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2 maiden calls to the Felison Cruise Terminal in IJmuiden last Monday, The MARELLA EXPLORER and SPIRIT OF DISCOVERY  Photo: Piet Sinke www.maasmondmaritime.com
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The CLIFFORD MAERSK left the coast of Latin America and is underway again to Asia. As you can see above the Lady is rather light which is usually the case from Latin America to China. But it is still an impressive amount of containers we have on board: 9354 boxes, mostly empties for China. Photo: Capt Peter Lok  Master Clifford Maersk, OYRO2

Greenpeace disappointed after UN negotiations on the Oceans Treaty

Greenpeace expressed on Friday its disappointment with the 3rd session of the Global Ocean Treaty negotiations held at UN headquarters in New York. “The result is distressing because most countries have refused to make significant promises,” the environmental organisation said, according to Belga. This week, delegations from more than 190 countries gathered in New York, under the guidance of the United Nations, to discuss an ocean treaty. Greenpeace has followed the debates closely and believes that they have not been up to the task. “It is very disappointing to see that the pace and ambition in this meeting don’t match the level of urgency required to save our oceans and protect our planet against the
climate emergency and massive biodiversity loss we are facing,” said Sandra Schoettner, Greenpeace’s oceans expert. “Keeping things as they are is not going to save our oceans or, ultimately, humankind,” Schoettner added. According to the NGO, Belgium is one of the only European countries to have shown sufficient ambition. “We are pleased that Belgium wants to protect 30% of the oceans by 2030, but it must put an end to its ambiguity about the exploitation of marine mines,” explained An Lambrechts, representative of the Belgian Greenpeace campaign on ocean protection, who attended the conference. Lambrecht refers in particular to an exploration contract for Global Sea Mineral Resources (GSR), a subsidiary of DEME, which Belgium has been supporting since early 2013. The final phase of negotiations for an international oceans treaty will be held in spring 2020. Greenpeace urgently hopes that world leaders will pull themselves together to “preserve our oceans for future generations”. Source: The Brussels Times

ICTSI Mexico hits milestone 4M TEU

Contecon Manzanillo S.A. de C.V. (CMSA), the Mexican subsidiary of International Container Terminal Services, Inc. (ICTSI) at the Port of Manzanillo, recently achieved its first year-to-date, four-millionth twenty-foot equivalent unit (TEU) milestone even as the company embarks on expansion works to increase capacity, the company said in its release. CMSA's recent milestone comes at a time of continued investments by ICTSI to expand Mexico's largest trading gateway in the Pacific and improve fluidity at the port. The Company recently embarked on a MXN2.5-million second phase expansion of the terminal's yards and entry and exit gates, and investments in cutting-edge technology and training of its personnel.

Once completed, this increases Contecon’s capacity by up to 50 percent, from 1.2-million twenty-foot equivalent units (TEU) at present to 1.6-million TEU by 2020 - giving substantial flexibility to absorb the projected increase in cargo volume at Manzanillo's largest port. Complementing these landside improvements will be two more quay cranes and five yard cranes that are scheduled to arrive by the fourth quarter of 2019. This places Contecon as the only terminal in Manzanillo fully-equipped to service the largest vessels plying intra-Pacific routes.

In June 2010, ICTSI signed a 34-year concession for the development and operation of the Second Specialized Container Terminal (TEC-II) at the Port of Manzanillo in Mexico. ICTSI established a subsidiary, Contecon Manzanillo SA de CV to operate the Port of Manzanillo. Ideally located to serve growing Asian trade, CMSA is the Mexico’s gateway of choice on the Pacific coast and is near main consumer markets such as Mexico City and the country's largest industrial zones. Headquartered and established in 1988 in Manila, Philippines, International Container Terminal Services, Inc. (ICTSI) is in
the business of port development, management and operations. As an independent business with no shipping, logistics or consignee-related interests, ICTSI works and transacts transparently with any stakeholder in the port community. ICTSI’s portfolio of terminals and projects spans developed and emerging market economies in the Asia Pacific, the Americas, and Europe, the Middle East and Africa. ICTSI has received global acclaim for its public-private partnerships with governments divesting of their port assets to the private sector.

![The Sri Lanka flagged 1997 built 121 mtr long 7638 DWT GAS SUCCESS arriving in the port of Sohar (Oman)](image)

*Photo: 24/7 Port of Sohar pilot Rik van Marle ©*

### Trinity House Vessel Replacement Industry Day

**Trinity House**

**9 September 2019**

**10:00-14:00 BST**

The presentation will commence at 11:00.

**Tower Hill, London, EC3N 4DH, UK**

Trinity House will host a private event during London International Shipping Week 2019 to engage with naval architects, ship builders and equipment suppliers to give industry an understanding of the scope and intentions for a new ship design prior to the launch of a formal tender later in the month.

To register for this free event and also join the live Q&A webcast please go to [tiny.cc/vrp2019](http://tiny.cc/vrp2019)

### Container Ship Deliveries Down in H1 2019

Container ship deliveries in H1. 2019 reached a historically low level, while the newbuilding market was equally subdued, said MPC Container Ships ASA. Scrapping activity in the feeder segment remained at a comparable high level in Q2 2019 as in the previous quarter, the Norway-based shipping company said. Various economic and political circumstances had a dampening effect on global container trade, compelling analysts to lower their full-year growth forecasts. However, estimates for global container trade growth for FY 2019 ranges between 3% and 3.5% while growth in active container
fleet capacity (fleet development less scrubber retrofits) is estimated to grow only 1.9%. Charter rates for container ships in the Post-Panamax segment began to rise in March this year. In the following months, this development filtered through into the smaller segments, recently affecting also the feeder market.

One determining factor for this development is the installation of exhaust gas cleaning systems (scrubbers) to meet the requirements set forth in the IMO 2020 regulation and the adhering need for replacement tonnage during retrofits. As a result, the idle container fleet grew from a low of 1.3% (April 2019) to 2.5% (August 2019) of the total fleet. Global seaborne box trade was estimated to grow by 2% in H1 2019, but headwinds from the global economy put pressure on certain trade routes. Trade conflicts and other forms of geopolitical tensions, regionalisation and environmental concerns, as well as the combination of these factors have prompted analysts to lower their FY 2019 demand forecasts. For FY 2019, Clarksons Research expects global container trade to grow by 3.1% (2018: 4.2%). Intra-regional trades are, however, expected to grow by 4.6% (2018: 5.7%). In the event of a “domino effect” from other trade lanes due to US-Sino tensions, Clarksons still predict 4.1% growth for FY 2019 (2018: 5.7%). Feeder ships below 3,000 TEU provide the majority of capacity on intra-regional container services. 34% of all container ships and 53% of all feeder container ships are currently deployed on intra-regional trades. What is more, the share of intra-regional trade as a portion of global trade has increased from 33% in 2001 to 42% in 2018. Other trade lanes carry growth estimates below the aggregate 3.1% estimate for FY 2019. Next to the decreasing effect that the US-China trade conflict has on trade volumes for Transpacific routes, a trade diversion leads to increasing trade flows within Asia, already visible e.g. in the increased export and import volumes to and from Vietnam. “Active” container ship fleet capacity growth, accounting for vessels being temporarily decommissioned to undergo scrubber retrofits, is estimated at 1.9% for FY 2019, while the overall full-year fleet capacity growth is forecasted at 3.1% (2018: 5.6%). This represents a 30% decline year-on-year and hence the second-lowest fleet growth in history.

