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A star is born! SEATRADE CHILE, captured at her first loading / unloading port in Ambarly, Turkey, after delivery in China earlier this year.
Photo : Arne Speelman – Superintendent ©

IN MEMORIAM

De horizon is bereikt,
Het schip is ten anker….

Te vroeg is van ons heen gegaan

Sybren de Jong

*** 16 april 1967** **† 30 juni 2024**

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Onze gedachten zijn bij Ingrid, Jorn en Mart

Op vrijdag 5 juli wordt in besloten kring afscheid genomen van Sybren

Correspondentie: Ingrid Wortel|de Wurdze 41|8561 JE Balk

**** Sybren, rust zacht ****

Speciaal bericht van Fop Leder :
Sybren bedankt voor je vriendschap !

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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Propulsion Services within **AEGIR-Marine** was founded by **Martin Visser.** Since his passing in 2019, we miss him as a highly valued colleague and friend to us all.
In 2019, the **AEGIR-Marine Cycling Team** climbed Mont Ventoux, raising €40,000.00 for KWF.
Last weekend, we cycled the **Martin Visser Classic** through beautiful Limburg, in memory of **Martin Visser** and for everyone affected. Our special thanks go to **Jeroen van Wijk, Saskia van Dinten-Wijnands, Mark Vedder, Els Roeterink, Mark Nawijn, Mark van Winsen, Rob Hamoen, Thijs Van Berkel** and **Erick Petersen** for a great ride.

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Infrastructure Funds: The New Financiers of Offshore Energy Vessels

By : Ira Breskin

Infrastructure funds are increasingly financing expensive, purpose-built ships serving the offshore energy market, according to investment bankers speaking at Marine Money's 36th annual conference.

This trend is due to bankers recently making a compelling case that these niche-market vessels share many characteristics of traditional infrastructure investments, said members of a panel entitled "Infrastructure Funds and Maritime Finance – The Love Affair Continues". Arguably, the most compelling feature these vessels share is operating under long-term time charters, panelists said. "It is a widening of the (infrastructure fund) lens," said Loli Wu, managing director, co-head of North America Infrastructure Investment Banking, Bank of America in New York. The funds have become "a good source of capital for a certain type of asset," he said.

Infrastructure funds underwrite the construction of expensive ships that store and process crude oil collected from offshore rigs, and others that re-gasify, or reheat, super-cooled Liquid Natural Gas, making that fuel readily available for commercial use. The charterer is often a marine terminal that receives the inbound cargo and subsequently transfers it downstream to an oil major or utility. The defining characteristic of these purpose-built "midstream" vessels is that they are usually dedicated to a specific project and work under long-term charter contracts, speakers said. The goal is "to make it look like infrastructure," said Denny Sreckovic, a partner at Global Infrastructure Partners, based in New York. The firm finances the construction of the ships that it owns.

"Now, shipping is considered critical infrastructure," said Arthur Regan, CEO of Energos Infrastructure, based in Stamford, CT. It financed the construction of six of the about 50 FSRUs (Floating Storage Regasification Units) operating worldwide. Each vessel costs several hundred million dollars.FSRUs transport, store, and re-gasify their cargo. They deliver market-ready LNG to consignees that do not have onshore regasification terminals.Floating assets appeal to infrastructure fund managers and their "buy and hold" investors because the ships produce steady, stable cash flow and have contract provisions that pass-through operating cost increases to the lessee, speakers said.Infrastructure funds were slow to embrace these niche market shipping investments, first doing so several years ago, Regan said. These investments by private equity funds, which have limited investment horizons, began about a decade earlier, he added.

Source : gCaptain

Ira Breskin is a senior lecturer at State University of New York Maritime College in the Bronx, NY and author of The Business of Shipping (9th edition, 2018), a primer that explains shipping economics, operations and regulations.

Amogy's Converted Tug Gearing Up for Ammonia Test Run

By : Eric Haun, Editor

Eric Haun is editor of Marine News. He has covered the commercial maritime and...

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A 67-year-old tugboat being converted to run on Amogy's cleaner-burning ammonia-to-power technology will soon be put to the test in upstate New York.

Rendering of the NH3 Kraken (Image: Amogy)

The105-foot tug, originally built in 1957 and recently renamed NH3 Kraken, will be the first vessel globally fitted with the innovative, carbon-free power system, developed by Amogy to reduce emissions from hard to abate sectors such as maritime.

The conversion project currently underway at Feeney Shipyard in Kingston, N.Y. involves a comprehensive overhaul of the tugboat's original diesel generators and electric motors, integrating the Brooklyn startup's 1-megawatt ammonia-to-power system. Once installed, Amogy's onboard solution will feed liquid ammonia through its cracking modules integrated into a hybrid fuel cell system that will provide zero-carbon power to the vessel's electric motors. Ammonia, which does not emit CO2 when used as a fuel, has been gaining interest in the maritime industry as stakeholders explore options to decarbonize vessel operations. Green ammonia produced with renewable energy results in zero well-to-wake greenhouse gas emissions.According to Amogy's website, the company plans to demonstrate the technology aboard NH3 Kraken in an inland waterway in New York this summer.Having already proven its technology on an aerial drone (5 kW), tractor (100 kW) and semi truck (300 kW), Amogy said the trial will be the final technical demonstration ahead of product commercialization. The company has several agreements in place to supply its technology for other vessel types worldwide. **Source : Marinelink**

CONTI-LINES GROUP are thrilled to announce that their brand-new vessel, **MV FLANDERS**, has arrived in Antwerp for her maiden voyage! This state-of-the-art ship represents our commitment to innovation, efficiency, and sustainability in maritime transport.**Groot Ship Design MV FLANDERS** is equipped with the latest technology to ensure optimal performance and environmental stewardship.

MSC Expands Shipping Services for Improved Connectivity in Asia

By Ryan Finn MSC Bengal Service

MSC, a global leader in shipping, has announced the enhancement of its Bengal service, establishing direct connections between China and Bangladesh. This move aims to strengthen the company's position in the market. The upgraded Bengal service will offer a transit time of just ten days from Shanghai to Chattogram, providing customers with faster and more efficient shipping services. In addition to the Bengal service upgrade, MSC is also set to launch a new standalone service named Saola. This service will provide direct connections between Central China and Vietnam, with competitive transit times, offering more options and flexibility for customers.Further improvements will be made to the Kaguya service, benefiting long-haul cargo to and from Japan with a connection via Busan. These enhancements are designed to make shipping more efficient and reliable for businesses and individuals alike.

The first sailings for the enhanced services are scheduled as follows:
Bengal: **MSC CHAEWON** Voyage SX428A – ETA Qingdao 8 July 2024
Saola: **MSC VIGOUR** Voyage HS428A – ETA Shanghai 10 July 2024
Kaguya: **MSC LILOU III** Voyage HG429A – ETA Busan 20 July 2024
The full rotations are as follows:

Bengal service
Qingdao – Ningbo – Shanghai – Chattogram – Singapore – Tanjung Pelepas – Qingdao

Saola service
Shanghai – Ningbo – Haiphong – Ho Chi Minh City – Vung Tau – Shanghai

Kaguya service
Kobe – Osaka – Hakata – Busan – Kobe

These enhancements reflect MSC's commitment to improving connectivity and service options in the Asian shipping market **source : logistics-manager**

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

Amasus **EEMS TRANSPORTER** recently berthed at the Port of Uddevalla, Sweden to unload two brand-new locomotives for Grenland Rail AS.Each locomotive, weighing approximately 123 tonnes, was carefully lifted ashore using a tandem lift. The Port of Uddevalla - Uddevalla Hamnterminal AB offers a unique capability to transfer locomotives directly from ships to railway tracks. This way, the locomotives could continue their journey themselves!

New inshore lifeboat officially named Harold Hobbs

ST PETER Port RNLI's new inshore lifeboat has been officially named Harold Hobbs at a ceremony taking place on the 84th anniversary of the lifeboat crew member's death.

The official naming ceremony for St Peter Port RNLI's new Atlantic 85 B class lifeboat, **HAROLD HOBBS**, took place yesterday. Mr Hobbs was killed in June 1940 by German war planes while serving on the Guernsey lifeboat. At the ceremony were family members, including Harold's son Tony (right), and great-nephew Jason, now the operations manager at St Peter Port RNLI. (**Picture by Sophie Rabey, 33374993**)

RNLI representatives, including its new national chief executive Peter Sparkes, who only took over the role on Wednesday, Jason Hobbs, St Peter Port lifeboat operations manager, and the rest of his family, attended the ceremony for the new inshore lifeboat. The £300,000 lifeboat was funded by donations from islanders, so it was Adrian Carey, head of the south west region of the RNLI, who handed the boat over – a job usually done by the person who sponsored the new lifeboat – to Mr Sparkes. 'It has been funded by the people who it will serve,' said Mr Carey in his handover speech.Mr Hobbs' son Tony officially named the boat after it had been handed over.

The 87-year-old said that he was happy to be able to witness the boat officially be named after his father.'I have waited 84 years for this day,' he said. 'It's amazing – although I am doing a speech and I am slightly nervous about that part.'

Harold Hobbs was killed while serving on the RNLI's **Alfred and Clara Heath** which was shot at by German forces while on a rescue mission off St Aubin, Jersey.The new lifeboat had been 'on trial' in Guernsey for four years prior to the RNLI receiving the vessel as its permanent inshore lifeboat in March this year.

'Historically the lifeboats were all driven by St John and then that all changed,' said Jason Hobbs, Harold's great-nephew. 'We had to prove that the island required a new lifeboat, as we have the Spirit of Guernsey offshore lifeboat. 'The Harold Hobbs is able to get right into the shore and she successfully proved herself about four weeks ago, when a boat needed rescuing off rocks at Beaucette.' **Source : guernseypress.**

Getting the job done. Kudos to team!

Photo : Friso Kooijman (c)

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LNG as fuel for ships: expert answers to 17 important questions

With emissions regulations getting ever stricter, many ship owners are turning to alternative fuels to power their vessels. Liquified natural gas (LNG) is proving a popular choice – and for good reason. Want to know more about LNG as fuel? Get an expert overview in 17 important questions.

The LNG powered **VOX APOLONIA** outbound passing the Maasmond **Photo : Paul Gerdes ©**

Your choice of fuel affects both your profitability and your vessel's environmental compliance. Liquefied natural gas (LNG) is a safe and cost-effective fuel that reduces greenhouse gas emissions and other harmful pollutants. LNG is playing a key role as a transition fuel and is widely seen as the first step towards decarbonising the maritime industry.

Switching to LNG as fuel for ship propulsion requires investment but can save you fuel costs, increase your profitability and reduce compliance risks. The expert answers to these 17 questions will tell you what you need to know about LNG as an alternative fuel for shipping.

1. What is LNG?

LNG is natural gas that has been cooled to -162°C (-260°F), turning it into a clear, odourless liquid that is easy to ship and store. LNG is typically 85–95% methane, which contains less carbon than other forms of fossil fuels. It is a compact, efficient form of energy that is ideal for ship propulsion.

2. What is LNG used for?

LNG is primarily used as a clean-burning energy source. It is used for electricity generation, heating, cooking, and as a transportation fuel. LNG is also used as a raw material for products like fertilisers and plastics.

In the shipping industry, LNG as fuel is used for ship propulsion, auxiliary power generation and other onboard energy needs. LNG as an alternative fuel for shipping has gained wide popularity due to its clean-burning properties and potential to help meet stricter emissions regulations.

Handpicked related content: Want to know more about a whole range of alternative fuels? Get the lowdown on future fuels in shipping – and discover which one might be right for your vessel.

3. What are the sources of LNG as fuel for ships? What is bioLNG?

LNG as fuel for ships is produced from natural gas extracted from underground reserves, including both onshore and offshore gas fields.

BioLNG is LNG produced from biogas, which is generated from organic waste like food scraps, agricultural waste, manure and sewage sludge. BioLNG is considered a renewable fuel and can further reduce the carbon footprint of ships using LNG fuel systems.

