



Number 350 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 15-12-2020

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The TERAS DARIUS with a barge navigating the Singapore Strait Westbound

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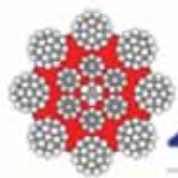
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The 2006 built **2824 TEU** **AS CLEMENTINA** enroute from Ningbo to Port Kelang

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Ukrainian seafarers have started the unequal fight against corruption



With the new president and government all seafarers hoped to meet the wind of changes, that bureaucracy and corruption would disappear in the sector of seamen certification, but in reality, the situation is critical. Seafarers come together to the voluntary union seafarers organisations to fight against the corruption and injustice. The Ukrainian Maritime Administration with top officials make everything to push seamen in the corruption schemes as the system of certification is unclear and complicated. All social media are full of advertising of the "agents" -people and organizations which are promising to help with seadocuments, like to make STCW certificates in their "club" training centers where prices for courses are 5 times higher than they have to be and afterwards you

still have to pay some fee to have guaranty that you would pass exams, otherwise to pass an exam to prove or level up your qualification is almost impossible. The exam is verbal and quantification comission asks strange questions and makes everything so that a seaman can't pass the exam. Ukrainian seafarers have carried out demonstrations in the main sea cities like Odessa, Kherson, Izmail, Mariupol and flashmobs in social media but until now there has been no result. The minister of transport mr. Vladislav Krikliy promises a lot: to replace a verbal exam by a computer test and create possibility to extend COC by seagoing service every 5 years. But these are only empty promises. At this moment everything is going against a seaman at this difficult time for everybody. Unfortunately it looks like the Ukrainian Maritime Organisation wants to destroy the Ukrainian seafarers the way it had done to the Ukrainian merchant fleet! We all consider that this situation will affect the quality of Ukrainian seamen and will discredit co-nationals at the sea workforce market.



The **MSC SINES R** navigating the Westerschelde Photo : Mateo Witte ©

China's Brightoil sells Zhoushan storage, port assets

Chinese private-sector firm Brightoil has reached a deal to sell its crude storage and port facilities in Zhoushan to state-owned Yantian Port, helping raise cash to pay down its debts. The deal covers a 90pc stake in Brightoil's Hong Kong unit, which has full ownership of a 19.9mn bl tank farm at Zhoushan on China's east coast and holds a 55pc stake in a nearby crude terminal and 2mn bl very large crude carrier (VLCC) berth. The assets are valued at 5.89bn yuan (\$900mn), including Yn2.59bn of equity and Yn2.5bn of construction costs. Brightoil will pay for any construction expenses that exceed that amount. Brightoil and Yantian Port, which is based in the southern Chinese city of Shenzhen, signed a non-binding agreement on the asset sale in January and have been in talks on a final deal since then. Brightoil said the cash it receives from the transaction will support its debt restructuring efforts. It plans to focus on upstream oil and gas

operations after divesting the storage and port assets. Construction of the Zhoushan assets was around 80pc complete before Brightoil was hit by a cash flow crisis in 2016-17. Construction will restart after Brightoil receives financing from Yantian Port, but the timeline to resume work is not yet confirmed, Brightoil told Argus. Brightoil has struggled with debt and liquidity issues for several years. It said in July it had received a lifeline from state-owned China Huarong Asset Management to restructure some \$362mn of its debt and provide it with \$35mn in additional loans. The firm delisted from the Hong Kong stock market in late October, after trading in its shares had been suspended since 2017. It hopes to list in Shanghai in the future. Brightoil has sold most of its assets, including its VLCC fleet, to repay its debts. At one point it was China's biggest VLCC fleet operator, before losing that position to Chinese port operator Landbridge in August last year.



The Monrovia registered car carrier **JUPITER SPIRIT** at Tacoma (Wa-USA) to supply the state of Washington with more cars. Her next port will be Los Angeles and afterwards to pick up new cars in Japan again. Built in 2011 and with IMO nr 9509401. **Photo: Aart van Essen ©**

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JUV **VOLE AU VENT** performing safety drills while jacked up in Rotterdam, preparing for the next project.

Photo : Remy Fleury 2nd officer O/B Vole au Vent ©

About 1,200 cadets passed sailing practice on Rosmorport's training vessels in 2020

The sailing practice on the training vessels of FSUE "Rosmorport" in 2020 has successfully come to the end. Almost 1 200 cadets from Admiral F.F. Ushakov State Maritime University, Admiral Makarov State University of Maritime and Inland Shipping, G.I. Nevelskoi Maritime State University and Siberian State University of Water Transport passed practical training on the sailing training vessels Khersones, Mir, Nadezhda and Professor Khlyustin, Rosmorport says in a press release. The training sailing practice in 2020 took place during a time of a difficult epidemiological situation. Safety measures were strictly observed on vessels in order to prevent the spreading of the new coronavirus infection. Besides, entering Russian seaports was minimized and entering foreign ports was completely banned. Because of this, cadets had to be on longer voyages. During sailing practice, cadets applied and improved theoretical knowledge obtained in universities. They learned to be on duty at the steering wheel, work with masts, carry out deck work, determine the location of the vessel using navigation landmarks, and carry out astronomical observations. The traditional Trainee Day, ceremonies of laying wreaths on water and creative evenings took place on vessels. Trainees and crews of the training vessels Nadezhda and Mir took part in the All-Russian online event "Dictation of Victory". Cadets of the training vessel Mir had practice in the waters of the Baltic Sea. Trainees of the training vessel Nadezhda sailed mainly along the shores of Primorsky and Khabarovsk Territories and Sakhalin Island. Students of the training vessel Professor Khlyustin sailed in the areas of the coast of Northern Primorye and the Gulf of Patience of the Sea of Okhotsk. Sailing practice on the vessels of FSUE "Rosmorport" is necessary for cadets to confirm their theoretical knowledge and obtain practical skills, which contributes to improving the qualification of novice specialists and allows cadets to earn the necessary sailing qualification. **Source : portnews**

Princess Cruises Introduces Princess Promise



The [DIAMOND PRINCESS](#) transiting the Singapore Strait

Photo : Piet Sinke www.maasmondmaritime.com (c)

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Princess Cruises introduces a new Princess Promise, offering greater peace of mind during a cruise vacation, according to a press release. Underscoring the cruise line's already strong commitment to service, the Princess Promise reassures guests that Princess will 'make it right' for any onboard service that did not meet their expectations. This may include, but is not limited to onboard credits, future cruise credits or refunds, the company said. Princess is also expanding its Book with Confidence policy which now allows guests the flexibility to change their vacation plans 30 days prior to day of departure, receiving cancellation fees as a future cruise credit. This flexible booking option is available for any cruise bookings made through March 2, 2021, on voyages departing through October 31, 2021. "During this time, we're all dreaming about our next cruise vacation and experiencing the wonder of new places, people and cultures," said Deanna Austin, chief commercial officer, Princess Cruises. "When we set sail again our guests can feel at ease with the promise of a great cruise vacation, and the flexibility of adjusting their bookings if their plans change." For even greater peace of mind, the cruise line also offers Princess Vacation Protection that will provide full vacation protection in the form of either a future cruise credit or a reimbursement of the normally non-refundable cancellation fees, depending on the reason for changed plans. This program also covers guests during their cruise, including lost or damaged luggage protection, emergency excess medical expenses and emergency evacuation, and trip interruption coverage which provides a pro-rated refund if illness interrupts the cruise and extra costs associated with trip delays or interruptions. **Source:** [cruiseindustrynews](#)

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The **CORAL FRASERI** navigating the Westerschelde **Photo : Mateo Witte ©**

Fugro boosts remote operations with new center in the Middle East



Fugro has opened a new state-of-the-art remote operations center (ROC) in Abu Dhabi, which is already delivering successful remote and autonomous solutions to clients in the Middle East and India region. The new ROC in Abu Dhabi is the latest addition to Fugro's global network of ROCs, which now consists of eight centers operating across all four regions.

