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The **AIDAPRIMA** arriving at the Rotterdam cruiseterminal Photo : Rik van Marle (c)

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The **ALTOY VIKING** moored in Tromsø (Norway) Photo : Henk de Winde (c)

Damen Shoalbuster 3209 ISA



The tug **ISA** inbound for Vlissingen with 2 barges **Photo's : Ruud Muis – Aegir Marine ©**



After delivery of the barges the **ISA** headed for the **Damen shipyard** in Gorinchem for a maintenance period

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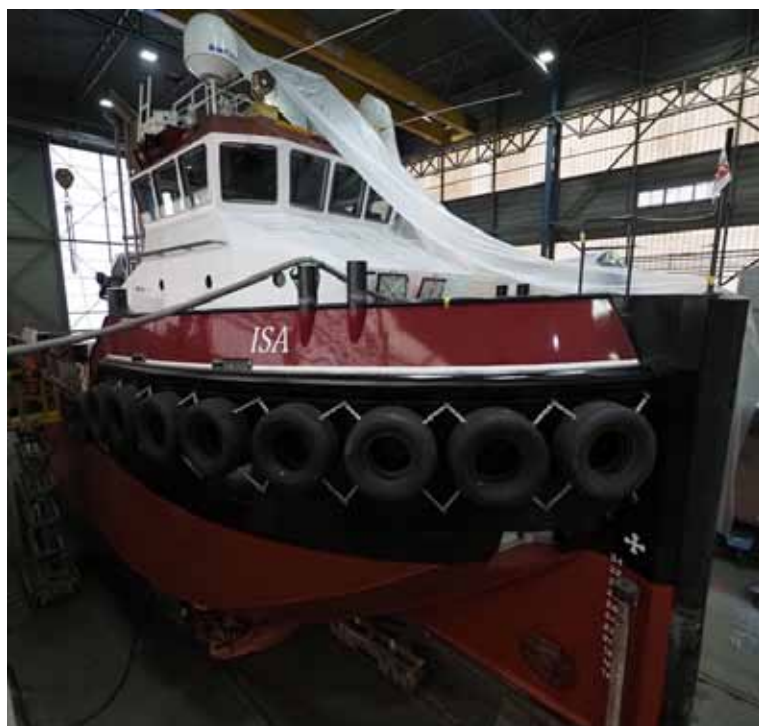


The "ISA", built in 2017, is a shallow draft anchor handling tug of 32,27 by 9,10 meters.





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Newbuilding Orders Pick Up Pace

Newbuilding ordering activity has picked up the pace considerably over the past week, with bulkers in demand, despite the recent plunge of rates. In its latest weekly report, shipbroker Allied Shipbroking said that “it was a fairly interesting week for the newbuilding market, given the relatively good flow of new orders coming to light. Rather surprisingly (to some extent at least), we saw a very active dry bulk market as of late, seemingly disconnected, at the same time, with the recent sharp corrections noted in freight earnings. Notwithstanding this, thinking about the overall good sentiment and buying appetite that remains at healthy levels across all the different asset classes, we can expect this preference to

be sustained, especially as we progress into the final part of the year. On the other hand, the tanker sector was mostly inactive, despite somehow with the recent improvements in both freight market and SnP activity levels. Yet, given the prolonged uninspiring sentiment, it will take some time before any sort of stability and strong appetite to return to this market.

Finally, the containership market remained absent as of late. Given the bullish sentiment in the sector though, it may well prove to be but a mere temporary “pause”, with fresh volumes returning firmly in the near term”. In a separate note, shipbroker Banchero Costa commented that “Vogemann placed an order for four kamsarmax (SDARI-82) at Jiangsu Hantong for a price of abt \$136 mln with vessels to be delivered during 2023. Taiwanese owners Wisdom Marine agreed with Imabari for the construction of two ultramax (abt 64,000 dwt) vessels to be delivered during end 2023 – 1st half of 2024, price reported to be around \$70 mln.

Cyprus based Owners Schoeller Holdings committed with Huangpu Wenchong four 32,000 dwt multipurpose vessels basis delivery starting from 2024. Vessels to be fitted with heavy lift capacity for heavy deck loads and to carry 2,000 teu. Vessel will be employed on long term basis with Austral Asia Line. In the tanker market, Daehan Shipyard received an order for 2+2 optional LR2s (abt 115k dwt) basis delivery during 2023 from Eastern Med. Price reported to be abt \$60 mln each”. Meanwhile, in the S&P market, Allied said that “on the dry bulk side, the SnP market remained sluggish during the past week, given the relatively limited number of units changing hands. This uninspiring path of late may be seen as being on par with the recent strong freight market correction being noted, especially in the bigger sizes. On the other hand, buying appetite remains relatively “strong”, with many already anticipating a quick rebound to be seen in the market in terms of volume, especially if there is a clearer view in regards to the overall market direction moving forward. On the tanker side, it was rather a sluggish week in terms activity taking place, putting into question the recovery mode being noted lately.

It is true, that the recent upward track from the side earnings has helped considerably overall interest shifted once again towards this market. However, given the prolonged uninspiring trajectory, it will take some time, coupled by further improvement in overall earnings, before we see any sort of stability in the SnP market too”.

Banchero Costa added that “although the dry cargo market is softening, bulkers represented major sales last week. Shangdong Chiong Wen 76,000 dwt Blt 2011 Hudong reported sold to undisclosed buyer for \$19.64 mln. Vessels has SS/DD due by the end of 2021. 2 Ultramaxs reported sold to undisclosed, **Sunleaf Grace** 62,000 dwt Blt 2011 Oshima reported sold at \$21.5 mln with delivery March/May 2022, and **Ikan Snyur** 61,000 dwt Blt 2010 Shin Kasado reported sold at \$21.8 mln bss SS/DD due 09/2025. **Nordic Malmoe** 35,000 dwt Blt 2012 **Nantong** and **Diamond Land** 35,000 dwt Blt 2004 Jiangdu, both with 1,800 teu capacity, were reported sold for \$16.7 mln and 15.8 mln, respectively. On the wet side, 1 afra M/t **Atalandi** 105,000 dwt Blt 2004 Daewoo SS/DD due 11/2024 has been reported sold to an undisclosed buyer for \$13.7 mln”, the shipbroker concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Construction begins on North Star Renewables first SOV and daughter craft fleet bound for Dogger Bank Wind Farm



Two high-tech cutting ceremonies have taken place marking construction is underway to build North Star Renewables' inaugural hybrid-powered vessel fleet specifically designed to support the UK's growing offshore wind market.

