Inséré 01/10/23 NIEUWS NOUVELLES Enlevé 01/11/23

Product Tankers: What's the Next Growth Story?

*The **STOLT SPAN** in Rio Grande*

Anew growth story is needed in the product tanker market, as ship owners reassess the next source of demand for the years to come. In its latest weekly report, shipbroker Gibson said that "for product tankers, much of the past decade's investment was focused on changing dynamics in the global refining scene. In short, the story of expanding capacity in the East, primarily driven by Middle East export refineries, and capacity rationalisation in the West supported the case for strong tonne mile demand growth. However, with most Middle East refining projects nearing completion, and plans to close capacity in the West being reassessed in the name of energy security, the sector needs to find a new investment case for the next decade". According to Gibson, "from 2013 to 2022, Middle East refining capacity expanded by 2.8mbd, but from 2022, to 2028 that growth slows to 0.9mbd, with around 70% of that growth taking place over the next year. Ultimately this highlights that following the start-up of Duqm early next year, no new export originated Middle East refineries are due to come online. Those projects which do start up, are either small scale expansions or domestically focused. One also has to consider that regional demand is also set to increase over the next 5 years, which ultimately indicates that Middle East product balances will tighten over the medium term. Furthermore, given the lead time it takes to develop a greenfield refinery project, there is little chance of the outlook changing".

The shipbroker added that "with the Middle East story largely concluded, the next stop should be India. However here, issues with acquiring land have prevented new mega projects materialising, with Middle East based investors choosing China instead. Although India is still expected to boost capacity, much of this is likely to be domestically focused, suggesting little upside for product exports in the medium term. As is often the case, China is the big sensitivity here. With the country being responsible for the biggest capacity additions over the next 5 years, export policy will be key for global refining margins and products trade. In theory, China will see its middle distillate surplus increase by 1mbd by

2028; however, government policy will be the key determent of whether (or not) material gains in exports are witnessed". "In the long term, a slowing demand side story and expanding refining capacity will lead to overcapacity in the sector, which will require some rationalisation. Logically that would take place in Europe; however, uncertainty around government policy concerning energy security and healthy margins in the near term, are likely to delay refining closures", Gibson concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Inséré 02/10/23 DOSSIER Enlevé 02/11/23

California's shore power / emission control requirements

The California Air Resources Board (CARB) is implementing regulations for ships to require a CO2 emission control system while at port his can either be the use of shore based electricity rather than onboard generators; using a CO2 capture and collection service connected to the generator's exhaust; or using LNG as fuel for the generator.

The regulation is called "Control Measure for Ocean Going Vessels At Berth". It was adopted in August 2020 but comes into force in 2025 or 2027.

The system will need to be deployed within two hours of the vessel arriving at berth and continue until 1 hour before the pilot boards the vessel for departure from the berth.

Industry was invited to give feedback on the proposals. CARB evaluated the feedback and then held a workshop online on February 14, 2023, to discuss its evaluation.

The following concerns had been raised by tanker operators and were presented in the workshop, according to a report by Benjamin Buonviri, Manager of Regulatory Affairs with ABS.

Lack of availability of CARB Approved Emission Control Systems (CAECS) other than shore power; limited timeline to adapt existing CAECS for use on tanker vessels; safety concerns; availability and compatibility of shore power and associated equipment; logistical and operational constraints; utility construction delay.

CARB said it is not aware of any industrywide limitations that prevent implementation of the regulation in California. If site specific restrictions are found to prevent implementation then these would be given due consideration. CARB will only agree to requests to delay the requirement if it is presented with "objective evidence" of a need to delay.

In the beginning of 2023, all tanker terminals were categorised as a "regulated terminal" or a "low activity terminal," with their implementation date depending on their category.

Tankers calling at the Ports of Los Angeles or Long Beach will need to comply by Jan 1, 2025; all other tankers will need to comply by January 1, 2027.

The responsibility to provide a CAECS lies with the terminal, Mr Buonviri says.

If it is found that a vessel is incompatible with the CAECS in the terminal it is scheduled to call at, then the vessel and terminal are responsible for finding another CAECS for the visit. Prior to the next visit the vessel should either modify itself to be compatible with the CAECS provided by the terminal or arrange a separate CAECS.

There is a rule exception for the first time a tanker visits a certain terminal since it may not be possible to determine in advance if the available systems will work with the tanker. This is called a "commissioning visit". The vessel is expected to connect to shore power at some point during the visit unless the commissioning process cannot be completed during the visit.

Another requirement is that the vessels may not emit anything 'visible' through their exhausts for more than 3 minutes in any one hour.

To help tanker owners prepare for the transition, ABS plans to engage the terminals and compile information on the CAECS they will provide to support preparation.

More detail is available in an ABS document online, search for ABS REGULATORY NEWS No.05/2023

Inséré 03/10/23 HISTORIEK HISTORIQUE Enlevé 03/11/23

De kanaaldiensten (I)

F. GEVAERT

Terwijl de grens van licht en schaduw naar de kim van de oostelijke helling van de vallei schoot, viel de stilte van de zuidelijke schemering over het kampeerterrein. Het uur van het palaberen was gekomen. Mijn overbuur, een Westfaler, nodigde uit op een glaasje chianti. Het heterogene gezelschap van de vorige avond verzamelde zich rond het campingtafeltje, de ronde Westfaler, een niet-flegmatieke Brit, een boven- en een beneden Moerdijker, een sinds vorige zomer doorheen Europa zwervende Canadees en ikzelf. Palaber tussen kampeertoeristen loopt bijna altijd over reiservaringen en toekomstige reisdoelen. De Westfaler wou volgende zomer naar Groot-Brittannië gaan, doch hij zag in het kanaal een grote verkeershindernis. De man die waarschijnlijk reeds lang zijn naoorlogs « Duits complex » verloren had, voegde er nog lachend aan toe: « Ik heb er reeds in '40 geen geschikte passage gevonden ». De Brit en ikzelf poogden het de man duidelijk te maken dat de hindernis geen méér was, dat er tal van mogelijkheden waren om het « visvijvertje », zoals de Engelsen zeggen, te overbruggen. Doch hij was niet te overtuigen tot de Canadese, die tot dan toe het woord aan de « deskundigen » gelaten had, de zaak rond maakte. Hij bleek er alles van te weten, tot tarieven en uurregelingen toe. Nadat hij gesproken had was het geen probleem meer, doch slechts een facet van de vakantiereis.

Later, toen we elkaar goede nacht hadden gewenst, en ik nog een kringetje liep om een laatste pijp te roken vooraleer in de slaapzak te kruipen, kwam het gevoel van onbehagen terug dat ik voelde toen de Canadees zijn deskundige uitéénzetting van de kanaaldiensten bracht. Het was wel zo, de man had de zaak uitgekiend om de voor hem meest economische route te kiezen (inderdaad, een jaar touring doorheen Europa op een beperkt budget, is geen sinecure), maar toch. En toen voelde ik het zeer pijnlijk aan hoe weinig wij geïntegreerd zijn met ons bedrijf. In essentie is ons bedrijf een vervoersonderneming. Wij zien het bedrijf steeds in functie van onze eigen specifieke taken, terwijl echter elke taak slechts een schakel is in een ketting, die uiteindelijk de verbinding vormt tussen de Britse eilanden en het vasteland. En dat op zichzelf is slechts een facet. Want hoe groot zijn de neveninvloeden, niet !

Onze kanaalroute heeft benevens een arbeidsintensief bedrijf, ook de Angelsaksische toerist gebracht. De invloeden van de Oostende-Dover lijn op ons gewest zijn niet onaanzienlijk geweest. Economisch, zonder betoog, doch ook op onze levenswijze. Alhoewel het ons niet moet verheugen, noemen de Engelsen Oostende : « The most English town on the Continent ».

Er zijn veel aspecten aan de integratie in een bedrijf en ik geef graag toe, dat de meeste bijdragen van boven uit moeten ingebracht worden. Doch niet alle, een parallelle stroming moet eveneens van beneden uit naar het bovenste vlak vloeien.

Onlangs nog las ik in mijn krant, dat de inwoners van ons land niet « air-minded » zijn, om het modewoord te gebruiken. lk durf, voor wat ons betreft, beweren dat wij niet genoeg « sea-minded » zijn, om het nog specifieker te zéggen ,niet genoeg « kanaaldienstminded », en dat dit één van de aspekten van de integratie is waarbij wij een niet geringe inbreng !hebben.

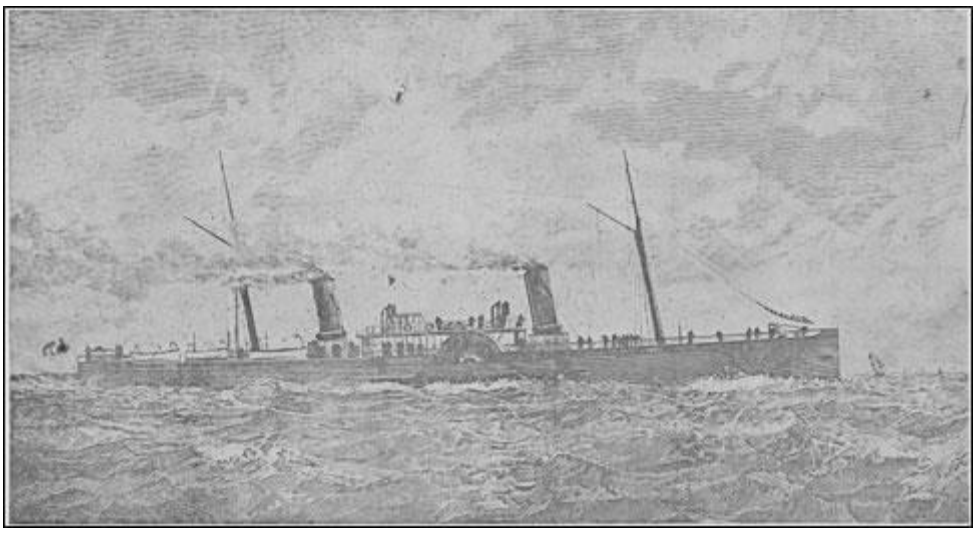
Veerdiensten uit Dover…

Alhoewel zou kunnen gezegd worden dat Dover sinds de eerste Romeinse inval een veerdiensthaven is, moet het toch gezegd dat het ontvangstcomité in die dagen alles behalve thee en cake aanbood. Het was slechts nadat de inboorlingen het onderspit hadden gedolven, dat de Romeinen besloten volledig gebruik te maken van de enige natuurlijke opening in de klippenmassa, door vuurbakens te bouwen op de klippen aan beide zijden van de vallei waarin Dover gelegen is. Wat de veerdiensten betrof, deze waren regelmatig doch enigszins éénzijdig, daar het vooral binnentrekkende legioensoldaten betrof, en uitgaande Britten, die vertrokken voor lange Italiaanse « vakanties ». Vanuit Dover loopt nog steeds de heirbaan, de Watling Street (nu A2), en het was langs die weg dat slierten geketende « vakantiegangers » naar Rome stapten. De spoorweg had in die dagen nog dit gedeelte van de wereld niet bereikt.

We moeten enkele eeuwen laten voorbij glippen, tot het Stuart tijdperk, om de eerste postdiensten tussen Dover en Kales te zien, en zelfs tot in 1821 voor de eerste regelmatige stoombootdienst, die werd uitgebaat met de « ROB ROY ».

In de loop der jaren werden de diensten vermeervoudigd en werden de vaartuigen groter totdat in de achttienveertiger jaren de Admiraliteitspakketboten vervangen werden, door vaartuigen van de spoorwegmaatschappijen, als onmiddellijk gevolg van het doortrekken van de spoorlijnen uit London naar Dover. In 1864 werd door de Belgische Marine een lijn ingelegd tussen Dover en Oostende, naast de bestaande Engelse lijn. De lijn werd dan in gemeenschap uitgebaat. Het eerste Belgisch vaartuig droeg de naam « CHEMIN DE FER », later omgedoopt in « DIAMANT ». In 1962 begon een lange Belgische monopolie, ten gevolge van een 100-jaar postvervoerkontrakt, die toegestaan werd door Koningin Victoria (familie van Koning Leopold I).

Het spoorwegtijdperk was aangebroken, niet alleen in Engeland maar eveneens op het Europees vasteland. De London, Chatham and Dover Railway (L.C. & D.R.) trok een lijn vanuit Dover naar Victoria Station, terwijl zeven mijl verder de kust op, de South Eastern Railway, vanuit Folkestone een lijn legde naar Charing Cross station. Beide spoorwegmaatschappijen legden vaartuigen in vanuit deze havens naar het vasteland. Het scenario was geschreven voor wat men nu noemt, de « Veertigjarige spoorwegoorlog », die slechts eindigde toen de beide maatschappijen samensmolten om de South Eastern and Chatham Railway (S.E. & C.R.) te vormen.



S.S. PRINCESSE JOSEPHINE »

Bij het vormen van deze maatschappij werden verschillende van de oude raderschepen uit de vaart genomen. In 1903 verscheen het eerste turbineschip op het kanaal die aan deze maatschappij toebehoorde, genaamd « THE QUEEN ». Twee jaar later, in 1905, werd eveneens door het Belgisch Zeewezen een turbineschip in de vaart gebracht, de « PRINCESSE ELISABETH ».

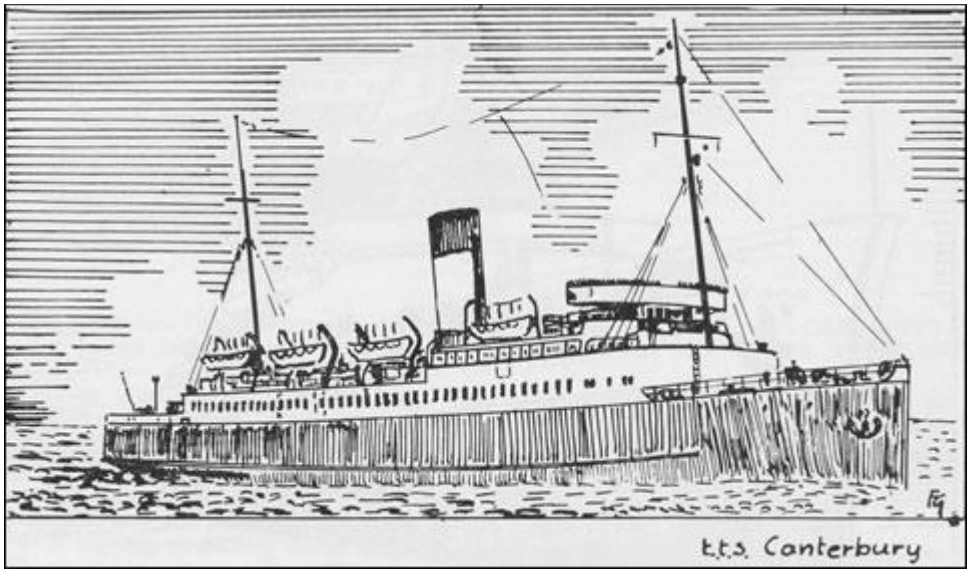
Gedurende de volgende jaren werden door de S.E. & C.R. acht turbineschepen in de vaart gebracht, terwijl het Zeewezen achtereenvolgens in 1910 de « PIETER DE CONINCK » en de « JAN BREYDEL » en in 1913-14 de « STAD ANTWERPEN » en de « VILLE DE LIEGE » in dienst nam.

In 1914 brak de Eerste Wereldoorlog los. De dagen van de Edwardiaanse voorspoed voor de Britten was voorbij, het Britse Keizerrijk zou nooit meer dezelfde worden.

In de vier bittere oorlogsjaren gingen verschillende kanaalschepen verloren. Het Zeewezen verloor de « MARIE HENRIETTE ». De verliezen aan de Britse zijde waren groter.

« THE QUEEN » en haar opvolger, de « ONWARD » gingen verloren. Het eerste vaartuig werd door de Duitse kapers geënterd op het kanaal, en tot zinken gebracht, terwijl het tweede vaartuig kapsijsde aan de muur te Folkestone, nadat brand aan boord uitgebroken was. Naar men zegt werd de brand veroorzaakt door een saboteur.

Zelfs vóór 1914 was het al duidelijk dat het tijdperk van de kanaalraderboten afgesloten was. In 1928 werd het laatste raderschip uit de vaart genomen, de « PRINCESSE CLEMENTINE » van de Oostende-Dover lijn. Dit vaartuig werd in 1896 op de Cockerill werven gebouwd. Het schip was het eerste van de kanaalschepen dat uitgerust was met een radio. In 1923 werden de South Eastern and Chatham Raily, de London Brighton and South Coast Railway en de South Western Railway samengesmolten om de Southern Railway Company te vormen. Deze maatschappij was tevens verantwoordelijk voor de Britse kanaalveerdiensten vanuit Dover, Folkestone en Weymouth. In 1929, in de prachtige maand mei, werd de « Golden Arrow » sneltrein ingelegd tussen Londen en Parijs. De zeeverbinding voor deze sneltrein werd verzekerd door de luxueuse « CANTERBURY », die speciaal voor deze verbinding werd gebouwd. De reizigers stapten te Dover, respectievelijk te Kales, op het schip, terwijl hun bagage door het kaaipersoneel verhandeld werd. Deze dienst bestaat ten huidige dage nog, ieder van ons moet reeds in het station te Dover (Marine Station) de bruin geschilderde reizigerswagons van de « GOLDEN ARROW - FLECHE D'OR » dienst gezien hebben.



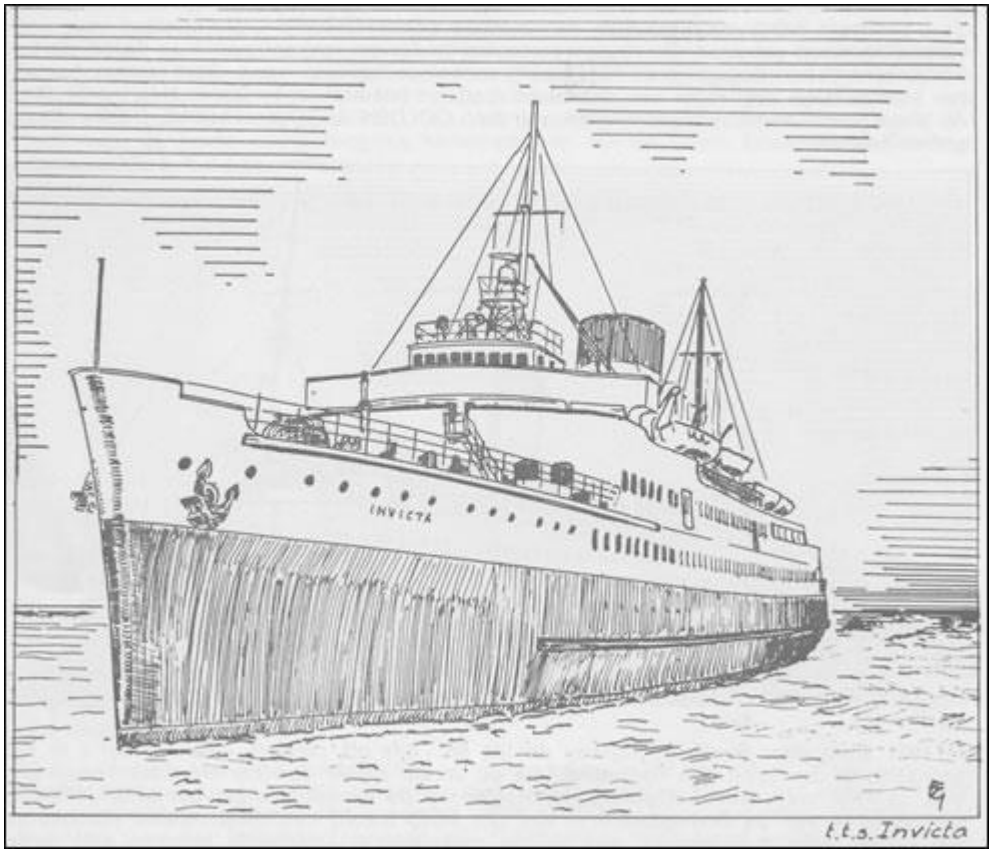
In 1931 werd door Southern Railway de lift on - lift off carferry « Autocarrier » in lijn gebracht, in navolging van Townsend, die de vorige zomer een carferrydienst begonnen was. In 1934 verscheen het eerste motorschip op de kanaaldiensten, het M.S. « PRINCE BAUDOUIN » van de Oostende-Dover lijn. Dit schip bracht een totaal nieuw silhouet op het kanaal, waar rnen gewoon was zwarte rookmassa's uitblazende schepen met ranke schouwen te zien.

De treinferrydienst tussen Dover en Duinkerke werd in 1936 gestart, waarbij drie schepen, gebouwd in 1934/35, in lijn werden gebracht, de « TWICKENHAN FERRY », de « HAMPTON FERRY » en de « SHEPPERTON FERRY ».

De Southern Railway en het Zeewezen gaven elkaar geen duimbreed toe. In 1938 bracht het Zeewezen de « PRINS ALBERT » in lijn, praktisch identiek wat de lijn betreft aan de « PRINCE BAUDOUIN » en in hetzelfde jaar werd nog een derde motorschip, de « PRINCE PHILIPPE » besteld bij de werven van Cockerill te Hoboken. De Southern Railway had van zijn kant het grootste, tot dan toe, kanaalschip besteld, de « INVICTA ». Doch vóór het schip afgeleverd werd brak de oorlog los. De « INVICTA » (4.191 gross ton) bleef het grootste schip op de kanaaldiensten tot het verschijnen in 1966 van de « PRINSES PAOLA » (4.356 gross ton).

De « INVICTA » die ontworpen was om de « CANTERBURY » op de Golden Arrow dienst te vervangen, heeft deze dienst slechts in 1946 kunnen aanvatten.

Het schip werd, terwijl het nog op stapel stond, opgeëist door de Royal Navy en werd op 14.12.39 te water gelaten. De « INVICTA » werd zoals de meeste schepen van de Oostende-Dover lijn, omgebouwd tot ontschepingsvaartuig (LSI(H)) en was bewapend met een twaalfpond kanon en vier 20 mm kanonnen. Hetgeen belangrijk geringer was dan de bewapening die de Belgische schepen voeren. Het schip kon 250 troepen inschepen die aan wal werden gezet door middel van zes LCA's.



Tijdens de oorlog, 40-45, verloor de Southern Railways twee van haar schepen. De « MAID OF ORLEANS » was de derde van een lijn schepen, die ledig terug kwamen van de Normandische stranden in '44. Het eerste schip van de lijn moet een magnetische mijn beroerd hebben die op de bodem van de zee lag. Langzaam naar boven komend, ontplofte de mijn onder de « MAID OF ORLEANS », die lek geslagen, zonk. De andere « maagd », de « MAID OF KENT » zonk terwijl ze langs de kaai lag te Dieppe. Het schip was omgevormd tot hospitaalschip. Een aantal bommen vielen op de kaai naast het schip, waarbij de scheepszij opengereten werd, met groot verlies aan mensenlevens.

Het Zeewezen verloor twee van haar kanaalschepen, de PRINCE PHILIPPE » en de PRINCE LEOPOLD ».

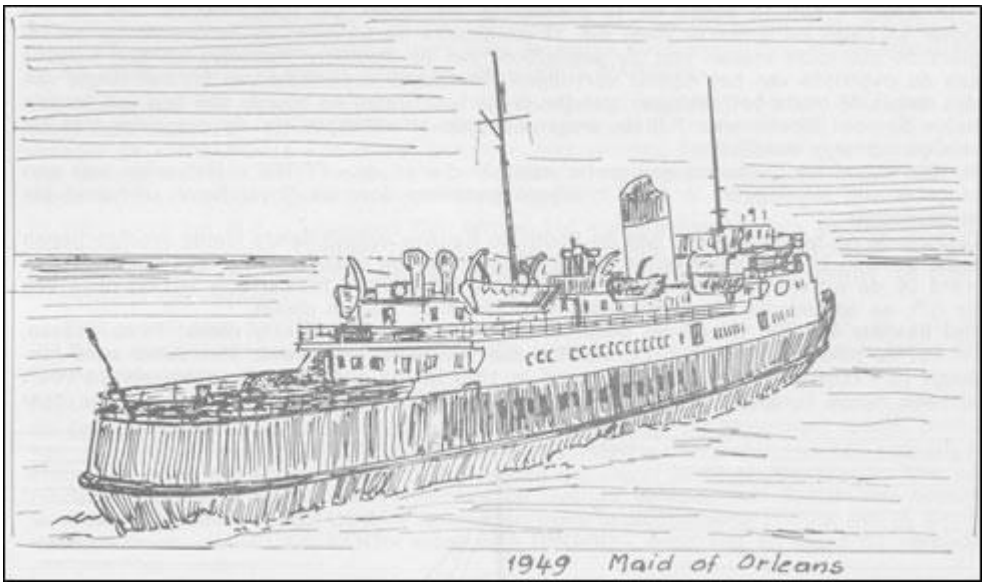
Na de oorlog bracht het Zeewezen twee nieuwe pakketboten in de vaart, om de verliezen goed te maken, de « KONING ALBERT » in 1947, de « PRINCE PHILIPPE » in 1948. De

LONDON-ISTANBUL » van het Zeewezen werd gedurende 1949 voor bepaalde tijd gecharterd door de Southern Railway, in afwachting dat de nieuwe « MAID OF ORLEANS » afgeleverd werd.

In 1949 werd door het Zeewezen de eerste drive on - drive off carferry, de « CAR FERRY », op het kanaal ingelegd. Het schip werd in 1952 omgedoopt in « PRINSES JOSEPHINE-CHARLOTTE ».

De Franse maatschappij S.A.G.A. verloor haar twee pakketboten tijdens de oorlog, de COTE D'AZUR » en de « COTE D'ARGENT ». De schepen werden in 1951 vervangen door één enkel schip, dat eveneens de naam kreeg « COTE D'AZUR ». De treinferry « SAINT GERMAIN » kwam het volgend jaar in de lijn.

Townsend Brothers Car Ferries verkochten na de oorlog hun enig vaartuig, de FORDE », aan een rederij uit Gibraltar.



In 1949 kochten ze van de Royal Navy een fregat van de « RIVER » klasse, en lieten het ombouwen tot carferry. Het schip behield zijn naam die het droeg bij de Royal Navy, de HALLADALE ».

Op 1 januari 1948 werden de spoorwegen in Groot-Brittannië genationaliseerd, met inbegrip van de kanaaldiensten. kanaaldiensten werden ingedeeld als Shipping divisions van de spoorwegsektoren (Regions), die overeenstemmen met de gebieden van het land die vroeger bediend werden door de private spoorwegmaatschappijen (Southern Region - Southern Railways). Een pakketboot van de spoorwegen, de « DINARD », die voordien Southampton had als thuishaven, werd omgebouwd tot carferry voor de dienst Dover-Boulogne.

Na de oorlog werd het oostelijk gedeelte van de haven van Dover vrij gegeven door de Admiraliteit. De havencommissie van Dovor bouwde er twee ontschepingsbruggen voor motorvoertuigen met de nodige infrastructuur en gebouwen. Het complex werd in juni 1953 door de heer Lennox-Boyd, de toenmalige Britse Minister voor Vervoer, plechtig ingehuldigd. Townsend had in 1951, voor eigen rekening, een landingsbrug gebouwd te Kales, terwijl in 1952 voor rekening van de Chambre de Commerce van Boulogne, aldaar de constructie van -twee landingsbruggen werd aangevat. Vanaf de zomer van 1953 werd de landingsbrug te Oostende in bedrijf genomen, zodat men slechts vanaf dat ogenblik ten volle kon gebruik maken van de exploitatiemogelijkheden van de roll on - roll off carferries. Tot dan had men de carferries moeten laden en lossen door middel van kranen. Toen Captain S.M. Townsend de eerste carferrydienst inrichtte in 1928, met de S.S. « ARTIFICER », had hij wellicht geen idee van wat hij uiteindelijk begonnen was. De « ARTIFICER » kon 15 auto's en 12 passagiers inschepen. De Townsendveer liep tussen Dover en Kales en indien er meer dan 12 passagiers waren moesten de overtallige passagiers de overtocht maken met de pakketboot van de Southern Railways en hun wagens aan de overzijde van

het Kanaal vervoegen. Townsend onderhield van bij het begin van zijn dienst de beste betrekkingen met Dover Harbour Board en huurde van hen een terrein in de Eastern Docks waar hij de wagens in- en ontscheepte (in de omgeving van de huidige carferry installaties).

