



Number 359 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 25-12-2019

News reports received from readers and Internet News articles copied from various news sites.



From [Puerto Princesa City](#) at the Philippine Island Palawan we as family and our 15 children from the orphanage in Puerto Princesa City like to wish all readers, at home, at sea or somewhere else at this World a

Merry Christmas and a prosperous 2020 Children's Joy Foundation Inc

Feed, Clothe, Shelter and send to School 3 Million Children in the Philippines

We as family support these **15 local children** without family for several years giving them a better life and future, and we also like to thank **Capt Jelle de Vries** of **Sunshine Offshore Services Singapore**, **Capt Willem van Woercom** of **Kotug International Rotterdam** and **Capt Charles Bijl** of **Freelance Service Maasmond** from **Maassluis** and **Capt Frans & Terry** from **Rotterdam-Overschie** for their donations to give these kids a better future

THANK YOU FOR YOUR SUPPORT !

EVENTS, INCIDENTS & OPERATIONS

Your feedback is important to me so please drop me an email if you have **any photos / articles** that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO :

newsclippings@gmail.com

this above email address is monitored 24/7

PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER

If you don't like to receive this bulletin anymore : please send an e-mail to the above e-mail address for prompt action your e-mail address will be deleted ASAP from the server



Clarksons Platou
Offshore

Towage, Salvage & Transportation

✉ towage@clarksons.com

☎ +44 (0)20 7645 5032 (24 / 7)





Towage, Salvage & Emergency response
brokers with a global 24/7 service...

www.clarksons.com/services/broking/towage,-salvage-transportation/

Message to readers: All banners are inter-active and click through to advertiser web sites



The **BAJA STAR** moored in port of [Pichilingue / Mexico](#) Photo : Hermann Hazenberg ©

Siem Offshore awarded contract for three AHTS vessels in Australia

Siem Offshore says it has entered into a contract with a large oil and natural gas, exploration and production company in Australia for three AHTS vessels (Anchor Handling Tug Supply Vessels) to support their upcoming drilling campaign. The contract duration for each vessel is 365 days +options and with commencement in first quarter 2020 **source : Portnews**

MV-WERFTEN LAUNCHED CRYSTAL ENDEAVOR



The new expedition ship **CRYSTAL ENDEAVOR** was launched at MV-Werften in Stralsund. She will enter service next summer. **Photo's : Capt. Jan Rautawaara ©**



Russia addressed IMO to prevent ban on heavy fuel oil in Arctic

Russia has sent a note to the International Maritime Organization (IMO) to prevent a ban on the use of heavy fuel oil in the Arctic, Deputy Minister of Transport Yuri Tsvetkov said when asked by IAA PortNews. According to him, the ban on heavy fuel oil in the Arctic was initiated by a group of countries lead by the USA at the IMO's Marine Environment Protection Committee. "It is a fringe concern which will primarily affect ships involved in deliveries to the Northern territories that already yield little if any profit ... indigenous peoples and Arctic ethnic groups will take a hit. That will hinder the development of the northern areas", said Yuri Tsvetkov. He emphasized that the ban would also be an obstacle to transit shipping on the Northern Sea Route. According to the speaker, the issue of this ban prevention was brought up by the Russian side as per the IMO procedure having conducted an assessment of the ban



consequences for the country affected. "For that work we have involved the Russian Government's Analytical Center and other bodies. The written research results proved to be interesting and fundamental ... We have submitted it to the IMO for a study.

Merry Christmas and a warm 2020 from the crew onboard the OCEANUS

Simultaneously, we were working with other Arctic countries, - first of all it relates to Canada, - we were working with our Canadian colleagues to compare our notes and we hope that the discussion will continue and a reasonable decision will be made", commented

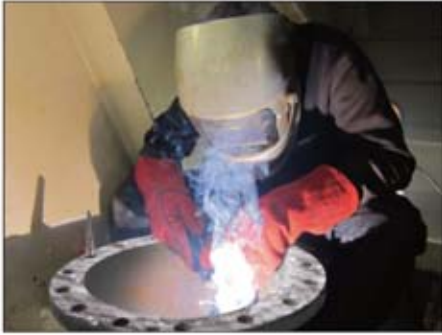
the official. He added that this does not mean an inclination to reject environment protection in the Arctic as Russia, unlike other countries, already carries over a half of cargo in the Arctic by ships running on environmentally friendly fuels such as liquefied natural gas, diesel fuel and nuclear fuel.

Crew of the DC ORISANT wish you a blessed Christmas and a happy New Year

"We have developed a package of measures aimed at minimization of damage (environmental damage - Ed.). Those are comprehensive measures ensuring all ships' compliance with the Polar Code. All HFO-powered ships we are building today meet the Polar Code taking into consideration all its requirements including confinement of tanks to decrease fuel leakage probability in case of any damage caused by ice, etc. Development of oil spill response measures is also underway", emphasized Yuri Tsvetkov.



The **COLUMBUS**, seen passing Maassluis heading for Gibraltar it was the last cruise ship for 2019 to visit the port of Rotterdam. **Photo: Cees Kloppenburg Maritime Photo Maassluis © CLICK at the photo !**



Scrubber overboard pipe repairs and permanent protection

We offer a full package to owners that are experiencing corroded scrubber pipes.

We can replace the corroded exhaust pipe while a vessel stays on schedule and we can make sure that shipowners will not have to call us again in a few months time with the same problem.

Please contact us for more information.

HYDREX

EXPERTISE IN WATER

Hydrex headquarters

Phone: +32 3 213 53 00 (24/7)

E-mail: hydrex@hydrex.be

www.hydrex.be



Crude oil tanker **VICTORY VENTURE** outbound in Vancouver harbour assisted by the tugs **SST SALISH** & **SST ORCA**
dec 22 2019 photo **Robert Etchell** ©

Three More Piracy Incidents in the Singapore Strait

ReCAAP ISC has again issued a warning about piracy incidents involving ships underway in the eastbound lane of Singapore Strait.



On 20 December 2019, another three incidents were reported, two involving bulk carriers and one involving a tanker. ReCAAP ISC says it's possible the attacks were all made by the same group. At about 0532 hrs, the bulk carrier **JIAN FA** was underway in the Singapore Strait bound for China when an unknown number of perpetrators boarded. A later search showed that nothing was stolen. All crew are safe and the ship resumed her voyage. At about 2325 hrs, the tanker **JAG LALIT** was underway in the Singapore Strait bound for Kaoshiung, Taiwan, when six perpetrators armed with knives boarded the ship. The fourth Engineer was punched in the face, and the chief engineer sustained bruises on the neck and had a gold chain stolen

from him. The master reported the incident to Singapore VTIS and deviated the ship to Singapore to ensure the safety of crew, before proceed on her voyage. At about 2338 hrs, the bulk carrier **AKIJ GLOBE** was underway in the Singapore Strait when five armed perpetrators were sighted in the engine room. The alarm was raised and the perpetrators confronted three crew in the engine room. They then escaped with stolen engine and generator spares in a white small boat. The master reported the incident to the Singapore VTIS and the vessel resumed her passage to Singapore. With these incidents, there have now been 27 incidents reported in the Singapore Strait in 2019. Of these, 15 occurred to ships while underway in the westbound lane of the Singapore Strait and 12 incidents in the eastbound lane of the Strait. The ReCAAP ISC advises all ships to exercise enhanced vigilance **source : MAREX**



After been laid up for some years the **TOISA SONATA** is renamed **PEARL ARK 2** and is above seen moving around in Batam waters **Photo : Luc Verleij ©**

Boskalis awarded multi-year maintenance contract for port of Rotterdam in the Netherlands

Royal Boskalis Westminster N.V. (Boskalis) has been awarded a multi-year contract for the maintenance dredging in Rotterdam, the Netherlands, ensuring the continued safe access to the port. The contract was awarded by the Port of Rotterdam and the Department of Public Works (Rijkswaterstaat) in the Netherlands. The maintenance dredging will take place in the Maasmond/Maasgeul in the access channel and inner port basins of the port. The award criteria included various sustainability metrics, including CO2 reducing measures. The initial contract duration is three years commencing in March 2020, with the use of a mid-sized trailing suction hopper dredger. This may be extended up to five more years through to 2028, subject to innovative and approved sustainability initiatives. This project award is not affected by recently introduced national restrictions related to nitrogen emission.



Pusher tug, barge and ferry in the East River looking across from Brooklyn towards New York City **Photo: Philip Scott ©**

US Sees First Double-Digit Oil Rig Count Increase In 8 Months

By Julianne Geiger

The US oil and gas rig count increased by double digits this week, according to Baker Hughes, reaching 813 rigs after increasing by 14 for the week, according to Baker Hughes.

These are the Very last day to express to Santa your Christmas wishes !!!

Allow me to wish you a joyful and healthy time ashore or aboard during this holiday season !! May all your dreams turn into real emotions there is space for each and everyone ... Joyeux Noël

Maryline Zeravica

Port & Destination Management CAMBIASO & RISSO SHIPPING AGENCY

For oil rigs, this week saw an increase of 18 rigs—the first double-digit growth since the beginning of April, according to Baker Hughes data. The



total oil and gas rig count is now 267 down from this time last year. The total number of active gas rigs in the United States fell by 4 according to the report, reaching 125. This compares to 197 a year ago.

