Number 339 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 05-12-2021**

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

The Dutch National Lifeboat museum DORUS RIJKERS in Den Helder lifeboats ABRAHAM FOCK and the JOHAN DE WITT where shifted to the Jachtwerf Den Helder for a maintenance period to be ready next summer season for trips with guests Photo : Roy Flem ©

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EVENTS, INCIDENTS & OPERATIONS

The brandnew **AIDA NOVA** seen departing from the Rotterdam cruiseterminal last Wednesday PM
Photo : Bert Lamers ©

Malaysian offshore driller in the red but rig utilisation is recovering

Quarterly rig utilisation of 51% is better than two previous quarters

Malaysian offshore drilling contractor Velesto Energy reported a net loss of 52 million ringgit (US$12.4 million) in the quarter ending 30 September 2021, but its rig utilisation rate was the best this year.Group revenue of 91.5 million ringgit

was 29.9% lower than the same quarter last year, mainly due to lower activities in its drilling segment.The company's drilling segment earned 31.7% less in revenue than in the third quarter of 2020. The average jack-up rig utilisation rate was 51% (based on six rigs capacity) compared to 60% (based on seven rigs) in the corresponding quarter in 2020. However, the third-quarter utilisation rate was superior to the second and first quarters of this year. Likewise, group revenue in the third quarter was superior to the second and first quarters of 2021. One of Velesto's jack-up drilling rigs - **Naga 7** - sunk off the coast of Sarawak, Malaysia, following a punch-through incident on 3 May 2021, hence reducing its jack-up fleet to six.Velesto said five of its six jack-up rigs are working; the remaining unit is being tendered out for a number of potential contracts next year.Despite the various market challenges caused by Covid-19, "at present the upstream activities are continuing globally with more contracts being awarded. In Malaysia, a number of new contracts have been awarded with a few more being tendered out. The group is actively bidding for new tenders for contracts scheduled to commence next year", said Velesto.

PETRONORDIC off Aberdeen awaiting crew transfer 30th Nov 2021 **Photo : George Saunders ©**

Former Costa Cruise Ship Next to Arrive at Scrappers

ANTARES EXPERIENCE enroute to the breakers

The next classic cruise ship set to arrive at the breakers is a 1990s vintage ship built for Costa Cruises but sold by Carnival Corporation as the corporation accelerated the disposal of older cruise ships during the pandemic. While it continues the trend of disposal of older cruise ships, the former **COSTA ROMANTIC** appears headed not to India but instead to a scrapyard in Pakistan with her beaching expected this week.

The 56,800 gross ton cruise ship was part of the new wave of ships that appeared in the late 1980s and early 1990s designed to build on the earlier efforts to develop the modern cruise industry. She along with her sister ship were among the first modern cruise ships built by Fincantieri as the Italian shipbuilder sought to return its heritage of building passenger ships. Introduced in 1992, the **COSTA ROMANTIC** was also part of the effort to modernize Italy's Costa Cruises. The line had been a pioneer in the cruise industry using mostly older ships that had been adapted for cruising. With the company's first modern newbuilds, the cruise line mixed contemporary Italian styles, and the ships soon became very popular with passengers in part due to their large cabins. They cruised in the Caribbean and Europe and remained part of the company while it expanded under the ownership of Carnival Corporation. The **COSTA ROMANTICA** underwent a significant modernization and overhaul in 2011 as part of a life extension program designed to update the ship. Beyond the addition of new decks with cabins, they also added balconies to some staterooms and updated her

public rooms and amenities. She was relaunched as the **COSTA NEOROMANTICA** including cruises in the Chinese market. Her sister ship, the **COSTA CLASSICA**, was the first to leave the fleet in 2018 going to Bahamas Paradise Cruises that still operates her. The **COSTA NEOROMANTICA** remained popular but was among the ships sold in 2020 as Carnival Corporation sought to dispose of older cruise ships during the pause in operations.

For a time, it appeared that the **COSTA NEOROMANTICA** had found a new operator after it was announced that she had been sold to Greece's Celestyal Cruises and renamed **CELESTYAL EXPERIENCE**. The cruise line announced plans for a refurbishment of the ship before planning to start operating her in 2021. The cruise line, however, was only able to operate a limited cruise program in Greece during the summer of 2021, deciding to keep the newly acquired ship idle.

Faced with financial pressures, Celestyal's parent the Louis Group announced in September that the newly acquired ship had been sold just a year after they had received the ship. Speculation mounted over her destination, but then it was learned that she had been acquired by Beacon and Bay Shipping Services of Dubai. By October, reports surfaced that she was being sold for scrap.

Renamed **ANTARES EXPERIENCE** she left Greece in mid-October with her destination widely believed to be the scrappers in Alang, India. Recently, she has been seen near Pakistan and this week **Gadani Ship Breaking Yard**, which bills itself as the world's third-largest ship breaking yard, said the cruise ship was due in days at its facilities about 30 miles northwest of Karachi. The breakers located in India reported this fall that they had set a new record for the number of cruise and passenger ships arriving saying they were expecting at least one more before the end of the year. In total, more than 20 classic cruise ships have now gone to the scrappers since the beginning of the pandemic. **Source : MAREX**

Petrobras commissions SBM for fourth Mero field FPSO

Petrobras has signed contracts with SBM Offshore covering the 22.5-year lease and operation of the FPSO Alexandre de Gusmão at the deepwater Mero oil field in the presalt Santos basin offshore Brazil.This will be the fourth FPSO on Mero, located 160 km (99.4 mi) from Arraial do Cabo, Rio de Janeiro State. Mero is in the Libra block, operated by Petrobras in partnership with Shell, TotalEnergies, CNODC, and CNOOC.The vessel will have capacity to process 180,000 b/d of oil and 12 MMcf/d. It will be linked to eight oil production wells, six water and gas injectors, and one convertible well from producer to gas injector via a network of rigid production and injection pipelines and flexible service lines. To date, four wells have been drilled and two completed. SBM Offshore will deploy a standardized hull based on its Fast4Ward approach. First oil should flow in 2025. **Source : Offshore Mag**

Carnival Cruise Line Forced to Cancel Two Horizon Sailings

By Richard Simms

The **CARNIVAL HORIZON Photo : Michael Cassar ©**

Carnival Cruise Line reached out to guests expecting to sail on the December 5th and December 11th sailings of Carnival Horizon to inform that that, unfortunately, their upcoming vacations had been cancelled. This also impacts the currently-under-way cruise, with two ports of calling having to be skipped in order to allow the vessel extra time to return to her homeport. Additionally, Carnival Cruise Line's brand ambassador told his Facebook followers that no word had yet come

down regarding whether or not sailings beyond the two newly-cancelled voyages would be impacted. He added that as soon as decisions were made by the higher ups, he would spread the word. In a letter sent to guests and their travel reps, the company explained that “Carnival Horizon has been experiencing an issue affecting its maximum cruising speed and, unfortunately, we will not be able to operate your cruise.” The letter went on to apologize for “the unanticipated interruption,” adding that Carnival was “very disappointed that we have to cancel your cruise with such short notice.” Impacted guests will not only receive a full refund but they’ll also be given a “100 percent future cruise credit based on the value of the cruise fare for this voyage” which can be used on any sailing up until November 30, 2022.