Comprising three of its service operation vessels (SOVs) and three associated daughter crafts, all six North Star assets are bound for the first two phases of the Dogger Bank Wind Farm, located off the East coast of Yorkshire (UK). More than 130 new recruits will be taken on locally by the UK's largest SOV provider to support the first ship being delivered from summer 2023.

A traditional moment in the shipbuilding process, the SOV steel cutting ceremony was

carried out by North Star's shipbuilding partner VARD in Vietnam and was also attended by the North Star Build supervision, live streamed to the firm and Dogger Bank VIP representatives. It is one of two sister 5,000 tonnes vessels being built to accommodate up to 40 technicians working on the wind farm's offshore wind turbines at its first two phases, Dogger Bank A and Dogger Bank B. A third 6,000 tonnes SOV, which features a helideck and space for up to 50 personnel, will also be delivered to the development's partners SSE Renewables (40%), Equinor (40%) and Eni (20%). The trio of vessels are chartered for 10-year terms with additional one-year options.

Simultaneously this week, work gets underway on building what will be the world's first hybrid powered daughter craft for the offshore wind market, as the aluminium-cutting commenced at Alicat's shipyard in Great Yarmouth (UK). Designed by Southampton-based naval architects Chartwell Marine in collaboration with North Star, the high-performance craft will be used to safely transfer technicians from the SOVs to work on the wind turbines benefitting from Chartwell's unique AFS bow fender and other stability technology. The craft will also be on emergency rescue support standby. In the last 10 years, North Star has taken delivery of 17 new ships built on schedule and within budget, demonstrating the team's ability to locally manage the new-build process in the UK and overseas.

Construction of its renewables fleet is being project managed entirely in-house. North Star's Lowestoft based team, (the Boston Putford division) will oversee the daughter craft build with Alicat. North Star has also taken on build superintendent Fernando Barerras in Vietnam, who has a proven track record of SOV delivery, alongside further appointments related to the steel, electrical and paint and coatings inspection to support the SOV construction. They will report directly into the firm's Aberdeen and Newcastle offices.

North Star CEO Matthew Gordon said: "It's been exhilarating to see construction beginning on our first renewables fleet at both locations, demonstrating we are fully on track for delivering the six vessels on schedule despite the global pandemic. Our SOVs bring a superior level of comfort to offshore wind technicians working in the harsh North Sea environment. We are also introducing a raft of exciting new systems and software to the market in conjunction with our technology partners across the fleet which truly push the boundaries of performance to help increase workability, safety, on-board comfort, lowered fuel consumption and hits the mark with the sector's sustainability goals.

"This is just the start of our journey in renewables. Not only do we have the capital in place we also have the experience and capabilities within our organisation to deliver and operate numerous offshore wind vessel fleets simultaneously. It's our overarching objective we have planned to secure at least 15 renewable fleet contracts within the next five years; and our business is ready to do so."

North Star's SOV design has been developed to support good manoeuvrability for planned operations and maintenance work. With features such as industry proven gangways and cranes, Voith Schneider propulsion and medium speed hybrid propulsion package to improve operational efficiency and reduce environmental footprint. The design has also ensured technician and client comfort to meet V1 and C1 industry standard classifications. Rune Rønvik, prepare for operations manager for Dogger Bank, said: We are building Dogger Bank with focus on innovation and sustainability, and the vessels supplied by North Star and Alicat are great examples of both. First steel cut is a great milestone on the path to have the first SOV delivered at the Port of Tyne in 2023, from where we will run the operations for the world's biggest offshore wind farm."

General manager for the offshore and specialised vessels business area in VARD, Fredrik Mordal Hessen said: "The steel cutting ceremony for the first of the three vessels under construction at VARD for North Star is an important milestone. Together, we have developed future-oriented vessels with a high focus on workability, comfort, safety and sustainability. Now we have started the exciting shipbuilding phase, and we are looking forward to continuing the excellent teamwork to build the innovative vessels for the Dogger Bank Wind Farm."

Alicat director Simon Coote said: "It's always a very exciting moment to see the first cut of the aluminium achieved on a newbuild project, but to be involved in a first for the offshore wind industry has really upped the ante. We are very proud to be part of this journey with North Star and its design partner Chartwell Marine, helping to put their innovative daughter craft fleet design on the map with the UK renewables sector and internationally. There is a wealth of industry talent on Dogger Bank's doorstep and it's great to be recognised for having the necessary skills and facilities to deliver a project of this size." In September, North Star finalised a £96 million funding package to build its first renewables vessel fleet with a secured loan from multi-national financial services organisation Allianz Global Investors. This supplemented North Star's own balance sheet and equity commitments from its 100% shareholder, Basalt Infrastructure Partners.

Toepfer: MPP owners already seeing \$20,000 rates

The rise of charter rates for multipurpose vessels has continued to climb with the Hamburg-based broker Toepfer Transport saying its index has risen for the 17th consecutive month. The broker said that a \$20,000 benchmark is not out of sight for its Multipurpose Shipping Index (TMI). In its latest briefing, Toepfer Transport said that its Multipurpose

Shipping Index reached \$17,407, which is an 11.06 percent jump compared to the previous month and a 158.69 percent jump year-on-year. The index has been rising each month since June 2020. Owners who may offer F-Type positions in Asia, are seeing the \$20,000 already for shorter-term fixtures. The search for tonnage and the need to move containers and project cargo keeps the competition pushing freights and time charter levels to new highs.

The broker reminded that after years of planning, AAL has placed order for four 32,000-dwt MPP newbuilds with three cranes of 350 tonnes in a market environment that could be no better proof that the addition of modern, efficient tonnage is badly needed. It appears, however, that the newbuilding price levels have reached a plateau, Toepfer Transport believes a further increase of prices can only be sustained if the freight levels stay strong for some more months which would strengthen owners' confidence that investments will pay off and the shortage of ships is not a temporary phenomenon. Owners who engage in the purchase of second-hand vessels, have to pay up for the few modern MPP vessels still available for sale." **Source : projectcargojournal**



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The 2019 built 240 Mtr x 48 Mtr **FAN ZHOU 10** navigating the SUTORS of CROMARTY inbound PORT of NIGG with six Foundation Jackets onboard for the SEAGREEN OWF. The **CALEDONIAN TOWAGE** Tugs **STRATHDEE STRATHDON** and **KINDEACE** assisting. **Photo : David Meek ©**

All ferries between Stockholm, Helsinki and Tallinn will soon connect to onshore power

Large numbers of goods and passengers are transported daily between the ports in Stockholm, Helsinki and Tallinn. The three Baltic Sea ports in collaboration have each invested in onshore power electricity connections that will significantly reduce the emission of air pollutants from vessels at the quayside.