Eerland Shiprepair wishes you Merry Christmas & a Happy New Year

The number of oil rigs have declined by 198 this year alone, but production has grown from 11.7 million bpd at the beginning of the year to 12.8 million bpd,- for week ending Dec 13—just 100,000 bpd off the all-time high from a few weeks ago. Oil prices were down on Friday ahead of the data



despite the EIA's report that suggested this week that oil inventories in the US had fallen, as optimism over the China/US trade deal wears off. The WTI benchmark at 11:56am was \$60.55 per barrel, roughly up \$0.60 from this time last week, but down \$0.63 (-1.03%) on the day.

From all of us at Ulstein Design & Solutions BV, we wish you a Merry Christmas and Happy New year!

The Brent benchmark was trading down \$65.31 per barrel, up roughly \$0.10 from last week and down \$0.28 (-0.43%) on the day. Canada's overall rig count



decreased this week, with oil and gas rigs falling by 4 after last week's 15-rig increase. Oil and gas rigs in Canada now stand at 149, up 18 year on year. **Source: oilprice**

Increases in port charges at North Sea Port below inflation once again in 2020

Ships docking in North Sea Port must pay a fee to do so. For 2020, there will be a limited increase in these port charges: for the second year in a row, the rise will be around 25% lower than expected inflation (end 2019), North Sea Port says in a press release.

For Vlissingen and Terneuzen, the rates will increase by 2% and for Ghent by 0.6%. In 2019 the ratio was exactly the reverse. In future, inland navigation vessels putting in at both the Zeelandic and Ghent parts of North Sea Port will only pay once. Until now, they had to pay twice: once for Vlissingen and Terneuzen and again for Ghent. This therefore represents a price reduction of 50%. North Sea Port has been applying this principle to seagoing vessels since last year.



In addition, from 2020 the environmental discounts for cleaner seagoing vessels - the ESI discount - will be made uniform and further extended for the entire cross-border port zone.

The Amsterdam Boatmen Association DE KOPEREN PLOEG wishing you a merry Christmas and a Prosperous New Year

A change for 2020 is that inland navigation vessels that frequently put in at North Sea Port will be able to apply for their subscription to visit the port digitally via the website of North Sea Port. At the start of the merger two years ago, North Sea Port stated that companies would also benefit from the change. With these measures relating to port charges – limited price increases, discounts for journeys taking in both national constituents of the port for inland navigation and seagoing

vessels,
equivalent

and extensive environmental discounts for seagoing vessels – North Sea Port is making good on that promise.

SMST wish you Merry Christmas and a Happy New Year

CLICK at the card right

The intention is to have a single rate schedule for the entire cross-border area of North Sea Port from 2021, instead of the current two. The further harmonisation of port charges for docking in North Sea Port will serve to increase our customer-friendliness even more. All seagoing or inland navigation vessels docking at North Sea Port and using port infrastructure or services (such as shore power, drinking water, jetties) must pay port charges to the port authority. North Sea Port uses this income to increase the accessibility of the port and build and maintain infrastructure. **Source : Portnews**



MACNA (Maritime co For Navigation) based in Jazan / Saudi Arabia is receiving very soon 2 x **Damen FCS 2008** units which are capable to carry 50 pax, the units named **SEA TWIN 1** & **2** will be transported half of January to the Red Sea

Photo : Bob Slot Technical Fleet Manager MACNA SA ©

**VROON**
OFFSHORE SERVICES
ABERDEEN • DEN HELDER • GENOA • SINGAPORE


Leaders in Safety
MACN
Maritime Accident Investigation Network



www.vroonoffshore.com connecting markets



The **ATLANTIS DWELLER** navigating the Oude Maas passing Puttershoek **Photo : Hans Lingbeek ©**

MELBOURNE'S DRONE SHOW TO GREET THE QUEEN ELIZABETH UPON HER ARRIVAL



To greet the arriving **QUEEN ELIZABETH** for her first Christmas in Melbourne an impressive Drone airshow was given
CLICK at the photo to see the 1 minute movie !

New CEO and structure for Damen



As of January 1, **Arnout Damen** will become the new CEO of **Damen Shipyards Group**. At the same time, the shipbuilding company is switching to a divisional structure to serve the market more effectively and efficiently.

Arnout Damen takes over from **René Berkvens**, who has been the CEO of Damen Shipyards Group for more than thirteen years. "We are extremely indebted to René for his commitment as our company's top executive," said **Kommer Damen**. "Under his leadership, Damen has grown into a globally operating, leading player. We are therefore

pleased that he continues to use his knowledge, network and experience for the company in preparation for his accession to the Supervisory Board."

Arnout Damen has been preparing for the move to CEO for many years.

Over the past nine years he has been a member of the group's Executive Board, responsible for operations and commercial affairs. In his new position as CEO, his first priority is the further implementation of the divisional structure. "Preparations for this have been going on for several months. We will be officially switching from 1 January," explains Arnout. "Damen is known as an innovative and dynamic company that works very closely with its clients. We would like to maintain this. With the growth of recent years, the switch to a divisional structure has become logical to remain close to the various markets and to further expand our leading position in the fields of quality, digitalisation and sustainability. " In his position as Chief Commercial Officer, **Arnout Damen** will be succeeded on January 1 by **Jan-Wim Dekker**.



**Vereniging van Gepensioneerden
van de voormalige N.V.
Koninklijke Rotterdamse Lloyd-
Wm Ruys & Zonen.**

[https://www.vereniging-krl-
wmruys.nl/](https://www.vereniging-krl-wmruys.nl/)

**Wij wensen u fijne Feestdagen en
voor 2020 alle goeds toe.**



Pilot boats moored in Vlissingen **Photo : Jan Willem Goudriaan ©**

Hill Dickinson's Christmas fundraising will provide £9,000 in much needed support for vulnerable children

International maritime law firm Hill Dickinson kicked off the 2019 Christmas season with an evening of Carols by Candlelight at the beautiful St Botolph's Church on Bishopsgate in London. The live music featured the Côr Dinas Welsh Choir and guests were able to either join in the singing or simply appreciate the music. The evening raised £2,500 for Hill Dickinson's London office charity, Magic Breakfast, which was nominated and voted for by the firm's London based colleagues as part of a comprehensive corporate responsibility programme covering all five UK office locations. But the fundraising didn't end there. The Hill Dickinson Christmas party the following week also gave an opportunity for colleagues to continue to spread festive cheer as they took part in money raising games and an auction organised by the firm's London Trainees and Apprentices as part of their Corporate Responsibility Challenge. An incredible £6,468 was raised, £1,200 of which is thanks to the bravery of CEO Peter Jackson who has agreed to undertake a bungee jump. Magic Breakfast is a charity dedicated to working with schools in disadvantaged areas of the UK, helping them to provide breakfasts to vulnerable children. The charity will remain the London office's chosen charity for two years. Hill Dickinson's Head of Marine and Trade, David Wareing said: "I am delighted that both of these events raised such an amazing amount for Magic Breakfast to support children throughout the country. This clearly highlights the commitment and generosity of colleagues to help organisations such as Magic Breakfast. I would also like to say a big thank you to our long term sponsors for Carols by Candlelight, Iceland Frozen Foods and Apogee, who make the event possible. "

Thuis met de Kerst?



Zo ongeveer een eeuw geleden was het volstrekt normaal dat je niet wist als zeeman of je met de kerst thuis zou zijn. Veel reizen waren relatief kort maar de grote sleepboten maakten ook regelmatig reizen die maanden duurden. In kranten uit die tijd is zo'n reis te volgen.

Zo vertrok De **GELE ZEE** op 12 juli 1931 uit Rotterdam voor een van de langste en zwaarste slepen die door een enkele stoomzeesleepboot zou worden uitgevoerd. De sleep was de grote tinbaggermolen **TEMPILANG** bestemd voor Banka in Nederlands Indië. Kapitein was **Teun Vet**. Samen met bemanning en de runners op de sleep was men met zo'n 20 man. Na Oran kwam de Gele Zee op 22 augustus in Port Said aan. Daarna volgt Aden waar werd gebunkerd. Na week wachten op beter weer werd op 14 september vertrokken voor de oversteek van de Indische Oceaan. Na 34 dagen komen de Gele Zee en de Tempilang op 17 oktober in Sabang aan. Daar worden de baggermolen en sleepboot gedokt voor knippen en scheren want de huid is tijdens de lange reis fors aangegroeid zeepokken. Dat duurt even en zo kon de Sumatra Post kapitein Vet interviewen. Een zin, betreffende de thuisreis valt op: ... 'om met de kerst, indien mogelijk, weer thuis bij vrouw en kinderen te zijn'. Het artikel sluit dan ook af met de wens voor behoudenthuiskomst bij vrouw en kinderen. 2 November komt men eindelijk aan bij Tempilang op Banka. Na een feestelijke lunch voor de bemanning als blijk van waardering, wordt de sleepboot weer zeeklaar gemaakt en de losse boot de thuisreis aanvaart. Die verloopt voorspoedig en half december is men in de buurt van Het Engels Kanaal. Dan lijkt een klein sleepreisje toch roet in het eten te gooien maar het lukt het sloopschip op 20 december in Newport af te leveren. In Dagblad de Tijd van 24 december 1931 valt te

lezen dat de Gele zee op 22 december Land's End is gepasseerd met bestemming Rotterdam. Zouden kapitein Vet en zijn bemanning dat jaar de Kerst inderdaad thuis hebben kunnen vieren?

Het lijkt er wel op want pas op 8 februari staat de volgende positie vermelding in de krant. 'Gele Zee, 5 febr. gearriveerd Portsmouth. Die keer gelukkig blije gezichten!

Het Nationaal Sleepvaart Museum wenst u prettige feestdagen en een gezond 2020.