4. Is LNG just methane?

LNG is primarily methane (typically 85–95%), but it also contains small amounts of ethane, propane and other hydrocarbons. LNG can also contain trace amounts of nitrogen and carbon dioxide. The exact composition of LNG may vary depending on the source of the natural gas and the liquefaction process used.

5. LNG fuel vs. fuel oil: is LNG better than diesel?

Compared to diesel fuel oil, LNG offers several advantages. LNG produces significantly lower emissions when burned, including:

- 20–30% less CO2
- 15-25% less total GHG
- 90% less NOx
- 99% less SOx
- Almost no particulate matter (PM)

LNG engines are also quieter.

However, LNG has a lower energy density than diesel, so using LNG as an alternative fuel for shipping will require more fuel and therefore larger fuel tanks to achieve the same range.

6. What are the advantages and disadvantages of LNG fuel?

The key advantages of LNG as fuel include reduced emissions and cost competitiveness. There is also an established and continuously growing global network of LNG bunkering facilities.

The disadvantages of using LNG as fuel for ships include the need for specialised equipment and training and the potential for methane slip.

Methane slip is when unburned methane, a potent greenhouse gas, escapes into the atmosphere. Modern dual-fuel engines will minimise this issue. Depending on engine type and load, you can reduce methane slip by up to 65% by upgrading your ship's existing engines. Over the last 30 years, Wärtsilä has reduced the methane slip from its engines by around 90%.

Handpicked related content: Are you looking for ways to be smarter about methane slip? Discover the dramatic improvements you can make – today.

7. Is LNG environmentally friendly?

LNG is cleaner burning than traditional marine fuels, but it is still a fossil fuel. BioLNG, which is LNG produced from organic waste or biomass, can be considered a more sustainable alternative to fossil-based LNG as it has a lower carbon footprint. However, the production and combustion of bioLNG still emit some greenhouse gases. LNG can be seen as a bridging fuel in the transition to alternative fuels like methanol and ammonia, which aren't yet widely available at scale.

8. Is LNG a future fuel?

LNG both is and isn't a future fuel. It enables lower greenhouse gas emissions and reduces other harmful air pollutants compared to fuel oil, but it is still a fossil fuel. Sustainable future fuels are crucial for maritime decarbonisation, but the current cost, limited availability and insufficient infrastructure are challenging for operators. This gives LNG an important role to play in the shipping industry's transition to a zero-carbon future.

As more ports develop LNG bunkering infrastructure and more ships are built with LNG fuel systems, the use of LNG as an alternative fuel for shipping is expected to increase. LNG is considered a stepping stone on the path to decarbonisation as the industry moves closer to using true future fuels such as methanol and ammonia.

Handpicked related content: What actions do policymakers, industry and individual ship operators need to take to achieve sustainable shipping by 2050? This report reveals the three key elements of success.

9. What are the problems of LNG?

There are two main problems with LNG as fuel. Firstly, specialised equipment and training are needed to handle LNG safely. Secondly, LNG is predominantly methane and when burned as fuel unburned methane can escape into the atmosphere. This is known as methane slip and can offset LNG's environmental benefits because methane is a potent greenhouse gas.

Modern dual-fuel engines can minimise methane slip – in fact, Wärtsilä has reduced methane slip from ship engines by around 90% over the last three decades through engine upgrades and ongoing research and development.

Handpicked related content: Looking for ways to reduce methane slip? This 60 min webinar shares five winning tactics – and one bonus tactic – with little or no additional investment needed.

Short on time? This five-minute article will give you simple solutions to reduce your methane slip today.

There is also a third problem in some areas where the limited availability of LNG bunkering facilities can be an additional barrier to adoption. Despite these challenges, LNG offers a great opportunity for vessels to reduce emissions and is widely seen as a good first step towards decarbonisation.

10. LNG is often described as a transition fuel. What does this mean?

LNG is often described as a transition fuel because it provides a good first step towards other alternative fuels. Sustainable fuels will be crucial to maritime decarbonisation, but the current cost, limited availability and insufficient infrastructure can make them a challenging choice for operators.

Converting to LNG is a concrete step towards decarbonisation that vessel owners can take today, helping them to reduce emissions and comply with increasingly strict regulations. Conversion also opens up the possibility to use bioLNG and, eventually, synthetic methane.

11. What are the CO2 emissions from LNG?

LNG produces about 20–30% less CO2 when burned compared to traditional marine fuels like heavy fuel oil (HFO). The exact reduction in CO2 emissions depends on things like engine type, operating conditions and the specific composition of the LNG fuel.

Burning LNG releases about 2.75 kg of CO2 per kg of fuel, while HFO emits around 3.15 kg. While there have been some concerns about methane slip, the latest LNG engine technologies and best practices in LNG handling and storage can help minimise this. Additionally, using bioLNG, which is produced from organic waste, can further reduce the carbon footprint of ships that use LNG as fuel.

While LNG is not a zero-carbon fuel, it does offer a significant reduction in CO2 emissions compared to traditional marine fuels. This gives LNG an important role to play in the shipping industry's decarbonisation efforts until fully renewable alternative fuels are more widely available.

12. What are the lifecycle emissions from LNG?

The lifecycle emissions of LNG depend on factors like methane slip during production and transport, energy sources used for liquefaction and engine efficiency.

LNG produces 20–30% less CO2 when burned compared to heavy fuel oil, but methane slip can negatively offset this benefit. Engine manufacturers like Wärtsilä have been working hard to reduce methane slip. Since 1993, the methane slip from Wärtsilä dual-fuel engines has been reduced by around 90%, taking it from 16 grams per kilowatt hour (kWh) to less than two grams today. Wärtsilä is working on reducing methane slip even further, to less than 1 gram per kWh. When running an engine at optimal load, methane slip can now be minimal.

While Wärtsilä is focusing on reducing tank-to-wake emissions through engine development, producers are working to minimise well-to-tank emissions. They are doing this by investing in carbon capture, using renewable energy to decarbonise energy-intensive processes like liquefaction, and closely monitoring pipelines for emissions.

The shipping industry contributes just 2% of global CO2 emissions but 12% of SOx emissions and 13% of NOx emissions. Switching to LNG as an alternative fuel for shipping reduces emissions across the board, cutting NOx emissions by 85–90%, reducing particulate emissions and completely eliminating SOx emissions.

According to a study by the International Council on Clean Transportation (ICCT), the lifecycle greenhouse gas emissions of LNG can be up to 15% lower than those of heavy fuel oil when considering a 100-year timeframe. Using bioLNG, which is produced from organic waste, can significantly reduce lifecycle emissions, as the CO2 released during combustion is offset by the CO2 absorbed by the organic matter when it is growing.

13. What is the outlook for LNG availability?

The global LNG market is expected to grow significantly in the coming years, driven by increasing demand for cleaner energy sources. According to a report by Shell, the global LNG trade is projected to rise by 21% by 2025 compared to 2020 levels. The expansion of LNG bunkering infrastructure, with 235 ports offering LNG refuelling by 2025, is making LNG more accessible for the shipping industry.

14. Do LNG tankers use LNG as fuel?

Many modern LNG tankers use LNG as fuel for ship propulsion and auxiliary power generation. These vessels are often referred to as LNG-fuelled LNG carriers. As newer LNG tankers enter the market and older vessels are phased out, the proportion of LNG tankers using LNG as fuel is expected to increase. This is for three main reasons:

• Environmental benefits: By burning LNG instead of traditional marine fuels, LNG tankers can significantly reduce their SOx, NOx and PM emissions. This helps shipowners comply with increasingly stringent environmental regulations, such as the International Maritime Organization's (IMO) global sulphur cap.

• Boil-off gas management: LNG tankers are designed to carry liquefied natural gas at cryogenic temperatures. Despite advanced insulation, some LNG will inevitably evaporate during transport, creating boil-off gas. By using this boil-off gas as fuel, LNG tankers prevent it from being released it into the atmosphere.

• Fuel efficiency: The modern dual-fuel engines used on LNG tankers can operate efficiently on both LNG and traditional marine fuels like HFO, providing flexibility in fuel choice and optimising fuel consumption.

LNG tanker **DIAMOND GAS CRYSTAL** taking on bunkers in Gibraltar. **Photo : Daniel Ferro (c)**

15. How many ships use LNG as fuel?

In 2024 there were more than 2,400 vessels equipped to operate on LNG globally, with another 1,000 LNG-fuelled vessels on order. These include over 20 cruise ships – many of which are using Wärtsilä LNG solutions – as well as tankers, containerships and RoRo ferries.

16. Why is LNG an attractive prospect as an alternative marine fuel?

LNG is an attractive alternative marine fuel because it has a lower environmental impact than HFO. It produces significantly less SOx, NOx and particulate matter emissions, helping ships meet stricter regulations. Using LNG as fuel can also reduce CO2 emissions by 20–30% compared to heavy fuel oil.Additionally, LNG is cost-competitive and increasingly available worldwide, with a growing number of bunkering ports. As the shipping industry seeks to decarbonise, LNG is seen as a viable transitional fuel until alternative fuels like green methanol and carbon-free green ammonia become widely available.

17. Is LNG the future of shipping?

LNG is already playing a significant role in the shipping industry's transition to cleaner fuels. Its lower emissions and increasing availability make an LNG fuel system an attractive option for many shipowners.

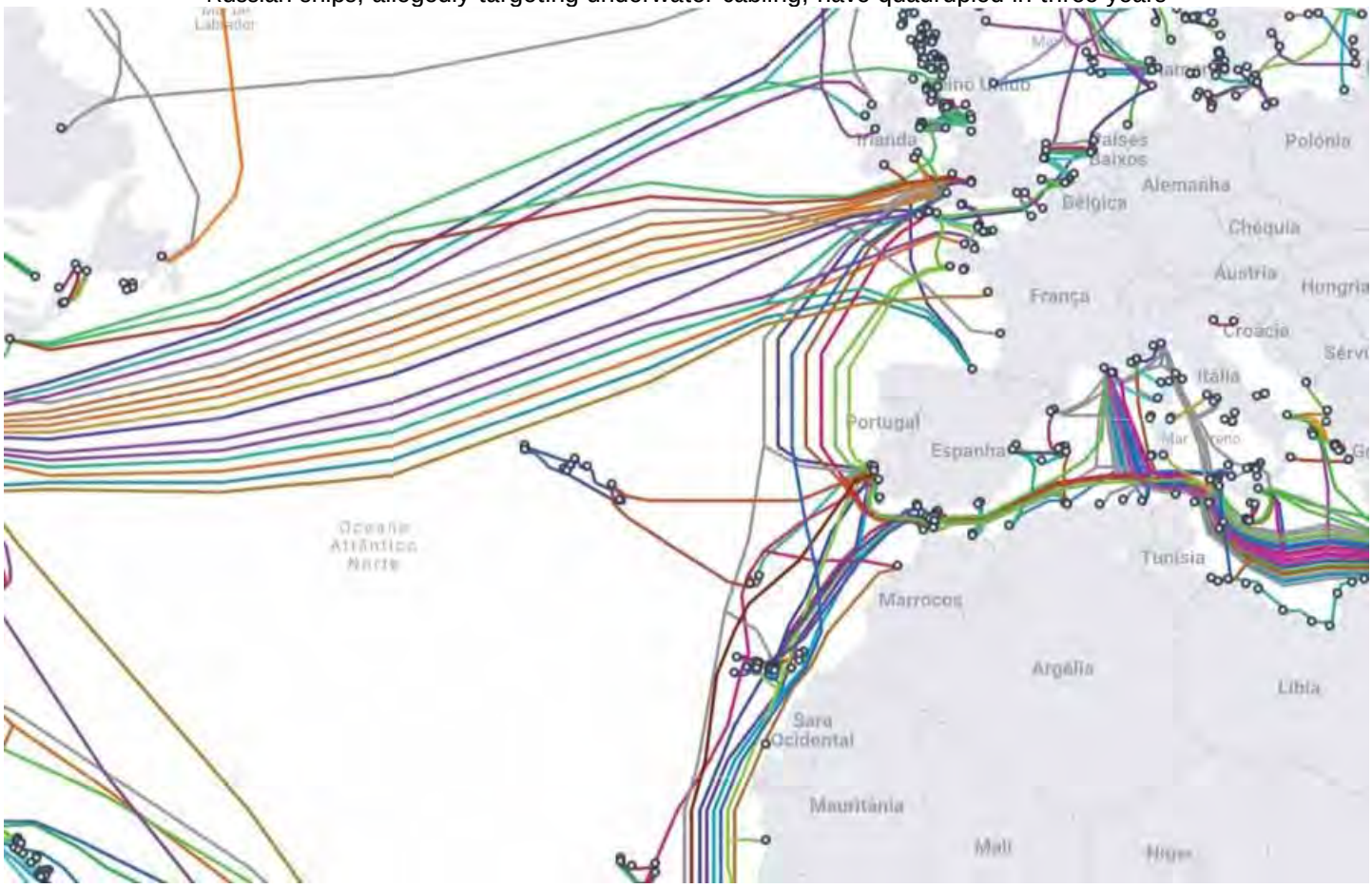
As the industry works towards the IMO's goal of reducing greenhouse gas emissions by at least 50% by 2050, LNG is seen as a transition fuel, paving the way for the adoption of alternative fuels like green methanol and carbon-free green ammonia. This makes investing in flexible dual-fuel engine technology the safest path forward, using LNG as a first step towards a carbon-free future. **Source: Wartsila**

Find the differences! **Muller Dordrecht's** sistertugs **EN AVANT 25** & **EN AVANT 26** in the port of Rotterdam

Navy completes 90-hour mission trailing Russian 'spy ships'

By Natasha Donn

Russian ships, allegedly targeting underwater cabling, have quadrupled in three years



Two Naval patrol boats have completed a 90-hour mission accompanying four Russian ships passing Portuguese territorial waters.