In 1930 kwam bij Townsend een groter schip in dienst, de « FORDE ». Het schip was een omgebouwde mijnlegger, in 1919 in dienst genomen door de Royal Navy, uiteraard als mijnenlegger.

Gedurende de twintiger jaren had de Southern Railway verschillende kleine vrachtschepen laten bouwen voor de vaart op de kanaal Eilanden en het vasteland. Een van deze schepen werd op de werven van Henderson te Glasgow omgebouwd tot carferry ten behoeve van de S.R. en omgedoopt in « Autocarrier », en kwam in 1931 in dienst.

Het Bestuur van het Zeewezen besliste om eveneens een carferry dienst in te richten, en liet de pakketboot « VILLE DE LIEGE » door Cockerill ombouwen. Het schip werd herdoopt in « LONDON-ISTANBUL » en werd in 1936 in lijn genomen. De naam sproot voort uit een nieuw Europees wegennet, dat het mogelijk zou maken om vanuit London naar Istanbul te rijden per auto, uiteraard via Dover-Oostende. (Het eerste stuk van het wegennet L.I. op Belgisch grondgebied was het stuk snelweg tussen Jabbeke en Aalter, aangelegd tussen 1937-39).

De « Autocarrier » werd tijdens de oorlog omgebouwd tot « Recreation ship » (ontspanningsvaartuig) ten behoeve van de Britse vloot en was uitgerust met onder meer een kinema- en biljartzaal. Na de oorlog werd het schip tot in 1954 gebruikt op de cargodiensten tussen Folkestone en Kales.

Wordt vervolgt

Inséré 04/10/23 NIEUWS NOUVELLES Enlevé 04/11/23

Shipowners splash out $47 billion for LNG carrier newbuilds in 18 months

By : Paul Bartlett

Spending on new LNG carriers since the beginning of 2022 represents 27% of total newbuilding investment and more than any other sector including containerships. With owners having racked up some $47 billion in investments in 18 months the race to order LNG newbuildings is set to continue. The figure for invesment in LNG carriers just eclipsed containerships with owners pumping in an estimated $46 billion for newbuildings in that sector. Energy security, increasing cargo volumes, replacement demand, and infrastructure requirements, are key factors underpinning record investment in LNG carriers, according to analysis by Clarkson Research. Despite dramatically higher new ship prices – up from $211m for a standard 174,000 m3 vessel at the start of 2022 to $261m today – LNG owners are pinning down the few remaining slots that are still available between now and late 2027. The orderbook now stands at 331 vessels, 51% of fleet capacity, the analyst said in a recent report. One-year time charter rates for a 160,000 m3 dual-fuel diesel-electric vessel have remained consistently above $100,000 per day over the last 12 months. End-June rates stood at $120,000, Clarkson said. New LNG contracts placed this year total 30 carriers with a value of $7.7 billion. But more orders are likely as four newcomers on the construction scene book more deals. The ships will be needed because LNG trade is set for rapid expansion over the coming years as more capacity comes on stream. The pace is likely to accelerate from about 4% per annum in 2023-24

to as much as 10% in 2025-27, the analyst said. Rising LNG demand in Asia and the role of the relatively clean hydrocarbon in the energy transition are underlying growth drivers. Trade in LNG could reach 650mtonnes by 2030, up from around 390m tonnes today, although there are various scenarios. The strength of this energy sector looks certain to continue.

Source : Seatrade Maritime News

Inséré 05/10/23 DOSSIER Enlevé 05/11/23

Maintaining seafarer health

Experts from Bahamas Shipowners Association, Skuld, US Coast Guard and the Port of Antwerp discussed best practise in supporting seafarers' health, as ICS launches a (paper) International Medical Guide

These are some of the issues discussed in an International Chamber of Shipping webinar, "Seafarer Health and Wellbeing", held on March 23rd. Covid made mental health problems onboard ships perhaps 100 times worse. But many shipping companies are now making big steps to support seafarer health, including mental health, nutrition, provision of fitness equipment and access to counselling.

All ships should have a well stocked medical 'chest' onboard, and seafarers should know the basics in stabilising a patient in a health emergency. They should also understand basic mental health needs and challenges.

A pre-employment medical is important but should not be too stringent, there are some health issues you can never test for or prevent.

The webinar was held to coincide with the launch of the first ICS International Medical Guide for Seafarers and Fishers, published in March 2023.

Guy Platten, Secretary General, International Chamber of Shipping, and moderator of the webinar, said he firmly believes that the guide "will end up saving lives".

The main guide is 608 pages, with 10 flash cards showing what to do in specific situations. There is an accompanying 60 page book, "The Ship's Medicine Chest".

Bahamas Shipowners perspective

John Adams, Chairman, Bahamas Shipowners' Association, said he did some studies of seafarer mental health issues before the Covid pandemic. At the time, the main issues identified were isolation, disconnection, communication or no communication, fatigue, bullying, harassment, financial concerns, family worries, he said.

The stresses of Covid did not change the nature of the main issues, but magnified them all "by 10 or 100," he said. "We ended up in a completely new landscape."

Mr Adams is also a member of ICS board, chair of the ICS greenhouse gas reduction working group and senior advisor to V.Ships.

"As an ICS board member, I did have a preview of the ICS medical guide, it it's one of the most comprehensive guides that I've seen," he said.

At the Bahamas Shipowners' Association, he hears about experiences from 1500 ships under Bahamas flag, and at ICS gets perspective from the national shipping associations.

There have been many stories of the enormous stresses seafarers were under in the Covid period. Mr Adams presented another from a Bahamas flagged ship, where a crewmember onboard the vessel had died of natural causes.

"They were unable to disembark the body, no port or government would accept the remains for 3 months," he said. "The crewmembers were living onboard with the dead colleague. The family of the seafarer were waiting for closure. You can imagine the mental stress and trauma."

"The Bahamas flag state did all they could to support. It is an example of other governments which failed to uphold their Maritime Labour Convention (MLC) obligations."

At one stage there were 71,000 seafarers onboard idle cruise ships off the coast of the Bahamas unable to go home. "This was the most distressing and stressful situation."

A lot of counselling advice was provided. "The importance of investing in medical health and creating a supportive environment onboard cannot be overstated," he said.

Carnival Cruise Lines is an example of a Bahamas flag shipping company with a good approach, he said. The company has programs focussing on wellness and health food options. It has fitness trainers and fitness incentives for crew. There are medical teams onboard ships monitoring health as well as responding to emergencies and sickness, such as from blood pressure monitoring.

There is a support program including guidance and counselling for seafarers suffering anxiety, stress, and depression. "When people are in an isolated environment, to have that is so important," he said.

Carnival has extended parental leave for seafarers, and also guarantees them work afterwards.

The company sets goals for diversity, which helps foster a feeling of belonging for crew from different backgrounds. "This is an important part of wellbeing," he said.

Tanker and ferry operator Stena is also a member of the Bahamas Shipowners Association. It participates in a program called "WellAtSea," and has a company welfare committee. Stena also works with a company called Marine Benefits, which provides global health insurance for seafarers and their families.

Ship management company V.Group has a comprehensive seafarer assistance program called "V.Care" providing free confidential advice, to support mental health and wellbeing.

The company has programs for nutrition, wellness training, supporting social interaction onboard, and supporting seafarers' families. There are leadership development programs, including with pathways from ship to shore, "so people know they have a sustainable future."

"Wellbeing should be answered in the same way as safety, but sadly it's not the case. There is a huge gulf in ethics, principles, standards across our global industry."

Insurance perspective

Many companies provide 'wellness programs' and various types of medical insurance for their shore staff, but not for their seafarers, said Flavia Pompa-Mellilo, VP, Global Head of Claims Processes with P+I insurance company Skuld.

"From a P+I insurance perspective, we know the crew has a significant impact on how a ship is run. When a crewmember falls ill that can potentially disrupt the whole operation. Unhappy, unhealthy, and fatigued crew are more prone to incidents at sea."

"One of the important issues here is to remember that health and wellness start before they get onboard the ship," she said.

That is where P+I clubs have worked together with pre-employment medical examinations. The seafarers have an opportunity to know how healthy they are before they go onboard.

For many seafarers, this medical examination is the only time they see a doctor before going onboard. They can have any known conditions checked, and the doctor can check they know how to take any medication, and which medication should not be taken with another.

Shipowners have legal obligation to seafarers. Under IMO's Maritime Labour Convention 2006 (MLC), seafarers should 'have access to medical care which is, as far as practicable,

comparable to that which is available to workers ashore. Ships must carry a provision of medical stores and have crew on board who are trained in first aid and medical care.'

This means there should not be that much difference between sea workers and shore workers when it comes to health, she said.

Poor seafarer health can lead to many different kinds of risks – legal, financial, safety, reputational, and in attracting crewmembers, she said.

Low levels of crew retention mean you will have more people onboard who are less familiar with the vessel. Lack of familiarity with the vessel and its equipment has been a cause of a number of major incidents, she said.

Ms Pompa-Mello was asked about how the problem of fatigue can be improved.

"Fatigue is [a result of] the fact that it has been impossible for seafarers working onboard to respect the rest periods. You need to have that balance. You need to ensure seafarers are getting the rest they need," she said.

It is not just about hours of sleep, it is also about comfort of the cabin, ventilation, temperature, and vibration.

To illustrate the seriousness of the issue, a study by the Norwegian maritime authority from 10 years ago found 140 incidents in Norwegian waters between 2001 and 2011 caused by seafarers falling asleep on the bridge, she said.

Some people do not believe the problem will ever be solved. "I had a former colleague who left the seafaring life 10 years ago [because] he didn't like the way that many people address fatigue," she said.

Prepared for emergencies

Dr Adrienne Buggs, Medical Technical Advisor, United States Coast Guard's Office of Merchant Mariner Credentialing was asked what are the best ways for seafarers to be prepared for medical emergencies.

You need someone onboard who is well trained and prepared to provide medical care, and an "appropriately stocked" medical chest with appropriate medications and equipment onboard. This should have been designed together with a medical advisor, or using medical guides, she said.

You should not expect crew to remember everything they have learned in their medical training, particularly when they are highly stressed, she said.

There should be access to telemedical support, both to get through the emergency, and then afterwards, when the patient is 'stabilised.'

It is very important to have the support and involvement of the ship master and the company in managing the emergency, she said.

Training and preparation will improve the chances of a better outcome from an emergency. And it will probably need more than one person.

In an emergency, the key factors are airway, breathing and circulation (ABC). This applies both for cardiac arrests (heart stops beating) or for traumatic injuries such as a fall. You need someone who understands the possible interventions to get all those things working, she said.

"Make sure they understand airway breathing and circulation," for example stabilising the cervical spine which supports the skull. "Those are the things I think everyone is used to being trained in."

Seafarers could also be trained for mental health emergencies, not to the level of a psychiatrist, but being able to understand when someone is in trouble, recognising signs of distress, knowing what to do initially, and understanding how to get assistance.

There are short (1-2 day) training programs available on topics such as suicide prevention and psychological first aid.

Another possible problem on ships is sexual assault. "We've come to realise how big a problem that might be," she said.

People can be taught how to care for someone who has been traumatised, interact with them in a nonjudgemental way, allowing them to maintain some control. Also assessing injuries and using medications. Other issues could be medication for HIV, or pregnancy prevention. And of course, a patient may have both injuries and psychological stress.

There may need to be some consultation with telemedical support, but you need to talk to someone who understands the limitations of being on a vessel. There is medical guidance available which provides accepted medical practise, although this may not be appropriate to the level of training a seafarer would have.

Discussions around mental health can be difficult because people feel there is a stigma attached to admitting they have a problem. Seafarers say, "if I bring up the issue that I'm struggling, people will think I'm weak, I'm not a good worker. It may prevent me from being able to find a job later on'."

All seafarers and officers should have training in mental health needs, Dr Buggs believes, including the main issues and people's basic requirements.

Dr Rob Verbist

Dr Rob Verbist, Acting President, International Maritime Health Association, emphasised that it is impossible to prevent emergencies. The challenge is reducing the likelihood and risk of them.

Dr Verbist has perhaps done more for seafarer health than anyone else. After medical studies he started a port clinic for seafarers in Antwerp in 1985, treating injured and sick seafarers, doing pre-employment medical examinations for companies and flag states, organising courses, and providing telemedical assistance. He also lectures at Antwerp Maritime Academy, training officers in medical care onboard.

The pre-employment medical is the first step in managing seafarer health. But do not rely on it too much or make it too stringent. "There are things you can never check and never prevent," he said.

"I am not in favour of running a test of three days in a university hospital to find the smallest thing that could be wrong."

The industry would benefit from more knowledge about what exactly is worth testing for. "I think it is our duty as maritime health professionals to gather as much data as possible to see what is useful [in testing], what can be added and what can be dropped from these tests to make them as appropriate as possible for what really happens onboard."

Once a seafarer is onboard, the "medical chest," the shipboard medical supplies, is central to the overall medical provision.

The ICS Medical Guide states in detail what should be included. "It is the most complete medical chest that has been assembled," he said.

It would also be useful if all ships had the same medical supplies onboard, he said.

Nutrition and hydration onboard is very important. "Having a meal onboard together is the most important social event. A very important part of people's health is to eat healthy," he said.

Younger seafarers often ask for fitness (gym) equipment onboard he said.

It is useful to do safety drills and training onboard for health emergencies.

Good hygiene practises, with facemasks and gloves, is helpful.

It is useful in training for people to understand why things happen, not just be given instructions. "They memorise it much better," Dr Verbist recommends that future officers should be taught some elements of psychology, such as to understand how a certain bad event can affect an individual, and how others can recognise this.

"It is essential that seafarers are able, and have the possibility, to discuss any health or wellbeing concern with their colleagues, officers, with the company, without any fear of retribution or stigma," he said. "It is so important that they bring their concerns early enough. This is something I cannot stress enough."

There is an important role for maritime welfare organisations coming onboard ships, he said.
Wellbeing is also about quality of the working environment. This includes not having so much work that someone becomes too fatigued or burned out, he said.
Mr Verbist was asked if people are increasingly eating alone onboard. He replied that it is the same trend as we see on land. "Everyone has their own headphones, and music, to communicate [but] not necessarily with team members."

TankerOperator

Inséré 06/10/23 NIEUWS NOUVELLES Enlevé 06/11/23

German LNG Terminal Risks Delayed Start After Local Pushback

By Petra Sorge

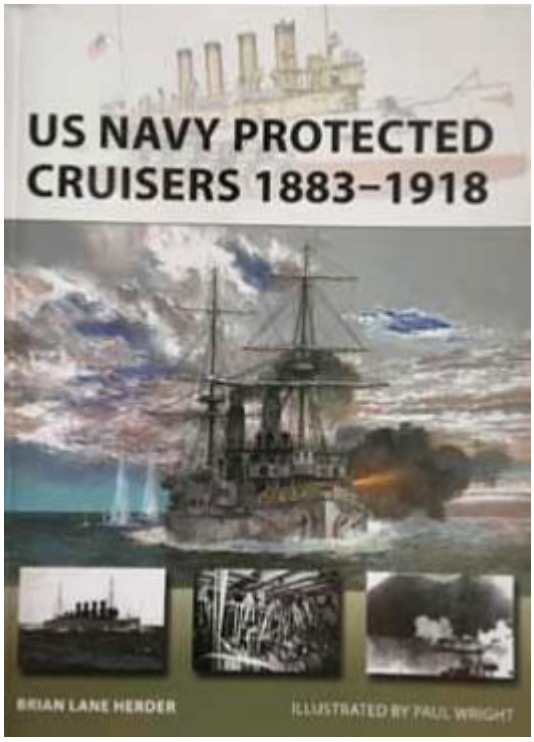
A planned liquefied natural gas terminal at Germany's Baltic coast risks not starting in time for winter, with local opposition to the project prompting a government warning about the fragile state of the country's energy security. German Economy Minister Robert Habeck cautioned there could be severe consequences if a second LNG terminal near the island of Rügen doesn't begin operations this winter as planned, pushing local authorities to move ahead with its construction. «Gas supplies must be planned in such a way that deliveries are secured even in the event of particularly cold weather or supply bottlenecks via pipelines," said Habeck, who is also the country's Vice Chancellor, in a letter seen by Bloomberg and addressed to the local state government. "Otherwise, there is a risk of incalculable price increases, supply bottlenecks and severe economic damage, which would hit eastern Germany in particular," he said. Germany launched three LNG terminals to stave off last year's energy crisis, and is aiming to open two more for the coming winter. The state of Mecklenburg-Western Pomerania — which has been critical of the Baltic project — commissioned lawyers who argued that it doesn't fall under legislation to fast-track permits, according to Habeck's letter. The lawyers also called for an environmental impact assessment, which would delay the terminal's opening. A spokesperson for the state's economy ministry couldn't immediately be reached for comment. Habeck urged the state to ensure that the necessary approval procedures are carried out "with the efficiency required by the crisis." A local municipality on Friday also said it had filed a complaint to the Federal Administrative Court to halt construction of an undersea pipeline for the terminal. German gas storage operators have argued that additional LNG capacity is urgently needed to ensure energy security and smooth out potential strains from cold weather.

Source : Bloomberg L.P.

Inséré 07/10/23 BOEKEN LIVRES BOOKS Enlevé 07/11/23

US Navy Protected Cruisers 1883-1918

B O E K B E S P R E K I N G By : Frank NEYTS



Osprey Publishing issued a most interesting book **"US Navy Protected Cruisers 1883-1918**". The book is written by Brian Lane Herder and illustrated by Paul Wright.

After the Civil War, the US Navy had been allowed to decay into irrelevance. In 1883, Congress approved the four new "ABCD" warships, the first steel ships built for the US Navy as it began its transformation into the potent "New Navy". The most powerful of these were the three protected cruisers Atlanta, Boston and Chicago. These were soon joined by a succession of further, distinctive protected cruisers, culminating in the famous and powerful Olympia.

The US Navy's 11 protected cruisers were in the frontline of US victory in the 1898 Spanish-American War. It was these warships that fought the decisive Battle of Manila Bay, and would go on to serve faithfully as escorts and auxiliaries in World War I. Written by experienced US naval researcher Brian Lane Herder, this book explores the development, qualities, and service of these cruisers, and highlights the almost-forgotten Columbia-class, designed as high-speed commerce raiders, and to mimic specific passenger liners. All 11 protected cruisers are depicted in meticulously researched color illustrations, including Olympia in her full sail rig.

Like all publications of Osprey Publishing, a most interesting book !

"**US Navy Protected Cruisers 1883-1918**" (ISBN 978 1 4728 5703 3), a softback, counts 48 pages and costs £12.99 or USD 20.00, P&P exclusive. One can buy the book in the better bookshop or direct with the publishers: Via the Osprey website: **www.ospreypublishing.com**.

Inséré 07/10/23 DOSSIER Enlevé 07/11/23

Training topics discussed at OTG customer seminar event in London

Maritime industry speakers discussed making training fun, training for future fuels, training for SIRE 2.0, appropriateness of STCW, the shortage of trainers, understanding 'human error' and women on ships

Seafarers are more likely to do e-learning if you make it fun, said Captain Kuba Szymanski, Secretary General of ship management association InterManager.

He was speaking at the Ocean Technologies Group Customer Seminar, held in London on April 20.

As an example, in his previous role as general manager of MOL Tankship Management Europe, he found seafarers reluctant to take a training course and test. To encourage them, he took the course himself and scored 63 per cent, then asked the crew to try to beat his score, and many people tried it.

In another example, seafarers were reluctant to take a course and test in maritime English. A senior manager, a native English speaker, took the test and did not score very well, because native English is not the same as maritime English. This encouraged other seafarers to take the course and test to prove they could do better, he said.

Shipping companies should also encourage seafarers to recognise that they personally benefit from taking a course, not just the company. Perhaps they do not even need to share their test results with the company, just use it to get a better understanding of their own abilities, he said.

Training future fuels

The range of options for future maritime fuels is narrowing, believes Captain John Lloyd, CEO of The Nautical Institute. But this means that we can start training seafarers to use them now, rather than wait until we know what fuels they will need to use.

For hydrogen, "I suspect the obstacles are insurmountable for mainstream shipping," he said. For nuclear powered ships, the obstacles are "probably more political than technical."

That narrows the options to methanol, ammonia and biofuels.

"We haven't had to train so many people on a global scale before. We need a common standard of training," he said.

Training for SIRE 2.0

Tanker operators should be thinking carefully about how to train their staff to work with the upgraded Ship Inspection Report Programme from the Oil Companies International Maritime Forum (OCIMF), SIRE 2.0, said Frans Ubaghs, senior vetting manager and deputy marine director with tanker owners' association INTERTANKO.

Phase 1 of the roll-out starts in May 2023, and is only for tanker operators invited by OCIMF to participate. It will last about a month, then there will be a month to evaluate. This will be followed by a larger Phase 2.

Phase 3 will start during after the summer, and all tanker operators participating in SIRE will be eligible to join. Mr Ubaghs urged tanker operators to consider this. and use the opportunity to train crew and superintendents to getting in depth knowledge of the new inspection scheme.

There are some new habits crew will need to learn, for example of taking photographs before an inspection takes place.

They are promised that the results from Phase 3 trials will not be used for making decisions to accept or decline the ship, it will be for training only. - The transition phase inspections will be fully anonymised and available for operators and submitting companies.

Phase 4 is planned for end of 2023, it will be mandatory for all SIRE participants, and the results will be used to screen ships for charter.

There is a published library of questions a vetting inspector may ask. It runs to 1294 pages, with an average of 3.5 pages for each question.

INTERTANKO is developing a simplified version which seafarers can use. OTG are in discussion with INTERTANKO regarding development of an electronic version.

When oil major vetting of ships first started in the late 1960s, after the Torrey Canyon disaster in 1967, there could be an oil industry inspection at every port call a tanker made, Mr Ubaghs said.

The aim of the SIRE scheme was to standardise inspections and enable the sharing of data between oil companies, so that ships did not need to be inspected so often.

The upgrade of the vetting scheme, SIRE 2.0, is different to the introduction of schemes in the past, in that it "was not dumped on ships", Mr Ubaghs said. OCIMF partnered with industry organisations like INTERTANKO to support them in'streamlining' its introduction.

Examination of certificates and other vessel paperwork is now largely done remotely rather than from someone physically inspecting the documents onboard. This change is largely thanks to the pandemic, he said, which forced people to get comfortable with remote working.

Ships fill in a questionnaire before an inspection. This includes questions such as when the last visit to the ship by your superintendent company CEO, or class surveyor was, and when was the last safety drill.

Mr Ubaghs noted that some operators have already done trial inspections, where they went through the process but without the output affecting the chartering decision. He is aware of 3 trials, and in all three, there were 'negative observations' about the pre-inspection information provided by the operator.

Then there is an onboard inspection, where an inspector may look at the hardware (if it is working properly or not), do crew interviews, and review working processes.

There is a marking scheme with grades such as exceeding expectation, as expected, largely as expected, not as expected.

Example questions are "does the seafarer recognise the safety criticality of a task", "does the seafarer have an opportunity to practise doing a task."

The outcome of an assessment will not be presented simply as a number of observations, as it is often with the current system.

Appropriateness of STCW

There was a discussion about the appropriateness of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) to the needs of today's industry.

"STCW is always going to set a minimum standard," said Captain Arvind Natrajan, Senior Marine Adviser (Crewing & Training) with the International Chamber of Shipping. "You've got to think about countries providing seafarers, the resources and finances they have."

Captain Natrajan represents the interests of shipowners at IMO and is also working with IMO in its review of SCTW.

Any additions to SCTW should be balanced with something else being removed, he said, so that the overall size of training stays the same.

IMO's process is to work with 179 governments, and this makes it slow, he said.

There is nothing stopping individual shipping companies training beyond the minimum. For example, for electronic charts use on ships, there is a minimum standard of training, but many shipping companies train to a higher standard, he said.

Neil Dulling, Manager Environmental Centre of Excellence Europe with MOL LNG Transport Europe noted that going above the minimum training can be hard for shipping companies to do for commercial reasons. They would be competing with other companies which do not spend so much on training.

Although he noted that MOL does differentiate itself from other companies by the quality of its operations, partly coming from higher levels of training.

John Lloyd, chief executive of the Nautical Institute (NI) was asked if the NI can play a role in raising training standards. He replied that NI is only able to work with companies who want to raise standards, a "coalition of the willing".

"The question is how we deal with the unwilling," he said.

Finding trainers and vetters

People doing maritime training and vetting would ideally have extensive maritime operations expertise, but maritime operations people are not easily recruited into these roles.

MOL's Mr Dulling noted that some oil company vetting departments have given vetting roles to personnel with no onboard experience.

Captain Natrajan noted that it can be hard for people in operational roles in shipping to move to shoreside training roles because they often have to accept a salary cut.

"For someone looking at training as a full time career, the [payment] will never be on par to an operational role," he said. It "is linked to responsibility that you have."

"Perhaps think about a lecturer role part time in the holiday.

"You need to develop the passion to be a trainer."

The "human error" label

MOL's Mr Dulling noted that statistics about accidents with a human element focus, which then attribute these accidents to "human error", are wrongly described. For example, when we hear that "50 per cent of accidents were caused by human error."

These 50 per cent of incidents happened because "we [management] put a person in a position where they had to make a choice, and they got the choice wrong."

Mr Dulling sees there is something of a hierarchy of safety measures, where wearing of personal protective equipment (PPE) is at the bottom of the hierarchy. Higher up the hierarchy are measures to take people out of the way of risk, such as from eliminating the cause of the risk, or substituting one method with a less hazardous one.

Mr Dulling suggested that AI could be used to identify where people have to make choices where the wrong choice could result in an accident and provide advice in real time.

Mr Dulling noted that the shipping industry has adopted and entrenched 'procedure-based safety'under the ISM Code – the idea that the best way to be safe is to create procedures for seafarers to follow, and they follow them.

"But in the modern world - procedural based safety doesn't work. We still have accidents because procedures cant cover every situation that occurs .

We have to do something quicker, faster and more effective," he said.

Frans Ubaghs of INTERTANKO noted that one of the most important metrics for safety is how many incidents crew have helped avoid. There is no way of capturing this in any data.

One audience member said that seafarers are trained to analyse and assess risks. Mr Dulling responded that while this is correct in an ideal world, on a ship people rarely have time to make a 'formal risk assessment' while doing a task that is not going to plan. "On a ship, things change rapidly," he said.

InterManager's Kuba Szymanski said that an important component of risk management must be giving people the power to 'terminate' or stop doing something they think is too dangerous.

Yet seafarers are still required by many oil majors to enter tanks and do a 'wall wash test' to test cleanliness of the tank walls. This is extremely dangerous because if the seafarer has a heart attack or other incident inside the tank, it can be impossible for someone else to carry them out quickly.

Yet crew are not empowered to decline wall wash tests because they are required by oil companies. This means that someone may do a risk assessment and decide a task is too dangerous, yet have to do it anyway, he said.

Women on ships

The challenge of getting more female seafarers is more retention than recruitment, said Martha Selwyn, Manager, Ocean at United Nations Global Compact. In other words, many females are showing interest in working at sea, but often decide sooner than their male counterparts that a seagoing life is not for them.