WE ARE STOCKIST OF SPARE PARTS OF EUROPEAN ORIGIN SUITABLE FOR:

- ⚙ SWD: DRO210, F240, SW280, TM410
- ⚙ Wärtsilä: 20, 22", 26, 32", 38
- ⚙ ABC: DX*, DZ

* Standard Range



OFFICE ADDRESS
Mijlweg 2a
3295 KH 's Gravendeel
The Netherlands
www.ruysch.nl

Duizendknoop grondig opgeruimd

Havenbedrijf Rotterdam opent eerste duizendknoopdepot

Havenbedrijf Rotterdam heeft een duizendknoopdepot aangelegd op de Maasvlakte. De van origine Japanse plant veroorzaakt veel schade in de Rotterdamse haven. Omdat er nog geen passend bestrijdingsmiddel is, komt het Havenbedrijf met deze voor Nederland unieke oplossing. Daarnaast is het Havenbedrijf dit jaar begonnen met diverse experimenten om ook andere locaties in de haven 'duizendknoopvrij' te maken. "Het duizendknoopdepot past in het beleid van het Havenbedrijf dat er op gericht is om te genieten van de tijdelijke natuur in het haven- en industriegebied, zonder dat het een belemmering is voor de havenontwikkeling. Havenbedrijf zoekt nog naar de zo kostenefficiënte en milieuvriendelijke mogelijke bestrijdingsmethode. Het zal de opgedane ervaringen delen met belangstellende partijen, zodat de maatschappelijke kosten laag kunnen blijven. Gemeenten door het hele land worstelen met de bestrijding van de duizendknoop", aldus Ronald Paul, COO van het Havenbedrijf.

7.500 vrachtwagens

Het depot ligt vlakbij de Coloradoweg, omdat op de Maasvlakte veel duizendknoop voorkwam en er ruimte was. Inmiddels is in dit havengebied alle duizendknoop inclusief de grond met wortels afgegraven. Het gaat om het weghalen van in totaal 125.000 kuub grond met ongeveer 7.500 vrachtwagens. De grond is gestort in het depot.

Links: Vrachtwagen wordt ontsmet nadat hij een lading duizendknoopgrond heeft afgeleverd op het duizendknoopdepot op de Maasvlakte (**foto Ries van Wendel de Joode**)

Daar is nu een berg ontstaan met een omvang van een hectare en een hoogte van ruim tien meter. De berg is ingepakt met dassengas en een extra zandlaag om te voorkomen dat konijnen er kuilen graven. De



verwachting is dat na een verouderingsproces van vijf jaar de plant geheel is afgestorven en dat de grond weer kan worden gebruikt. Ondertussen zal het Havenbedrijf het verouderingsproces monitoren.

Momenteel wordt naast deze berg 'duizendknoopgrond' gestort dat afkomstig is van het terrein rond de Rozenburgse sluis. Dat moet ook duizendknoopvrij zijn, want daarlangs wordt het Theemswegtracé aangelegd. Het Havenbedrijf wil nog meer duizendknoopdepots aanleggen. Daarnaast is het dit jaar gestart met diverse experimenten om andere locaties 'duizendknoop' vrij te maken. Zo kampen glooiingen ook met de overlast, maar is het veel te kostbaar om die af te graven. Daar probeert het Havenbedrijf de plant te verdrijven met behulp van zout en/of het elektrocuteren van stengels en wortels. Ook loopt er een experiment met verwarmingselementen. Daarbij wordt grond met duizendknoop uitgegraven en wordt bekeken hoe de duizendknoop reageert op dat opwarmen. In het voorjaar moet blijken hoe succesvol de experimenten zijn geweest. Dan komt de duizendknoop weer bovengronds en geeft hij al zijn energie om weer hard te groeien.



The **PACIFIC ARIA** moored in Brisbane Photo : Bryan Shankland ©

Voith Group plans takeover of ELIN Motoren GmbH

Technology Group Voith is planning to acquire 70% of the shares in the Austrian electric motor manufacturer ELIN Motoren GmbH. A corresponding purchase contract was signed on December 20, 2019. ELIN Motoren GmbH is a global high-tech company in the area of electric motors and generators and provides customized solutions for industrial applications. The closing of the transaction is anticipated to occur at the beginning of the second quarter 2020 and is subject to regulatory approvals and meeting other usual closing conditions. Both parties agreed not to disclose the purchase price.

"Voith is the technology leader in drive technology in many industries. The portfolio of ELIN Motoren is an excellent addition to our industrial drive solutions and supports our position as a technology-independent supplier of drive systems. With the 125 years of experience of ELIN Motoren, we will achieve a significant advantage for our customers in drivetrain electrification," says Dr. Uwe Knotzer, President & CEO of Voith Turbo.

The ROLLDOCK GROUP wish you all

ELIN Motoren GmbH manufactures electric motors and generators on large and small scale as well as customized solutions for industrial applications. ELIN Motoren GmbH focuses on electric



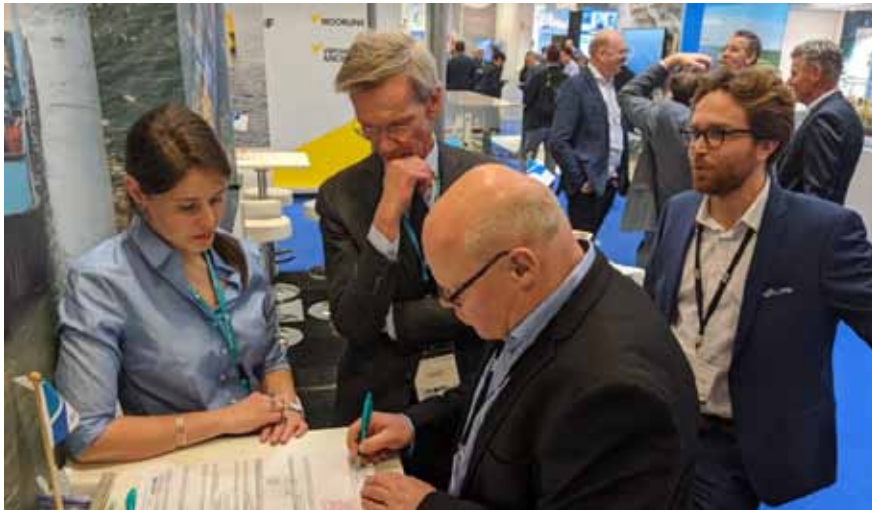
machinery, low- and medium-voltage motors and generators especially for wind energy as well as decentralized energy generation. With its product portfolio, ELIN Motoren GmbH serves the target markets wind energy, plastic, tunnel construction and mining, oil and gas, plant engineering as well as power plants. "Like ELIN Motoren, Voith, as a long-standing and globally positioned expert in the drive technology sector, follows a digitalization strategy for industrial applications. With the future collaboration between the companies, we will be able to offer our customers, especially in this sector, optimized, integrated concepts ranging from consulting, prototype development to production and service,"

emphasizes Wolfgang Landler, CEO of ELIN Motoren GmbH. ELIN Motoren GmbH was founded in Weiz, Austria, in 1892, where the company's headquarters are located today. The company employs around 900 people and generates a turnover of approximately 120 million euros. ELIN Motoren GmbH produces in Austria, Bosnia and Herzegovina as well as Hungary, and its customers include well-known manufacturers from various industries worldwide.



The **SEA CHARENTE** outbound navigating the Westerschelde passing Breskens Photo : Henk de Winde ©

Acta Marine and MHI Vestas Offshore Wind signed CP for Acta Centaurus on Borssele



On Tuesday November 26th, during the Wind Europe Offshore exhibition in Copenhagen, **Acta Marine** and **MHI Vestas Offshore Wind** signed the Charter Party for deployment of the **ACTA CENTAURUS** on the Borssele III and IV Offshore Wind Farm (OWF) Project. The charter party was signed by Flemming Ougaard, Chief Operations Officer MHI Vestas Offshore Wind and Rob



Boer, Managing Director Acta Marine on Acta Marine's stand at the exhibition. After the formalities, a toast was made and Acta Marine presented MHI Vestas Offshore Wind with a gift out of appreciation of the good working relationship between both parties. Most recently Acta Marine supported MHI Vestas Offshore with Walk to Work and logistics support services on the Deutsche Bucht OWF project. This was the maiden project for **ACTA CENTAURUS** upon her delivery from the yard.

The Deutsche Bucht OWF project was a success in every aspect and finished well before the planned completion date. For the Borssele III and IV Offshore Wind Farm project, the **ACTA CENTAURUS** will assist MHI Vestas Offshore Wind with the commission of the 77 V164 9.5 megawatt turbines produced by MHI Vestas from Q2-2020 till Q4-2020 / Q1-2021. Upon completion of the project the total installed capacity of the Borssele III and IV Offshore Wind Farm will be 731.5MW, which enough to power some 825,000 households. Base-port of the **ACTA CENTAURUS** will be Flushing, The Netherlands.