Dogger Bank Secures its Final Offtake Agreements

Dogger Bank Wind Farm's joint venture (JV) partners have secured offtake agreements for the third phase of the UK North Sea project, which is on track to be the world's biggest offshore wind installation.

SSE Renewables and Equinor announced that they have signed 15-year offtake power purchase agreements (PPAs) with four companies for the third phase of the project, which will be located about 70 nautical miles out to sea off the north-east coast of England.

Due to its size and scale, the wind farm is being built in three consecutive 1.2 GW phases - Dogger Bank A, Dogger Bank B and Dogger Bank C. Each phase is expected to generate around 6 TWh of electricity annually, totalling 18 TWh annually across all three phases. The electricity generated from the project is expected to supply five percent of the UK’s demand, an equivalent to powering six million homes. Completion is expected by March 2026. Separate PPAs for a total of 1.2 GW for Dogger Bank C have been concluded with Danske Commodities (40 percent share) on behalf of Equinor and SSE Energy Supply Limited (20 percent share) on behalf of SSE Renewables. Other companies that will purchase electricity from the wind farm include Centrica Energy Marketing and Trading (20 percent share) and Shell Energy Europe Limited (20 percent share). The agreements are subject to financial close on Dogger Bank C, which is expected by the end of 2021.

“With this, we will really start to see the magnitude of this world-leading offshore wind farm, and the benefits that a project of this size can bring both to the UK and wider offshore wind industry,” said Halfdan Brustad, vice president for Dogger Bank at Equinor. Dogger Bank will be the first project to use GE Renewable Energy’s Haliade-X 14 MW, the first offshore wind turbine in the world to operate at 14 MW. In order to overcome its distance from shore, it will be built with the first high voltage DC export cable in the UK wind sector. The project secured 3.6 GW of offshore wind contracts in the UK government’s 2019 Contracts for Difference (CfD) auctions, which provide overall price certainty to each phase for a period of 15 years. The offtake PPAs for Dogger Bank C cover a matching 15-year term from the start of the CfDs. The project’s onshore construction began in 2020 and is currently underway for phases A and B, with offshore construction for Dogger Bank A due to begin in the second quarter of next year. First power is expected in summer 2023 and summer 2024 for Dogger Bank A and B, respectively, with commercial operations to follow around six months later. Turbine installation for Dogger Bank C will begin in 2025.SSE Renewables is leading on the development and construction of the wind farm, and Equinor will operate the wind farm upon completion over its expected operational life of around 35 years.

New Builds on the way

The X-Press Feeders Group has signed for 8 x 1,170 TEU state of the art new build containerships, with options for more The new container ships, designed by naval architects TECHNOLOG Services GmbH, will be outfitted with ultramodern, dual-fuel engines, that can operate on regular fuel or green methanol, and are specifically designed to be highly fuel-efficient.The first vessels will join our Europe and Americas trade routes by Q4 2023, with all vessels joining the family by the end of 2024. The X-Press Feeders Group looks forward to welcoming the new vessels in 2023!

239 Cruise Ships to Sail in December as Industry Restart Continues

The **CARNIVAL SPLENDOR** transiting the Singapore Strait westbound
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

The global cruise industry restart continues in December with 239 cruise ships set to operate from 68 brands globally, according to the December edition of the Cruise Ships in Service Report by Cruise Industry News, detailing each ship sailing this month. [Download the Cruise Ships in Service Report here] It's nine more ships (net) than November as some

smaller ships lay up for the winter and 28 additional ships mark their comebacks. The increase in capacity is more notable, with over 425,000 berths back in service, representing a 8.5 percent capacity uptick.

The **AIDAprima** eastbound navigating 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) !

Royal Caribbean International is poised to be the largest brand in service in December with 20 ships sailing, followed by Carnival Cruise Line with 17 ships, MSC Cruises with 13 ships and Norwegian Cruise Line which is set to operate 11 ships. Notable items include the Grandeur of the Seas starting its Barbados program, the Brilliance from Tampa and the Enchantment from Baltimore for Royal Caribbean.

The **AIDAVITA** moored at Puerto Pricesa City at the beautifull Philippine Island Palawan in 2019
Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo(s) !

Carnival will welcome the Conquest back into action from Miami and the newly-refurbished Carnival Radiance sailing form Long Beach.For MSC, three more ships enter operation with the Seaside and Splendida in Brazil and the Orchestra planned to start up from Durban in South Africa.Other news includes premium and luxury brands with the Zuierdam starting up from San Diego for Holland America Line in addition to Regent's Seven Seas Mariner and Oceania's Insignia restarting as well. **Source : cruiseindustrynews**

Diesel-electric hybrid propulsion proves value for U.S. operators

By : CASEY CONLEY

Ralph and **Capt. Robb** on display near the company's dock.

It's been more than two years since Harbor Docking & Towing Co. added its first diesel-electric hybrid tugboats. That decision has paid off in multiple ways for the Lake Charles, La., operator.

The Caterpillar hybrid system aboard Ralph and Capt. Robb delivers 91.5 tons of bollard pull while offering flexibility from different propulsion settings. The system is fully optimized for Harbor Docking's operational profile and has led to significant savings on fuel, maintenance and emissions, according to Harbor Docking President John Buchanan. "You can really dial it in for your operation, and from a management side that is fantastic," Buchanan said last summer during an interview aboard Ralph in Lake Charles.

"It is very unlikely we will ever build a regular ASD tractor tug again, just because of the cost savings," he added.The 93-foot **Ralph** and **Capt. Robb** were built in Maine by Washburn & Doughty. They were the first-ever U.S. vessels with an all-Caterpillar diesel-electric propulsion system. It consists of two 2,550-hp Cat 3512 mains, two 600-kW Cat C18 gensets and a 200-kW Cat C7.1 harbor genset, along with Cat z-drives. Two 750-hp ABB electric motors can power the drives on their own or in tandem with the main engines. **Ralph** and **Capt. Robb** were two of the four hybrid tugboats delivered in mid-2019. The 100-foot **Delta Teresa**, built for Baydelta Maritime, and the 65-foot **Michigan**, built for Great Lakes Towing Co., round out the pack. Delta Teresa has two 2,650-hp Caterpillar 3516 main engines, along with two 300-kW

Cat C9.3 gensets and a 150-kW C7.1 genset, which supply electricity to 650-hp Marelli electric motors. The vessel, now operating in Los Angeles-Long Beach, can hit 90 tons of bollard pull at full system power.

Michigan, and its subsequent sister vessels in the series, are equipped with two 1,000-hp MTU main engines, twin 99-kW John Deere/Marathon diesel gensets and a Logan Clutch FlexaDrive system. Electricity from the gensets runs 75-hp electric motors installed on the Twin Disc reduction gears. The electric motors turn the gears, which turn the shafts to move the props. Great Lakes Shipyard has delivered five tugs for sister company Great Lakes Towing since 2017, and the three most recent have the FlexaDrive hybrid propulsion. A sixth will be completed soon, and a seventh is slated for completion by mid-2022. Both will have the FlexaDrive system. The company has assigned its new tugs to major Great Lakes ports, where they have replaced older vessels.

"The tugs can make about 5 knots while underway with the hybrid system, which is generally used while operating to and from the job site and while standing by," said Joe Starck, president of Great Lakes Towing Co. and Great Lakes Shipyard.

