Number 202 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 21-07-2021**

News reports received from readers and Internet News articles copied from various news sites & Social Media

People welcome the tugboat THEODORE TOO upon its arrival at the Port of Hamilton in Hamilton, Ontario, Canada, on July 18, 2021. THEODORE TOO, a 65-foot replica of beloved children's TV character, Theodore Tugboat, arrived in Hamilton on Sunday after a journey from Halifax on a mission to promote water conservation. (Photo by Zou Zheng/Xinhua)

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EVENTS, INCIDENTS & OPERATIONS

The **ROLLDOCK SEA** arrived from Vung Tau off Singapore for bunkers before heading for Tuticorin to load blades for Windturbines with destination Vancouver

In Singapore the **ROLLDOCK SEA** was handled by **Primetech Marine and Agency Services Pte Ltd**

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo !

Dry Bulk Market Loses Steam

The **WADOWICE II** navigating the Westerschelde **Photo : Mateo Witte ©**

Capesize

The Capesize market endured a week of eroding value across all regions as the 5TC lowered $2,430 week on week to settle at $28,572. While the Pacific's West Australia to Qingdao C5 route closed out Friday up 25 cents to $10.841, appetite from major charterers in the spot market on this route have appeared tepid of late. Activity to the east of Australia for coal cargoes to Northern Asia remains strong while those coal cargoes destined for Europe, admittedly not so frequent, have been required to pay up for the longer duration backhaul route. Brazil this week was heard to have come under sustained pressure as major charterer Vale was heard early on in the week taking numerous vessels as value had ebbed away. Brazil to China C3 lowered $1.89 over the week to settle at $24.985. Further north in the Atlantic activity has been sparse. The Transatlantic C8 remains the premium earning region at $32,188 but those levels seem unattainable for the tonnage located there while a solid influx of cargo in the coming week will be required to keep it from slipping away.

Panamax

A week of declines for the Panamax market in all basins as the gains seen in recent weeks began to erode. In the Atlantic Basin there were one or two bright spots namely the grains run ex North France to China and Black Sea demand that ultimately never wavered. However, tonnage and ballaster build up negatively impacted rates overall with several APS load port fixtures reported, an 81,500-dwt agreeing $40,000+$465,000 delivery APS US East coast for a trip back to Skaw-Gibraltar. Rates in Asia yielded similar losses with a notable lack of demand from both NoPac and Australia, an 82,000-dwt delivery South Korea fixed at $28,000 for a trip via NoPac redelivery China with grains. Whilst coal demand from Indonesia proved to be well supported, this had little impact in rates with tonnage building in southeast Asia compounded somewhat by a weak EC South American market as well.

Ultramax/Supramax

A lacklustre week with limited fresh enquiry and lengthening tonnage lists in many areas. Limited period activity was recorded with both sides watching for any clear direction, but a 63,000-dwt open China was fixed for four to six months trading at $36,000. Despite rates remaining relatively firm from the east Mediterranean generally other areas saw slightly lowering rates. A 55,000-dwt was reported fixed delivery Gibraltar via west Mediterranean redelivery west Africa at $39,000. Whilst an Ultramax was rumoured fixed from east coast south America for a Transatlantic run in the low $40,000s. Asia also saw decreased activity. A 63,000-dwt open south China fixing a trip via Indonesia redelivery China at $26,000. Whilst a 57,000-dwt open southeast Asia fixed a coal run via Indonesia to India at $28,000. Limited fresh Pacific rounds, but a 57,000 open CJK fixed an Australian round at $26,000. All eyes fixed on the upcoming week to see if there will be change in direction.

The buker **HTK SUNRISE** anchored off Singapore

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo !

Handysize

A week of mainly positive moves with the indices moving up a further 18 points to a new yearly high of 1669 points, this despite a general lack of activity in East, and East Coast South America seeing levels soften whilst the market awaits the batch of requirements. The US Gulf has been more active with a 36,000-dwt fixing a petcoke cargo to the Western Mediterranean at $30,000. Also a 38,000-dwt was rumoured to have fixed a grain cargo basis Delivery APS SW Pass with Redelivery Continent-UK range at $24,500. The Asia markets were quiet this week with brokers talking of a growing tonnage list as the week progressed, though a re-emerging logs market did offer some support. The Indian Ocean also remained firm with a 29,000-dwt fixing basis delivery Chittagong via East Coast India with redelivery southeast Asia at $30,000. **Source: The Baltic Briefing**

New Dutch Ambassador to Bangladesh visits Damen's Global Dredging Headquarters

Damen's Global Dredging Headquarters in Nijkerk has had the honour of receiving His Excellency Anne van Leeuwen, the new Dutch Ambassador to Bangladesh, who will be starting in his new post in Dhaka, Bangladesh, next month.

The ambassador was there on a fact-finding mission to learn about dredging, including the latest technology now in use, as well as the training and other services that Damen provides to its clients. Damen has a long history of dredging in Bangladesh – a vital activity in a country that is the exit point of the River Ganges, the world's third largest river, and where two-thirds of the land area is less than five metres above sea level. In the years since the country's independence in 1972, Damen has not only delivered a number of Cutter Suction Dredgers (CSDs), tugs, high speed crew vessels and Multi Catworkboats, but also a comprehensive lifecycle support package that includes spare parts, training programmes and innovative remote access applications.During his visit, Ambassador Van Leeuwen expressed his appreciation both for Dutch maritime companies supporting the economic and environmental strategic Delta Plan 2100 launched by the Bangladesh government in 2018, and the positive contribution made by Damen Shipyards to the country over the years. To conclude his visit, the ambassador visiteda number of different CSDs available for direct delivery.

The multi-purpose offshore vessel **BOKA TOPAZ** berthed in the Port of Sunderland. **Photo : David A. Bowley (c)**

VLCC Spot Market Posts Lowest First Half Earnings in Two Decades

The 297388 t DWT 2011 built Hong Kong flagged **COSGLAD LAKE** enroute from Ras Tanura to Huizhou in China spotted transiting the deepwater route in the Singapore Strait with a draft of 19.8 mtr

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

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

VLCCs of lower spec have endured the worst spot market of the past two decades, during the first half of 2021. In its latest weekly report, shipbroker Gibson said that "VLCC spot earnings averaged just $500/day on the benchmark TD3C trade during the 1st half of this year on slow steaming, non scrubber, non ECO basis; marking the lowest half yearly result since our records began in 2000. Although returns in other segments have also been far from healthy, VLCCs have been the worst performer, earning less than even Handy/MR tankers on benchmark round voyage trades".According to Gibson, "undoubtedly, the exceptional weakness in the VLCC market is almost entirely due to fundamentals. According to Kpler, during the 1st half of the year total Middle East crude exports, which account for the lion share of all VLCC trade, averaged 15.25 million b/d, down by a colossal 2.1 million b/d compared to 1H 2020 and even more if compared to 1H 2019. Meanwhile, 37 VLCCs have been delivered since July last year, while just 6 units have been scrapped (although there have been a few more reported demolition sales of floating storage units). There has also been a notable decline in VLCC floating storage. The 2nd quarter of last year saw a surge in storage requirements due to contango and oversupply of crude, with non-Iranian VLCC storage peaking in June 2020, when 77 VLCCs were used for crude and product floating storage. The picture is very different now, with our latest estimates showing just 25 vessels in non-Iranian storage, mainly fuel oil".

The shipbroker added that "apart from very weak fundamentals, there is also another factor at play, which could explain why VLCC earnings on nonscrubber, non-ECO basis have underperformed relative to other tanker sizes. The VLCC fleet has the highest uptake of exhaust gas cleaning technology. Nearly 39% of the existing fleet have scrubbers installed, while another 5% are still planning to retrofit. The technology is also expected to be installed on around 34% of the orderbook. The penetration of scrubbers is considerably smaller on other size groups. Suezmaxes are in second place, with scrubbers installed on 26% of the fleet and another 4% planning to retrofit. Scrubber uptakeon other sizes is even smaller".Gibson added that "scrubber equipped vessels have been able to generate increasingly higher returns due to rising oil/bunker prices, with VLCCs benefitting the most due to long haul nature of their trade. The spread between HSFO and VLSFO increased from an average of $50-70/tonne range in June 2020 to an average of $110 – 120/tonne in June 2021. For scrubber equipped VLCC tonnage this means that the earnings premium on TD3C nearly doubled from $4,000/day to $7,000/day over the period, even though absolute freight/TCE levels were much higher in 1H 2020 compared to 1H 2021". "With 39% of existing VLCCs having scrubbers on board, the simple maths would suggest that the majority of the trading fleet is still generating much lower returns. In reality, however, the picture is more complex. As reported earlier by Gibsons, about 10% of the existing non scrubber VLCC fleet are employed solely in sanctioned trades and are not competing in the international market. In addition, a number of ageing non-scrubber ships involved in storage should also not be considered as trading vessels. Finally, some of the modern non scrubber vessels are much more fuel efficient, generating higher returns compared to an average 10 year old non-scrubber vessel. To conclude, the above clearly demonstrates why VLCC earnings for non scrubber,non eco vessels have been so unsustainably depressed this year. Simply put, there are plenty of tankers around that can achieve higher returns", the shipbroker concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

BBC NORWAY arriving at Liverpool on Sunday evening on the direct service from Ningbo which is operated by **DKT Allseas**. At **1,497 TEU** she is the largest of the five vessels to arrive at Liverpool to date. She sailed from Ningbo's Daxie Xinye Terminal on 10th June. Further ships are due including **BBC DANUBE, UNISTORM** and the much larger **AISOPOS II**. **Photo : Simon Smith (c)**

China's June export growth beats forecasts despite lockdowns

CHINA's exports grew 32.2 per cent in June, a growth rate beating a forecast amidst easing Covid crisis lockdowns, reports CNBC News. Exports grew 27.9 per cent in May, while analysts polled by Reuters forecasted a 23.1 per cent increase. "Exports surprised on the upside in June, shrugging off the impact of the temporary Shenzhen port closure and other supply chain bottlenecks," said Oxford Economics head of Asia economics Louis Kuijs. "The headline US$ numbers suggest that in real, sequential terms shipments held up in June, after having moderated earlier on from the record levels of end-2020," said Mr Kuijs. **Source : Schednet**

Gov't urged to increase inbound flights, quarantine facilities for returning seafarers

The Association of Licensed Manning Agencies (ALMA) Maritime Group recently appealed to the government to take urgent action in addressing a global "crew change" dilemma caused by the limited inbound flights and the continuing lack of quarantine facilities in the country.If unresolved, ALMA said it could lead to a loss of job opportunities for the more than 400,000 Filipino seafarers. In a position paper sent to Senator Christopher "Bong" Go through

Maritime Industry Authority (Marina) Administrator Robert Empedrad, ALMA referring to the matter as an "urgent" need pointed out that while the maritime industry recovers from the pandemic-led disruption of its operations, it is now faced with another crew change dilemma caused by the limited inbound passenger capacity on Philippine airports. "Because of this inbound flight passenger limit, international flights flying into the country could only offer limited seating", ALMA stressed adding that to keep up with their operational expenses, airlines either increase their fares or prioritize selling the most premium and expensive seats, or simply cancel the flights. Both increase the costs of crew changes.