CASHMAN

- Deck Barges
- Accommodation Barges
- Inland Barges
- Crane Barges
- Anchor Handling Tugs
- Ocean-going Tugs



Meeting your marine equipment needs globally and locally

www.4barges.com

Asia . Caribbean . North America . Middle East . West Africa



The **USCGC POLAR STAR** arrived in Hobart, Tasmania, Australia on 20/12/19

Photo : Glenn Towler Hobart, Tasmania Australia ©

Boskalis awarded sizable FSRU contract in El Salvador

Royal Boskalis Westminster N.V. (Boskalis) has been awarded a sizable (1) contract to connect an offshore Floating Storage and Regasification Unit (FSRU) to an onshore power plant in El Salvador. The contract was awarded by Energia del Pacifico (EDP), a 378-MW liquefied natural gas (LNG)-to-power infrastructure project at the Port of Acajutla, El Salvador. The project will commence early 2020 and is scheduled to be operational by the end of 2021. The project entails the construction of a two-kilometer-long gas pipeline connection from the onshore power plant to an offshore FSRU including the mooring and hook-up. This will include the construction of a micro tunnel from the power plant into the sea followed by the dredging of an offshore pipeline trench. With the aid of a construction support vessel (CSV) Boskalis will pull the 24 inch pipeline through the micro tunnel and trench. At the offshore location, a riser will be installed to connect the FSRU to the pipeline, in addition to an anchor spread with 11 anchors to permanently moor the FSRU in position. The final phase of the project involves the physical mooring of the FSRU and the FSRU hook-up. For these activities Boskalis will deploy a CSV, a medium-sized trailer suction hopper dredger and a backhoe dredger. With the development of this thermal powerplant, EDP will contribute to the diversification of the energy mix of El Salvador with an improved performance and reduced environmental impact. The lead project partner is Invenergy, a US-based leading global developer and operator of sustainable energy solutions, as well as several local investors.

(1) For Boskalis, "sizable" refers to a contract with a value of EUR 50 – EUR 150 million.
<https://boskalis.com/en/contract-disclosures.html>

KNUD E. HANSEN behind design of RoPax for Finnlines Superstar Class – ordered at CMI Jinling Weihai

China Merchants' Weihai Shipyard – builders of Stena's E-Flexer Class – is further expanding its orderbook with two Superstar Class ro-pax ferries it will build for Grimaldi Group subsidiary Finnlines. The contract was signed on 16 December and has just been officially announced by the Chinese builders, the company said in its release.



Happy new year and best wishes from the Elbe River, Crew Willem van Oranje

More details have yet to emerge, but according to the builders the pair, designed by **Knud E. Hansen**, will have a capacity of 5,100 lanemetres and ,212 passengers who can be accommodated in 323 cabins. The 229.5m long and 33.6m beam hybrid newbuilds will be introduced on the Kapellskär-Långnäs-Naantali route, replacing **FINNSWAN** and **FINNFELLOW** which currently operate the twice daily service. Unlike the current mainstays

on the route, the newbuilds will have cruise ferry-like facilities and a large duty-free supermarket. It is understood that the ships will be completed in 2023 and have a price tag of about USD 135 million each. More details are expected to be announced soon. **Source: portnews**



ShoreTension®
— DYNAMIC MOORING SYSTEM —

SAFER MOORING;
efficient and
sustainable operations

→ SHORETENSION.COM

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

Russian Maritime Register of Shipping introduces drone surveys

Russian Maritime Register of Shipping (RS) says it is ready to survey ships and offshore facilities by means of unmanned aerial vehicles (drones).

This remote inspection technique may benefit shipowner's expenses. The procedure of drone inspection has been developed with due regard to the International Association of Classification Societies recommendations and provided in the Guidelines on Technical Supervision of Ships in Service (Annex 39). According to the Rules for the Classification Surveys of Ships in Service shipowners shall ensure all the necessary conditions for quality and safe survey. Structure inspection may require special arrangements, such as scaffoldings, lifts and movable platforms, boats or rafts. Globally, preparing a ship for a survey inevitably leads to temporary removal from service and additional expenses.

Today, the international maritime industry expects unmanned aerial vehicles not only to increase the surveyor's safety level, but also to minimize survey workload and costs. Drones are capable of inspecting hard-to-reach elements of offshore platform topsides, cargo space and ballast tanks of large capacity vessels as well as of revealing hull structure damage, such as holes, residual deformation, detachments, cracks, peeling off. The challenge of remote survey is the motion control of the drones and their capability to hover in rough wind conditions. A dedicated R&D project helped to

identify particular technical features of the unmanned aerial vehicles and to assess risks. Currently the RS drones are equipped with gyro-stabilized camera providing for real-time image and photography.

The remote inspections are available from four RS branch offices: Arkhangelsk, Murmansk, Astrakhan and the Far East where surveyors passed the relevant training. The remote inspection is carried out by two people: operator steers and controls the drone whereas surveyor inspects structures from a tablet PC and records damages.

"RS objective is to keep enhancing our Rules in terms of up-to-date technical developments, to add value to the industry assets along with our mission to promote the standards for the safety of navigation, safe carriage of goods, environmental protection. Shaping up the confidence of the shipowners we strive to develop the best solutions for the operational efficiency of commercial fleet", said RS Director General Konstantin Palnikov. **Source : portnews**



The tug **URANUS** heading for Niteroi Brazil. **Photo : Capt Peter Franse Master | TOP Coral do Atlantico ©**

Een nieuw leven voor de houtcoaster Noordborg?

Zeker weten!



Als het aan de Stichting MS Noordborg ligt, is daar geen twijfel meer over mogelijk. Het is niet de eerste poging om de Noordborg, een in 1962 gebouwde (hout)-coaster, met zijn originele Brons (hoofd)-motor, als varende maritiem erfgoed te behouden.

Stichting MS NOORDBORG wishing you a Merry Christmas & Happy New Year

Maar deze keer heeft het project door de samenwerking met de Stichting Bronsmotoren Museum uit de provincie Groningen een zeer positief perspectief, zeker nu dit museum binnen afzienbare tijd een nieuwe locatie lijkt te kunnen realiseren, waar ook een ligplaats voor de Noordborg gerealiseerd zou kunnen worden.

Voor de eerste stap, namelijk het "binnenhalen" van de Noordborg, moet de stichting nog wel een belangrijke drempel over: voldoende geld in kas om het schip te kunnen verwerven. Daarom zijn bij diverse

subsidieverstrekkende fondsen aanvragen in behandeling. Maar de Stichting **MS Noordborg** is ook een crowdfunding

actie gestart! Door daaraan mee te doen kunt u zelf bijdragen aan het succes van het project om de Noordborg als varend maritiem erfgoed te behouden (zie de hierna genoemde website). Alvast bedankt namens het bestuur en vrijwilligers van de stichting! www.stichtingmsnoordborg.nl



The **GENIUS HIGHWAY** outbound from Antwerp passing Kruiningen Kruseveer **Photo : Rob van den Houten ©**

Putin's new Arctic law paves way for biggest ever industrialization in icy north

Offshore oil, liquified natural gas and the petrochemical industry will soon benefit from big tax cuts in new Arctic projects.

By : Atle Staalesen



It was not climate change and environmental protection that got attention in this week's session in the Russian Arctic Commission. The meeting that took place in the premises of Atomflot, the nuclear icebreaker base in Murmansk, had quite another agenda.

BOKA PEGASUS crew wishes you merry Christmas and all the best for 2020

The leaders of Russian government ministries, agencies and state companies had assembled in the Russian Arctic city to discuss ways to boost the extraction of natural resources in the country's vast north. According to government estimates, proposed tax preferences will lead to as much as 15 trillion rubles (€216 billion) of new investments in the Russian Arctic over the next 15 years.

Among the new perspective industries in the region is petrochemical sector, ministry officials argue. «We have to create a

balanced system of preferences,» Arctic Committee chair and explained that the country's new Law on the Arctic will provide five categories of projects that will be entitled to major tax cuts. Among them are offshore petroleum projects, production of LNG, the petrochemical industry and mineral extraction, the ministry informs. The country's biggest natural resource extractors are rejoicing with the news. Gazprom has already started planning a huge plant for production of plastics products polyethylene and polypropylene in peninsula Yamal.

Wil en Klaas Kruijt wensen alle lezers Prettige Kerstdagen en een Voorspoedig en Gezond 2020.

According to Trutnev, a new Arctic policy bill has been submitted to parliament and is expected to be approved in the course of the first quarter of 2020. The law covers the period until year 2035 and replaces a state Arctic policy document from 2008. It is all in line with the requests of President Putin, the deputy premier explains. The president has made clear that he wants annual shipments on the Northern Sea Route to reach 80

million tons by year 2025 and government officials are grappling with the last. «What do we have to do to reach the target?» Yuri Trutnev asked in the Arctic Commission meeting and left no doubt about the solution.



Deputy Prime Minister Yuri Trutnev underlined and asked in the Arctic Commission meeting and left no doubt about the solution.

The crew onboard the CLIFFORD MAERSK is wishing you and your family Merry Christmas and a happy new year !!