By combining the ROC's capabilities with their new uncrewed surface vessel operations, Fugro's teams can perform offshore work from onshore, allowing projects to be delivered faster, more safely and with lower carbon footprints.

The opening of the ROC in Abu Dhabi was well timed, as client projects became subject to local travel and

personnel restrictions implemented in response to the pandemic.

SLEIPNIR crew wishes everybody a Merry Christmas and a Prosperous 2021

Fugro is deploying remote solutions in the Middle East to circumvent social distancing measures and allow vital marine site characterization and asset integrity projects such as rig positioning to stay on schedule. David



Washbrook, Fugro's Director for Marine Asset Integrity in the Middle East and

India, said: "Successfully conducting these remote and autonomous operations from our new ROC in Abu Dhabi is a huge step that is truly advancing marine operations.

Sandra Warren wish everybody Merry Xmas

Our remote solutions allow our clients to upgrade working processes that have been the same for decades and, as a result, derisk their projects, improve safety, optimize maintenance programs and extend operational life of their



assets." **Source: worldoil**



The Bulker **SAMSUN** transiting the Kiel Canal **Photo : Frank Behling ©**



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The **TULIPA SEAWAYS** outbound from Vlaardingen – Vulkaan haven . **Photo : Chris Rombouts ©**

KNRM vervangt Zandvoortse reddingboot in 2024



De KNRM vervangt in 2024 de reddingboot [Annie Poulisse](#), die gebouwd werd in 1995 en dus al 25 jaar dienst doet op het reddingstation Zandvoort. De vervanging hangt samen met een ambitieus vervangingsplan van de hele KNRM-reddingvloot tussen nu en 2035.



The **DAMEN RSD 2513**. "52" for **Port of Antwerp** currently under construction at **Damen Shipyards** in Galatz
Photo : Arie Boer ©

KNRM'er Peter brengt kerstbroden naar schepen voor de kust: 'Sommigen zijn al een jaar van huis'

Door : Marijke Lagas



Sommige bemanningsleden zijn al een jaar niet thuis geweest, vertelt **Peter Passchier** van de KNRM in Katwijk. Hij heeft het over de opvarenden die door corona vastzitten op de schepen voor de kust van Katwijk en Scheveningen. Zaterdagmiddag deelde de KNRM kerstpakketten uit aan de zeelieden. 'Ze krijgen een kerstbrood en kinderen van scholen in Katwijk hebben tekeningen en kaarten gemaakt', vertelt Passchier, die schipper is op een reddingsboot.



Maar liefst 150 broden zijn er zaterdag uitgedeeld bij de schepen langs de hele Nederlandse kust. Dat doet de KNRM elk jaar voor de zeelieden die lang van huis zijn en soms niet met kerst bij hun familie kunnen zijn. Maar dit jaar is het extra hard nodig, vertelt Passchier. 'Wij gaan de opvarenden een kerstgevoel geven, want ze zijn lang van huis door corona.' De KNRM doet deze actie elk jaar, maar nu is het extra bijzonder door het coronavirus.

Normaal gesproken wachten de schepen voor de kust op een nieuwe bestemming of lading. Nu liggen de schepen er door corona een stuk langer en niemand mag

het schip verlaten. Daarom vindt Passchier het zo belangrijk om de zeelieden een hart onder de riem te steken. 'Ze zien Katwijk en Scheveningen liggen, maar kunnen niet van boord.' Zeelieden uit bijvoorbeeld Azië zijn vaak al een half jaar van huis, legt Passchier uit. 'Die zijn nu al een jaar niet thuis geweest. En als ze toch naar willen huis reizen, dan krijgen ze niet betaald.'

Het is een groot contrast met de wereld op het vaste land. 'Je kan het je niet voorstellen als je thuis naast de kerstboom zit', zegt Passchier. En dan is vastzitten op een tanker ook wel andere koek dan op een cruiseschip. 'Sommige schepen hebben wel wat mogelijkheden voor ontspanning. Maar op de passagiersschepen die voor de kust lagen had de

bemannig veel meer te doen dan op een tanker.' De opvarenden zijn wel gewoon aan het werk, want aan het schip moet nog steeds onderhoud worden gepleegd. Het brengen van de broden is meteen een goede training voor de KNRM. 'Samen met de burens van Scheveningen varen we gezamenlijk naar de schepen. Daar gaan we dan meteen een oefening doen, want het is goed oefengebied. Er liggen schepen van 250 meter, dus je kan goed leren hoe het is om er omheen te varen.' Voor het uitdelen van de kerstbroden laten de zeelieden een lijn zakken. 'Dan doen we de pakketten in een mand en zij hijsen het weer op.' Verder mag er niemand aan boord komen. **Bron : Omroep West**



Iskes **BRENT** arrived with the **ASTORIA** in Rotterdam **Photo : Hans Hoffmann ©**

Marine Insurance London: Fires on containerships – solutions still elusive

Issues with misdeclaration of cargo, the increasing size of containerships, and a lack of resources continue to be the main themes of the industry when it comes to attempting to find a way to reduce the number of fires on containerships, a panel at the first day of Marine Insurance London said yesterday.

Major fires on container ships are among the worst hazards for shipping and open the door for huge claims. We'll explore how to reduce losses. Shelley Chapelski, Shipping & Maritime, Law Partner at Norton Rose Fulbright LLP, with Simon

Hodgkinson Global Head of Loss Prevention at West Of England P&I Club, Patrick Hudson, Practice Leader, Marine at California-based Envista Forensics, plus Ian Lennard, President of National Cargo Bureau and James Douglas, CEO Exis Technologies, had no difficulty identifying where the problems lay when it came to the causes of severe fires on container ships, but practical solutions were hard to find.

Lennard recounted NCB's recent inspection initiative (IMN, July 9th 2020) which found that many containers were non-compliant and that a worrying minority had misdeclared cargoes. In 2.5% of cases the misdeclaration served to create a danger for the crew. Extrapolated out this came to 135,000 containers a year. NCB issued a white paper – A comprehensive holistic approach to enhance safety and address the carriage of undeclared, misdeclared and other non-compliant dangerous goods – with 12 lengthy recommendations that it said, if followed, would be effective in reversing the current trend of increasing containership fires.

