profile projects including the International Space Station and the Boeing 787 Dreamliner. Battery-powered landmarks in shipping are now happening thick and fast. Last week, the world’s largest plug-in hybrid vessel was delivered from Ulstein Verft in Norway. The Color Hybrid joins Color Line’s fleet with a hull championing its green credentials. The vessel is a plug-in hybrid, where the five-megawatt batteries can be charged with shore power in Sandefjord in Norway. The vessel will go silently in and out of the fjord of Sandefjord without emissions of harmful environmental gases, or nitrogen and sulfur compounds to air in the area. The battery pack weighs 65 tons and can be recharged in one hour. Source: Splash 247

The National Workboat Association becomes; “The Workboat Association”.

Originally formed in 1994 to facilitate an industry input into the formulation of the ‘Maritime and Coastguard Agency’s’ Workboat Code of Practice the (NWA) has changed its name during its Silver Anniversary year to purely “The Workboat Association” in order to correctly associate with its current form, scope and objectives.

In its 25th year of providing to a growing industry’s needs, today in 2019 The Workboat Association’s current membership now incorporates workboat Owners, Operators, Stakeholders and independent Professionals from both in and outside of the UK. Remaining a not-for-profit, membership funded/ owned association, the WA’s scope in its most recent form offers to industry stakeholders who are: Working in the UK, to UK regulations, or those simply aiming to benchmark their own standards of practice against a well adopted, respected and understood level – as the Workboat Association promote.
More information on the history and achievements of the Workboat Association can be found on the association website here; [http://www.workboatassociation.org/what-we-do/](http://www.workboatassociation.org/what-we-do/).

Link to the website post of this announcement plus downloadable logos [HERE](http://www.workboatassociation.org/what-we-do/).

In addition to the name change announcement, 1st August 2019 also marks the start of the latest Safety Campaign launched by the Association – ‘The Responsible Carriage of Dangerous Goods’.

Sponsored by Siemens Gamesa Renewable Energy and Supported and steered by the Maritime and Coastguard Agency MCA, the campaign has been established to educate those boarding and working onboard (UK) workboats to the permitable forms of, and declaration responsibilities surrounding the Carriage of Danger Goods.

Full information surrounding the Campaign and how to get involved can be found here: [http://www.workboatassociation.org/the-safe-carriage-of-dangerous-goods/](http://www.workboatassociation.org/the-safe-carriage-of-dangerous-goods/)

### Successful heavy lift for Dvalin in the Norwegian Sea

**3,500 tonne lift onto an existing platform is one of the largest in the history of the shelf**

After a major construction phase, the 3,500 tonne Dvalin module has been lifted safely aboard the Heidrun platform in the Norwegian Sea. The three-hour operation on 3 August ranks among the heaviest lifts onto an existing platform in the history of the Norwegian Continental Shelf. The Wintershall Dea operated Dvalin field is a subsea gas development tied back to Heidrun, 15 kilometres to the northwest in the Norwegian Sea. In the case of Dvalin, some 700 yard workers have spent two and a half years building a dedicated gas treatment module.

“The Dvalin team has worked purposefully to safely construct and install this giant module in time and within budget. It is very satisfying to see this impressive technical feat carried out successfully and without incidents”, said Hugo Dijkgraaf, Chief Technology Officer (CTO) and Member of the Board for Wintershall Dea.

The Dvalin module was built at the Aibel yard in Haugesund on behalf of Equinor, which is the operator of the Heidrun platform. Wintershall Dea has worked closely with both companies to ensure smooth delivery of the unit.

**Clear focus on safe operations**

“So far, there have been 3.5 million working hours carried out on the Dvalin project without a single serious injury. Although the project is still ongoing, I am incredibly proud that we have had such a clear focus on safe operation, while at the same time delivering against the project plan,” said Thomas Kainer, Senior Vice President, Major Project Dvalin for Wintershall Dea. The lifting operation was carried out by the heavy lifting vessel Saipem 7000. The Dvalin module was lifted from the barge onto the Heidrun platform over the course of three hours. Witnessing the heavy lift from aboard the Saipem 7000, Anita Albritksen, Topsides Host Manager, said: “For those of us who have followed the construction of the module, from the first steel cut, through the pulling of 100,000 metres of cable and welding of 3,700 joints, to seeing it now on Heidrun, it was a great experience to see the module being lifted in place.” The Dvalin gas field in the Norwegian
Sea is being developed with four subsea wells, tied back to the Equinor operated Heidrun host platform. The gas from Dvalin will be transported to the Heidrun platform via a 15-kilometre pipeline. From there, it will be sent to the Polarled gas transportation system via a 7.5-kilometre pipeline, before it will be further processed to dry gas at the Nyhamna onshore gas terminal. Finally, the gas will be transported via Gassled to the market.