According to the high-ranking official, what is needed is a new system of tax preferences for natural resource developers. The preferences include a reduction to 5 percent tax on offshore oil production in the first 15 years of new fields, as well as a 50 percent tax deduction on shelf exploration. In addition comes a zero percent tax rate on production of LNG and petrochemical products in the first 12-year periods of new projects. Also new onshore oil projects in the Russian east Arctic will get a zero percent production tax rate. That is believed to include the Taymyr Peninsula, the area where Rosneft and its partner



Neftegazholding have major development plans. The companies that want to take use of the preferences must register in the respective Arctic region and invest a minimum of 10 million rubles in new projects and new industries, Minister of the Far East and Arctic Aleksandr Kozlov explains. According to the minister, the new legislation also allows regions to establish free trade zones that include tax-free import of equipment as well as tax-free export of processed products. Kozlov works closely with Trutnev, the deputy prime minister with special responsibility for the Russian Far East. It was the Ministry of the Far East and Arctic that chaired the Commission meeting in Murmansk. In the room were a number of regional governors and leaders of state agencies and companies, among them Rosatom. Since early 2019, the Ministry of the Far East and Arctic has had key responsibilities for developments in the Arctic. While state nuclear power company Rosatom is main driver in regional infrastructure development, the Ministry of the Far East and the Arctic is to develop the region's natural resource potential and make sure that sufficiently big volumes of goods are exported through the Northern Sea Route. **Source : Barents Observer**



The **ENGLISH BAY** inbound for Antwerp passing Kruiningen-Kruseveer **Photo : Rob van den Houten ©**

Spain's regulator approves LNG, storage mechanism

Author Gianluca Baratti / Editor James Burgess

Spanish gas regulator CNMC has approved a new mechanism to control access to grid infrastructure that will favor competition and liquidity for LNG services in the country while increasing plant utilization, it said Monday. Register Now
The new mechanism covers third-party access to infrastructure and includes definitions of services and capacity products, allocation procedures and the general criteria of the system's technical functions. It will allow contracting in an individual or bundled manner, meaning shippers can combine the capacity services to better suit their portfolio and demand requirements, CNMC said. It will also standardize contracting procedures in the system and set up market mechanisms for capacity allocation. The country's regasification infrastructure is made up of six LNG terminals with a combined capacity of 50 Bcm/year and combined storage capacity of 23.2 TWh, which will be managed together to simplify logistics and promote LNG trade between different plants. This should enable Spain to fulfil its aim of becoming an LNG hub, while also resolving operational imbalances that have seen some of the country's LNG terminals, such as Mugardos and Cartagena, underused. LNG contracting capacity reached only 25% between 2014 and 2018, while storage tank contracting averaged 44%, according to CNMC. **Source : S&PGlobal**



The **Damen Shipyards** group built **OMAR-DANKALI** inbound for Rotterdam-Lekhaven

Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©

Failure Modes and Effects Analysis

Redundant Propulsion * Safe Return to Port * Dynamic Positioning (DP 1, 2, 3)
Offshore Crane * Gangway * Diving System * Bilge and Ballast System * Vessel Assurance

CRUISE . RO-PAX . TANKERS . HEAVY LIFTS . SEMISUBMERSIBLES . OFFSHORE SUPPORT VESSELS

M3 MARINE EXPERTISE

www.m3marine.com.sg
expert@m3marine.com.sg
+65 6327 4606 (24/7)



We are the Experts. Ask Us

Polarcus awarded 4-month seismic acquisition project in Asia Pacific

Polarcus Limited announces the award of an XArray™ marine seismic acquisition project in the Asia Pacific region commencing in Q2 2020 with a duration of approximately 4 months. Polarcus is an innovative marine geophysical company with a pioneering environmental agenda, delivering high-end towed streamer data acquisition and imaging services from Pole to Pole. Polarcus operates a fleet of high performance seismic vessels with 3D and 4D imaging capabilities, which incorporate leading-edge maritime technologies for improved safety and efficiency. Polarcus offers contract seismic surveys and multi-client projects with advanced onboard processing solutions. The Company services its clients globally from its head office in Dubai and regional offices located in Houston, London and Singapore.



The **STI VILLE** anchored off the port of "Pichilingue" / Mexico Photo : **Hermann Hazenberg** ©

Ook de Scheemderverlaatsluis in Scheemda is te klein voor de reddingsboten van Serious Rescue: vloot loopt voor de tweede keer vast



De reddingsboten van de actie SeriousRescue stonden vanmorgen weer vast, bij de Scheemderverlaatsluis in Scheemda.

Foto: Serious Rescue.

De Serious Rescue vloot kwam zaterdagavond aan in de haven van Winschoten. „Zaterdag lagen we al vast voor een sluis en nu treft hetzelfde noodlot ons nogmaals”, vertelt Sander Zeilstra van de Werkgroep Serious Rescue. Zondagochtend zaten de reddingsboten vast voor de Scheemderverlaatsluis in Scheemda. Inmiddels varen ze weer: zondagmiddag rond drie uur voer de vloot bij Farmsum, onderweg naar Appingedam, waar ze eind van de middag afmeerden in de Stadshaven. Daar werd de bemanning onthaald door een wethouder van de gemeente Appingedam. Door de sluis in Scheemda is een vertraging ontstaan van een uur. Zeilstra: „Hoeveel pech kun je hebben? Gelukkig hoeven we niet door de sluis van Farmsum, maar vlak voor Appingedam hebben we nog wel één te gaan: de Roggekampsluis. Hopelijk is die groot genoeg”. De vloot bestaande uit 35 reddingsboten met 320 lifeguards en lifesavers van Reddingbrigades uit heel Nederland aan boord, is inmiddels aangekomen in de haven van Winschoten.

Lifeline

Het is de tiende editie van Serious Rescue voor 3FM SeriousRequest. Door sponsoring en activiteiten proberen de leden van de reddingsbrigades zoveel mogelijk geld inzamelen voor The Lifeline van het Rode Kruis. Afgelopen Maandag rond 8.30 uur zijn de reddingsboten uit Appingedam vertrokken, richting eindbestemming Groningen. In drie dagen tijd hebben ze dan honderd kilometer gevaren. **Bron : Dagblad van het Noorden**

Reader Ab Woudstra, living in Winkel, Westfriesland, The Netherlands, wishes all readers and contributors a Merry Xmas and a healthy and prosperous 2020

IMO 2020: the curved ball that acted as a counterweight for box shipping

By Mike Wackett



The November 2019 delivered Zodiac operated **MSC KANOKO** inbound for her maiden call to the port of Antwerp

Photo : Huib Lievense ©



The bellwether Shanghai Containerized Freight Index (SCFI), which records container spot rates from China to the major tradelanes of the world, will end 2019 on a par with last year – but, as usual, the narrative surrounding how that has been achieved is much more complex. Global container growth has slowed dramatically, with some analysts predicting expansion for the year of just 1% to 2%, compared with the 4% of 2018.

Happy Holidays from the Sea machines Team

A lacklustre peak season, spooked by the US-China trade war and a softening European market, confirmed the worst-case scenario for carriers' growth predictions, resulting in the lines announcing a raft of radical blanking programmes around the Chinese Golden Week factory shutdowns, which succeeded in steadying the ship.

Meanwhile, supply growth is expected to end up at around 3.7% for the year, with over 1m teu of newbuild capacity hitting the water and, with a

final scrapping number of some 200,000 teu, bringing the total containership fleet to just shy of 23m teu. A widening gap between supply and demand would usually herald a rate collapse, with blanking programmes only acting as a sticking plaster to mask weak fundamentals, but IMO 2020 was the curved ball that acted as a counterweight in 2019.

The crew of the WRESTLER wish you all a Merry Christmas and a Happy New Year

The new regulation, coming into force on 1 January, will limit the sulphur cap on marine fuel from 3.5% to 0.5%, unless ships are fitted with exhaust gas cleaning systems (commonly known as scrubbers), which wash the sulphur from smoke before it is released. However, low-sulphur fuel comes at a cost, with the price difference between the current industry standard, heavy fuel oil (HFO), and compliant LSFO (low-sulphur fuel oil) expected to be some \$250 per ton. And with ULCVs burning some 80 tons of fuel a day at sea, the cost implication of IMO 2020 for container lines is, for example, \$2bn a year for Maersk and \$1bn a year for Hapag-Lloyd, according to the calculations of those carriers. Given the substantial costs involved, bankruptcy could be a real threat for carriers if they



failed to recover the extra cost of IMO 2020 from their customers. Both Maersk and Hapag-Lloyd came out early to say they intended mainly to consume LSFO on their vessels, arguing that scrubbers were not the long-term answer. However, several of their peers, including MSC, Evergreen and HMM, took an arguably more pragmatic and shorter-term view to mitigate the game-changing sulphur cap, deciding on scrubbers for many of their ships. Currently, the economics of scrubbers are, as MSC chief executive Diego Aponte famously argued, “a no brainer”: the \$5m-\$10m cost of installation on an ultra-large containership potentially recovered in less than 18 months, depending on the tradelane. Now, with Maersk and Hapag-Lloyd arriving late to the scrubber party, demand for the technology far outstrips availability at yards. The effect was a significant tightening on the supply side of the equation, with Alphaliner reporting around 70% of the inactive containership fleet, or 1m teu, either in drydock or waiting at anchor for scrubbers to be fitted. Going forward, this is likely to result in tight supply at least for the first half of 2020. Notwithstanding whether ships have scrubbers fitted or not, carriers know they must recover their costs, and so far they have had some success in getting interim surcharges to stick on most trades – after all nobody wants to see another Hanjin. Meanwhile, the quest continues to reach the holy grail of zero-carbon ships; carriers investing millions of dollars a year in research and development of non-fossil fuels. The liner industry in 2019 was again blighted by a spate of container fires, but real progress was made to eradicate the element of rogue shippers, as carriers took decisive action against miscreants and announced fines of up to \$35,000 for cargo misdeclaration. MSC edged closer to the shoulder of top-ranked Maersk and underpinned its game plan by poaching the Danish carrier's highly-regarded COO, Soren Toft, as its new chief executive. And HMM's acceptance into THE Alliance was viewed by South Korea as a redemption for the “disgrace” to the nation from the collapse of Hanjin. So, what does 2020 have in store? Trade wars, digitalisation, Brexit, further industry consolidation, mandatory speed limits for ships? **Source : the Loadstar**



The **ATLANTIS ALICANTE** arriving in Moerdijk entering the Insteekhaven Roode Vaart stern first to go alongside.