According to many sources and reports, these ships are either spying on underwater cabling (Portugal has a mass of cabling, connecting with Europe as well as Africa), or en route for some form of military activity. Sometimes, they can be doing both things at once, admiral of the Fleet Gouveia e Melo said recently.

This time round, the NRP (naval patrol frigate) **FIGUEIRA DA FOZ** tracked the **GENERAL SKOBELEV** (oil tanker) and **AKADEMIK IOFFE** (scientific research vessel), while the **NRP SINES** following the tug **NIKOLAY CHIKER**, as it passed through the Exclusive Economic Zone of the Azo on its way north from (apparently) Cuba.

All three ships are now much further north as the understanding by the Armed Forces is that the intense build up in this kind of traffic (the number of Russian ships passing through Portuguese waters has quadrupled in the last three years) is far from positive. **Source : portugalresident.**

Bulker Encounters Swarm of Unmanned Boats off Yemen

In a concerning new development for the security of merchant shipping in the Red Sea, a bulker has reported an encounter with a large swarm of suspicious small craft off the coast of Mokha, Yemen - some of which appeared to be unmanned.

For at least the last seven years, Yemen's Houthi rebels have been developing unmanned waterborne improvised explosive devices (WBIEDs), with help from the military forces of Iran. The Houthis have used these bomb boats with varying degrees of success, first against Saudi maritime interests and more recently against international merchant shipping. A thinly-disguised "fishing boat" struck and disabled the bulker **TUTOR** in the Red Sea on June 12, killing one

crewmember and flooding the engine room. The group returned with another bomb boat to inflict further damage, and Tutor ultimately sank (after additional Houthi intervention). The group also claimed a strike on the bulker Seajoy on June 27. In these previous encounters, Houthi remotely-controlled bomb boats have attacked one by one. On Sunday, the bulker Summer Lady informed UK Maritime Trade Operations (UKMTO) that she had been approached by a flotilla of suspicious small craft, composed of a mixture of "fast boats and smaller kayak-type boats." Multiple vessels in the group appeared to be uncrewed, a sign of potential suicide-drone capability.

The master of **SUMMER LADY** reported that these suspicious watercraft remained near the vessel for an hour before departing the area. The bulker was unharmed, and it headed for its next port of call.

Later in the day, U.S. Central Command announced that American forces destroyed three unmanned surface vessels in the Red Sea. CENTCOM's announcement did not specify whether these unmanned boats were related to the **SUMMER LADY** encounter, but said that the targets "presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region."On Sunday, a Houthi spokesman released a video showing the first glimpse of the group's operating tactics for remotely-controlled boats, below. In the demonstration, a manned speedboat with crewmembers maneuvers aggressively between a series of buoys (time marker 1:30). At a predetermined location, the operators jump off the stern, and the boat continues to maneuver on its "own," with remote guidance. **Source : MAREX**

Both Swanage lifeboats launch to sinking boat

Less than 24 hours after the last callout, both boats launched to a 25ft motorboat that was reported to be sinking quickly with three people onboard.

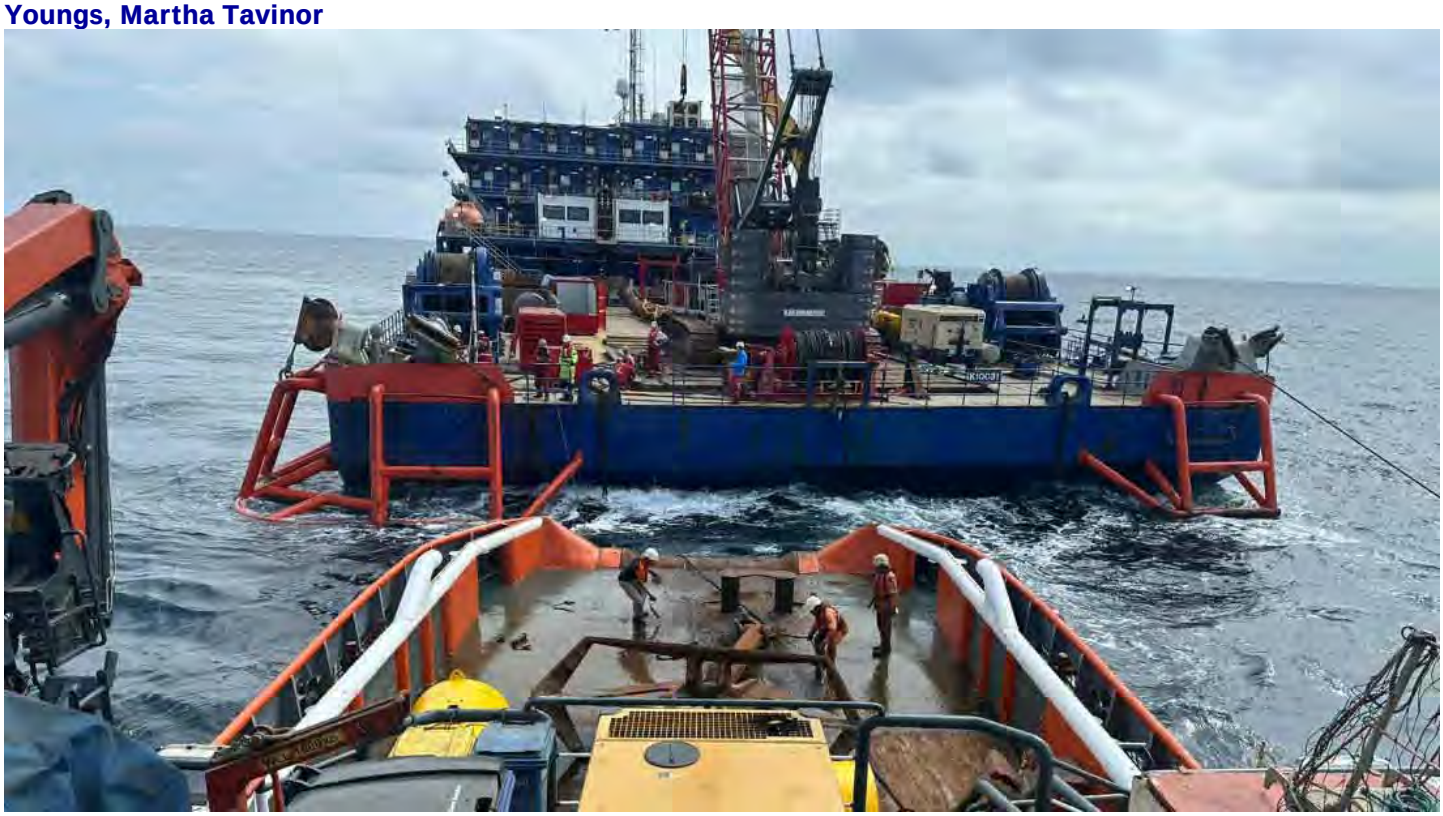
Swanage all-weather lifeboat alongside the casualty vessel with the salvage pump running to extract water from the engine space on the casualty vessel. **Photo : RNLI / Becky Mack**

Both lifeboats launched quickly to the last reported position just off Old Harry Rocks. As the lifeboats approached Old Harry Rocks, updated information confirmed that the sinking boat had continued into Studland Bay.The D-class inshore lifeboat (ILB) led the way to the vessel's location, helped by local coastguards who were watching the casualty vessel from ashore. The motorboat was quickly found, tied to a mooring, with the stern of the boat partially submerged and the engine compartment nearly flooded.

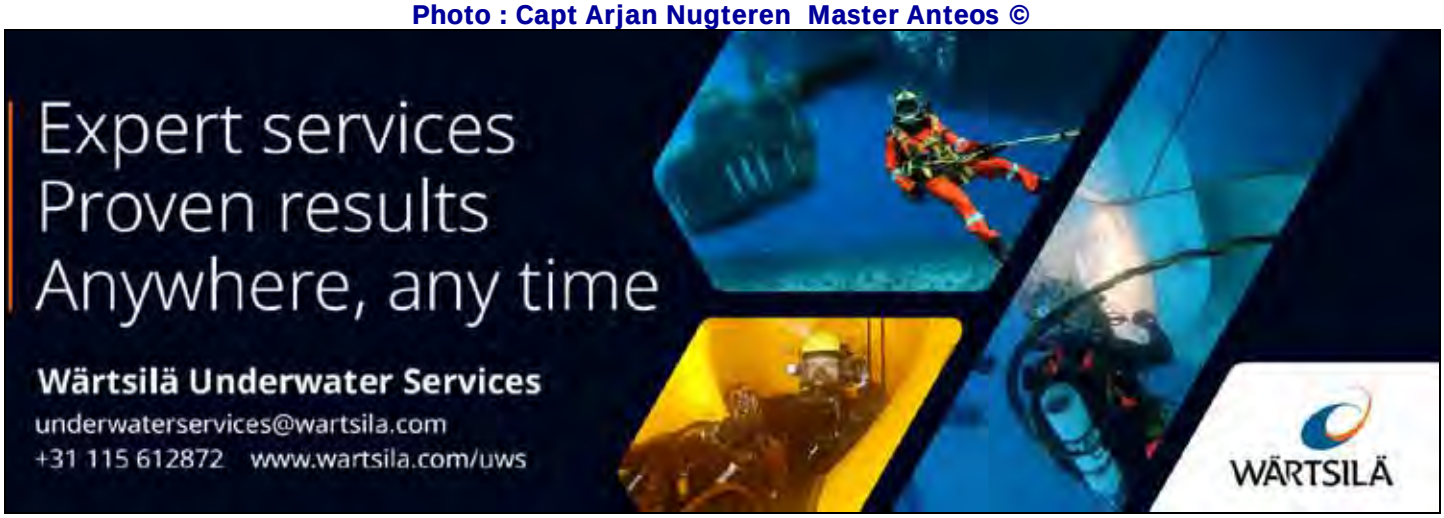
The volunteer lifeboat crew found no people onboard as they arrived and received confirmation that the vessel's crew had gone ashore and were all confirmed to be safe and well. The vessel owner had returned to nearby the vessel on a jetski.