However, the key phrase was "if followed".

Patrick Hudson of Envista Forensics gave a somewhat downbeat assessment of the current situation, noting that one of the biggest problems was the ever-increasing size of containerships, a trend that showed no sign of stopping. "They are 400 metres long and 60 metres wide, with 24,000 teus, all run by 23 crew. "It's very hard to fight a fire if you can't get to it", he said, noting also that "if you don't know that you have a fire, you can't fight it". Dr Hudson also said that smoke detectors alone only served to detect a fire when the smoke had escaped from a sealed container, so by that time you would already have a serious fire. Heat sensors were put forward as a potential solution here.

When the topic of cost and "who will pay for it?" was raised, Lennard pointed out that, while safety had a cost, a lack of safety also had a cost.

Simon Hodgkinson of West of England Club noted that the accommodation was often in the centre of the ship, but this area was in itself completely surrounded by containers. If you had a fire there, then the crew's safety was compromised. He also said that, although they were trained, the seafarers were not professional firefighters. Hodgkinson raised a number of points that made the current practical situation very difficult. "Equipment is an issue is an issue. It is improving and there is great technology out, but with only smoke detectors covering the general holds at the moment, by the time you actually know that you've got a problem, the problem is already quite big". He noted that the SOLAS requirement at the moment said that you need to carry a portable monitor. "I'm not a small guy, but these monitors are heavy", said Hodgkinson. With ships being so big and the need to get it to the right location, this was another problem. Also, the portable firelances required actions which in practice ranged from difficult to impossible. "Even if the container is at deck level, a person in full fire-fighting equipment has to get to the top of the (hot) container to punch a hole in it. If the container is significantly above deck level in a stack, the requirement is virtually impossible. Finally, because of misdeclaration, the firefighting crew cannot trust the smoke, which could be toxic. And, with the ship moving, the direction of the smoke could change. Hodgkinson said that one thing the P&I Clubs might do is to extend education further down the chain, beyond the freight forwarders to the smaller shipping agents. But the contributors all accepted that most implementations to improve safety would come with a cost, and that this meant they would have to be required by regulations, rather than just suggested. **Source : insurancemarinenews.**



The **STOLT SINCERITY** inbound for Rotterdam passing Maassluis

Photo : Cees Kloppenburg Maritime photo Maassluis ©

**Stichting wil laatste Groninger coaster redden:
'Nog 20.000 euro nodig'**

Nog twintigduizend euro en de **NOORDBORG** de laatste originele Groninger coaster van na de oorlog, komt terug naar Delfzijl. De huidige eigenaar wil de prijs verlagen. Hierdoor wordt de koop haalbaar voor een stichting die de coaster wil tentoonstellen in een museum.

De **NOORDBORG** is in 1962 gebouwd voor rederij Wagenborg in Delfzijl. Het is waarschijnlijk het laatste exemplaar van



de naoorlogse Groninger coasters die bij honderden zijn gebouwd op werven aan het Winschoterdiep in Stad. Aan het einde van hun economische levensduur verkochten Groninger reders de schepen. Vaak kwamen ze terecht bij rederijen rond de Griekse eilanden of in het Caribisch gebied, maar daar zijn de meeste oude Groninger schepen ook uitgerangeerd. Via vele omzwervingen kwam de **NOORDBORG** een aantal jaren geleden in handen van handelaar Dick van der Kamp. Die heeft veel geld besteed

aan het opknappen van het schip, maar hij kan het niet kwijt. Hij heeft de vraagprijs verlaagd naar negentigduizend euro. Als de stichting vijftigduizend euro aanbetaalt, mag de Noordborg alvast naar Delfzijl. Als het schip er eenmaal ligt, zullen mensen zien dat het een serieus plan is dat ze gerust kunnen steunen

Anne Nijboer van het Bronsmotoren Museum wil het schip dolgraag kopen. 'Onze stichting is bezig met een crowdfundingactie en een aantal sponsors hebben grotere bedragen toegezegd. Als we nog twintigduizend euro bij elkaar krijgen, hebben we die vijftigduizend euro en mogen we de **NOORDBORG** komen halen en de rest van het bedrag afbetalen. Nu zeggen nog veel mensen 'eerst zien en dan geloven', maar als het schip er eenmaal ligt, zullen ze zien dat het een serieus plan is dat ze gerust kunnen steunen.' 'Het is een mooie authentieke boot en de enige die nog in Nederland ligt', weet Nijboer.

Nieuw type dieselmotor werd gebruikt in Groninger coaster

Er zijn tussen 1900 en 2004 zo'n vijfduizend dieselmotoren door de Brons-fabriek in Appingedam gebouwd. De fabriek werd gesticht door Jan Brons, uitvinder en selfmade ingenieur die een heel eigen type dieselmotor uitvond. De motoren werden vooral gebruikt in Groninger coasters en stonden bekend om hun onverwoestbaarheid. 'We hebben een hele verzameling Brons-motoren, bouwtekeningen en zelfs het originele bureau van Jan Brons', vertelt Nijboer. **NOORDBORG** wordt onderdeel van de nieuwe collectie 'Het is de bedoeling dat de **NOORDBORG** een deel wordt van onze expositie', aldus Anne Nijboer. 'We hebben een loods aan het oude Eemskanaal die we aan het inrichten zijn als museum, zodat we daar onze motorencollectie kunnen laten zien. De **NOORDBORG** kan daar dan voor de wal liggen als onderdeel van de tentoonstelling.' 'Of het gaat lukken om die negentigduizend euro bij elkaar te krijgen? 'Tja', zegt Nijboer, 'het is maar net hoe je het bekijkt. Aan de ene kant is het een hoop geld, maar als we er met z'n allen aan gaan trekken, is het bedrag best op te brengen'. Bron " RTVNoord



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Boluda's Managing Director Scheldt Area **Yves Goossens** joined **capt. Latoya Van Den Bossche** and her team on board of **VB BOLERO**, one of the two new Boluda Towage Europe units (into service for less than a week). They assisted the **CSCL ATLANTIC OCEAN** leaving the Port of Zeebrugge, under safe advice of pilot **Erwin Pollen** of the Flemish Loodswezen DAB. How experience, sustainable new technology, craftsmanship and strong ambitions thrilled during this moment of teamwork.... ✨



ROV, Survey, Construction vessel **POLAR QUEEN** seen arriving at Sunderland, from Aberdeen and seen berthing on Corporation Quay. **Photo : Patrick McCardle ©**

Qatari firm participates in LNG tender

Qatar Petroleum Trading Company aims to build diversified global portfolio

Qatar Petroleum's newly formed trading unit participated in a buy tender by Pakistan LNG for the supply of liquefied natural gas (LNG) for the first time, industry sources said on Friday. Qatar Petroleum said in November that it had set up a trading unit, Qatar Petroleum Trading Company, which will be headquartered in Doha and aims to build a diversified global portfolio of LNG produced locally and internationally.



Sylvia en Willem Koper wensen U gezellige Feestdagen en een gezond 2021 !!