The current cost of international flights to the Philippines ranges at around USD 1,500.00 and peaks at USD 4,500.00 per person. By the airfare alone, this figure is double and even exceeds triple the original cost of flying home Filipino crew before the pandemic.

ALMA pointed out, "The cost itself is fourfold the monthly wage of a regular seafarer. Due to this unaffordable high costs, ship owners and charter parties involved opt to cancel and postpone crew change until a more cost-efficient option becomes available". The group cited the Maritime Labor Convention of 2006 (MLC, 2006) that stipulates that the maximum allowable tenure of a seafarer onboard per contract is limited to no longer than 11 months.

Only IATF quarantine rules apply – Palace

Beyond regulations, staying at sea beyond contract is also a safety risk for the crew and the vessel as crew suffering from fatigue is prone to commit errors and accidents that may lead to injuries, death, and pollution. Thus, all ships are heavily regulated and penalized to keep their crew within the allowed advisable length of service and all states especially the Philippines must ensure that the ships can change their crew when needed. Making the situation worse, international flights to the Philippines can be randomly canceled leaving seafarers stranded abroad, waiting weeks or a month for Philippines flights to become available. This further poses unsafe conditions to stranded Filipino seafarers as "with or without a flight, they must disembark." Among the problems seafarers encounter in this situation are mental health issues, additional personal expenses, fatigue, and further exposure to risks of Covid-19.

Vaccination of Filipino seafarers to keep PH global edge

ALMA added, " Filipino seafarers are faced with these issues that also meant additional consequential costs to the foreign shipowners who are the job providers at sea. For stranded seafarers in foreign countries, shipowners and charter parties have to pay extra for prolonged hotel stays, agency fees, food, and even the regular and overtime wages of the crew as their employment contract, by regulation, only expire when they have returned to their point of hire (the Philippines)."

This makes hiring Filipinos costly and not competitive in the crewing market as principals begin looking to other seafaring nationalities that are not burdened by the additional expenses as we do right now.

The current inbound flight passenger limit imposed by the Philippine government disrupts crew change from efficiently running. The reason behind the limited number of flight passengers imposed by the Inter-Agency Task Force for the Management of Emerging Infectious Diseases (IATF) is the lack of quarantine facilities for Filipinos arriving from overseas. The group also decried the additional quarantine day that visibly affects the availability of facilities.

As per the IATF Resolution No. 114, Series of 2021, all arriving passengers shall undergo 14 days of quarantine upon arrival. The first 10 days of which shall be observed in a Bureau of Quarantine (BOQ)-approved quarantine facility. Originally, seafarers swabbed upon arrival and quarantined for two to three days were released from quarantine facilities after receiving a negative RT-PCR result. Back then, the quarantine facilities were enough. This was increased to a 7-day quarantine and this caused a decline in available rooms that was followed by the decrease of the passenger inbound capacity on Philippine airports. The group furthered, lengthening the quarantine period was matched with reduced pax instead of an increased number of rooms available for quarantining. Currently, the 10-day on-site quarantine requirement in place further takes room slots that could be allocated to other inbound overseas workers - making the problem significantly unresolved. The group also called for additional quarantine rooms for returning seafarers.

In an earlier report, Overseas Workers Welfare Administration (OWWA) head, Hans Cacdac said hotels serving as quarantine facilities for seafarers and other overseas Filipino workers (OFWs) remain fully booked with over 10,500 returning overseas Filipinos (ROFs) currently billeted in 183 hotels.

Cacdac disclosed that the number of ROFs accommodated in various hotels had risen significantly in recent days due to the prolonged quarantine period required by the IATF.

Calls to Urgent Action

The group pointed that instead of pushing the release of the budgeted funds to pay for additional quarantine rooms and transport, the government decided to reduce the number of Filipinos coming back to the Philippines invariably, risking the safety of our seafarers overseas who continue to work to keep the global supply chain running.

The high cost of inbound flights significantly increases the cost of hiring Filipino crew.

If the government maintains this strategy, ALMA warns, "our seafarers will lose their jobs onboard as principals continuously find more sustainable and cost-efficient means to operate (and man) their vessels – leaving the jobs of some 400,000 active Filipino seafarers at risk to be given out to other nationalities." **Source : The Manila Times**

BOAT CAPSIZING LEAVES TWO DEAD IN SOUTHERN PHILIPPINES

Two people were killed after the boat they were riding in capsized off Sulu province in the southern Philippines on Thursday, July 15.The incident occurred in the evening (local time) of Thursday after the jungkong-type wooden-hulled light ferry Friendly, which had 17 passengers and two crewmen, sailed through rough seas off Sulu's Luuk municipality.At 20:35, the crew of a Philippine Navy multi-purpose attack craft (MPAC) that was responding to another maritime accident in the same area chanced upon three adrift individuals who were later identified as passengers from Friendly. All three were taken aboard the MPAC and brought to shore as local authorities continued their search for the capsized boat and its 16 other occupants. At 05:30 on Friday, July 16, two fishermen sent a radio message to a nearby naval station saying that they had spotted the missing jungkong boat as well as a number of survivors drifting in the water near the overturned vessel. The subsequent search and rescue operation by assault boat crews of the Philippine Navy and the Philippine Marine Corps led to the recovery of 14 survivors and two deceased passengers. The 17 survivors have all since been brought to Sulu and were given food, clothing, and medical attention.An investigation revealed Friendly had earlier departed Maluso in Basilan province and was en route to Sulu's capital of Jolo when it capsized. **Source : Bairdmaritime**

First carbon-neutral cargo at Gate terminal

Gate terminal welcomed its first carbon-neutral cargo last month. It was brought jointly by TotalEnergies and OMV.

The Rotterdam LNG terminal – a joint venture of Vopak and Gasunie – says it attaches importance to making both LNG and the entire supply chain more sustainable. For example, Gate terminal uses residual heat in the regasification process. Normally gas is burned for this purpose, releasing CO2.

'More is possible'

"But more can and needs to be done. Together with our partners we will continue to take initiatives as our recently announced and ISCC-certified bio-LNG activity to further reduce the impact of our activities", Gate terminal said in a statement.

Expansion

Gate terminal also announced last week that it will expand. In recent periods, the terminal has had a very high occupancy rate. Because it has now received 'sufficient binding market interest', it has decided to increase capacity by 0.5 BCM (billion cubic meters) per year to 12.5 BCM. On 1 October 2024, Gate terminal will be able to use the extra capacity.

Source : Europoortkringen

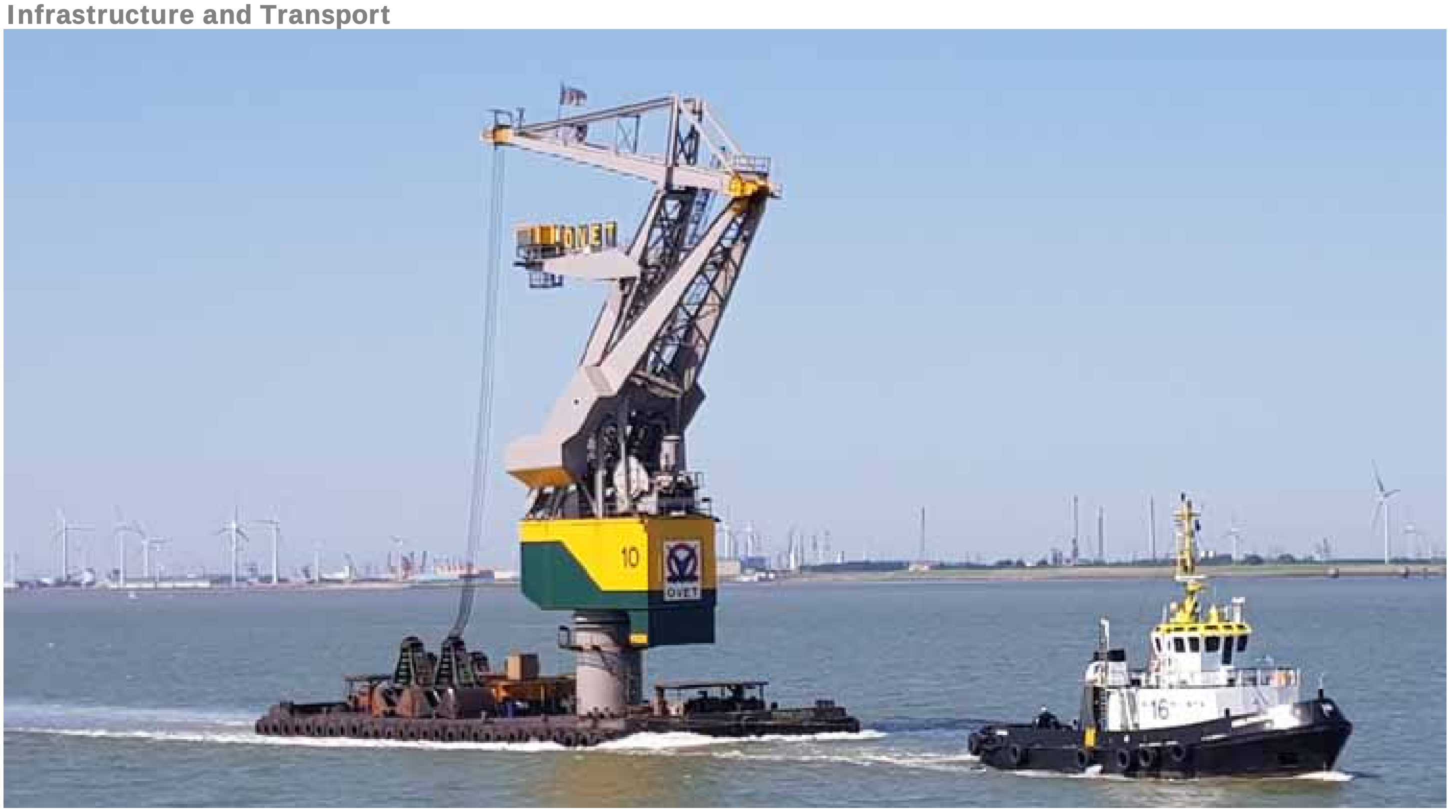
The 447 ft **FLORAGRACHT** sailing up bound in the St Clair River in route to Duluth, Minnesota. It is making a direct container delivery to the heart to North American, 1257 miles (20 hours driving time) from the nearest ocean port.