According to the Port of Tallinn, in a collaboration to agree standards and solutions, the three Baltic Sea ports in Stockholm, Helsinki and Tallinn have invested in onshore power connections at each of the ports. Now the final part of the puzzle is in place to make it possible for the ferries operating on the Helsinki – Tallinn route to connect to onshore power. All of the ferries operating on other routes between the ports, Stockholm – Helsinki and Stockholm – Tallinn, already connect to onshore power at the quayside. “The ferry services between our neighbouring countries function as a bridge across the Baltic Sea. The passenger and goods supply routes are important, and every year 380,000

haulage vehicles or trailers are transported by ferry between the ports in Stockholm, Helsinki and Tallinn. The onshore power connections at the Värtahamnen Port are part of an important coordinated environmental initiative with other Baltic Sea ports to achieve our environmental goals,” explains Mayor of Stockholm Anna König Jerlmyr.

Investment in onshore power connection is an important element in achieving the ambitious sustainability goals that the ports and cities have agreed on. This contributes significantly to reducing emission of greenhouse gasses and air pollutant emissions by the ferries when they are at the quayside. Some of the ferries have been connected to onshore power at the quays for a number of years. This collaboration means that all of the ferries operating services between the three ports will soon be connected to onshore power. The reduction of greenhouse gases as a result of the ferries operating between the three ports connecting to onshore power is estimated to be more than 18,000 tonnes of carbon dioxide annually. “One of the most important strategic goals for the Port of Helsinki is to be a role model for sustainable development. Reduction of emissions requires concrete actions. These investments in onshore power are proof of our determination to achieve our goals,” says Ville Haapasaari, CEO at Port of Helsinki Ltd. “Slowing down the acceleration of climate change will depend on every company’s current activities. As the important transport and logistics hubs by the Baltic Sea, the biggest ports have a clear responsibility to ensure that the air is cleaner at the ports as well as in the urban surroundings. Considering the improved air quality and reduced noise pollution, onshore power supply is a great project not only for all citizens and visitors of Tallinn, but also for the ship operators, who can positively contribute to the development of the city environment through this project,” states Valdo Kalm, CEO at Port of Tallinn. The ferries function as a bridge between the neighbouring countries and are hugely important for the supply of goods and transport of passengers. Under normal circumstances (times of non-pandemic) there are 200 cargo-loaded ferry sailings a week in total between the three ports. Each year approximately 4,500,000 tonnes of freight, or 380,000 haulage vehicles/trailers and 12 million passengers travel by ferry between the three capital cities. For many years all of the ferries have offloaded sewage and recycled waste sorted-at-source in the respective ports. All of the ports work actively with environmental goals and various types of improvement initiatives. **Source : Portnews**



The **HEBRIDEAN ISLE** inbound at Aberdeen **Photo : George Saunders (c)**



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CAPTAIN MORGAN STRIKES GOLD IN MALTA WITH BAREFLEET VESSEL MONITORING

iSeeMalta ferry operator continues commitment to fleet optimisation with Reygar following all-round improvements to efficiency and engine performance in its first year of service

Captain Morgan Operators Ltd (Captain Morgan Operators), premier providers of passenger-cruise and ferry services, has committed to the continued optimisation of its iSeeMalta ferry operation with the BareFLEET remote monitoring system, following a successful year of service. Developed by Reygar Ltd (Reygar), provider of innovative remote monitoring and reporting platforms for vessel operators, BareFLEET couples the latest remote data collection technology with advanced vessel performance software to enable optimised performance, reduced downtime, and other critical efficiencies. Operators of passenger ferries face additional pressures to their counterparts in commercial and industrial shipping, with business success reliant on positive customer experience as well as efficient and optimised operations. This is especially true for island nations and archipelagic regions, where passenger ferries are critical to transport infrastructure. In such environments, remote monitoring and reporting technologies have a key role to play in helping operators improve performance, cut down-time, and ensure smooth operations across their fleet.

BareFLEET arms fleet managers with critical vessel data across machinery health and maintenance, environmental performance and emissions, sea and weather conditions, fuel consumption and more, enabling them to monitor fleet health and plan maintenance to maximise availability, and optimise sea keeping and route planning for enhanced ride comfort for their passengers.

Since taking delivery of four new vessels for its iSeeMalta ferry fleet in 2020, with BareFLEET installed as standard by shipbuilder Wight Shipyards, Captain Morgan Operators has seen a great improvement in the efficiency of its operations, particularly in optimising fuel consumption and engine performance. Detailed activity logs and maintenance tracking interfaces enabled iSeeMalta to trace daily performance and identify and address inefficiencies, allowing for greater control over operations.

JeanBert Gatt, Chief Operating Officer at Captain Morgan Operators, said: "We recognise the potential for enhanced digital capabilities in improving performance and creating a better experience for our customers. Bringing four new state-of-the-art vessels to the Maltese market gave us the opportunity to engage with such technologies to maximise the potential of our services. "BareFLEET has become an important part of our success story in delivering a reliable and reputable service to our customers over the past year, and we are pleased to continue our relationship with Reygar moving forward." Chris Huxley-Reynard, Engineering Director, Reygar, said: "We're very pleased to continue supporting Captain Morgan Operators with their iSeeMalta service. Technologies like BareFLEET are still relatively new to the passenger ferry market, and we congratulate JeanBert and his team on stepping up as early adopters in their market. We are confident that the competitive edge granted by their decision will drive the uptake of remote monitoring and reporting software across the sector."

Evergreen supersizes existing orders to 24,000 teu class

By : Adis Ajdin



The [EVER GLORY](#) transiting the Singapore Strait in the Westbound TSS

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

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Taiwan's Evergreen Marine has placed an order at China's Jiangnan Shipyard for the construction of two 24,000 teu containerships in a deal worth up to \$320m. The initial order was for a 23,000 teu pair, however, following the change of design and ownership from one Evergreen Marine Corp subsidiary to another, the capacity is now expected to reach 24,000 teu. The world's seventh-largest liner said the newbuilds come with a price tag ranging between \$140m and \$160m each. No delivery date has been revealed for this order. A 24,000 teu pair ordered in June at Shanghai-based Hudong-Zhonghua is expected to deliver in 2023-2024.