She noted that if there is a rise in autonomous shipping, there should be more working roles operating vessels which can be undertaken from shore, and these may be more suitable for women.

Captain Arvind Natrajan of ICS said he believed there is a strong business case for women on ships. "We are taking our first steps," he said.

The next version of STCW will include harassment and gender awareness training, which may help encourage female seafarers, he said.

"There's going to need to be a huge change in attitude," said MOL's Mr Dulling.

Perhaps what is most discouraging for females is that being a seafarer requires spending a long time away from home and being the only woman onboard. The shipping industry could find other industries which have encouraged females to take roles involving time away from home or time working alone, and "see how they do it," he said.

The industry could also be seeking more 'cognitive diversity', not just gender diversity, said Yvette de Klerk, Business Development Manager with Warsash Maritime School.

Cognitive diversity is a term for having people with a range of different thinking styles. This may include people with autism or Asperger syndrome.

OTG's Raal Harris noted that some seafarers have said that "their happiest times on sea where on mixed sex crews," and one reason for this is that it "normalised' life at sea". Men are used to having females around in their shore and home lives, so if there are women onboard, life onboard feels more normal.

MOL's Mr Dulling added that in the past, seafarers were expected to spend their entire working lives at sea, from 18 to 55 years old, and shipping companies did not do much to encourage them to come ashore. But today, people typically change jobs after 5 years or less, and so might be expected to change their job as a seafarer after a similar period of time.

Other comments

There was a question about how today's 'analogue' seafarers can adapt to digital technology. These are people from an older generation who did not grow up with digital tools.

"I'm a firm believer in our crews, we have one of the most adaptable workforces in the world," said MOL's Mr Dulling. One idea could be that younger crews mentor the older ones into digital skills.

Captain Natrajan of ICS noted that "sometime in the future there will be a new and modern workforce." There will not be analogue seafarers forever.

MOL's Mr Dulling noted that the industry is far behind in technology terms. For example, the capability of an electronic chart display and information system (ECDIS) today is still below what a 5-year-old car satellite navigation system can do.

An ECDIS today may be able to do a route plan and check it is safe. "In my 5-year-old car, I have a satnav that finds the fastest, shortest or most CO2 friendly route, it is updated automatically," he said.

Ms de Klerk of Warsash noted that work on board ships can be very different to how people think it is. "There's a big disconnect between' work as is' and 'work as imagined," she said.

Captain Kuba Szymanski of InterManager said he would like to see more training courses developed for senior office staff, in particular in how to handle very difficult situations onboard, how to share bad news with a seafarer's family and show empathy.

TankerOperator

Inséré 08/10/23 NIEUWS NOUVELLES Enlevé 08/11/23

Panama Canal sees major container ship traffic jam, affecting East Coast ports

By : ROBERT (BOBBY)//Senior Editor of Case Goods and Global Sourcing

A severe drought has led to a backup of more than 160 ships at the Panama Canal, harming trade to the East and Gulf Coast ports. Due to a drought that began earlier this year, canal authorities have reduced maximum ship weights and have limited the number of daily transits to 32 (from 36) in an attempt to save water. The 50-mile-long canal relies on

rainwater to replenish itself, and each container ship requires about 50 million gallons of water for passage. Only some of that water is recycled. Some ships have been delayed by as much as 21 days. As a result, ship owners are opting to carry less cargo or are scrambling to find alternate routes The Panama Canal saw more than 14,000 container ships flow through it in 2022, says Reuters, carrying more than 40% of all consumer goods between Northeast Asia and the U.S. East Coast. According to canal authorities, Panama is set to lose $200 million in revenue from the delays, which also could cause U.S. grocery and parcel prices to climb. Currently, the restrictions will last until Sept. 2. But things could change. "The delays are changing by the day. Once you make a decision to go there is no point to return or deviate, so you can get stuck," Tim Hansen, chief commercial officer at Dorian LPG, which operates large gas carriers, told the Wall Street Journal. Droughts are normal for the region and are expected to occur every five years. This time, though, it has only been three years since the last drought, and it's more severe. «The Panama Canal has implemented water-saving measures to maintain maximum capacity in our reservoirs during the May through December rainy season and to cover the projected water demand during the dry season, which typically begins in January and lasts until April," canal authorities said in June. "The current conditions, however, are creating an unprecedented drought, and thus far has produced the driest year on record since 1950."

Source : furnituretoday

Inséré 09/10/23 DOSSIER Enlevé 09/11/23

Weathernews – how ship weather routing is evolving

Weather routing can help companies find ways to reduce emissions and improve predictability of voyages, so vessels may be able to slow steam and arrive on time. But beware of fully automated routing, says Weathernews

Weathernews, one of the oldest established ship routing companies, finds itself competing today with a number of start-up companies offering weather routing.

They may be just as good as an experienced company in developing state of the art digital technology tools. But they do not have the many years' of experience doing vessel routing, or as much meteorological expertise among its staff, says Jesse Vecchione, head of regional sales and marketing, Americas, with Weathernews Inc, and also a meteorologist.

While AI tools can be very useful in weather routing, shipping companies should be wary of tools which provide a fully automated service, with no 'human in the loop', he says.

"There's a lot of automated systems out there. If you trust automated routing 100 per cent, there's going to be a lot of problems," he says.

"Operators say, 'the other system sent this to us, we don't think it looks right'. We say, 'there is a possibility the ship will sink if you follow that route'".

Weathernews uses AI itself, but uses its advice together with human expertise, he says.

Skilled meteorologists may have understanding that AI does not have, for example about low pressure systems in the Atlantic Ocean, or other regional weather 'effects'. While a digital system can have rich data about current weather, it does not understand how the weather systems actually work.

"It is hard to automate and systematise the nuances," he says.

Meteorologists may also be better at understanding the probabilities involved in a forecast. Weather forecasts are presented to consumers as 'deterministic', but actually created as a probability.

Although the accuracy of forecasting is much improved in recent years, it is still far from perfect, and so cannot be relied on completely.

Mr Vecchione urges shipping companies to be careful about promises of forecasts with real time updates. "You often see flip flopping of weather patterns. So depending on when you click 'simulate', it says 'Go South' or 'Go North'."

For shipping companies, "in my mind, that's an absolute disaster," he says.

ETA guarantees

Weathernews is developing a 'ETA guarantee' service working together with insurance companies, where it will pay compensation if a vessel misses its expected time of arrival by a certain amount. The service will be called "Voyage Protection and Planning (VPP)".

It will be conditional on the master following the recommended route, and no major diversions. The system will first be trialled on bulk vessels.

Offering the service is possible because the predictability of certain vessels, including container ships, is getting very good, he says.

Providing predictability for other vessel types can be more challenging, such as car carriers, which are "like giant shoe boxes" and more affected by wind. The service is planned to be available to these vessels, but with lower payouts in the case of delay, he says.

LNG tankers are also less predictable, because they may need to burn off evaporated gas (by making steam) before the cargo can be discharged.

About Weathernews

Weathernews was founded in 1986, with a goal of not only gathering and reporting weather information, but helping vessels make better routing decisions, from a safety and fuel efficiency perspective.

In 1993 it acquired Oceanroutes, a company which had been providing weather routing services to vessels since the 1970s. Many ship charter parties had a standard clause requiring the vessel to use Oceanroutes.

Today, it employs over 400 certified meteorologists, and serves aviation, offshore and energy sectors, as well as shipping. The company is providing routing for around 10,000 vessels underway at any time.

It uses a mixture of advanced AI and human forecasting, with 14 in house developed forecasting models.

The company has two of its own weather observation satellites, and gathers 10,000 reports a day from vessels, and 260,000 reports a day from aeroplanes.

Its customers are about half owners, half charterers. Sometimes there can be a conflict between the charterers' interests and the shipowners' interests, such as if a charterer wants to take the shortest route, but an owner would rather take a longer route if it avoids bad weather, Mr Vecchione says.

With its emphasis on vessel safety, it sometimes gets accused by charterers of taking a bias towards shipowners' interests, he said.

Weathernews partners with a number of other companies, including Navtor which provides systems onboard vessels; Vessel Performance Solutions of Denmark, which provides services for managing fuel consumption; and Veson of Boston, which provides tools for charterers. Its weather data is available in APIs so it can be shared with other tools.

Weather and emissions

Should we expect more interest in weather data, as shipping companies seek to find ways to reduce carbon emissions, such as by slow steaming, if they are able to?

There was strong market driven interest in slow steaming in the times of high oil prices in the 2010s, Mr Vecchione says, with operators of big vessels with lower value cargo asking how slow they could go.

Mr Vecchione has observed that some shipping companies are taking CII planning very seriously, including putting vessels thought at risk of getting a lower score on 'easier' voyages. Other shipping companies are doing nothing, and planning to wait until they actually get a bad score, and see what the real implications of it are, before making plans and investments, he says.

Weathernews is exploring ways that vessels can make more use out of currents to reduce emissions. "You can position vessels going into the Caribbean so they get following currents [current which flows in the same direction as the vessel]," he says.

It is only applicable to vessels with more flexibility on their arrival time, he says.

Inséré 10/10/23 HISTORIEK HISTORIQUE Enlevé 10/11/23

Between Batavia and the Cape: Shipping Patterns of the Dutch East India Company

JAAP R. BRUIJN

The Dutch East India Company (VOC) maintained a vast network of shipping connections with Asia during the seventeenth and eighteenth centuries. The extent of these connections was determined by the quantity of goods which was to be transported from Asia to Holland, and through the demand for ships in the inter-Asian trade. The periods of time and the ways in which the Holland-to-Asia connections were maintained did not necessarily depend upon commercial considerations. Considerations of safety, prevention of smuggling and above all the wind and current systems played an equally important role. Only recently has a survey become available of all journeys made to and from Asia during the Company's existence.' It takes into account 4,730 outward-bound voyages and 3,358 homeward-bound voyages in the years 1602 to 1795. For the greatest portion of voyages, Batavia was both the destination and the port of departure. The preponderance of journeys from Batavia tapered off in time, mostly because of direct voyages made to Holland from other parts of Asia, such as Ceylon, Bengal, and China. Yet Batavia remained the metropolis, and where, at its zenith from around 1720 to 1740, an average of 33 ships per year arrived and 23 to 24 departed for the mother country. In the years thereafter, only the frequency of the return journeys diminished appreciably.

For the VOC, the route between the Cape of Good Hope and Batavia was by far the most important and not the journey to India. More thoroughgoing research into the duration of the journey along this route, and into the dangers encountered when travelling it, will contribute to a better understanding of the functioning of a shipping and commercial company which existed for two centuries and was long the greatest in the world. In addition, the stretch of sea between the Cape and the Sunda Strait was of prime importance for the China voyage which came into its own during the eighteenth century. Research into the shipping of the Southern Netherlandish, Swedish, and Danish companies has already produced similar data. However, one must not forget that the shipping of the VOC was many times greater than that of all three together. A problem one would encounter in making any direct comparison incidentally is that Batavia was the point of registration for arrival and departure for VOC fleets, while only the Sunda Strait appears in the registers of the other companies.

From the start it was customary to send ships out as far as possible at fixed times, and in fleets rather than singly. At first there were two periods during which ships departed from Holland: around Christmas and around Easter. Outfitting and departure in the months

December and January offered decided advantages. Recruitment of sailors was always easier during wintertime, when many other traders were inactive, than in the spring. Provisions, especially meat, could always be obtained at reasonable prices following the harvesting and slaughtering seasons. An early freeze was no cause for complaint, providing ships were already in the brackish open water of an inlet or estuary. Of course storms and long-prevailing winds from the west could cause delays in departure from Holland and give problems in the Channel. Ships of the Christmas fleet reached the difficult zone around the equator in the Atlantic Ocean at a very favourable season for passage, while they also reached Asia in the right season for the transshipment of their cash and goods to other places in the East on favourable winds. Thus it remained a long-standing practice that the Christmas fleet was proportionally larger than the spring fleet and also spent less time on the way.

The Easter fleet usually departed in April or May. The weather conditions along the Dutch coast, in the Channel or north of Scotland, normally offered fewer problems, but this fleet arrived at the equator at a bad time. Connections with the inter-Asian trade were poorer than with the Christmas fleet. Yet this fleet remained the second largest yearly outfitting. For various reasons, the departure of a single ship could be hastened or delayed, but this remained an exception to the rule. Primarily through pressure of the authorities in Batavia, a few early ships were dispatched from Holland before the Christmas fleet during the years 1627-30, a practice which was instituted permanently after 1636. Batavia hoped in this way always to assure itself of timely arrivals to supply its trade with India, China, and Japan; delay in the sailing of the Christmas fleet could result in the missing of the favourable monsoons. The Amsterdam Chamber began to outfit two ships per year, whose departure roughly coincided with the Amsterdam September kermis or fair, and so was named the "Kermis fleet". Despite the complaint that sailing at this time hardly allowed the chambers to take reports from Batavia into account — the return fleet often entered Dutch ports only in July or August — during the second half of the seventeenth century, the other five chambers also came to outfit kermis ships. Their departures took place in September or October, sometimes even in November. A proposal of 1741 to alter those departure times from the later Governor-General Van Imhoff, found little favour.'

The three outward-bound fleets were thus called the Kermis, Christmas and Easter fleets. The second was usually the largest. The departure occurred in groupings in so far as possible. Only after departure from the Cape Verde Islands was the patterning in convoys relaxed. Even war-time circumstances had little influence on departure times. In 1616 it was decided by the Heren XVII that ships would only be allowed to land at the Cape of Good Hope on their outward-bound voyages to Asia. In practice, however, this order was not always obeyed. English harbours, islands like the Cape Verdes, and ports of call in the Gulf of Guinea were frequently visited. Later in the century, however, the regulation that vessels should stop only at the Cape was more fully realized. In 1652, the Company founded Cape Town as a way station and undertook to provide there for every need of its transient ships and their crews, not only for the provisioning of food and drink but also for medication and convalescence. The only trouble with this was that in winter-time Cape Town's wide, shallow Table Bay did not afford a safe anchorage. In 1742, ships were forbidden to stop there between 15 May and 15 August, but to use False Bay, just to the east, as a substitute. In 1794 this period was extended from 10 April to 1 September.' Indonesia, after 1619 Batavia, was the destination of the majority of Company ships (see Table 1). Until 1629, various ships also set their courses for other areas in Asia, particularly India, but in this year the Heren XVII made a temporary end to the practice. All connections with the rest of Asia were required to travel via Batavia. In 1660, however, this rule was again relaxed — especially after 1666, voyages were regularly made to South Asia, where Ceylon virtually became the first place of arrival, or at least where passage was first noted in the Company's administrative records. Later Bengal, and also for a time, China, were also added as destinations.

The Fleets from Asia to the Netherlands

In the first decades of the seventeenth century, ships departed from Asia as soon as they were fully loaded. This changed when the resumption of hostilities with Spain and Portugal in 1621 obliged them to travel in groups in order to be helpful to one another in time of emergency or otherwise. The heavily laden ships were in fact often in poor condition after travelling such great distances. Moreover, the Company management sought a degree of certainty over the time when they could expect ships from the orient; the period between April and October they considered to be the most favourable. Ships were then safely in Holland before the storms of the autumn, and by the same token, the auctions could be held before winter. Buyers would then have time to transship their goods before the onset of freezing weather. Therefore, the authorities in Batavia were expected to arrange matters that the return fleet could depart in November, and certainly no later than 15 December. At the most, a couple of "late" ships might be allowed to depart before New Year's Day — or at least, so it was decided. But actual performance left a good deal to be desired. Travel in fleets was indeed carried out, but November departures appeared quite impossible. Batavia reacted to repeated complaints from Holland that it could not dispatch return fleets earlier than their ladings could be received from the far-flung trading stations in Asia and then transshipped. Moreover, so many matters had to be attended to simultaneously. November, said Batavia, was simply too early. Until well into the seventeenth century, it was thus almost literally a Christmas fleet that departed from the roads of Batavia. Even in January and February, there followed a number of "after ships", once more often split into small groups. Only at the end of the century did Batavia succeed in putting together a return fleet ready to depart in November. The sharp increase in the size of the fleets also resulted in their departure times being spread out over the period from October to February. Three or four times, a substantial contingent of ships departed. This dispersion, however, was in part negated by the tendency of ships to wait for one another at the Cape, so that ultimately, only one or two, mostly two fleets sailed home. The arrival of the first ships occurred much earlier than before in any case, in May or June.'

Bantam, after 1619 Batavia, was for a long time the only harbour with direct departures for Holland. Just as with the outward voyage, it came about that one ship returned to Europe without touching Batavia. This ship departed from factories in Coromandel and from Surat. After considerable debate between the Heren XVII and the authorities in Batavia, this voyage was stopped after 1637. Thereafter, all goods and ships were concentrated in the Company's headquarters before there could be any talk of departure. But thereafter, trade increased so appreciably that in 1665, it was again decided to try out direct shipping to Holland, this time from Bengal, Coromandel, and Ceylon. Also in these years, direct connections with South Asia were again taken up in Holland. Even so, however, Batavia continued to insist that all departures to Europe should take place from its harbour. Ultimately, the Heren XVII conceded this in part. In 1696, it was determined that transshipment from the Westerkwartieren always must be effected from Batavia, provided the goods in question could reach there in good time before the departure" of the return fleet. Goods from Bengal, Coromandel, Ceylon, Malabar, Surat, and Persia, which arrived too late for such transshipment, were to be sent directly from Ceylon to Holland.'

It does not appear that the directive of 16% exercised much influence upon the number of ships which started upon their return journeys each year from South Asia. In fact these voyages had already begun in 1665, and two years later, Ceylon had come to serve as the point of departure. In the eighteenth century, Bengal came to be the third place of departure. Just as in Batavia, the time of departure came to be moved forward to November or December, a practice which dates from the end of 1699. Eventually, this shift of timing led to a practice in which two annual departures could take place from both Ceylon and Bengal, the first in November and the second in January. A fourth point of departure after 1730 was China, in this case, Canton. The direct trade from Holland to China lasted only a few years (1729-34), but thereafter at least a part of the goods which the Company purchased there were transshipped directly to the Dutch Republic.

There was no need to call at any ports on the way to the Cape. Mauritius played practically no role in the direct maritime traffic between Asia and the Netherlands. Madagascar was

likewise to be avoided. Only in case of great damage to a ship or of too late arrival at the African coast were either of these islands to serve as places of refuge.

Cape Town was the sole harbour which could and must be entered. The Table Bay, however, was difficult to enter in an unfavourable wind, while ships did not always lie safely at anchor. In 1742, the Company forbade layovers in the Table Bay between 15 May and 15 August, and in 1794 after some accidents, between 10 April and 1 September. Saldanha Bay located to the north of Table Bay, functioned in the beginning as an outlying harbour, but after 1742 False Bay was named in the standing orders as a substitute. Primarily, ships of the last fleets sent out were concerned with this rule. False Bay appeared difficult to depart from, because by the same process the Cape had to be rounded. In 1767 all ships were given the duty always to sail past the bays "of this remote place", at least during this specific period.' The Cape functioned as a refreshment station and also as a rendezvous. The sailing in convoys out of Asia in the eighteenth century was no longer considered absolutely necessary, but convoys were still the rule for the trip from the Cape to the Netherlands. In any case, ships which had become separated from the main body or had sailed individually could regroup at this point. The fleets from Bengal, Ceylon, and China came here together with those from Batavia.

Winds and Currents in the Indian Ocean

The VOC thereby introduced as much system as possible into the shipping connections between the Netherlands and Asia. In doing so, the Company had to reckon with the patterns of nature in the seas. These were already fairly well known from the beginning through, among others, the writings of Jan Huygen van Linschoten. Ship journals also were objects of attention for the Heren XVII; from them information about the seaways was gleaned. For the journey through the Indian Ocean, especially for the route between the Cape of Good Hope and Batavia, the Company was confronted with the following pattern. Westerly winds at latitudes between 35 and 40 and above closed off the Indian Ocean on the south side. A Southeastern trade wind blew in the months between April and October from about 25 degrees to north of the equator, but in the remaining months came no further than 10 degrees south latitude. In the northern hemisphere, the presence of the Asian land mass was a constant influence on the wind pattern. In the summer months, the heating of the air masses above the land brings into existence a steady southwest monsoon, which, among its other properties, blows directly from East Africa and even Madagascar, making the voyage to India possible. Conversely, the vast cooling off of the land mass in the winter causes precisely the opposite strong northeast monsoon which flows past the equator, and through the earth's rotation in the southern hemisphere first comes from a northwesterly direction. In the neighbourhood of Madagascar and Mauritius, this anti-trade wind regularly causes cyclones. The danger from these is greatest in the months of January, February, and March.

To the north and south of the trade winds there are belts a number of degrees wide with less clearly directed winds or even of calm. Between 25 and 40 degrees one encounters the so-called Horse Latitudes, often characterized by calms and variable winds. In general, the directions of the sea currents and of the winds go together. Just as, for example, when the southeast trade wind in the Indian Ocean near Madagascar partly veers away in a southwesterly direction, the south equatorial current does this too. Hence, beginning in about January, the trip along Southern Africa and around Cape Agulhas is facilitated.' This short survey is of course a simplification. The system of winds and currents is complicated by lots of exceptions and local variations. Regulations for the Route from the Cape to Batavia In 1617, the Company issued for the first time a seynbrief or a seylaesorder. These sailing instructions of 1617 signified an important renewal in the shipping of the Company. Sailing instructions in general consisted of a collection of practical guidelines and precepts which were modified or supplemented according to the conditions actually prevailing. Those of 1617 consisted of eighteen articles about the journey to Asia. Captains were required to take them into consideration. The direct occasion for these sailing instructions was the journey into the Indian Ocean.'

In 1610, Hendrik Brouwer had mentioned that, according to professional sailors, for a trip to destinations in Southeast Asia one could make use of westerly winds blowing to the south of the Cape. Should one go far enough towards the east, then a ship would be brought to the Indonesian archipelago. Brouwer had in December of the same year received an assignment to try this route. He completed the journey in a little under eight months; after Table Bay he was only underway for two and a half months. That was a short journey. And this route came also to be perceived as an important advantage, when considered in the light of the smaller chances for cyclones, the cooler temperature — and as an advantage

of this, the longer conservation of foodstuffs; the health of those on board also remained better. From Asia, Governor-General Jan Pietersz. Coen quickly began to apply pressure that the route "by the south" be prescribed as binding.

The Heren XVII decided accordingly in 1616, and one year later, the first official sailing instructions went into effect. Herein various articles were consecrated regarding the so-called route by the south. The troublesome way to the Indonesian archipelago, which had sailed in the track of the Portuguese via, among others, Madagascar and Mauritius, was abandoned for good. The success of this "change of course" was immediate. Six smaller ships which departed from Holland just at the beginning of 1617 reached Bantam in six to eight months, while two larger ones which adhered to the older route across the Indian Ocean needed more than ten months.

After departure from Table Bay, ships were to sail before the westerlies over a thousand miles on an eastward course, then turn on a northerly one to Java. It is not clear which mile was meant in the sailing instructions — the old one of 5,358 metres or more likely Snellius' of 7,158 metres. Each day the ship's run was estimated; longitude could only be approximated by dead reckoning. Hence, it goes almost without saying that the determination of exactly when those thousand miles had been travelled was an inexact science, and that the experience of captains and navigators might play a considerable role. The islands of St. Paul and Amsterdam, situated at 38 and 36 degrees, and according to these instructions placed at 700 miles east of the Cape, provided — if they at least happened to be sighted — a reliable point of orientation. Because of the sphericity of the earth, this route was shorter than it looks on a Mercator projection (about 6,450 nautical miles).

There were two dangers in not effecting a timely change of course once the thousand miles had been traversed. If a ship turned to the north too soon, it might find itself off the coast of Sumatra from where, between the months of April and October, it could only reach Sunda Strait after much tacking against the southeast trade winds. Then, if a ship sailed on too far, it came into the West Australian coastal waters, filled with reefs in many places. This happened to the Eendracht in 1616, and two years later to the Zeewolf and the Mauritius. These last two ships completed their journeys within eight months' time, in spite of it all. It is indeed remarkable that during the whole existence of the VOC, not many more than four ships were lost on the Western Australian coast.
It is not possible to be certain whether all captains followed the southerly route from the very beginning. It is not probable they did. The case of Captain Bontekoe is known, who in 1619 neither called at the Cape nor adhered to the new course. The first he justified in his logbook thus: "everybody was still healthy and we lacked no water, so we decided to sail on." Thereupon Bontekoe followed the old course to Java, and plagued by much sickness, had to stop over for a long period for refreshment; finally his ship caught fire and exploded. This "personal evasion" of orders offended Coen to the utmost as soon as he learnt of it on Bontekoe's rescue.' Prizes for quick passages after a compulsory stop at the Cape must also have discouraged this sort of disobedience.

After 1617, sailing instructions for the journey to Asia could no longer be brushed aside. They were increasingly extended and revised. From 1627, date the Instruction for Sailing in May-time from the Netherlands to Java and a similar one for an autumn passage — both later celebrated tracts in their sort. There also date from this time the Instruction on the Characteristics of the Winds along the Sea Routes between the Netherlands and Java and

the Memorandum on the Monsoons blowing in the Sea and Islands of the South. Before the start of every journey, copies were made for the captain and every mate. Only in 1652 was it decided to set these and a few other instructions in print. Among other things, it was explained in these which winds a ship might encounter during each month of the year in the various regions of the sea. Also, the route which had to be followed was described. The best-known printed editions are those of 1654, 1748, and 1783. The changes were primarily those designed to promote a swift passage of the equator in the Atlantic Ocean. In the passage through the Indian Ocean, nothing worthy of note was altered. The route via the south, one of the few Dutch contributions to the knowledge of sea routes outside Europe, proved itself satisfactory through the years. The changes lay principally in better descriptions of courses along the West Australian coast. One somewhat far-reaching change made rather early affected the distance which had to be run in an easterly direction after leaving the Cape.

In the months from October to March, the northwest monsoon blew south of the equator, and if a ship destined for the Sunda Strait made its landfall too far to the east, it often had to make a long series of tacks. During these months, no more than 850 miles were to be travelled to the east and then directly to the north. In the other seasons, a ship had to sail 800 miles to the east, then to run east-north-east until achieving the 30 degree position — a total distance of about 950 to 1,000 miles — thereafter to come in sight of Eendrachtsland in West Australia and finally to sail along the south coast of Java. Towards the end of the eighteenth century, the location of St. Paul and Amsterdam Islands was described more precisely and more use was made of estimates of longitude, to be more closely determined through the use of compass deviations.

Regulations for the Route from Batavia to the Cape

Wind directions and sea currents made it rather simple for a captain on this trajectory. Tacking was not necessary. One could run off the wind and with the current. Only the rounding of the Cape could create problems, just as could the avoidance of cyclones. Moreover, the route farther along on the way to Holland afforded no special problems. Hence it was only much later after the trip to Asia was made that detailed instructions became available.

Until well into the eighteenth century, written instructions sufficed; these were provided to the commanders of the return fleet upon their departure from Asia. Only a part of the specifications they contained related to courses and navigation. Later in the century (around 1770), printed sailing instructions came into existence and were put into the hands of each returning captain. That occurred in a period during which the Company liked to give instructions for every sort of occasion. In a simplified edition of the sailing instructions from 1783, there was a short and clear prescription showing how, in all seasons, the route from the Sunda Strait to the Cape could best be sailed." Concerning the two great dangers — the cyclones and the rounding of the Cape — much was explicitly said in both the handwritten and in the printed instructions. The captain received advice on how he could best try to bring his ship through a cyclone. He was warned against too late an arrival, wherein autumn and winter storms could hinder the rounding of Cape Agulhas. It was decided in 1742 upon a proposal by Van Imhoff that the first fleet must be dispatched from Batavia in October in order to be at the Cape before the end of December. A second dispatching should not depart from the Sunda Strait earlier than the end of January. For the other ports of departure, similar rules are encountered. In this manner, the Company also hoped the better to avoid dangerous cyclones in the neighbourhood of Mauritius."