In attempt to keep the vessel afloat and avoid the vessel sinking and becoming both a navigation and environmental hazard, crew from the ILB got on board to get access to the flooded areas ready to receive a salvage pump hose, while the all-weather lifeboat (ALB) crew prepared their salvage pump. The salvage pump was deployed and quickly lowered the water level, allowing the crew to inspect the area of water ingress. Nothing specific could be seen, but water was continuing to flood into the boatAs the vessel was taking on water fast, a plan was formed to take the motorboat alongside the ILB, with the pump still running, to the nearby slipway and beach it to prevent sinking. The salvage pump was transferred to the vessel, while the ILB crew setup the tow lines. The sinking vessel was soon gently grounded to prevent sinking that could cause environmental damage. The local coastguard team were at the beach where the vessel

was grounded along with the owner while the equipment and personnel were returned to the lifeboats.Both boats left the scene at 3.00pm and were back in Swanage around 3.15pm, where they were washed down and re-fuelled.
ALB Crew: **(Coxn) Gavin Steeden, Steve Williams, John Deas, Becky Mack, Roydon Woodford, Andy Redout, Ben Bamber**
ILB Crew: (**Helm) Darren Tomes, Matthew Steeden, Felix Williams**
Shore Crew: **(Head Launcher) Gary Buglass, (Winchman) Nigel Bower, (Winchman) Robert Aggas, Duncan Youngs, Martha Tavinor**



The Scheveningen based tug **ANTEOS** working with the **KOOLE 10031** at the Northsea
Photo : Capt Arjan Nugteren Master Anteos ©



China completes its largest LNG storage base

A subsidiary of China National Offshore Oil Corporation (CNOOC) has completed the construction of China's largest LNG storage base, a move that aims to ensure energy security and support green growth in the Yangtze River economic belt, according to China.org.cn.The base in the city of Yancheng, east China's Jiangsu Province, has a group of gas tanks with a combined LNG storage capacity of 2.5 million cubic meters, the company said. It has four tanks each with a storage capacity of 220,000 cubic meters and six larger tanks each with a storage capacity of 270,000 cubic meters. Li Feng, vice president of CNOOC Gas and Power Group, said the base is connected to the country's major gas pipelines and provides

supplies to provinces including Jiangsu, Henan, Anhui and Shandong. Once fully operational, the base will have the capacity to process up to six million tonnes of LNG annually, equivalent to 8.5 billion cubic meters of natural gas.This volume is enough to sustain residential gas needs in Jiangsu Province, which has a permanent population of about 85 million, for about 28 months. **Source : portnews**

A Dutch get together in Glacier Bay, Alaska. The **ZAANDAM** seen from the **WESTERDAM. Photo: A.Nonymous**

SVITZER INVESTS IN THREE NEW TUGBOATS IN BRAZIL TO SUPPORT GROWTH

Svitzer, a leading global towage provider, has announced the signing of a contract with Shipyard Rio Maguari for the construction of three new tugboats. This significant investment underlines Svitzer's continuous commitment to expanding its presence in Brazil, catering to both new and existing customers.

Brazil plays an essential role in the global economy, particularly in the trade of grains, oil and metals. The nation's vast agricultural output makes it a critical supplier of grains, ensuring food security for countries reliant on imports. Additionally, Brazil's significant oil production and refining capacity contribute to global energy security. Its abundant metal reserves are essential for industrial development and manufacturing worldwide. These exports collectively foster economic growth and development within Brazil, further solidifying its position as a key player in international trade. As enablers of trade, Svitzer is committed to supporting this growth by investing in additional tugboats for its Brazilian fleet

The three vessels currently under construction are part of the 2300 Rampart Series and boast a top speed of 13 knots, an overall length of 23.2 meters and a bollard pull of more than 70 tonnes. The vessels will be equipped with Fifi-1 firefighting capabilities. These advanced features will enhance Svitzer's ability to support the growing capacity of various Brazilian ports, ensuring safe, reliable and efficient customer services.

Arjen van Dijk, Managing Director for Svitzer Americas, emphasised the strategic importance of this investment: “Svitzer's new build program in Brazil is a testament to our continuous commitment to meet the evolving needs of our customers in this important market. These tugboats are designed to handle the increasing complexity and volume of Brazil’s maritime operations and will enhance our operational capacity across various Brazilian ports. It not only strengthens our service offerings but also aligns with our broader goal of supporting Brazil's economic growth and infrastructure development.”

Daniel Reedtz Cohen, Managing Director of Svitzer Brazil, highlighted the continuous growth opportunities in the region: “Brazil’s economy has seen significant growth in the green energy and agricultural export sectors and has a key

position in the global energy and food supply. Furthermore, the country's growing export market for commodities, such as metals and oil, demonstrates its economic potential. With the number of ports increasing, and new terminals under construction, the expansion of our fleet with these tugboats reflects our dedication to supporting the evolving needs of Brazilian ports. We see continuous growth opportunities in the country, and this investment positions us to continue meeting new demands effectively."

The construction of these new tugboats by **Shipyard Rio Maguari** – a reputable shipbuilder based in Belém, Brazil – further cements Svitzer's commitment to leveraging local expertise and resources. Svitzer is proud to be supporting the Brazilian shipbuilding industry and the jobs that this generates. This collaboration ensures that the new vessels will be built to the highest standards, ready to cope with the challenges of Brazil's dynamic maritime industry.

he 2020 built TUR flag and owned 32.5 metre fishing support vessel **GUNDOGAN BALIKCILIK 1** berthed at Grand Harbour, Malta on Tuesday 18th June, 2024 part of BlueFinTuna Season 2024 , few hours before returning back to Turkey.**Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)**

China's waterway freight volume up in first 5 months

China recorded a steady growth in waterway freight volume in first five months of 2024, the Ministry of Transport said.

From January to May, approximately 3.9 billion tonnes of cargo was transported via waterways across the country, marking a 7 percent increase year on year, said Vice Minister Fu Xuyin at a press conference. Container throughput at ports nationwide exceeded 130 million twenty-foot equivalent units (TEUs) during the period, up 8.8 percent from a year earlier, Fu said. Fu added that building "smart ports" is a top priority for China's waterway transport development, with efforts underway to accelerate the automation of various port facilities. Currently, the country has set up 21 container ports and 28 dry bulk ports that operate automatically. During the first five months of this year, the country's fixed-asset

investment in waterway transport reached 78.6 billion yuan (about 11.1 billion U.S. dollars), increasing 7.2 percent year on year and remaining at a high level, he said.The investment has funded major infrastructure projects such as the Pinglu Canal, which is expected to strengthen connectivity between south China's Guangxi Zhuang Autonomous Region and Southeast Asian countries, according to the vice minister.China's waterway freight volume hit an annual record high of about 9.4 billion tonnes in 2023, data from the transport ministry showed. **Source: Xinhua**

Poten: Top Reported Dirty Spot Charterers for 1H 2024

Tanker **YASA ALBATROSS** taking on bunkers in Gibraltar. **Photo : Daniel Ferro (c)**

The oil tanker markets are still largely driven by the Russian invasion of Ukraine and related sanctions and by the Red Sea crisis caused by Houthi attacks on ships travelling near the Red Sea. Fixtures related to Russian trades are usually not reported in the market but represent substantial volumes. Not unexpected, Unipec remains by far the largest charterer, even though the Chinese economy and oil demand growth is still below the trend of previous years. We recorded 8.7% less volume for Unipec spot fixtures while the total number of reported fixtures increased by 3.5% compared to the first half of 2023.Unipec maintained its position at the top of the VLCC segment, despite a decrease in its number of VLCC fixtures from 369 in H1 2023 to 344 in H1 2024. Petrobras (52 fixtures) moved up from sixth position to second, reflecting their oil production growth. Shell and IOC share the third position with 43 fixtures each. Overall, the number of reported VLCC spot fixtures increased slightly from 1,561 in H1 2023 to 1,576 this year.

Chevron takes top spot in the Suezmax segment with 51 fixtures, moving up from the number six spot last year, closely followed by Shell (48) and Exxon with 47. IOC re-appeared in the top 10 after dropping out last year.

In the Aframax segment, Chevron also takes the first spot with 74 fixtures during the first six months of 2024. Total (62 fixtures) moved up one spot to second while PTT (59) gained 3 positions to end third this year. PK Orlen entered the top 10 this year as they replace Russian pipeline imports with shipping. **Source: Poten & Partners**

New cable contract for Jan De Nul to bring wind power ashore in Taiwan

Jan De Nul Group has signed a preferred supplier agreement with Copenhagen Infrastructure Partners (CIP) for the installation of about 90km of subsea high-voltage export cables. Those cables will bring wind energy generated at the Fengmiao I wind farm ashore. Fengmiao I is the eighth wind farm in Taiwan where Jan De Nul Group is contributing to. Worldwide, the maritime constructor participated in the construction of over 60 offshore wind farms.

Jan De Nul Group deploys its cable-laying vessel **WILLEM DE VLAMINGH** to install about 90km of subsea cable in Taiwan.Fengmiao I has a capacity of 500MW, providing power for about half a million households, and is part of the larger Fengmiao wind project. This is located approximately 35km off the coast of Taichung and has a total capacity of 1,800MW. Jan De Nul Group will connect the offshore substation of Fengmiao I to the onshore grid via two AC high-voltage cables. To do so, it will deploy its cable-laying vessel Willem de Vlamingh. The company is responsible for transport and installation of the cables, including the protection of crossings with other cables. The cables have a length of 45km and 44km respectively and weigh more than eight thousand tonnes altogether. Wouter Vermeersch, Manager Offshore Cables at Jan De Nul Group: "The Fengmiao wind farm brings us another step closer to a world driven by renewable energy. Jan De Nul Group is a big believer in the energy transition and has the knowledge, skills and

equipment to make that transition a reality. The two new XL cable-laying vessels we recently ordered prove that we are going all-out for green electricity."

Sleepbedrijf Bootsma BV is loose with new construction !! multifunctional workboat **VIGILANT**. This work vessel, which is suitable for anchor work but can also tow and push, is propelled by 2x 400hp on also 2 azimuth thrusters from Veth.Equipped with towing winch, anchor handling winch, coupling winches, bow roller, pit piles and a Fassi 720 marine crane on deck.Because of these applications, it will be perfectly usable for any contractor job, but also as a tug/push boat for transport work.Available from 1 January 2025The construction will take place at **Groeneveldt Marine Construction B.V**. in Hendrik Ido Ambacht.

The Isles of Scilly Steamship Group's (ISSG) new landing craft, **GUGH**, left Penzance on its inaugural trip to the Isles of Scilly, carrying its first load of freight including building supplies and a boat.

GUGH,adds another dimension to the Group's offer, allowing freight to be transported direct to shore almost anywhere on any island. It was built in Exeter by UK shipbuilder by COASTAL WORKBOATS, to the specifications of renowned international shipbuilder, **Damen.** The addition of the **GUGH**,is part of the Steamship Group's new vessel replacement project. Earlier this year the Group also signed contracts for the construction of two new vessels which will enter service in 2026. It's an exciting time for the Steamship Group and for the island's community.

KBRV Meets With European Commission To Provide Feedback On EU ETS

Together with other European shipowner associations and companies, the Royal Belgian Shipowners' Association (KBRV) met with public officials of the Directorate-General Climate of the European Commission to provide their feedback on the

EU ETS for maritime. With the entry into force of the European Union Emissions Trading System (EU ETS) for the maritime industry since this January, the European shipping sector is on its path towards contributing towards Europe's ambitious climate goals.With the experiences collected by its members and those of its counterparts in other EU member states, the KBRV met with Commission officials to share its insights and feedback, in order to ensure the continued success and refinement of this vital regulatory framework.

Representing the KBRV was Celine Audenaerdt, Head of Environmental & Technical Affairs:"Earlier in May, we published a position paper on our findings about the implementation challenges of EU ETS and FuelEU Maritime. The paper was very well received by both policymakers and across the industry, especially on our recommendations on navigating the regulatory environment and how to achieve compliance."With today's meeting, we wanted to create the possibility for EU authorities to receive direct, practical feedback from our members based on their own experience. According to Ms Audenaerdt the meeting was very constructive and it opened a dialogue for further understanding of the industry's specific needs. **Source: Royal Belgian Shipowners' Association (KBRV)**

The **OASIS OF THE SEAS** moored in Naples **Photo : Hugo Sluimer © CLICK at the photo !**

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Red Sea crisis dictates container fleet capacity trends

By Daniel Richards

As anticipated, containership deployment trends in the first half of 2024 have been dictated by the situation in the Red Sea. The initial increase in deployment on main lane routes ex-East Asia that started in January has continued unabated through the middle of June. Unsurprisingly, the Far East-Europe trades, especially the Far East-Mediterranean route, have seen by far the most significant net capacity injections since the crisis started in November 2023.