The maritime industry is rapidly moving toward a low-carbon or even zero-carbon future, with different fuels and battery technologies showing great promise as a replacement to traditional diesel engines. Those solutions, however, remain years away from broader adoption. They also have price tags that many companies can't afford or can't justify. Crowley Maritime, for instance, received sizable subsidies for its proposed battery-electric tugboat eWolf, which will run almost entirely on electric power upon completion in 2023.

As such, hybrid tugboats offer something of a bridge between conventional diesel-propelled tugboats and low-carbon technologies of the future. Although they cost more to build, the additional investment needed for a hybrid tugboat can be recovered more quickly than with more advanced technology.

"The additional cost of the hybrid package was about $750,000 per tug, which was quite an undertaking," Starck said. "But we estimate we will break even on the additional investment in about seven years. Thereafter, we expect the reduced operations and maintenance costs will make their way to our bottom line."

Harbor Docking has experienced similar benefits from Ralph and Capt. Robb, which entered service in mid- and late-2019. Buchanan said fuel costs for its Lake Charles fleet fell by 48 percent in 2020, the first full year the hybrid vessels were in service. Additionally, the two vessels operated 47 percent of the time without the main engines, thereby reducing maintenance and extending the life of filters and other components that can cost $1,000 apiece or more.

Reduced emissions are another key element of the hybrid tugboats. Compared to a conventional tugboat, Ralph and Capt. Robb generate 20 percent less nitrogen oxides, 46 percent less carbon dioxide, 43 percent less hydrocarbon emissions and 78 percent less particulate matter, according to data from Harbor Docking.

"In my opinion, this is a game changer for companies trying to make meaningful emissions reductions within the port," Buchanan said. "Anyone will be hard-pressed to build a tug that has better numbers while still offering 90 tons of bollard pull."

Outwardly, Ralph and Capt. Robb resemble other 93-foot ASD tugboats designed by Washburn & Doughty. But their operation can differ substantially from a traditional z-drive tugboat. The propulsion system aboard both tugs has four customizable settings that control which engines, gensets and electric motors are used, and at what output. The two most commonly used are the "eco" mode and "power" mode, although the tugs have normal and FiFi settings, too. Eco mode disengages the main engines and uses electricity from one or more generators to power the electric ABB motors. The tugs can hit 7.5 knots using a single C18 genset, and 10 knots using all three. The second and third generators automatically spool up as power demands exceed certain thresholds.

Captains use eco mode when transiting to and from jobs, loitering alongside a ship, or holding a vessel in position at the terminal. The electric motors, at full bore, can produce about 30 tons of bollard pull.Power mode, meanwhile, is used during docking and assist, and while escorting big ships. It applies power from both main engines with additional boost from the electric motors using up to three generators. Together, in power mode, Ralph has reached 93 tons of bollard pull, according to Capt. Dion Kingsbury. These modes and their underlying functionality have undergone multiple tweaks since the vessels arrived in Lake Charles. And that is a key benefit of the package, Buchanan said. By fine-tuning the engine settings, the company can maximize fuel savings.

"The beautiful thing about this boat is we can continue to adjust and fine-tune the programming to give us more power, less power, make it more economical or less economical — whatever we need to meet our needs operationally," he said. "Right now, we have it pretty much dialed in." Even so, the company has found two tweaks it hopes will improve efficiency even further. Both changes would prevent the C7.1 harbor generator from automatically cycling on during eco and power modes. In both cases, that harbor unit kicks on for brief intervals during very short periods of high demand with minimal operational benefit. Harbor Docking's Lake Charles crews operate in some of the busiest petrochemical ports along the Gulf of Mexico. They routinely handle tankers and bulkers — and, increasingly, vessels loaded with wind turbine parts. The two hybrid tugboats have more than earned their keep, according to Kingsbury. **Ralph** is "extremely responsive, and it can stop in its own length," he said. "It's maneuverable and the torque is there — there is no lag." The

vessels are also smoother running, with less vibration than conventional tugs with similar horsepower, even when working a ship. And when necessary, the electric motors provide finesse at low rpms. Kingsbury recalled waiting out a lightning storm last summer to undock a tanker from a nearby refinery. Ralph held the vessel against the terminal for more than three hours using power from a single genset. "That would have been pumping NOx and CO2 and other bad stuff into the air if we were trying to run big diesel engines," Buchanan added. "We'd have been idling at the least efficient speed possible. Instead, we were burning seven gallons an hour." **Source : professionalmariner**

Seen in a stormy Lauwersoog: the brandnew trimaran **COS MASTER** of Coastwise Offshore Services built by **Next Generation Shipyards** in Lauwersoog. **Photo : Lourens Visser www.navcom.org ©**

Western Australia teams up with Europe's biggest port for green hydrogen exports

By : Joshua S Hill

Western Australia's Labor Party McGowan Government has signed a memorandum of understanding with the Port of Rotterdam in the Netherlands to cooperate on building a renewable hydrogen export supply chain.The Port of Rotterdam is the largest seaport in Europe and the world's largest seaport outside of East Asia and is setting itself up as a potential major hydrogen import hub into Europe.

Similarly, Western Australia under leader Mark McGowan is looking to make itself into a world-leading exporter of green hydrogen.The two parties work together to investigate the hydrogen export supply chain between Western Australia and the Port of Rotterdam, including production, storage, transport, and use of renewable, or green hydrogen.

"The McGowan Government is committed to making sure Western Australia reaches its potential and becomes a global supplier of renewable hydrogen," said Alannah MacTiernan, Western Australia's hydrogen industry minister."We have already committed $160 million to support the development of a renewable hydrogen industry in Western Australia, including the $117.5 million announced last week to attract Federal funding for renewable hydrogen hubs in the Pilbara and Mid-West. "Through this MoU we will gain a better understanding of the hydrogen export supply chain between Western Australia and the Port of Rotterdam, and what we need to do to make sure the State is an exporter of choice for Europe."The $117.5 million the McGowan Government announced it would invest last week comes alongside applications

lodged by the State through the Commonwealth Government's Clean Hydrogen Industrial Hubs program for matching Commonwealth funding to develop hubs in the Pilbara and Mid-West. Proposed renewable hydrogen hubs have already garnered significant attention, with the proposed Asian Renewable Energy Hub granted "major project status" late last year before a proposed expansion was blocked in June by the Morrison Government – a move slammed by WA's MacTiernan.

The blocked expansion plans were for up to 26GW of wind and solar to power renewable hydrogen and ammonia production, but the Morrison Government nevertheless left the originally approved 9GW proposal in place. The two new hubs highlighted in last week's McGowan investment plan are currently proposed as the Pilbara Hydrogen Hub and the Mid West Clean Hydrogen Hub.If approved and brought through to reality, the two hubs would create a combined 2,000 skilled and semi-skilled jobs across Western Australia and significantly elevate Western Australia's status as a leading green hydrogen exporter.In fact, in May, the McGowan Government predicted that it could play host to a stunning 100GW of new wind and solar capacity producing green hydrogen by 2030, a number that could be expected to double by 2040.