Navigation in the Indian Ocean

The duration of the voyages over the two centuries was stable. The voyage certainly did not become shorter, but rather longer. The route remained the same over the whole period. During four decades, it took considerably more time to reach the destination in Asia or to return to the Netherlands. This occurred in the periods 1690-1700, 1710-20, and 1730-

50. An explanation for the first two decades should be found in the strict observance of the instruction to use in both directions the route north of Scotland because of the Nine Years' War and the War of the Spanish Succession. The samples have been taken from the years 1689-91 and 1709-11. The Channel was then infested by French privateers and naval squadrons. The route north of Scotland was a detour and lengthened the journey by nearly 700 miles to 15,500 to Asia and to 14,000 back to Holland." In the period 1730-50, a more regular use again was made of the route north of Scotland, although this implies no full explanation of the extension. A more intensive and longer use of the ships cannot have been another reason. Further investigation into this problem needs to be made.

The Cape as a port of call was visited by almost all outgoing and returning East Indiamen. It was obligatory. The calls, however, took more and more time. Four weeks often became normal, six weeks hardly exceptional. The calls during the homeward-bound voyages were even longer. This was the consequence of the convoy-system. The ships had to sail together between the Cape and Holland. They had to wait for each other before a fleet had been assembled and was ready for leaving the Cape. When the departure from Batavia was put forward in 1742 — an order by and large rather well observed — a longer stay at the Cape was one of the results! The ships from the other areas still had to be waited for, and the departure for Holland was hardly put forward.

The Cape was an indispensable link in the Company's shipping network. Nowhere else might such large fleets have been provisioned each year. But at the same time, the use of the Cape as the port of call meant a prolongation of the voyages out of any proportion as compared to East Indiamen of other nationalities. Much time was often involved in entering and leaving Table Bay or False Bay, and more risks were run. For outgoing ships it would certainly have been quicker to pass the Cape and to sail on with the westerlies and with the favourable current. Moreover, Cape Town offered more facilities and attractions, but was also more expensive than the Cape Verde Islands or St. Helena. Danish and Swedish East Indiamen during the mid-eighteenth century very seldom called at the Cape. They unquestionably made quicker passages than the Dutch ones. But one or two annual Danish or Swedish ships with half the number of crew could be easily provisioned at the islands just mentioned. Danish captains were even forbidden to call at the Cape, with an exception in the years 1778-87 for returning ships."

Sailing times in the Indian Ocean on the stretch between the Cape and Batavia show more or less the same pattern as those for the whole trip. But a few things require closer attention. By and large, the outward-bound voyage to Asia took more time than the homeward-bound; the difference was at least two weeks. The outward-bound distance indeed was about 1,500 miles longer. Navigation in the Indian Ocean, however, can demonstrate that outward-bound ships obtained a higher average speed than returning East Indiamen. The sailing distance between the Cape and Batavia along the outer passage was about 6,450 mites and the passage straight across the ocean from Batavia to the Cape covered about 5,900 miles. Despite this difference in mileage, outgoing ships reached their destination quicker than the others. The average speed per day was about 80 miles against about 72 miles, which meant a speed per hour of nearly 3 1/2 miles against 3 miles. Running free before the wind (the westerlies and the trade winds) increased the ship's pace better than that of sailing more off the wind in the stretch to the Cape.

If one takes for granted that the distances to be covered remained more or less the same — and there is no reason why not — one has to conclude that the speeds and sailing qualities of Dutch East Indiamen diminished after the seventeenth century. Ship design was not fundamentally altered; the same types of ships crossed the oceans in the two centuries, although bigger and more standardized in size in the eighteenth century. Complaints about crews — supply and quality — were never absent in the seventeenth century, but thereafter they appear much more frequent and outspoken. Some improvements were realized, however. After about 1750, officers got navigational instruction at colleges in Amsterdam and Rotterdam and also for a short while (1743-55), in Batavia. But before trying to find in these directions an explanation for the prolongation of the voyages, another factor should be borne in mind.

The VOC issued several instructions for the shipping between the Netherlands and Asia. After 1652, these were always printed and handed out to each captain. Soon they became extensive and detailed. Strict compliance with these instructions was prescribed, especially during the eighteenth century. The well-known example of Captain Stavorinus illustrates this." Together with four colleagues he decided in 1778, sailing in the Southern Atlantic, to disobey the instructions for the reason that the prescribed course was much longer than the one he and his colleagues knew to be used by other nationalities. They followed the shorter course and noted in their ship's logs the course to be steered according to the instructions. Ships of the Danish and Swedish companies after about 1730, which were new in these regions, soon learnt the necessary technical knowledge for the best employment of the system of winds and curients. This was also put into instructions, but one of a less detailed and more liberal character.

Danish passages through the Indian Ocean — between rounding the Cape and casting anchor in Sunda Strait and vice versa — took less time than the Dutch ones from and to the Cape: about 58 days outward-bound and 60 days homeward-bound.'• Officers such as Stavorinus blamed the VOC for their impediments and fetters in the proceedings, which prevented improvement of the navigation. It is posbible that the Danish example also includes an illustration of the time saved when not calling at the Cape, but the differences in the duration of the passages (one third longer) are too great to be left unnoticed. Perhaps especially the strict formulation of the points concerning where and how to leave the eastern course during the outer passage may have been an obstacle to shorter passages.

In 1802 the VOC no longer existed. Unhampered by outdated instructions, four Dutch ships, no former East Indiamen, covered the distance between Holland and Batavia in 175 days on an average, a stay at the Cape included. The Indian Ocean was crossed in 53 days. During the early part of the nineteenth century, unbound Dutch merchantmen made shorter and shorter voyages. In 1837, well before the heyday of the clippers, the Rhoon en Pendrecht under Captain Amarik Schaap set a new record, when this ship reached Batavia in 84 days at a stretch."

In the years 1720-50, shipping disasters occurred more frequently than in other periods. Contemporaries were alarmed by them and took some measures to prevent a repetition, for example, by forbidding a call at the Cape during the winter and by hastening the passages through the cyclone-area by an earlier departure from Batavia. These measures may have been partly successful, because calamities on such a scale did not recur. But even earlier departures could not prevent some ships' losses in the Indian Ocean due to cyclones or to "unknown causes". One gets the impression that during the period 1720-50 pure bad luck befell the Company at least as severely as did other causes for disaster. Eleven ships were lost in 1722: six near Mauritius and five in Table Bay, altogether on only two different days. That happened again in 1737 with eight East Indiamen anchored at the Cape."

By and large, the Company's shipping was a rather safe business. During outward-bound voyages, 104 were wrecked, more than half of them in Dutch and British waters. A total of 140 East lndiamen were wrecked during the return voyages, half of them in the Indian Ocean. This means that hardly more than 2 per cent and 4 per cent respectively of all voyages ended in disaster, but also that the ultimate fate of 244 Dutch East Indiamen out of total of 1,560 were shipwrecked while on service between the Netherlands and Asia. Perhaps this figure may also confirm the impression of continuity which arises from a closer study of the VOC shipping activities.

Euronav and Neda Maritime win two-year VLCC charters from Petrobras

By : Adis Ajdin

Brazil's state-owned energy major Petrobras has fixed two VLCCs on long-term charters from Euronav and Neda Maritime. Belgian owner Euronav has sealed a two-year deal for its 2016-built **DONOUSSA**. The 300,000 dwt Daewoo-built ship will earn $48,000 per day, according to brokers. Meanwhile, Greek bulker and tanker owner Neda Maritime has won more work for the 2012-built **AQUILA**. The 319,300 dwt ship has been contracted for two years plus a one-year option at a daily rate of $47,000.The same scrubber-fitted ship has been on charter to Petrobras since November 2020 at a reported $29.500 per day.In related VLCC news, Norway's Equinor has been linked to Al Seer Marine's 2020-built Acrux for a three-year deal at $50,000 per day.

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BWMS: D-2 compliance, and considering power

The D-2 deadline for BWMS is approaching in September 2023; why and how to consider power consumption of a BWMS; and why you should choose a supplier with a portfolio of related offerings. Ecochlor shares its perspective By Andrew Marshalÿ CEO, Ecochlor

Asignificant deadline for the Ballast Water Management (BWM) Convention is quickly approaching in September 2023. This is the deadline for ships to comply with the convention's D-2 discharge standards, which requires the installation of a type approved ballast water management system (BWMS) to achieve that.

Theoretically, shipowners have just a few months left to make the necessary preparations to meet these requirements.

Most observers believe that, as a practical matter because of the impact of Covid and other delaying factors, the actual end date is likely to be somewhat later.

Nevertheless, the heat is on, at a time when owners have their eyes fixed firmly on the requirements of MARPOL Annex VI (air pollution prevention requirements from ships).

The word from many shipowners is that ballast water management is 'dead in the water' – it's the issue of the previous decade and no longer open for discussion.

I disagree. The reality is that there are still thousands of ships that have not been fitted with a system, or are fitted with a non-compliant BWMS which must be replaced.

Power requirements

Owners who have yet to decide on their BWMS, or who must replace non-compliant BWMS equipment, are in the fortunate position to be able to consider future environmental [carbon] regulations when making their decisions. Such as those in MARPOL Annex VI.

With the stringent reduction of CO2 emissions from ships on the horizon, owners should be looking seriously at BWMS' power requirements, and the CO2 emitted generating that power.

They should also look at any limitations that the treatment technology may have when ballasting in varying waters so that they can ensure the greatest energy efficiency for their vessel.

But how do you know if a ballast water management system has low power consumption? The answer lies in the fundamental operating principles of the treatment technology.

There is no "one-size-fits-all" BWMS solution for every vessel. All systems can work well under specific conditions.

It's how things function when operating away from their optimum conditions that the BWMS selection can cause problems.

Elsewhere, owners are increasingly looking for maximum energy efficiency on their vessels. Everything is under consideration from optimisation software to LED light bulbs. But for some reason the selection of the right BWMS seems to be off that energy efficiency list.

It is important to know the power requirements for each of the various BWMS technologies both under optimal and sub-optimal conditions.

For example, an electro chlorination (EC) system will typically use less power than ultraviolet (UV) systems when treating ballast water at the same flow rate.

However, under less-than-ideal conditions (low temperature, low salinity) the energy consumption for EC will increase substantially.

On the other hand, a typical chemical injection system has very low power requirements, regardless of the ambient conditions.

Other features that can add to a ship's energy usage during ballast operations are the BWMS filters, and the need to use power to neutralize or re-treat the ballast water before de-ballasting.

No filters plus low power?

[My company] Ecochlor has a filterless BWMS, which utilises chlorine dioxide treatment. It is highly effective in all water types and conditions without the need for the crew to adjust the operation parameters.

The system's low power consumption provides low cold ironing [use of shore power] costs which offers the additional advantage of an overall lower carbon footprint.

We are talking about using 1 0kW per hour during ballasting operations, against a possible 600kW+ per hour demand from some of the competitor systems (EC and UV). That's a massive difference!

It is expected that an increasing number of ports will require vessels to draw power from shore cables rather than use on-board generators. This means that any BWMS that has high electric consumption will add substantial costs to vessel operations while in port.

When the electric bills start to rack up, vessel managers will need to look for efficiencies in every aspect of their operations on board, including the BWMS.

A broad portfolio

BWMS makers face dwindling opportunities in ballast water treatment, and several are already diversifying into the provision of other maritime green tech.

A red flag for any shipowner when researching systems to install would be a BWMS manufacturer who is not planning and adapting for the future by broadening their product and service portfolios and exploring other technologies.

Owners need to ask themselves, will the BWMS companies that are not transitioning into a broader based business model be viable with the very limited retrofit and newbuild opportunities available in the future?

Over the past few years, [my company] Ecochlor has partnered with two maritime environmental "up-and-coming" energy-efficient technologies: Armada Technologies' second generation passive air lubrication system (PALS) and Sinotech's carbon capture and storage (CCS).

With these, we can offer a one-stop Energy Efficiency Ship Index (EEXI) solution to ease the burden of CO2 compliance for shipowners.

Each of our industry offerings are targeted to enhance the energy efficiency of the vessel and reduce its environmental impact.

Air lubrication

The Armada passive air lubrication system (PALS) uses no air compressors in its operation.

This contrasts with the first-generation air lubrication systems that many owners are already familiar with.

The PALS system utilizes the forward motion of the ship to push water through a venturi nozzle which draws air from the deck to create a specific air/water mixture at the outlets.

This mix can be 'tuned' dynamically to a much broader range of operating conditions. Under ideal conditions, the system will provide its maximum benefits whilst consuming negligible amounts of power. During sub optimal conditions, such as at slow speeds, the use of low power blowers plus some small capacity water pumps may be used to augment the process.

Carbon capture and storage

Sinotech brings years of carbon capture and storage (CCS) experience to the maritime sector through the successful operation of more than 50 land-based carbon capture facilities at power stations across China. Some of the systems have been operating for more than 20 years.

Sinotech's technology offers a carbon capture rate of as much as 90 per cent However, typical recovery rates on board a vessel range between 20 to 35 per cent.

In a case study analysis for a 63,000-dwt bulk carrier, when combining just these three energy efficient technologies — the Ecochlor BWMS, the Armada PALS and the Sinotech CCS system — shipowners could realize a reduction in CO2 emissions of up to 42 per cent.

In other words, you've just reached your 2030 emission reduction compliance goals!

By taking necessary steps to reduce carbon emissions and comply with environmental requirements, shipping companies can achieve long-term sustainability while also experiencing better operational and cost-effective outcomes.

With the help of advanced energy-efficient technologies and strong solution providers to assist shipowners, we can all work together to pave a smoother path towards a greener future for the shipping industry.

Editor's note: the carbon saving of onboard CCS would only apply once shore-based CO2 reception facilities are available. So far there are many CO2 storage projects being built around the world which could potentially be adapted to receive CO2 from ships, including in Norway, UK, Australia, USA, Canada, and the Middle East. Carbon captured onboard is currently not accepted as a reduction to vessel emissions under CII.

Inséré 13/10/23 NIEUWS NOUVELLES Enlevé 13/11/23

The 'dark fleet' of tankers shipping Russian oil in the shadows

It has been called Russia's "ghost", "shadow", or "dark" fleet. Nearly 500 ships, many of them old tankers with murky ownership and obscure insurers, could be playing an integral role in moving Russian crude to China and other ports in Asia, because of a G7 price cap meant to keep foreign-currency oil revenues out of the Kremlin's hands. Often the ships use tactics designed to hide their location or the origin of the crude carried from Russian

ports, which may later be refined in India and other countries and even re-exported to the western countries sanctioning the Kremlin.

The clandestine tactics include "AIS gaps", created by switching off a vessel's automatic identification system transponder; ship-to-ship transfers in international waters away from scrutiny; "flag hopping", or altering a ship's country of registration; and "complex ownership and management structures that change each month," according to Michelle Wiese Bockmann, a senior analyst at Lloyd's List Intelligence who has reported extensively on Russia's dark fleet.

Some of the vessels are past their prime and considered unsafe, as in the case of the Pablo, a 27-year-old Gabon-registered tanker that suffered a large explosion off Malaysia in May. According to Le Monde, the ship allegedly has a record of carrying sanctioned Iranian crude, and had probably just delivered Russian oil to a Chinese port before the accident occurred. Bockmann estimates nearly 12% of the world shipping market is now "dark" and able to exploit regulatory gaps. "If you want to hide in shipping, it's very, very easy," she said. The role of dark ships will become more important after the value of Urals oil rose past a $60-a-barrel price cap. The cap, introduced last December, bars western companies from transporting, servicing or brokering cargoes of Russian crude worth more than that price. Greek-flagged tankers insured by big companies might have accounted for 50% of port visits before the ban, Bockmann said. Now they make up just a fraction of them, probably because of fears about the cap and because Russia has reduced exports. Vessels less wary of regulation are expected to replace them.

The shift toward dark shipping has been months in the making. "When it was quite obvious that sanctions were coming, the secondhand market for old, clapped-out tankers went bananas," said Bockmann. "There were hundreds of transactions, and they all joined this dark fleet and started shipping Russian oil." The value of a 16- or 17-year-old medium-sized "Aframax" tanker doubled within six months, she said, even though most big oil companies refuse to charter tankers older than 15 years. Gatik Ship Management, a previously unknown firm, spent $1.5bn in about 12 months to acquire a fleet of old vessels that traded exclusively in Russian oil and products. "I've never seen it and I've looked at this industry for 25 years," Bockmann said. A Financial Times report indicated Gatik was likely to be connected to Rosneft, the Russian oil giant. Last week, Bockmann reported that four successor companies to Gatik had been registered in Turkey**.** The dark fleet shows just some of the difficulties in maintaining an energy embargo. «There are regulatory gaps, and holes and shortcomings that prevent it ever being enforced," Bockmann said. "If your tanker is registered in Panama, your single-ship shell company is a brass-plate address in Liberia, your ship manager is in a shopping mall in India, you've got lowly paid crew from the Philippines, call at Russia and discharge at China, and use a dodgy P&I [insurance] company that's based in the Seychelles, where does that bring you to any form of international regulation, despite all the rules and conventions out there?"

Source: Guardian

Inséré 14/10/23 DOSSIER Enlevé 14/11/23

Baseblue: "No Single Fuel Will Meet the Needs of the Whole Commercial Shipping Fleet"

As the debate over the potential shipping decarbonization avenues is heating up, Hellenic Shipping News (www.hellenicshippingnews.com), interviewed Mr. Dave Gregory, Managing Director of North Europe for Baseblue. According to Mr. Gregory believes that the shipping

industry will struggle to meet the 2030 mandates, set by the IMO. Baseblue was created through the merger of three leading bunkering companies Bunkernet, BMS United and SBI Bunkering BV, the company's global network proactively fuels the shipping industry toward a better future.

A recent study by Mckinsey concluded that the future of bunkering would involve three or even four different fuel types and corresponding supply chains. Do you share this view?

DG: There's no one single fuel that will meet the needs of the whole commercial fleet. Each has different properties that will suit different vessel types and operational patterns.

Right now, the short-term availability of biofuels makes them particularly attractive to shipowners. Additionally, they are a drop-in fuel that involves little, if any, changes to infrastructure or engine performance, and they are available now in a growing number of ports.

However, biofuels are widely used by other industries, including land transport and aviation, which poses a competitive shipping risk. Unlike solar and wind, biomass is not immediately renewable; it takes time to grow the crops, trees and animals that are behind its production. This is why the future of bunkering involves a basket of fuel types for shipowners to choose from.

Which fuels hold the most potential in the long term to lead shipping towards a net-zero future from 2050 onwards?

DG: Liquid fuels have a distinct advantage over gaseous ones because of greater fuel density and smaller storage requirements. But they can come at an energy penalty as fuels such as LNG and hydrogen need low-temperature, high-pressure storage. Some people are looking to hydrogen, as it does not contain carbon, but it is 14 times lighter than air, and as the smallest and lightest molecule, requires very specialist handling. Containment is an issue, and tanks empty very quickly if leaks occur – and while not harmful, it is an indirect greenhouse in its raw state.

Therefore, methanol is a strong contender in the long term, particularly if it is paired with carbon capture technology. CO2 capture is already widely used by industry, so if it can be captured onboard economically, it will protect the environment and create a revenue stream for shipowners. Will the first cut-off date of 2030 be delayed further, or is there still enough time for shipping to adjust to the goal of reducing emissions?

DG: I think the industry will struggle to meet the IMO's 2030 mandates. New fuel infrastructure takes time to build, and investment in new onboard technology can be difficult to justify for many older vessels. At some point, it's just not financially viable for shipowners to make significant modifications to their vessels, and I anticipate that regulators will be forced to work with shipowners on what is feasible as we get closer to the deadline.

What are the main hurdles today when developing the necessary fuel technologies and supply chains?

DG: I see the main hurdle as regulatory uncertainty. This impacts investment in land-side infrastructure – production, distribution, and port-side bunkering. It also impacts shipowners' ability to obtain finance for new ships or vessel upgrades. Clarity is required to ensure a level playing field going forward. There is a real opportunity at MEPC 80 in July to provide greater clarity for the industry as a whole.

One way of supporting the decarbonisation transition is carbon insetting. Carbon insetting differs from carbon offsetting in that carbon emissions are reduced directly within the shipping value chain rather than somewhere outside of and unrelated to the shipping industry.

Right now, alternative fuels are not available in all regions and differ in price, and not all vessels are ready to use these fuels; carbon insetting enables owners and operators to reduce emissions on vessels where it is practical to do so, regardless of location.

Spending money on non-shipping-related offsetting projects directs money out of the industry and in no way supports the technological shift required to advance carbon-neutral

shipping solutions. A carbon insetting system allows the transfer of environmental benefits, decoupling carbon reduction from specific transport activity and enabling the greening of overall transport activity.

Insetting is an effective means of expediting the energy transition in shipping, which is currently blocked by price levels – fossil fuels remain cheaper than renewable fuels. The insetting system helps to close this price gap as the money from the tokens flows back into the shipping sector to ensure the continuing promotion and uptake of this clean fuel, essentially forming a new carbon economy.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Inséré 15/10/23 BOEKEN LIVRES BOOKS Enlevé 15/11/23

"Naar Soerabaja"

B O E K B E S P R E K I N G door : Frank NEYTS

Bij uitgeverij Walburg Pers/Lanasta verscheen het boek "**Naar Soerabaja. Het Verhaal van mijn Vader over de Muiterij op De Zeven Provinciën".** Wil de Graaf tekende als auteur.

Begin 1933 vaart De Zeven Provinciën, een pantserschip van de Nederlandse marine, voor een oefentocht door de Indische wateren. Vanwege een salariskwestie breekt er op 4 februari een muiterij uit onder de Indonesische bemanningsleden. Dat veroorzaakt zowel in Nederland als in toemalig Nederlands-Indië grote opschudding. De jonge marinier Antoon de Graaf bevindt zich op dat cruciale moment aan boord en raakt er tegen zijn wil bij betrokken. Na zes dagen komt er einde aan de muiterij, doordat er een bom op het schip wordt gegooid. Er zijn drieëntwintig doden en veel gewonden. De opvarenden worden gearresteerd en krijgen veelal zware gevangenisstraffen. Het is voor hen nog jarenlang verboden om in het openbaar over deze zaak te spreken. Dit boek is gebaseerd op de aantekeningen van Antoon de Graaf, vader van de auteur, en geeft de gebeurtenissen rond de muiterij weer vanuit het oogpunt van de gewone Nederlandse bemanningsleden. Het laat het complexe krachtenveld zien dat hierbij een rol heeft gespeeld en de impact ervan op zijn verdere leven.

Net alle publicaties van Walburg Pers/Lanasta buitengewoon interessante lectuur!!

"Naar Soerabaja" (ISBN 9 789464 561500) telt 159 pagina's, werd als softback uitgegeven. Het boek kost 22.99 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522. Bestellen kan via de Walburg Pers website.

In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, www.boekenbank.be , E-mail: admin@agorabooks.com.

Inséré 15/10/23 NIEUWS NOUVELLES Enlevé 15/11/23

Megamax newbuilds idle as carriers try to 'turn the tables' with shippers

Sam Chambers

Giant newbuilds being forced to idle ahead of a maiden voyage for months on end is never a good sign, and is something that is now a reality for the container trades where fortunes have nosedived over the past 15 months.

Measuring 399.9 long, the giant 24,346 teu *MSC Micol* (see video below) was meant to begin her maiden voyage next month from Shanghai to Europe having been delivered from China's Yangzijiang Shipbuilding, part of a record 1.5m teu orderbook delivering to Mediterranean Shipping Co (MSC) in the coming couple of years.

Alphaliner now reports the ship will depart on January 4, part of MSC and alliance partner Maersk's recently unveiled 29 blanked sailings on the main east-west trades, the latest in a slew of measures announced by global liners to try and halt the slump in rates amid a severe injection of new capacity hitting the markets through to 2026.

The *MSC Micol* is currently undergoing sea trials with its owner likely to now take official delivery of it at the start of January to claim a 2024 built date.

"Overcapacity keeps worsening, due to an uninterrupted injection of newbuilding capacities of all sizes," Alphaliner warned in its latest weekly report, adding: "Carriers have been trying to address these issues by closing services, downsizing fleets, slow steaming and blank sailings but this is not enough."

Analysts at rival container shipping consultancy Linerlytica argued this week that rates will come under increasing pressure through September, with transpacific carriers already withdrawing peak season surcharges even before the Golden Week holidays in October.

"Belated attempts to blanks sailings from the end of September will do little to address the imbalance in the absence of concrete service withdrawals," Linerlytica experts suggested in their weekly newsletter.

Not everyone is so pessimistic however. Peter Sand, chief shipping analyst at freight rate platform Xeneta, argued today that the blanked sailing strategy has shown to be effective in propping up rates.

After a year of plunging ocean freight rates, carriers appear to have turned the tide on the key China to US west coast trade, driving up spot rates by 73% since the end of June, according to data from Xeneta.

"Capacity management is king when it comes to controlling rates, and faced with weak demand and a surplus of vessels it was clear to carriers that something had to be done," Sand said. "What we've seen in response to that are some very bold, united moves from the industry that, it seems, are succeeding in turning the tables."

Sand went on to suggest that carriers have managed to "outsmart" shippers in recent months.

Where most analysts agree is on the nature of this year's disappointing peak season.

"Weakening demand would support the observation that this year's short and relatively modest peak is behind us," commented Judah Levine, head of research at box booking platform Freightos.

Inséré 16/10/23 DOSSIER Enlevé 16/11/23

How to do decarbonisation retrofits

Decarbonisation retrofits can be easier if ships are built with space to fit them, and devices are provided in a service package. Speakers from Shell, Maersk, MAN and Hapag Lloyd shared perspectives

"There's been some great work to retrofit energy efficiency technologies," said James Helliwell, technology project engineer, Shell Shipping and Maritime. For example, new lubrication systems, cylindrical sails ("Flettner Rotors"), hydrogen and fuel cells.

He was speaking at the Alfa Laval Marine Innovation Summit on March 28, 2023.

Ships failing under CII will be required to have an "emissions improvement plan", and this "will start to accelerate adoption of retrofit technologies," he said. Although "it will be several years before we start to see the impact of that."

Pilot projects are "key to developing new technologies we need," he said. And they also need funding.

Shell is involved in an EU funded pilot project to retrofit a compressed hydrogen storage and fuel cell system on a 20-year-old bitumen carrier in Shell's chartered fleet. This will "prove how this technology will work on some of the older vessels in the industry that need support to decarbonise," he said.

You would otherwise probably only consider a fuel cell for a vessel which already had an electrical propulsion system. "There aren't that many ships existing today with electrical propulsion systems or shaft generators compatible with these new technologies. It's a very big complex time-consuming job to retrofit a full electrical propulsion system," he said.

"It is important [that] newbuilds coming out of shipyards can be compatible with new technologies, with additional space to run cables, piping, switchboard capacity," he said. It means "it would be a lot easier to retrofit these new vessels in a few years a time."

"Some [vessels] are relatively easy to retrofit, they've already got some spare switchboard capability," he said. "Some are very difficult, very space constrained, very crowded engine rooms."

While the best option is different for every ship, you would always benefit from having the best possible coating and keeping the hull and propeller in "tip top condition." This is "one of the best things you can do to reduce emissions today," he said.

From the regulators, it would be useful to have a gas handling code for hydrogen fuels, he said.

Maersk Tankers

Steen Sander Jacobsen, Technical Director NJORD, Maersk Tankers agreed that it would be useful to have "more focus on the retrofit side."

"We have a lot of wonderful technologies that are not being adopted at a wide scale in the industry," he said. "We need to accelerate the retrofit of existing vessels."