The [EVER ACT](#) moored at Rotterdam Maasvlakte during her maiden voyage

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

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The latest order ensures the Taiwanese carrier has the largest orderbook in the world with 80 vessels, followed by Mediterranean Shipping Co (MSC) with 60 vessels under construction. In September, Evergreen booked 24 feeder boxships at CSSC Huangpu Wenchong Shipbuilding, paying up to \$1.1bn. According to Alphaliner, Evergreen currently operates a fleet of around 207 ships, including 120 self-owned with a carrying capacity of 1.45m teu. **Source: Splash 247**

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Fred Olsen's **BOLETTE** inbound for Antwerp navigating the Westerschelde **Photo : Mateo Witte ©**

Noble Corporation and Maersk Drilling announce agreement to combine

Noble Corporation and The Drilling Company of 1972 A/S announced that they have entered into a definitive business combination agreement to combine in a primarily all-stock transaction. Following the completion of the transaction, the Maersk Drilling shareholders and Noble shareholders will each own approximately 50% of the outstanding shares of the combined company. The combined company will be named Noble Corporation and its shares will be listed on the New

York Stock Exchange and Nasdaq Copenhagen. Noble and Maersk Drilling share a very strong conviction about the compelling industrial logic for taking this step to create a differentiated offshore drilling company with the scale, capabilities, and resources to successfully serve a broad range of customers. The combined company will have a modern, high-end fleet of floaters and jackup rigs across benign and harsh environments able to meet the needs of customers in the most attractive oil and gas basins. This transaction will unite and leverage the strong capabilities of Noble and Maersk Drilling, which both have decades of experience, differentiated value propositions, and unwavering commitments to best-in-class safety and service quality.

The combination is expected to generate estimated annual run-rate synergies of USD 125 million, which will create significant value for shareholders. The combined company will benefit from a diverse revenue mix, a robust contract backlog with significant earnings visibility, a solid balance sheet, and a strong free cash flow potential, supporting the potential for return of capital to shareholders while providing resiliency through the cycle. The business combination agreement has been unanimously approved by the Boards of Directors of Noble and Maersk Drilling, and the transaction is also supported by Noble's top three shareholders, which collectively currently own approximately 53% of Noble shares, and APMH Invest A/S which currently owns approximately 42% of the share capital and votes of Maersk Drilling. In addition, certain foundations related to APMH Invest A/S, which currently own approximately 12% of the share capital and votes of Maersk Drilling, have expressed their intention to support the transaction.

Maersk Drilling's Chairperson of the Board of Directors, Claus V. Hemmingsen, said: "This combination carries strong industry logic. With the combination we are creating a differentiated provider of offshore drilling services, which will be able to enhance the customer experience through increased scale, global reach, and industry-leading innovation. The combination will create value for all shareholders and will offer investors a unique opportunity to benefit from the market recovery, a robust financial position and strong free cash flow potential, all paving the way for the potential return of capital to shareholders." Noble's Chairperson of the Board of Directors, Charles M. (Chuck) Sledge, said: "The combination of Noble and Maersk Drilling will create a leading offshore driller with global scale, a strong balance sheet and significant free cash flow generation potential. The transaction will be accretive to free cash flow per share, and I am confident that this combination will deliver meaningful value to all shareholders."



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SVARTFOSS departing the Neptune Energy Park in Wallsend **Photo : Capt Alex (c)**

Oil recovers from inflation-driven plunge

Oil prices rose above \$83 a barrel on Thursday, recovering from sharp falls triggered by concerns that rising U.S. inflation could prompt Washington to release more strategic crude stockpiles to drive down prices. Brent crude futures gained 70 cents, or 0.85%, to \$83.34 a barrel at 0956 GMT. U.S. West Texas Intermediate (WTI) futures rose 79 cents, or 1%, to

\$82.13. Wednesday's data showing U.S. inflation increased at the fastest rate in 30 years had pushed the dollar higher and sent Brent and WTI crude down by 2.5% and 3.3% respectively, with further pressure applied by a rise in U.S. oil stocks after a government release of some strategic reserves. [EIA/S]

"Crude prices are trying to find their footing after yesterday's slide as runaway inflation in America is adding pressure on the Biden administration to tap the Strategic Petroleum Reserve (SPR)," said Edward Moya, senior analyst at OANDA. "Energy traders know that an SPR release will only deliver a very short-term drop in prices that won't provide much relief for the American consumer." Data on Wednesday showed U.S. consumer inflation at 6.2%, driven largely by higher energy prices. That strengthened the dollar on the potential for higher interest rates and tighter monetary policy to curb inflation. Oil typically trades inversely to the dollar. U.S. President Joe Biden said he asked the National Economic Council to work to reduce energy costs and the Federal Trade Commission to push back on market manipulation in the energy sector to reverse inflation. The Brent crude price has gained more than 60% this year and hit a three-year high of \$86.70 on Oct. 25, supported by recovering demand and supply restraint by the Organization of the Petroleum Exporting Countries (OPEC) and its allies, together known as OPEC+. But oil prices appear to be consolidating below \$85 a barrel, Norbert Rucker, head of economics at Julius Baer, said in a note. "We could be looking at early signs of a fundamental transition towards an easing market, not least as oil demand should only grow gradually going forward with the pick-up in U.S. shale and petro-nation supply." Source: Reuters (Reporting by Ron Bousso; Additional reporting by Jessica Jaganathan; Editing by David Goodman)




Hartman Seatrade's "**WESTERN ROCK**" transported a unit for Amasus with a total weight of 440 tons, the ro-ro operation was completed within 1.5 hours!


Port Authority of Las Palmas awarded preferred bidder status to Global Ports Canary Islands

Global Ports Holding Plc, the world's largest independent cruise port operator, has announced that, following a public tender process, the Port Authority of Las Palmas has awarded preferred bidder status to Global Ports Canary Islands S.L.


("GPCI"), an 80:20 joint venture between GPH and Sepcan S.L. ("Sepcan"), to operate cruise port concessions for Las Palmas Cruise Ports, according to Global Ports Holding's release. The concessions cover the port of Las Palmas de Gran Canaria, port of Arrecife (Lanzarote) and Puerto del Rosario (Fuerteventura), which have tenures of 40 years, 20 years and 20 years respectively. Following successful execution of the concession agreements, GPH, as part of GPCI, will use its global expertise and operating model to manage the cruise port operations in Gran Canaria, Lanzarote and Fuerteventura. Global Ports Holding, GPCI and the Port Authority of Las Palmas will now work towards agreeing on the terms of the concession agreements. The concessions are expected to commence before the end of the current financial year, although there can be no certainty as to the timing or that the final conditions will be satisfied. Las Palmas Ports (including the 3 islands), with c. 1.5 passengers annually, is ranked 3rd busiest ports in Spain after Barcelona and the Balearic Islands and in top 20 of Europe.