Photo : Bert Varady - Michigan, USA (c)

Derwent Ferry sea trials begin

The Tasmanian Liberal Government is working hard to bust traffic congestion in southern Tasmania through a multi-pronged approach.An important element of our plan is the Derwent River ferry service, linking Hobart with Bellerive and offering commuters an alternative to car travel. It's great to see the Derwent Ferry on the water and starting sea trials in readiness for operation in coming weeks. The fast and convenient trip will be a relaxing and scenic experience for commuters, with Derwent Ferries developing a people focused service.

Operated by long-standing and respected local ferry provider Roche Brothers, who also run the Navigators Mona ferries, the Derwent service offers commuters an alternative to car travel to help ease congestion and boost active transport such as cycling and walking. The service will offer a fast and convenient option between Bellerive and the city, with a one-way crossing expected to take about 15 minutes, with multiple services scheduled over peak times of before 7am – 9am and 3:30pm – 6pm on weekdays. The trial service will be free to commuters who have a Metro Tasmania Greencard or are travelling with a bicycle. With excellent cycling infrastructure on either side of the journey, the ferry will be ideal for cyclists who aren't confident crossing the Tasman Bridge but still want to cross the river. In addition to reducing congestion, the ferry will bring more visitors to Bellerive who want to explore the area with excellent walking and cycling infrastructure accessible from the wharf. The sea trials coincide with infrastructure works at the Bellerive wharf and the construction of new ramps allowing for all-abilities access. This initiative is a key component in the Tasmanian Liberal Government's $175.5 million Greater Hobart Transport Vision. Derwent Ferries Managing Director, John Roche, says starting and finishing the working day on the ferry will be a relaxing and convenient way to get across the River Derwent. "We're really excited to be offering this service on the picturesque and iconic river," he said. "The opportunity to travel on our beautiful river, avoid congestion and to be able to do it for free, is expected to be popular. "The trial is a great start to what we hope will be a more comprehensive offering in the future." The trial service is not expected to be a silver bullet solution to ease traffic congestion in Hobart, but an important part of the overall transport mix required for our growing and thriving community.I look forward to the ferry beginning operation for passengers in the coming weeks. It has the capacity to carry 107 passengers and storage for 15 bicycles. **Source : Michael Ferguson, Minister for Infrastructure and Transport**



After discharging operations in Everingen (Westerschelde) **MULTRATUG 16** is towing **OVET 10** crane barge back to Terneuzen. **Photo : Hendrik Toxopeus TSHD Sebastiano Caboto ©**

U.S. Court Rules for CDC in DeSantis Cruise Lawsuit

The U.S. Court of Appeals has voted to stay a judge's decision ruling that the U.S. Centers for Disease Control and Prevention (CDC) cannot enforce the Conditional Sail Order after July 18. In short, it's a win for the CDC and a loss for Florida Governor Ron DeSantis, who nearly prevailed in his lawsuit against the CDC's treatment of the cruise industry in Florida. In June, DeSantis had appeared to have won his legal battle, at the time saying that "The CDC has been wrong all along, and they knew it. The CDC and the Biden Administration concocted a plan to sink the cruise industry, hiding behind bureaucratic delay and lawsuits. Today, we are securing this victory for Florida families, for the cruise industry, and for every state that wants to preserve its rights in the face of unprecedented federal overreach." The CDC appealed the decision, leading to the July 17 ruling. For now, the CDC's Conditional Sail Order regulating the cruise industry and making it challenging to operate will remain in place. The one-paragraph decision from a three-judge panel was reportedly issued late Saturday night, minutes before a July 18 deadline. **Source : cruiseindustrynews.**

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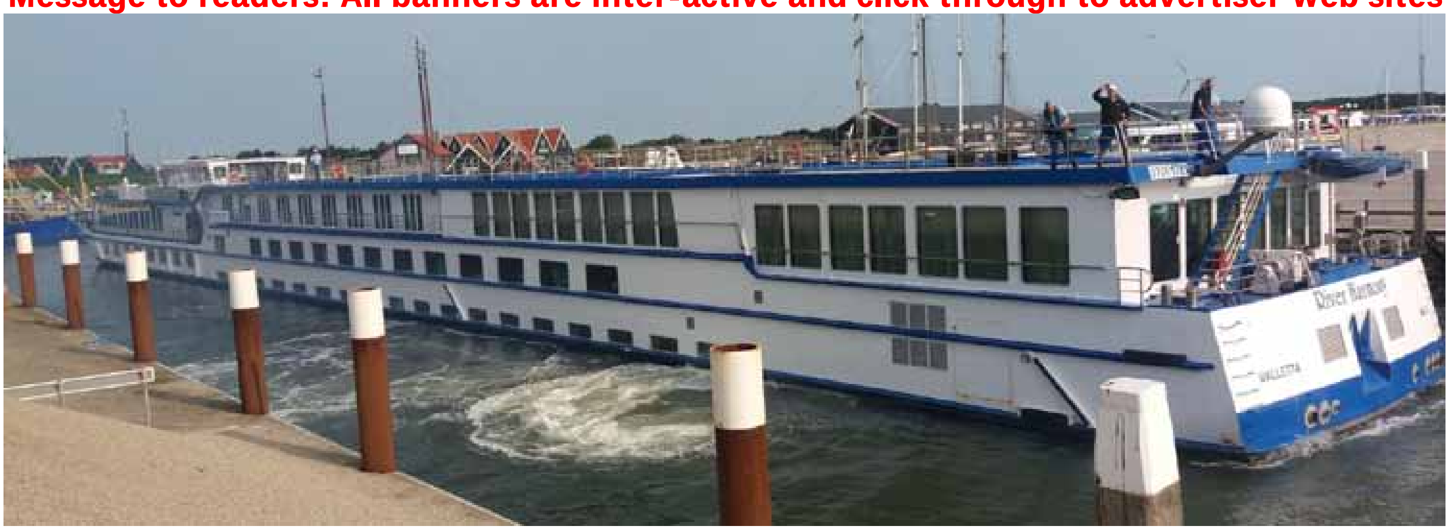


After a lay-up since May 2020 due to COVID-19, River Passenger Ship **RIVER HARMONY** departed 19 July 2021 from the port of Oudeschild-Texel. Going out astern with beautifull weather and at low tide, destination: Harlingen.
Photo: Kees Jongedijk ©

Hy-Line ferry collision with powerboat in Nantucket Harbor under investigation

By : Denise Coffey Cape Cod Times

At approximately 8:45 p.m., the **GREY LADY** collided with the powerboat Razor Bill, according to Coast Guard Petty Officer Amanda Wyrick. There were no injuries. The **RAZOR BILL** sustained damage to its starboard side, Wyrick said.

"The ferry was entering the harbor as it does every day to drop off and make the last pickup to bring people back to the mainland," Hy-Line Vice President Phillip Scudder said. "We were heading in and they were heading out. It was thick fog."The Hy-Line fast-ferry **GREY LADY** heads out onto Nantucket Sound followed by a State Police boat on May 8, 2021. The ferry was part of an inter-agency drill that simulated an active shooter aboard a Hy-Line ferry bound from Hyannis to Nantucket. The Grey Lady was involved in a collision on Friday night in Nantucket Harbor but was not heavily damaged. Scudder said the high-speed ferry passed the speed sign and cut its engine to idle. He said the ship was probably doing 5 to 7 knots even after cutting the engine.

But a passenger on the ferry disputed that account. Boston resident Nathaniel Perkins was on his way to Nantucket. The ferry was going full speed through the breakwater when the ferry was put in reverse, he said in a telephone interview on Sunday."The whole boat was shuddering and there was foam in the water all around us," he said. That's the point when the two boats collided he said. The **GREY LADY** stopped and the Razor Bill motored in front of the ferry, Perkins said.The ferry then resumed travel toward the dock. The ferry started dragging two sailboats after Brant Point, about 10 minutes after the collision, Perkins said. "I saw two boats being dragged behind the ferry," he said. He estimated one boat was dragged for 50 feet and the other for about 200 feet.

The **GREY LADY** stayed on the island Friday night, according to Scudder and Wyrick. A second Hy-Line boat was sent to pick up people who needed to come back to the mainland. The **GREY LADY** returned to Hyannis on Saturday morning with just the crew on board. "The **GREY LADY** has been deemed able to sail from our marine inspector," Wyrick said. "They inspected her in Hyannis. She is now back in Nantucket." The **RAZOR BILL** was able, under its own power, to moor at the Children's Beach pier, Wyrick said. "The investigation is ongoing." **Source : Cape Cod Times**

Asian markets tumble as virus curbs hit risk sentiment

Asian stock markets and currencies saw heavy losses on Monday as some countries in the region tightened COVID-19 curbs to tackle a highly contagious Delta variant-fuelled surge of infections that sparked a sell-off in risky assets. Manila shares .PSI slid 1.6%, slumping for a third day after last week's detection of a Delta variant infection spurred extension of stay-at-home orders, while Singapore .STI, Thailand .SETI and South Korea's .KS11 equities fell 1% each.