An obstacle to investment is the fact that, for time-chartered vessels, the benefit from reducing fuel costs goes to the charterer, while the shipowner must pay for it. There could be a way to bridge this disconnect, such as asking charterers to contribute to the cost of retrofitting equipment, he said.

For its retrofitting projects, Maersk Tankers will install as many as nine new technologies at once, taking as 'holistic' a perspective as possible.

"You have to look at the specific vessel, where it is operated, where it is trading. You have to design the right package of retrofit, so [the systems] enable each other and it becomes a viable financial solution," he said.

It takes a lot of expertise to plan these projects, working out what benefit they will provide in advance, when you are combining equipment from different suppliers, he said. Smaller shipowners may not have access to this expertise.

"The [most] promising technology is very dependent on ship type, size, profile," he said. For example, "carbon capture can be a super good idea on a CO2 vessel, where you have the facility to land CO2 that you are capturing. But it wouldn't be really good for a tanker vessel on tramp trade at the moment."

Future fuels will not make sense for ships unless they are sure of supply in the ports they visit. It "could make sense on container ships."

Batteries are "already happening" for coastal vessels, but "a bit out in the future" for big container ships.

Sails are only useful if the ship trades in a windy place. "It's very specific to vessels and the vessel trade."

"Shipowners can make good use of contracting professional people who understand all these technologies and can put them together in a smart way," he said.

From regulators, Mr Sander Jacobsen's hopes are for "more strict guidelines that we can trust." That will help "direct the industry towards the reductions required. My expectations are maybe not going to be met completely."

It would be useful to have carbon regulation which is "more aggressive than we have today, such as higher carbon taxes, he said.

Hapag Lloyd

Container line Hapag Lloyd set a goal of being carbon neutral in 2045 and reducing CO2 emissions by 30 per cent by 2030, compared to 2019. It invested a lot of money in its fleet to try to achieve this, said Christoph Thiem, Deputy Head of Strategic Asset Projects, Hapag Lloyd.

"We have started to retrofit propellers for new vessel speeds for 80 vessels. We are doing premium painting coats on almost every vessel which goes into dry dock."

It is also installing pumps with seawater cooling, he said.

There is a shortage of yards able to take very large container vessels for retrofit projects. "If you would like to retrofit something in Europe, this would be the first bottleneck."

Yards are also currently busy with newbuilding. "If you would like a major retrofit, like a dual fuel conversion, probably they don't even have capacity during the next years to come, they are fully booked with new buildings."

Also, "we are struggling with getting people to assist us with handling these projects. That's the limit at the moment. The demands are so high."

"We meet a lot of projects where the shipowner has a problem deciding which devices to install," he said. "There's a need to find strong partners with experience. Shipowners cannot do this on their own."

Doing multiple retrofit projects at once can make it easier, because you can plan the space you need for cables and pipelines upfront. "If you do it as individual solutions you don't get the full benefit," he said.

For the upcoming IMO meetings, Mr Thiem hopes that the regulations will bring clarity to areas such as how to do well to wake calculations or calculate the emission reductions if you have carbon capture onboard.

To illustrate the complexity of the calculation, consider the question of a company capturing CO2 onboard and selling it to a greenhouse operator for fertiliser. How do you include the CO2 captured as part of the vessel's emissions data, and how do the regulators ensure that the CO2 captured is not being double counted, such as with a greenhouse operator saying they are using 'zero extra emissions' CO2?

MAN

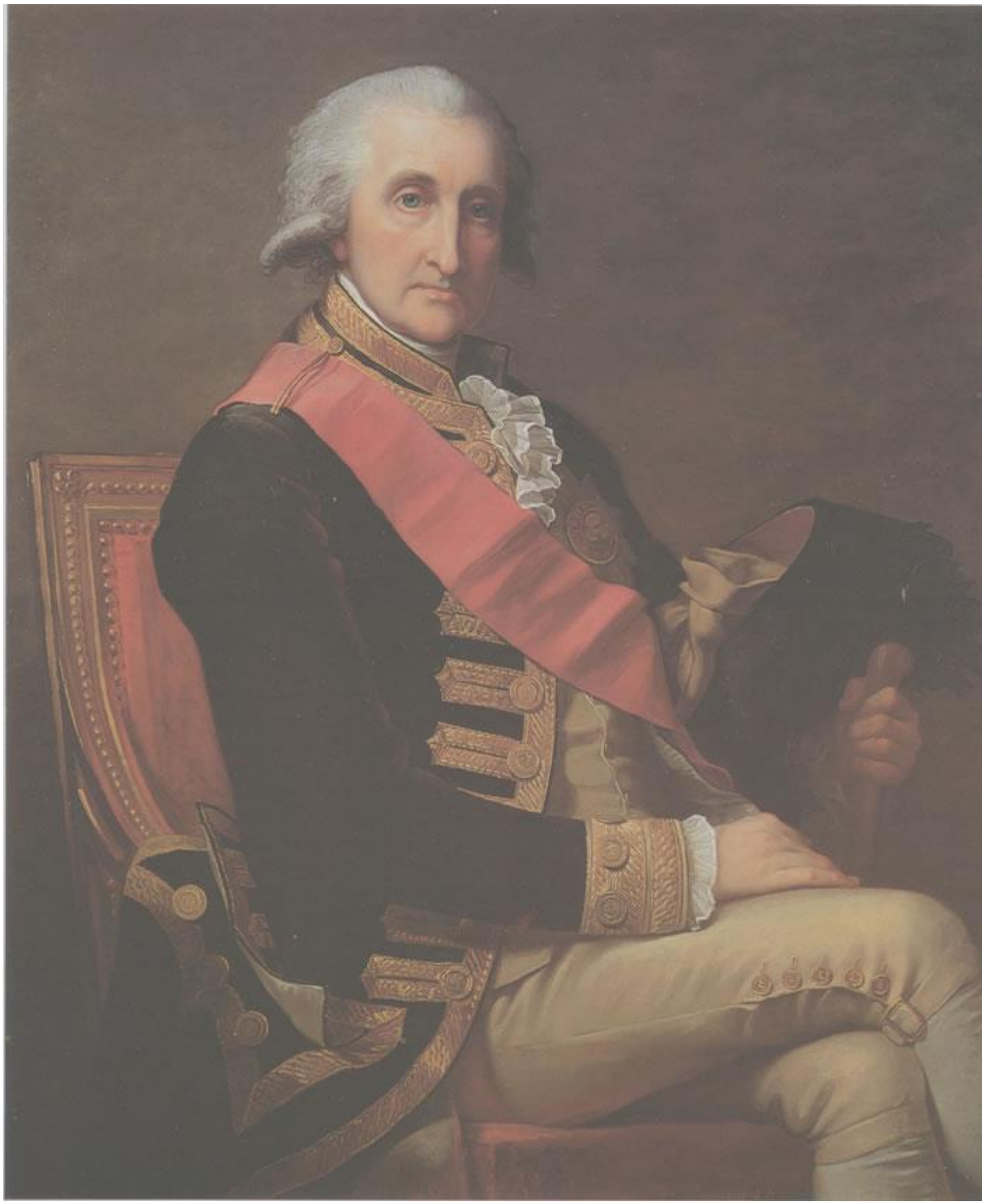
Karsten Borneman, Head of Sales, Propeller and Aft ship, MAN Energy Solutions, said the company is now spending most of its research funds on developing new engines for future fuels.

To help shipowners with smaller technical departments, MAN is developing packaged solutions for retrofits, such as engine derating, propeller changes, and installation and verification of energy efficiency devices.

These solutions include all the calculations and project co-ordination.

"Some of the retrofit solutions pay themselves off with a very short ROI, others don't," he said.

A new day for His Majesty's admirals (I)



Nothing equals the beautiful order of the English at sea. Never was a line drawn straighter than the formed by their ships; thus they bring all of them to bear upon those who draw near them.

This admiring comment on the Royal Navy's battle formation was made by a French admiral in 1666. It was an accurate description of the tactics that made England supreme on the

seas for 100 years—and then failed her utterly at the Battle of Ushant and most importantly at a critical juncture during the American Revolution.

As Keppel had demonstrated so unhappily off Ushant, the essential tactic was the line ahead. The French admiral had described it most accurately: the formation consisted of a perfectly straight line of sailing warships presenting a moving wall of fire against the enemy. In the constantly changing circumstances of naval battle, the line ahead had many advantages. It concentrated the fleet's firepower in one direction. It prevented such accidents as ships of the same fleet firing on one another or firing past or through an enemy ship at a friendly vessel. Most of all, it gave each captain clear and simple directions: he was to hold his place in line and focus his fire on the enemy ship opposite his own.

The first Fighting Instructions had been issued in 1653 under Oliver Cromwell, who was an early and ardent advocate of a powerful navy. The rules were revised and expanded in 1703, but the basic tactics remained the same. And of the orders laid down in the Fighting Instructions, the most sacrosanct decreed: "All the ships of every squadron shall endeavour to keep in line with the chief." Moreover, the penalty for not holding such a line was "severe punishment"—which could mean anything for a captain from a public reprimand to death, depending on the circumstances, The Fighting Instructions reiterated, "None of the ships of the fleet shall pursue any small number of the enemy's ships till the main body be disabled or run."

So the Royal Navy concentrated on its single majestic and overpowering line ahead. Even after the frustrating standoff against the French at Ushant, the Admiralty remained certain that traditional methods would be more than enough to win the naval engagements of the American Revolutionary War. For one thing the American navy was scarcely worthy of the name. As an organization, it had been bungled from the start. Shipbuilding contracts were let for political reasons and construction was delayed. The first American captains were no match for their Royal Navy counterparts. The statistics tell the sad story of America's first navy. Of the 50 warships built and bought for the Continental Navy during the war, all but one were lost to enemy action—having been either sunk, captured or scuttled. Meanwhile, the Americans took only five small ships of the Royal Navy.

The only significant damage done to the British by the Americans at sea was accomplished by the more than 1,600 privateers that were commissioned and sent out to harass British shipping. They captured something like 1,000 British merchantmen and caused an astronomical rise in shipping insurance rates. But they were little more than a nuisance to the Royal Navy, which destroyed even more American shipping. One officer in the Continental Navy managed in 1779 to bring the war into England's home waters. But sensational as was John Paul Jones's victory in the Bonhomme Richard over the Serapis, it amounted to little more than a psychological blow to the Royal Navy. The real challenge, once again, came from across the Channel.

The belligerency of France in 1778 turned the American Revolution from a shifting series of land battles into a truly maritime war. The armies—British, Hessian, American and French—fought on from the Canadian border to South Carolina. But the ultimate outcome was decided by the Navies of Great Britain and France.

The Battle of Ushant not only demonstrated that the line-ahead formation was outdated, it also showed that the French Navy of 1778 was superior in a number of respects.

This dramatic change could be accounted for in London as well as in Paris. During the 12 years of peace between the Seven Years' War and the American Revolution, the Royal Navy had been victimized by false economies at the Admiralty and profiteering by the Navy's suppliers. Meanwhile, King Louis XV's powerful adviser, the Duc de Choiseul, rallied Frenchmen in a campaign to rebuild their navy. Fund drives supplemented the royal treasury with money to construct new ships. They were named after the groups and towns that contributed, the most impressive being the 104-gun Ville de Paris. It was Choiseul who inaugurated the academies of marine architecture that were responsible for the better designed, faster sailing French men-of-war. Under Choiseul's direction, a corps of 10,000 Naval gunners was organized and rigorously drilled in the art of accurate naval fire. By

1770, when Choiseul left office, France had 64 ships of the line and 50 frigates. By 1778, when France entered the war on America's side, she had 80 ships of the line. In the following year, Spain honored the Bourbon family compact with France by declaring war on England, adding 60 ships of the line to the combined force confronting England. The Royal Navy had about 150 major ships to counter these 140, but not all were fit for sea.

Moreover, French gunners were by then more accurate than the British and were at their best at long range. That was important because of the new French strategy of avoiding pitched battle with any enemy force that was not clearly inferior in numbers. The Royal Navy was about to meet its match, but the Admiralty did not yet realize the situation.

Up until now, the Royal Navy had not yet actually lost a battle at sea. The new Franch tactics of hit-and-run had so far thwarted every British attempt to force a line-to-line slugging match. In one battle after another the British admiral would stubbornly form his line ahead; the French would cut up his rigging and sail away to fight again. In strictly naval terms the situation might be called a standoff. The effects were felt on the battlefields of North America, since the French Navy was increasingly able to deliver reinforcements to the Americans and to the French soldiers who had joined them.

One of those who could see the advantage of the new French naval strategy was General George Washington. For the' first four years of the war, with nothing but the ineffectual Continental Navy for support, the American war had gone badly. Now the French Navy was helping to turn the tide. In the summer of 1781, Washington thought he could see the makings of a devastating combined American-French operation. A large French fleet was in the West Indies endeavoring to take advantage of Britain's preoccupation with the colonies and to recapture some of the islands France had lost in the Seven Years' War, 18 years before. If that force, or part of it, could come north to support a campaign that Washington and the French general, the Marquis Gilbert du Motier de Lafayette, were planning, the colonists might win one of the most important victories of the war.

Major General Earl Cornwallis, with more than 7,000 of Britain's finest troops, was encamped in Yorktown, on the Virginia shore of Chesapeake Bay. If a French fleet could block the narrow entrance to the Bay, thereby cutting off Cornwallis' supply line, the Americans and French could launch a pincers attack and wipe out Britain's best army in the colonies. Washington wrote a letter to the French minister to the colonies, the Chevalier de la Luzerne, stressing what the American general saw as the "essential importance" of naval superiority in the war, and pleading for the French fleet to come north.

The commander of the French fleet in the West Indies was Rear Admiral Comte Francois Joseph Paul de Grasse, an aristocrat born in a feudal castle in the Alpes-Maritimes, now 59 years old and quite an imposing quarter-deck figure at six feet two inches tall—"six feet six inches on days of battle," one admirer claimed. De Grasse responded to the call from the colonies with his entire fleet. En route north he lost two of his ships to the same bizarre type of accident: a sailor doling out the ration of tafia, the brandy that was the French equivalent of grog, knocked over a candle and set the ship afire. First the 74-gun Intrepide and then the 40- gun Inconstante were destroyed this way, and de Grasse ordered that thereafter a responsible officer must preside over every issue of tafia.

Still, de Grasse had 28 ships of the line to take north. Crowded aboard the men-of-war were three regiments of French infantry, 100 dragoons and 350 artillerymen-2,500 soldiers in all to reinforce Lafayette's troops. Their equipment and artillery were carried aboard 15 merchantmen that de Grasse chartered with money from his personal fortune. To avoid detection by British frigates in the Atlantic, de Grasse led his fleet through the treacherous, shoal-dotted Bahama Channel between Cuba and the Bahamas. By mid-August of 1781 the entire armada was riding north in the Gulf Stream off Florida, and on the evening of August 29, the fleet dropped anchor inside the entrance to Chesapeake Bay, picking off in the process a few British frigates that had not been quick enough to slip out of the Bay.

It happened that de Grasse's serpentine approach to the colonies had served him in a way he did not know. His departure from the West Indies had been discovered by the British, and Rear Admiral Sir Samuel Hood left Antigua on August 10 with 14 ships of the line to

search for him. By sailing a straight-line course instead of cutting between Cuba and the Bahamas, Hood was off the American coast ahead of de Grasse. On August 25, four days before the French fleet arrived, Hood looked into Chesapeake Bay, found that all was clear and sailed on to New York.

The commander of the British fleet in New York, Rear Admiral Thomson as Graves, had no news of de Grasse. He was more concerned at the report that another French force, a squadron of eight warships under Commodore Comte de Barras, was transporting a shipment of siege artillery from Newport, Rhode Island, to the French and Americans surrounding Cornwallis at Yorktown. Graves and Hood agreed to join forces and, with 19 ships of the line, to sail for Chesapeake Bay to head off de Barras. While they were about it, they took along supplies and 2,000 troops to reinforce Cornwallis.

New Yorkers thereupon were given a first-hand example of Britain's press gangs at work as the Royal Navy rounded up 400 colonists to help man British ships. A press-gang officer recorded that the procedure "furnished us with droll yet distressing scenes—taking the husband from the arms of his wife in bed, the searching for them when hid beneath the warm clothes, and, the better to prevent delay taking them naked, while the frantic partner of his bed, forgetting the delicacy of her sex, pursued us to the doors with shrieks and imprecations, and exposing their naked persons to the rude view of an unfeeling press gang."

Early on the morning of September 5, as the British fleet approached the mouth of Chesapeake Bay, one of Graves's lookouts announced that there were some masts just inside the entrance. It looked as if de Barras and his squadron had already arrived; the eight French ships would be easy victims for Graves's 19. But as the British fleet drew closer to the mouth of the Bay, the lookouts reported a veritable forest of masts.

Graves did not know it at the time—and it would provide an even nastier shock in due course—but the Comte de Barras's eight-ship squadron was not among the vessels he was studying. De Barras was still en route from Newport laying a circuitous course south as far as the Carolinas to avoid detection by the British. These ships, as Graves would discover, were those of Admiral Francois de Grasse. There were 24 of them, four vessels having been sent on other missions, and as Graves would also discover, de Grasse was a brilliant tactician.

But for the moment, all the advantage—surprise, position, wind, tide, everything save numbers—lay with the British. De Grasse's fleet was anchored in Lynnhaven Roads along the southern shore and inside Cape Henry. As the British drew near enough to be identified, the French exploded into frantic activity, unfurling sails, slipping anchor cables and leaving them tied to buoys in the harbor. In utter confusion, they scrambled to clear the Bay for the Atlantic, where they could employ their tactics of firing at the British tops and running out to sea.

Graves was thereby presented with an even greater opportunity than he had anticipated on leaving New York. Here was a numerically superior French fleet virtually at his mercy. The wind was northeast, blowing into the Bay; the French were thus up against a lee shore, with an incoming tide against them as well. Nor could they maneuver into any fighting formation because of a shoal, called the Middle Ground, in the center of the Bay's entrance; the ship channel at this period was only three miles wide. All Graves had to do was send his 19 men-of-war down onto this scattered flock of 24 Frenchmen and pick them off one after another.

In fact, the French were in an even more parlous state than they appeared. Nearly 1,300 of de Grasse's officers and crewmen—close to half of the total—were ashore ferrying the troops and artillery they had brought from the West Indies. De Grasse's flagship, the Ville de Paris, was short 200 men. The 74-gun Citoyen did not have enough sailors to, man her upper-deck guns. De Grasse had ordered the recall signal hoisted, but the boats were too far up the Bay and he had sailed without them.

At the moment, the situation looked hopeless for de Grasse. But soon he could cry out with delight at what Graves was doing—or rather not doing. Instead of sending a spreading net

of ships to close the exit to the harbor, the British Admiral was leisurely keeping to the classic formation of the Fighting Instructions.

The Union Jack flew at the mizzen peak of Graves's flagship, the London, signaling "Line Ahead" as the stately procession moved down on the entrance to the Bay. By the time Graves, maintaining perfect formation, finally reached the Middle Ground at the mouth of the Bay, the fleeing French had largely cleared the entrance, and were in the process of forming a line of their own. Whereupon, still in precise formation, Graves laboriously maneuvered his entire fleet around in the same orderly line, heading back to sea. As if at a formal review, the British fleet sailed into and out of the entrance to Chesapeake Bay.

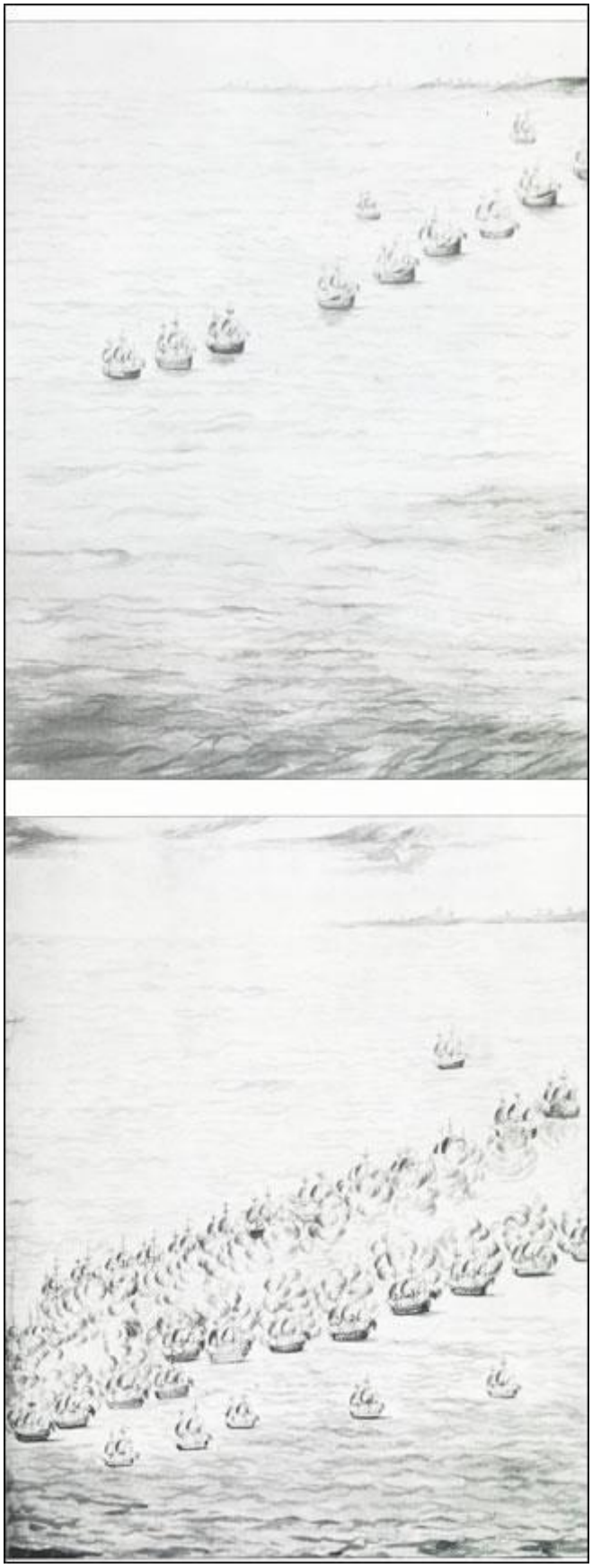
Each ship kept her place in the formation, without a break in the line. It was an impressive spectacle, precise, orchestrated, beautiful—and utterly worthless. What is more, by reversing his line, Graves had compounded the error: now his weakest ships, which had been in the rear, were in the van and would have to lead the attack, if there was one. He himself was the 10th ship in the line; the new leader was Captain Mark Robinson in the 74-gun Shrewsbury.

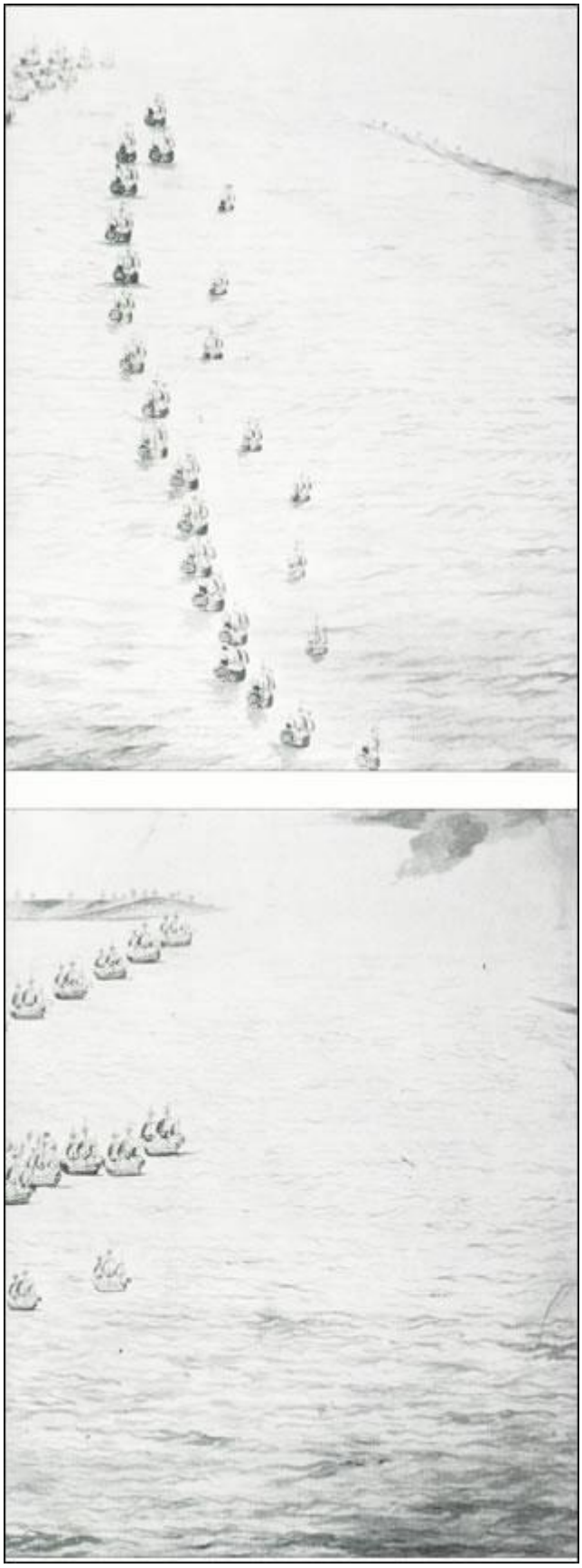
Following the Fighting Instructions, Graves intended to sail along the French line and bombard it to splinters—that is, once the French formed a line. But at this point the French had no line—and with no enemy line to oppose, Graves's single line was helpless.

It was now mid-afternoon. Rounding Cape Henry, the French ships finally fell into a rough line as they hurried out into the ocean. This gave Graves his chance—but he lost it. Heading for the straggling French line, he kept his "Line Ahead" signal. So his straight, unwavering column brought the British up against the French at an angle, in a V instead of in parallel lines, with the result that only the British van, the lead ships of the line, came close enough to engage the French. Graves then used a combination of signals that was argued about for years thereafter. He hoisted a white pendant with a blue-and-white checkered flag beneath it, signalling: "Bear Down and Engage More Closely." But he also kept his "Line Ahead" signal flying.

"Bear Down" meant every captain could turn toward the enemy and attack the nearest French ship. But this would no longer be a line ahead. And most of Graves's captains, especially Hood, commanding the rear in the Barfleur, knew what the Fighting Instructions said about that: "Line Ahead" always superseded other signals. So Hood and the others in the center and rear stuck by the book. They kept their straight line.

Graves was thus attacking a superior force with only a part of his inferior force, and de Grasse's gunners shortly proved their mettle. As the converging fleets met at the point of the V, the leading Shrewsbury shook under the fire of the leading French ship Pluton. One shower of cannon balls swept the Shrewsbury's deck, ripping the left leg off Captain Robinson and killing the first lieutenant and 13 of the crew. Succeeding blasts from the Pluton killed 12 more of the Shrewsbury's sailors and injured 46. The Shrewsbury's mainmast and mizzenmast were shot through, and her sails and spars were so riddled and shattered that she had to fall out of the line.





Nineteen British men-of-war, accompanied by smallerfrigates (upper panel, right), maneuver into a precise line of battle as they approach Chesapeake Bay on September 5, 1781, allowing the French time to compose their own line before escaping in the opposite direction. When the laggardly British finally turned to close with the enemy (lower panel), they dicl so at such an awkward angle that the French rear was never even engaged.

When Captain Anthony Molloy tried to bring the second British ship, the 64-gun Intrepid, to the Shrewsbury's support, he came under even heavier fire from the French 74-gun Marseillais. With her main-topmast nearly cut in two, her sails in tatters, her rudder damaged, 19 shot holes between wind and water, and 21 killed and 35 wounded, the Intrepid also drifted out of the line.