Las Palmas Ports are a key destination for Southern Atlantic itineraries with great airlift connectivity. During the pandemic in 2020 unlike other European ports that were closed to cruise traffic, the 3 ports in Las Palmas welcomed over 500,000 passengers with the "bubble cruises" around the islands. There is a huge demand on winter cruising in the region due to the mild climate during this period of the year compared with other regions in Europe and the cultural and outdoor activities. GPH owns 80% of GPCI and Sepcan S.L. owns 20%. Sepcan is a Canary island family-owned company that has been providing services to the port of Las Palmas since 1936 and since 1998 has been focused on mooring/unmooring, luggage handling, ship's provisioning and passenger services. They also specialise in environmental services and maritime pollution prevention.


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The **PACIFIC WEST** handling cargo at the Tata Steel premises in Velsen Noord **Photo : Wim Castricum (c)**

NRF forecasts record shattering US retail sales in 2021

THE National Retail Federation (NRF) is reporting that retail imports are expected to remain at near-record levels as US retailers have the potential to shatter previous sales records. The positive outlook is despite numerous reports suggesting that year-end holiday retail sales might be jeopardised by the backlogs and congestion across the global supply chain, reports The Maritime Executive, Fort Lauderdale, Florida. The NRF is reporting that with retail imports expected to remain

at near-record levels, US retailers have the potential to shatter previous sales records. The retail trade organisation says that while container import levels are down versus a year ago, they remain strong and are on track for a projected 18 per cent overall increase in 2021. NRF president and CEO Matthew Shay said: "There is considerable momentum heading into the holiday shopping season. Consumers are in a very favorable position going into the last few months of the year as income is rising and household balance sheets have never been stronger. "Retailers are making significant investments in their supply chains and spending heavily to ensure they have products on their shelves to meet this time of exceptional consumer demand." The congestion and disruptions that began in 2020 have continued through the current "peak season" for shipping when retailers normally stock up for the holidays. They however are reporting that many retailers anticipated the challenge and began bringing in holiday goods months ahead of schedule to be sure sufficient inventory would be available. Despite a year-over-year decline in retail imports as measured in the volume of containers, the NRF notes that October was still among the five busiest months on record since the trade group began tracking imports in 2002. The year-over-year decline, which is expected to be just over one per cent in TEU arriving in October, would be the first since July 2020, after which unusually high import volumes began to arrive when stores closed by the pandemic reopened and retailers worked to meet pent-up consumer demand and to stock up for the holidays. US ports covered by the NRF's Global Port Tracker are continuing to show retail import volumes ranging between 2.14 and 2.19 million TEU each month. Busy cargo is expected to continue through the end of the year, with November forecast at 2.17 million TEU, up 3.3 per cent year over year, and December at 2.18 million TEU, up 3.5 per cent. The NRF forecasts that holiday sales during November and December will grow between 8.5 and 10.5 per cent over 2020 to between US\$843.4 and \$859 billion. This compares with a previous high of 8.2 per cent in 2020 to \$777.3 billion and an average increase of 4.4 per cent over the past five years. This year's forecast includes a projected increase of between 11 and 15 per cent for online and non-store sales. For the full year, the Global Port Tracker is forecasting retail imports will have jumped 18 per cent to a total of 26 million TEU arriving at the US's largest container ports. The NRF also expects the momentum will continue into 2022 with seven per cent volume increases projected for January and February. TEU volume is forecast at over two million a month for the first quarter of 2022, although March 2022 is also forecast to be down four per cent versus the prior year. **source : Schednet**



The tug **EN AVANT 1** outbound passing the IJmuiden breakwaters **Photo : Wim Castricum (c)**

Roboat ready for self-driving pilots on the Amsterdam Canals

Roboat is designed to navigate the urban dynamics of the Amsterdam canals.



Roboat is ready for the next steps towards pilots and commercialization. Starting Nov 2021, the project will continue developing 3 use cases: passenger transport, logistics (waste collection), surveying water infrastructure, and monitoring water quality.

What if autonomous boats could help the city of Amsterdam to move part of the road traffic to the water, while creating innovative solutions for urban challenges? Roboat – a research project by Massachusetts Institute of Technology (MIT) and Amsterdam Institute for Advanced Metropolitan Solutions (AMS Institute) – successfully developed autonomy for two full-scale prototypes. After five years of R&D, the project is ready for the next steps towards pilots and commercialization. Starting November 2021, the project will continue developing three use cases: passenger transport, logistics (waste collection) and surveying water infrastructure and monitoring water quality.

“The historic centre of Amsterdam with its network of canals and modern-day challenges – such as congestion and logistics – are a perfect place to start the real-life pilots aimed at creating more sustainable and smart transport over water.” Stephan van Dijk Director of Innovation

A self-learning boat that adapts based on experiences on the water

Roboat has come a long way since the team first started prototyping small vessels in the MIT pool in late 2015. With two full-scale boats now sailing in Amsterdam, Roboat is more than a proof of concept. This year the researchers and engineers focused on developing autonomy for the two full-scale prototypes, including: way-point finding, autonomously docking and undocking, and collision avoidance. Roboat is self-learning and adapts its abilities based on experiences on the water. “Picture being amid the hustle and bustle on the Amsterdam canals – this urban context involves tight space maneuvering, including high complexity and not a lot of structure, caused by a great variety of obstacles that can be encountered. To navigate the bustling waters of Amsterdam, Roboat needs a meticulous fusion of proper navigation, perception, and control software.” Ynse Hendrik Deinema Roboat Project Coordinator

What makes Roboat navigate autonomously?

The Roboat team deploys algorithms to, among others, categorize specific objects it detects during its pathway. Tests take place at the inner-harbor of Marineterrein Amsterdam Living Lab – a testbed for innovation located at the heart of Amsterdam.

To autonomously determine a free path, Roboat uses LIDAR and cameras to enable a 360-degree view. This is also referred to as the “perception kit” and lets Roboat understand its surroundings. When the perception picks up a new object, for instance a canoe – the algorithm flags the item as “unknown.”