Among currencies, the South Korean won KRW=KFTC declined 0.7% to lead losses on widened curbs beyond Seoul, the capital, while the baht THB=TH, the peso PHP= and the ringgit MYR=MY eased between 0.2% and 0.3%. Coronavirus infections have risen even in nations with high vaccination rates, such as Britain and the United States, while Asia is still grappling with a slow inoculation pace and tough curbs, clouding its prospects for near-term growth. "Asia macro continues to face multiple drags," Deutsche Bank analysts said in a note. They cited the stop-start nature of curbs forced by recurring waves and newer COVID-19 variants and lack of policy space, both monetary and fiscal, to support growth.

Unlike the central banks of developed economies that are considering paring back stimulus, those of emerging Asia are forced to stay accommodative as their economic situation remains unstable. One exception was Bank of Korea, which is expected to raise interest rates this year as strength in the country's trade prompted its central bank to take a hawkish stance.As Indonesia prepared to extend curbs amid climbing death toll, the rupiah IDR= dropped 0.2% but strong-bond buying limited losses. Yield on the 10-year benchmark bond ID10UT=RR was down 9.4 basis points at 6.343%, its lowest since June 11.Fluctuation in the U.S. Treasury yields recently has propped up Indonesia's debt, but foreign investor faith is on the decline though yields will not fall below 6.20% as most of the participation seems to be by domestic actors, TD Securities analysts said in a note.Bank Indonesia will meet for a policy review on Thursday, where it is expected to hold rates to avoid further weakness in the rupiah and may instead step up intervention to stabilise it, the brokerage added.

Source: Reuters (Reporting by Anushka Trivedi in Bengaluru; Editing by Shailesh Kuber)

Havenbedrijf Rotterdam draagt Quarantaineterrein over aan BOEi

Havenbedrijf Rotterdam draagt het Quarantaineterrein in Rotterdam Heijplaat over aan BOEi, een non-profitorganisatie gericht op restauratie en herbestemming van cultureel erfgoed. Het gaat daarbij om het rijksmonumentale Quarantaineterrein (hierna Q-terrein) inclusief de negen gebouwen. Het bijbehorend strandje dat een belangrijke recreatieve functie vervult voor de bewoners van Heijplaat, blijft eigendom van het Havenbedrijf.

'De afgelopen jaren heeft het Havenbedrijf geïnvesteerd in de buitenruimte van het Q-terrein en achterstallig onderhoud verricht aan de gebouwen. Dat karwei zit erop. Het is nu tijd voor een volgende stap. Wij zijn blij dat we in BOEi de juiste partner hebben gevonden om het Q-terrein te herontwikkelen en een kleinschalige hotel/-congresfunctie voor de haven te geven. Vanwege veiligheidsregels zijn er verder geen hotels middenin de haven maar bestaat er wel behoefte naar. Zo ligt het Quarantaineterrein vlakbij het volop in het in ontwikkeling zijnde Makersdistrict', aldus Boudewijn Siemons, COO van het Havenbedrijf.

Sylvia Pijnenborg, adjunct-directeur van BOEi: 'Het Q-terrein is een prachtige verborgen parel in de Rotterdamse Haven. Met respect voor het terrein en de bijzondere gebouwen gaan we de komende tijd aan de slag om er iets moois van te maken. Daarbij gaat nadrukkelijk ook aandacht uit naar de verhalen die bij dit bijzondere gebied horen.'Speciaal voor zieke zeevarenden werd in 1934 het Quarantaineterrein op Heijplaat geopend, maar zeelieden met tropische ziekten zijn er nooit opgevangen. In de jaren'70 zijn de gebouwen gekraakt en sindsdien worden ze gebruikt voor bewoning en als werk- en atelierruimte. In 2014 heeft het Havenbedrijf besloten om deze gebruikssituatie te beëindigen. Inmiddels hebben alle gebruikers van het Q-terrein een gebruiksovereenkomst die eind juni 2024 afloopt. Vanaf dat moment kan het Q-terrein herontwikkeld worden.

Persbericht van de Stichting MS Noordborg

Het nieuws: 19juli 2021een erg goed bericht van de Stichting MS Noordborg!

Het bestuur van de stichting heeft afgelopen vrijdag gesproken met een Zeeuwse sponsor van het Noordborg project.
Deze sponsor heeft twee toezeggingen gedaan. Allereerst heeft hij € 15.000 in het vooruitzicht gesteld! Verder heeft hij ook toegezegd de donaties die vanaf vandaag binnenkomen met 5% te zullen verhogen!
Het is duidelijk dat het bestuur van de Stichting **MS NOORDBORG** zeer is ingenomen met deze bijdragen aan de financiering van het project. Het bestuur is de sponsor die vooralsnog op de achtergrond wil blijven dan ook uitermate dankbaar.Verder gaat het bestuur ervan uit dat dit uitermate genereuze gebaar van de Zeeuwse sponsor navolging zal

krijgen. Navolging in die zin dat natuurlijk elk bedrag welkom is, maar als potentieel grote sponsors menen niet achter te kunnen blijven, dan verwelkomt het bestuur hen met hetzelfde enthousiasme.
Zoals al eerder gemeld is het doel van de stichting, het behouden van de **MS NOORDBORG** als varend maritiem erfgoed, onveranderd; de Stichting MS Noordborg zal zich daar dan ook voor blijven inzetten. Vanzelfsprekend zal het bestuur van de stichting als er belangrijk nieuws is, dit zo snel mogelijk bekend maken.

De **NOORDBORG** gemeerd in Ridderkerk

Photo : Ruud Zegwaard - http://tugfoto.blogspot.com/ - http://merchantshipsphoto.blogspot.com/ (c)

Achtergrond:

In april 2019 is de stichting "**MS NOORDBORG**" opgericht. Het doel van de stichting is het behoud van de met haar originele Bronsmotor uitgeruste coaster Noordborg als varend museumschip.
De stichting wil dit project realiseren in nauwe samenwerking met het Bronsmotoren Museum in Farmsum (gemeente Eemsdelta).
De **NOORDBORG** is in 1962 in opdracht van rederij E. Wagenborg's Scheepvaart & Expeditiebedrijf N.V. te Delfzijl gebouwd. Het is de laatste, met haar oorspronkelijke Bronsmotor uitgeruste, nog in originele staat verkerende coaster uit die tijd.
De **NOORDBORG** kan daarom als uniek bestempeld worden en is zonder meer de moeite waard om behouden te worden.

Stand van zaken:

De stichting is reeds geruime tijd in contact met **Dick van der Kamp Shipsales B.V**. over de aankoop van de Noordborg. In deze periode is de vraagprijs voor het schip door **Dick van der Kamp Shipsales B.V**. verlaagd naar € 90.000.
De Stichting **MS NOORDBORG** heeft in april 2021 bij **Dick van der Kamp Shipsales B.V.** een idee ter tafel gebracht waarmee het mogelijk zou zijn om,met respect voor de uitgangspunten van beide partijen, voor beide partijenhun

doelstellingen, althans een aanzienlijk deel daarvan, te realiseren. Helaas was de reactie op de voorstellen tot nu toe niet positief.

Het project:

De stichting wil de **MS NOORDBORG** kopen, om het schip daarna te restaureren.

Het schip is naar omstandigheden relatief redelijk geconserveerd maar er moet wel het nodige gebeuren om het weer in operationele staat te krijgen.

Naast het nodige onderhoud van het schip (zowel in- als uitwendig), moet sowieso een volledige revisie van de **Bronsmotor type 4 ED**, die in het verleden voor de voortstuwing van de **NOORDBORG** heeft zorggedragen, onderdeel van de restauratie uitmaken; daarmee kan de motor ook in de toekomst de rol van voortstuwer weer vervullen. De motor is momenteel volledig gedemonteerd. Een boegschroef zal zeker bijdragen aan een betere manoeuvreerbaarheid van het schip. De restauratie van het interieur is tevens inbegrepen in het plan. Hierbij is het de bedoeling het vrachtruim, met zoveel als praktisch mogelijk het behoud van de oorspronkelijk constructie, te transformeren tot een multifunctionele ruimte, die enerzijds een museumfunctie zal krijgen maar anderzijds ook een significante bijdrage zal leveren aan een voldoende exploitatieresultaat. Het ultieme doel is de oorspronkelijke coaster en de oude Bronsmotor te bewaren voor het nageslacht, het schip open te stellen voor het publiek en het uiteindelijk als varend museumschip kostendekkend te exploiteren.

Voor verdere informatie kunt u contact opnemen met de stichting; zie de website

www.stichtingmsnoordborg.nl

Damen Yachting's second 60m / 197' Amels 60 (Amels 6002) was shifted from Vlissingen East to the shipyard last Thursday. **Source : Dutch Yachting** **Photo : Wim Kosten ©**

Norway's Gasnor inks LNG fueling deal with Wintershall Dea

Norwegian downstream player Gasnor, a unit of Molgas, said it has signed a deal to supply LNG fuel to German oil and gas company Wintershall Dea. Princess serving Wintershall Dea on the Norwegian Continental Shelf. The Norwegian firm added it would deliver the fuel from its LNG bunkering terminal at Mongstad but it did not reveal any additional information regarding the contract. Wintershall Dea has chartered the 2013-built LNG-powered vessel from Norwegian shipping company Eidesvik Offshore last year. The one-year contract started in December 2020. According to the oil and gas producer, the vessel would help it reduce annual emissions on supply vessel services to the Brage platform in the North Sea by up to 30 percent.In addition to serving Brage, the vessel will provide services to the nearby Veslefrikk, and Statfjord A, B, and C platforms through a collaboration agreement Wintershall Dea has with Equinor. The 90 meters long and 24 meters wide Viking Princess can run on both LNG and MGO. It also has a battery package for effective energy management. **Source : LNG Prime**

The **AIDALUNA** arriving for a technical call in IJmuiden- IJmondhaven.
Photo : Peter Maanders Port Towage Amsterdam ©

PHILIPPINES' TRANS-ASIA SHIPPING WELCOMES NEW FERRY TO FLEET

Photo: MarineTraffic.com/ian lasaca

Philippine operator Trans-Asia Shipping Lines (TASLI) has taken delivery of a new Ro-Pax ferry from Japan's Fukuoka Shipbuilding. TASLI has claimed that the 122- by 20-metre **TRANS-ASIA 21** is the largest newbuild passenger vessel ever to be acquired by a Philippine operator.The ferry's maiden voyage under its new owners was scheduled for Tuesday, July 20. It will operate between the provinces of Cebu and Cagayan De Oro alongside two other TASLI vessels. **TRANS-ASIA 21**has capacity for 1,085 passengers and up to 35 vehicles. **Source : Bairdmaritime**

World's largest FPSO built by Chinese shipyard successfully delivered

By : Sarah Yu

On July 18, the main hull of the FPSO "**SEPTIBA**", built by China Merchants Heavy Industry (Jiangsu) for SBM Offshore, was successfully delivered and left port.