De Grasse's ships did not escape without damage. A broadside from the Princessa in the British van swept the decks of the Refléchi, killing the captain. And the Auguste ran into a withering fire of British musketry as well as cannon. The Auguste's foretop bowline was shot away, threatening to send the foretop crashing down to the deck. Two French sailors were shot as they climbed up to repair the bowline. A third Frenchman thereupon scrambled to the foretop, repaired it while shot flew around him, and then slid safely back to the deck. Admiral Comte Louis Antoine de Bougainville summoned the young man to the quarterdeck and offered him his purse. But the sailor replied: "You need not pay me for doing my duty, Admiral"

The opening guns of the battle had fired just after noon of September 5. It was almost dusk before Graves lowered his "Line Ahead" signal, which then permitted his captains to turn toward the nearest enemy. But it was too late. The faster French ships were in the Atlantic; de Grasse had escaped what should have been a calamitous trap without the loss of a single ship. In killed and wounded, he had inflicted 336 casualties on the British, while suffering 230 casualties himself.

The British were seething with recrimination. In an angry post-mortem aboard his flagship, the London, Graves demanded to know why Hood had not turned out of the line to engage the enemy.

Hood coldly replied, "You had up the signal for the line," Graves turned to the man who had led the van into action: Rear Admiral Francis S. Drake, a descendant of the great Elizabethan hero. Why, Graves asked, had Drake engaged the enemy?
"On account of the signal for action," Drake replied.
Graves triumphantly turned back to Hood and asked, "What say you to this, Admiral Hood?"
Sir Samuel said calmly, "The signal for the line was enough for me."

It did not help matters that Graves next allowed de Grasse to out-maneuver him again—this time to the disaster of Cornwallis and the British forces fighting at Yorktown. On September 6, seeking to prevent de Grasse from blockading Cornwallis, again Graves went after the French fleet, which was lying off Cape Henry. A merry chase it was. For five days, de Grasse led Graves on a wide circle out into the Atlantic and back toward Chesapeake Bay, slowing when the British fell behind, speeding up when they began to close, always remaining temptingly and infuriatingly near. It was a superb stratagem. For while de Grasse was playing hare and hounds, the eight warships of his comrade-in-arms, the Comte de Barras, arrived at Chesapeake Bay, as de Grasse knew they would, and proceeded to land their heavy artillery for the French and American troops besieging Cornwallis.

To make matters infinitely worse for the hapless Graves, he was now faced with 32 French ships of the line, most of them in better shape than his vessels. And now his fleet was down to 18; the Terrible had been so weakened by the battle and subsequent chase that Graves had ordered her scuttled. The crowning blow came when the French took up a blocking position across the entrance to the Bay.

There followed an icy exchange of notes between the London and the Barfleur. "Admiral Graves presents his compliments to Sir Samuel Hood," and "desires his opinion what to do with the fleet?- Reply: "Sir Samuel presents his compliments to Rear Admiral Graves," and "would be very glad to send an opinion, but he really knows not what to say in the truly lamentable state we have brought ourself." With resignation, Graves summoned another conference in his cabin. There was, all agreed, no alternative. The fleet would have to return to New York for repairs and reinforcements.

This sorry aggregation arrived on September 20. It was a month before a refurbished contingent of 25 ships of the line could sail again for Chesapeake Bay. They were too late.

On October 19, just after the British fleet had departed New York, Cornwallis' band at Yorktown played "The World Turned Upside Down,- and his troops marched out to surrender to General George Washington and his army.

The fighting on land continued for another year. But the war had been lost for the British at Yorktown, in considerable measure because of the failures of the Royal Navy and its outmoded line-ahead tactics. Ye` even this catastrophe did not destroy the Admiralty's faith in traditional methods. For one thing, there seemed no suitable alternative—not one that the Admiralty wished to recognize, anyway. But in fact there was. In Edinburgh. Scotland, John Clerk, an amateur tabletop tactician, a land-lubber playing with ship models, had already devised a new set of tactics that would help greatly in making the Royal Navy supreme once again—though it would take awhile for his theories to penetrate the upper echelons of the Naval establishment.

To be followed

Inséré 18/10/23 NIEUWS NOUVELLES Enlevé 18/11/23

UN Says Critical Work Still Needed on FSO Safer

Mike Schuler

The 'Yemen' replacement tanker with the FSO Safer in the background. Photo: Boskalis

After Years of Preparation, UN-Led Operation Prevents Worst-Case Scenario Environmental Disaster off Yemen; Additional Funding Required to Complete Cleanup

After two years of political groundwork, fundraising, and project development, a United Nations-led operation has prevented a massive oil spill in the Red Sea off Yemen from the decaying *FSO Safer* supertanker.

This week, SMIT Salvage, a subsidiary of Boskalis, departed the *Safer* after completing the transfer of over 1.1 million barrels of oil from the 47-year-old *Safer* to the replacement vessel *Yemen* earlier this month, averting a worst-case-scenario oil spill that would have been four times larger than the *Exxon Valdez* disaster.

To make the oil transfer operation possible, UN member states, the private sector, and the global public provided over $121 million in funding. However, the *Safer* still poses an environmental threat. Experts believe the vessel will eventually break up and, although all recoverable oil has been extracted, *Safer's* tanks still contain viscous oil residue mixed with sediment that can only be removed during a final cleaning.

To finish the work, the UN says an additional $22 million is required and it's counting on additional support to close the budget gap.

The remaining work comprises installation of a catenary anchor leg mooring (CALM) buoy, the *Yemen's* connection to it, and towing the *Safer* for safe recycling.

The budget for the *FSO Safer* operation was initially $144 million, but the adoption of the CALM buoy solution lowered costs. However, rising prices of VLCCs and other factors pushed the budget back up to $143 million.

Inséré 19/10/23 DOSSIER Enlevé 19/11/23

Shipping decarbonises, but will Rotterdam industry survive?

In late April, the Port of Rotterdam spread hopeful news of its efforts to make shipping fossil-free. Europe's largest port is ready for bunkering ships with alternative fuels like methanol, and next year, ships may be able to bunker ammonia in Rotterdam. But the decarbonisation of Europe's largest industrial port complex is going considerably less well than hoped, and there is a risk of major industrial companies leaving for abroad. With that, the Port of Rotterdam could also lose a significant part of its transshipment as well as an important foundation of its economic future. The latter was to be heard at the 41st edition of the Port of Rotterdam Congress (Havencongres), organised by Vlaardingen-based Management Producties on April 18. Representatives of oil mayor BP, which has its biggest European refinery in the Port of Rotterdam, and the Norwegian fertiliser manufacturer Yara, with a large site in the port area of Terneuzen, warn that to invest in making their companies fossil-free, they are dependent on the investment decisions of their parent companies.

When it comes to deciding where and where not to invest in the future, these companies may well prefer countries, particularly the United States, where they are treated in a much friendlier manner than in the industrially hostile political climate currently prevailing in and around The Hague's Binnenhof.

Fossil still important

Although the Port of Rotterdam is visited more and more often by ships that use cleaner fuels, which emit less carbon dioxide (CO2), the fact is that 55 per cent of the flow of goods is still of fossil origin, like crude oil, mineral oil products and coal. And while the handling of containers fell back (-10,8 per cent), the import (and to a lesser extent export) of coal, oil, mineral oil products and especially LNG grew to 55 per cent of the total throughput in the first quarter of this year.

The handling of containers in tonnage represents only 28 per cent of the total flow of goods in metric tonnes. This means that the Port of Rotterdam is still hugely dependent on the import and export of fossil commodities. These fossil commodities of coals and oil are transferred in fuel (coal and LNG) for electricity, the heating of our houses, fuels for our transport and not to forget, the huge petro-chemical industry in the Port of Rotterdam. As the industry is mainly based in port areas removed from the inhabited world, such as Botlek, Europoort and Maasvlakte, a great deal of the people and the politicians seem to have no idea how important this industry is for the economy and earning capacity of "BV Nederland" (Netherlands Ltd.), which is also an important source of our tax revenue that we use to keep our expensive social welfare system afloat To keep the industry up to date, especially now that pressure is mounting to break away from fossil fuels as quickly as possible, it is necessary to continuously invest extra money. But that only happens when there is some prospect of positive return on investment in the future. And that has become quite uncertain in the current Dutch political climate.

Cartoon by Hans de Wilde/SWZ|Maritime May 2023.

A great risk

This means a great risk for Rotterdam and the Netherlands, as without its industry, the port reverts to a conduit for containers. Thanks to extensive automation and digitisation in the near future, they will enter and leave the country as quickly as possible, towards the European hinterland.

With the continued automation of container terminals and autonomously sailing inland vessels that may in the future be operated from land, there will be little employment left in the Rotterdam port and industry. The loss of industry is a great risk to our economy and our society. As a result, the Netherlands will deteriorate further into a service economy with a few well-paid managers and many low-paid jobs. The loss of industry also has a major effect on knowledge development and innovation, warns Ester Barendregt, chief economist/head of the Netherlands, Economics and Sustainability at RaboResearch.

At the Havencongres, Victor van der Chijs, chairman of Deltalinqs, the interest organisation that represents over 95 per cent (700 companies) of all logistics, port and industrial enterprises in the mainport Rotterdam, assures once again that the businesses in the port area are sincerely involved in the energy transition, but a serious problem is that they lack the public's trust. He points at recent research showing that consumers distrust the good intentions of the business community.

In his presentation, he emphasises that so far, there are 25 projects of firms and industries operational that decarbonise their energy or raw material supply. Fifteen projects are in progress and another fifty are in preparation.

A lot of obstacles

Yet, becoming fossil-free is far from easy for companies. Businesses face a lot of obstacles in trying to decarbonise their operations. In a survey by Deltalinqs, no less than 67 per cent of the companies surveyed indicate that they are experiencing problems with the delayed construction of the required sustainable energy infrastructure. Those who want to switch their energy supply from gas to electricity simply cannot get it, because the energy

suppliers cannot deliver. 59 per cent of the companies do not know whether they can count on the necessary permits. Another 48 per cent is dependent on a final investment decision of an international parent company. Most industrial companies in the port of Rotterdam have international owners in for example London, New York, Minneapolis or Hong Kong, which weigh investment decisions in projects against conditions and prospects for profit in Europe versus the United States or Asia. At that point, Europe now often draws the short straw as an investment in the US currently offers more benefits. The US dangles a carrot of high subsidies and investment support in front of companies while Europe has a policy of carrot (subsidy) and stick (sanctions). Unlike in the US, companies in Europe that cannot meet stricter environmental requirements are penalised with high fines.

Huge investments

Also, the higher taxes that the Rutte IV Cabinet imposes on businesses don't help in the decision where international companies will invest. The projects are there. Karen de Lathouder, CEO of BP Netherlands, wants the BP refinery in the Port of Rotterdam to be zero-emission. Together with a bio-refinery and a hydrogen factory, this requires an investment of more than 10 billion euros. Even for a big multinational, this is no small amount.

According to Michael Schlaug, director of the Terneuzen site of Yara, the Netherlands is a very difficult country to invest in. Yara produces ammonia, which is a very attractive alternative fuel for shipping as it contains much more energy than hydrogen and can be produced fossil-free. Yara wants to produce the ammonia with the help of green wind energy, but again, this requires a huge investment.

Yet, in the vision of Port of Rotterdam CEO Allard Castelein there is no time for pessimism. The Port of Rotterdam fully supports the UN's sustainability goals and the EU's climate goals. The seventy projects (shipping and industry) that the port authority has initiated should ensure that CO2 emissions are reduced by 55 per cent by 2030 and that the goal of 100 per cent CO2 emission reduction by 2050 is achievable. 'With the best port infrastructure in the world, no industrial complex can be found that is as well equipped to enter the energy transition as the Port of Rotterdam,' is Castelein's firm conviction. 'There are plenty of plans. The ambition is there. The only thing we are waiting for is the permits.'

According to Castelein, the port-industrial complex in Rotterdam is even capable of removing 29 million tonnes of CO2 from the air each year. This would enable Rotterdam to far exceed the forty per cent emission reduction target imposed by the national government. But to do so, agencies such as national grid operator Tennet would have to cooperate with timely expansion of the electricity grid in the Port of Rotterdam.

Moral also needs power

Therefore, policies must be changed and it needs to be recognised that moral interests in this worlds also need strategic thinking to develop power, the theme of the concluding speech of the Havencongres of Arend Jan Boekestijn, under the title "Pastor desperately needs the merchant". Boekestijn is a Dutch historian, former Member of Parliament and speaker for geopolitical strategy, economy, and energy transition. He predicts a fine future for the Port of Rotterdam if it succeeds in fulfilling its plans to develop into a hub for alternative fuels, especially hydrogen. Rotterdam as a hydrogen hub can make Europe stronger in the battle against the US and China. At this moment, fourteen per cent of all energy in Europe comes in through Rotterdam. Today, this is still fossil: oil, natural gas and coal. But when the port succeeds in building up strong positions in all alternative fuels, it could also become Europe's green energy port. 'Green hydrogen, made with wind and solar power, is the holy grail in the energy transition,' Boekestijn says. He points out that until now, hydrogen is mainly used to produce fertiliser, but it can also be used for high-temperature processes such as steel. Replacing natural gas with green hydrogen, would reduce CO2 emissions.

Source SWZ|Maritime

Inséré 20/10/23 NIEUWS NOUVELLES Enlevé 20/11/23

‘Marvin-tankers’ dobberen nog steeds doelloos in de Rotterdamse haven: ‘Bizar verhaal’

Door : Marcel Wijnstekers

Al bijna drie jaar liggen twee fonkelnieuwe chemicaliëntankers, goed voor 80 miljoen, werkloos aan de ketting in de Rotterdamse haven. Terwijl de verf van de schepen afbladdert en de kosten hoog oplopen, buigt een rechter zich over de **vraag: van wie zijn die schepen nu eigenlijk? ,,Het blijft een bizar verhaal’’. ,,Het is treurig”, zegt Cherry Almeida, partner** en medeoprichter van Caland Advocaten. ,,Twee van die bloedmooie schepen, gebouwd om chemicaliën mee te transporteren, die aan de ketting in de Rotterdamse Waalhaven liggen.”

‘Rechter niet overtuigd’

Namens haar cliënt, een rederij met een postadres op de Kaaimaneilanden, hebben advocaten van Caland de rechter getracht te overtuigen om de beslaglegging op de schepen op te heffen, zodat ze weer het ruime sop kunnen kiezen. ,,Dat is niet gelukt’’, verzucht de Rotterdamse. ,,Een andere partij uit Hong Kong claimt eigenaar te zijn. Daar zijn wij het niet mee eens, maar de rechter is nog niet overtuigd.”

Het blijft een bizar verhaal

Terwijl in de Londense maritieme rechtbank een bodemprocedure is gestart, raken de chemicaliëntankers, gebouwd in 2018, volgens de boeken goed voor 80 miljoen euro, steeds meer in verval. De verf van de rood-zwarte tankers bladdert af. Niet alle witte letters op de Marvin Confidence en de Marvin Faith zijn nog leesbaar.,,Het blijft een bizar verhaal”, zegt Koen Keehnen, inspecteur bij transportvakbond International Transport Workers Federation (ITF). Hij houdt de belangen van bemanningsleden uit lage lonenlanden nauwlettend in de gaten. ,,Wij vernemen van het Havenbedrijf dat alles in orde is met de huidige bemanningsleden uit India, dus daar vertrouwen we dan maar op.”

Hoe anders is dat in de zomer van 2021 als Russische en Georgische bemanningsleden onbetaald worden gegijzeld op de twee schepen, die door de beslaglegging, eind 2020, stil komen te liggen in de Rotterdamse haven. Terwijl ze vrezen voor het lot van vrouw en kinderen in hun thuisland, houdt het havenbedrijf de bemanning aan de regels: iemand moet op de schepen passen.De Marvin-tankers worden wereldnieuws, er volgt een rechtszaak en veiling van de schepen dreigt. Maar voordat de maritieme rechter in Londen zich buigt over de zaak, betaalt een mysterieuze partij de lonen van de bemanning en alle overige kosten. De bemanning kan naar huis en wordt ingewisseld door een Indiase crew, die bijna twee jaar later nog geen zeemijl heeft gevaren.

Het havengeld, 25.000 euro per maand per schip, is extra hoog

Het Havenbedrijf is niet blij met ‘oplegschepen’, zoals de Marvin-chemicaliëntankers, aan Rotterdamse kades, die voor overslag gebruikt kunnen worden, vertelt een woordvoerder. ,,Het havengeld, 25.000 euro per maand per schip, is dan ook extra hoog, omdat het een afschrikwekkende werking moet hebben.”

'Altijd wel ruimte voor een extra zeeschip'

*The oil/chemical tanker **"MARVIN FAITH"** moored in the Waalhaven in Rotterdam already since December 2020*

Maar op het bankboekje van het Havenbedrijf wordt elke maand netjes 50.000 euro bijgeschreven. Ook de naar verluidt 2400 euro liggeld per dag aan overslagbedrijf Steinweg, waar de schepen zijn aangemeerd, worden gewoon voldaan. ,,Wij hebben altijd wel ruimte voor een extra zeeschip", aldus een voorlichter van Steinweg. Terwijl bijna anderhalf miljoen euro per jaar in rook opgaat en de **MARVIN FAITH** en **MARVIN CONFIDENCE** dringend onderhoud lijken nodig te hebben, wachten de maritieme advocaten van Caland in spanning de bodemprocedure in Londen af. ,,Gemiddeld duren die twee tot drie jaar", zegt Almeida. Sterker nog, waarschuwt de advocate, gespecialiseerd in langslepende conflicten in internationale wateren. ,,Het proces kan in Engeland nog wel járen worden gerekt. Sommige zaken duren wel tien jaar. Je moet er toch niet aan denken dat dat het lot is van de Marvin-schepen?"

bron : Algemeen Dagblad

Inséré 21/10/23 DOSSIER Enlevé 21/11/23

China Creates a Coast Guard Like No Other, Seeking Supremacy in Asian Seas

By Damien Cave

Damien Cave reported from Taiwan, Singapore, Guam and other parts of Asia.

Beijing's patrol vessels often resemble warships. Now other nations are trying to compete with tougher coast guards of their own.
Philippine Coast Guard personnel in an inflatable boat speeding past a Chinese Coast Guard cutter near a disputed shoal in the South China Sea in April.

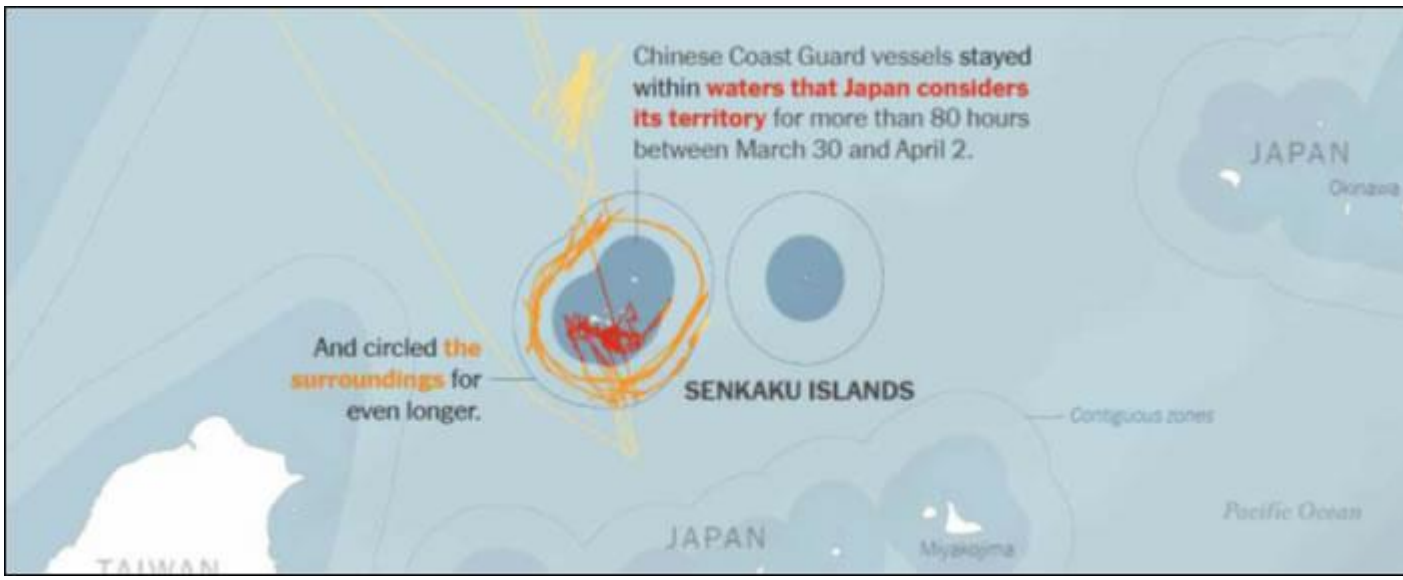
Seeking to dominate the strategic waterways of Asia, China has deployed an armada of boats that are equipped with 76-millimeter cannons and anti-ship missiles, and are bigger than U.S. Navy destroyers. But they are not Chinese Navy vessels. Their hulls are painted white, with "China Coast Guard" in block letters on the sides.

In just a decade, China has amassed the world's largest coast guard fleet, and it is like no other. More militarized, more aggressive in international disputes and less concerned with the usual missions of policing smugglers or search and rescue, the Chinese force has upended 200 years of global coast guard tradition.

It has also set off an arms race. Powering into a gray zone between law enforcement and naval power, Beijing has targeted rivals with ships that can easily sink the vessels most coast guards have used for decades. And in response, other countries that fear Chinese encroachment are rushing to deploy bigger, more heavily armed patrol boats of their own.

The waters around Taiwan, the self-governed island China claims as its own, are one potential battleground. But with coast guard standoffs quietly escalating around the region, officials and analysts increasingly worry about a rising threat: an accident or violent skirmish anywhere in the vast area that China's Coast Guard roams, which could spark a broader conflict, even a war between major powers.

From March 30 to April 2, a squadron of Chinese Coast Guard ships circled the contested islands that Japan calls the Senkakus for 80 hours and 36 minutes — China's longest-ever stay, according to maritime data. Japan later announced a plan to upgrade its coast guard and fold it into the Ministry of Defense.



Chinese Coast Guard vessels stayed within waters that Japan considers its territory for more than 80 hours between March 30 and April 2.

Two more recent incidents also point to new levels of Chinese assertiveness and regional risk:

Starting around April 8, Chinese patrol ships crowded near Taiwan, threatening for the first time to stop and search Taiwanese vessels during Chinese military drills prompted by a meeting between President Tsai Ing-wen and the House speaker, Kevin McCarthy. Taiwan is now developing plans to pierce any future blockades while hardening its own coast guard.

On April 23, near a disputed shoal in the South China Sea, one of China's large cutters maneuvered into the path of a much smaller Philippine patrol boat, forcing its captain to throw its engines into reverse to avoid a collision. A few days later, the United States promised to give the Philippines six new upgraded patrol vessels.

These altercations — along with additional Chinese incursions near Vietnam and the Pacific Island nation of Palau in May and June — fit a pattern of intensifying tensions, marking a major shift in how nations claim territory and protect their interests in the world's oceans. Coast guards that once acted as watchful eyes and helping hands have become more like navies, drawn into Asia's geopolitics and deployed as military muscle in waterways that are vital for shipping and natural resources.

From ports in southern China and Taiwan to American bases in Guam, white-hulled coast guard vessels are getting longer and heavier, or smaller and faster. Their guns are also getting bigger, or they are being built to allow for complex weapons systems to be bolted on at a moment's notice. And the region's coast guards are working more closely with defense planners, putting them at the vanguard of broader contests in the Indo-Pacific over economic and military power. "This is not how it was 10 years ago," said John Bradford, a retired U.S. Navy commander and senior fellow in the Maritime Security Program at the S. Rajaratnam School of International Studies in Singapore. "Many countries across the region have started using their coast guards to assert sovereignty."

"The idea," he added, "is that it's more effective because you're less likely to push up the escalation ladder because they're lightly armed. But when a coast guard vessel gets missiles on it, how is it different from a navy vessel except for the color of the paint on the hull?" The coast guard competition now emerging in Asia began with China's push to become what it called a "maritime great power."

That phrase, setting out a national priority, appears in Chinese government documents as far back as 2000, with a definition that includes naval power, fishing prowess, environmental protection and the advancement of territorial claims.

The coast guard's leading role was solidified in 2013 under Xi Jinping, who, in his first year as China's leader, created the seagoing force by consolidating five agencies.

The coast guard, in China's eyes, would be a pillar of its rejuvenation as a world power because it would help Beijing control important waterways (and their fishing and mining riches) without spurring a military response from countries flummoxed by the fleet's not-quite-military heft.

In 2013, there were several tense standoffs in the South China Sea between Chinese Coast Guard vessels and Filipino troops occupying a World War II-era ship called the Sierra Madre.

In 2014, in the same sea off the coast of Vietnam, a Chinese Coast Guard ship rammed a Vietnamese Coast Guard vessel after Vietnam tried to stop China from building an oil rig in contested waters. In 2016, China's coast guard rammed free a fishing boat that had been seized by the Indonesian authorities. A Chinese Coast Guard ship during a military drill near the Taiwan-controlled Matsu Islands in April. Credit...Thomas Peter/Reuters More recently, China has expanded both the mission and the fighting capacity of its fleet. A 2021 law grants its coast guard — which falls under military control — the right to use lethal force against foreign ships in waters that Beijing claims, including the South China Sea, where it has built forward operating bases on artificial islands.

The Philippine coast guard multi-role response vessel 9701 BRP TERESA MAGBANUA moored at the last Fronti Puerto Princesa City port at Palawan

Regional experts say the provisions violate international law by allowing China's coast guard, without declaring war, to engage in warlike behavior beyond its national jurisdiction.

And its boats increasingly have the power to do so. China now has around 150 large coast guard patrol ships of at least 1,000 tons, compared to roughly 70 for Japan, 60 for the United States and just a handful for most countries in Asia. The Philippines has 25 patrol ships to deploy in the South China Sea. Taiwan's coast guard consists of 23 boats, according to U.S. officials. Many of China's coast guard vessels are former navy corvettes, capable of long-endurance operations and equipped with helicopter pads, powerful water cannons and guns the same caliber as those on an M1 Abrams tank. Anti-ship cruise missiles that many of the boats once carried could be quickly reattached. This new fleet of warships dressed up as law enforcement vessels is what many countries in Asia are forced to confront almost daily as China pushes further into disputed territory, for longer periods. And it's not just in the South China Sea. On May 11, in the East China Sea, two Chinese Coast Guard vessels breached the 12-mile territorial limit around the Senkaku Islands for the 13th time this year. In 2022, alternating teams of 1,500-ton Chinese Coast Guard vessels spent 336 days circling the disputed islands, up from 171 in 2017, according to Japanese tracking data. "We have confirmed some ships deployed guns," Hiromune Kikuchi, a Japanese Coast Guard spokesman, said in an interview. "We are concerned that they have increased numbers of large ships with military capabilities."

Increasingly, so too have the coast guards of other countries.

Vietnam ordered six large coast guard ships from Japan to be delivered by 2025. South Korea announced last year that it would build nine new 3,000-ton patrol ships for the seas off its western coast, where the maritime boundary with China is unclear.Japan approved a law in December that will increase its coast guard budget by nearly $1 billion — a 40 percent surge — and fold the fleet into its national defense forces. The United States and Australia have also become more active in the Pacific with gifts of patrol boats, new maritime surveillance centers and, for the Americans, a new generation of larger Coast Guard cutters and patrol agreements with several nations — adding Papua New Guinea just in recent weeks. The United States is also now working more closely with Japan and the Philippines in the South China Sea, conducting joint coast guard training exercises in the Philippines last year and again this June, drawing complaints from Beijing.

"The coast guards and different nations in the region are maturing," said Vice Adm. Andrew J. Tiongson, the U.S. Coast Guard's Pacific Area commander. "I think they're maturing out of necessity."