Photo : Lourens Visser www.navcom.org ©

As Maersk maps out a clear strategy, MSC's future is less clear

By : Jane Porter

A STREAM of high-profile departures at AP Moller-Maersk has set tongues wagging.



Is there some deep-seated unrest within the organisation as it forges ahead with the transformation into an integrated transport and logistics business after jettisoning its energy-related activities? Certainly, the move of chief operating officer Søren Toft to Mediterranean Shipping Co is seismic for the whole industry.

Merry X'mas from Team Atlas

However he fares within the Aponte group, Mr Toft will soon arguably be the best-informed top executive within container shipping, with an intimate understanding not just of Maersk and its inner workings, but also of MSC, one of the most successful yet secretive groups in the entire industry. So it would have been hard for Mr Toft to resist such an offer, regardless of the challenges that he will face at MSC, where the Apontes are hands-on owners who may find it hard to take a step back and let the new chief executive

of cargo operations run the show, however good their intentions.

With news of Mr Toft's defection followed by the resignation of chief financial officer Carolina Dybeck-Happe and some other top-level departures, there has been plenty of industry talk that all was not well at Maersk. But the company has had frequent clear-outs over the years, the last in 2015 when chief commercial officer Stephen Schueler was one of around 4,000 casualties as the headcount was culled over a couple of years.

In the interim, there have been several more senior executive lay-offs, most notably group chief executive Nils Andersen in 2016, while Jakob Stausholm quit as chief financial officer in mid-2018. None of which should be particularly surprising in a group that is going through such a huge restructuring by merging separate standalone businesses into a single company. Not every face fits in the new set-up.

This latest round of redundancies appears relatively modest in comparison with previous staff cuts, and is said to involve only around 200 people from head office and elsewhere, out of a total worldwide workforce of some 80,000. Maersk has always been able to attract and then nurture talent. But there is only room at the top for a handful of the original intake.

However, a testament to that early training is that former Maersk employees now hold senior maritime industry positions around the world. Take liner shipping alone. Hapag-Lloyd chief executive Rolf Habben Jansen came from Maersk's logistics arm Damco, while Ocean Network Express chief executive Jeremy Nixon had a spell in Copenhagen after Maersk bought his former employer P&O Nedlloyd. Numerous ports, transport, and other maritime companies are run by ex-Maersk executives, and now Mr Toft will soon be in a pivotal position at MSC. And if the past is anything to go by, most of those who have worked at Maersk remain loyal to the group that gave them such a head start in the industry.

So the current round of job losses at Maersk should not necessarily be seen as anything more than another round of cost-cutting and slimming down of the workforce that seems to happen at fairly regular intervals. Mr Toft's resignation is somewhat different, though. He was tipped by many to eventually take over from Søren Skou as chief executive of AP Moller-Maersk, and yet has chosen instead to join arch rival MSC. The real question here is why MSC took the almost unprecedented step of inviting an outsider to join the inner sanctum.

MSC president Diego Aponte, the son of founder Gianluigi Aponte, will already know Mr Toft well from time spent putting together, and then operating, the 2M alliance between the world's top two containership operators.

At MSC, a fresh injection of younger talent is probably needed at the top, considering some of the senior executives at the Geneva-based group have worked with the Apontes almost from the start, and must be close to retirement. At its heart, MSC is a traditional shipowner, reaching the number two slot in the world as much through buying and selling tonnage at the right time as through organic growth. Unlike the other major players, MSC has not expanded its container business through acquisitions. But times are changing, and becoming increasingly complex for container lines as they face new challenges on every front, from decarbonisation and digitalisation, to the impact of trade wars, automation, and the fuels of the future. Mr Toft will be able to provide the Aponte family with support and expertise needed to tackle these issues and more, but is there another factor behind his recruitment? There has been talk in recent years that the younger generation of Apontes, notably Diego and his sister Alexa Aponte Vago, would prefer to concentrate on passenger shipping, where MSC Cruises is the world's largest privately-owned cruise line. A massive expansion programme is underway.

In contrast, container shipping remains a low margin business where lines are, for most part, price takers rather than price makers. Yet European lines, at least, are constantly under the regulatory spotlight and also frequently caught up in intense competition with state-backed carriers. One line of thought is that the Aponte family is considering an eventual scaling back of its container shipping interests, and that Mr Toft is there to orchestrate that.

Could an IPO, for example, be on the cards?

This is all hearsay, and there are those in the industry who know the Apontes well, and who very much doubt MSC would ever bring in outside shareholders. But Mr Toft's every move will be closely watched for clues as to MSC's intentions as he takes over the reins in Geneva. And if it all goes wrong, who knows, he may return to Copenhagen armed with all that inside knowledge that the rest of the industry would love to get its hands on. **Source: Iloydslist**

Oesterbaai Maritime & Offshore

kiwa

Global specialist in asbestos & IHM surveys, consultancy and training.

Guarantee safety on board and minimize downtime through cost efficient planning.

+31102088444
www.kiwaosterbaai.com
maritime@kiwaosterbaai.com

Greece seeking up to six LNG bunkering vessels

By : Anastassios Adamoupolos

THE Greek government has invited offers from shipyards to construct up to six liquefied natural bunkering vessels for operations in the eastern Mediterranean Sea.

The Public Gas Corporation of Greece (DEPA) announced that along with bunker and lubricant provider Navigas it is seeking the construction of two dual-fuel LNG bunkering vessels. Each of the vessels will have an indicative net capacity of 3,000 cu m to 4,000 cu m of LNG. There will also be options for the construction of two more pairs of two more such bunkering vessels. Shipyards will have to declare their interest to participate by January 7 and yards will be invited to tender by February 27. One of two firm vessels will be for DEPA itself, and will be registered at the port of Piraeus. The other will be for Navigas and will be registered at the port of Limassol. DEPA said the two vessels are meant to "to establish the fundamental supply chain for the distribution of LNG to users in the ports of Piraeus, Heraklion, Limassol and other EU ports in East Mediterranean Sea". "The vessels will be adequately equipped to perform Terminal-to-Ship, Ship-to-Ship, Ship-to-Shore and Ship-to-Truck and Truck-to-ship operations," DEPA said. While the focus is in the eastern Mediterranean, DEPA wants the ships to be able to operate globally. "They will be loaded with LNG mainly from adjacent LNG terminals (Revithoussa LNG Import terminal in Greece and Vassilikos (FSRU) terminal in Cyprus) respectively, but they should be able to load LNG from any other LNG terminal with small scale LNG loading facilities," DEPA said. **Source: Lloyd'slist**

Port Everglades Tops World Record by 79 Passengers

By Baibhav Mishra

Port Everglades beat its own world record on December 1, 2019, with 79 more passengers than its previous record set in 2016. Once all the manifests were tallied, a total of 55,964 passengers sailed in and out of Port Everglades in a single day, topping the previous record of 55,885 set in March 2016. "We knew it would be close because it was a busy weekend. This is nice gift for the holidays," said Glenn Wiltshire, Port Everglades Acting Chief Executive & Port Director.

Cruise lines and ships that contributed to Port Everglades' record-breaking day include Royal Caribbean International's Adventure of the Seas and Allure of the Seas, Carnival Cruise Line's Carnival Magic, Celebrity Cruises' Celebrity Edge, Holland America Line's Eurodam and Nieuw Statendam, Princess Cruises' Regal Princess and Sky Princess, and Balearia Caribbean's Jaime II (daily ferry). Port Everglades' enviable location in the heart of South Florida and the neighboring Caribbean, makes us one of the three busiest cruise ports in the world, hosting nearly 4 million passengers annually.

Guests enjoy the Port's proximity to three international airports including and rapidly growing Fort Lauderdale-Hollywood International Airport (FLL) less than two miles away. For pre- and post-cruise stays, Port Everglades is a short drive to sweeping beachfronts, a vibrant art scene, world-class restaurants, craft breweries, entertainment, shopping, casinos, and family-friendly activities — including our namesake, the Florida Everglades. The Port's wide-ranging fleet of cruise ships provides guests with an array of itineraries from the Fort Lauderdale, Hollywood and Dania Beach area. **Source: Sea News**



Titan LNG Wishes You Happy Holidays!

Pavilion Energy and Total Marine Fuels Global Solutions affirm their partnership in LNG bunkering

Pavilion Energy Singapore and Total Marine Fuels Global Solutions (TMFGS) have signed a 10-year fully-termed agreement to jointly develop an LNG bunker supply chain in the port of Singapore, the company said in its release. This agreement follows the Heads of Agreement inked by the two companies in June 2018. The cooperation includes the shared long-term use of the 12,000-m³ GTT Mark III Flex membrane LNG bunker vessel (LNBV) newbuild that will allow each party to supply LNG bunker to its respective customers.

Pavilion Energy has taken several firm steps to invest in and support Singapore's LNG bunker readiness. In May 2019, it performed Singapore's first commercial ship-to-ship LNG bunkering operation, which comprised a reload of 2,000 m³ of LNG from a small-scale tanker to a receiving heavy-lift commercial vessel. Pavilion Energy also chartered its first LNBV newbuild from Mitsui O.S.K. Lines Ltd (MOL) in February this year, with the vessel currently undergoing construction at Sembcorp Marine's Tuas Boulevard Yard.

Total has built up a number of pioneering achievements in the development of LNG as a marine fuel. The 12,000-m³ LNBV shared with Pavilion Energy will add to the two LNBVs already chartered by Total from MOL. The first, an 18,600-m³ vessel ordered in February 2018 will be positioned in Rotterdam from 2020, and her sister ship ordered in December 2019 will be positioned in Marseilles from 2021.