Total deliveries during H1 2019 stood at 76 units (0.51m TEU), with vessels larger than 12,000 TEU accounting for 0.39m TEU (76% of the total growth) while ships below 3,000 TEU accounting for remaining 0.07m TEU (14% of total growth). H1 2019 container ship scrapping stood at 59 units totalling 120,000 TEU, on par with total boxship capacity recycled during all of FY 2018. Feeder container ships of less than 3,000 TEU accounted for more than half of the recycled capacity. The introduction of low-sulfur fuel regulations in January 2020 may be perceived as creating a competitive advantage for larger vessels and modern eco tonnage. However, due to physical and logistical restrictions, regional trades continue to be dominated by feeder vessels which represent an appealing sub-segment of the overall fleet. Estimates of a slow-down in feeder fleet growth to around 0.3% for 1,000 - 2,000 TEU vessels additionally supports the market perspective of the smaller segment. The container ship newbuilding market was generally quiet during Q2 2019. Overall, newbuild contracting activity in the first six months of 2019 amounted to 54 vessels totaling 0.26m TEU capacity, a decrease of 60% compared to H1 2018 in TEU terms. At present, the newbuilding order-book amounts to approximately 11% of the fleet and hence is at its lowest level for years. Source: Marinelink

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During the Wereldhavendagen in Rotterdam, the steam bucket dredger FRIESLAND will be “under steam” in the Leuvehaven. Towed by tugs of our sponsor Van Wijngaarden, our crew on board will be at your service during a visit on board.

**Le Bellot Arrives in Norway for Final Outfitting**

Ponant’s LE BELLOT has arrived in Norway for her final outfitting period at the shipyard ahead of her 2020 delivery. She is the fifth in a series of six Explorer-class vessels for the ultra-luxury expedition brand which flies the French flag. The new Ponant ship will join the fleet in April 2020, and is set to be followed by Le Jacques-Cartier later in 2020 and the advanced LE COMMANDANT-CHARCOT in 2021.
The **LE DUMONT - d'URVILLE** outbound from Amsterdam *Photo: Joop Marechal ©*

**Ponant New Ship Schedule:**
- Le Lapérouse - June 2018
- Le Champlain - October 2018
- Le Bougainville - April 2019
- Le Dumont-d'Urville - June 2019
- Le Bellot - scheduled for April 2020
- Le Jacques-Cartier - scheduled for July 2020
- Le Commandant-Charcot - scheduled for May 2021

*Source: cruiseindustrynews*

CBP will introduce vessel manifest data confidentiality tool

Customs and Border Protection said the new tool will allow importers and exporters to have their vessel manifest data confidentiality requests processed within 24 hours.

By: Chris Gillis

U.S. Customs and Border Protection said it will introduce “in the coming months” a new automated tool for importers and exporters to submit their electronic vessel manifest confidentiality requests to the agency. “This enhancement will enable companies and individuals to manage their own confidentiality requests electronically via an online process,” CBP said in a notice. U.S. importers and exporters already have the capability to request from CBP that their names and addresses on inbound and outbound vessel manifests be withheld from public view. However, the process involves either an email, fax or mail request to CBP’s Vessel Manifest Confidentiality Program Office that can take 60 to 90 days for the agency to process. “The new enhancement will automate this process via an online tool, located on CBP.gov, reducing the processing time of confidentiality requests to as little as 24 hours,” the agency said. CBP said the new online tool will allow importers and exporters to “directly input all applicable name variations into the Vessel Manifest Confidentiality request tool.”CBP’s vessel manifest data, which is compiled daily, is available to the public for purchase and supplied on CD-ROMs. These CD-ROMs are available for specific days or on a subscription basis. Those importers or exporters that have requested confidential treatment of their shipment data in the manifests are not included. The vessel manifest data includes vessel country codes, names and numbers; port of unlading; estimated arrival dates; bill of lading numbers; foreign ports of lading; manifest quantities and units; weight and weight unit; shipper names and addresses (unless confidential); consignee names and addresses (unless confidential); notify party names and addresses (unless confidential); piece counts; descriptions of goods; container numbers; and seal numbers. Confidentiality certifications for importers and exporters must be renewed every two years from the date of validation. Source: Freightwaves

China tells Philippines it won’t recognize ruling on sea row

Chinese President Xi Jinping told his Philippine counterpart that Beijing will not recognize an international arbitration ruling that has invalidated most of China’s claims to virtually the entire South China Sea, the Philippine leader’s spokesman said. The row over the disputed waters — a major global shipping route thought to be rich in oil and gas reserves — has for years marred China’s relationship with the Philippines and other neighboring countries with rival territorial claims. Beijing has transformed a string of disputed reefs into missile-protected island bases.

Philippine President Rodrigo Duterte has largely avoided the subject in favor of seeking warmer ties with Beijing. But under domestic pressure, Duterte raised the issue in talks with Xi in Beijing this week, Duterte spokesman Salvador

The tugs **MULTRATUG 3** in front and **MERCURIUS** besides her, 2 dikke lippen boten together navigating backwards into Tenesseeharbour in Rotterdam. **Photo: Arie van Oudheusden (c)**
Panelo said in a statement Friday. Duterte told Xi that the 2016 ruling of an international arbitration panel in The Hague, in which China had refused to participate, “is final, binding and not subject to appeal.” “In response, President Xi reiterated his government’s position of not recognizing the arbitral ruling as well as not budging from its position,” Panelo said.

“Both President Duterte and President Xi agreed that while their variant positions will have to remain, their differences however need not derail nor diminish the amity between the two countries,” he added. He said that Duterte raised the possible joint exploration of resources between the Philippines and China, and both leaders agreed on the importance of self-restraint and respect of freedom of navigation. Philippine Defense Secretary Delfin Lorenzana asked Beijing earlier this month to explain the activities of Chinese research vessels and warships in what the Philippines claims as its waters, and accused China of “bullying.” Lorenzana said China did not ask for permission to send several warships through the Sibutu Strait at the southern tip of the Philippine archipelago on four occasions between February and July. He said two Chinese research ships have also been operating in the Philippines’ exclusive economic zone. Meanwhile, Philippine military spokesman Brig. Gen. Edgard Arevalo accused China of “duplicity,” saying the Chinese warships shut off their identification transponders while passing through Philippine waters to avoid radar detection. Source: The Associated Press

Weatherford signs $80 million liner-hanger frame agreement with Equinor

Weatherford International plc announced it has signed an $80 million liner-hanger frame agreement with Equinor, a Norwegian-based international energy company. The four-year deal represents the largest liner-hanger frame agreement ever signed by Weatherford Mark Hopmann, President of Completions for Weatherford said, “Weatherford is the market leader for liner-hanger technology across the North Sea. Guided by a principle of flawless execution, we deploy our liner hangers for reduced operating expenses and superior performance reliability.” Originally developed for the North Sea, Weatherford liner-hanger systems offer durability in routine and quality-critical applications throughout the world. The premium systems are field-proven in the harshest environments, including ultradeep, high-angle, and extended-reach wellbores. Weatherford manufactures nearly every component of its liner-hanger systems. The high-quality designs help operators to reach total depth with reliability. The Company’s liner-hanger technology reduces the length of the last liner
set in the well by several hundred meters. Rather than extending a single casing string to the top of the wellbore, the technology enables suspending the liner below the ground. The savings are substantial versus a conventional casing run, especially considering the associated time and costs for cementing. Source: portnews

German flag heavy lifter **TRINA** transited Bosphorus towards Black Sea en route from Haydarpaşa to Taman carrying tugs and wind turbine blades Photo: Yörük Işık via Twitter

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**UK Sets Aside Another $36M for Seaports' Brexit Preparations**

After a lukewarm response from port operators about government funding for Brexit customs preparations, the UK Department for Transport (DfT) has announced that it is expanding its investment by another $36 million. The funds are intended to help keep cargo moving smoothly if Britain exits the EU without a trade deal on October 31. According to the DfT, the funds will be spent on upgrades to port infrastructure, road and rail links and on building “resilience” within local government. $12 million is up for port authorities to bid on under a new Port Infrastructure Resilience and Connectivity (PIRC) program; $6 million will go directly to local government agencies; and another $18 million will go towards "longer-term projects to boost road and rail links to ports." “As the UK continues to develop as an outward-facing global trading nation ready for a post-Brexit world, the resilience of our trading hubs is more critical than ever before," Transport Secretary Grant Shapps said in a statement. "This £30 million investment supports our ports in their work to boost capacity and efficiency, ensuring they’re ready for Brexit and a successful future." In response, the British Ports Association said that it welcomed the funding, but it reiterated its view that a political deal between the UK and the EU is
the best way to avoid disruptions at the border. "A 'no deal' would certainly appear to be more of a possibility now and it is prudent to plan for this potential outcome," said British Ports Association chief executive Richard Ballantyne. "While we are not a political organisation we remain firmly of the view that a deal that supports frictionless, free-flowing frontiers is the best outcome and as far as we are aware this is still the Government's aim. We still hope that the UK and EU can come to a sensible arrangement ahead of the deadline." Source: MAREX