Partnership: Wintershall Dea (operator 55%), Petoro (35%), Edison (10%)

Location: Approximately 259 kilometres north of Kristiansund in the mid of Norway and 15 kilometres northwest of the Heidrun field and 35 kilometres south of the Skarv field in the Norwegian Sea.

Water depth: approx. 400 meters

Estimated reserves: 113.3 mmboe

Development Solution: A four-slot template has been installed on the seabed. Flow-lines and umbilical will be connected to the Heidrun platform, 15 kilometres northwest of the Dvalin field. On the Heidrun platform, two modules, one 400 tonne utility module and one 3,500 tonne gas processing and compression module have been installed on Heidrun.

As the third-largest non-state operator on the Norwegian Continental Shelf with a daily production of around 150,000 boe, Wintershall Dea is aiming to further increase these volumes over the next years. Wintershall Dea is owned by BASF (67%) and LetterOne (33%). An initial public offering is envisaged in the medium term. Source: Wintershall Dea

NAVY NEWS

Turkish Navy’s second RATSHIP, (Rescue and Towing Ship) TCG AKIN A584 transited Bosphorus towards BlackSea, likely to Bosphorus Command. Photo : Yörük Işık via twitter

Israel involved in US-led naval mission in Strait of Hormuz — foreign minister

Israel Katz quoted telling Knesset committee that Israeli participation helping counter Iran, boost ties with Gulf states

Foreign Minister Israel Katz said Tuesday that Israel was involved in a US-led naval mission to provide maritime security in the Strait of Hormuz, where Iran recently seized merchant ships. Speaking at a closed session of the Knesset Foreign Affairs and Defense Committee, Katz said Israel was assisting the mission with intelligence and other unspecified fields, the Ynet news reported. He said the mission was in Israel’s strategic interest of countering Iran and boost ties with Gulf countries. According to the Israeli news site, Katz told the committee that he instructed his ministry to work to include Israel in the mission after a recent visit to Abu Dhabi. The foreign minister was said to have discussed this at the time with an unnamed senior Emirati official, with whom he discussed the “Iranian threat.” Katz also reportedly praised Britain’s announcement Monday that it would join the mission, making it the only country so far to officially do so. The report did not specify whether Katz said Israel would send naval vessels to take part in the US-led mission. A report from the Kan public broadcaster last month said that Israel was not expected to send ships, but would provide intelligence. The United States has thus far struggled to piece together an international coalition to protect cargo ships traveling through the Strait of Hormuz, with allies concerned about being dragged into conflict with Iran. Tensions have risen in the Gulf since the US decided in May 2018 to withdraw from a landmark accord to limit Iran’s nuclear program and began to
reintroduce sanctions. Announcing its participation in the US-led mission, Britain’s Ministry of Defense said it “will draw largely on assets already in the region.” It said the Royal Navy will work alongside the US Navy to escort vessels through the Strait of Hormuz, which sits at the mouth of the Persian Gulf, a shipping channel for one-fifth of all global crude exports. Two Royal Navy warships are currently in the region, the frigate **HMS Montrose** and the destroyer **HMS Duncan**. The Montrose is due to leave for planned repairs later this month.

**RFA WAVE KNIGHT (A 389)** has transited the Suez Canal and will probably arrive ready to support coalition warships in the Gulf sometime next week.

Britain has been giving UK-flagged vessels in the region a naval escort since the Iran’s Revolutionary Guards seized a British-flagged oil tanker last month. Some Iranian officials suggested the seizure of the Stena Impero was retaliation for the seizure of an Iranian oil tanker off the British overseas territory of Gibraltar. But even as ships were seized in the narrow maritime thoroughfare, countries have been reticent about a US plan to send in military escorts. On Sunday, Australia became the latest ally seeming to give the plan a wide berth. Australian Defense Minister Linda Reynolds told the visiting US secretaries of state and defense that their “very serious” and “complex” request would be given “very serious consideration” — but stopped short of offering a full response.