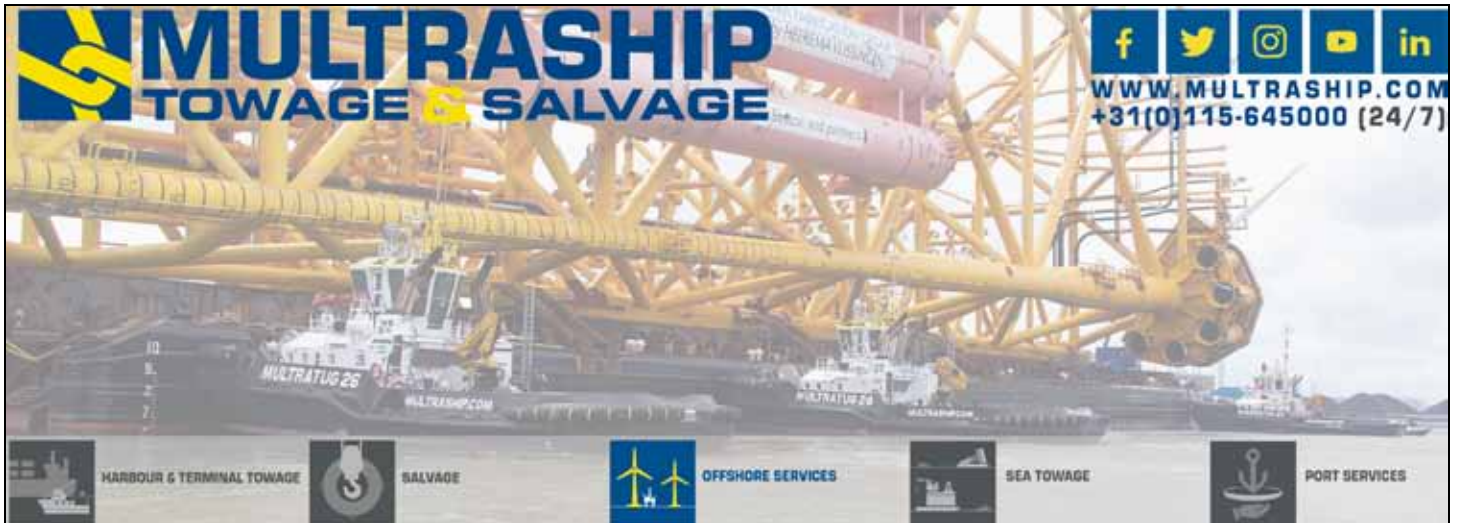
LNG as a marine fuel has gained positive momentum as the global shipping industry looks to adapt to stricter emissions standards. LNG bunker not only produces zero sulphur oxides, but also represents an available and competitive solution that contributes to the International Maritime Organization's (IMO) long-term strategy of reducing greenhouse gas emissions from ships. Traction in developing LNG bunkering infrastructure has consequently expanded with several leading ports and LNG bunker suppliers alike having established key initiatives and made significant progress in support of these developments. **Source : Portnews**

Holland America Line becomes first cruise line to enable free WhatsApp access for all crew members

By : Tatiana Rokou

Holland America Line is making sure crew members across its 14 ships can chat with family and friends back home by providing free WhatsApp access. And now just in time for the holidays, all crew members on all ships throughout the fleet can use the app. To keep the lines of communication open, Holland America Line also launched Crew Self-Service (CSS), which gives crew members free access to their personal employment information. The response from crew members has been overwhelmingly positive with comments like, "This program is helping me save money and making it easy to say hi to my family. Many thanks to our company for this," and "I'm so happy about this, it's the perfect service to keep me connected to my family." Through CSS crew members can access their contract details, rotation schedules, see port details, find manning agency contact information and more. An announcements board within CSS enables Holland

America Line to communicate directly with all officers and crew electronically even if they don't have a Holland America Line email address. Source : [traveldailynews](#)



NAVY NEWS



The 2003 Italian Navy commissioned intelligence collector **ITS ELETTRA A 5340** leaving Valletta, Malta on Sunday 22nd December, 2019 few minutes after sunrise. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com ©

Two Pak Navy ships arrive at South African port on diplomatic mission

Two ships of Pakistan Navy arrived at the South African port in Simonstown on the country's naval diplomatic mission. According to a spokesperson for Pakistan Navy, the mission commander held important meetings with South African officials and discussed matters of mutual interest, including the promotion of maritime cooperation. He also apprised the South African authorities about Indian brutalities in occupied Kashmir and its disputed status as per UN resolutions. South African authorities praised Pakistan's sacrifices in the fight against terrorism and the role of the Pakistan Navy for

maritime security in the region. Pakistan Navy had last Sunday said to have organised medical camps in Lagos, the most populous city in Nigeria, as a good gesture and provided medical treatment and medicines to thousands of patients. According to the spokesperson, the people of Nigeria thanked the Pakistan Navy for organising medical camp. Pakistan Navy's ships **MOAWIN** and **ASLAT** were given warm welcome on arrival at the port, he added. The mission commander also held meetings with Nigerian officials and discussed issues of mutual interest and the promotion of bilateral maritime cooperation. **Source: ARYnews**

Commander-in-Chief of the Russian Navy concluded his working visit to Pakistan

Commander-in-Chief of the Russian Navy concluded his working visit to Pakistan, says press center of RF Defence Ministry. During the visit, a number of meetings were held with Pakistani defence officials, during which they discussed topical issues of Russian-Pakistani naval cooperation, including exchange of delegations, cooperation in the field of naval education and cultural sphere. The parties also discussed the activities that are planned to be held in 2020. The Commander-in-Chief of the Russian Navy, Admiral Nikolai Evmenov visited the Naval Headquarters of the Pakistan Navy in Islamabad, the Pakistan Naval Academy, the Naval War College, as well as the ships of the Pakistan Navy at the naval base in Karachi. **Source : Portnews**

Nigerian Navy continues procurement of new patrol boats

Addressing reporters in the Nigerian capital Abuja, Rear Admiral Beegroy Ibe-Enwo, Head of Policy and Plans, Nigerian Navy, announced the procurement of new patrol boats from the French shipyard Ocea, Damen's shipyard in Vietnam, and Malaysia's Suncraft in 2020.

This announcement confirms a report dated 15 October by the French website Mer et Marine which mentioned that Ocea is going to make four aluminium interceptors 17 meters long and 3.6 meters wide for Nigeria.

Equipped with two hydrojets and being able to reach the speed of 40 knots, these boats, designed to be able to embark a remotely operated machine gun, will be operated by two sailors and will be able to transport up to sixteen commandos and their equipment. Rear Adm Ibe-Enwo said two 40m fast patrol boats have also been ordered from Damen. This follows the Nigerian Navy's announcement on 9 December that it has ordered an LST 100 landing ship from Damen, which is being built at the company's yard in Sharjah in the United Arab Emirates.

Four Manta-class patrol boats and 20 rigid hull inflatable boats have been ordered from Suncraft, Rear Adm Ibe-Enwo added. The Nigerian Navy already has 20 Manta Mk III boats, which are 18 m long. The Nigerian navy began an ambitious plan to revitalize and re-energize its fleet. This drive was prompted by the increasing maritime crimes such as smuggling, kidnapping, oil bunkering and militancy in the countries waterways. The Nigerian Navy has over the years acquired several small boats to patrol the country's exclusive economic zone. **Source: newdelhitimes**

SHIPYARD NEWS



TOS It's a people business
we make it personal!
Sea2Shore:
Ready for a career change?
www.tos.nl/jobs

First ship back at Belfast shipyard

The first ship has arrived at Harland and Wolff since it was taken over. It followed a nine-week campaign which saw a worker-led round-the-clock occupation of the historic site – where Titanic was built – after it was placed into administration over the summer. Trade unionist Joe Passmore said: "Harland and Wolff are back in business. "The future is looking bright for our new company."Harland and Wolff has been bought for £6 million by InfraStrata, a London-based company that specialises in energy infrastructure projects. **Source : belfasttelegraph**

Contract for Saudi frigates awarded

The US Navy announced Friday that Lockheed Martin was awarded a \$1.96 billion contract to build four multi-mission surface combatants for Saudi Arabia.

The ships, which are slated to be built at Fincantieri's Marinette Marine shipyard, are derived from the Freedom-class Littoral Combat Ship design. The contract announcement was posted on the Defense Department's website Friday night. Saudi Arabia reportedly gave thumbs down on initial U.S. price and schedule to build four frigates. "The awarded contract includes associated cost-plus-fixed-fee class design and related material and firm-fixed-price integrated data environment," the announcement said. The contract was awarded as part of the U.S. Navy's Foreign Military Sales program. It follows a 2018 \$450 million contract for design and long-lead time materials for the frigates. Capt. Danny Hernandez, spokesman for the Navy's head of research, development and acquisition, said deliveries of the MMSC should begin in June 2023. Selling the MMSC to the Saudis will be a net positive for the Navy and should have minimal impact on Marinette's LCS production, Hernandez said. "The FMS purchase of four MMSC ships by the Kingdom of Saudi Arabia will provide additional workload and further stability within the US Navy shipbuilding industrial base," Hernandez said. "The MMSC ships will be produced at Fincantieri Marinette Marine, the same shipyard that currently constructs the Freedom variant ships of the U.S. Navy Littoral Combat Ship (LCS) Class. "MMSC construction is expected to have minimal impact on LCS production." **Source: ehextra**

Hyundai Shipbuilding wins \$1.13B orders for six Ships

South Korean shipbuilding giant Hyundai Heavy Industries (HHI) has secured orders for a total of six liquefied natural gas (LNG) carriers from European and Asian shipowners, totaling \$1.13 billion. The ships - four LNG carriers for a European client and two others for an Asian shipping company - will be installed with a dual-fuel propulsion system to enhance efficiency and reduce toxic gas emissions. Four of the vessels for the European owner will be built by Hyundai Samho Heavy Industries while the remaining two will be built by Hyundai Heavy Industries. According to Yonhap, all six vessels will be capably capable of transporting 174,000 cubic meters of LNG, and will be delivered to the respective owners starting from the second half of 2022. The announcement came a day after Hyundai Heavy said it has received an order in Asia for a 355 billion-won oil tanker. So far this year, Hyundai Heavy has won orders worth \$11.3 billion to build 125 vessels this year, achieving 71 percent of its annual target of \$15.9 billion. The shipbuilder said it would receive more orders, including one for two LNG carriers, as stricter environmental regulations prompt shipowners to place orders faster.