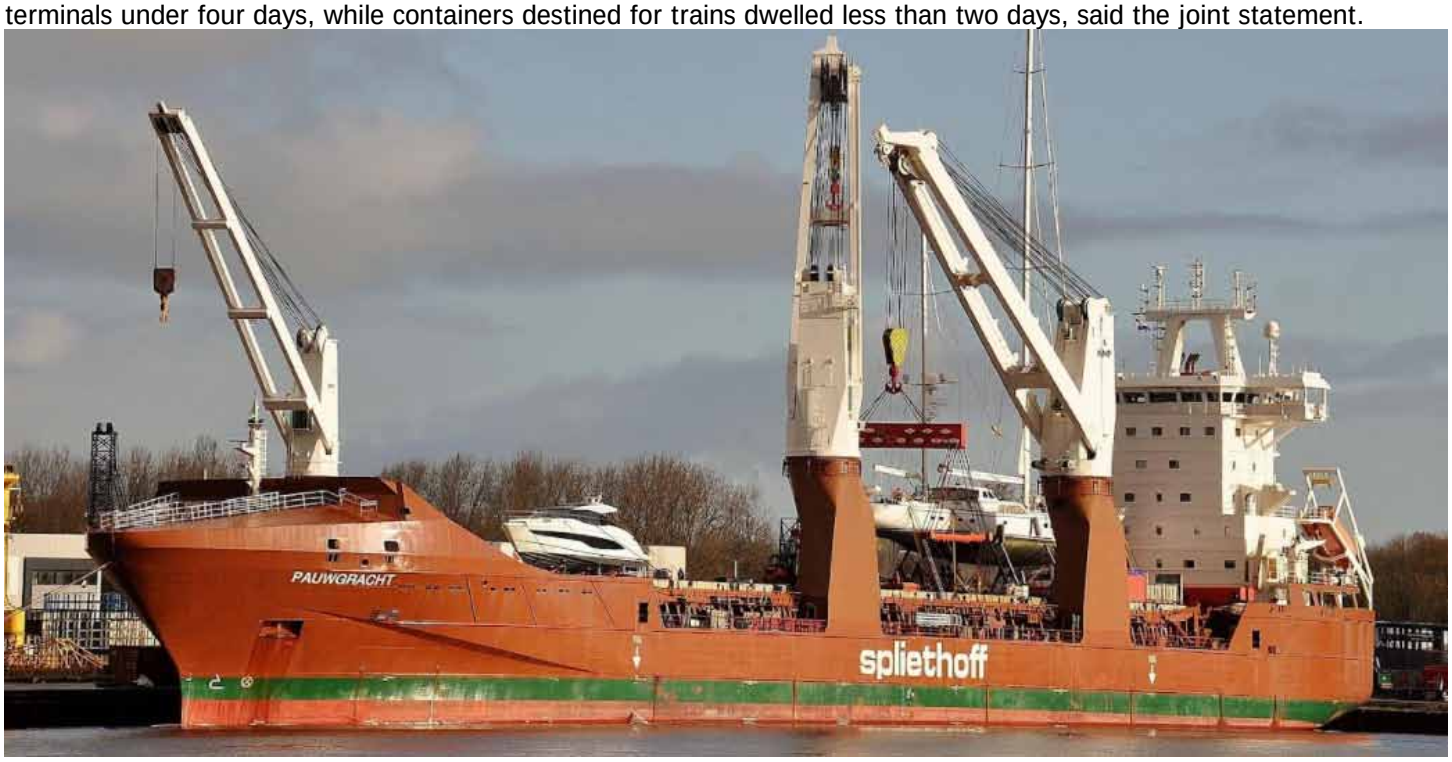
In addition to the Government's own proposals and the so-called Asia Renewable Energy Hub – which is planning to continue fighting to increase its capacity – are hydrogen projects proposed by Australian billionaire Andrew "Twiggy" Forrest, which includes an aspirational 40GW plan for the Pilbara. "At this moment 13% of the total energy demand of the European Union enters the EU via the Port of Rotterdam," said Allard Castelein, Port of Rotterdam CEO. "This energy will gradually shift from fossil to green energy."We estimate that by 2050, 20 million tons of hydrogen will be handled in Rotterdam annually, of which 90% will be through imports. The Port of Rotterdam is pro-actively trying to facilitate this shift by stimulating the development of new international supply chains of hydrogen."Although the distance between Australia and Europe may seem far, the excellent local conditions such as the amount of sunshine, wind, availability of space and investment climate in Western Australia can lead to a competitive hydrogen product delivered to the Northwest European market."This new energy from 'down under', distributed via Rotterdam's terminals and hydrogen backbone, could further help decarbonise Europe's industries and society as a whole. This is important to both stop climate change as well as for the long-term sustainability of businesses and the economy."**source: reneweconomy**

The **SANTOS EXPRESS** outbound from Antwerp passing Kruiningen-Kruseveer **Photo : Rob van den Houten (c)**

LA-Long Beach Container Dwell Fee on hold till December 6

THE ports of Los Angeles and Long Beach have announced a further postponement of the Container Dwell Fee, according to a joint communique. After meetings with US Port Envoy John Porcari, ocean liner companies and marine terminal operators, the two ports said the fee will not be considered before December 6. "Since the fee was announced on October 25, the twin ports have seen a combined decline of 37 per cent in aging cargo on the docks. The executive directors of both ports will reassess fee implementation after another week of monitoring data," the communique said.

Under the temporary policy approved October 29 by the Harbour Commissions of both ports, ocean carriers can be charged for each import container that falls into one of two categories: In the case of containers scheduled to move by truck, ocean carriers could be charged for every container dwelling nine days or more. For containers moving by rail, ocean carriers could be charged if a container has dwelled for six days or more. Currently, no date has been set to start the count with respect to container dwell time. The ports plan to charge ocean carriers in these two categories US$100 per container, increasing in $100 increments per container per day until the container leaves the terminal. Before the pandemic-induced import surge began in mid-2020, on average, containers for local delivery remained on container terminals under four days, while containers destined for trains dwelled less than two days, said the joint statement.