Japanese LNG winter appetite mops up some of surplus cargoes

By Jessica Jaganathan

Asian spot prices for liquefied natural gas (LNG) were steady this week as spot demand from Japanese buyers stockpiling ahead of winter soaked up supply offered from Australia and Malaysia. Spot prices for October delivery to Northeast Asia are estimated to be about $4.70 per million British thermal units (mmBtu), steady from last week, said several sources that participate in the market.
Japan's Tohoku Electric likely bought a cargo for delivery over Oct. 16 to 20 at $4.60 to $4.70 per mmBtu, an industry source said, though this could not immediately be confirmed. Japanese buyers have been seeking cargoes in the spot market for fourth quarter delivery as they take advantage of low prices and as hot weather likely recently drew down inventories, said several industry sources. Japan's Hokuriku Electric bought a cargo for delivery in second half of November from Malaysia's Petronas, sources said. The utility started importing LNG late last year and has been buying cargoes from Petronas, though its requirements have not been regular, one of the sources said. Japan's Hokkaido Electric Power also sought a cargo for delivery in November. Demand was also firm from India with Torrent Power and Indian Oil Corp each seeking a cargo for delivery in October, sources said. An earlier one-year requirement by Essar Group for 12 cargoes was cancelled, sources added. Still, despite the demand, buyers' expectations of prices for cargoes were still low, one trading source said. Supply was also ample as Australia's Ichthys LNG plant offered a cargo for October while Malaysia's Petronas closed a tender offering a cargo from its Bintulu plant, industry sources said. Indonesia's Donggi-Senoro export plant offered two cargoes for loading in November and December. Egyptian Natural Gas Holding Co (EGAS) offered three cargoes for loading from the Idku plant in September in a tender which was later cancelled due to low bids, sources added. In the United States, Freeport LNG's start-up is approaching, with up to two idle vessels ready at the Freeport anchorage area, Kpler analysts said in a note this week. Source: Reuters (Reporting by Jessica Jaganathan; editing by Christian Schmollinger)

China's Xi says 'bigger step' possible in offshore oil, gas development with Philippines

Chinese President Xi Jinping said China and the Philippines could take a "bigger step" in the joint development of oil and gas resources in the South China Sea if they can "properly" handle their dispute over sovereignty. Xi made the remarks on Thursday in a meeting in Beijing with Philippine President Rodrigo Duterte, who has positioned himself as a friend of Beijing but has come under growing pressure at home to push back against China's maritime assertiveness. The visit comes amid a recent rise in tension on multiple fronts, with Chinese vessels challenging energy assets and sea boundaries.
of Malaysia, Vietnam and the Philippines, prompting the United States to accuse China of “coercive interference” and holding hostage $2.5 trillion of oil and gas in the region. Duterte’s spokesman said earlier this month that he would meet Xi to discuss a 2016 arbitration ruling that invalidated China’s claim to sovereignty over most of the South China Sea. A report on Thursday’s meeting by China’s state news agency Xinhua made no mention of the ruling, which China has vociferously disputed. It said Xi urged the two sides to “set aside disputes, eliminate external interference, and concentrate on conducting cooperation, making pragmatic efforts and seeking development”. “As long as the two sides handle the South China Sea issue properly, the atmosphere of bilateral ties will be sound, the foundation of the relationship will be stable, and regional peace and stability will have an important guarantee,” it quoted Xi as saying. The two sides could take a “bigger step” in the joint development of offshore oil and gas, it quoted Xi as saying. Duterte “expressed his view that the path to peacefully resolving the South China Sea disputes is through cooperation, rather than confrontation”, according to Xinhua. He also pledged to speed up joint maritime oil and gas exploration with China. On Thursday, China and the Philippines announced the establishment of an “intergovernmental joint steering committee and a working group between relevant enterprises” on oil and gas cooperation, Xinhua reported. China’s claims in the South China Sea, through which about $5 trillion in ship-borne trade passes each year, are contested by Brunei, Malaysia, the Philippines, Taiwan and Vietnam. Source: reuters  (Reporting by John Ruwitch; Editing by Michael Perry)

Hapag-Lloyd: First half ‘solid,’ with higher volumes, rates

The Hamburg, Germany-based container shipping company Hapag-Lloyd (HLAG.D.X), which reported results in both U.S. dollars and euros, had net profit of $56 million in the second quarter of 2019, compared to a net loss of $80 million in the same period last year. Revenue in the second quarter of this year was $3.57 billion, compared with $3.36 billion in the same period in 2018. Second quarter earnings before interest and taxes (EBIT) was $197 million this year, compared to $47 million in the second quarter of 2018. Earnings before interest, taxes, depreciation and amortization (EBITDA) climbed to $524 million in the second quarter this year, compared to $251 million in the second quarter of 2018. “Thanks to higher transport volumes in our core trades, good cost control and slightly better freight rates, we can look back on a good first half year. This also allowed us to redeem additional debt through the early repayment of a senior note,” said Rolf Habben Jansen, chief executive officer of Hapag-Lloyd. Speaking about the outlook for the container shipping industry this year, Habben Jansen said volumes are growing more slowly this year, citing estimates of 3.4% growth in container volumes this year compared to 5.2% in 2018. “Having said that, we don’t see any signal that the market is falling apart,” he added. The company expects a peak season in the second half of the year. While in 2018 there was a steep increase in freight rates from late July or early August, “it’s a little bit slower this year if you look at the indices. I still expect a peak season, but it is always a little bit difficult to judge when exactly it will start and stop. When you look at our bookings, there is no reason to be extraordinarily concerned.” He noted that the orderbook-to-fleet ratio for containerships is 10%, down from 28% in 2011. At the same time, scrapping levels are very low. Habben Jansen cited an estimate that they will be just 1.3% of the world fleet this year. He said the pace of scrapping of older ships may increase after the requirement promulgated by the International Maritime Organization that shipowners use low-sulfur fuel goes
into effect Jan. 1, 2019 and fuel prices rise. That may make operating older ships less attractive and cause scrapping to increase. Hapag-Lloyd said it expects its transport volumes and average freight rates to increase slightly in 2019. It is forecasting EBIT of 500 million to 900 million euro in for the full year 2019 compared to the 443 million euro EBIT it reported in 2018. Hapag-Lloyd handled 3,038,000 TEUs at an average freight rate of $1,063 per TEU in the second quarter of this year, compared with 2,987,000 TEU at an average freight rate of $1,010 per TEU in the second quarter of 2018. Habben Jansen said Hapag-Lloyd is growing more or less in line with the market on most routes. However, he noted the company reduced volumes on some intra-Asia routes where it was not able to make money. On the other hand, the company has added two new services to strengthen its offerings in Southeast India and Africa. The company also has boosted its reefer business with the order of 3,420 new reeffr containers to expand its reefer capacity to 210,000 TEUs. Habben Jansen said most of that capacity is aimed at the South America market. “After a solid first half of 2019, our outlook remains unchanged, even if we have to deal with more trade restrictions and see increasing geopolitical risk, which of course could impact growth in the second half of the year,” said Habben Jansen. He said the company will continue implementing its Strategy 2023, which has three core objectives: becoming No. 1 for quality, remaining a global player and being profitable throughout the entire economic cycle. The company is continuing efforts to reduce costs and to achieve annual cost reductions of between $350 million and $400 million by 2021.