Nowhere is that dynamic more obvious than in the Taiwan Strait and the shipyards of southern Taiwan. On an island at the center of regional anxieties, Taiwan's coast guard is expanding far more rapidly than its Navy while confronting almost daily challenges from China.

On one recent visit to an industrial area just outside the port of Kaohsiung, workers put the final touches on repairs for a coast guard patrol boat whose nose had been sheared off at sea.

"A Chinese ship hit this boat and broke right through it," said Hu Yenlu, a former Taiwanese Navy officer who runs Karmin International, a company that builds and repairs Taiwanese Coast Guard vessels.

A few weeks earlier, he said, the patrol boat — a 36-foot rigid inflatable, similar to assault craft used by U.S. Navy Seals — had helped form a cordon with a few others around a suspicious-looking speedboat near Taiwan's outer islands. That boat had six engines, a common design for China's maritime militia, and when the Taiwanese Coast Guard asked about its mission, the pilot pushed the throttle and punched through.

"There was no name on that ship, but we know it was Chinese," said Mr. Hu, recounting the story officials had told him. "When you don't see a name, you know it's suspicious."

It was one of many collisions and near misses caused by aggressive Chinese tactics near Taiwan, according to maritime officials and boat builders.

On June 3, the U.S. military said that an American naval destroyer, the U.S.S. Chung-Hoon, slowed to avoid a possible collision with a Chinese Navy ship that crossed in front of the Chung-Hoon as it passed through the strait between China and Taiwan.China's threat in April to inspect Taiwanese vessels represented another kind of climb up the escalatory ladder. The response to it revealed the blurring lines of aggression at sea.

Taiwan's Ocean Affairs Council said it had responded to China's threat by employing a coast guard boat of its own as a shadowing force to "prevent mainland China from endangering the freedom of navigation and safety of our citizens." A spokesman for Taiwan's office overseeing relations with Beijing said: "If you interfere, we will hit back." A second shipyard near the port in Kaohsiung offered hints of what that might mean. A new 100-ton patrol boat bobbed in the water with a strong steel hull rather than the lighter materials of earlier iterations, for protection in case of ramming. On one of the piers, a 600-ton coast guard vessel with a fresh coat of white paint waited for engineers to add the same radio and radar that Taiwan's Navy uses. On the side, there was a wide gap in the hull — for missile launchers, if needed.

Source : Hisako Ueno contributed reporting from Tokyo, Amy Chang Chien from Taipei and Zixu Wang from Hong Kong.

Inséré 22/10/23 NIEUWS NOUVELLES Enlevé 22/11/23

Russia’s Sakhalin-2 Back To Full Production After Maintenance

By Tsvetana Paraskova -

Russia’s Sakhalin-2 project producing LNG and oil has returned to full operations after planned maintenance, Gazprom’s Deputy CEO Vitaly Markelov has told Russian news agency Interfax. The maintenance, which began in July, involved all natural gas production facilities, according to the executive The operator of Sakhalin-2 is now a Russian entity, Sakhalin Energy, following a decree by Vladimir Putin from last year that stipulated that a newly set-up state Russian company would take over the rights and obligations of Sakhalin Energy Investment Co., the joint venture running the Sakhalin-2 oil and gas project.

UK-based supermajor Shell and Japan’s Mitsui and Mitsubishi were minority shareholders in Sakhalin Energy Investment, whose biggest shareholder is Gazprom. Shell has a 27.5% in the project, but it had already announced it would withdraw from Sakhalin-2. Russian LNG exporter Novatek has been approved to take over Shell’s stake, but the deal has yet to be finalized. In July this year, Japanese trading house Mitsui & Co said it doesn’t plan to exit its minority shareholding in the Sakhalin-2 LNG project as the export facility continues to export liquefied natural gas to Japan. Mitsui, which has 12.5% in Sakhalin-2, said in November that the project had enough technical know-how to run operations without Shell.

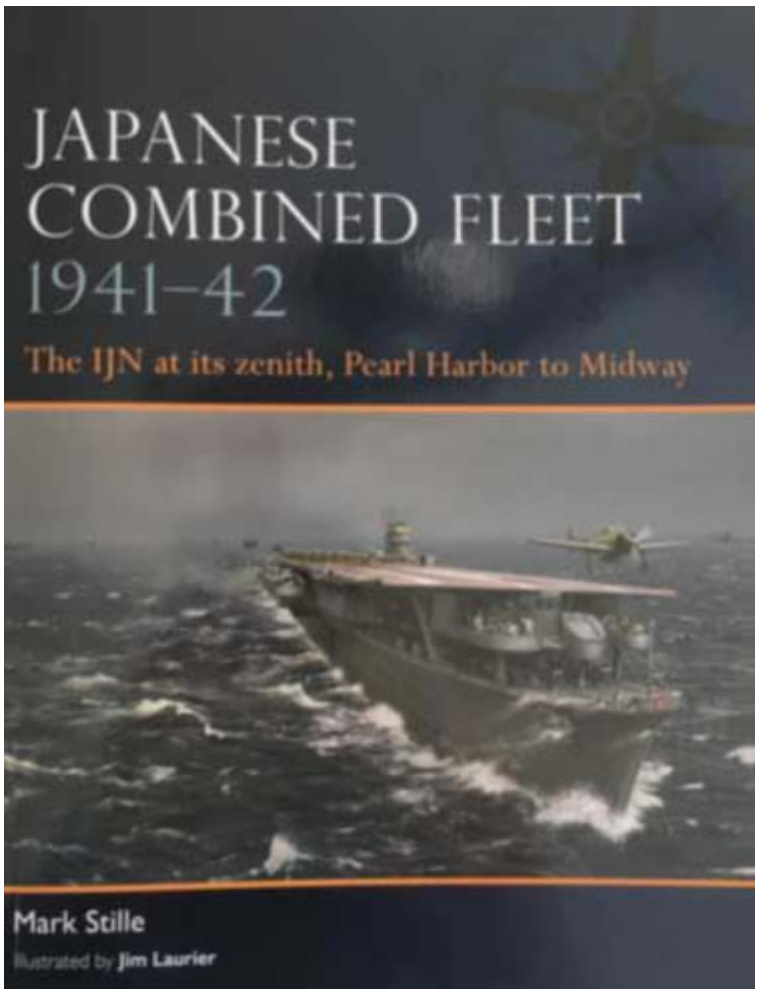
Meanwhile, Russia’s LNG exports to the EU have surged this year as the bloc is now buying significantly more Russian LNG than it did before the invasion of Ukraine. The EU’s liquefied natural gas imports from Russia jumped by 40% between January and July 2023 compared to the same period of 2021, before the Russian invasion of Ukraine, campaign NGO Global Witness said last month. Unlike Russian oil, Russian gas is not banned or under sanctions in Europe. But while pipeline gas supply from Russia has slowed to a trickle, Europe has raised imports of LNG, including LNG from Russia. “Buying Russian gas has the same impact as buying Russian oil. Both fund the war in Ukraine, and every euro means more bloodshed. While European countries decry the war, they’re putting money into Putin’s pockets,” said Jonathan Noronha-Gant, senior fossil fuel campaigner at Global Witness

.source : Oilprice

Inséré 23/10/23 BOEKEN LIVRES BOOKS Enlevé 23/11/23

“Japanese Combined Fleet 1941-42”

B O E K B E S P R E K I N G door : Frank NEYTS



Osprey Publishing issued a most interesting book **"Japanese Combined Fleet 1941-42. The IJN at its zenith, Pearl Harbor to Midway"**. The book is written by Mark Stille and illustrated by Jim Laurier.

The Imperial Japanese Navy (IJN) entered the Pacific War as one of the most formidable navies in the world, and its combat power was concentrated into one force, the Combined Fleet. In the months that followed Pearl Harbor it enjoyed an unrivaled string of victories, shattering American, British, Australian and Dutch naval forces. This period of expansion and constant success ended at the Battle of Midway, after which the Combined Fleet was forced onto the defensive.

In this book, Mark Stille draws on his decades of IJN research to explain what made the Combined Fleet the fighting force that is was. Packed with superb original artwork, explanatory 3D diagrams and maps, it examines the fleet's doctrine, innovative tactics and powerful warships, alongside the importance of leadership, logistics, naval infrastructure, and Japan's shipbuilding capability. It also gives an account and analysis of the IJN's combat performance during these crucial months – not just in the famous carrier battles, but also in terms of lesser-known elements such as amphibious forces and land-based aviation.

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"**Japanese Combined Fleet 1941-42**" (ISBN 978 1 4728 5643 2), a softback, counts 80 pages and costs £15.99 or USD 23.00, Can$ 31.00, P&P exclusive. One can buy the book in the better bookshop or direct with the publishers: Via the Osprey website: **www.ospreypublishing.com**

Inséré 23/10/23 DOSSIER Enlevé 23/11/23

Mechanical sails? Batteries? Shippers forming 'green corridors' to fast-track cleaner technologies

By JOHN FLESHER

It's among the world's busiest container shipping routes — a stream of vessels packed with furniture, automobiles, clothing and other goods, traversing the Pacific between Los Angeles and Shanghai.

If plans succeed, this corridor will become a showcase for slashing planet-warming carbon emissions from the shipping industry, which produces nearly 3% of the world's total. That's less than from cars, trucks, rail or aviation but still a lot — and it's rising.

The International Maritime Organization, which regulates commercial shipping, wants to halve its greenhouse gas releases by mid century and may seek deeper cuts this year. "Shipping must embrace decarbonization," IMO Secretary-General Kitack Lim said in February.

Meeting agency targets will require significant vessel and infrastructure changes. That's inspiring plans for "green shipping corridors" along major routes where new technologies and methods could be fast-tracked and scaled up.
More than 20 of these partnerships have been proposed. They're largely on paper now but are expected to take shape in coming years. The goal: uniting marine fuel producers, vessel owners and operators, cargo owners and ports in a common effort.

FRONT-RUNNERS

Los Angeles and Shanghai formed their partnership last year.

"The vision is that a container will leave a factory on a zero-emissions truck (in China)," said Gene Seroka, executive director of the Port of Los Angeles. "It will arrive at the port of Shanghai, be loaded onto a ship by a zero-emissions cargo handling equipment unit, and move across the Pacific Ocean on a vessel that emits zero carbon. Once it gets to Los Angeles, the reverse happens," with carbon-free handling and distribution. Los Angeles entered a second agreement in April with nearby Long Beach and Singapore. Others in the works include the Great Lakes-St. Lawrence River; a Chilean network; and numerous corridors in Asia, North America and Europe.

C40 Cities, a global climate action coalition of mayors, advocates green corridors as "tools that can turn ambition into action, bringing together the entire shipping value chain," said Alisa Kreynes, a deputy director.

But Kreynes sounded a note of caution: "I can't help but wonder how much of it is PR and how much of it is actually going to become practice. It's going to require a cultural shift in thinking about how we get things from point A to point B." New approaches developed in green corridors could bring fast results, said John Bradshaw, technical director for environment and safety with the World Shipping Council. "I'm very confident that the industry will deliver zero emissions by 2050."

From tea to tennis shoes, stuff in your pantry and closets likely spent time on a ship. Roughly 90% of traded goods move on water, some in behemoths longer than four football fields, each holding thousands of containers with consumer products. About 58,000 commercial ships ply the seas. Their emissions are less noticeable than onshore haulers such as trucks, although noxious fumes from ships draw complaints in port communities.

Maritime trade volumes are expected to triple by 2050, according to the Organization for Economic Cooperation and Development. Studies predict the industry's share of greenhouse gas emissions could reach 15%. Yet the 2015 Paris climate accord exempts maritime shipping, partly because vessels do business worldwide, while the agreement covers nation-by-nation goals. "No one wants to take responsibility," said Allyson Browne of Pacific Environment, an advocacy group. "A ship may be flagged in China, but who takes ownership of emissions from that ship when it's transporting goods to the U.S.?" The IMO responded to mounting pressure with a 2018 plan for a 50% emissions reduction by midcentury from 2008 levels. An update scheduled for July may set more ambitious targets favored by the U.S., Europe and small island nations. Opponents include Brazil, China and India. The Biden administration wants a zero-emission goal, a State Department official told The Associated Press. But fewer than half of large shipping companies have pledged to meet international carbon objectives. And there's no consensus about how to accomplish them.

Proposals range from slowing vessels down to charging them for emissions, as the European Union did last year.

"Global shipping is hard to decarbonize ... because of the energy required to cover long distances with heavy cargoes," said Lee Kindberg, head of environment and sustainability for Maersk North America, part of A.P. Moller-Maersk, which has more than 700 vessels. "It's a stretch but we consider it doable."

BUT HOW?

The SC CONNECTOR equipped with Rotor Sails passing the Delta Hotel in Vlaardingen

Mechanical sails. Batteries. Low- or zero-carbon liquid fuels.

They're among propulsion methods touted as replacements for "bunker fuel" that powers most commercial ships — thick residue from oil refining. It spews greenhouse gases and pollutants that endanger human health: sulfur dioxide, nitrogen oxide, soot.Finding alternatives will be a priority for green shipping corridors. For now, liquid natural gas is the runaway choice. Worldwide, it's used by 923 of 1,349 commercial vessels not powered by conventional fuels, according to a study last year by DNV, a Norway-based maritime accreditation society. Vessels with batteries or hybrid systems placed a distant second.

Many environmentalists oppose LNG because it emits methane, another potent greenhouse gas. Defenders say it's the quickest and most cost-effective bunker fuel substitute. Of 1,046 alternative-energy ships on order, 534 are powered by LNG while 417 are battery-hybrids, DNV reported. Thirty-five others will use methanol, which analysts consider an up-and-coming cleaner alternative. Moller-Maersk plans to launch 12 cargo vessels next year that will use "green methanol" produced with renewable sources such as plant waste. A biodiesel from used cooking oil fuels some of its ships. The company is collaborating on research that may lead to ammonia- or hydrogen-powered vessels by the mid-2030s."This is the first step toward the turnover of our fleet into something much more climate-friendly," Kindberg said.

Norsepower offers a new twist on an ancient technology: wind.

The Finnish company has developed "rotor sails" — composite cylinders about 33 yards (30 meters) tall that are fitted on ship decks and spin in the breeze. Air pressure differences

on opposite sides of the whirring devices help push a vessel forward. An independent analysis found rotor sails installed on a Maersk oil tanker in 2018 produced an 8.2% fuel savings in a year. Norsepower CEO Tuomas Riski said others have saved 5% to 25%, depending on wind conditions, ship type and other factors. Thirteen ships are using the devices or have them on order, Riski said. "Mechanical sails have an essential role in the decarbonization of shipping," he said. "They can't do it alone, but they can make a great contribution."

Fleetzero contends electric ships are best suited to wean the industry off carbon. The company was founded two years ago in Alabama to build cargo vessels with rechargeable battery packsCEO Steven Henderson says it envisions fleets of smaller, nimbler ships than huge container vessels. They would call at ports that have freshly charged batteries to swap for ones running low. Fleetzero's prototype ship is slated to begin delivering cargo later this year.

WHO GOES FIRST?

Before building or buying low-emission vessels, companies want assurances clean fuels will be available and affordable. Companies producing the fuels, meanwhile, want enough ships using them to guarantee strong markets.

And both need port infrastructure that accommodates new-generation ships, such as electrical hookups and clean fuel dispensing mechanisms. But ports await demand to justify such expensive upgrades. Switching onshore cargo handling equipment and trucks to zero-emission models will cost the Los Angeles port $20 billion, officials say. "Once you put a (green) corridor on the map," said Jason Anderson, senior program director for the nonprofit ClimateWorks Foundation, "at least they're heading in the same direction."Success will require government regulation and corridor funding, along with support from shipping industry customers, said Jing Sun, a University of Michigan marine engineering professor. "Shipping is the most cost-effective way of moving things around," Sun said.

An organization called Cargo Owners for Zero Emission Vessels pledges to use only zero-emission shipping companies by 2040. Among 19 signatories are Amazon, Michelin and Target. "When big corporate buyers come together and say we need this to happen, the rest of the chain has confidence to make needed investments," said Ingrid Irigoyen, an assistant director of the nonprofit Aspen Institute, which helped assemble the group.

Source : Associated Press climate and environmental coverage receives support from several private foundations. Source : John Flesher on Twitter: @JohnFlesher

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Inséré 24/10/23 HISTORIEK HISTORIQUE Enlevé 24/11/23

A new day for His Majesty's admirals (II)

In all his life, John Clerk never went to sea. He was 10 years old before he even saw his first ship, in the harbor at Leith, the seaport for Edinburgh. But he had read the shipwreck saga Robinson Crusoe and had become fascinated by a ship model owned by some of his schoolmates He soon thought of joining the Navy, but was forbidden to do so by his family, who, as he later explained it, "already had suffered heavy losses in both sea and land service."

Young John Clerk had to be satisfied with sailing small boats in Leith harbor and with hours spent on the pier studying the ways a sailing ship employed the wind. He returned home to build ship models, sail them on his father's pond and experiment with rudders and rigging. As he grew older, naval tactics became his hobby—and obsession. He covered his family's tables with charts and drawings of tactics. He carved dozens of wooden ship

models, small enough to carry two fleets about in his pockets, so he could work out his formations whenever he found himself with a few spare moments and a table nearby.

He became an Edinburgh merchant. But he doodled endlessly with his battle diagrams, worked out innumerable combinations of ship-of-the line formations with his ship models, and analyzed and reanalyzed the Fighting Instructions.

With his fresh eye, John Clerk detected the most serious weakness in the line-ahead formation: it depended for success on the enemy's cooperation; he had to form a line of battle as well. For the most part, the enemy fleets had done so up to now. But with the French Navy adopting its new tactics of hit-and-run, unless the French had a numerical superiority, Clerk concluded that the time-honored line-ahead formation was usually worthless. And when he read about the widely publicized courts-martial of Keppel and Palliser after the Battle of Ushant, he was even more convinced. The issue at court was whether Keppel had formed a proper line ahead, while to Clerk it seemed clear that the French had escaped because Keppel had insisted on a line ahead and had waited too long to form it in any case.

This was too much for Clerk. He started to write a book decrying the old tactics and offering some novel ideas of his own. Entitled An Essay on Naval Tactics, john Clerk's study was intended as a textbook for Naval officers. It was packed with diagrams and charts, and its major proposition was concentration of fire—" directing the greater part of the force of fleet against a few ships, either in the van or the rear."

It was stunningly simple. Clerk advocated that instead of always parading properly and fighting one on one in gentlemanly fashion, the Navy concentrate on just a part of the opposing fleet, employing all of its ships against a few of the enemy's. The principle depended on a fundamental fact of fighting sail: a vessel's maneuverability was determined by the velocity and direction of the wind. Thus, for example, one could attack the rear section of a line of ships and devastate it before the leading ships could double back to the rescue. A ship of the line might take as long as half an hour or more simply to come about.

In the past, the ships in numerous sea battles had split into separate groups of combatants. But most of these situations had occurred by accident and not by design. The Admiralty had always felt uncomfortable about such instances.

John Clerk became a zealot. He traveled to London, and through friends of friends tried to peddle his ideas to the Admiralty and to any captain or admiral to whom he was introduced. Naval warfare was a popular subject in England in those days; any Royal Navy success brought cheering crowds into the streets, and a loss stimulated editorials, letters, petitions and similar outcries all across the country. Clerk began to attract attention—at least among civilians. Enough friends, acquaintances and Navy buffs were interested in his book to permit a limited printing. But the Navy was something else again. Copies were sent to the Admiralty and to many admirals, only to be greeted with studied disinterest.

Many of the recipients, when asked, said they had not bothered to read the book. Others denied that they had even seen it. One admiral who publicly acknowledged the work and actually went so far as to praise it, did so with the patronizing comment: "And when I reflect that its ingenious author is only a military seaman in theory, I cannot sufficiently express my approbation of it."

But a number of admirals and captains were quietly reading Clerk's book in the privacy of their cabins and studies. One of them was a man who would soon make naval history.

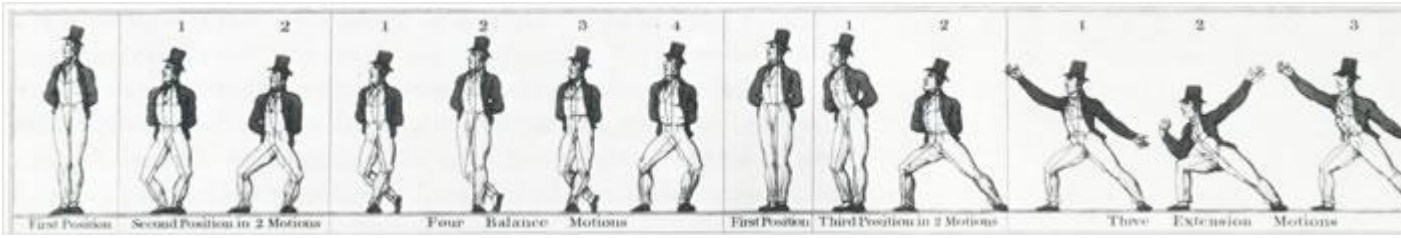
George Bridges Rodney was autocratic, sybaritic, profane—and brilliant. He had been Naval commander in chief in the West Indies before the War of Independence. He had served as governor of Greenwich Hospital for old and infirm seamen when it was described as "a hotbed of the dirtiest conceivable jobbery and thieving." By 1774 Rodney's gambling debts had grown so huge that in order to escape his creditors, he had fled to Paris during a rare period of peace between England and France. When more creditors in Paris threatened to close in on him, he was rescued by a friend: in a grand gesture of ancien regime chivalry, the wealthy Louis Antoine de Gontaut, Duc de Biron, proffered Rodney a loan that

permitted him to return to London, where in 1779 the Admiralty reassigned him to the West Indies.

It was an even more important post than before. Not only was much of the naval warfare of the American Revolution being fought in the West Indies, but the area also served as the British base for naval actions off the North American coast. Rodney was therefore the recipient of much well-wishing and a great deal of well-meaning advice. According to John Clerk, it was through a mutual friend that Rodney was given a manuscript copy of Clerk's An Essay on Naval Tactics.

Admiral Rodney was a member of the conservative school of tactics and a supporter of the line-ahead battle formation. Yet he was also a man with an open mind. He did not comment directly to Clerk. But an acquaintance recalled an evening before Rodney's departure when the admiral sat at a dinner table demonstrating with cherry pits among the port glasses how he planned to break the French line. And when another friend asked Rodney what he thought of john Clerk's theories, the admiral had an oracular answer: "You shall see what I think of it the first time I meet the French fleet."

In fact, he did not employ Clerk's cut-the-line tactics the first time he met a French fleet—though he did depart somewhat from the orthodoxies of the day. En route to the West Indies with 22 sail of the line, he encountered an enemy squadron off the Portuguese coast, just below Cape St. Vincent. It was the Spanish contingent of a force blockading Britain's base at Gibraltar. In the so-called "Moonlight Battle" on January 16, 1780, in wintry gale winds, Rodney did not wait for the Spaniards to form a line or to form one himself. Ill with the gout, an aged man at 61, he gave his commands from his berth: "Lay me alongside the biggest ship you can, or the admiral if there be one." He did not cut the enemy's line because there was no line to cut. But he routed the Spanish fleet, capturing or destroying seven of the 11 ships.



Without so much as toppling his topper, an exemplary seaman goes through the knee-flexing bends and lunges of a ballet-like drill designed to teach the fancy footwork that would make him deadly with a cutlass. Genteel as the exercises may appear in this diagram issued by the Admiralty in 1813, they were followed in grim earnest by sailors who knew their skill with a blade would mean life or death upon the call for "Boarders away!"

The blockade of Gibraltar was lifted. Rodney became a national hero and was knighted. He continued on to the West Indies, where he fought two inconclusive battles with the French; in neither of them did he have the opportunity to go for the enemy's line. He remained there for a year, during which he amassed a fortune in prize money from privateers and from a looting expedition against the rich Dutch island of St. Eustatius in the Leewards. Then in the summer of 1781, in great discomfort from the gout and chronic prostate trouble, he returned to England to take advantage of the healing waters of Bath.

By December 1781, as all England was agonizing over the Navy's sorry performance at Chesapeake Bay and the subsequent surrender of Cornwallis at Yorktown, Rodney prepared to return to the West Indies, and went aboard the Formidable, a 90-gun ship of the line. But westerly gales delayed his journey and he went ashore to wait the storm out at Caws and Bay. The son of port Commissioner Paul Ourry later remembered when the admiral and the commissioner propped their gouty feet before the fire and he overheard Rodney declare, "Damme, Paul, if I get near that rascal de Grasse, I'll break his line."

In February of 1782 Rodney was back in the West Indies. His second-in-command was Sir Samuel Hood, who had helped to lose the Battle of Chesapeake Bay. The winner of that battle, Comte de Grasse, had also returned to the West Indies. Rodney and de Grasse finally met in April of 1782, off the island of Dominica.

De Grasse had 33 ships of the line to Rodney's 36. But the French Navy's orders were to avoid pitched battles whenever possible, and under these circumstances de Grasse was convoying an assault force to attack England's most important West Indies possession, Jamaica. Rodney had guessed de Grasse's target; when he had been warned that he should keep protective squadrons near Barbados, St. Lucia and Antigua he had answered, "Oh damn these islands! Jamaica is of ten times more consequence than all of them put together."

De Grasse turned north. Rodney followed. For four days he chased his quarry along the westward shores of Martinique and Dominica. At this point de Grasse became the victim of bad fortune. It first took the form of a series of misadventures by the hard-luck French 74-gunner Zele. On the night of April 10, after two days of chase, the Zele collided with the 64-gunner Jason. Both were too damaged to keep up with the rest of the French fleet. The Jason was sent off to port for repairs, while the Zele's crew tried to make their repairs at sea. The next morning Rodney spotted the crippled Zele and sent a few ships to take her. De Grasse countered by coming back to cover her. On the night of the 11th the Zele collided with another French ship, the Ville de Paris, and put herself entirely out of action. De Grasse was forced to abandon her; he now had 31 ships, and Rodney, with his 36, was almost upon him.

Moreover, de Grasse found himself in a trap. His northward progress was blocked by a group of islets known as the Saints, between Dominica and Guadeloupe. He considered ducking through the passage between the two islands, but the wind was blowing through the channel from the east. His only open route lay to the south. He would have to double back on his pursuers. But at least—as at Ushant—it would be a passing engagement with the fleets on opposite tacks. They would sail past each other at a combined speed of four to five knots even in the dying breezes. The British gunners would be unable to concentrate on the French hulls, while the French could still cut up the British rigging; it took much pounding to damage stout oaken hulls, but one good broadside of flying chain and bar could slice through great areas of shrouds and braces. De Grasse turned south. And Rodney turned to meet him as he came past.

At first it looked like every other Royal Navy battle for the past century. In an unswerving line ahead, Rodney's fleet moved alongside the French fleet as it filed past. His gunners aimed at the French hulls as de Grasse's gunners sent chain and bar shot slashing through the British rigging; the topmasts of nearly every ship crackled and twisted as the flying shot cut them away.

But now de Grasse became the victim of foul luck from which there was no escape. The wind shifted. It hauled from east to southeast and hit de Grasse's line at the center. The French ships at the center and rear, already close-hauled, had to fall off slightly to keep their wind. Others were taken aback and stalled. Gaping holes appeared in the French line.

Had John Clerk been aboard Rodney's flagship, he would have cheered. Here was the perfect example he had hypothesized in so many diagrams and in so many tabletop maneuvers with his pocket models. The enemy line was open and waiting to be cut.