Since the end of November 2023, a little over 1.7m teu of new containership capacity has left the shipyards This figure is in line with the net change in deployed capacity on trades directly impacted by the Red Sea crisis, where Asia-Europe

services have added 1.4m teu of extra capacity since the end of November, Europe-ME/ISC services 150,000 teu, and other affected ME/ISC services another 230,000 teu.

Given signs of strengthening demand, however, as well as some loss of fleet efficiency due to port congestion, a number of trades unaffected by the Red Sea crisis have also seen total deployed capacity increase over this timeframe, and in practice the source of these capacity changes has come from a large net drop in the volume of vessels either undergoing repairs (-312,000 teu) or that were commercially idle/not allocated to a trade at the time the crisis escalated (-370,000 teu).So, while newbuild deliveries will continue to provide new capacity injections, beyond this the cupboard is looking increasingly bare for liner companies if they want to add extra capacity during peak season.

Capacity re-allocations

In practice, there has not been an extensive process (so far) of removing vessels from trade lanes unaffected by the Red Sea crisis, and instead allocating them to affected routes.

Leaving aside cases where capacity has dropped simply because liners have shifted away from running direct services in favour of relay and transhipment network structures (eg, a number of Europe-ME/ISC or intra-Middle East services), in the cases where trades have actually seen capacity reductions, these have been minimal in proportional terms (a 60,000 teu drop in Far East-ECNA deployment since the end of November, for example, is only equivalent to a 3% reduction).

It is more likely, however, that the capacity added to the 'diverting' trades has prevented capacity injections onto alternative trades that might otherwise have been justified and which very likely would be stemming or preventing the recent increase in freight rates.

So, while the intra-Asia trades have seen a small net uptick in capacity over the past several quarters, this masks an underlying trend where newbuild deliveries ordered by regional liners that do not serve trades that transit the Red Sea are being added to services, but at the same time older assets have been diverted away.

This of course applies to the 240,000 teu of 20,000 teu assets, as well as the trio of 16,500 teu methanol dual-fuel vessels that Maersk has received (as well as likely a pair of CMA CGM LNG dual-fuel newbuilds), that have been added to Asia-Europe services, but beyond that newbuilds have been added to 'unaffected' trades in large numbers.

The main possible 'swing' candidates, or exceptions, are 13,000 and 16,500 teu vessels operated by MSC, and four more operated by Evergreen or ONE. These vessels could in theory be allocated to long-haul routes away from Asia-Europe, but beyond these possible exceptions it does not appear liners have been diverting their newbuilds away from their originally intended trade routes.**Source : The Loadstar**

This is guest post by Daniel Richards, associate director, Maritime Strategies International

Wellard offloads livestock carrier

By : Adis Ajdin

Australian livestock carrier operator Wellard has struck a deal to sell one of its two ships. The ASX-listed firm is offloading the **OCEAN UTE** to Marshall Islands-registered Bassem Dabbah Shipping for $12m.

The **OCEAN UTE** anchored off Singapore

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

CLICK at the photo to view and/or download the photo(s) !

The vessel, converted from a containership into a livestock carrier in 2010 and purchased by Wellard in 2015, is expected to change hands in September this year.Wellard said it intends to return the majority of the net sales proceeds to shareholders."The **OCEAN UTE** has been a good vessel for Wellard, and helped us meet a price point in the market. But it is about to reach a tipping point with respect to market value, maintenance costs, future cash generation and profitability, so the sale is a good outcome for Wellard and its shareholders," noted executive chairman John Klepec.

The company has one more ship left in its fleet, the **OCEAN DROVER**, shuttling between South America and Turkey, and has charters committed right through until the end of the year. MWellard said in a filing that it continues to engage

with KPMG Singapore as the liquidators of Ruchira Ships, the registered owner of the **OCEAN DROVER**, to seek a resolution that will enable the company to regain full legal title to the vessel.

ARMARA is pleased to welcome in the fleet the **ARMARA JULES VERNE**. their first fully owned vessel. 3785 tons dwt / 5250 cbm. She will be operated in North Europe, Baltic, French coasts

Việt Nam's ports prepare to welcome largest container ships

Gemadept Group said it will continue to invest in expanding Gemalink International Port in Bà Rịa-Vũng Tàu Province and Nam Đình Vũ Port in Hải Phòng City.

Accordingly, the group is completing related procedures and arranging capital to start construction on Phase 2 of Gemalink Port in November 2024 and will be ready to operate from December 2025. This project has a total investment of about US$300 million. Once completed, the total design capacity of the port will reach 3 million TEU, the highest level compared to other major competitors in Southeast Asia, Gemadept Group's leadership said. Once completed, Gemalink port is expected to receive ships of up to 250,000 DWT, the largest container ship size in the world today, creating a competitive advantage in the region. Thereby, the port will be able to attract more large customers, especially ships with a tonnage of 100,000 DWT or more.

For Phase 3 of Nam Đình Vũ Port project, the project is expected to start construction in July 2024 with total investment of VNĐ2.5 trillion ($101.9 million). This project is expected to be completed in the second quarter of 2025, helping to increase the total capacity of the port to 2 million TEU, becoming the largest and most scaled river port in the North of Việt Nam.Gemadept Group said it will also complete the Hà Nam canal dredging project. This project will bring benefits to the entire port business community in Hải Phòng and the capacity of Nam Đình Vũ Port will increase by about 300,000 TEU.

In addition, the serious congestion of Singapore Port is bringing opportunities to Vietnamese businesses as a number of ships of major shipping lines have diverted to Gemalink Port.If the congestion lasts, the goods transfer centre will change from Singapore to other places, including Bà Rịa - Vũng Tàu.At the same time, ports in Hải Phòng also benefit from being a goods transshipment centre with China, according to Gemadept Group's leadership. **Source : VNS**

Download the specifications and/or track record book for more information on **www.dutchoffshore.eu**

RT DARWIN DEPARTED FROM PORT HEDLAND

KOTUG's **RT DARWIN** left Port Hedland in the early hours of Friday, 21 June. She is the last of the original Rotortug series to have come to Port Hedland some 14 years ago. The **RT DARWIN**, **RT FORCE** and **RT TOUGH** were the backbone of the harbour towage in Port Hedland for 14 years, leading the way for the next generation of RotorTug's in the deep-water port of Port Hedland. These grand ladies were the pioneers in bringing Rotortug© technology to Australia. They have served the towage in Port Hedland with pride and can hold their heads up high on the excellent service they have provided. The latest in **Rotortug© technology** continues to be the leader for channel blockage mitigation in Port Hedland. **Farewell to the proud grand lady RT Darwin.**

Newbuild prices set to eclipse the highs recorded in 2008

By : Sam Chambers

Newbuild prices are on track to surpass the dizzy peaks achieved in 2008.

The newbuild price index conducted by Clarksons Research has risen 5% since the start of the year, and now stands just 2% below its 2008 peak in nominal terms.One again, LNG and container orders have made the most headlines in 2024, although unlike in earlier years of the 2020s tanker and dry bulk orders have accelerated too.

Year to date MB Shipbrokers has recorded containership orders for about 603,000 teu, and assuming the majority of the current pipeline of projects materialise, the Danish broker reckons that figure will reach about 1m teu within the coming months.Shipyards are making the most of the current newbuilding boom with new data suggesting the number of active yards has leapt by 17.7% in the space of the last two years.In June 2022, there were 153 active shipyards, according to Greece's Xclusiv Shipbrokers. This number climbed to 180 this month, with China accounting for most of the growth. Yard activation comes at a time when shipbuilders are basking in very long order books, with prices at highs not recorded for close to a generation. Splash has reported recently on container delivery slots being marketed for 2029 and LNG slots being negotiated for as far out as 2030.Shipyards' global orderbook currently stands at more than 133m compensated gross tonnes (cgt), an increase of 56m cgt compared to the orderbook's most recent low in late 2020, according to shipping organisation BIMCO. LNG and containerships have accounted for respectively 35% and 30% of the increase.The number of LNG newbuilding orders has more than doubled from the same period last year where 34 orders were placed, compared to 78 in the first five months of 2024, an increase of 129%, according to recent analysis from VesselsValue.After a decade of declining output, shipyard production has begun to edge up in recent years with deliveries in Q1 reaching a seven-year quarterly high of 10.1m cgt, according to data from Clarksons Research. Clarksons is projecting a 15% increase in shipyard output for full year 2024 to 40.6m cgt. Analysts at Danish Ship Finance are bullish on the outlook for the shipbuilding industry, but only in the short term, with global utilisation rates forecast to peak in 2024 before potentially softening in the following two years. "Continuously firm contracting activity and limited yard availability are pushing newbuilding prices ever closer to an all-time high," Danish Ship Finance noted in a report issued in May. **Source : Splash 247**

Welcome to the UK and London, Hannah Hanyue D.!

M3 Marine Group Pte Ltd is pleased to announce that Hannah has arrived in London as part of her Maritime and Port Authority of Singapore (MPA) Global Internship Award (MPA GIA), administered by Singapore Maritime Foundation (SMF).

For the next four weeks, Hannah will be working closely with Robert Day and Charles Long at the M3 Marine (Offshore Brokers) UK office.A big Thank you, as always, to the Maritime and Port Authority of Singapore (MPA) and Singapore Maritime Foundation (SMF) for their support.

Good luck Hannah!

Based in Singapore, **M3 Marine Group** and its subsidiaries provide a comprehensive range of offshore marine services tailored to meet the needs of the offshore marine and oil & gas Industries, and renewal energy sector. With decades of relevant extensive multi-faceted experience, direct access to a vast network of operators, offshore vessel owners and shipyards and backed by a wide network of Associates in Europe, Asia, the Middle East and Australasia, we are committed to meeting the growing local and international demand for specialised marine services. Our respective diverse multi-disciplined teams of dedicated experienced professionals constantly interface with the market, possessing real and valuable experience in their respective fields.

As one of Asia's largest independent multi-faceted offshore marine service providers, we truly believe in adding value where it matters.

NAVY NEWS

Sweden Orders New CB90 Combat Boats From Saab

Swedish defence company Saab has announced that Sweden's Defence Materiel Administration FMV has placed an order for ten new CB90 combat boats for the Royal Swedish NavySaab has received an order from the Swedish Defence Materiel Administration (FMV) for ten combat boats. The order value is approximately SEK 400 million (~$37.7 million). The contract period begins in 2024 and deliveries will be made continuously over the coming years.The boats are based on the CB90 Next Generation design and are manufactured by Saab's shipyard in Docksta. "Combat boats are advanced platforms that can be used for many different types of missions. We are proud that Saab's naval capabilities continue to contribute to Sweden's defence."The CB90, originally developed by Saab for the Swedish Navy, is a fast military assault craft now used by several countries. The name stands for Combat Boat 90 Half; "90" indicates the year of acceptance (1990) and "Half" signifies its capacity to carry and deploy a half platoon of 18 fully equipped amphibious infantry. More than 250 CB90 boats are operated worldwide.