When the team later looks at the collected data from the day, the object is manually selected and tagged as “canoe.” This way the algorithm is trained to – in time – outperform the human eye in object recognition. Furthermore, the boat’s latching mechanism allows the boat to connect to a docking station, or to another Roboat.

What makes Roboat navigate autonomously?

To autonomously determine a free path, Roboat uses LIDAR and cameras to enable a 360-degree view. This “perception kit” lets Roboat understand its surroundings. ©MIT/AMS Institute

Perception kit

To autonomously determine a free path, Roboat uses LIDAR and cameras to enable a 360-degree view. This “perception kit” lets Roboat understand its surroundings. ©Oculus film

Roboat's eyes and ears

How Roboat perceives its surroundings. Roboat autonomously responds to objects on the water – such as boats that pass by. ©MIT/AMS Institute



CLICK at the photo !

"Every time the vessel navigates the area, it gains experiences and learns from previous situations and object encounters. As a result of the continuous feedback loops Roboat can now autonomously navigate in this area." Ynse Hendrik Deinema Roboat Project Coordinator "With the latching mechanism, Roboat can form temporary bridges to create new urban infrastructure, as well as floating stages and bridges." Carlo Ratti Professor at MIT Senseable City Lab & AMS PI

Next phase: 'one autonomous taxi, please'

The next step for Roboat is to commercialize the technology. Next year the team will focus future developments on three use cases: passenger transport, logistics (waste collection) and surveying/monitoring applications. "By, for instance, using Roboat to collect waste from Amsterdam's city center, the number of traffic movements within the city can be reduced, which alleviates pressure from the fragile bridges and quay-walls."

Stephan van Dijk Director of Innovation Roboat collaborates with pioneering companies and cities to further scale up the technology. "Whereas autonomous shipping focuses on more straightforward trajectories, Roboat is designed to navigate dynamic and busy urban waterways, such as the Amsterdam canals. Which makes Roboat relevant for delta cities and harbour areas world-wide. It also creates new possibilities for flexible urban infrastructures. Combined with its ability to perform its tasks 24/7, Roboat can add great value for a city," van Dijk concludes. With 165 canals winding alongside busy city streets, about a quarter of Amsterdam's surface area is water. Five years ago, MIT and AMS Institute set the ambition to develop a fleet of autonomous vessels. An idea that was born to alleviate pressure from Amsterdam's busy city center and re- imagine the Amsterdam canals. Roboat is a research project of MIT and AMS Institute. Project partners: City of Amsterdam and Waternet. Project sponsors: Murata (12kW battery pack), Torqeedo (thruster pods), VETUS (bow thrusters). Boat-hull constructed by Stormer Marine. **Source : Workboat 365**

Robust freight rates drive up Wan Hai's Q3 profit

Wan Hai Lines Ltd yesterday reported a net profit of NT\$35.55 billion (US\$1.28 billion) for last quarter, 18 times higher than a year earlier, thanks to strong freight rates. Revenue surged 260 percent year-on-year to NT\$70.73 billion, company data showed Gross profit advanced 14 times year-on-year to NT\$45.22 billion. Gross margin rose to a record 64 percent, compared with 15 percent a year earlier and 51 percent the previous quarter.

For the first three quarters of the year, Wan Hai's cumulative net profit jumped more than 19 times to NT\$69.23 billion, or earnings per share (EPS) of NT\$28.37, compared with NT\$1.6 a year earlier.

SHIFT IN FOCUS

Wan Hai, which used to focus on intra-Asia routes, has diversified its operations this year by assigning more vessels on the routes between Asia and the Americas in light of strong demand from clients and higher freight rates. That also came as the shipping rates for the US and South American routes are higher this year than last year, while those for intra-Asia routes remain stable, it said.



The **WAN HAI 312** departing from Hong Kong

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

The company said that revenue from its American operations accounted for 40.2 percent of its total revenue in the first half of the year, up from 11.8 percent a year earlier, while that from its intra-Asia operations fell to 40 percent from 70 percent over the same period. Wan Hai said it has used 10 vessels each with capacity of 2,800 to 4,000 twenty-foot equivalent units (TEU) on its new Asia-US east coast route since June, and last week it began using 11 larger container vessels, ranging from 4,600 to 5600 TEUs each, on this route due to strong cargo demand.



The **WAN HAI 611** disembarking the pilot at pilot boarding ground A in Singapore

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

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

To raise its capacity, its board of directors yesterday approved a proposal to allocate up to NT\$5.5 billion to buy several second-hand vessels, the company said in a filing to the Taiwan Stock Exchange. It had received eight second-hand vessels with a combined capacity of 46,143 TEUs in the first half of this year. In addition, it plans to take delivery of five

brand-new vessels during the second half of this year after receiving six vessels with a combined capacity of 16,296 TEUs in the first half, it added. **Source: Taipei Times**



The tug **GEPKE** passing Hoek van Holland **Photo : Willem Holtkamp (c)**

Gunvor Sells Port Of Rotterdam Oil Storage Assets

by Toby Sterling (Reuters)

Global Energy Storage, a new company that aims to store products such as hydrogen and biofuels, said on Thursday it is buying assets in Rotterdam from commodities firm Gunvor Group and will redevelop 20 hectares of land in the port for its operations. Financial details of the purchase, which includes Gunvor's stake in the port's Stargate oil terminal, were not disclosed. The company's plan is to "take an existing oil terminal and develop it into a state-of-the-art low-carbon products terminal," GES Chief Executive Peter Vucins said in a statement. GES was formed in May with backing from London-based private equity firm Bluewater. A spokesperson for the company said it has up to \$250 million to invest. Gunvor acquired a significant amount of storage in Rotterdam, Europe's deepest port and a hub for its oil trading, when it purchased the 88,000-barrel-per-day Rotterdam refinery from Kuwait Petroleum International in 2016. It sold some storage capacity to Saudi Aramco in 2017 and had been looking to partially divest the 1.5 million cubic meters in oil storage it holds at Stargate since 2018, according to Reuters reports at the time. Gunvor's Global Head of Portfolio Shahb Richyal said the deal supported "the development of environmentally responsible projects in the port of Rotterdam". GES said on Thursday it will build a new jetty at the site, and plans to develop infrastructure for gas storage, gas-to-chemicals production, hydrogen storage, and ammonia storage. **Source : (Reporting by Toby Sterling; Editing by Jan Harvey, Reuters)**

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The Spain.org **DOCKYARD V** in the Leuvenhaven in Rotterdam ready for performance with the Sint and his Pieten.