**USS BOXER** Amphibious Ready Group (inc LSD **USS HARPERS FERRY** & LPD **USS JOHN P MURTHA**) in the Persian Gulf

Washington floated the idea of a naval coalition in June, after multiple attacks on ships in the Gulf, which the United States had blamed on Iran — but which Tehran denies. The plan was to have each country provide a military escort for its ships, with US military providing a security backstop, monitoring the zone of operations and providing command and control. Mark Esper, the US defense secretary, said the United States had gotten “various degrees of response,” adding “I think there’ll be some announcements coming out in the coming days.” Referencing the prospect of European-only cooperation, Esper plaid down a bifurcation of effort. “I think the purpose remains the same whether it’s an operation conducted under the United States command and control, or conducted by somebody else, a European partnership,” he said. Paris, Berlin and London plan to coordinate and share information in the Gulf to reinforce maritime security, but without deploying additional assets, according to French Defense Minister Florence Parly. Germany has distanced itself from a military operation in the Strait of Hormuz, considering it could hinder European efforts to reach a diplomatic solution with Iran.
Warship USS Paul Ignatius (DDG 117) Brought to Life

The Navy commissioned its newest Arleigh Burke-class guided-missile destroyer, USS PAUL IGNAIUS (DDG 117), at Port Everglades, Fort Lauderdale, Florida, July 27. The ship’s namesake, Paul Ignatius, served honorably as Secretary of the Navy under President Lyndon Johnson from 1967 to 1969 and as a commissioned lieutenant during World War II aboard the Casablanca-class escort carrier USS MANILA BAY (CVE 61). “What could be greater than serving aboard a United States destroyer,” said Ignatius himself, speaking from a podium aboard the ship’s quarterdeck. “Destroyers have an honorable role in Navy history because of their many capabilities.” It was Dr. Elisa Ignatius, granddaughter to the ship’s sponsor, the late Nancy Ignatius, who ordered the crew to bring the ship to life. Sailors rushed from shore, carrying aboard their motto “ALWAYS READY, FIGHT ON,” running two-at-a time to populate the ship. Medals jangled from their dress whites as Paul Ignatius Sailors manned all rail space and deck stations available under a sun-lit, billowing Ensign.

“Thank you all for your mental toughness and unwavering dedication to get our ship through every milestone of performing at sea with excellence,” said Cmdr. Robby D. Trotter, commanding officer of Paul Ignatius, to his crew. “I’m extremely proud of each and every one of you.”

Secretary of the Navy Richard V. Spencer was the ceremony’s principal speaker.
"The ship in her magnificence alone provides peace through presence and will keep the maritime commons open, which is the artery of free trade and commerce for our allies, friends and ourselves," said Spencer, the 76th Secretary of the Navy. "But please keep in mind that at a moment's notice, this well-trained crew and this ship can be put into harm's way as your forward-deployed force to deliver the fight tonight in order to keep our peace and prosperity. That is the mission of this crew. That is the mission of this ship. And that, ladies and gentlemen, is the mission of your United States Navy."

About 310 officers and enlisted personnel make up the crew of **PAUL IGNAIUS**, slated to be home ported in Mayport, Florida. Together they have tried, tested and demonstrated seaworthiness as a lethal, ready and well-trained crew prepared to forward-operate in any ocean of the world. "It’s a rare and special opportunity for a Sailor to be a plank owner," said Chief Machinist’s Mate Gilbert Laguerre, the leading chief petty officer of Paul Ignatius’ auxiliary division. “We learn first-hand from the builders how to manage our equipment as it’s installed and we take great pride in becoming subject-matter experts.” The Arleigh Burke-class destroyer sails up to 30 knots at sea, carrying advanced RADAR and SONAR systems that allow the ship to engage targets in the air, on the sea and underwater. The decks host two MK 41 Vertical Launching Systems (VLS), one five-inch gun turret, a close-in weapons system (CIWS) and two MK 32 triple-barrel torpedo mounts. The guest speakers also included Fort Lauderdale’s Broward County Mayor Mark D. Bogen, who welcomed the community to the ceremony, and Huntington Ingalls Industry President Michael C. Peters, who shared details of the momentous energy and thought put into the ship’s design and construction. Trotter reported Paul Ignatius ready and in his command to Adm. Craig Faller, Commander of U.S. Southern Command (SOUTHCOM)