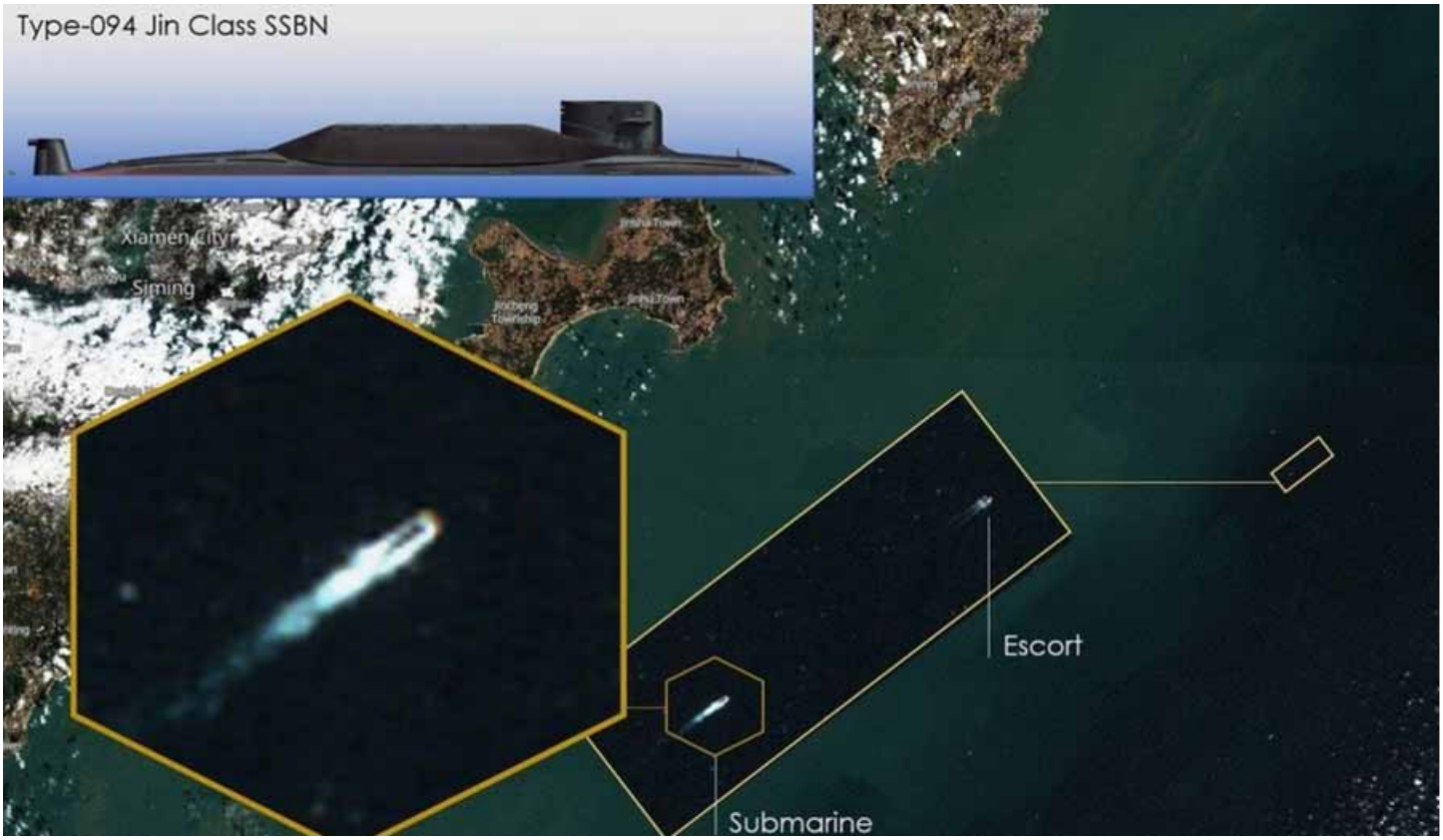
The **PAUWGRACHT** moored at Velsen Noord **Photo : Ruud Coster ©**

China imposes quarantines up to 7 weeks for cargo ships' crew

CHINA is imposing quarantines up to seven weeks for cargo ship crew, hindering the supply chain more, reports New York's Business Insider.The quarantines make it difficult for ships to change crews, contributing to delays in the shipping process that could worsen the supply chain crisis.China has a zero-Covid policy, imposing stringent containment measures as it tackles its latest wave of outbreaks. For example, on Halloween night, 30,000 people were locked inside Shanghai Disneyland after just one Covid crisis case was detected. The latest measure involves a mandatory quarantine of up to seven weeks, around 49 days, for Chinese seafarers returning from overseas. The quarantine takes place in designated facilities and is paid for by employers. The nation has also banned crew changes for foreign seafarers, with ships that had their crews changed out elsewhere needing to wait before they can enter Chinese ports. "China's restrictions cause knock-on effects," said International Chamber of Shipping secretary general Guy Platten."Any restrictions to ship operations have an accumulative impact on the supply chain and cause real disruptions." said Mr Platten.

NAVY NEWS

Chinese nuclear submarine spotted sailing on the surface in Taiwan Strait



Satellite image shows Type 094 heading north from PLA naval base in Yulin, according to US defence analyst
Rare move could be a signal to the US, or it may have been heading to Bohai Shipyard for repairs, experts say

By : Minnie Chan

A Chinese nuclear-powered submarine surfaced in the Taiwan Strait on Monday, a US defence analyst said, citing satellite imagery – a rare move that could be a message for Washington.US Naval Institute columnist H.I. Sutton posted the image – taken by the European Space Agency's Sentinel-2 satellite around 10am – which he said showed a ballistic missile submarine in the waterway, accompanied by another vessel."Although Sentinel-2 is low resolution, the wake patterns are

characteristic of a submarine with typical rounded bow. The length best fits the Type 094 and the context aligns," Sutton wrote on his personal website Covert Shores. **Source : South China Morning Post**

Damen: Dutch Navy's combat support ship starting to take shape

by Fatima Bahtić

Damen Naval, a dedicated naval shipbuilding division of the **Damen Shipyards Group**, has reported that the construction work on the Royal Netherlands Navy's combat support ship (CSS) at its yard in Galati, Romania is on track. The company held a keel-laying ceremony for the naval ship Den Helder in June this year while the steel-cutting ceremony was held in December 2020

Damen's design the 179-meter long vessel consists of a total of 178 different sections. The construction drawings of 116 sections have been finalized, 80 sections have already been fabricated at the yard, and 22 are currently under construction, together representing a total amount of cut steel of 6,600 tonnes, according to the company.

"It's starting to take shape – the whole yard is full of pieces of ship and we are slowly starting to put them together," Damen Naval project director Arjan Risseeuw described the scene at the yard.The construction of the sections is taking place at the same time as the installation of some equipment. Specifically, this equipment includes small items – for example, more than 8,400 pieces of pipework have been fitted into the finished sections – as well as larger items. In fact, last month saw the placing of the heaviest items of equipment: four Wärtsilä 31 diesel generators.The selection of this generator by Damen Naval and the Defence Materiel Organisation (DMO) was based on the ambition to ensure that the CSS is as efficient as possible in terms of fuel consumption and exhaust emissions.What is more, the vessel is equipped with a selective catalytic reduction unit that will ensure that the CSS is compliant with the International Maritime Organisation's (IMO) Tier III regulations

concerning NOx emissions. Combined with the hull shape and propeller design, the Wärtsilä 31 is expected to reduce the CSS's fuel consumption by about 6 per cent.

Furthermore, Damen has worked closely with Finnish tech group Wärtsilä and DMO on reducing the levels of noise and vibrations of the four generator sets. To this end, the engine and generator have been built on a base frame structure. "Placing the generator sets in the sections was a real feat. Now that they are in place, the sections can be built over them," Risseeuw added. "At the beginning of February, we will be pulling the first cables. And another big event is the lateral launch of modules 2 and 3 in April. In addition, we are busy with the engineering and construction of a float so that we can move the hull from dry to wet dock," he concluded.

Seventh Alexandrite-Class MCM Vessel Launched For Russian Navy

The Sredne-Nevsky Shipyard in St. Petersburg launched the seventh minesweeper of project 12700 (Alexandrite-class). The "**Anatoly Shlemov**" will join the Pacific Fleet of the Russian Navy in 2022. "The seventh warships is ready for float.

There will be an upgraded option beginning from the tenth warship. The construction of another excellent ship will begin early next year,"The next warship has to be floated in April 2022, shipyard CEO Vladimir Seredokho said. She is to be named after Soviet submariner Rear Admiral Lev Chernavin.The floated minesweeper is named after former head of the Navy shipbuilding department Anatoly Shlemov. She was laid in the summer of 2019.
Project 12700 was designed by Almaz bureau. It carries various sweeps, remotely controlled and autonomous unmanned underwater craft. The minesweepers have the biggest fiberglass hull in the world with an unlimited life cycle, as corrosion poses no threat to it.**source : Naval News**

Commander UK Carrier Strike Group said goodbye to **HNLMS EVERTSEN** who has been an integral part of the Carrier Strike Group for over a year. Their support & commitment to CSG21 has been outstanding & it has been a privilege to operate together, whether at home in the Atlantic or Pacific Ocean.