The parent company typically negotiates the supply of LNG to Pakistan on a government-to-government level, one of the sources familiar with the matter said, adding that this was the first time any Qatari company had participated in a Pakistan tender. The trading unit, which signed its first contract in November to supply LNG to Singapore's Pavilion Energy, placed the lowest offers for three of six LNG cargoes sought by Pakistan for January

delivery, a document of Pakistan LNG Ltd (PLL) showed. There were no bids placed for delivery of three cargoes sought in the first half of January, which may push the country towards a re-tender to meet its rising gas needs.

The lowest price offered was for a cargo to be delivered between January 29 and February 1, at 15.3209% of Brent crude - known as a slope rate, according to the document uploaded on PLL's website. PLL is a government subsidiary that procures LNG from the international market. The lowest offers for two other cargoes were Brent crude slope rates of 17.3203%, for delivery over January 20 to 21, and 17.3207%, for delivery over January 26 to 27. A source close to the process told Reuters that PLL might have to re-tender with wider specifications and a shorter bid validity period for the three cargoes it needs early January and which received no offers. LNG supply has been tight amid production issues in a few places, which has pushed spot prices to a near two-year high and freight rates for LNG tankers to a more than one-year high. Pakistan's gas needs typically rise in December and January. The deficit in supply versus demand is expected to increase this year as consumption rises and indigenous supply declines. The country has long-term purchase deals in place, but regularly taps the spot market as demand continues to rise. The power sector is Pakistan's largest natural gas consumer, followed by residential consumption and the fertiliser industry.



Netherlands-flagged, 2008 built, 'PULPCA', 18.250 DWT, outbound Antwerp destination Kotka (Fin) passing Kruse Veer.

Photo : Alexander Hoogstrate. ©



Baltic index posts weekly gain on pickup in rates across vessels



The 2011 built 297204 t DWT bulker [HELEN N](#) departing from Singapore heading for Brazil

Photo : Piet Sinke www.maasmondmaritime.com (c)

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The Baltic Exchange's main sea freight index gained on Friday, and notched a weekly rise, on stronger rates across all vessel segments. The Baltic dry index, which tracks rates for capesize, panamax and supramax vessels, rose by 50 points, or 4.3%, at 1,211, its highest since Nov. 30. The index rose 1.2% for the week. The capesize index gained 114 points, or 8.6%, at 1,434, a one-week high. But the index fell 5.7% this week, its worst in about a month. Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, were up \$938 at \$11,889.

"The tepid sentiment for capesizes continued this week, primarily due to iron ore supply concerns in relation to rains in Brazil and Vale's revised downward estimates for its yearly production," Athens-based EastGate Shipbrokers said. Benchmark iron ore futures on China's Dalian Commodity Exchange hit all-time highs on Friday, spurred by supply concerns and booming steel demand in the world's second-largest economy. Prices of the steelmaking ingredient have risen due to recent hits to expected supply following an Australian parliamentary inquiry into miner Rio Tinto's destruction of an ancient Aboriginal heritage site, Robert Rennie, Global Head of Financial Market Strategy at Westpac Institutional

Bank said. Investors on Thursday backed the findings of a review of Rio Tinto's destruction of ancient Australian rockshelters. The panamax index rose 38 points, or 2.7%, to 1,465, its highest in over three months. The index gained 10.07% this week, its best week since Nov. 20. Average daily earnings for panamaxers, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, added \$336 at \$13,183. The supramax index gained 8 points at 1,031, its highest since early Nov. 2019. **Source: Reuters (Reporting by Bharat Govind Gautam in Bengaluru; Editing by Amy Caren Daniel)**



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Tug **ISA** with Backhoe dredger **ODIN** moving onwards to new assignment. **Photo : Dirk van Uiter ©**

AMERICAS: PILOT LNG FILES WSA DOCUMENTS FOR GALVESTON LNG BUNKER PORT

Written by Lesley Bankes-Hughes

Pilot LNG has submitted documents to the US Coast Guard (USCG) to begin the Waterway Suitability Assessment (WSA) which will determine the suitability of the Galveston Bay region, including the Galveston, Houston and Texas City shipping channels, for the company's proposed Galveston LNG Bunker Port.

As previously reported by Bunkerspot, in July Pilot LNG filed a regulatory application in relation to the bunker port, which will be located on Pelican Island. In October, it was also announced that Pilot LNG and GAC Bunker Fuels had signed a Heads of Agreement (HOA) on LNG marine fuel supply from the bunker port. The HOA, which outlines the terms of a partnership between two companies, provides for Pilot to supply LNG marine fuel to GAC on a Delivered Ex-Ship (DES) basis for its customers in the Galveston Bay Port complex, including the ports of Houston, Galveston and Texas City, as well as Galveston Offshore Lightering Area, on a long-term basis. As part of the WSA, the USCG will consider the scale of maritime traffic directly related to the proposed project, including small-scale LNG barge traffic, as well as existing other maritime traffic transiting through the Channels, including containerships, cruise ships and bulk carriers. A final investment decision on the bunker port project is expected by late 2021/early 2022. **Source : Bunkerspot**



The **ASTORIA** under tow of the **BRENT** and sister **GINGER** as stern tug enroute Rotterdam-Waalhaven

Photo :Suzanne Neuman ©

Oldest Coast Guard cutter with smallest crew and largest Great Lakes responsibility needs replacing

By Eric Freedman



The U.S. Coast Guard wants to retire its oldest cutter on the Great Lakes, the 57-year-old cutter **BUCKTHORN**. But don't hold your breath waiting for the replacement of the Sault Ste. Marie-based inland buoy tender because it will take several years.

A new report from the nonpartisan Congressional Research Service says the Coast Guard is waiting for Congress to approve its proposal to replace up to 35 aging cutters, which average 56 years old.

The reason? "Their annual maintenance costs are rising rapidly, they break down frequently and can remain out of operation for periods of 30 to 45 days

while being repaired, and they have poor living conditions for their crew members," the report said. "The Coast Guard argues that replacing the aging cutters will be more cost-effective than continuing to operate and maintain them," it said. The first replacement may not be ready until 2025, and it could take until 2030 for all the new cutters to enter service, according to the report. In 1963, the Coast Guard commissioned the 100-foot **BUCKTHORN**. Detroit was its first home port, and it moved in 1967 to Buffalo and then to Sault Ste. Marie in 1970. With a normal crew of 16, its area of

responsibility runs from Whitefish Point on Lake Superior through the St. Marys River connecting Lake Huron to Lake Superior to Cedarville, according to the 9th Coast Guard District. Its principal mission is aiding navigation along 90 miles of critical waterways. “**BUCKTHORN** has a critical role to protect the marine transportation system,” said Chief Warrant Officer Jeffrey Ritter, the vessel’s commanding officer. “We’re the smallest cutter on the Great Lakes with the smallest crew and 180 buoys and the largest area of responsibility,” Ritter said. “No other cutter can do what the Buckthorn does.” Operating a “legacy vessel” has its challenges, he said. The Buckthorn was in drydock in Escanaba for three months earlier this year for planned maintenance work. When a replacement does come, Ritter said the new vessel should be faster, have a greater range and provide better living quarters for its crew, including making it possible to house male and female crew members. LTJG Sondra-Kay Kneen, a media relations officer in Washington, said in an email that the Coast Guard is awaiting a congressional OK for the agency’s fiscal year 2021 budget. The U.S. Senate and House Appropriations committees have recommended approval of the proposal. The \$25 million budget request “supports the design and construction award for the Waterways Commerce Cutter fleet,” and the new cutters will have “increased range, speed and capability,” Kneen said. The other cutters slated for replacement are based in Illinois, Pennsylvania, Kentucky, Iowa, Missouri, Nebraska, Maryland, Louisiana, Virginia, North Carolina, Mississippi, Alabama, Arkansas, Oklahoma, Alaska, Texas, Oregon, Tennessee, Florida and South Carolina. The Coast Guard doesn’t yet have a scheduling priority for the replacements, Kneen said.