Renowned for its exceptional speed and agility, the CB90 can perform sharp turns at high speeds, decelerate to a full stop in just 2.5 boat lengths, and adjust its pitch and roll angles while underway. Its lightweight, shallow draft, and twin water jets enable it to reach speeds of up to 40 knots (74 km/h) in shallow coastal waters. CB90 has a range of 300 nautical miles at a speed of 20 knots.The fast, all-aluminum CB90 Next Generation can carry multiple troops and cargo, in shallow or open waters, whilst maintaining speeds and maneuverability.The craft offers supreme CBRN and ballistic protection thanks to lightweight polyethylene lining and safety glass. A robust weapons platform can include stabilised

turntables, smaller missile systems and remote weapon stations like Saab Trackfire, whilst a versatile and tough interior, combined with a strong bow ramp, ensure swift deployment onto unprepared beaches.Sweden intends to fit light anti-ship missiles on its CB90 **source : Naval News**

The **Invincible-class** submarines, formally classified as the **Type 218SG**, **RSS INVINCIBLE** and **RSS ILLUSTRIOUS** (Right) moored at TKMS in Kiel **photo Frank Behling (c)**

Indian Navy Ship Ranvir arrives in Bangladesh for operational deployment

Indian Naval Ship **RANVIR** arrived in Bangladesh's Chattogram on June 29, as part of an operational deployment and will participate in multiple engagements and maritime exercises, the Ministry of Defence said in a press release.

INS RANVIR of the Eastern Fleet under the aegis of the Eastern Naval Command, was accorded a warm welcome by the Bangladesh Navy. "The visit will further strengthen the longstanding friendship, cooperation as also robust interoperability between both nations through a series of engagements and activities aligned with the Government of India's focus on Security and Growth for All in the Region (SAGAR)," the Ministry stated.The visit by the ship comes just after Bangladeshi Prime Minister Sheikh Hasina's state visit to India from June 21-22

During the visit, personnel from the Indian and Bangladesh navies will engage in a wide range of professional interactions including Subject Matter Expert Exchange (SMEE), cross-deck visits, community outreach, and friendly sports fixtures aimed at further strengthening existing mutual cooperation and maritime linkages between both navies and nations.On completion of the harbour phase, **INS RANVIR** will participate in a Maritime Partnership Exercise (MPX)/ PASSEX, a passing exercise with ships of the Bangladesh Navy. "**INS RANVIR** is a Rajput Class Guided Missile Destroyer which has undergone an upgrade with state-of-the-art weapons and sensors, the majority being indigenous reiterating the Indian Navy's steadfast focus on Aatmanirbharta," the release added. (ANI)

Navy Ship More Than a Century Old Struck by Missile in Russia-Ukraine War

One of the world's oldest active-duty naval ships has been damaged by a modern guided missile. The ship is the Russian Navy's **KOMMUNA**, an innovative submarine salvage ship in service since 1915.

The Volkhov (later the Kommuna) at her launching in St. Petersburg in 1913. She was commissioned into the Imperial Russian Navy in 1915.The **KOMMUNA** was built as the **Volkhov** with a twin-hull (catamaran) configuration and four 250-ton-capacity lifting devices that straddled the hulls. The salvage concept was to lower cables and lift a stricken submarine between the hulls and transport her to port.

The ship also was provided with salvage pumps, repair shops, and medical facilities. When not employed in the salvage role, the ship could provide support for submarines, including torpedoes and fuel and berths for 60 submarine crewmen.

The **Volkhov** supported Russian and British submarines in the Baltic during World War I and salvaged two stricken Russian submarines.In 1922, the ship was renamed the **KOMMUNA** (Commune), a popular name among the Bolsheviks in revolutionary Russia. Her most notable salvage operation was raising the new British submarine **L-55**, which sank in the Gulf of Finland in 1919. The **KOMMUNA** raised the **L-55** from a depth of 200 feet on 11 August 1928. After being examined by Russian engineers, the **L-55** was refitted in the Baltic Shipyard in Leningrad (St. Petersburg) and was

commissioned in the Soviet Navy in 1931. The submarine provided the Soviets with extensive data on Western submarine construction practices and contributed to the design of subsequent Soviet undersea craft.

From the beginning of World War II in the Soviet Union in June 1941—called the Great Patriotic War—the Kommuna continued to serve as a support and salvage ship at Leningrad. Although damaged in German bombings of the city, she continued to provide valuable service throughout the war.

Between 1950 and 1953 the **KOMMUNA** was refitted with Dutch diesel engines and was extensively modernized in a Dutch shipyard. In October 1957, she raised the Soviet submarine M-256 (Project 615/Quebec), which had suffered a devastating fire and sank in the Baltic. A decade later the **KOMMUNA** sailed for the Black Sea and was based in Crimea. She was refitted to support search-and-rescue submersibles. In 1974 she supported a dive by the submersible Poisk-2 to a record depth of 6,647 feet. Later she served as a floating base for the submersible that searched for a downed Sukhoi Su-24 (NATO Fencer) aircraft that had crashed in water 5,600 feet deep.

The Kommuna was laid up in 1984 for transfer to the Soviet Academy of Sciences. The transfer was canceled, with the abandoned ship being stripped and looted. Completely rehabilitated, she was returned to service with the Black Sea Fleet. In 2009 she was fitted to support more advanced rescue submersibles and was reclassified as a rescue ship (instead of salvage ship).

Remaining operational, the **KOMMUNA** was based at Sevastopol in Crimea—part of Ukraine—when Russia forcibly occupied the Crimean Peninsula in 2014. During the fighting that began with the subsequent Russian invasion of Ukraine in February 2022, there were intensive efforts by Ukraine to attack Russian ships in the Black Sea area with missiles and explosive drones. Among the several Russian ships sunk was the guided missile cruiser Moskva, flagship of Russia's Black Sea Fleet.

The **KOMMUNA** reportedly was struck by missile fragments on 21 April, during an attack on ships in Sevastopol by Ukraine-launched Neptune guided missiles. The Russian governor of Sevastopol, Mikhail V. Razvozhayev, was reported to have said: "Falling fragments caused a small fire, which was quickly extinguished."Apparently, the **KOMMUNA** has so far survived another conflict—as she has two world wars and more than a century of active service. **Source : USNI**

USS Zumwalt (DDG-1000) with its two 155 mm Advanced Gun System (AGS) removed, The two 155mm AGS will be replaced by Multiple All-Up Round Canisters (MAC) for carrying the Conventional Prompt Strike (CPS) hypersonic missiles.

US removes Gaza aid pier again due to weather and may not reinstall it

By Tara Copp, AP and Lolita C. Baldor, The Associated Press

The pier built by the U.S. military to bring aid to Gaza has been removed due to weather to protect it, and the U.S. is considering not reinstalling it unless the aid begins flowing out into the population again, U.S. officials said Friday.

While the military has helped deliver desperately needed food through the pier, the vast majority of it is still sitting in the adjacent storage yard and that area is almost full. Aid agencies have had difficulty moving the food to areas further into Gaza where it is most needed because the humanitarian convoys have come under attack.The United Nations, which has the widest reach in delivering aid to starving Palestinians, ceased distributing food and other emergency supplies arriving through the pier June 9. The pause came after the Israeli military used an area near the pier to fly out hostages after their rescue in a raid that killed more than 270 Palestinians, prompting a U.N. security review over concerns that aid workers' safety and neutrality may have compromised.

On Saturday, the U.N. said humanitarian workers had started moving tons of aid that piled up at the pier to warehouses in Gaza.WFP spokesperson Abeer Etefa told The Associated Press this is a one-time operation until the beach is cleared of the aid and is being done to avoid spoilage. Further U.N. operations at the pier depend on security assessments, Etefa said.While always meant to be temporary and never touted as a complete solution to the problems getting humanitarian aid into Gaza, President Joe Biden's $230 million project has faced a series of setbacks since aid first rolled ashore May 17 and has been criticized by relief groups and congressional Republicans as a costly distraction.

The pier has been used to get more than 19.4 million pounds of food into Gaza, but has been stymied not only by aid pauses but unpredictable weather. Rough seas damaged the pier just days into its initial operations, forcing the military to remove it temporarily for repairs and then reinstall it. Heavy seas on Friday forced the military to remove it again and take it to the Israeli port at Ashdod.

Several U.S. officials, speaking on condition of anonymity to discuss military movements, said the military could reinstall the pier once the bad weather passes in the coming days, but the final decision on whether to reinstall it hasn't been made.Sabrina Singh, a Pentagon spokeswoman, acknowledged that she doesn't know when the pier will be reinstalled.

SHIPYARD NEWS

Germany is Discussing Financial Bailout for Meyer Werft

The shipyard group Meyer Werft is reportedly facing a growing financial crisis that is going to require refinancing of the company by mid-September as it works to address the downturn in the market after the Covid-19 pandemic and dramatic cost increases in materials. Talks commenced earlier in June with the government in the Lower Saxony region of Germany which will also need to involve the federal government in order to craft a financial guarantee package for the shipyard.

The shipyard highlights that the current challenges are not with its orderbook but instead due to rising costs. It recently delivered the Silver Ray (54,700 gross tons) to the Royal Caribbean Group and has work underway on the Disney Treasure (135,00 gross tons) due for delivery before the end of 2024. Work is also underway on Asuka III (51,950 gross tons) and has also recently started on Disney Destiny, a sistership for Disney Cruise Line. Earlier this year, the Papenburg yard received orders for two 180,000 gross ton cruise ships for Carnival Cruise Line and it has orders for a research ship and platforms for offshore wind. Elsewhere in the group, the yard in Finland is building two more mega cruise ships for Royal Caribbean and the eastern yard is building river cruise ships for Viking while it is also managing the outfitting of the **DISNEY ADVENTURE** (ex. Global Dream) acquired from the bankrupt MV Werften. Government officials and union

representatives speaking to the media said the challenge for the yard is the financing structure of shipbuilding. They explained the yard traditionally receives 20 percent of the value of the order upfront and 80 percent at completion, requiring Meyer to finance materials and labor costs during construction. One alternative that has been discussed is raising the upfront portion to 30 or 40 percent of the contract value.

Media reports are suggesting that Meyer is seeking €2.3 billion in loans and an additional €400 million in capital. The Lower Saxony state government is expressing support but the amounts involved are too large for the state to provide alone.

The state and federal governments would need to cooperate for the loan guarantees. One suggestion is that Lower Saxony might become an investor in the company as well. It already holds positions in Volkswagen and steelmaker Salzgitter. The Budget and Finance Committee of the Lower Saxony State Parliament has met to discuss the alternative and expressed support for the company.

One of the concerns for the local government is that Meyer employs 3,300 people with reports suggesting there are as many people employed via contractors and suppliers. The yard supports a broad network of vendors and suppliers in the region that contribute to the construction projects. An interim step has called for laying out 400 people according to the media.

Meyer has brought in a reorganization expert Ralf Schmitz, who is working with the recently named new CEO of the company Bernd Eikens. Patriarch Bernard Meyer has reportedly stepped back and as part of a management reorganization, his son Jan Meyer has shifted to focus on new business development. Tim Meyer is the Managing Director of Meyer Turku in Finland.

The company has independent experts preparing an analysis of the business which is expected to be delivered to the government in mid-July. It will be the basis for the discussions for the rescue package. Other reports indicate that elected officials and the unions are also looking for a further reorganization of the structure of the company. In 2015, the Meyer Group moved its incorporation to Luxembourg. Reports suggest they will be required to reincorporate in Germany which would also require the establishment of a supervisory board, a normal structure for German companies.