Hapag-Lloyd has a fleet of 237 containerships as of June 30 and is ranked by Alphaliner as the fifth-largest container carrier in terms of capacity after Maersk, Mediterranean Shipping Company, COSCO Group and CMA CGM. Alphaliner says the capacity of its fleet is 1,686,026 TEUs or 7.2% of the global fleet. It is a member of THE Alliance, whose other members are Ocean Network Express, Yang Ming, and starting next April, Hyundai Merchant Marine. Responding to a question about trade press reports that the company might order a half dozen 23,000-TEU containerships, Habben Jansen said the company had no plans to order ships this year, but also said “it’s not as if Hapag-Lloyd is never going to order any vessels anymore.” More than 92% of Hapag-Lloyd’s stock is owned by five investors. Asked if the company might issue additional equity if it decides to purchase additional ships, Habben Jansen said that was not likely. He said while the company would like to increase its free float, that “is largely outside of our own control.” Source: freightwaves

see also: https://www.youtube.com/watch?v=1R4Hb0S7lkc&list=101
US sanctions HK firm alleged to have sold technology components to Iran

HONG Kong-based company, Green Industries (Hong Kong) Ltd, owned by Hamed Dehghan, has been sanctioned the US Treasury Department's Office of Foreign Assets Control (OFAC) for its alleged role in the illegal transshipment of "tens of millions of dollars' worth" of US-origin technology and electronic components to Iran. The owner of the company, Mr Dehghan, is also the CEO and chairman of Gostar Boshra LLC (PKGB), which, according to OFAC and the FBI, operated as a front since 2017 to procure technology for Iran's weapons of mass destruction manufacturing programme.

Mr Dehghan also served as general manager and chairman of Ebtekar Sanat Ilya, another company that participated in the transshipment scheme to acquire export-controlled, military end-use equipment from US suppliers for Iranian entities, OFAC said. Mr Dehghan's primary Iranian client for the US-controlled technology was Rastafann Engineering Company, which was placed on OFAC's Specially Designated Nationals and Blocked Persons (SDN) List on October 13, 2017, for providing support to Iran's Islamic Revolutionary Guard Corps (IRGC) and Naval Defense Missile Group, reports American Shipper. Ebtekar Sanat Ilya's customers included the Iran Aircraft Manufacturing Industrial Co (HESA), Shahid Bakei Industrial Group (SBIG) and Shahid Hemmat Industrial Group (SHIG), all of which have been previously placed on the SDN List. Three of Ebtekar Sanat Ilya's managers, Hadi Dehghan, Shaghayegh Akhaei and Mahdi Ebrahimzadeh, are now added to the SDN List.

In addition, OFAC designated Asre Sanat Eshragh Co and its owner, Seyed Hossein Shariat, to the SDN List for illegally procuring large amounts of aluminum alloy products for multiple sanctioned Iranian entities, including Iran Electronic Industries (IEI) and Iran Aviation Industries Organization (IAIO). OFAC said any property or interests in property of these sanctioned entities or individuals that are in the US or in the possession or control of US persons are now blocked. The agency's regulations generally prohibit any business dealings by US persons or organisations with listed entities and individuals. "We urge governments worldwide to recognise the extraordinary lengths to which the regime in Tehran will go to conceal its behaviour and to ensure that their companies and financial institutions are not facilitating Iran's proliferation activities," said Sigal Mandelker, Treasury's undersecretary for terrorism and financial intelligence, in a statement. OFAC and other export enforcement agencies also recommend that US exporters and their overseas affiliates vet customers located in benign countries, such as Hong Kong, to ensure there is a legitimacy in procuring a supplier's products and technology. Any transaction that raises suspicion of "diversion" should be reported to US enforcement officials. Source: Schednet

Gastanker NAVIGATOR CETO passing Rotterdam Maasvlakte inbound for the Calandcanal. Photo: Patrick Deenik (c)

First LNG refuelling operation completed in BGTW, port says

A large crane vessel was refuelled with liquefied natural gas in British waters in the Bay of Gibraltar, in a first for the Rock that is also believed to be the largest LNG bunkering operation in Europe to date. The Panamanian semi-submersible crane vessel SLEIPNIR, owned by Heerema Marine Contractors, received almost 3,200 metric tonnes as it stopped in...
Gibraltar en route into the Mediterranean after sailing on its maiden voyage from Singapore and stopping in Cape Town, South Africa. At anchor in the Bay of Gibraltar, the SLEIPNIR carried out a number of operations which included crew changes, spares, stores and LNG bunkering. The LNG bunker was supplied by the LNG carrier CORAL FRASERI, owned by Titan LNG, which arrived specifically to deliver the fuel to the crane vessel. “This, to date, has been the largest LNG bunker supply in Europe, according to Titan LNG,” the Gibraltar Port Authority said in a statement. The SLEIPNIR, which has a gross tonnage of 187,987 tonnes and houses 155 crew, sailed from British Gibraltar territorial waters on Thursday bound for Israel. “The LNG bunkering operation was only allowed after key personnel from both vessels met with a team from the Gibraltar Port Authority, including the Captain of the Port, his deputy, senior officers, Bunkering Superintendent and the pilots,” the GPA said. “The meeting was held at the port’s office with the aim of ensuring that all relevant safety protocols were in place and all GPA criteria were met.” Niels den Nijs, CEO Titan LNG, said: “The operation was performed in the sheltered bay helping to make this a safe, efficient and smooth operation.” “We thank Heerema for their trust and cooperation that made this a successful bunkering operation in Gibraltar. We look forward to supplying Heerema with more LNG in the future to fulfil Titan’s mission of lowering harmful emissions from the marine and industrial sector.” The Captain of the Port also expressed his satisfaction with the way the operation had been conducted and said it highlighted Gibraltar’s leading role within the maritime industry in the western Mediterranean. The Minister for the Port and Maritime Affairs, Gilbert Licudi, hoped this was the start of more regular LNG bunkering activity within British Gibraltar territorial waters.

CSSC Designs LNG Carriers with Fuel-Saving Air Lubrication System
Shipbuilding giant China State Shipbuilding Company (CSSC) is planning to integrate a novel technology into a future generation of LNG carriers. CSSC's Hudong-Zhonghua Shipbuilding yard has signed an MOU with air lubrication system manufacturer Silverstream Technologies to use Silverstream's systems aboard a new LNG carrier design in order to boost fuel efficiency, reducing fuel costs and emissions by between six percent and eight percent for laden and ballast conditions. The vessels would be the first of their type to deploy Silverstream's air lubrication system.

“We are delighted and honoured to have signed this landmark agreement with Hudong-Zhonghua, one of the world’s largest and most respected ship yards,” said Noah Silberschmidt, CEO of Silverstream Technologies. “It is a significant step for Silverstream as we expand into a new vessel class, and further grow our customer base in the important Asian market.” As demand for LNG transportation is set to rise in the near future, demand for new LNG carriers is increasing. One pending order stands out: the government of Qatar has announced its intention to purchase a full fleet of 60 vessels. At present, the "Big Three" South Korean shipyards dominate the LNG carrier construction market, which demands technical sophistication and yields higher margins for shipyards. Hudong-Zhonghua is China's most experienced yard for LNG carrier newbuilds. “We are committed to bringing to market the most operational and energy efficient newbuild vessels for the LNG sector. In working closely with Silverstream over the past 12 months, we have seen the real attributes of air lubrication technology,” said Danping Lou, the yard's chief technical officer. "We are confident that these new vessels will set the benchmarks for vessel design and performance in the LNG sector.”

**Source: MAREX**

The CARLEINE moored in Rotterdam Waalhaven


### Clogherhead says goodbye to Doris

**Story by Sally Harding**

It was an emotional morning at Clogherhead RNLI as members of the public along with the crew watched veteran lifeboat 'DORIS BLEASDALE' make her final voyage. Over the 26 years that Doris has served in Clogherhead, she has been involved in many rescues and saved lives up and down the coast.

"As Doris is about to leave Clogherhead for the last time, we are conscious of the anniversary of the tragic death of Craig Byrne three years ago today and remember his family and friends. The 20th anniversary of the Dunany tragedy also falls today, in which four people lost their lives: we think of their families and friends too.