Russian Navy test-fires hypersonic missile in the White Sea

Russia's Navy has successfully test-fired a prospective hypersonic missile, the military said Monday.The Defence Ministry said the frigate Admiral Gorshkov launched the Zircon cruise missile while in the White Sea, hitting a practice target 400 kilometers (215 nautical miles) away. The launch was the latest in a series of tests of Zircon, which is set to enter service next year.President Vladimir Putin has said Zircon would be capable of flying at nine times the speed of sound and have a range of 1,000 kilometers (620 miles). Putin has emphasized that its deployment will significantly boost the capability of Russia's military.Zircon is intended to arm Russian cruisers, frigates and submarines. It is one of several hypersonic missiles under development in Russia.The Kremlin has made modernizing the country's arsenals a top priority amid

tension with the West that followed Russia's 2014 annexation of Ukraine's Crimean Peninsula. Source : By The Associated Press **source : Defensenews**

SHIPYARD NEWS

The Future **HMCS Max Bernays** under construction at Irving Shipbuilding in Halifax had a visit from the Future **HMCS Margaret Brooke** last week!

CSSC delivered 194 ships this year,completing the annual delivery task ahead of schedule

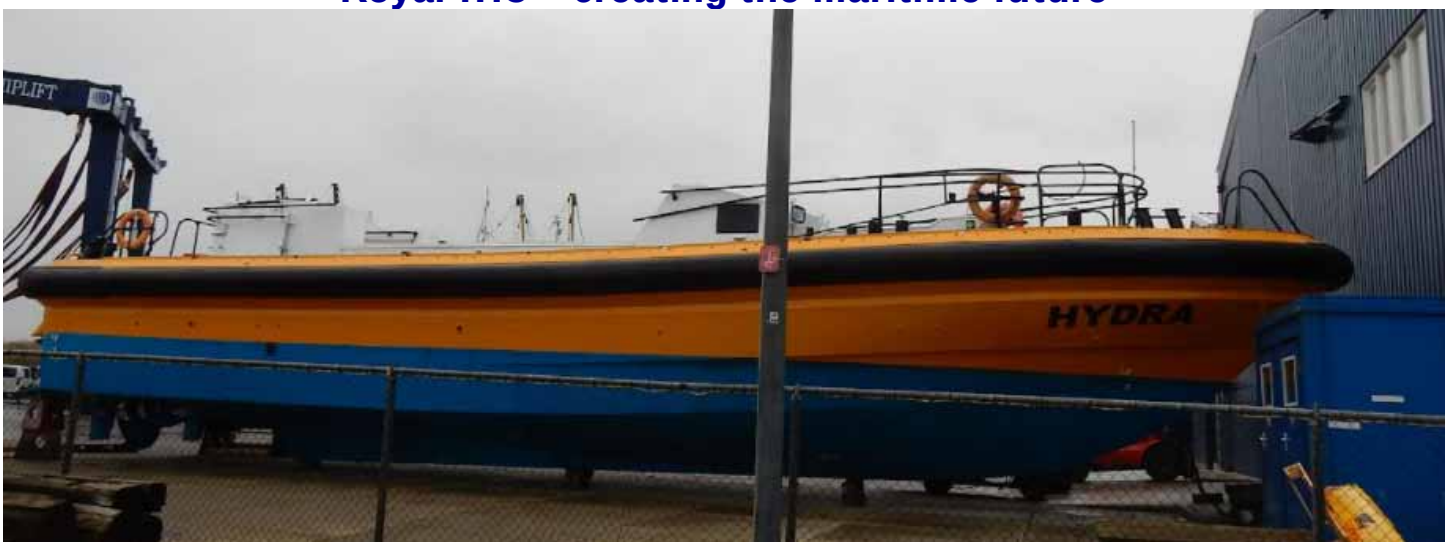
By : Sarah Yu

China State Shipbuilding Corporation delivered two ships on the same day and completed the annual delivery task ahead of schedule.On November 30, Guangzhou Shipyard International, a subsidiary of CSSC, delivered a 114,000DWT product tanker to the Danish TORM Shipping, and the 85,000DWT bulk carrier built by CSSC Chengxi Shipyard for China Minsheng Trust were christened and delivered one after another.So far, China State Shipbuilding Corporation has delivered a total of 194 ships this year, reaching 16.043 million dwt, and completed the annual delivery task one month ahead of schedule. According to CSSC, statistics based on deadweight show that its shipbuilding completions, orders received, and orders held this year have all ranked first in the world.Last year, the group delivered 198 civil ships, 17.088 million DWT, up 15.5% year on year, also ranked first in the world.According to CSSC, in the field of mainstream ship types this year, its subsidiaries Hudong Zhonghua and Jiangnan Shipyard delivered a total of 10 ultra-large container ships. Among them, the world's first and largest dual-fuel-powered container ship project officially concluded. In the field of LNG, this year Hudong-Zhonghua delivered two 174,000 m3 LNG-FSRU. Jiangnan delivered the third-generation 86,000 m3 VLGC.In

terms of special brand ship types, Jiangnan delivered China's largest marine comprehensive scientific research ship "ZHONG SHAN DA XUE"; DSIC delivered the world's largest civilian hospital ship; Huangpu Wenchong delivered two of the world's largest train carriers, etc.In addition, China's first large cruise ship is expected to be officially delivered in the second half of 2023.**Source: XINDE MARINE NEWS**

Three consortia of maritime companies and knowledge institutions have received a total of 52.9 million from the Maritime R&D subsidy scheme of the Dutch Ministry of Economic Affairs. Royal IHC is proud to be part of two of these consortia: Menens consortium, aimed at developing adaptive solutions to accelerate the use of #methanol in vessels and SH2pDrive, for the acceleration of the development of hydrogen as an #emissionfree alternative energy source for ship propulsion and energy systems.Needless to say that we are really happy with this result and are looking forward to – together with our partners- making the maritime industry more sustainable.