"**SEPTIBA**" is a new FPSO with the largest tonnage and the largest oil storage capacity in the world independently built by China Merchants Heavy Industry. Compared to conventional FPSOs, the vessel's hull is designed to meet a wide range of offshore environmental conditions, including the Gulf of Mexico, West Africa and Brazil. It is not only suitable for oil and gas development operations in all offshore areas of the world, but also significantly reduces operator operating costs.The successful delivery of the project has realized the independent research on the core technology of high-end new FPSO construction. It is the first offshore FPSO in the industry that meets the latest classification society regulations, Brazilian regulations and IEC standards. The successful delivery of the main hull of the FPSO indicates that China Merchants Heavy Industry has successfully mastered the core technology of the new high-end FPSO construction, and has accumulated valuable experience for China Merchants to undertake the EPCIC general contract of FPSO project, FLNG, FSRU and other high-end offshore engineering projects in the future, thus enhancing the international competitiveness of China's offshore equipment manufacturing."**SEPTIBA**" has a total length of 341.31 meters, a width of 60 meters, a maximum width of 75 meters, a depth of 33.5 meters, a maximum height of 82.35 meters above the water. The FPSO's main hull will be shipped to a subsequent module manufacturer for module assembly and will be deployed to the Gulf of Mexico, West Africa, Brazil and other deepwater areas for production, storage and processing of oil and gas. **Source: XINDE MARINE NEWS**

Container Rates up to $13,000 per 40-foot Container: Drewry Maritime Financial Insight – July 2021

Container shipping:

The **ALEXANDRIA BRIDGE** anchored off Singapore awaiting a free berth at the Brani Container

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

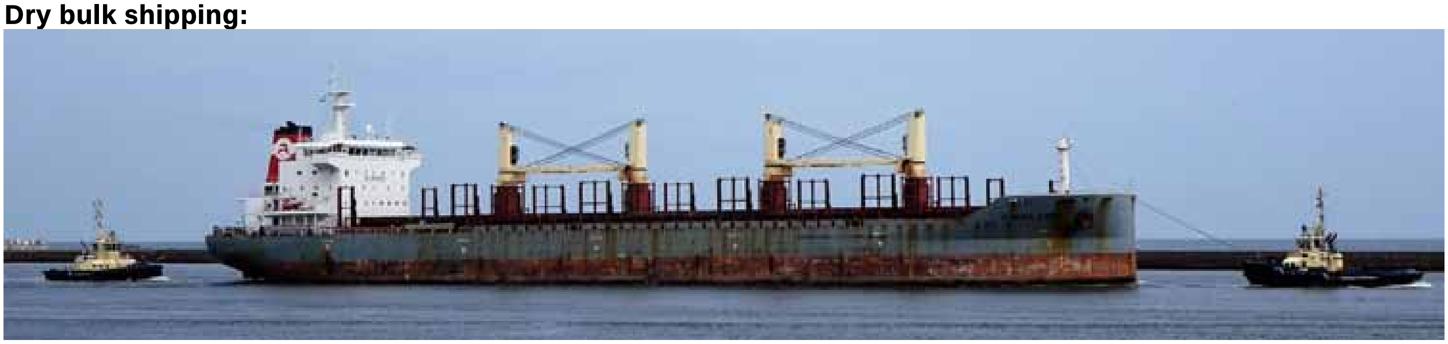
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

The boom in the container market is continuing with no sign of abatement in the near term. Container freight rates on some routes are close to USD 13,000 per 40-foot container, which almost guarantees record profitability for carriers this year. Booming freight rates have ensured that stock markets remain strong, and many investors are unsure whether to book profits or stay invested. However, if the recent disruption at Yantian Port is to be considered, port congestions, logjams and a higher freight as an outcome could be a recurring theme until 1H22. While the blockage of the Suez Canal is a rare likelihood, the risk that further outbreaks of Covid close to major hub ports remain ever-present, particularly given the prevalence of new viral variants.

Port and terminal operators:

Gaining strength from global vaccination drives and robust growth in international trade, Drewry's Port sector index continued surging. The index in 2Q21 grew by 9.6% QoQ (vs 1Q21: 8.9% and 4Q20: 16.4%) on the back of higher returns posted by global/international terminal operators vis-à-vis their more geographically constrained regional terminal peers. Despite the optimism, there remains a high degree of uncertainty attached with the spread of new variants of the virus (Delta and Lambda) and a sooner-than-expected interest rate hike – both of which can take a toll on economic growth prospects.

Dry bulk shipping:



De **HYDRA DAWN** assisted by the **Port Towage Amsterdam** operated tugs **LYNX** and **VENUS** into the IJmuiden lock

Photo : Peter Maanders Port Towage Amsterdam ©

Dry bulk shipping has revved up in the past six months. A market reminiscent of the bull run seen in 2005-2008 has prompted existing operators to expand their fleet and new operators to step in. London saw its first shipping IPO in May 2021 through Taylor Maritime. The main driving force behind the rally: China. The country's insatiable hunger for commodities is expected to continue, which will boost the global dry bulk trade. Meanwhile, we remain upbeat about EU's and Asia's coal imports. The commencement of grain season in Europe and Russia is likely to aid the demand for Panamaxes and Supramaxes in the continent and the Black Sea.

LNG shipping:

The **HYUNDAI AQUAPIA** westbound transiting the Singapore Strait

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

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

DMFR LNG shipping index rose by 20.5% YTD (as of 15 July 2021) primarily due to 56.5% increase in Flex LNG, 25.8% increase in Teekay LNG and 24% increase in Golar LNG share prices. LNG shipping stocks have benefited from recent improvement in LNG shipping prospects with spot LNG shipping rates more than doubling at the end of June compared to March end. Flex LNG stock has been supported by recent time charter announcement for six of its LNG vessels, increase in dividend and continued share buyback program.

LPG shipping:

We expect LPG shipping rates to consolidate further over the next month. Low fixtures and narrow US-Asia propane price arbitrage have contributed towards a lower tonne-mile demand. Subsequently, there is a long list of open vessels along with possibilities of relets that is likely to keep shipping rates under pressure in the short term. On the other hand, new orders continue to pour in, causing concerns over long-term earnings for vessels. So far, 72 vessels have been ordered in 2021, compared to just 13 in the entire 2020.

Crude tanker shipping:

The **BLUE SEA** navigating the Singapore Strait

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo !

The combined market cap of crude tanker shipping stocks under our coverage moved up by 9.5% in 2Q21 despite a decline of 1.8% in June, and outperformed key market indices such as S&P 500 and Dow Jones Industrial Average (DJIA). Demand optimism amid rapid vaccination drives in major economies; easing restrictions in the US, Europe and India; resumption of economic activities; and a decline in inventories supported the uptrend in the market. However, new variants of the virus are of concern and could slow the pace of recovery in oil consumption and delay the expected recovery in the crude tanker market.

Product tanker shipping:

DMFR product tanker index moved up by 7.3% in 2Q21 primarily on account of the 19.4% surge in Scorpio Tankers' (STNG)'s stock price supported by an uptick of 1.3% in Hafnia, even though stock prices of the remaining constituents of the index declined. The rally in STNG's stock price is supported by a double-digit increase in asset prices of LR2s. Second-hand values of five-year-old LR2 vessels jumped by 16.7% in 2Q21 and those of 10-year-old LR2s surged by 14.9% over the same period as asset prices of Aframaxes also improved amid strong demand for crude oil and firmness in spot earnings. However, asset prices of five-year-old MRs remained flat over the past six months. **Source: Drewry**

This week we opened our new route between Calais and Sheerness.

The freight ferry **MAXINE** will sail one daily round trip operating 7 days per week. The first departure was already a success as she went out with more than 70 units."We are proud to present a new service to accommodate increasing demand for additional ferry capacity for unaccompanied freight (trailers) between the UK and France. The combination of the route and the rail infrastructure in the port of Calais is expected to grow the market for rail solutions for freight from Italy, Spain and southern France to the UK" says @**Filip Hermann**, Head of DFDS' Channel routes.

Wärtsilä integrated solution powers the Eleanor Roosevelt – the world's first fast ferry with natural gas engines

This summer, sun-seeking tourists looking for a fast ferry service between Dénia, mainland Spain, and Palma and Ibiza in the Balearic Islands will be able to make the trip on a pioneering vessel that combines high speeds with comfortable, eco-friendly operation. The **ELEANOR ROOSEVELT** is the world's first fast ferry to be powered by dual-fuel engines that can run on LNG – part of a Wärtsilä integrated solution that combines gas-powered operation with axial flow waterjets and an LNGPac storage and supply system, helping the vessel to ferry passengers more sustainably at high speeds. Spanish ferry company Baleària's commitment to environmental operation has already made it the first operator in Spain to power all its vessels with natural gas. The latest addition to the fleet is the **ELEANOR ROOSEVELT** – the world's longest high-speed catamaran and the first fast ferry to operate on LNG fuel. The innovative vessel operates on four highly efficient Wärtsilä 31DF dual-fuel engines, four Wärtsilä axial flow LJX1500SRI waterjets, and a Wärtsilä LNGPac fuel gas storage and supply system. The 125-metre ferry can carry 1,200 passengers and 450 cars – or 500 metres of trucks plus 250 cars – traveling at a service speed of 35 knots and a top speed of more than 40 knots, with storage tanks that give the ferry a range of 400 nautical miles.

Sun, speed and sustainability

Discussions about the **ELEANOR ROOSEVELT** began in 2017, centring on how best to design a ship that ran on LNG but didn't sacrifice high speed. Baleària also wanted the design to prioritise customer comfort and service reliability. "By working together from the design phase, we could incorporate all of Baleària's wishes and requirements together into one integrated design," explains Jesus Puelles, General Manager Spain & Portugal, Marine Power Sales, Wärtsilä. "High efficiency, reduced operating costs and environmental sustainability were key design values, along with optimised performance for both speed and seakeeping. Using LNG fulfils Baleària's commitment to the environment, keeps the company ahead of new pollutant gas reduction regulations and ensures the vessel is ready for green future fuels and biofuels."