USS Gabrielle Giffords Captures Smugglers and \$100 Million in Drugs



Navy seizes smugglers and \$100 million in drugs **USS GABRIELLE GIFFORDS** with smuggler's craft –
Photo by Lt.j.g. Miranda Rossum

While on routine patrol with the US 4th Fleet, the **USS GABRIELLE GIFFORDS** completed a successful interdiction capturing over \$100 million in illegal narcotics. The Independence-class littoral combat ship is operating with a U.S. Coast Guard Law Enforcement Detachment to support Joint Interagency Task Force South's mission, which includes counter illicit drug trafficking in the Caribbean and Eastern Pacific. Operating in the Eastern Pacific, on December 5, they diverted to intercept a low-profile vessel. The **GABRIELLE GIFFORDS** deployed one of her helicopters, assigned to the "Wildcards" of Helicopter Sea Combat Squadron (HSC) 23, to provide watch over the operation. The law enforcement team used small boats to intercept and stop the craft. After gaining control, they began boarding the smuggler's craft for an inspection. The search of the intercepted vessel recovered approximately 134 bales, estimated at 2,810 kilograms, of suspected cocaine. The wholesale value of the drugs was estimated at \$106 million. Three suspected drug traffickers were also detained. "Interdiction evolutions, no matter how often you conduct them, are different every time," said Chief Boatswains Mate Daniel Pike, of **GABRIELLE GIFFORDS**. "Our team is dedicated to exemplifying the qualities of safe, professional mariners during these operations from start to finish." Since April, U.S. Southern Command has begun enhanced counter-narcotics operations in the Western Hemisphere to disrupt the flow of illegal drugs in the area. The 418-foot long vessel was commissioned in June 2017 and initially homeported in San Diego, California. The vessel is designed to operate at high speeds of up to 40 knots and highly maneuverable, making it well suited for these types of assignments. **Source : MAREX**



The **Damen** Build ASD tug 2312 **AJAX** passing Baanhoek bridge on river Merwede after yard period at **Damen Hardinxveld** where the **AJAX** is equipped with fully FIFI 1 system. **Photo : Arie Boer (c)**

MOL names new chairman and president

Tokyo-Mitsui O.S.K. Lines, Ltd. (MOL) announced the new appointment of Chairman and President has been resolved by the Board of Directors Meeting held on December 11, 2020, with effective date April 1, 2021. The business environment surrounding the shipping industry has changed significantly, such as review of the global supply chain and changes in the industrial structure toward decarbonization. In this circumstance and environment, MOL have decided that it is appropriate to renew the top management and accelerate the speed of change in business structure and awareness of officers and employees in order to achieve further growth of the company. In accordance with the president / CEO's

successor plan, the plan was consulted by the Nomination Advisory Committee, and resolved at the Board of Directors Meeting. Detail of Changes (As of April 1, 2021)

Junichiro Ikeda was appointed Representative Director, Chairman Executive Officer.

Takeshi Hashimoto was appointed Representative Director President, Chief Executive Officer



The **RT SPIRIT** towed the **KOTA NANHAI** from Richards Bay , SA to Durban, SA. Vessel had to be towed due to malfunctioning gensets in good cooperation with the owners PIL lines.

S'hail Shipping adds their sixth vessel to the Baumarine by MaruKlav Pool

The MV **S'hail Lusail** (Oshima 84.5k) was delivered late November as the latest addition of S'hail Shipping to the Baumarine Pool managed by Klaveness and Marubeni. With this addition the Baumarine pool now consists of 32 vessels, making up the world's largest Panamax Pool - Having been able to assist one of our members to build their fleet from the

ground up is significant for our strategic journey as a partner and enabler of earnings optimization”, says Michael Jørgensen, MD in Baumarine by MaruKlav.

“This collaboration has immense potential to grow the value of our relationship”, says Mr. Mohamed Khalifa Al-Sada, Chairman and Managing Director of S’hail Shipping together with CEO, Mr. Rajiv Pal. S’hail first joined the pool in 2017 with their first acquired Panamax and with this sixth addition, since then they have grown to become a reputable dry bulk player in the global shipping area.

3.5 years of success

The close collaboration with S’hail has enabled us to support the growth and expansion of their fleet over the past few years. Ignacio Pizarro, Senior Manager Strategy & Innovation at MaruKlav shared, “The journey of expanding from one to six vessels has been truly inspiring. Having been able to add value to S’hail during the S&P phase, including vetting of vessels for potential procurement I believe has brought us even closer. Furthermore, the monthly status meetings discussing their overall portfolio management and exposure, combined with mutual update on commercial and operational matters, really make a difference - the two organizations are now very much synced.” Michael Jørgensen, MD of Baumarine by Maruklav added, “We are very pleased to strengthen our collaboration with S’hail further with this sixth addition and believe that the key to success is through empowering our owners. Instead of waiting for vessel redelivery at the market lows as we have traditionally seen from the standard structure of period deals. We believe that it is essential to provide each owner with the right optimization tools and enabling them to deliberate about timing in converting between fixed and floating rates.” **Source : portnews**

Accommodation module installed during conversion project W2W vessel



Shipyard Royal Niestern Sander successfully installed a new build accommodation module on the offshore vessel **‘SK728’**. This vessel is currently converted from a standard Platform Supply Vessel (PSV) to a Walk to Work vessel (W2W). The additional accommodation module was constructed at the new build department of the shipyard while the repair department prepared the vessel for the new accommodation. The combination of both a new build and a repair department once again proves her value in complex conversion projects like these. The new module enables 40 people to accommodate on the W2W vessel. In addition, the vessel can be deployed for Emergency Response and Rescues services.