Royal IHC – creating the maritime future



Seen a stormy Lauwersoog: The Dutch pilot tender **HYDRA** almost demolished for maintenance.
Photo : Lourens Visser www.navcom.org ©

Wärtsilä scores gig for NorthStar's 2nd LNG bunker vessel

by Sanja Pekic

The Finnish technology group Wärtsilä has won the order to supply cargo handling system for the second LNG bunker vessel that U.S. shipyard Fincantieri Bay Shipbuilding is building for NorthStar. Wärtsilä will supply a new 103 metres long LNG bunker barge with a complete LNG cargo storage and handling system. In addition to the equipment scope, Wärtsilä will also provide the detailed design for the system as well as all necessary integration requirements.
The Wärtsilä scope includes:
-Four 1350 cubic metres insulated LNG cargo tanks;
-The cargo control system;
-Deepwell pumps
-A ship-to-shore transfer system;
-A nitrogen generator;
-All necessary safety equipment and systems;
-A custody transfer measurement system;
-The gas combustion unit.
Fincantieri Bay Shipbuilding (FBS) is building the LNG bunker vessel in Wisconsin for NorthStar Midstream's unit Polaris New Energy (PNE); or, to clarify, for its affiliate PNE Marine.This is the second of two such barges FBS is constructing for PNE. Therefore, Wärtsilä is providing the same solution for both.The first barge Clean Canaveral will be delivered in December 2021. This latest order with Wärtsilä took place in November 2021.The second barge will be able to load LNG from the major terminals thanks to an elevated manifold feature. **Source : Offshore Energy**

Ocean Group And Med Marine Signs A New Contract For State-Of-The-Art ER97

Ocean Group and Med Marine have signed a new contract for a 25 m, 75 TBP new state-of-the-art ER97 vessel. The tugboat, designed by Robert Allan Ltd. exclusively for Med Marine, was chosen by Ocean Group for its versatile, multi-purpose, compact and state-of-the-art ASD design which features efficient ship-handling, coastal towing, and other general purpose towing capabilities.Delivery is set for 15.12.2021 and once delivered, the ER97 will be

operating in Kingston, Jamaica."We've been in dialogue with Ocean Group for many years, and it is such joy to have a contract in place with them. We wish that this will be the beginning of a long partnership." said Melis Ucuncu, Sales Manager of Med Marine.

The tugboat's specifications include:

LENGTH O.A.	25.20 m
BEAM	12 m
DEPTH	max. 5.75 m
BOLLARD PULL	75 t.
SPEED	12 knots
MAIN ENGINE	CATERPILLAR / 3516C
THRUSTER	KONGSBERG / US 255S P30 FP
TOWING WINCH	THR MARINE / EFTW 300 KN
GENERATOR SET	CATERPILLAR C4.4
ACCOMMODATION	7 persons

ROUTE, PORTS & SERVICES

Government of Bangladesh buys 42 dredgers

by Eldin Ganic

The Government of Bangladesh has already bought 38 dredgers and now they are starting a process to buy more than 42, United News of Bangladesh reports.This action is being conducted under the Bangladesh Inland Water Transport Authority's (BIWTA) plan to save the rivers by reducing and protecting the sediment deposition, said the State Minister for Shipping, Khalid Mahmud Chowdhury.Khalid unveiled this information during the seminar "Challenges of ensuring navigability of Bangladesh's rivers and sediment management" at the Jatiya Press Club earlier this week.Center for Environmental and Geographic Information Services' Senior Adviser, Dr Maminul Haque Sarker, delivered the keynote presentation at the event.Maminul said that river management is necessary to enhance irrigation, navigation and several other water utilities and to minimise the effects of flood, waterlogging and riverbank erosion.BIWTA Chairman Commodore, Golam Sadek, Bangladesh Water Development Board Additional Director General, Akhil Kumar Bishwas, and Jatiya Press Club General Secretary, Ilias Khan, also attended the seminar. **Source : dredging today**

Cruise Terminal At Visakhapatnam Port Expected To Be Completed By 2023

To enhance marine travel and tourism via the Visakhapatnam Port, an International Marine Cruise Terminal (IMCT) is set to be introduced in the city. The Vizag Port is the fourth in the country, after Cochin, Goa, and Chennai ports, to have the cruise terminal facility. In the latest development, it was announced that the project is expected to commence in January 2022. As Visakhapatnam Port Trust gears up to escalate the construction activities, let us have a look at the salient features of the Cruise Terminal project. Salient features of the proposed Cruise Terminal at Visakhapatnam Port:

#1 A cruise berth of 180 m length with four mooring dolphins – two each on either side of the berth will be installed

#2 This is to enable the berthing of Panamax vessels, which can accommodate as many as 2,000 passengers

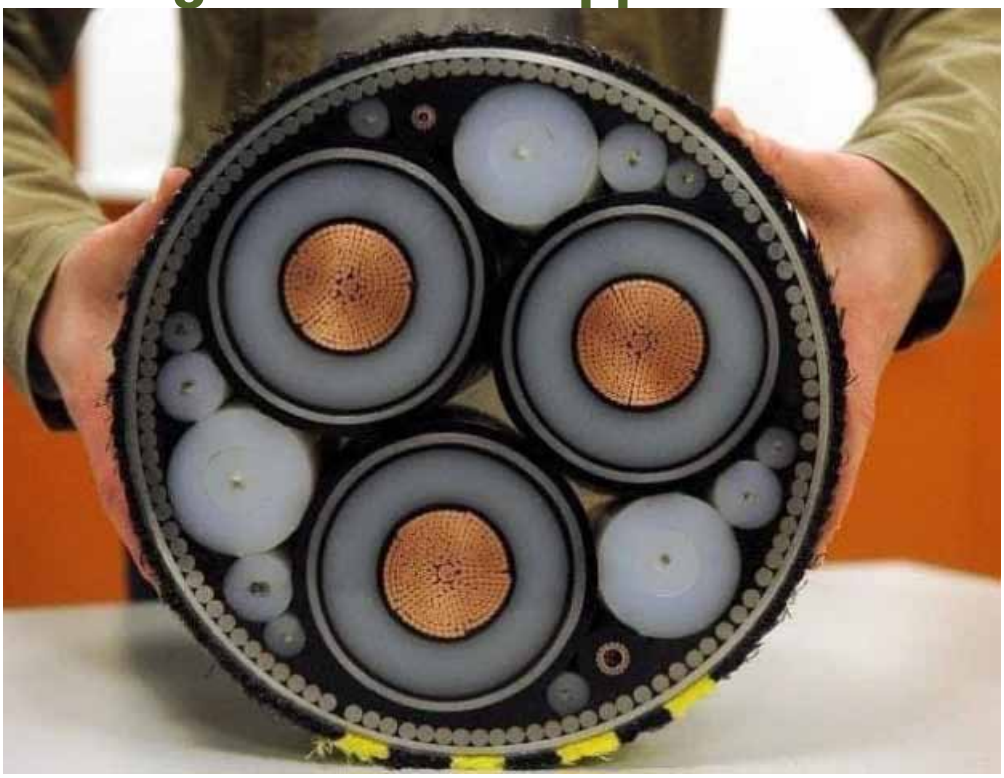
#3 Additionally, a Passenger Terminal Building (PTB) with a total built-up area of 3,530 sq.m.

#4 As a part of the project, parking amenities will be facilitated. The parking lot will be able to house 7 buses, 70 cars, and 40 two-wheelers at once.