Source: MAREX
"We thank the Coxswains and crews who served on Doris, the shore-crews, the volunteers who fundraise for the RNLI, and the ever-generous public who make it all possible. Noel Sharkey was Coxswain of Doris for almost 20 years, under whose command many lives were saved. It is fitting that Noel takes her on her farewell voyage out of Clogherhead." Full-time mechanic with the service Padraig Rath has been a member of the Clogherhead RNLI, that serves the east coast for the past 37 years, he became emotional as he described what Doris means to the team,"Doris came here on the 12th February 1993 and she was the station lifeboat here up until the 8th of July when the new lifeboat Michael O’Brien came in service. She was passaged away today from the station for the last time. She has been with us every step of the way and has seen good and bad days, good and bad services. "Saying goodbye to her was like somebody putting their hand in and pulling your heart out. The decision was only made yesterday and word got out late last night but the beach was half full here this morning with people wanted to see her for the last time. A local primary school brought sixth class down and everyone was singing the song 'Clogherhead like it used to be.' Crew members, shore crew members, tractor drivers who had been working with her over the last 26 and a half years came out. Ironically tomorrow 26 years ago is the anniversary of her naming ceremony. We will miss her. "The Clogherhead Lifeboat is a community lifeboat, the station here is everyone's station. Anyone involved in the RNLI take pride in what they do. There are 70 volunteers here in different areas like fundraising, operations team, shore crew and crew. The pager goes off any time of the day or night, anyone that has a pager is hopping out of bed in all weather, they just drop everything and go down to the station, the boat goes to sea and the boat comes back. "As far as the crew are concerned that's what they are there to do. Sometimes you don't bat an eyelid, you got out and rescue people and bring them in, you hand them back to their families. Some times you are bringing back their loved ones under bad circumstances but you are still handing them back and giving them closure. "The message that we want to get out is that if a member of the public think they see somebody in danger, don't be afraid to lift the phone and dial 999, don't always assume that someone else will do it." Clogherhead RNLI (041) 982 2600 source: Meath Chronicle

Royal Caribbean cruise ship returns to Baltimore with mechanical issues

By Baltimore Sun staff
The Royal Caribbean cruise ship operating out of Baltimore experienced mechanical problems and had to return to port and drop off all its passengers Saturday, the cruise line said. The ship, The **GRANDEUR OF THE SEAS**, departed on Saturday but hours later could again be seen docked in Port Covington. "The **GRANDEUR OF THE SEAS** has experienced a technical issue with its propulsion system and was forced to discontinue the sailing and return to Baltimore for necessary repairs, Royal Caribbean spokeswoman Melissa Charbonneau said in a statement. "We understand this is an unfortunate inconvenience for our guests and sincerely apologize for the interruption in their travel plans. She provided no information on how many passengers were on board, how far out to sea the ship was at the time or how long the repairs may take. Source: capitalgazette

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**MSC PERLE** 140,973 DWT ready for hard-to-port to enter the Overloop van Hansweert on her her way from Antwerp to Rotterdam Maasvlakte. Photo: Alexander Hoogstrate ©

PPA to build ship factory

BY LISBET K. ESMAEL
The Philippine Ports Authority (PPA) is set to build a P300-million shipbuilding facility in line with the government’s target to modernize the local maritime sector. PPA General Manager Jay Santiago on Friday said they already completed the feasibility study for the project, which would be the “first shipbuilding facility that will be initiated under the Duterte administration.” The PPA identified the size of the facility but refused to reveal its location. Covering 10 hectares of land, the plant will be an assembly line for different shipbuilders, the PPA said, adding that construction cost may reach P300 million. Santiago said the facility will be “an assembly line that everybody will participate in, and there will be no competition among manufacturers.” “We expect those who will come in will be bringing in their equipment because they know how to jump start the manufacturing process,” he added. He said the PPA is looking at either government-initiated, private-public partnership or solicited offers to build the project. “Hopefully by next year we should be able to break ground on the facility,” he added. Source: manilatimes

Brazil's Petrobras extends period for companies to flag interest in buying its refineries

BRASILIA (Reuters) - Brazil’s state-owned oil company Petroleio Brasileiro SA PETR4.S said on Friday that it would extend the deadline for parties to state their interest in buying four refineries it has put up for sale, based on high investor interest. Petrobras, as the firm is known, extended the deadline to Sept. 16 for firms to enter the first phase of the sales
process, it said in a securities filing. Investors then have until Sept. 27 to sign confidentiality and other agreements required to advance in the sales process. The oil firm is selling its Abreu e Lima (RNEST), Landulpho Alves (RLAM), Presidente Getúlio Vargas (REPAR) and Alberto Pasqualini (REFAP) refineries and associated assets. Together the four refineries represent 37% of Brazil’s refining capacity, according to Petrobras. The deal is expected to raise billions of dollars for the oil firm. Source: Reuters Reporting by Jake Spring, Editing by Rosalba O’Brien

The HOS RED ROCK moored in Reykjavik (Iceland) Photo: Radboud Polee ©

ASL Marine Q4 loss deepens to $116.6m

Impairment losses on financial assets and other operating expenses took a toll on offshore and marine group ASL’s results for its fiscal fourth-quarter. For the three months ended June 30, net loss deepened to $116.6 million, from a net loss of $52.2 million for the year-ago period. This translated to a loss per share (LPS) of 18.53 cents for the quarter, versus a LPS of 8.3 cents in the preceding year. Revenue for the quarter fell 6.9 per cent to $63.3 million, from $68 million. Full-year net loss also widened to $141 million, versus a loss of $71.4 million last year, despite revenue rising 23.7 per cent to $312.9 million for the 12-month period. LPS for the full year stood at 22.41 cents, versus an LPS of 11.34 cents a year ago. Looking ahead, ASL Marine noted that as its businesses are primarily reliant on the market conditions in the shipbuilding, shipping, oil & gas and offshore & marine industries, the main macroeconomic variables it is sensitive to include global trade, oil prices and infrastructure spending in Asia. These macro trends remain mixed, ASL Marine said, and suggested an “improving but volatile business environment” for the group. “However, given that capital goods lag the industry cycle and is very sensitive to macro economy, the group will benefit from these factors only gradually,” the company said. ASL Marine shares closed at 5.1 cents on Thursday, up 2 per cent or 0.1 cent before its results announcement on Friday. Source: The Straits Times

The outbound AI DAPERLA meets the inbound MSC PREZIOSA in the Schiemond/Rotterdam Photo: Ernst Lohmann http://www.ernstlohmann.nl/ ©
COSCO Shipping leans on new U.S. trade partners for growth

By: Michael Angell, Bulk and Intermodal Editor

COSCO Shipping Holdings said it saw “relatively good results” in the first half 2019 despite a macroeconomic environment that seems all but intent on slowing world trade. But China’s biggest shipowner is increasingly tapping non-Chinese markets for its growth. The third largest containership company by capacity, COSCO Shipping reported first-half revenue of $10.1 billion, up 53 percent from the year-earlier period. Net profit of $205.8 million for the period was up from a loss of $35.4 million. Thanks to its acquisition of Orient Overseas Container Lines (OOCL) and the resulting synergies, COSCO “achieved relatively good results.” OOCL’s parent Overseas Orient International Ltd. (OOIL) itself posted a $139 million profit for the first half. Excluding OOCL results, COSCO reported revenue rising 4 percent to $6.9 billion with profit of $93 million. Revenue per TEU rose 4.3 percent to $882.16. COSCO’s Other Income, a catch-all
category which can include government subsidies for demolishing vessels and other subsidies, tripled over the time, going from $358 million in 2018 to $1.03 billion in 2019. The ongoing U.S.-China trade war, the imposition of new tariffs on Chinese made goods, and Europe’s economic slowdown pushed demand for container shipping down to 2 percent in the first half of 2019. COSCO Shipping said the economy and trade “faced relatively severe challenges and increased uncertainties, and the growth in demand for container shipping was slowing down” during the period. But a low number of newbuild vessels delivered into the market as well as increased scrapping of older ships kept the market mostly balanced. The outlook for the remainder of 2019 is more of the same. It said demand in container shipping market will maintain a slow growth. But capacity will adjust lower thanks to the scrapping of older, less efficient vessels due to the impact of the International Maritime Organization’s low-sulfur fuel rules coming in 2020. While U.S.-China trade levels tumble, ‘China’s total trade volume with the countries along the “Belt and Road” is expected to continue to grow rapidly,” it said. COSCO Shipping reported a fleet of 493 vessels, with the total shipping capacity of 2.9 million TEUs, a 5 percent increase as compared to the end of 2018.