ROUTE, PORTS & SERVICES



South Florida Container Terminal (SFCT) to welcome new electric equipment to port

South Florida Container Terminal (SFCT) will take delivery of six new electric-powered, Rubber Tire Gantry cranes (E-RTGs) in early January as part of the terminal's infrastructure upgrade.

The new E-RTGs replace older, diesel-powered toploaders which worked in the container yard. Upon arrival in early January – the new equipment will undergo a 30 day testing and certification process by the manufacturer and be ready for operations in early February.

SFCT purchased the E-RTGs to ensure the safest, most sustainable equipment would benefit the port and surrounding community with zero emissions and significantly less noise.

SFCT is undergoing a \$38 million investment upgrade by the Port of Miami as part of the Port Master Plan to keep pace with container growth and South Florida supply chain demands. Port operations continue while the construction is underway to resurface the container yard to create a stronger surface to stack containers and improve the trucker experience. The project reflects a successful public-private partnership with the Port of Miami financing the improvements to the port property. SFCT Terminal Director Mark Baker said "These electric machines will usher in a safer, more efficient and more sustainable era at the port allowing us to densify our terminal to handle future cargo growth. The new equipment replaces diesel toploaders and reduces the amount of CO2 into the air. These machines will be operated by our specially-trained longshoremen from our ILA Local 1922 and Local 1416 partners. We want to thank Mayor Gimenez and PortMiami Director Juan Kuryla for their initiative and foresight on our port upgrade to ensure Miami's competitiveness in world markets. Our port has a 50' depth and is the closest US port to the Panama Canal offering shippers excellent access to Florida's fast-growing consumer market and Latin America business hub."

"It's all about continued investments," said Miami-Dade County Mayor Carlos A. Gimenez. "The arrival of new e-RTGs will optimize containerized cargo operations and promote efficiency at PortMiami's South Florida Container Terminal. We plan, in collaboration with our partners, to continue investing in this ever-growing global gateway. It's expansion represents economic prosperity for not just our community, but all of Florida."

The attractiveness of Miami's global gateway market

Miami-Dade's strategic location at the crossroads of Latin America and the Caribbean has made it a hemispheric business hub with more than 100 foreign consulates, foreign trade offices and bi-national chambers of commerce as well as 1400 multinational companies. Miami is a major economic and financial center and the sixth most densely populated major city in the USA – with a metropolitan area of 6.1 million people driving South Florida's growth. Downtown Miami has one of the largest concentrations of international banks in the United States which complements SFCT as Florida's gateway port serving Latin America, Asia, Europe and all major markets with fast access to Florida's high growth consumer market. The Miami Customs District is one of the ten largest in the U.S., with total trade through its airports and seaports exceeding \$100 billion annually. **Source: APM Terminals**



Fred Olsen's **BOUDICCA** anchored off Kangaroo Island, south Australia. **Photo: Joost van Doodewaard ©**

MSC diverting French port bound cargoes due to strikes

By : Marcus Hand

Container line MSC is re-routing some vessels from French ports due to ongoing industrial action in the country which has paralysed multiple modes of transportation. "MSC is carefully implementing contingency plans wherever we need to re-route cargo to nearby European container ports in accordance with our Terms and Conditions of Carriage," the line said in

a notice to customers.MSC said shippers could contact local representatives for further details of any changes to consignments bound for discharge in France. **Source : Seatrade Maritime News**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER

If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address againYou can also read the latest newsletter daily online via the link : <http://newsletter.maasmondmaritime.com/ShippingNewsPdf/magazine.pdf>

DP World awarded 30-year concession for the South Container Terminal at Jeddah Islamic Port

Global trade enabler DP World has been awarded a 30-year Build-Operate-Transfer (BOT) concession by the Saudi Ports Authority (Mawani), for the management and development of the Jeddah South Container Terminal at the multi-purpose Jeddah Islamic Port.



The crew onboard the HAM 317 wish you Merry Christmas and a happy 2020

Under the agreement, DP World will invest up to \$500 million to improve and modernise the Jeddah Islamic Port, including major infrastructure development to enable the Port to serve the ultra-large container carriers (ULCC's), which are considered the world's largest mega containerships.

Established in 1976, the Jeddah Islamic Port is on the red sea and the largest port in the Kingdom of Saudi Arabia with annual volumes of over 6 million TEU's. As a crucial link on the world's busy east-west

trade route and the Kingdom's main commercial centres, the Port currently handles approximately 60% of the country's sea-imports and is a strategic hub that connects East-West cargo.Developing Jeddah Islamic Port will contribute to achieving Saudi Vision 2030 as the project is considered a key milestone towards achieving the targets of The National Industrial Development and Logistics Vision Realization Program, one of the Vision's major initiatives. The concession will also be instrumental in facilitating the smooth and efficient movement of cargo and greater access to local and international markets. DP World has operated the South Container Terminal on a lease agreement for more than 20 years.As the main trade destination for Saudi Arabia and one of the Kingdom's major port privatisation projects, the new terminal will also have an upgraded capacity of 3.6mn TEU up from 2.4mn TEU, to meet the expected growth demands of the future, and will provide 1,400 jobs.

Sultan Ahmed Bin Sulayem, DP World Group Chairman and CEO, said: "DP World is honoured to support the Kingdom's 2030 growth vision through this new concession to transform the country into a global logistics hub. We have committed to investing significantly to modernise the Jeddah South Container terminal, which will not only result in greater direct and indirect job creation but also deliver best-in-class efficiency and productivity to the Port's operations."Bin Sulayem added, "We look forward to leveraging our strategic partnership with Mawani and the Ministry of Transport and National Centre for Privatisation to collaboratively develop the Kingdom's trade ecosystem while enhancing the nation's competitiveness. Beyond the terminal, our ambition is to develop inland connectivity across the Arabian Peninsula between Jeddah and Jebel Ali Port in Dubai, as well as to Saudi Arabia's cities through smart technology-led logistics, which should support further growth in this strategic hub that connects East-to-West."In line with DP World's mission to transform container terminal operations through

technology driven innovation, the South Container Terminal will become successfully state of the art facility with advanced infrastructure and fully commissioned smart services that ensure transparency of transactions and greater facilitation of trade. DP World Group Chairman and CEO held a signing ceremony of the BOT concession at the Jeddah Islamic Port on



23rd December at the Jeddah Islamic Port, in attendance of Makkah Acting Governor, HRH Prince Badr bin Sultan bin Abdul Aziz Al Saud, H.E Engineer Saleh bin Naser Al Jasser, Minister of Transport and Mawani's Chairman of the Board, H.E Bandar Alkhorayef, Minister of Industry and Mineral Resources, HE Saad Al Khalb, President of Mawani and HE Sheikh Shakhboub bin Nahyan Al Nahyan, UAE Ambassador to the UAE **Source: Government of Dubai**

MHI Vestas installs first V164-9.5 MW turbine at Northwestern 2

MHI Vestas announced that the first turbine has been installed at Northwestern 2 in Belgium, the world's first offshore wind park to feature the record-breaking V164-9.5 MW turbine. The 219 MW project, Northwestern 2, is the first offshore wind park in the world to deploy the V164-9.5 MW turbine from MHI Vestas. The project will consist of 23 V164.9-5 MW turbines to spin 50 km off the coast of Ostend in Belgium.

Northwestern 2 is the fourth collaboration between Parkwind and MHI Vestas in Belgian waters, soon providing a combined output capacity of 765 MW in the country. "The installation of the world's first commercial wind turbine exceeding 9 MW is an exceptionally proud moment for our company," said MHI Vestas Chief Operations Officer Flemming Ougaard. "The installation of our first fleet of V164-9.5 MW turbines is an example of our company's strong partnership with Parkwind and our passion for offshore wind technology." One V164-9.5 MW turbine at Northwestern 2 can generate power to meet the demand of 9.500 Belgian homes. In total, the offshore wind park will be able to supply 220.000 Belgian households with clean energy. **Source: portnews**

.... PHOTO OF THE DAY



The **MAGELLAN** (ex Holiday) arrived last week for the first time in her new livery at the Rotterdam cruise terminal

Photo : Hans Hoffmann ©

Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO :

newsclippings@gmail.com

this above email address is monitored 24/7

PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER

If you don't like to receive this bulletin anymore : please send an e-mail to the above e-mail address for prompt action, your e-mail address will be deleted ASAP from the server