#5 This world-class cruise terminal is being designed by the prestigious institution, IIT Madras

It may be noted that the berth estimate amount was revised to Rs 64.24 crore by the consultants IIT Madras during the detailed design stage duly including shore protection work. The Terminal Building Estimate was revised to Rs 31.81 crore due to the design requirements of the structure involving components of RCC and Steel works by the consultants M/s. Creative Group, amounting to Rs 96.05 crore. The project is expected to be completed within fourteen months from the date of commencement, i.e., February 2023. The cruise terminal was proposed two years ago as a means to boost the immense tourism potential of the Visakhapatnam region. Unfortunately, the construction of the world-class cruise terminal in Visakhapatnam could not be started due to the delay in the issuance of necessary clearances. **Source : maritimeeconomy**

Offshore wind farm grid connection cable, 50kg/meter of copper needed



It also includes:

• Concentric row of silver dots is steel armoring cables.
• The solid black mass is a plastic filler for structural support.
• 3 high voltage conductors for 3 phase power. Those layers:
• Thin White - Jacket/conductor screen
• Black - Outer semiconductor
• Thick White - XLPE electrical insulation
• Black - Inner semiconductor
• Center - Copper power conductor

UK North Sea: Maersk Supply Service Nets Juliet Field Decom Job

Oil and gas company Neptune Energy has awarded a decommissioning contract to Maersk Supply Service (MSS) for the Juliet field in the UK Southern North Sea Neptune Energy said that Maersk Supply Service would deploy innovative technology to reduce the time and costs associated with the removal of the subsea infrastructure. Piping spools and umbilicals will be removed using the Utility ROV Services system (UTROV), a remotely-operated tool carrier equipped with

multiple attachments for the recovery of subsea equipment, reducing the necessity for multiple vessels and equipment providers to carry out the complex work.The UTROV system was previously used for work on the Juliet field in 2019 and will be deployed from the Maersk Forza Subsea Support Vessel. No details were shared on the financial value of the contract awarded to MSS.

The **MEARSK INSTALLER** outbound from Rotterdam
Photo : Piet Sinke www.maasmondmaritime.com (c)
CLICK at the photo & hyperlink in text to view and/or download the photo(s) !

Neptune Energy's UK Managing Director, Alexandra Thomas, said: "Work on decommissioning Juliet is progressing well and the activities undertaken by MSS will finalize the work on the pipelines and enable us to move forward with plugging and abandonment operations."The use of such innovative technologies is enabling operators to reduce the time, costs and environmental impacts associated with such operations, and ensures the safe and efficient removal of decommissioned subsea infrastructure."Maersk Supply Service's Head of Integrated Solutions, Olivier Trouvé, said: "We are looking forward to mobilizing our engineering capabilities and specialized assets to provide safe and efficient operations." The Juliet subsea assets were installed in 2013. Production ceased in 2017 and formal cessation of production was approved in December 2018 by the OGA. The Juliet Subsea completion is located in block 47/14b of the UK Southern North Sea. The Juliet facilities comprise two subsea wells tied back to the Pickerill 'A' Platform, which is owned and operated by Perenco (PUK). The decommissioning work will be carried out in early 2022.

Petronas inks FEED contracts for LNG project in Sabah

by Sanja Pekic

Malaysian energy giant Petronas has awarded two front end engineering design (FEED) contracts to a JGC-Samsung Heavy Industries consortium and to SAIPEM for a nearshore LNG project in Sabah.The project is a first of its kind in Malaysia. It will have a minimum capacity of two million tonnes per annum (MTPA).Petronas awarded the contracts

specifically as part of an international dual FEED design competition. The competition will take place over the course of ten months. After that, the final investment decision (FID) will take place at the end of 2022.
Subject to FID, the winning FEED contractor will be rolled over to the engineering, procurement, construction, and commissioning (EPCC) phase.

Finally, the nearshore LNG plant will be ready for start up (RFSU) by end of 2026.Meanwhile, the design and construction of the nearshore plant will be simpler. Upon completion, it will have the potential for improved production uptime. This is because it is within a protected bay area, compared to an offshore FLNG in the open seas. Petronas CEO Adnan Zainal Abidin said, “PETRONAS continues to provide greater access to cleaner energy sources such as natural gas. The development of Sabah’s first nearshore LNG plant reflects our technological expertise where we continue to innovate modern solutions to monetise gas resources in an optimised and environmental-friendly manner.” Upon completion, the nearshore LNG plant will increase Petronas’ LNG production from floating LNG facilities from 2.7 MTPA to 4.7 MTPA. Currently, PETRONAS operates two floating LNG facilities, the PFLNG SATU and PFLNG DUA, at the Kebabangan and Rotan offshore gas fields respectively. **Source : offshore-energy.biz**

KEITH CHARLTON 40 YEARS OF SERVICE WITH THE RNLI

Congratulations to **Keith Charlton** on 40 years of service. In that time, he has been on hundreds of rescues, helping to save many lives. Keith started with **Beaumaris RNLI** in 1981, before moving to Llandudno a decade later as Assistant Mechanic. He has not only been a crew member but also a winchman, launch vehicle driver, shore crew member, reserve Head Launcher, Safety Officer and now Boathouse Manager.
One of Keith's most vivid memories was spending many hours at sea in force 10 gale on board 'The Robert' (Watson class lifeboat) when the crew were tasked to attend and escort the training ship 'Kaskelot' from Anglesey to Liverpool in the most treacherous conditions imaginable. As a valued member of our family, Keith has "[passed down] his knowledge and experience...to new crew members over the many years of his service. He has always made himself available night or day and has been a valuable asset" (Graham Heritage, Llandudno Coxswain). Like many volunteers, Keith's own family has played a huge role in supporting him. Following in his footsteps, his son Robert has been a serving crew member at Beaumaris, as was his late son Darren. We are so grateful to them all for their commitment and bravery to saving every one they can **source : RNLI**

The Foss Maritime 2022 calendars are now available!

The traditional **Foss tides calendars** feature artwork by notable maritime artists. The calendars are available with local tides for major U.S. West Coast ports or without tides. Calendars are now available June features James Williamson's "Jamie Ann Ship Assist" in @portoflongbeach **CLICK at the photo above**

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Founded in 1947, the **World Ship Society** has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal "Marine News" is a byword for accurate information.

MARINE NEWS- provides the most comprehensive and convenient listings of merchant ship activity for enthusiasts – some 10,000 entries a year covering launches, name and ownership changes, details of casualties and demolitions, all available as a 64-page digital magazine delivered to members' computers around the first of each month and backed by an annual Index. In addition, there is topical warship coverage, feature articles, photographs and Society news.

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WORLD SHIP SOCIETY MEMBERSHIP HAS NEVER BEEN BETTER VALUE

The **AZAMARA JOURNEY** made a scheduled stop in Gibraltar **Photo : Francis Ferro (c)**

Sailing Towards Record Profits, Maersk Will Give $80 Million to Employees

By Christian Wienberg (Bloomberg) —

A.P. Moller-Maersk A/S is giving $1,000 to each of its roughly 80,000 employees as the world's largest shipping company heads for record profits this year.The bonus will be in December or January paychecks, according to an internal memo seen by Bloomberg News. The top 400 managers at the Copenhagen-based company aren't included in the program.

Maersk is set to report net income of more than $17 billion for 2021, according to analyst estimates. The record-breaking performance comes after global supply-chain disruptions have doubled freight rates several times over. “In a massive team effort our colleagues across the globe have risen beyond the call of duty to respond to our customers’ needs,” Chief Executive Officer Soren Skou said in the memo. “And this has not been easy given the unknowns and disruptions that we had to deal with, the impacted supply chains, congestions, and capacity shortages.” Maersk also paid a $1,000 bonus to most employees in 2020 when the company reported a profit of $2.9 billion after losing money in three of the previous four years. The 2021 bonus was first reported by the Borsen newspaper earlier on Wednesday. **Source : Bloomberg L.P.**

…. PHOTO OF THE DAY …..

Rederij Noordgat’s **SKUA** and **HURRICANE** in action pushing Rederij Doeksen’s **FRIESLAND** alongside at the Dutch Wadden Island Terschelling during stormy weather earlier this week **Photo : Jacoba de Graaf (c)**

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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