No smoke to block the sunshine

Wärtsilä's engines, combined with the LNGPac fuel gas storage and supply system, meet Baleària's environmental and performance requirements and when running on LNG can give a reduction in fuel cost of 35-40% compared to diesel operation. The superior efficiency of the engines together with the lower cost of LNG help to considerably reduce the OPEX of the vessel. They also produce no smoke at any load or when starting, which was a key goal to ensure the wellbeing of both ferry users and those who work and live in the harbour area. "The Wärtsilä 31DF represents a new generation of medium-speed engines that offer high efficiency and excellent emissions performance," points out Puelles.

"These four-stroke engines have the best fuel economy of any engine in the class, while maintaining outstanding performance across the complete operating range. Because the engines are designed to operate with longer overhaul intervals, the Eleanor Roosevelt benefits from increased earning potential and reduced spend on maintenance and dry docking." Mr. Adolfo Utor, President of Baleària : "Each year the **ELEANOR ROOSEVELT** will reduce CO2 emissions by approximately the same amount as eliminating more than 8,900 conventional passenger cars or planting almost 27,000 trees. We are very happy – together with Wärtsilä we have achieved a world first

Island hopping in comfort

Wärtsilä waterjets are usually driven by high-speed engines, which have a higher maintenance cost and higher emissions. "For the **ELEANOR ROOSEVELT**, it was important to Baleària that we use medium-speed engines as they are more efficient with fewer cylinders, leading to lower maintenance costs and lower emissions levels," explains **David van Luijtelaar**, Global Sales Manager Waterjets, Wärtsilä. "The Wärtsilä waterjets are axial flow, which reduces the installation footprint by 25% on average and gives a higher power-to-weight ratio, ensuring they fit optimally in the narrow catamaran hull. Wärtsilä axial waterjets also significantly decrease the weight of the installation by up to 20% compared to non-axial jet designs. The waterjets heavily contribute to passenger comfort levels because there is less vibration and noise – in fact, at speeds over 20 knots, noise and vibration are reduced by over 50%." All Wärtsilä waterjets have an inboard mounted thrust bearing. "This means that the thrust bearing is not within the water flow of the jet, meaning there is never any risk of oil leaking into the water, making it an environmentally friendly solution." "Usually the equipment that makes the jets steer and reverse is located outside the vessel and is exposed to sea water," explains van Luijtelaar. "This means it can be difficult to maintain and repair. Baleària have chosen the 'inboard hydraulics' option and installed them inside the vessel, which allows early and easy detection of possible oil leakage." The Wärtsilä waterjets team is also continuously working on innovative smart solutions that will open up new possibilities for Wärtsilä's new and existing customers.

Support from design to optimised maintenance

In April 2021, Wärtsilä signed a Wärtsilä Optimised Maintenance Agreement with Baleària, covering the Eleanor Roosevelt for 10 years. The agreement covers all Wärtsilä equipment and provides the security and assurance of technical support on site. "Because safety spare parts stock is included in the agreement, Baleària can ensure vessel reliability while having financial certainty about the cost of spares – including delivery and fitting," explains Elwin Wilbrink, General Manager Agreement Sales Europe & Africa, Wärtsilä. Also included in the agreement is Wärtsilä Expert Insight with remote operational support, which uses machine learning and advanced system monitoring to predict problems before they occur, reducing downtime and increasing vessel availability. Measuring equipment and sensors have been installed onboard the ship, making it possible to monitor real fuel consumption and calculate the efficiency of the engines. This allows Baleària to use accurate data to make better informed decisions.

A new standard for high-speed ferries

With excellent environmental credentials, lower lifecycle costs and a high degree of passenger comfort, the Eleanor Roosevelt has set a new standard for high-speed ferries. "Wärtsilä's unique integration capabilities and high-performance portfolio were important to both Baleària and the Armon shipyard, as were the ongoing service agreement and our commitment to support across the lifecycle of the vessel," shares Puelles. "Together we have achieved an innovative world first – the longest ever high-speed Ro-pax catamaran and the first fast ferry to operate on LNG."

- Mr. Adolfo Utor, President of Baleària : "Our commitment to natural gas is a key element of our wider goal to be both socially responsible and economically profitable. The **ELEANOR ROOSEVELT** is our seventh ship to be powered by LNG, which reduces CO2 emissions by 30% and NOx by 85%.

The tug **ANTEOS** inbound for Rotterdam with the deadship **SPANACO PROGRESS** (2007). Assisted by the Boluda tug **THAMESBANK Photo : Jan Oosterboer ©**

First rescue for new Coxswain as Hoylake RNLI lifeboat tows yacht to safety

Hoylake RNLI lifeboat was requested to launch by the UK Coastguard at 11.19am on Saturday 17 July when a yacht with 4 people on board suffered engine failure. The wind had dropped and the yacht was unable to make any progress.The 8 metre yacht had been heading to Liverpool Marina and was initially taken under tow by a commercial wind farm vessel. Hoylake RNLI's Shannon class lifeboat **EDMUND HAWTHORN MICKLEWOOD** and her volunteer crew launched into calm and sunny conditions and headed to the casualty vessel's location north of Talacre.

On arrival, the lifeboat crew passed a towline to the yacht and the wind farm vessel crew released their lines. Hoylake Lifeboat then began towing the casualty to Liverpool Marina, passing through the Burbo Bank Wind Farm and entering the main shipping channel of the River Mersey. After nearly 3 hours towing, the lifeboat and yacht arrived at Brunswick Lock.

Hoylake Lifeboat brought the casualty vessel through the lock and secured it on a berth in Liverpool Marina. With the casualties requiring no further assistance, Hoylake Lifeboat was stood down and returned to the lifeboat station to be made ready for service again.This was **Howie Owen**'s first shout in command of Hoylake RNLI lifeboat since taking on the role of Coxswain Mechanic at the station last month.Howie said: 'The casualties did the right thing by raising the alarm when their yacht broke down. Our volunteer crew were glad to be able to bring them to the safety of Liverpool Marina after a long tow. Thank you to the wind farm vessel crew too for helping to secure the yacht at sea.' 'Mechanical failure is the single biggest cause of rescue call outs to sailing and motor cruisers, making up almost 20 per cent of all RNLI lifeboat launches. If you get into difficulty at sea, always call the Coastguard on VHF Channel 16 or by dialling 999 or 112.'

Cyprus-flagged ships violate US sanctions at their own risk

Cyprus-flagged ships violate US sanctions at their own risk, as this country is not legally obliged to enforce those of the US.This is in reply to a Lloyds List article on Wednesday reporting that "the Cyprus maritime and business sector is being used by shipowners in the European Union to register and flag tankers involved in Venezuelan oil trades. "It is the first time that an EU member country has been observed registering and flagging vessels shipping US-sanctioned crude from the South American country."These shipping lines are not members of the Cyprus Shipping Chamber, however. Our members respect global sanctions, says Thomas Kazakos, director general of the Cyprus Shipping Chamber, in an interview with the Cyprus Mail.The influx of tanker tonnage to the Cyprus flag registry, the world's 11th-largest, signals a strategic shift from owners and the Republic of Cyprus and tests the limits of US enforcement," the report said. On January 28, 2019, the US designated Petroleos de Venezuela S.A. ("PdVSA") to the US Specially Designated Nationals List ("SDN List"). The immediate effect was that US persons were generally prohibited from engaging in any transactions with PdVSA and all of PdVSA's property and interest in property in the United States were blocked. These restrictions also applied to any entity 50 per cent or more owned by PdVSA.
Kazakos pointed out the Cyprus Shipping Chamber expects its members to comply with all global sanctions – those of the US, the EU, and those of the United Nations. "We treat these all as part of a global framework," he added. Nonetheless, Cyprus has no legal obligation to enforce US sanctions. The country's deputy shipping ministry told Lloyd's List that the Republic of Cyprus was only committed to enforcing European Union and United Nations sanctions and not those imposed by the US. Cyprus "has no competence or legal basis for enforcing sanctions that have not been imposed by either the UN or the EU," the ministry said in an emailed response."The US SDN List, in and of itself, does not have extraterritorial effect; that is, the naming of an entity to the SDN List does not automatically mean that non-US persons are subject to sanctions if they deal with that entity," explained the London-based law firm Hogan & Mahar in a note. US sanctions are implemented by the Office of Foreign Assets Control ("OFAC"), and this agency has long arms. "If a party is placed on the SDN List, it is effectively cut off from a major portion of international business and financial transactions, access to most bank accounts and restrictions on international travel. As a result, the restricted party lists have become a powerful tool for the United States to isolate foreign adversaries and advance its interests around the world short of taking military action," comments the law firm Williams Mullen. "OFAC has applied the sanctions laws to foreign companies in many instances as well. In fact, the incidence of this is increasing due to recent political events (such as in Iran and N. Korea), and recent legislative enactments such as the Countering America's Adversaries Through Sanctions Act of 2017.To date there are four principal categories in which non-US parties have been subject to U.S. sanctions: (i) where the foreign party has a requisite level of contacts with the US (ii) where the foreign party has been designated itself for sanctions and listed on the SDN List or other restricted party lists; (iii) under "secondary sanctions" (ie., sanctions that specifically apply to non-US persons); and (iv) for providing material support or assistance to or facilitating a significant transaction with certain parties that are subject to sanctions. If a foreign company or individual violates a provision of the US sanctions laws, they can be exposed to significant consequences for such actions."In simpler terms, the US can cut off access to its banks and financial markets. This can result in serious losses for many foreign companies, and it has been an effective tactic in enforcing its sanctions. **Source: Cyprus Mail**