In the upcoming weeks a motion compensated gangway and a motion compensated crane will also be installed to comply with all requirements. Royal Niestern Sander has signed a contract with Dixstone Holdings Ltd for the conversion of a Platform Supply

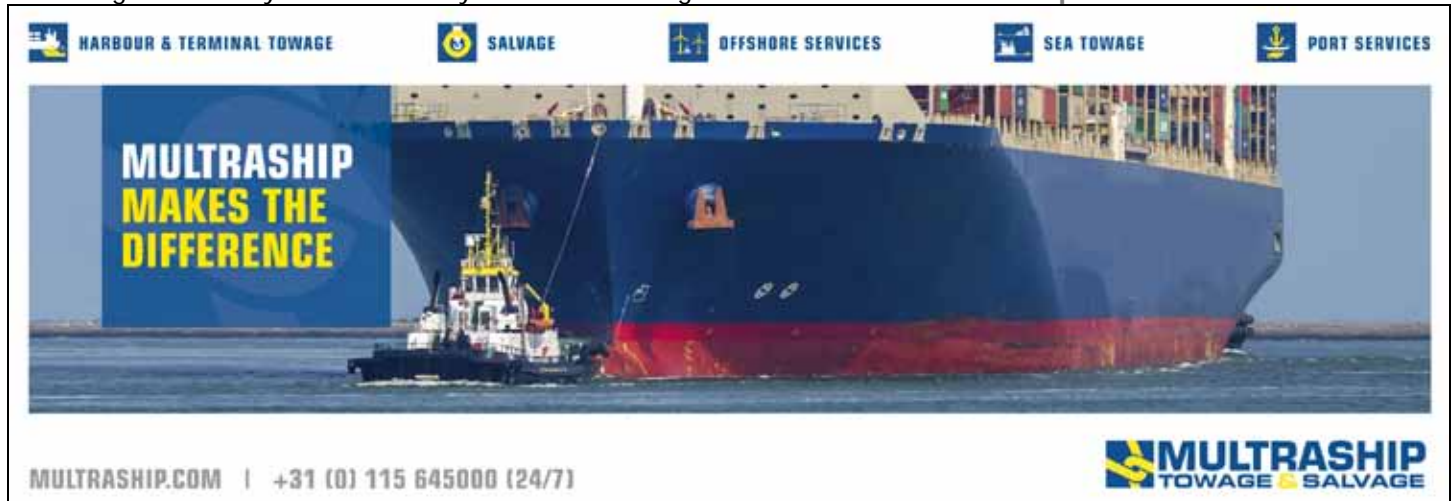
vessel into a Walk-to-Work Emergency Response and Rescue Vessel. The vessel has arrived at the repair yard of Niestern Sander at the end of May. The conversion will take around 9 months and the vessel is expected to be delivered to its owners early 2021. Royal Niestern Sander is a versatile and innovative shipyard specialising in the design, building, maintaining and repair of ships. The shipbuilder can also provide services for complex customer-oriented ship conversions.

Foreign oil tanker towed from Batanes after catching fire

By: Villamor Visaya Jr. -

A crude oil tanker from China that was anchored in Batanes Island after it recently caught fire has been towed by a salvage boat on Sunday, the Philippine Coast Guard in northern Luzon said. The Aframax tanker came from Laizhou, China and was heading to Singapore when fire erupted from its engine while it was sailing some 17-nautical miles east of Orchid Island in Taiwan on Dec. 7. The vessel's crew immediately sent a distress call, the coast guard said. At least eight of the

24 crew were reportedly evacuated from the ship while the rest tried to put the fire out. The tanker was initially scheduled for towing on Saturday but it was delayed due to the rough seas. Source: [newsinfo.inquirer](https://newsinfo.inquirer.net).



NAVY NEWS

Newest U.S. Navy Submarine Visits Newest Brazilian Submarine Base

By U.S. Naval Forces Southern Command/U.S. Fourth Fleet Public Affairs Office

The Virginia-class fast-attack submarine **USS VERMONT (SSN 792)** is operating in the U.S. 4th Fleet area of operations and conducted a brief stop for logistics in Rio de Janeiro Dec. 10-15. Vermont is the newest submarine in the U.S. Fleet and is visiting Brazil's newest submarine base the Itaguaí naval base in the state of Rio de Janeiro. During Vermont's visit, Brazil will accept three Brazilian built Scorpene-class diesel-electric submarine's into their fleet: **BNS RIACHUELO (S40)**, **BNS HUMAITA (S41)** and **BNS TONELERO (S42)**.

While operating in U.S. 4th Fleet, Vermont conducted anti-submarine warfare (ASW) exercises with the Brazilian Navy Submarine Tupi (S30) and maritime patrol and reconnaissance aircraft. "It is an honor to visit Brazil's newest submarine base and see firsthand the Brazilian Navy's success in the Brazilian Navy Submarine Development Program [PROSUB] through the build of **BNS RIACHUELO**, **BNS HUMAITA**, and **BNS TONELERO**," said Vice Adm. Daryl Caudle, Commander, U.S. Submarine Forces. "The PROSUB program plays an important part in strengthening our bilateral ties and the overall regional security foundation. We will continue to work closely together toward achieving our shared objectives to improve our combined undersea effectiveness."

U.S. Ambassador to Brazil Todd Chapman hosted President Jair Bolsonaro, accompanied by Caudle and other Brazilian dignitaries, for a key leader engagement on Vermont, reaffirming the strong history of military collaboration between the United States and Brazil. "This visit reiterates our strong military-to-military relationship, and our common commitment to a partnership that helps strengthen the security of each of our nations, as well as the broader hemisphere. I was pleased to see first-hand, along with President Bolsonaro, the world-class technology and capabilities of this vessel, and to reiterate at the highest level of government our commitment to partnership with Brazil," said Chapman.

Vermont was commissioned April 18, 2020, and is the 19th Virginia-class fast-attack submarine. It is homeported in Groton, Connecticut. Vermont, while in the 4th Fleet area of operations, will operate under the command and control of Commander Task Force 46 to complement the undersea warfare capabilities of U.S. Southern Command.

The crew will adhere to COVID-19 health guidelines to ensure the health and safety of the local population and Sailors onboard.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

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Last Saturday the [LHD 8 USS MAKIN ISLAND](#) followed the yesterday in this newsletter mentioned [LPD 22 USS SAN DIEGO](#) and [T-AO 198 USNS BIG HORN](#) in the transit of the Singapore Strait Westbound



[LHD 8 USS MAKIN ISLAND](#), a Wasp-class amphibious assault ship, is the second ship of the United States Navy to be named for Makin Island, target of the Marine Raiders' Makin Island raid early on in the United States' involvement in World War II.

[MAKIN ISLAND](#)'s task is to embark, deploy, and land elements of a Marine landing force in an amphibious assault by helicopters, landing craft, and amphibious vehicles. The secondary or convertible mission for Makin Island is that of sea control and power projection.

[MAKIN ISLAND](#) is the eighth ship of the Wasp class, but features noteworthy technological advances. Changes from the previous LHD design include gas turbine main propulsion engines, all-electric auxiliaries, an advanced machinery control system, water-mist fire-protection systems, and the Navy's most advanced command and control and combat systems equipment. The new propulsion system allows the engines to be directly controlled from the throttles on the bridge, replacing the traditional engine order telegraphs on the earlier Wasp-class LHDs.