Media reports are indicating that currently the situation is “extremely tense,” with employees waiting for word on their future. Local officials view the company as “too big to fail,” but point out that there will be hard discussions over the next months to craft the future. **Source : MAREX**

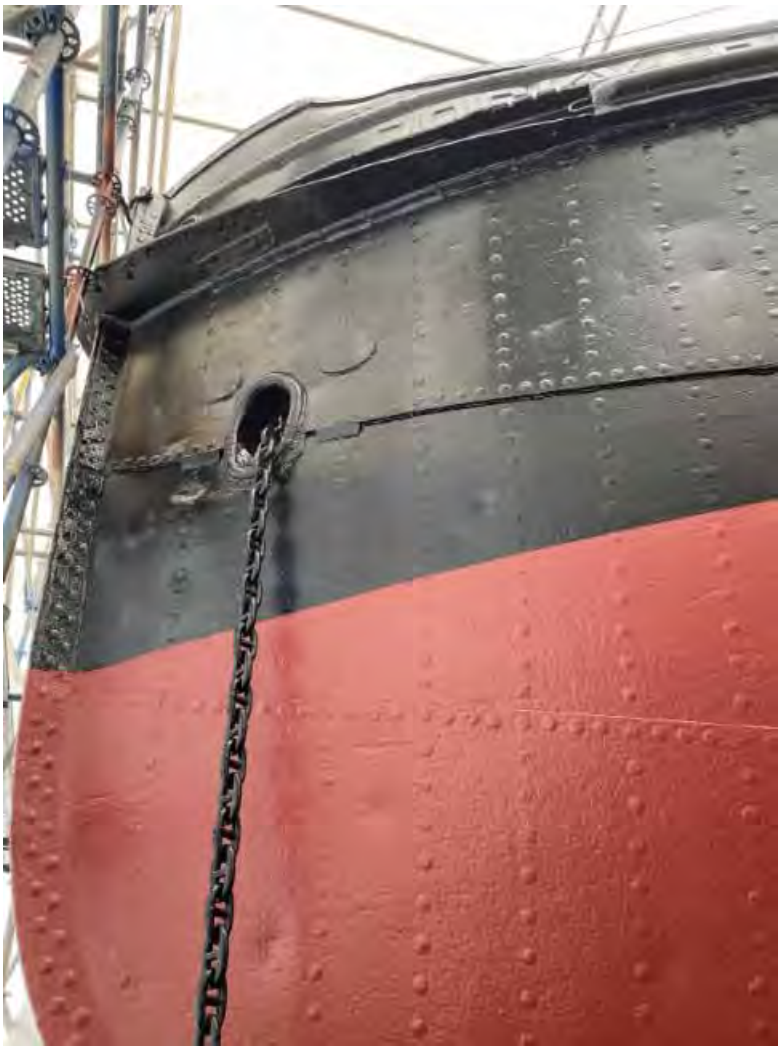
Maritime Remanufacturing Network

Besides serving as a workshop, the MRN Lab in Wijk bij Duurstede is also a place where we like to share knowledge. We regularly receive visitors from different industries to update them on this project. Would you like to drop by too? Feel free to send us a DM.

Damen Yichang shipyards have launched MV **BALTIC COASTER** another vessel from the improved Damen CF3850 series. We congratulate Ocean Star Shipping with this important milestone. We hope to launch the 2nd vessel for Ocean Star within a couple of weeks! Both vessels will move to Shanghai for their final testing and commissioning whereafter the maiden voyage will start to her trading area within northwestern European waters.. As Damen we are proud to keep the performances on delivery and quality as agreed with our customers and have done so with all our vessels delivered from Yichang shipyards. Without our hard working and dedicated team, this would not have been possible! Thank you all for that!

Best Submarine from Kiel is ready for delivery!

The **Invincible-class** submarines, formally classified as the **Type 218SG**, **RSS INVINCIBLE** is ready for delivery to Singapore



Approaching the final phase of the restoration of a maritime icon **DOCKYARD V**. Thanks to **ROG Ship Repair & Rotterdam Offshore Group, Hempel Marine, On Site Alignment, Rasco Clemco, Standard Fasel B.V., LRQA, Sandfirden Technics B.V., K-tainer** and many others.

ROUTE, PORTS & SERVICES

C.H. Robinson Expands Presence in South-East Asia with New Office in The Philippines

Global logistics provider C.H. Robinson expands its presence in the Asia-Pacific region with the opening of its Filipino office. The strategic move will bolster support for the burgeoning logistics and transportation sectors in the country, aligning with C.H. Robinson's commitment to providing unparalleled, tailored services in key markets worldwide.

As one of the most vibrant economies in Southeast Asia with a forecasted economic growth of 6 percent in 2024, the Philippines' demand for freight and logistics services is quickly escalating due to higher levels of international trade and export. In particular, the country's logistics industry contributes 4 to 6% to its overall gross domestic product (GDP) and is expected to reach a market size of P1.160 trillion by 2027.

"C.H. Robinson has long held a presence in the Philippines via our partners' logistics network. The opening of an office here elevates our commitment to the country and the region, and further facilitates our customers' access to our expansive global network. Looking ahead, the office will provide customers in the country with global scale and connectivity to key trading partners, such as the United States, Singapore, South Korea, Germany, and China (including Hong Kong SAR)," said Andrew Coldrey, vice president, APAC, C.H. Robinson.

In addition, existing and potential customers can tap into C.H. Robinson's vast North American trucking network to offer seamless delivery for end customers. The new office, located in Manila, will be led by Bobo Yang in her new role as General Manager. Bobo will be responsible for developing the Filipino business as well as securing opportunities for regional and global sales.

"We see tremendous growth opportunities within the Filipino economy, particularly with the logistics and transportation sector set for accelerated growth," said Stephen Ly, vice president, Southeast Asia, C.H. Robinson. "Our new office is a strategic response to growing market demand, and we are committed to driving a new era of supply chain processes to transform the logistics trade in the Philippines. This expansion will enable us to better serve our existing customers in the Philippines and attract new customers looking for a company with established local roots backed by global capabilities. We look forward to providing our customers with more freight options, greater visibility of movement and deeper expert insights."

C.H. Robinson's multimodal transportation management system and specialized expertise will also cater to major manufacturing industries in the Philippines, with a particular focus on automotive and high-tech sectors such as semiconductors and integrated circuits. By delivering tailor-made solutions, C.H. Robinson aims to play a pivotal role in fostering sustained growth and efficiency within the Philippine logistics industry.

Planting of the maypole heralds next phase for De Lediaan in Diegem, Belgium

The new 'De Lediaan' neighbourhood will be Diegem's green lung, offering sustainable and peaceful living

In November 2023, work began to redevelop the old Desmedt site in Diegem (Belgium) from a former landfill and quarry to a green eco-neighbourhood. Eight months later, developers PSR-Urbicoon are celebrating the first milestone symbolically by planting a maypole on the construction site, Jan De Nul says.

Jan De Nul Group has been focusing on project development through its subsidiary Partner in Sustainable Reconversion (PSR) since 1999. One of those projects, is De Lediaan in Diegem, Belgium. Lediaan sandstone was quarried at the old Desmedt site until 1960. Afterwards, the site was used as a dump for construction debris and became neglected. Project developers PSR-Urbicoon are providing a thorough clean-up and ecological redevelopment. The new 'De Lediaan' neighbourhood will be Diegem's green lung, offering sustainable and peaceful living. De Lediaan will be the place to play and live with 168 near-energy-neutral homes and a large public park of over 1.8 hectares as a central meeting place.

Jean-Pierre De Groef, mayor of Machelen: "I am delighted that the first step has been taken in the realization of this site. This project will significantly enrich the downtown area of Diegem, where a former quarry and landfill will be transformed into a green space within a public park spanning no less than 1.8 hectares. **Source : PortNews**

50 years of keeping ships in business

On May 16th, 1974, Hydrex was officially born. In the 50 years since then the company has grown from a small diving firm operating from a home office into a large underwater maintenance and repair company with a 5,000 m² headquarters in the port of Antwerp.

Hydrex founder and CEO, **Boud Van Rompay** recalls how it all started with him dropping out of law school. "I wanted to do something that was tangible, that I could touch with my hands, that I could look at with my eyes. Not some theory from a book. It had nothing to do with formal education: I had to find out for myself."

Underlying principles

"I had a very strong urge to see how things were cooking. How do you do this? Very simple: you go outside," says Boud who is still very involved in the daily workings at Hydrex. "In my case, I was terribly attracted to anything to do with mountains, glaciers and (underwater) caves. It wasn't the adventure, but the exploration that fascinated me. The experience of discovering things. I wanted to see what this planet had in store for me.

"That's what made me create the company a couple of years after my mountaineering and caving activities began," continues Boud. "I saw so much careless handling of water and so much pollution in it, that I said: This is what I need to be involved in – I need to start exploring it further. The first goal was: Clean rivers, seas and oceans. That's a static goal towards which you can work. The sub-goal or purpose was action oriented: To build expertise with water, which gave us the name Hydrex."

For Boud this was a very clear-cut purpose. "Expertise is knowing what you are talking about. The first thing to do is to look. You look for yourself, you don't listen to others or read a pre-cooked book without thinking. I read a lot, but I assessed it against my own observations. This exercise of increasing knowledge leads to an increased responsibility. When you know what you are doing, you can control your actions. This is what an expert does. That is what we have been doing for fifty years, from day one."

Humble beginnings

"We started working from home, but very rapidly we came to the city," Boud says. "We rented a small office and one of the warehouses of a ship repair company in Antwerp. That was the start. From day one we had a dedicated training center. In 1980 we built our office in Antwerp at the current location of our headquarters. The warehouse included a dive tank to practice underwater welding and other repair work.

Monitoring station in Hydrex van in the early days of the company.

I felt we needed to have direct access to the water. The Asiadok was ideal because it looked like a swimming pool. It still has very little traffic fifty years later. This allowed us to do all kinds of experiments. Being located there was part of the urge to discover. You don't need much water to discover things. You just need to get wet and that's what we did.

"From that point onwards, there was no stopping us. Hydrex kept expanding and expanding. We were active in Rotterdam and the entirety of the Netherlands from the very beginning. The rest of Europe soon followed. In the '80s we went worldwide with our services because the demand was there.

"We simply looked at what ships were doing. Back then when you had a ship in port with a problem – with a condition or defect – it had to go to drydock. We said no, you don't have to go to drydock. We can repair this in-situ during loading and unloading. It was a very simple conclusion. I had an underwater welding certificate from the start, so we did weld repairs from the early days. If there was work to do, we did it. Together with my team, I looked at any problem thoroughly until we cracked it."

Developing new techniques

Boud remembers the next phase as if it were yesterday. "The next thing was to develop the required techniques. That came very rapidly, from pure observation. How do you fix damage in the shell plating? For permanent repairs you have to be able to work in dry conditions. How do you do this? You use a cofferdam. So we developed the cofferdam. We didn't know we were the first back then. In 1979 we used our first cofferdam on the general cargo ship Lunar Venture, and that was it. This was the first major repair with no condition of class, no need to drydock the ship for follow-up repairs. Since then, we have built a very large number of cofferdams. In the early '90s we had three to five cofferdam interventions per week. This way we kept ships out of drydock very consistently.

"From cofferdams it went into all the variations," Says Boud. "We adapted diving bells into what we call habitats. Habitats and cofferdams are the key factor in repairing ships underwater. They work very simply: You need to do dry welding or other dry work, so you create a dry environment during the job, whether that's a stern tube seal, a bow thruster, or a shell plate repair. In the '80s we started with propeller blade repairs. We encountered bent propeller blades – propellers

that were vibrating and had to go to drydock. We cut the blades to solve this. Later, in 2002, we developed a cold straightening machine.

“For us this was all very simple because we had direct access to the water. We understood the hydrodynamics of what we were doing. This led to a vast range of methods and methodologies with which we fixed ships. Some of these repairs were on a very large scale. We were asked to repair a gash of 100 meters on a ship in Boston in winter and we did not see this as a problem. We just went for it.

“When Hydrex started, proper repairs underwater did not exist. We created the whole gamut of services,” says Boud. “Most of these evolved over a period of thirty years, from 1974 until 2004. By then we were ready to tackle any kind of problem a ship could encounter.”

Continued expansion

As a result of this, Hydrex had grown too big for the existing warehouse at the start of the 21st century. A state-of-the-art fast response center was constructed in 2000 to allow the company to keep providing their customers with the best possible service. By then three dive tanks were available to their divers.

September 2015 saw the start of another large expansion of the Hydrex headquarters in Antwerp. This expansion was the natural consequence of the growth Hydrex had undergone in the last couple of years. New offices and meeting rooms were constructed, and the existing areas were completely refurbished. A totally new workshop was also added to the existing locations and new training facilities were constructed, bringing the total area covered by the premises to over 5,000 m².

Earlier this year, yet another very large warehouse was added to accommodate the constant growing demand for Hydrex services. The fleet of vans, trucks and workboats have all been recently updated. Today the fast response center is state-of-the-art as far as equipment and vehicles goes, with everything in excellent condition, ready to deliver advanced underwater maintenance and repair services wherever they are needed in the world.