Seadrill Partners reveals new name as Equinor hires Vela drillship

by Nermina Kulovic

An offshore drilling contractor previously known as Seadrill Partners has secured a contract with Equinor for the **Vela drillship** for operations in the U.S. Gulf of Mexico and revealed a new name for the company following its exit from bankruptcy.Aquadrill, formerly known as Seadrill Partners, said in a statement on Thursday that it had secured a one-well contract with Equinor for the **Vela drillship**. Aquadrill added that the rig would be managed and operated by Seadrill Limited. The total contract value for the firm portion of the contract is expected to be $55 million. The contract is expected to start in October 2021 and run until April 2022.The Vela drillship is a 6th generation deepwater rig with operational history in the U.S. Gulf of Mexico. It is of a SAMSUNG 12,000 design built in 2013 by Samsung Heavy Industries in South Korea. Seadrill's latest fleet status report shows that the drillship previously worked for BP, also in the Gulf of Mexico, until May 2021. According to information on its website, Seadrill Limited owns 34 drilling rigs and manages 11 rigs on behalf of SeaMex, Northern Ocean, Sonadrill, and Aquadrill Offshore. Offshore Energy has reached out to Seadrill seeking further details regarding its connection with Aquadrill. A spokesperson for Seadrill told us that Aquadrill is Seadrill Partners' new name. Seadrill Limited is currently under the Chapter 11 bankruptcy process, which started back in February 2021.On the other hand, Seadrill Partners, which was an asset-holding unit of Seadrill Limited, emerged from bankruptcy in May 2021 after filing for it in December 2020. **Source : offshore-energy**

Furetank's new LNG-powered tanker wraps up bunkering op in Malaysia

Furetank's new LNG-powered tanker **FURE VITEN** has completed a bunkering operation in Malaysia as part of its maiden voyage to Europe.To remind, Sweden's Furetank took delivery of the dual-fueled product and chemical tanker at China Merchants Jinling Shipyard in June. The Petronas-chartered Avenir Advantage bunkered the newbuild vessel in the port of Pasir Guadang, Malaysia, according to Dutch LNG supplier Titan LNG. Titan said it has joined forces with Petronas to complete the LNG fueling operation on July 15.Furetank's vessel has two small LNG tanks with a total capacity of 600 cbm meaning the vessel took only a small cargo from the 7,500-cbm Avenir Advantage. The 16,300 dwt medium-sized tanker with a load capacity of 20,300 cubic meters features Wartsila LNG propulsion but also battery backup.It is the eighth and final FKAB-designed ice-class ship Sweden's Gothia Tanker Alliance had ordered at China Merchants Jinling Shipyard.

Moreover, they are all 149 meters long and 22.8 meters wide. Furetank owns four and commercially operates all of these vessels.Recently, the Swedish shipowner also said it was in negotiations to secure biogas for its fleet of LNG-powered product and chemical tankers as it looks to further slash emissions. **Source : LNGprime**

Diamond Offshore`s Semi Submersible Rig **OCEAN PATRIOT** departing The Cromarty Firth after a period of maintenance, with **A.H.VARAZZE** on the wire assisted by **OLYMPIC ZEUS**.The AHT **ATLANTIC KESTREL** assisted with the anchors. **Photo : David Meek ©**

The Global Shipping Crisis And Labor Shortages May Get Worse Because Of The Slow Vaccine Rollout For Seafarers, Say Experts

A slow rollout of COVID-19 vaccinations for seafarers is proving problematic for the beleaguered shipping industry, according to experts. When outbreaks occur on ships it can endanger marine works and cause further disruption to trade, Bloomberg reported.Despite efforts to vaccinate seafarers in ports, most are still largely dependent on their home countries to be vaccinated — and more than half of the 1.6 million maritime workers globally come from developing countries such as India, the Philippines, or Indonesia, the outlet reported. ICS estimates only 35,000-40,000 seafarers are vaccinated — 2.5% of the global pool of maritime workers. “Supply chains are already stretched from a robust bounce back in consumer demand, semiconductor shortages, and shipping difficulties such as the Suez Canal blockage and Chinese port closures,” Tom Fairbairn, a shipping expert, told Insider. According to the WHO, more than 80% of global trade by volume is moved by maritime transport. The global economy depends on the world’s two million seafarers who operate the global fleet of merchant ships. Illness and economic hardship remain a serious problem for these workers amid the pandemic. A new report by Thetius and sponsored by Inmarsat discussed the future of seafaring, as well as the current problems. It stated: “2020 showed the collective ineffectiveness of the entire shipping industry, including charities, corporates, unions, and even international bodies such as the IMO, to act as a voice for the needs of seafarers during a crisis.” It added: “Governments around the world have repeatedly failed to act on the crew change crisis, which still exists at the time of writing.”In May, a seafarer died and several medical workers in Indonesia were ill with the delta variant of COVID-19 after a ship with an infected Filipino crew docked in Central Java on April 25. Around the same time, the shipping industry endured more chaos after an outbreak at one of China’s busiest ports in the province of Guangdong triggered a backlog of shipments at four major ports. Situations like this are worsening the existing worldwide shipping crisis, which has raised costs and led to shortages of many products, from chicken to semiconductors, as a result of the pandemic, Insider’s Rachel Premack reported. In an interview with Bloomberg, Esben Poulsson, chairman of the International Chamber of Shipping (ICS), which acts for shipowners said: “With this new delta strain, there’s no doubt it’s setting us back and the situation is getting worse. Demand for products isn't letting up, crew changes aren't happening fast enough and governments continue to stick their heads in the sand." The forecast growth in the world merchant fleet over the next decade, and its anticipated demand for seafarers, will likely continue the trend of a shortage in the supply of officers, according to the ICS.This is why Fairbairn warns: "Those down the supply chain must be prepared for further disruption in the critical run-up to Christmas." **Source: Business Insider**

NAVY NEWS

First Two MH-60R Maritime Helicopters Delivered To Indian Navy

By : Xavier Vavasseur

The Indian Navy accepted the first two of its MH-60R Maritime Helicopters from the U.S. Navy in a ceremony held at Naval Air Station North Island, San Diego on 16 Jul 2021.

The ceremony marked the formal transfer of these helicopters from the U.S. Navy to the Indian Navy, which were accepted by His Excellency Taranjit Singh Sandhu, Indian Ambassador to USA. The ceremony also witnessed exchange of helicopter documents between Vice Adm Kenneth Whitesell, Commander Naval Air Forces, US Navy and Vice Adm Ravneet Singh, Deputy Chief of Naval Staff, Indian Navy.

India became the latest country to place an order for 24 MH-60Rs in February 2020. It has to be noted that the weapons package for these helicopters is till being negotiated: The original "possible foreign military sale" announcement issued in April 2019 mentioned a price of an estimated cost of $2.6 billion. The Indian Navy MH-60R weapons package is expected to include Kongsberg's Naval Strike Missile in its helicopter launched variant (known as NSM-HL).

In 2019, the U.S. State Department approved similar deals for the ROK Navy (South Korea) as well as for the Hellenic Navy. So far, the Romeo has been selected by the navies of the United States, Denmark, Australia and Saudi Arabia.

About MH-60R "Romeo" maritime helicopter

The U..S Navy is the main operator of the MH-60R with 289 units in its fleet. It is the primary anti-submarine warfare and anti-surface warfare helicopter in the fleet.The MH-60R combines the features of the SH-60B and SH-60F aircraft. Its sensors package includes an MTS-FLIR, the AN/APS-147 multi-mode radar/IFF interrogator, an advanced airborne fleet data link, and a more advanced airborne active low frequency sonar (ALFS). Offensive capabilities are improved by the addition of new Mk-54 air-launched torpedoes and AGM-114 Hellfire missiles. **Source : Naval News**

summertime is traveltime for the Navies.

INS "TABAR" passed Kiel Canal **Photo : Frank Behling ©**

The Indian navy frigate "**TABAR**" is on the way from Brest in France to St. Petersburg in Russia. On next Sunday (25th July) the " **TABAR** " will take part in the main naval parade of the Russian Navy in St. Petersburg. The 125 meter long "**TABAR**" will be back home for the event. She was built in St. Petersburg at Baltic Yard as 3rd frigate of the "**TALWAR**"-Class from 2000 to 2004. The Navy of India received six frigates of this type from Russia. Four more are under construction.

Navy to Honor Point Loma with Naming of New Expeditionary Fast Transport

by Chris Jennewein

Acting Secretary of the Navy Thomas W. Harker announced that a future Spearhead-class expeditionary fast transport will be named in honor of the San Diego seaside community of Point Loma.The future **USNS POINT LOMA** will be the second naval vessel to bear the community's name. The first was a deep submergence support ship that was decommissioned in 1993.Currently, eight Navy vessels honor the state of, or a city in, California, including the amphibious transport dock **USS SAN DIEGO** and littoral combat ship **USS CORONADO.** "It is my honor to recognize the enduring support of the community and residents of Point Loma, who for generations have provided the Navy and Marine Corps with critical support and infrastructure," said Harker. "So many sailors and Marines have called this community home, and like I, a California native, have seen and felt the support from this community."Point Loma has a long-standing naval presence, beginning in 1901 with the establishment of the Naval Coaling Station, La Playa. The current Naval Base Point Loma comprises six installations and provides support for 70 commands. The future **USNS POINT LOMA** will be the last of 15 transports ordered from the Austal USA shipyard in Mobile, AL, where the trimaran variant of the littoral combat ships are also built.The expeditionary transports are fast catamarans designed for maritime security, humanitarian assistance, and disaster relief. They can operate in shallow-draft ports and include both a flight deck for helicopter operations and a ramp for vehicles to drive off. **Source : timesofsandiego**

Russian Shipbuilder Unveils Export-Oriented Missile Corvette Project 22160E

By TASS Russian news agency

The design of the new ship was unveiled at the International Maritime Defense Show 2021 held in Saint Petersburg between 23-27 June. A USC representative told Jane's that the corvette can carry a mixed armament suite with a Kalibr-NKE missile system and the 3K96-3E Resurs vertically launched surface-to-air missile system. The Kalibr-NKE vertical launch systems (VLSs) are mounted in two four-cell banks located in the middle part of each board. Two 3K96-3E eight-cell VLSs with an ammunition load of 16 9M96E or 32 9M100E SAMs are mounted below deck in frontal part of the hull. At the customer's request the corvette can be reconfigured as a naval air defense platform with 24 9M96E or 96 9M100E missiles.According to Almaz-Antey concern, the developer of the Resurs, a system's container accommodates a single 9M96E SAM or a cassette with four 9M100E SAMs. The Resurs simultaneously engages five targets at slant ranges of 28 km (for 9M96E) or 10 km (for 9M100E) and at altitudes of 20 km (for 9M96E) or 4 km (for 9M100E).