[MAKIN ISLAND](#) was laid down on 14 February 2004 at Ingalls Shipbuilding, Pascagoula, Mississippi. The vessel has a

light displacement of 28,176 long tons (28,628 t) and a full-load displacement of 41,684 long tons (42,353 t) with a dead weight is 13,508 long tons (13,725 t). She has an overall length of 847 feet (258 m) and a waterline length of 778 feet (237 m). The extreme beam is 118 feet (36 m) with the beam at the waterline being 106 feet (32 m) and the draft is 28 feet (8.5 m). Her maximum speed is 28 knots (52 km/h; 32 mph).

The ship's armament consists of two RIM-116 Rolling Airframe Missile launchers, two RIM-7 Sea Sparrow surface-to-air missile launchers, three Mk 38 25-mm close-in guns, two Mk 15 Phalanx CIWS, four M2 Browning .50 caliber machine guns, and a ceremonial gun.



Photo's : Piet Sinke www.maasmondmaritime.com (c)

CLICK at the photo's & hyperlink's in text to view and/or download the photo(s) !

In standard configuration the **MAKIN ISLAND** carries 6 **F-35B Lightning II** stealth strike-fighters 4 **AH-1W/Z Super Cobra/Viper** attack helicopters 12 **MV-22B Osprey** assault support tiltrotor, 4 **CH-53E Super Stallion** heavy-lift helicopters And 3–4 **UH-1Y Venom** utility helicopters as seen above, note that 3 **CH-53E Super Stallion** heavy-lift helicopters were parked onboard the **LPD 22 USS SAN DIEGO** helipad.

MAKIN ISLAND is the eighth Wasp-class amphibious assault ships to be ordered for the U.S. Navy, but differs from her older sister ships in her propulsion system. The previous Wasp-class vessels used steam boilers and steam turbines to drive the propellers, while Makin Island is the first U.S. Navy vessel to use a hybrid propulsion system consisting of a combined diesel electric and gas turbine propulsion system.

Makin Island has two 35,000 shaft horsepower (26,000 kW) General Electric LM 2500+ gas turbines each connected to a separate 20:1 ratio main reduction gear, which then drive two 16-foot-6-inch (5.03 m) diameter Rolls Royce controllable pitch propellers.[8] Gas turbines have a high power-to-weight ratio compared to steam or diesel power, but are only efficient near their maximum power output. In Makin Island, the gas turbines are used to power the ship above 12 knots. Below 12 knots, ship propulsion is provided by two 5,000-shaft-horsepower (3,700 kW) AC electric motors connected to a second input shaft on the main reduction gears. When powered by the electric motors, the gas turbines are decoupled from the main reduction gear and braked to prevent spinning. When the gas turbines are engaged, the electric motors are similarly decoupled from the drive system. The propeller shafts can be driven at lower speeds by slowing down the electric motors. Variable drive speed is achieved with an Alstom variable frequency drive system. Power for the electric motors comes from the ship's service electrical system, which is provided by six 4000 kW generators powered by Fairbanks Morse diesel engines.

In conventional Navy ships, the steam boiler drives both the propellers and ship service steam turbine generators to provide electric power for the vessel. The boilers also provide steam to heat the ship in colder climates. Since Makin Island does not have steam boilers, she uses the diesel electric generators for all shipboard power services. Specifically, instead of steam heating, she uses electric heating for laundry and hot water supply as well as for heating interior compartments in cold climates. The gas turbine propulsion plant, with all electric auxiliaries, is a program first for large-

deck amphibious assault ships and provides significant savings in manpower and maintenance costs associated with traditional steam-powered amphibious ships. The ship carries four reverse-osmosis water-purification systems, each capable of processing 50,000 US gallons (190,000 l) of fresh water per day. The same propulsion systems experimented with in Makin Island will also be used on the America-class amphibious assault ships. She was christened on 19 August 2006, sponsored by Silke Hagee, wife of General Michael Hagee, Commandant of the Marine Corps, and launched on 15 September 2006. In the aftermath of Hurricane Katrina, U.S. Navy officials announced that several ships under construction at Ingalls Shipbuilding had been damaged by the storm, including Makin Island and two Arleigh Burke-class destroyers. The ship's completion was delayed due to rewiring during 2008 to repair incorrect wiring installation. The **LHD 8 USS MAKIN ISLAND** is having a Complement of 1,208 and can carry 1,687 troops (plus 184 surge) Marine Detachment

SHIPYARD NEWS



Zvezda shipyard signs contract on construction of two scientific research ships

The ships will be built under the "Science" project

Rosneft says Shipbuilding Complex Zvezda (Zvezda Shipyard in Bolshoy Kamen of the Primorsky Territory) and Scientific Research Fleet Department FEB RAS (Far Eastern Branch of the Russian Academy of Science) have signed a contract on construction of two multifunctional scientific research ships of unrestricted navigation. According to earlier statements of Rosneft, two scientific research ships will be built by Zvezda shipyard under the "Science" project in pursuance of RF Government's decision to designate SC Zvezda as the sole contractor under the project.

The design of the scientific research ship was developed by Lazurit central design bureau. It has been approved by Russian Maritime Register of Shipping and other supervisory authorities.

The ships are intended for a wide range of research works, both fundamental and applied one. The new multipurpose ships will be deployed for physical, chemical, meteorological, biological, geophysical and other types of research in the global ocean. They are to be equipped with laboratories for analysis of water samples, suspended solids and bottom sediments.

With their Arc4 class, the ships will be able to sail independently in one-year loose pack ice of up to 0.6 m in winter-spring season and up to 0.8 m in summer-autumn season. The ships' length will be 122.5 m, displacement - 8,130 tonnes, endurance - 50 days, cruising range - 7,500 miles. The ship design also foresees a helipad. According to earlier reports, in late September 2020 Prime Minister Mikhail Mishustin signed an order to allocate RUB 27.6 billion for the construction of two scientific research ships of unrestricted navigation. The Zvezda Shipbuilding Complex is constructed by the Rosneft-led Consortium upon the instruction of President of Russia Vladimir Putin. At the moment, the shipyard's order portfolio amounts to 53 vessels. The Shipyard's pilot throughput is provided for by Rosneft that placed an order for 28 vessels. Zvezda's product line will include vessels of up to 350,000 tonnes displacement, components of marine platforms, ice-class vessels, commercial vessels for cargo transportation, specialty vessels, and other types of marine equipment of any complexity, characteristics and purposes, including the equipment that had not previously produced in Russia due to the lack of required launching and hydraulic structures. **Source : portnews**

ROUTE, PORTS & SERVICES



Australian Icebreaker RSV Aurora Australis Retires After 150 Voyages To Antarctica