From day one the fleet of vehicles and the equipment was painted in the recognizable yellow we are known for. This was not a random choice explains Boud. “I knew that this particular color was the last one to remain visible. Colors get hazy at sea, they disappear rapidly. Navies color themselves in grey for this reason. It makes a ship disappear. If you want to see anything on the water, you use yellow. Our tint of yellow disappears last. If you enter the port, our yellow vans, trucks, containers are clearly visible, even from a distance. The sun is not always shining, so you have to stand out. There is a safety factor in this as well as brand recognition. We are the first to be seen and the last to disappear.”

More than a diving company

In 2022 a 45-ton cofferdam was designed to repair a bulk carrier after a severe grounding.

“From the very beginning we were not just a diving company,” says Boud “We were always finding new technologies to help the customer, often even before he knew he had a problem – before he asked us. We looked at the problems we encountered and found a solution every single time. We have always found new challenges to solve in our area of expertise: underwater ship interventions.

“For example, there is a severe situation with pollution in ports, rivers and estuaries. We developed a system to clean up polluted sediment. A variant of this technology can be used to remove dropped ammunition that was distributed in 700 depots worldwide. “Because we saw this serious problem with pollution, we knew we had to stop the toxic emission causing it. One of the major sources is the use of heavy metals and other toxic materials to deter biofouling on ships.

That's a well-known phenomenon, as old as ships and boats are. You put them in the water, and they will collect fouling. How do you stop this? There are ways of doing this differently than before because it causes enormous amounts of pollution. At one point hundreds of thousands of tons of toxic materials were leaching into the seas and the oceans and the ports. Each year.

"We have an engineering department that looked into what was going on. They found massive areas of pollution, even in areas far from shipping where you wouldn't expect it, like estuaries. Animals are dying there, they are not growing, not prospering. We are now looking at how to stop pollution from anti-fouling and other sources. We need to stop emission of unwanted, polluting products or metals."

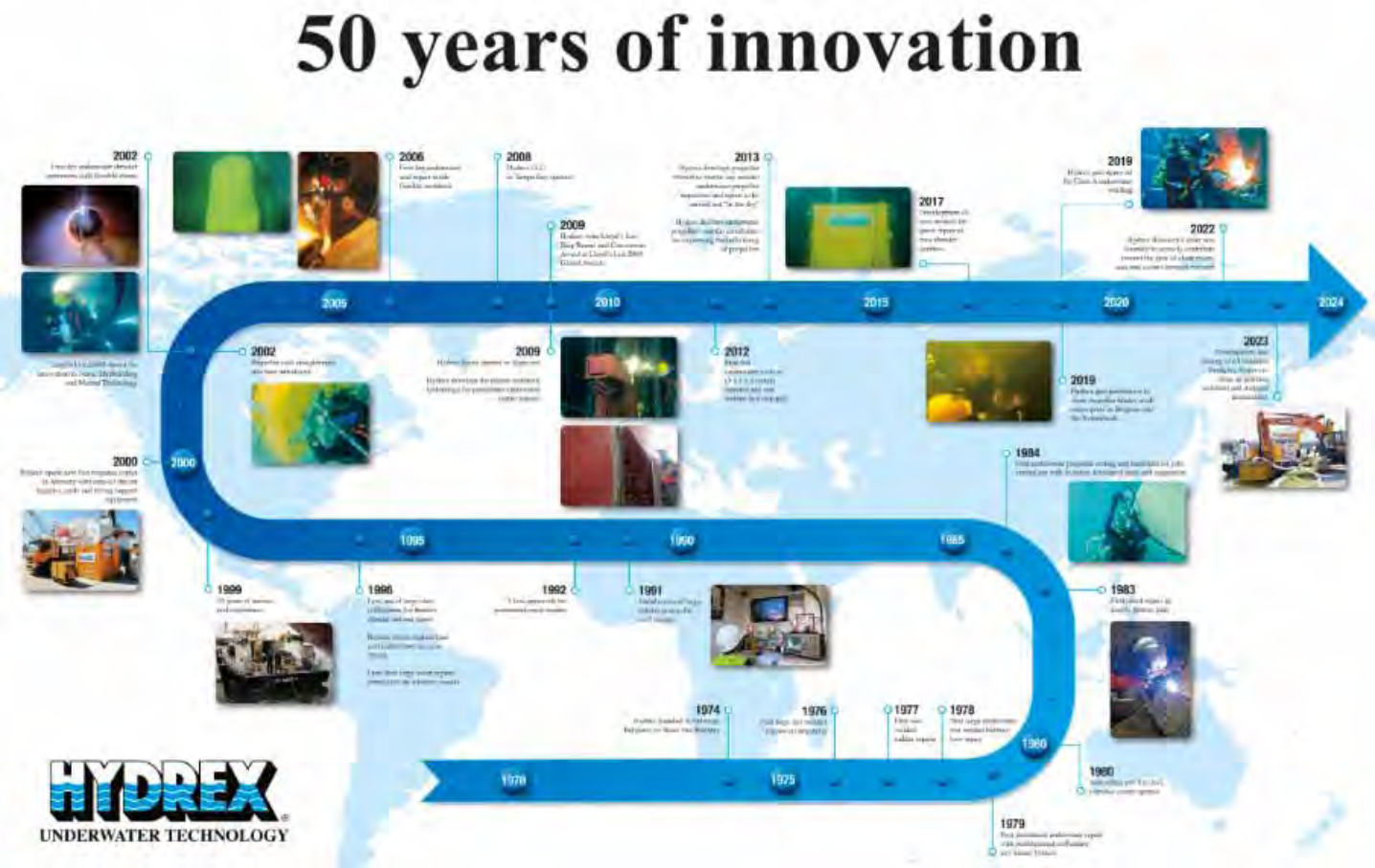
The goal remains the same

Boud sees a lot of opportunities for the coming years. "In the immediate future, the super-performing ship will save 30-50% of fuel with the super smooth hull. We are now building and testing new ways to carry out ultra-fast cleaning without the use of divers. Prototypes have been tested and are very promising. This will allow us to clean any ship in less than an hour, even a 400-meter container ship twenty meters deep in the water.

"Everyone agrees that we need to protect hulls against fouling, but what about seas? We have to protect the seas. Water is the biggest commodity on the planet but the least known. Water pollution is the biggest problem we need to solve.

"I can safely say there are big things coming to the shipping and offshore market: better protection, no more pollution, better fuel savings. How to protect steel in the water. Much has been achieved, but there is more to come."

Passing on the knowledge



Over the years Hydrex has worked in just about every part of the globe, sending highly trained diving teams world-wide to get work done. The company has built up a network of support bases in over 50 countries, enabling them to provide fast service at reasonable costs.

"Our accumulated know-how, skill and experience is one of the main factors that sets us apart from anyone else in the field," concludes Boud. "It established our reputation. We never fail at our job. We always fulfill our promise. And we will never stop doing this."

Seven rivers in Magura losing navigability

Once running forcefully, seven rivers in Magura district are now losing navigability for various reasons, especially lack of dredging.Even the water bodies have turned into croplands in some places, depriving the people, businesses and industries of the region of their benefits.In the past, launches, steamers and cargo vessels used to ply these rivers in full gear coming to the exact need of the local residents as well as merchants from far and near.People of the region used to travel across these rivers as a common means of communication and for transporting goods for trade and commerce.But with the passage of time, the rivers have run dry- somewhere largely and somewhere partially- for scarce water flow and in the dry portions of their beds there have grown grass and plants making them almost pasture-like fields.

Water Development Board, Magura office sources said seven rivers flow through the district- namely the Nabaganga, Kumar, Chitra, Madhumati, Gorai, Fatki and Muchikhali.But in absence of rainfall and lack of dredging the rivers have become almost waterless in many places. The dry portions of the rivers are being used for crop farming. For the poor navigability in the rivers, the fisherman community in the district is passing a hard time as regards their livelihood.Shatish Majhi, a fisherman of Nanduali village in Magura Sadar upazila, said, "In the past, we caught fish from the Nabaganga River to maintain our livelihood. But as the river has turned into a cropland how could we collect fish from there. Now we are fighting for survival. In the meantime, a good number of fishermen have left this profession." Naim Reza, a farmer of Tengakhali village in Magura sadar upazila, said, "Earlier we used river water to irrigate our croplands. But now we are to lift underground water to irrigate our crop fields for want of water in the river.""It costs us a lot and causes much trouble as underground water level has fallen sharply due to extreme drought," he added. When contacted, Bangladesh Environmental Movement, Magura district unit general secretary ATM Anishur Rahman said the rivers in the district have turned into plane land for want of water causing a negative impact on the environment. In this situation, biodiversity is also facing extreme threat.Water Development Board, Magura executive engineer Sarwar Jahan Shujan said rivers in the district have lost their normal life."In the meantime, we have written to the higher authority seeking fund allocation to dredge the rivers. If the rivers are dredged properly, hopefully they will get back navigability," he added.

BMW Fights To Stop Salvage Sale Of Burnt Fremantle Highway Cars

Story by Stephen Rivers

-BMW wants to prevent a consortium from selling 260 fire-damaged cars recovered from a ship fire.
-The automaker argues the cars are unsafe, while the consortium claims they are salvageable.
-The businesses that own these cars will continue to fight for the right to sell them on July 15.

BMW wants to stop the sale of its cars. Well, specifically, the ones that came from the **FREMANTLE HIGHWAY** that caught fire almost a year ago. After the fire was extinguished, crews recovered 260 brand-new (but now salvage) BMWs from the ship. A Taiwanese insurance company then sold the cars to a consortium of businesses in Rotterdam. That group now wants to turn a profit on the vehicles, and BMW is fighting that action in court.

As a reminder, in July 2023, a fire broke out on the car carrier **FREMANTLE HIGHWAY**, raising concerns that electric vehicles (EVs) on board were the cause. Investigations later debunked this theory. However, the fire did damage several vehicles, including many EVs. Despite the incident, the salvage company reports that around 1,000 vehicles, including approximately 500 EVs, appear to be in good condition and recoverable.

Late last year, BMW found out that the 260 vehicles recovered and sold to the consortium were going to go up for sale. It filed an injunction over safety concerns. It believes that the cars pose a significant danger and doesn't want anyone buying them. The businesses who own the cars clearly disagree about their overall condition. Safety crews appear to

remove and then handle the cars in the same manner that they would a perfectly functional vehicle. Does that mean that they're actually safe?
Absolutely not. The potential danger is one that BMW doesn't appear willing to budge on. "The risks associated with these total loss declared cars are enormous," says an attorney for BMW according to NorthernTimes. "Those risks should not be underestimated."Evidently, the consortium was even willing to compromise. Of course, it's the type of evil mastermind compromise one might expect from a consortium. If BMW had agreed to it, the group of businesses would've been allowed to sell the cars to countries where automotive standards aren't so strict. That way, BMW's reputation would have one more layer of protection. The German automaker said no. For now, we'll have to see what happens at the next hearing on July 15th. Til then we'll pass the question off to you. **Source : Carscoops**

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B O E K B E S P R E K I N G

Auteur : Frank NEYTS

"Coastal Shipping. Pictorial Review No.1"

Mainline Maritime (Coastal Shipping) recently published a new book entitled "**Coastal Shipping. Pictorial Review No.1".**
The genesis of this book lies in the series of "Coaster Annuals" published between 2000 and 2009. "As the new editor of Coastal Shipping magazine, I am often asked if and when a restart of them was planned. However, I wanted to take the concept in a different direction. The advent of digital photography means that I am often now sent many images of particular ports or ships, whereas I still only have space in the magazine for 1-2 photos from each contributor. What this book attempts to do, is to showcase those images which weren't selected for publication. The reason for their original exclusion from the magazine, in allcases, was 'lack of space', rather than 'lack of quality", so writes the editor in the introduction of the book.
The structure of the book follows that of the magazine, beginning with 'Around the Ports', taking the reader on a clockwise tour of the UK, starting on the River Thames, then groupingpictures into common themes, many of whose titles will be familiar to readers of Coastal Shipping magazine.
This book is dedicated to the founder of Coastal Shipping, Bernard McCall.

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