The Project 22160-based light corvette is 94 m long, 14 m wide, and has a draught of 3.4 m. It produces a full speed of 27 kt, a cruise range of 4,500 nm, and an endurance of 30 days. The ship is powered with a 16,000-kW main engine. The platform also features a frontal 57 mm naval gun, two machineguns, a Paket-E/NK anti-submarine warfare system, MGK-335EM-03 sonar, Vinyetka-EM sonar, a helipad for a 12 t rotorcraft, and Pozitiv-ME1 air/naval target search radar. **Source : Navalnews**

SHIPYARD NEWS

Heddle Shipyards was honoured to have a tug and vessel join the flotilla that welcomed **THEODORE TOO** to his new home in Hamilton. The flotilla included police boats from **Toronto Police Service, Halton Regional Police Service, Peel Regional Police, Hamilton Police Service,** tugs from **Ocean / Océan**, a workboat operated by **Chris Kirby** of **Lani Maritime** as well as many enthusiastic pleasure craft operators. **THEODORE TOO** is on a mission to raise awareness for marine industry jobs across all of Canada. From shipyards to vessel operators and everything in between Theodore is the ambassador that our industry needs.

Waigaoqiao secured an order for four more container ships worth $300m

By : Sarah Yu

Waigaoqiao Shipbuilding has received four orders for another 7,000TEU container ships, bringing the total number of orders received so far this year to 12. The "pioneer" of China's construction of super large container ships began to seize the market of medium-sized ships.

Sea Consortium has confirmed the completion of an alternative order for four new 7,000TEU container ships in Waigaoqiao. The new ships will be built using conventional fuels at a cost of US $73 million each, with a total price of US $292 million.The latest order for four ships was signed on May 1, with delivery scheduled for 2024, according to Clarkson.

Sea Consortium initially signed the contract with Waigaoqiao Shipbuilding on April 23 to build four 7,000TEU container ships. It is the first time that Sea Consortium has ordered a ship at a shipyard owned by China State Shipbuilding Corporation.These ships are designed by SDARI, this series ship has a length of 272.5 meters, a width of 42.8 meters, and a structural draft of 14.55 meters. It meets the requirements of EEDI Phase Ⅲ and has the performance advantages of high efficiency and energy saving. Sea Consortium is part of the world's third-largest single operator of reefer container ships, the Singapore-based X-Press Feeders, which was founded in 1972 and has a fleet of more than 130 vessels.

So far, Waigaoqiao has secured 12 orders for 7,000TEU container ships this year. On July 6, Waigaoqiao and T.S. Lines signed a "cloud contract" for the construction of four 7,000TEU container ships, worth more than $300 million. This is also the largest container ship order since the establishment of T.S. Lines. The new ships will be delivered in 2024.

Source: XINDE MARINE NEWS

Shipbuilding, shipping industries agree on steps to carbon neutrality

By Baek Byung-yeul

With extreme weather events such as floods, heat waves and polar vortex leakages hitting the planet, attention is shifting towards achieving carbon neutrality in many industry sectors, and the shipbuilding and shipping industries are no exception.

At the International Maritime Organization's (IMO) meeting in June, members of the UN unit that supervises regulations for the shipping industry, agreed on measures to reduce ships' carbon dioxide emissions by 2 percent per year between 2023 and 2026.

The IMO has set a goal of reducing carbon and greenhouse gas emissions by 70 percent and 50 percent, respectively, by 2050, compared to their levels in 2008. The agreement is the first plan detailing the steps to reduce these emissions. Following the strengthening of environmental regulations, Korean shipbuilders are accelerating their efforts to develop eco-friendly ships, such as liquefied natural gas (LNG)-powered vessels and related technologies, taking this trend as a new business opportunity. Shippers are also rushing to increase investment in developing technologies to cut their emissions. Samsung Heavy Industries said in early July that it had succeeded in developing an LNG carrier that gets propulsion power from solid oxide fuel cells (SOFC), in collaboration with the U.S.-based company, Bloom Energy. SOFC constitute an eco-friendly technology that can replace marine propulsion engines and other devices run by fossil fuels.

Hyundai Heavy Industries Group also recently signed a partnership with Hyundai Motor Group to develop hydrogen fuel cell propulsion systems for marine ships.

To cut carbon emissions, HMM, the country's largest shipper, signed contracts with Hyundai Heavy Industries and Daewoo Shipbuilding & Marine Engineering to purchase 12 new container ships at the size of the 13,000 twenty-foot equivalent unit (TEU) class of cargo capacity. These new containers will be installed with hybrid scrubbers, more energy-efficient than previous ships, giving the company strong environmental credentials.

In response to the changing trends, the Korean government is also swiftly establishing policies that can encourage local shipbuilders to develop eco-friendly ships.

On June 29, the Ministry of Trade, Industry and Energy announced what it calls its "Green Ship-K Strategy," adding that the government will invest 254 billion won from 2022 to 2031 to develop eco-friendly vessels that run on hydrogen and ammonia. "Eco-friendly vessels mean high value-added ships with low-carbon or zero-carbon ships that utilize eco-friendly fuels such as hydrogen and ammonia, as well as next-generation ship propulsion systems such as electricity or hybrid ships," the ministry said. The government aims to develop technologies that can reduce greenhouse gases by more than 70 percent compared to 2008 levels.

Park Jae-young, director general of the manufacturing industry department at the Ministry of Trade, Industry and Energy, said that the preemptive move would help Korea bridge the technology gap with industry-leading countries."If we continue to develop the technology of high value-added ships and eco-friendly ships that our shipbuilding industry currently has, carbon neutrality will not only be a challenging task, but it will be a golden opportunity to create a super gap in the shipbuilding industry," Park said during a meeting with shipbuilding industry officials in Ulsan, July 2. **Source : Korea Times**

China's shipbuilding industry sees robust growth in H1

China's shipbuilding industry registered strong growth during the first half of the year, official data shows. The industry completed the construction of ships totaling over 20.92 million deadweight tons (dwt) from January to June, up 19 percent year-on-year, according to data from the Ministry of Industry and Information Technology. During the period, new orders received by the country's shipbuilders surged 206.8 percent from a year earlier, totaling 38.24 million dwt.By the end of last month, China's shipbuilding sector had received orders amounting to 86.6 million dwt, up 13.1 percent year-on-year.China has the world's leading shipbuilding industry, accounting for 44.9 percent of ship tonnage completed by the global shipbuilding industry and 51 percent of total new orders around the world during the first half of 2021, the data shows. **Source: The Central People's Government of the People's Republic of China**

ROUTE, PORTS & SERVICES

Australia's Pilbara Ports Authority is breaking records

The Pilbara Ports Authority (PPA) has smashed full-year records for the second year running. Total throughput hit 724.7 million tonnes (Mt) for the 2020-21 financial year. This represents an increase of 14 percent over the past five years.

Bulkers loading in **Port Hedland**
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

The PPA CEO Roger Johnston stated the organization's strong performance was a result of improved port efficiencies, which has helped to meet the strong demand for iron ore exports. Johnston said "The investment to increase the port of Port Hedland's capacity is paying off, with the enhancements resulting in an expanded shipping window to enable more vessels to sail on high tide per year, as well as increasing the amount of product that can be safely loaded onto vessels,"
And then Johnson added, "Pilbara Ports Authority has contributed to Western Australia's enviable economic position, with the value of commodities passing through our ports in 2020-21 estimated to be in excess of $155 billion – this is a 29 percent increase compared to the previous year." "This is a testament to the ports continuing to operate at full capacity throughout COVID-19, with Pilbara Ports Authority navigating border closures and strict maritime regulations to deliver safe and reliable operations for the benefit of the resources sector and the State of Western Australia."In May, the organization delivered a total monthly throughput of 62.6Mt, which was equal to the same amount in May 2020.In terms of the breakdown of the jurisdictions, Port Hedland achieved a monthly throughput of 48.4Mt, of which 48.0Mt was iron ore exports. The Port of Dampier delivered a total throughput of 13.3Mt, a two percent decrease from May 2020. Port Hedland totalled 170,000 tonnes, a decrease of three per cent compared to May 2020. Port of Dampier totalled 109,000 tonnes, an increase of 36 per cent from May 2020. Port Hedland is now the world's largest bulk export port and ships iron ore for major miners including Fortescue, BHP and Roy Hill. **Source: KITCO News**

GOOD NEWS FROM MISSION TO SEAFARERS IN HALIFAX

Helen Glenn the Mission Manager of the **Mission to Seafarers** in **Halifax** reported that she is absolutely delighted to share that after jumping hoops since April, our **Deacon Art Mitchell** has just transported 6 crew members from the **IT INTREPID** to a walk-in clinic to be vaccinated. We will continue to endeavour to have 52 crew vaccinated.**Thanks to all involved in bringing this to fruition.** All the best for a wonderful week moving forward.

Aker Solutions awarded major offshore wind contract

Aker Solutions, as part of a consortium, has signed a major EPCI contract with an undisclosed customer to provide the HVDC (high-voltage, direct current) transmission system for a large offshore wind project, according to the company's release.

More details about the project is expected to be announced by the customer and its partners during the third quarter of 2021.For Aker Solutions, the scope will involve engineering, procurement, construction and installation (EPCI) of an offshore HVDC converter platform. This platform will consist of a steel jacket substructure and a topside platform deck housing the electrical equipment. Work will start immediately with installation planned to start in the second half of 2024 and final deliveries in the second half of 2025.In an offshore wind project, the role of an offshore HVDC platform is to collect the AC power generated by the wind turbine generators (WTGs) and convert it to DC before transmission through an export cable to the project's onshore converter station and grid connection system.Aker Solutions will book about NOK 3 billion as order intake related to this award in the third quarter of 2021, in the Renewables and Field Development segment.Aker Solutions delivers integrated solutions, products and services to the global energy industry. Aker Solutions employs approximately 15,000 people in more than 20 countries. **Source : Portnews**

…. PHOTO OF THE DAY …..

Wagenborg's latest newbuilding **MAXIMA** entering port of Rotterdam for the first time **Photo : Jan Scheurwater ©**