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COSCO Shipping, a member of the OCEAN Alliance along with CMA CGM and Evergreen Marine, said it is taking an active part in China’s “Belt and Road” through expanded services in developed and emerging markets. During the period, OCEAN Alliance launched its “DAY3” services, covering 40 routes and offering 594 port pairs services with a total shipping capacity of 325 vessels and 3.82 million TEUs. It took delivery of eight container vessels accounting 144,000 TEUs in new capacity during the first half. The ships are serving Northwest Europe, U.S. East Coast and the Middle East routes. COSCO Shipping also called out feeder service of smaller container ships for intra-regional markets. Overall volumes during the quarter reached 12.4 million twenty-foot equivalent units (TEUs), up 40 percent from a year ago and inclusive of OOCL. COSCO alone saw volume of 9.1 million TEUs, up 2 percent from a year ago. In the first half of the year, COSCO Shipping said it optimized its Far East-to-east coast of South America routes and Europe-to-west coast of South America routes. OOCL expanded its coverage of the emerging markets by adding new routes between Middle East/India Subcontinent and North Europe, and Asia to Latin America. It said OOCL is using COSCO Shipping slots in Africa and South America routes, allowing OOCL to add cover seven countries in Africa and nine Far East-to-Africa routes, along with eight countries in South America and three Far East-to-South America routes. COSCO Shipping said the transfer of ship operation rights on the Trans-Atlantic route was completed, OOCL operated all vessels of the Trans-Atlantic routes under the dual brands, and COSCO SHIPPING Lines continued to offer the Atlantic route service products by purchasing slots on vessels of OOCL. COSCO Shipping and OOCL also boosted its intra-Asia service by raising the number of service routes to 42 in Southeast Asia, “which effectively captured the growth opportunities of cargo transportation in Southeast Asia,” it said. The two liner companies also optimised the Middle East regional routes centered on the Abu Dhabi hub port, and enhanced European intra-regional routes, with three new routes with Zeebrugge as port of call added in the first half of the year. Currently, 27 intra-European routes have been put into operation in Europe. COSCO Shipping noted that the percentage of shipping capacity deployed by itself and OOCL in emerging markets and intra-regional markets has increased to 16 percent and 36 percent, respectively.
Due to new shifts in cargo flow brought on by the China-U.S. trade war, COSCO Shipping expanded capacity of Southeast Asia to the United States. COSCO Shipping’s volume of non-China routes increased by 7.8 percent, it said, accounting for just over one-third of their total foreign trade cargo volume. As a result of offering direct service from Southeast Asia, COSCO Shipping said the proportion of trans-shipment cargoes gradually decreased, with significant improvement in trans-shipment efficiencies. The company noted that volumes going through its COSCO Shipping Ports subsidiary is also growth. COSCO and OOCL’s volume at Greece’s Piraeus Container Terminal increased by 26 percent and 18.9 percent respectively compared with the same period last year. COSCO and OOCL also pushed through more boxes at its Valencia, terminal in Spain, increasing throughput by 39.5 percent and 23.1 percent respectively. COSCO’s reach into Europe is also being helped with its block train intermodal service from Piraeus. The service saw shipping volume of 37,000 TEUs, up 28 percent from a year earlier. Likewise it added 20 new China-Europe railway container liner service routes in the first half of the year, totaling 25 routes at present. In the first half of the year, COSCO Shipping completed 211 trips in China-Europe railwayservices and a total cargo volume of 16,000 TEUs, about 10 times that of the same period last year. In the first half of the year, the Company also recorded a total volume of 530,000 TEUs in railway services for China domestic and foreign trade, representing an increase of 8 percent as compared to the same period of last year. COSCO Shipping said its online quotation and booking service for ocean freight continues to grow. The volume delivered on the e-commerce platform in domestic routes reached 260,000 TEUs in the first half of the year, with a total transaction amount of $79.5 million, representing an increase of 4 percent as compared to the same period of last year. Source: freightwaves

OOCL cancels dozen round-trip Asia Europe sailings in weeks to come
HONG KONG’s Orient Overseas Container Line (OOCL), now a Cosco unit, has cancelled 13 Asia-Europe round-trip sailings in response to falling demand.

On the Asia-North Europe Service,
Loop 1, westbound: ETA Shanghai on October 13 in Week 41 and eastbound: ETA Felixstowe on November 13 in Week 46 have been cancelled.
Also Loop 3, westbound: ETA Xiamen on October 9 in Week 41 and eastbound: ETA Hamburg on November 12 in Week 46 have been cancelled.
Also Loop 4, westbound: ETA Xingang on October 3 in Week 40 and eastbound: ETA Southampton on November 10 in Week 45 have been cancelled.
Also Loop 5, westbound: ETA Qingdao on October 13 in Week 41 and eastbound: ETA Rotterdam on November 18 in Week 47 have been cancelled.
Also Loop 7, westbound: ETA Ningbo on September 22 in Week 38 and eastbound: ETA Antwerp on October 25 in Week 43 have been cancelled as have the westbound sailing: ETA Ningbo on October 13 in Week 41 and eastbound: ETA Antwerp on November 15 in Week 46.

On the Asia-East Mediterranean and Black Sea Service (EM1) the westbound sailing: ETA Busan on September 29 in Week 39 and eastbound: ETA Istanbul on November 1 in Week 44 have been cancelled.

On the Asia-West Mediterranean Service (WM1), the westbound sailing: ETA Qingdao on October 7 in Week 41 and eastbound: ETA La Spezia on November 8 in Week 45 have been cancelled.

Also on the WM2, the westbound sailing: ETA Qingdao on October 1 in Week 40 and eastbound: ETA Valencia on November 5 in Week 45 have been cancelled.

On the Adriatic (AAS) westbound: ETA Shanghai on October 8 in Week 41 and eastbound: ETA Trieste on November 11 in Week 46 have been cancelled.
Also on the ASS, westbound: ETA Shanghai on October 15 in Week 42 and eastbound: ETA Trieste on November 18 in Week 47 have been cancelled.

Also on the ASS, ETA Shanghai on October 29 in Week 44 and eastbound: ETA Trieste on December 2 in Week 49 have been cancelled, Westbound: ETA Shanghai on November 12 in Week and eastbound: ETA Trieste on December 16 in Week 51 have been cancelled.

Also on the ASS, westbound: ETA Shanghai on November 26 in Week 48 and eastbound: ETA Trieste on December 30 in Week 1 have been cancelled.

For service recovery arrangements, the Asia-East Mediterranean and Black Sea (EM1) sailings listed below that fall on the same week as the AAS blank sailings listed above will add calls to Koper by adjusting its own port rotation as follows:

Shanghai, Busan, Ningbo, Shenzhen-Shekou, Singapore, Port Said West, Koper, Izmit, Ambarli, Constanza, Odessa, Piraeus, Port Said West, Jeddah, Port Kelang and Busan.
The EM1 sailings with port rotation adjustments starting from westbound are ETA Shanghai on October 10 in Week 41 and ETA Shanghai on October 17 in Week 42 and ETA Shanghai on October 31 in Week 44 and ETA Shanghai on November 14 in Week 46 and ETA Shanghai on November 28. Source: Schednet

The VASCO DA GAMA (ex Statendam) visited Amsterdam Photo: Joop Marechal ©
Owner, operator fined US$3 million for exceeding low sulphur fuel limit

AMERICAN authorities have levied US$3 million in fines against the owner and operator of the 8,016-dwt tanker, Ocean Princess, for burning fuel that exceeded the sulphur pollution limits in the US-Caribbean emission control area (ECA), reports New York's FreightWaves. Gretchen Shappert, US attorney for the District of the Virgin Islands, announced that the owner of the ship, Lily Shipping Ltd, of the Maldives and its operator, Ionian Shipping & Trading Corp, of Piraeus were each fined $1.5 million. Three officers - master Stamatios Alekidis, chief engineer Athanasios Pittas and chief officer Rey Espulgar - also were convicted and sentenced for various pollution, record keeping and obstruction of justice crimes. They were sentenced to three years of probation and ordered not to return to the United States on a ship during that time. Espulgar also was fined $3,000. Source : Schednet

GSCCO taps Nutanix as container volumes at Saudi ports rise

Nutanix, a leader in enterprise cloud computing, last Thursday announced that the Gulf Stevedoring Contracting Company (GSCCO), a port operator in the Kingdom of Saudi Arabia, is leveraging Nutanix software to increase IT capacity to support growing operations across Saudi port facilities while also reducing IT management overhead. This includes successfully accommodating a 50% spike in container volumes with no impact on operational efficiency. As the organization responsible for the management of three major port container and bulk terminals in Saudi Arabia, GSCCO is fully committed to supporting the government's Saudi Vision 2030 agenda for economic diversification. Scalable, reliable and easy to manage IT systems are recognized as key to delivering this agenda. This has meant the company both virtualizing existing workloads and replacing its end-of-life physical infrastructure with a more flexible and scalable hyperconverged software solution to cope with predicted increases in customer demand.