Photo : Jan Pieterman ©

NAVY NEWS

MDL Delivers 4th Scorpene Submarine To The Indian Navy

By : Xavier Vavasseur



Indian shipbuilder Mazagon Dock Limited (MDL) delivered "**VELA**", the fourth Scorpene type submarine (Kalvari-class) to the Indian Navy. The submarine is expected to be commissioned with the Indian Navy by year-end. **VELA** was launched by MDL on 6 May 2019. Six Scorpene type submarines have been ordered by India in 2005 as part of the Project 75 program. They are constructed locally by the Mazagon Dock Limited shipyard in Mumbai, with assistance of Naval Group, designer of these submarines. Three submarines, **KALVARI**, **KHANDERI** and **KARANJ** have already been commissioned into the Indian Navy. The fifth submarine of the class, **VAGIR**, is conducting sea trials, whilst construction of the sixth and final submarine, **VAGSHEER**, is ongoing. Source : Naval News

Metallurgist admits faking steel test results for US Navy subs

A metallurgist in the US state of Washington has pleaded guilty to fraud after she spent decades faking the results of strength tests on steel that was being used to make Navy submarines. Prosecutors say Elaine Marie Thomas, 67, gave false positive readings for strength and toughness tests in at least 240 cases between 1985 and 2017. Authorities did not disclose which vessels were affected. But there was no indication that any submarine hulls had failed. Ms Thomas, of Auburn, Washington, was the director of metallurgy at a foundry in Tacoma that supplied steel castings used by Navy contractors to make submarine hulls, the US Attorney's Office for the Western District of Washington said in a statement. The foundry was acquired by the manufacturer Bradken in 2008, according to the indictment. There was no evidence that the company's management was aware of the fraud until May 2017. At that time, prosecutors say, a lab employee found out that test cards had been altered and that other discrepancies existed in the records. Prosecutors said the falsified tests "represent[ed] a substantial percentage of the castings Bradken produced for the Navy". In 2020, Bradken agreed to pay \$10.9m (£8m) as part of a settlement.

The Navy has taken measures to ensure the safe operation of the affected submarines, resulting in increased costs, according to the statement.



When confronted with the falsified results, Ms Thomas suggested that in some cases she gave metal positive results because she thought it was "stupid" that the Navy required the tests to be conducted at -100F (-70C), the Associated Press reports. John Carpenter, a lawyer for Ms Thomas, said in a statement filed in federal court on Monday that she "took shortcuts and made material misrepresentations." "Ms Thomas never intended to compromise the integrity of any material and is gratified that the government's testing does not suggest that the structural integrity of any submarine was in fact compromised," he said. "This offense is unique in that it was neither motivated by greed nor any desire for personal enrichment. She regrets that she failed to follow her moral compass - admitting to false statements is hardly how she envisioned living out her retirement years." Ms Thomas faces up to 10 years in prison and a \$1m fine. She will be sentenced in February. **Source : BBC news**



HMS NORTHUMBERLAND berthed at the port of Tyne **photo : Capt Alex ©**

SHIPYARD NEWS





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Korean Shipbuilders Take 52% of Worldwide Orders in October

Clarkson Research said the Korean shipbuilding industry staged its comeback to the world's No. 1 spot in October by accounting for 52 percent of the global orders. Korean shipbuilders won 1.12 million CGT (52 percent) of the global total of 2.13 million CGT, surpassing China's 810,000 CGT. However, in cumulative terms for the January-October period, China stood first with 19.93 million CGT (756 ships and 49 percent), followed by Korea with 15.79 million CGT (373 ships and 39 percent), and Japan with 3.71 million CGT (174 ships and 9 percent). The shipbuilding market has fully recovered in 2021. The cumulative volume of orders awarded in the January-October period was 40.99 million CGT, up 162 percent from 15.63 million CGT in the same period of 2020. This is the highest since 2013 (46.98 million CGT).

By ship type, orders for large container ships soared due to the expectations for an increase in global trade volume. During the first 10 months of 2021, orders for 12,000-TEU container ships reached 11.09 million CGT (186 ships), up 804 percent from 1.23 million CGT (16 ships) during the same period of 2020. Moreover, during the same period, bulk carrier orders ascended by 213 percent, large LNG carrier orders (140,000 cubic meters or larger) by 99 percent, A-max oil tankers by 66 percent and VLCCs by 58 percent. On the other hand, orders for S-Max oil tankers slid 54 percent during this period. Worldwide shipbuilding order backlogs in October swelled by 280,000 CGT from the end of September to reach 89.03 million CGT. By country, China had the largest order backlog of 36.33 million CGT (41 percent of the total), followed by Korea with 28.82 million CGT (32 percent), and Japan with 944 million CGT (11 percent). Ship prices are also on the uptick. In October, the Clarkson Newbuilding Index rose by three points from the previous month to 152.28 points. It was up 20 percent from 127.11 points in January 2021 and crossed 150 points for the first time in 12 years since June 2009. All ship prices rose. The price of a VLCC stood at US\$18 million, that of an S-Max oil tanker US\$74.5 million, that of an A-Max oil tanker US\$59 million, that of a container ship (between 22,000 and 24,000 TEUs) US\$183.5 million and that of an LNG carrier (174,000 cubic meters) US\$23 million. Global order volume and shipping price trends in 2021 suggest that the shipbuilding market has fully revived. The problem is that due to the nature of the shipbuilding industry, it takes at least a year and a half for orders of 2021 to be reflected in actual sales. This is why some experts predict that it will be difficult for shipbuilders to realize profits by the first half of next year. Korea Shipbuilding and Offshore Engineering (KSOE) racked up an operating profit of 141.7 billion won in the third quarter of 2021 on a consolidated basis, turning into a surplus from an operating loss of about 900 billion won in the second quarter. Yet, Samsung Heavy Industries posted an operating loss of 110.2 billion won. **Source: Business Korea**

VLCC TATESHINA Delivered

Kawasaki Heavy Industries, Ltd. delivered the **TATESHINA** (Kawasaki hull no. 8061, NACKS hull no. NE325), a very large crude oil carrier (VLCC), for WILLOW SHIPHOLDING S.A. The vessel was delivered at the Nantong COSCO KHI Ship Engineering Co., Ltd. (NACKS) shipyard, which is located in Nantong, China and operated jointly with China COSCO Shipping Corporation Limited. Principal particulars and features of the vessel are as described below.