**SHIPYARD NEWS**

**YZJ Shipbuilding profits up 11% to $345.4m in H1**

Yangzijiang (YZJ) Shipbuilding profits climbed by 11% YoY to $345.4m in H1 from $311.9m in the same period last year, an announcement revealed. Revenue for the same period inched up by 3% YoY to $2.6b from $2.53b. Despite the stable half-year performance, profits slipped by 6% YoY to $183.75m in Q2 from $195.22m last year, whilst revenue also tumbled down 12% YoY to $1.38b in Q2 from $1.56b in Q2 2018.

The firm attributed the quarterly profit decline to the lower number of vessels delivered in the second quarter. Only 18 vessels were delivered in the quarter, down from 20 vessels last year, which resulted in the revenue contribution from the shipbuilding business to be $603.8m lower in Q2 2019 compared to Q2 2018. Cost of sales also declined 9% YoY to $1.14b from $1.26b last year.

These were slightly offset by higher revenue from the trading business, which rose to $637m in Q2 from $431m previously; and other shipbuilding related businesses, which generated profits of $35.12m in Q2 from $26.1m the previous year. Other losses and gains were attributed to foreign exchange-related gains/losses, fair value changes on financial assets, and subsidy income. YZJ Shipbuilding stated that global new shipbuilding orders declined in the first half of the year by 50% in DWT terms compared to H1 2018. The firm noted that shipowners’ sentiments fell due to the “less-bullish” outlook on economic and trade growth, and uncertainties associated with the forthcoming IMO rules on emissions. However, global shipbuilding delivery still increased by 12% YoY in H1. YZJ Shipbuilding’s portfolio currently comprises of 11,800TEU containerships, the 83,500DWT combination carriers and the 400,000DWT VLOCs. Last July, the firm announced that it has acquired 55% stake in Odfjell Terminal (Jiangxin) Company, the Chinese arm of Norwegian shipping company Odfjell SE. The firm currently has a standing order book of $4.28b for 85 vessels. Source: Singapore Business review
ROUTE, PORTS & SERVICES


NEW HEAVY WEIGHT RECORD FOR JUMBO!

The JUMBO KINETIC has just lifted a giant 1,929 tonne Wash Tower, the heaviest cargo ever lifted by Jumbo!

Record Breaking!
At Jumbo, we enjoy pioneering solutions, and the team gets very excited when we can rise to a new challenge. This project allowed us to do just that! Samsung Engineering booked Jumbo to transport an ultra-heavy Wash Tower and 4 columns, including transport saddles, for the JUPC project in Saudi Arabia. The specialised Jumbo team handled the safe loading, sea fastening, and transportation of the 4 columns from Zhangjiagang, China and the Wash tower from Pyeongtaek, Korea to Jubail in Saudi Arabia.
The Wash Tower weighs 1,929 tonnes with dimensions of: L 101.1 m x W 10.8 m x H 11.4 m and was lifted by our fitted cranes in a dual lift.

The **JUMBO KINETIC** then set sail towards Jubail, where she discharged the cargo safely onto the quayside.

Jumbo Reliability - Smart Shipping. No Surprises. Inventive yet safe and efficient ways to ship and install cargoes of all shapes and sizes are engineered on a daily basis by the Jumbo team. For this project our engineers and port captains worked closely with our clients to create a highly customised solution. The added complexity of the ultra-heavy cargo meant that smart and accurate logistical planning and engineering were essential.

The **JUMBO KINETIC** is from the K-class family, fitted with two 1,500t cranes with a combined lift capacity of 3,000t. Being the biggest heavy-lift vessel in its class, the cranes give a larger outreach than vessels with less lifting capacity.

If you have any enquiries concerning projects, heavy lift shipments or ultra-heavy cargo please contact the Jumbo Shipping Team.

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

The SKANDI CONSTRUCTOR inbound from Rotterdam Photo: Cees van der Kooij ©

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