“We wanted a solution that would deliver linear scalability to handle rapid growth in container traffic,” explains Hossam El-Masry, Information Technology Manager at GSCCO. “We were also looking for greater resiliency and the ability to upgrade and manage the infrastructure without any downtime or impact in any way on the level of service provided to staff and customers at the ports we manage.” Following a comprehensive evaluation of hyperconverged solutions from a number of vendors, the team at GSCCO decided on Nutanix, whose solution enables the company to reach a milestone of 50 percent growth in container traffic well ahead of schedule while significantly lowering operational overhead. “The Nutanix software delivered fully on its promise of cloud-like scalability, enabling us to add additional nodes in hours rather than days or even weeks with the old hardware and software, and with no downtime. We now also have a much more resilient infrastructure allowing us to keep the ports running at all times with no disruption in service during maintenance and rapid failover to our recovery site to enable us to keep the ports working should we suffer a power outage or other problem,” said El-Masry. Migration to Nutanix HCI software has led to a significant increase in performance and greater capacity, saving in rack space and a significant reduction in associated datacenter power and cooling overhead. The
implementation success has freed up time for the support team to manage all physical and virtual resources across two sites with just one Nutanix management console, thus enabling them to spend more time supporting users and planning for further developments. “Not only have we saved on capital IT spending, we have also achieved a saving of around 15 percent in terms of OpEx,” said El-Masry. Looking to the future, the company is evaluating the possible use of public cloud services, process automation and support for the Internet of Things (IoT), doing so confident in the knowledge that the Nutanix solution is uniquely equipped to enable them to take advantage of these and other new technologies and do so at minimal risk and expense. “With zero downtime even during major capacity upgrades, migration to Nutanix has revolutionized our IT infrastructure, making it quicker, more reliable and much easier to both scale and manage. We simply couldn’t have handled the recent massive growth in container traffic without Nutanix software,” concluded El-Masry. Aaron White, Regional Director, Middle East at Nutanix, said: “GCSSO has proved that it is a forward-thinking organization by embracing the latest data center and cloud technologies in order to streamline its operations and prepare for future expansion. We are very happy that through GCSSO’s deployment of the Nutanix Enterprise Cloud Solution, Nutanix is able to clearly demonstrate the benefits of an efficient, reliable and modern cloud infrastructure.”

Source: Saudi Gazette

Oil spill response exercise held in Suriname for building Caribbean capability

Developing and maintaining sound capability to respond effectively to marine pollution incidents involving oil, hazardous and noxious substances is a priority in the Caribbean, which is home to many vulnerable ecosystems. In response, the Curacao-based Regional Marine Pollution Emergency, Information and Training Centre for the Caribbean (REMPEITC-Caribe) organized a transboundary oil spill response exercise in Suriname (27-28 August), IMO says in a press release. The event brought together response managers from Suriname and their western neighbour Guyana to test their response plans and discuss international coordination in case of an oil spill. The workshop built on previous national contingency planning workshops held in both countries, examining revisions made to both plans. All these activities are in line with the Sustainable Development Goals (SDGs), in particular SDG 14 - Life Below Water, as they aim to develop capacity to protect marine and coastal ecosystems. IMO funded the event and also sponsored a female Guyanese representative to attend the event through its IMO Women in Maritime programme. Source: Portnews

39 years after her completion by HDW shipyard BERLIN passed her place of birth Kiel on Aug 31st heading to Bremerhaven. Originally ordered by German Deilmann group she currently sails for FTI Cruises with a capacity of abt. 400 passengers. Photo: Martin Lochte-Holtgreven ©

Source: Portnews

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NAVY NEWS

Iran’s naval drill kicks off in Caspian Sea

Iranian naval forces on Sunday morning started four-day naval drills, codenamed ‘Power and Sustainable Security 98’, in the Caspian Sea with the message of peace and friendship while promoting Iran’s naval capabilities. The drill is being held in an area of 25,800 square miles in the Caspian Sea in order to enhance combat capabilities and readiness at sea. Naval units are taking part in the war game, including warships, rocket launchers and helicopter as well as navy rangers. Commander of the Iranian Army’s Navy Rear Admiral Hossein Khanzadi said on Saturday that four-day naval drills promotes Iran’s naval capabilities in the Caspian Sea and is carried out independently. It is on the agenda to hold military exercise in collaboration with neighboring countries, he added. Khanzadi noted that the security of the Caspian Sea should be maintained by its neighbors, and according to the agreements made, no country outside the Caspian Sea should be present in this region at all. Source: Mehrnews

Home News Nigerian Navy arrests 57 sailors, seizes vessels for oil smuggling
Nigerian Navy arrests 57 sailors, seizes vessels for oil smuggling

No fewer than 57 sailors have been arrested in Rivers State by the Nigerian Navy for allegedly smuggling crude oil and illegally refining diesel. The sailors, including a Ukrainian, a Mexican and 55 Nigerians, were arrested between August 11 and August 25 onboard four vessels, two wooden boats and a barge. The Executive Officer of (NNS) Pathfinder, Capt. Adegoke Ebo, spoke in Onne, Rivers, while handing over the suspects and items to the Economic and Financial Crimes Commission on Friday. He said, “The suspects were intercepted by the NNS Pathfinder patrol team around Onne Anchorage and Okochiri creek in Okirika Local Government Area of Rivers. “The four vessels, MV Western Orient, MV Temile, AHT Ajemisan and Jascon 23 as well as two large wooden boats and a barge, Ana Marine, all had 57 crew members onboard.” They comprised of 55 Nigerians, one Mexican and one Ukraine nationals. “The crews did not have clearance to transport petroleum products in the nation’s waters.” Ebo said the vessels and wooden boats were laden with unspecified quantity of petroleum products suspected to be crude oil and illegally refined diesel. Source: By Ships & Ports

SHIPYARD NEWS

Buyers express interest in nationalised shipyard

By Andrew Picken

A number of potential private buyers have expressed an interest in the nationalised Ferguson shipyard. Administrators for the Port Glasgow yard have held talks with several potential buyers and said they were "encouraged" by the interest so far. The shipyard is operating under a management agreement with administrators, which will see the Scottish government buy Ferguson if no private buyer comes forward. About 300 people work at the yard. Ferguson went into administration following a dispute with Caledonian Maritime Assets Ltd - which buys and leases CalMac ships on behalf of the Scottish government - over the construction of two £97m ferries. Economy Secretary Derek Mackay has said details of a "robust delivery schedule" for the CalMac ferries must be announced by the end of October.

The GLEN SANNOX vessel has been awaiting completion at the yard since its launch. The Scottish government has made two loans to Ferguson Marine, totalling £45m, and what happens to these remains unclear. A spokesman for joint administrator Deloitte, who refused to be drawn on how many interested parties the firm...
had spoken to, said it was working hard to determine if a commercially-viable solution for the yard could be identified. He added: "The joint administrators are undertaking a sale process and are actively engaged in discussions with a number of potentially-interested parties, however it is early in the process and therefore it is not appropriate for us to comment further at this stage. "We have been encouraged by the level of interest in the yard so far but would encourage any remaining parties who may have an interest to contact us."