Written By Zaini Majeed



The RSV **AURORA AUSTRALIS** Photo : Glenn Towler Hobart, Tasmania Australia ©

The vessel, known as 'Orange Roughy', completed its last trip among the long list of its scientific expeditions for the Australian Antarctic Division on Dec 12. **RSV AURORA AUSTRALIS**, the only Australian built icebreaker that served the country's Antarctic program for 30 years has been decommissioned after nearly 150 voyages to Antarctica. The vessel, known as 'Orange Roughy', completed its last trip among the long list of its scientific expeditions for the Australian Antarctic Division (AAD) on December 12 as it now prepares to retire at a shipyard in Dubai, to be sold or leased. The 312-foot orange icebreaker has been replaced by another giant vessel and the scientists are now planning to refurbish the ship, according to Associated Press. **AURORA AUSTRALIS** started conducting maiden voyages in September 1989, after its launch from NSW shipyard, north of Sydney and gained popularity after it sailed to Heard Island, an external Australian territory around the year 1990. Since then, it ferried scientific researchers, transported food supplies and fuel for several expeditions in the Antarctic ocean. The **AURORA AUSTRALIS** left Hobart for the last time morning - Saturday 12 December Lawrence was aboard the Orange Roughy at Mawson Station in Antarctica during a blizzard in 2016 and had bid farewell to the vessel goodbye as it left the River Derwent. Australia's flagship icebreaker had rescued 37 passengers during Antarctica's severe blizzard battling the tough weather conditions as it ferried people to the Mawson research station safely, ADD had then announced. The iconic ship had spilled no fuel as it ran aground. For several years,

the vessel took care of a large number of expedition member groups in the Antarctic. Australia's newly completed icebreaker, **RSV NUYINA**, has left the Netherlands port of Vlissingen to commence trials in the North Sea - an important milestone for owners Australian Antarctic Division, ship managers Sercoaspace and ship builders Damen.



The brandnew **Damen shipyards** group built **NUYINA** during yard trials

Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©

Leanne Millhouse, voyage leader for the AAD aboard Aurora Australis had been onboard the icebreaker ship more than 15 times for research expedition or to rescue tourists and crew from another stranded vessel in the turbulent sea. Another crew member Master Gerry O'Doherty told ABC radio that he spent more than half his seagoing career with the orange Aurora Australis and he was, in fact, quite impressed. The vessel saved over 52 sea voyagers from the MV Akademik Shokalskiy to safety after they got trapped due to thick ice. As it docked to be replaced by \$398 million RSV Nuyina, people gathered to bid their favourite ship a heartfelt farewell. **Source : republicworld.**



AS PETRONIA Inbound for Antwerpen passing Kruse Veer. **Photo : Rob van den Houten ©**

New local Coxswain of the RNLI's largest Lifeboat

Gary Stanbury is both a deputy coxswain and deputy mechanic at Appledore Lifeboat Station as well as one of the crew trainers. He regularly provides cover at other lifeboat stations and stands in for their coxswain or mechanic enabling leave to be taken, off site courses to be attended, or for illness, etc. Last week Gary added to his long list of lifeboat skills by being passed out as Coxswain on the Severn Lifeboat. The Severn class lifeboat is the largest lifeboat in the RNLI fleet.



She was developed in the early 1990s and introduced into the fleet in 1996. As an all-weather lifeboat, the Severn can take on the worst sea conditions and comes into her own on long offshore deep-water moorings or alongside at a berth. Around the country 35 lifeboat stations have the Severn class all-weather lifeboat, several being located within the South West. Gary explains: 'I recently passed out as a Severn coxswain after approximately twelve months training and did my final pass out whilst taking the Plymouth Severn, Sybil Mullen Glover, from Plymouth to Falmouth for maintenance. 'My coxswain pass out was only possible due to all the advice and help given to me by the Plymouth Coxswain David Milford and all the crew, the Penlee Coxswain Patch Harvey and crew,

everyone at Appledore Lifeboat Station and my Coxswain mentor Chris Winzar who is Coxswain at Salcombe.' Gary has been a volunteer on the crew at Appledore RNLI for approximately 28 years, and was awarded a RNLI Bronze Medal 'in recognition of his courage, determination and leadership when the B class inshore lifeboat saved three men from the power boat Kasam, which was in difficulties in Bideford Bar on the evening of 22 January 2005. The rescue took place in darkness amongst large unpredictable breaking waves caused by the wind over tide conditions'. The Walter and Elizabeth Groombridge Award for 2005 was also made for this service. **Source : RNLI**

Imports remain strong with major ports handling 2.21m TEU in Oct: NRF

IMPORTS remain strong after setting new records this fall as retailers stocked up both stores and warehouses for the holiday season and met new demands for quick delivery of online orders, according to the monthly Global Port Tracker report released by the National Retail Federation and Hackett Associates. "The pandemic has made the past year one of the most trying the supply chain has ever seen, but retailers have met that challenge," said Jonathan Gold, vice president of supply chain and customs policy, NRF. "We've gone from not knowing whether we would be able to get merchandise from China to having a surplus of goods when stores were closed to having to meet pent-up demand as consumers returned. At this point, retailers have seen a successful holiday season so far and goods are reaching the shelves. We hope 2020 is a one-time experience, but we've learned a lot." US ports covered by Global Port Tracker handled 2.21 million TEU in October, the latest month for which final numbers are available. That was up 17.6 per cent year over year and up 5.2 per cent from 2.11 million TEU in September, the previous record for a single month since NRF began tracking imports in 2002. September, in turn, had edged out 2.1 million TEU in August, which had broken the previous record of 2.04 million TEU set in October 2018. October's number brought the total for the "peak season" - the period from July through October when retailers rush to bring in merchandise for the winter holidays each year - to 8.3 million TEU. That was an increase of 8.8 per cent over the same time last year. Even with most holiday merchandise already in the country, November imports remained strong at an estimated 2.07 million TEU - a 22.4 per cent jump year over year and the fourth-busiest month on record. December is forecast at 1.91 million TEU, up 11 per cent from last year, reports HomeWorld Business, Hauppauge, NY. With the recent string of record months, 2020 is expected to come in at 21.8 million TEU, up 0.8 per cent over 2019. That would tie 2018 as the busiest year on record. January 2021 is forecast at 1.86 million TEU, up 2.4 per cent from January 2020; February at 1.55 million TEU, up 2.6 per cent year over year; March at 1.62 million TEU, up 17.8 per cent from March 2020, when factories in China failed to reopen after the Lunar New Year holiday; and April at 1.74 million TEU, up 8.3 per cent year over year. **Source : portnews**

British Ports Association: statement on global container congestion affecting UK ports

Following several days of media interest in congestion affecting some UK ports, Richard Ballantyne, Chief Executive of the British Ports Association said: "We are seeing a big increase in traffic which is now cascading across the wider ports industry. However, in general the sector is managing. This is the result of a perfect storm of a global surge in container movements, the traditionally busy pre-Christmas period and some people moving more goods before the end of the UK's Brexit transition ends. This is putting pressure on the logistics and storage sectors both in the UK and abroad."

"Some importers are experiencing delays in receiving certain goods but the industry is working to alleviate the congestion, although it could take some weeks to resolve. Some of the delays are a result of goods being diverted on to different shipping and port routes. Whilst testing for some this of course demonstrates wider resilience and shows the network is responding to the situation to keep the country supplied".

.... PHOTO OF THE DAY



The **PD-43 ANNEGINA** at the Slip at **Van Laar** in IJmuiden
Lukas van de Water www.h2o-marine.com ©

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

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