Length overall 339.50 m

Molded breadth 60.00 m

Molded depth 28.90 m
Molded draft 21.03 m
Gross tonnage 162,218 t
Hold capacity 352,104 m³
Deadweight 311,979 t
Main engine One set of WinGD 7X82-B diesel engine
Complement 34 people
Classification Class NK
Country of registration Liberia
Delivery November 8, 2021

Features

Kawasaki's new VLCC replaces the conventional bulbous bow with a newly designed bow form that extends the vessel's length at the waterline. This new design greatly reduces wave-making resistance from bow waves during navigation, enabling greater propulsive performance. The use of a low-speed, ultra-long-stroke main engine together with a high-efficiency, large-diameter propeller provides low fuel consumption. The main engine and generator are equipped with a Selective catalytic reduction (SCR) System, an exhaust gas purification system to reduce NO_x, which allows the ship to navigate in Emission Control Area (ECA).

Source: Kawasaki Heavy Industries, Ltd.

ROUTE, PORTS & SERVICES



STENA SCANDICA – UPGRADED STENA LINE FERRY WITH INCREASED CAPACITY AND EMISSIONS-REDUCING FEATURES

By Baird Maritime



Swedish shipping company Stena Line recently resumed operational sailings of one of its older Ro-Pax ferries after it successfully underwent a modernisation program that resulted in a significant increase in its current transport capacity.

The 2005-built **STENA SCANDICA**, formerly named Stena Lagan, is the first of two Stena Line ferries that have been lengthened and modernised by sister company Stena RoRo at the facilities of Sedef Shipyard in Tuzla, Turkey. The conversion project began in August 2020 and was completed within 10 months. The upgraded vessel will be operated in the Baltic Sea after having originally sailed on Stena Line's Belfast to Birkenhead route for many years.

STENA SCANDICA – as well as sister vessel **STENA BALTICA** (the former **Stena Mersey**) – has been lengthened primarily through the incorporation of a 36-metre mid-section, a process that necessitated splitting the vessel in half. The ferry now measures 222 metres long and has capacity for 970 passengers housed in 202 cabins, a notable increase of 80 cabins from the original number. The freight capacity has meanwhile been increased to 2,875 lane metres. To improve efficiency during vehicle loading and unloading operations, the ferry has been modified with drive-through capabilities on two decks. This means cars and lorries can now directly access either one of the two vehicle decks while the ferry is at berth. The installation of internal ramps will allow vehicles access between the two decks once they are on board. Stena Line said the interior and onboard facilities have also been updated to feature the company's trademark Scandinavian influence and light and spacious design. This is also true in the other passenger spaces, which include shops, lounges, and an aft sundeck. The interior spaces were furnished by Accomar Marine Interior. Also fitted are hybrid scrubbers, ballast water treatment systems, and a twisted leading-edge rudder to further enhance operating efficiency. Per Westling, managing director of Stena RoRo, said the expansion of the vessel's capacity and the incorporation of efficiency-enhancing measures result in a significant reduction of emissions – of both the ferry and the vehicles being loaded and unloaded – as well as shorter turnaround times while in port.

STENA SCANDICA commenced operational sailings in the Baltic Sea in July of this year. The ferry initially served the route between Ventspils in Latvia and Nynashamn in Sweden. Later this year, sister vessel Stena Baltica will also begin operating on the Latvia-Nynashamn route, and Stena Line said the introduction of the two modernised ferries will increase total passenger and freight capacity on the route by around 30 per cent.

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DeepOcean Secures Subsea Services Deal in U.S. Gulf of Mexico

Subsea services company DeepOcean has said it has won a frame agreement contract with an undisclosed US-based operator. The deal is for the delivery of engineering, project management, and vessel support to execute "a wide range" of subsea activities throughout 2022. DeepOcean said that the contract was for project management engineering capabilities for specialized subsea services, including the utilization of light construction vessels and ROVs from DeepOcean's fleet in the US Gulf of Mexico to execute the offshore work. **source : offshore engineer**

DNV Seeking Partners for Floating Wind Substations Project

Energy industry expert and assurance firm DNV is looking for partners to launch a new Joint Industry Project (JIP) for floating offshore substations. Floating substations are viewed as a key enabler for the next phase of the emerging floating wind industry, where the turbines are deployed in deeper waters, further from shore than standard fixed-bottom turbines. DNV said that the objective of the JIP is to align industry best-practice allowing for accelerated technology development and to close gaps in available substation standards enabling scaling of floating offshore wind with an acceptable level of commercial, technical, health, safety, and environmental risks.

"In DNV's latest Energy Transition Outlook Report, we predict that by 2050, the installed floating wind capacity will have grown to over 260 GW and that the technology will reach commercial-scale deployment in the next 15 years," says Kim Sandgaard-Mørk, Executive Vice President for Renewables Certification at DNV. "Although essential for scaling floating offshore wind farms, floating substations have not received the same degree of attention as their turbine counterparts – therefore we are initiating this JIP." "Together with partners from the industry, DNV developed the standard DNV-ST-0145

Offshore Substations. Over the past ten years, this standard became widely used in the industry. "The current standard focuses on bottom-fixed substations, but we see a growing trend towards floating wind and we want to use this JIP to support the industry by developing rules applicable for floating substations," says Markus Kochmann, Head of Offshore Substations in Renewables Certification at DNV. Kristin Nergaard Berg, Senior Principal Consultant at DNV and Project Manager for the JIP adds: "Substations are the heart of each offshore wind farm as they collect the electrical energy produced in wind turbines and convert the electricity for the transfer to consumers onshore via export cables. We see a huge interest from the industry to join our JIP. "Over 50 participants from more than 20 companies spanning across the entire value chain for offshore wind joined DNV in a first workshop where the scope of work has been discussed. We plan to carry out the JIP over a period of 1 year, starting in Q4/2021. A call for more interested partners is still open and we are looking forward to welcome more companies onboard to enhance technology development for floating offshore wind substations." .source : offshore engineer

.... PHOTO OF THE DAY



Ex INVERGORDON TRENT CLASS LIFEBOAT **RNLB 14 08 DOUGLAS AIKMAN SMITH** making 24 Knots through the Sutors of Cromarty inbound INVERGORDON. 14 08 is now part of the RNLI's SCOTTISH RELIEF FLEET having being replaced by the SHANNON CLASS **13 37 AGNES A P BARR** on 01/11/2020 **Photo : David Meek ©**

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