At the time of the administration being announced, Deloitte described the ferry contract as being "materially behind schedule and over budget". The GMB union's Scotland organiser Gary Cook said: "This is a process which we are fully aware of but whether the long-term future of the yard is under nationalisation or new ownership, the challenges remain exactly the same. "This is a viable yard with a first-class workforce but it requires a proper industrial plan to ensure its future prosperity."The Scottish government has recognised the workforce must be front and centre in the delivery of it because the mistakes of the past cannot be repeated. "We are confident that with vision and competency the future of Ferguson Marine will be a bright one as we get on with the business of building the ships Scotland needs." A Scottish government spokesman said: "Ministers remain committed to the completion of vessels, securing jobs, and working towards finding a solution to support future shipbuilding at the site."Deloitte, as administrator, is currently going through the process of market testing for a private buyer. We will also start work to determine the optimal structure for the yard to ensure its long-term future."Our first priority is to establish a new delivery programme to ensure the completion of the CMAL ferry contracts." Source: BBC

Coast Guard patrol vessel launched at L&T Shipyard in Ennore

The Indian Coast Guard (ICG) Offshore Patrol Vessel (OPV) Yard-45005 was launched at L&T Shipyard, Kattupalli, in Ennore in North Chennai today. It is likely to be inducted into the ICG in early 2020, after completion of trials on fitted equipment and machinery.

The OPV was launched by Gargi Kaul, Secretary, Defence Finance, in the presence of ADG K.R. Nautiyal, PTM, TM Coast Guard Commander (Eastern Seaboard), and Inspector-General S. Parmesh, PTM, TM, Commander Coast Guard Region (East), a government press release said. The OPV launched was the fifth in a series of seven OPVs under construction at L&T Shipbuilding, against a contract signed between the Defence Ministry and L&T Shipyard in March 2015. The OPV has been indigenously designed and is being built for ICG by a private shipbuilding yard, L&T Shipbuilding Ltd, at Kattupalli. The ship will be fitted with one 30 mm Naval Surface Gun and two 12.7 mm guns with fire control systems. The ship is also equipped with integral twin engine helicopters, which will enhance its operational, surveillance, search and rescue capability. These OPVs would be utilised for day and night patrol/ surveillance, along with anti-terrorist/ anti-smuggling operations in the Exclusive Economic Zone and coastal security. The expected life span of the ship is more than 25 years. The ship would be manned by a crew of 102 personnel, including 14 officers, the release said. Since signing the contract in March 2015, three such OPVs have been inducted by the ICG and are currently being operated under the Coast Guard Eastern and Western Sea Board, respectively, and the fourth OPV of the series is undergoing sea trails at L&T Shipbuilding prior to induction. The ICG has a fleet of 141 ships and boats. In addition, 65 new ships are being built in
various shipyards across the country. The Coast Guard expects to have an inventory of 150 ships and boats by the turn of the current decade, the release said. Source: thehindubusinessline

**US Navy ships drives Austal to a 64pc profit jump**

By : Marco Green

Shipbuilder Austal has achieved a 64 per cent jump in annual profit to $61.4 million as its U.S. naval ships business powers the Henderson-based company. The American operation contributed nearly 80 per cent of Austal’s revenue in the 12 months to June 30 of $1.85 billion. "We have been very successful, winning two Littoral Combat Ships per annum in competitions in each of the last three US Government financial years".

Austal shares were last trading at $1.855, down 9.1 per cent from $2.04 in September, and 23 per cent lower than an eight-year high of $2.43 in November 2015. But Austal also disclosed it had spent $11 million responding to investigations by USA regulatory authorities and the Australian Securities & Investments Commission over Austal's littoral, or near shore, combat ship program. In August, Austal more than doubled its full-year profit to $39 million, driven mainly by its US Navy shipbuilding program, as well as commercial ferry contracts. Over the year Austal also delivered four guardian class patrol boats for the Australian government, which is gifting them to small Pacific Island countries, and has four more now under construction. Perth shipbuilder Austal (ASX:ASB) has boosted its profit forecasts on strong gains from its Australasian ship building yards. Its more than 300 employees are now working on a 94 metre ferry for Trinidad and Tobago. Austal chief executive David Singleton said he was pleased that earnings growth has translated into $164 million in operating cash flow that supported a final unfranked dividend of 3¢ a share, bringing the annual dividend to 6¢, up 1¢ from previous year. Final dividend of three cents per share, unfranked, unchanged from past year. Source : clicklancashire

**ROUTE, PORTS & SERVICES**

**Het gaat écht gebeuren: De Hoekse Lijn gaat 30 september rijden**

Door Kristianne van Blanken

We kondigden het eerder al aan, maar de kans is nu wéér iets groter dat de Hoekse Lijn op 30 september gaat rijden. De nieuwe metro heeft de belangrijkste beveiligingstest doorstaan. Dat meldt mediapartner AD Rotterdam. En dat betekent dat jij hoogstwaarschijnlijk op 30 september voor de eerste keer met de metro tussen Hoek van Holland en Schiedam kunnen gaan reizen. Dat blijkt uit de brief van de Rotterdamse wethouder Arjan van Gils aan de gemeenteraad.
De ‘verlengde metrolijn B’, zoals de Hoekse Lijn heet, gaat volgens de reguliere dienstregeling rijden. Dat betekent dat je straks vanaf Hoek van Holland één keer per twintig minuten richting Rotterdam kunt reizen. In een later stadium worden ook extra spitsritten toegevoegd. Dat gebeurt naar verwachting na vier weken.

**Voor de zekerheid**

De gloednieuwe metro heeft inmiddels 2500 testritten gemaakt. Die zijn zonder grote obstakels verlopen. ,,Belangrijk nieuws is dat de Inspectie voor Leefomgeving en Transport de ISA-verklaring en het informatiedossier hebben beoordeeld en een positief advies hebben gegeven voor de afgifte van de indienststellingsvergunning”, meldt Van Gils. ,,Een belangrijke stap op weg naar exploitatie van de Hoekse Lijn.”


**Fouten**


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**PSA International acquires Penn Terminals from Macquarie Infrastructure Partners**

PSA International Pte Ltd (PSA) has completed the acquisition of Penn Terminals (Penn) located on the Delaware River, United States of America (USA), from Macquarie Infrastructure Partners, a fund managed by Macquarie Infrastructure and Real Assets, following formal approval by the relevant regulatory authorities. Penn is one of the best equipped, privately owned multipurpose marine terminals on the Eastern Coast of the USA. Penn’s terminal, warehousing and stevedoring services have enabled it to successfully handle its clients’ cargo since 1986. Penn is known industry wide for its reliability and efficiency in handling container, perishable, project, super sack, steel, pipes, forest products and other break-bulk cargoes. Macquarie Infrastructure and Real Assets (MIRA) is one of the world’s leading alternative asset managers. For more than two decades, MIRA has partnered with investors, governments and communities to manage, develop and enhance assets relied on by more than 100 million people each day. As at 31 March 2019, MIRA managed USD129 billion in assets that are essential to the sustainable development of economies and communities, including; 155 portfolio businesses, ~600 properties and 4.7 million hectares of farmland. MIRA is a part of Macquarie Asset Management, the asset management arm of Macquarie Group, a diversified financial group providing clients with asset management services including; finance, banking, advisory and risk and capital solutions across debt, equity and commodities. Founded in 1969, Macquarie employs 15,700 people. **Source : Portnews**

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**Subsea 7 awarded Santos basin FPSO hookup contract**

Subsea 7 announced the award of a sizeable contract by Total E&P do Brasil for the development of the Lapa North East field, at 2,150 meters water depth in the pre-salt Santos basin. The work scope includes the transport, installation and pre-commissioning of 35 kilometers of flexible pipelines and 20 kilometers of umbilical, connecting 5 wells to the FPSO Cidade de Caraguatatuba. Project management and detailed engineering will commence immediately at Subsea 7’s office in Rio
de Janeiro, Brazil. Offshore activities are due to commence in the fourth quarter 2019. Marcelo Xavier, Subsea 7’s vice president, Brazil, said “This contract builds on our track record of project execution offshore Brazil and reflects our commitment to work and learn together with our client to achieve successful solutions. We look forward to strengthening our relationship with Total in Brazil, through mutually beneficial collaboration on this project and, in the long-term, on future developments.” Source: worldoil

…. PHOTO OF THE DAY…..

The Damen shipyards group built yacht support 4508 Joy Rider left the builders on maiden voyage to Cannes and Monaco boatshow Photo: Arie Boer ©

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