At this point, Rodney may or may not have suffered an attack of indecision. Only one record survives to tell what transpired on the Formidable's quarter-deck during the next few minutes. Many years later, Sir Charles Dashwood, who had been a midshipman aboard Rodney's flagship, recounted a vivid scene. As he related it, Fleet Captain Sir Charles Douglas had climbed onto the hammock nettings at the forward rail of the quarter-deck to study the ships ahead, and saw the gaps in the French line. One gap was directly ahead. Climbing down, he asked Midshipman Dashwood, "Dash, where's Sir George?" Dashwood had just replied that the admiral was in his cabin when Rodney came on deck.

Doffing his hat, Douglas approached Rodney and urged, "Break the line, Sir George. The day is your own, and I will insure you the victory." "No," said Rodney, "I will not break my line."

The two men paced the quarter-deck in opposite directions, turning and coming back toward each other. Douglas tried once more. "Only break the line, Sir George, and the day is your own."

This time Rodney replied with grudging permission. "Well, well, do as you like," he said, and went into his cabin.

Douglas immediately ordered the helm to port. The Formidable swung across the line of battle and moved through the French line, all guns firing as she went. In the hail of cannon balls from the British flagship the French warship Glorieux lost all her masts at once.

The Formidable flew no signal for breaking the enemy's line because there was none in her flag locker. And Rodney must have watched anxiously at his stern windows. Whether or not he had been talked into it, he had made a radical decision. The question was whether his fleet, still under "Line Ahead," would break precedent and follow his lead.

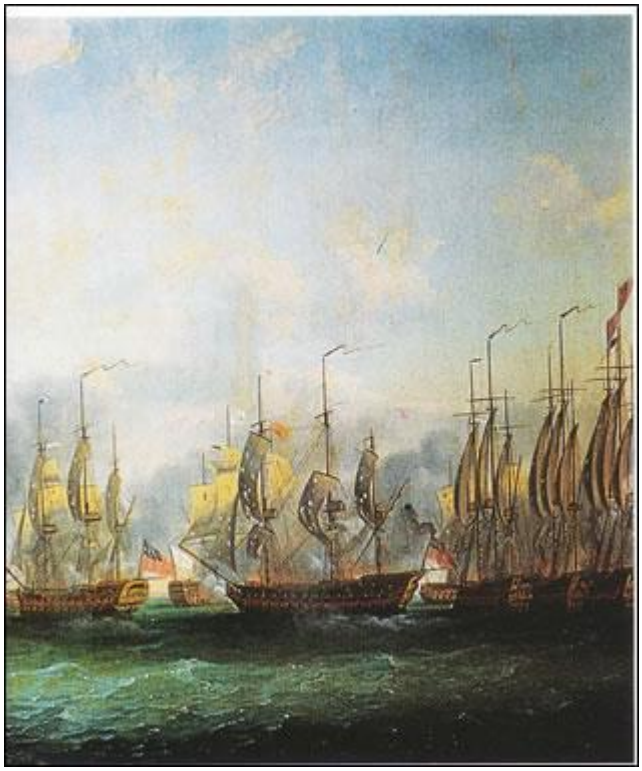
Within minutes Commodore Edmund Affleck in the 74-gun Bedford went through another opening, splitting it so that the entire British rear could follow the Bedford through. Captain Alan Gardner of the Duke had in fact preceded Rodney through the line by accident: the wind shift had pushed the French ship opposite him across the Duke's bow. In horror at the thought of being cut off, Gardner looked to the flagship, which was next astern of him, and with vast relief watched the Formidable turn through the line. The Duke swung over and followed her.

Unlike his compatriot at the Battle of Chesapeake Bay, Rodney immediately hauled down his "Line Ahead" signal, keeping aloft the one for close action. Rounding up on the unprepared Frenchmen on their other side, the British ships isolated and surrounded small contingents of the disordered French line, concentrating four ships against three and in some cases three against one.

The French ship Ardent, carrying most of the siege artillery for the attack on Jamaica, struck her colors after a few exchanges of fire. Most of the French decks were crowded with soldiers for the Jamaica assault; they were mowed down by British shot. So many bodies were dumped over the French sides that the sea quickly became tinged with red, and schools of sharks moved in among the ships.

The dismasted Glorieux was taken in tow by a French frigate. British men-of-war moved in on them. On the Formidable's quarter-deck, Fleet Captain Douglas, watching the pursuit, was reminded of Homer. As Rodney came back on deck, sucking a lemon, Douglas called to him: "Behold, Sir George, the Greeks and the Trojans contending for the body of Patroclus." Rodney snarled, "Damn the Greeks and damn the Trojans! I have other things to think about."

The 61-year-old admiral, exhausted by the tension of battle, ordered an armchair brought onto the quarter-deck and sank into it. Tossing aside his lemon, he asked a nearby midshipman to make him a lemonade. The midshipman went below and returned with the lemonade, stirring it with the only utensil he could find, a dirty knife. Rodney looked at the knife and said, "Child, that may do very well for the mid-shipmen's berth but not for an admiral; drink it yourself and go and call my steward to me."



Rodney's flagship Formidable (flying the white flag, center background) smashes through the French line at the Battle of the Saints on April 12, 1782. The admiral's revolutionary maneuver set the French to rout and ushered in a new era of naval tactics. But on another level, the great victory was something of a disappointment: because Rodney managed to capture a mere five ships, his reward for the stunning victory amounted to only £ 5,016 in prize money.

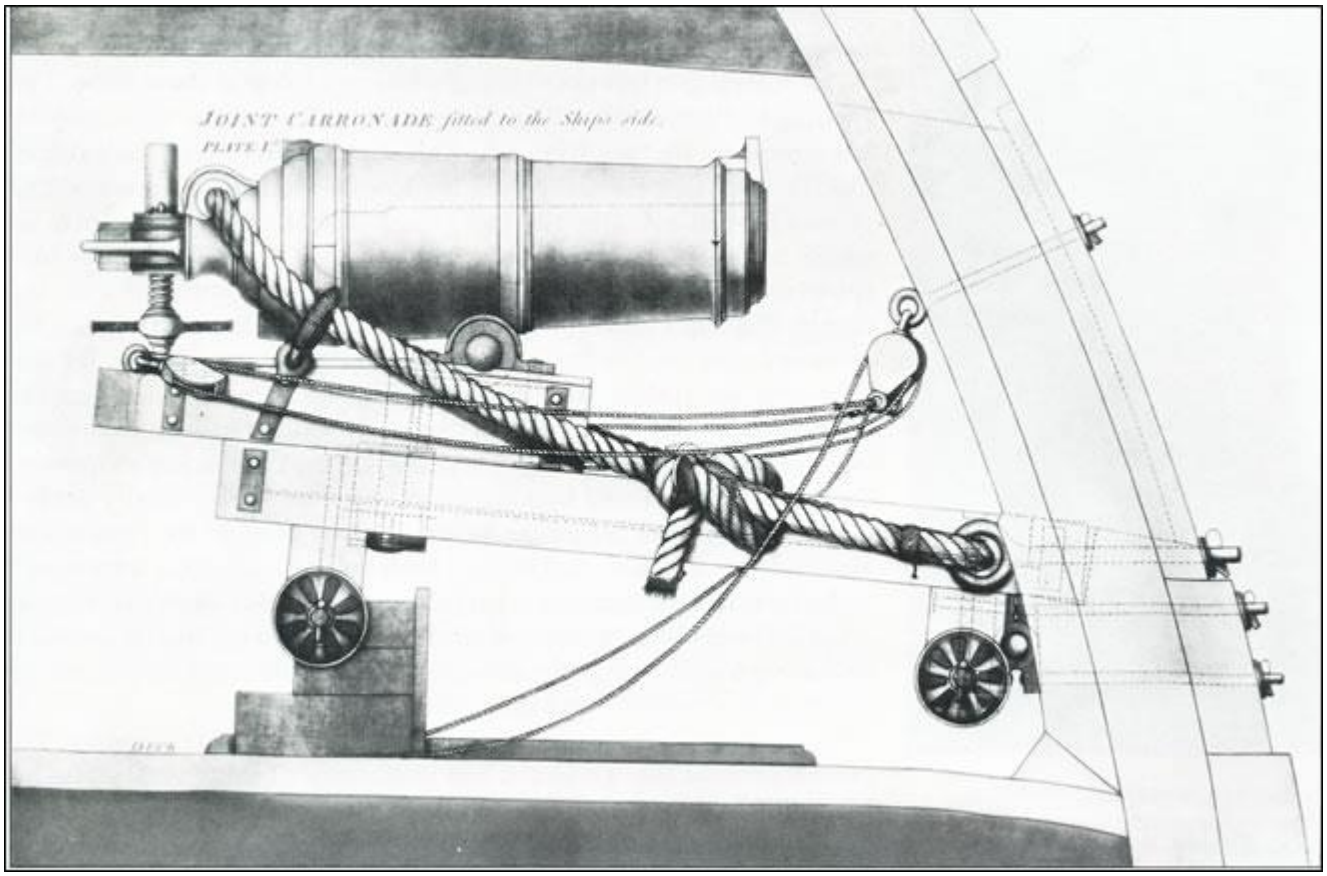
The Formidable had gone through the French line at about 9 a.m. The swirling battle went on, with a pause during a flat midday calm, ink, the late afternoon. By then five of the French ships had struck their colors. The Glorieux was cut away from her tow by the British pursuers. The prize of the battle was the 104-gun French flagship, the Ville de Paris, on which half-a-dozen British ships concentrated their fire. As her hull splintered and her rigging disintegrated under the storm of shot, the French flagship's gun crews fought back until all their cartridges were gone and they had to ladle the powder into the gun barrels. By late afternoon, her rudder knocked out and her cannon balls used up, the Ville de Paris rolled helplessly in the sea as Hood's Barfleur came down and sent a last flaming broadside into her. On the Ville de Paris's quarter-deck a tall figure stood by himself. Admiral de Grasse finally hauled down his flagship's colors. As he did, Rodney brought the Formidable alongside the Barfleur, and officers from both British ships were rowed to the French flagship to climb her side and accept de Grasse's surrender.

On the Formidable's quarter-deck Rodney turned to Douglas and said, "Now, my friend, I am at the service of your Greeks and Romans, for the enemy is in confusion and our victory is secure."

To "that rascal de Grasse" Rodney was generous and courteous. The French admiral was given the run of Rodney's cabins, and professed himself in love with the Misses Rodney as soon as the portraits of Rodney's four daughters were restored to the admiral's cabin from the wine room, where they had been stored during the battle. During the pleasant, peaceful days following the battle, de Grasse strolled the Formidable's quarter-deck, watching the sailors catch a shark and chatting with Fleet Captain Douglas; despite his stay in Paris, Rodney's French was limited, but Douglas was a French scholar. The French admiral confided that he had had to leave his private fortune, amounting to £5,000, in a chest aboard the Ville de Paris, and was concerned that the chest might be looted by his sailors. Rodney sent some British sailors over to the Ville de Paris; they returned with de Grasse's chest and a few others as well.

For weeks after the Battle of the Saints, and for more than a century since, controversy has persisted. Sir Samuel Hood argued that Rodney should have followed up his victory by pursuing the remainder of the French fleet. Rodney, however, had not slept for four nights. Darkness was falling swiftly, as it does in the tropics, and there would be no moon. The ships were not far from the shoals and reefs of the islands. The French had done their usual damage to the British rigging. Rodney had had enough, and he did not want to risk losing one of his ships—or any of the prizes he had captured. By next morning, when Hood came aboard the Formidable to urge a chase, the surviving ships of the French fleet were already below the horizon. "Come, now," said Rodney, "we have done very handsomely as it is."

With understandable satisfaction Rodney dispatched a fast frigate to London with the message: "It has pleased God, out of his Divine Providence, to grant to His Majesty's arms a most complete victory."



Called "the smasher- by the British—and the "devil gun" by the French, who were its targets—the stubby carronade was designed for close quarters and in its biggest models fired an immense 68-pound ball propelled by five and a halfpounds of powder. Introduced in 1779, it played a major role in the Battle of the Saints; the French did not devise anything equaling its powers of destruction until 1799.

Englishmen reacted to Rodney's news with pent-up hysteria. It was the Royal Navy's most decisive victory since the naval engagements of the Seven Years' War. Rodney was rewarded with a peerage and an income of £2,000 a year; Hood was also given a peerage, and two more of Rodney's captains were knighted.

At the Battle of the Saints, Rodney had launched a new day in naval warfare. Since the Seven Years' War, British admirals had fought the enemy in the line-ahead formation, and had never won so decisive a victory—until Rodney cut through the enemy's line off Dominica.

His victory was compounded of other elements besides the new tactics. A major contributor was Rodney's fleet captain, Sir Charles Doug-las. Historians have questioned Midshipman Dashwood's recollection that it was Douglas who talked Rodney into adopting Clerk's tactics, but Clerk later claimed that he had personally demonstrated his maneuvers to Douglas in London before the Battle of the Saints. Douglas deserves much of the credit for other reasons. He was a brilliant innovator, who markedly improved the British rate of fire. Douglas substituted flannel for silk as a powder cartridge; flannel was more flammable than silk and thus left no smoldering remnants in the breech of the cannon, which in turn meant the elimination of the worming in order to extricate the still-burning cartridge fragments. Another Douglas innovation was to moisten the wads between powder and ball, also reducing the possibility of their igniting and the need for the worm.

Yet a third Douglas improvement was a perforated goose quill filled with powder; it could be thrust into the cannon touchhole much more quickly and efficiently than the old method of pouring a portion from a powder horn. Hundreds of these goose quills were ready for instant use in the Battle of the Saints.

Among the most important of Douglas' contributions was one that materially increased the rate of fire. He devised a system of lead springs and weights that worked to absorb the recoil of the cannon and made their return to firing position much easier and quicker. But the greatest Douglas invention was an intricate block-and-tackle arrangement that enabled a crew to aim a gun with greater accuracy and flexibility. Besides the wedges that had lifted or lowered the muzzle, Douglas' tackle permitted a wider arc when training the gun. Douglas' reforms enabled gun crews to aim, as much as 45 degrees in either direction; when approaching an enemy, they could get in as many as three shots before the enemy was in position to reply—and when departing, they could deliver an equal sting after the enemy had been forced to cease fire. At the Battle of the Saints the gunners of de Grasse's flagship, the Ville de Paris, were dumfounded by the concentrated fire they were receiving.

The British had yet another surprise for the French. On his last visit to England, Rodney had been introduced to a devastating new weapon. It was a large, short-barreled gun called the carronade because of its origin at Scotland's Carron Iron Works. Mounted on a track that provided more friction than the wheels of a ship's gun, thus reducing the recoil, the wide-muzzled carronade could fire a monster 68-pound ball with a five-and-a-half-pound powder cartridge. The carronade was useless at long range but murderous close up. And because the island of Dominica prevented the French line from falling away, most of the Battle of the Saints was fought at close range. When the Formidable went through de Grasse's line, Rodney's carronades accomplished more damage and slaughter than a dozen big guns could have caused at a distance. Of the five French ships that were captured, three were the victims of carronades blasting into their sterns.

With the aid of these technological, strategical and tactical advances, Sir Charles Douglas, Lord Rodney and John Clerk had formed an unlikely triumvirate to alter the tactics of fighting sail forever.

Rodney praised Douglas but did not mention Clerk in his report on the Battle of the Saints. But on his return to London he acknowledged his debt to the amateur admiral of Edinburgh by contributing to an edition of Clerk's book a series of salty, self-revealing footnotes, among them: "The naval instructions want a thorough reformation; but 'tis not in the power of every commander-in-chief to make what additions he pleases." And, "There will ever be a manifest advantage in obliging your enemy to depart from their original intention, and attacking them in a different mode from that they offer you."

In a word: surprise. Splitting the enemy's line and doing the unexpected would be the tactic adopted by a new generation of fighting admirals who were only now stepping onto the quarter-decks of the Royal Navy. And it was just in time, because the Royal Navy's greatest challenge of all was about to arise.

The Yankee "pirate" who humbled the Royal Navy


JOHN PAUL JONES ON BOARD THE RICHARD

Though His Majesty's Navy had to admit a certain grudging respect for the American privateers who preyed on British merchant shipping during the Revolutionary War, it had nothing but contempt for the Continental Navy. The American rebels could mount only a haphazard collection of weak and ancient vessels, so poorly crewed that one colonial legislator disgustedly termed them an aggregation of "Tinkers, Shoemakers and Horse Jockeys." Yet there was one American captain who delivered as stinging a slap as the proud Royal Navy had ever received. What is more, he gave it in Britain's sacred home waters—in a classic ship-to-ship action that was witnessed by a huge crowd of Englishmen who watched from the chalk cliffs of Flamborough Head on the Yorkshire coast.

The American's name was John Paul Jones. The son of a Scots gardener, he had shipped out to the West Indies in 1761 at the age of 13. After a short career as a slaver and a trader among the islands, he had slain a murderous seaman in self-defense, decided he would not receive a fair trial on the island of Tobago and fled to Virginia. In 1775 he volunteered as a lieutenant in the new American navy and quickly proved himself as a naval officer. In command of the Continental Navy's 18-gun sloop-of-war Ranger, he seized several merchant ships in English waters, raided a coastal town and captured the Royal Navy's 20-gun sloop Drake. So exasperating did he become that he was known to the British as the Yankee "pirate."

But all that was only prologue. On the afternoon of September 23, 1779, in the Bonhomme Richard, an ancient French merchantman that had been hastily converted to a warship, Jones sighted 41 ships off Flamborough Head. They formed a British convoy under the protection of the Royal Navy two-decker Serapis, a copper-bottomed frig-ate—newer, nimbler and more powerful than the Richard.

Captain Richard Pearson of the Serapis had been warned by a boatload of local citizens of the Richard's approach. As the distance between the two ships narrowed, Pearson could see that he had a clear advantage-50 guns to the Richard's 40. And they were bigger guns—twenty 18- pounders to the Richard's six. However, Jones had the weather gauge—the advantage of whatever wind there was on this calm day—and he brought the Richard slowly down on the Serapis. By early evening, flying a British flag as a ruse, he was within pistol shot of the British warship. At this distance the two commanders could talk to each other.

Pearson was the first. "What ship is that?"
Jones whispered to his sailing master, who called back: "The Princess Royal. "
Pearson tried again. "Where from?" Pause. Pearson continued: "Answer immediately, or I shall be under the necessity of firing into you."

At that, Jones gave an order. A red-white-and-blue ensign replaced the British colors, and the Richard cut loose a devastating broadside.

The Serapis answered almost simultaneously—and as the heavy balls tore through the oak planking, there was a shuddering explosion from the Richard's gun deck. Several powder charges had gone off, killing many of the gunners and putting most of the 18-pounders out of action.

With the Richard's heaviest guns gone, that should have been the end of it. But Jones now performed a brilliant maneuver. Backing his fore- and main-topsails, he slowed the Richard and turned her across the Serapis' stern. He thus put himself in a raking position, in which all the guns along a ship's side can fire the length of the enemy. After a brisk exchange of broadsides, Jones realized that his only chance lay in grappling and boarding the English ship. But Pearson's marines slaughtered Jones's boarders as they struggled to climb onto the Serapis' decks.

In the close quarters, Pearson called out to Jones. "Has your ship struck?" Jones was astonished. He shouted back: "I have not yet begun to fight!"

A full moon had risen over the water, and the crow (watched in awe as Jones sent the Richard quickly forward and across the Serapis' bow to rake her once again. This manoeuvre was not successful, but Jones soon got his wish to grapple with his enemy. just as the Richard was passing the Serapis' bow, her rigging caught the Serapis' bowsprit; the breeze pivoted her around until she came alongside the Serapis, bow to stern. Jones called for grappling hooks, and the two ships lay locked together, their guns booming marksmen sweeping each deck and clouds of smoke swirling from dozens of fires on both vessels.

The murderous pounding went on and on, and the Serapis' heavier cannon were doing terrible damage. The Richard's hull was riddled; her decks were held up by only a few stanchions. But Jones's sharpshooters were causing carnage on the Serapis' decks and clearing the British from the tops as well. Now some of the Richard's men climbed out on the yardarms to lob grenades down onto the enemy. Incredibly, one of them, William Hamilton, scrambled clear across onto the Serapis' yardarms with a basket of grenades. And from there, taking dead aim, he dropped a grenade neatly through a hatch onto a pile of powder cartridges.

The explosion seemed to lift the Serapis' deck. It killed 20 men at the guns, horribly burned many others and knocked out half of the Serapis' cannon.

Nevertheless, the Richard seemed finished. She was settling in the water. The Richard' s chief gunner, Henry Gardner, could stand it no longer. He screamed at the Serapis, "Quarter, quarter, for God's sake!" Jones grabbed a pistol and flung it, knocking Gardner down. But Pearson heard the cry and called across to Jones.

"Sir, do you ask for quarter?"
Jones replied, "No, sir, I haven't as yet thought of it, but I'm determined to make you strike." Pearson turned back to his ship and ordered: "Boarders away!" The Serapis' surviving marines surged toward the Richard's deck, but confronted by the Richard's pike-armed defenders, they quickly fell into retreat.

Now Jones dashed to one of the 9-pounders, whose crew had been badly wounded. With superhuman effort, he singlehandedly trained the gun on the mainmast of the Serapis, loaded it with double shot and fired, loaded and fired it again and again.

On the Serapis, Pearson looked about his decks littered with dead and at the fires burning in a dozen places. At last, he stepped around the bodies to the staff where the red ensign was nailed—and ripped it down.

One of Jones's officers escorted the English captain over to the Richard's splintered quarter-deck. Pearson handed his sword to Jones. As he did so, the Serapis' mainmast cracked and crashed over the side. Both captains watched the mast and its tangled gear splash into the sea. Then Jones returned Pearson's sword and invited the defeated officer to his smoky, shattered cabin for a glass of wine.

In a fiery three-and-a-half-hour dance of death, John Paul Jones, the American "pirate," had outmanoeuvred and out-fought one of the Royal Navy's best captains in one of its finest ships. The Admiralty held a court-martial when Pearson was soon after returned to England in an exchange of prisoners. But the court could find no fault with the Serapis' captain; he had fought well, and he had, after all, protected the merchant ships from Jones's attack. In the end, Pearson was not only absolved of blame, he was knighted for gallantry. When John Paul Jones heard the news, he exclaimed: "Should I have the good fortune to fall in with him again, I'll make him a lord."

Lashed together, the flaming Serapis (left) and the shattered Richard (behind the Serapis) relentlessly pound away at one another. Victory finally went to the Americans, Jones testified later, because of his "will of most unalterable resolution."

End

Inséré 25/10/23 NIEUWS NOUVELLES Enlevé 25/11/23

Methanol's status as top future marine fuel in doubt due to cost, availability

Methanol might not become the most prevalent type of marine fuel despite its recent popularity, with limited availability and high costs, some classification societies said Sept. 11. A growing number of shipowners have opted to order ships capable of running on methanol in recent months, as the fuel has well-established supply infrastructure and can achieve deep decarbonization when generated from biomass and renewable hydrogen. The number of methanol-capable vessels on order reached 185 as of Sept. 6, up from 135 as of the end of May, according to shipbroker Braemar's estimates. Those ships generally have a dual-fuel design and can also burn conventional oil-based fuels. In an analysis of multiple scenarios of future bunker fuel mix, Lloyd's Register forecast average "green methanol" demand from the shipping sector to reach 0.15 exajoule in 2030 before jumping to 1.8 Ej by 2050, or 13.4% of total bunker consumption.Biomethanol is expected for account for 8.6% and e-methanol 4.8%, according to LR.

In comparison, the classification society predicted low-carbon ammonia demand to amount to 6.06 Ej and liquefied biomethane 4.58 Ej."Long-term projections for methanol are on average lower compared to ammonia and biomethane due to concerns about the cost of sustainably sourced carbon," which would curb future ordering of methanol-fueled ships, LR said. E-methanol and e-ammonia production requires renewable hydrogen, but the

former also needs captured biogenic carbon and while the latter does not.Platts, part of S&P Global Commodity Insights, assessed the cost of green ammonia produced via renewable energy on the US Gulf Coast at $791.58/mt for delivery into Northwest Europe on Sept. 11. FOB Rotterdam e-methanol was assessed at $2,429.779/mt on an FOB Rotterdam basis.

Potential shortage

On the other hand, methanol bunker demand could exceed 6 Ej by 2050, accounting for 43% of the total, if the current pace of ordering continues, according to LR. This compares with its forecast methanol production of 7.7 Ej globally for all sectors."If the shipping industry becomes a major user of methanol, the industry will need to drive and show leadership in the development of economically viable biomethanol and e-methanol options," LR said. In a bunker fuel outlook report, American Bureau of Shipping said methanol emerges as a favorite alternative fuel for many shipowners largely because its propulsion is "here-now" compared to ammonia which is a "hoped-for" technology. Ammonia is highly toxic and corrosive, and marine engines for deepsea trades powered by the fuel are expected to be technically ready only in 2024-2025.But clean ammonia production is expected to reach 87.5 million mt in 2030, compared with 14.3 million mt for clean methanol, according to ABS' forecast.While shipowners can use gray methanol to achieve an up to 10% reduction in tank-to-wake emissions in the short run, sufficient volumes of green methanol must be available to meet future demand as regulators are shifting to a well-to-wake accounting, ABS said."If adoption of methanol as a fuel continues at the pace it is today, then even the use of gray methanol may be constrained by demand from elsewhere in the chemical industry," said the classification society, adding that many methanol-capable ships would have to burn conventional fuels for some time as a result.In an event presenting the outlook, ABS Chairman and CEO Christopher Wiernicki said major liner operators have started to seek long-term supplies from producers."Small players may struggle to bunker green methanol if they don't have such arrangements," Wiernicki added

Source: Platts

Inséré 26/10/23 DOSSIER Enlevé 26/11/23

New study lays bare impact of scrubber discharge water

Written by Rhys Berry

Researchers at Chalmers University of Technology in Sweden have called for more stringent regulation on scrubber discharge water after a study highlighted its negative environmental effect in ports. The study, which calculated the contaminant load from emissions into the marine environment in four ports, found that water discharged from ships' scrubbers accounts for more than 90% of the contaminants. 'The results speak for themselves. Stricter regulation of discharge water from scrubbers is crucial to reduce the deterioration of the marine environment,' said Anna Lunde Hermansson, a doctoral student at the Department of Mechanics and Maritime Sciences at Chalmers.

Traditionally, environmental risk assessments (ERA) of emissions from shipping are based on one source at a time but shipping, as with all industries, Chalmers pointed out, is an activity where there are multiple sources of emissions.

'A single ship is responsible for many different types of emissions,' said Anna Lunde Hermansson who, with colleagues Ida-Maja Hassellöv and Erik Ytreberg, is behind the new

study that looked at emissions from shipping from a cumulative perspective. 'These include greywater and blackwater, meaning discharges from showers, toilets and drains, antifouling paint, and scrubber discharge water. That is why it's important to look at the cumulative environmental risk in ports.'

Open-loop scrubbers involve seawater being pumped up and sprayed over the exhaust gases to prevent emissions of airborne sulphur reaching the air. However, this water, in addition to taking up the sulphur from the exhaust gases, also takes other contaminants such as heavy metals and toxic organic compounds. This water is then often pumped directly into the sea, Chalmers said. 'There is no cleaning step in between – so up to several hundred cubic metres of heavily contaminated water can be pumped out every hour from a single ship,' said Lunde Hermansson. 'Although new guidelines for ERAs of scrubber discharges are in progress, the ERAs still only assess one source of emissions at a time, which means that the overall assessment of the environmental risk is inadequate.'

In the new study, the researchers at Chalmers looked at four different types of port environments to determine contaminant concentrations from five different sources. Actual data from Copenhagen and Gdynia were used for two of the ports. They were selected due to high volumes of shipping traffic, and a substantial proportion of these ships having scrubbers.The results showed that the cumulative risk levels in the ports were, respectively, five and thirteen times higher than the limit that defines acceptable risk.

Port descriptions used internationally in ERAs were utilised for the other two port environments. One of these environments has characteristics typical of a Baltic Sea port, while the other represents a European port with efficient water exchange due to a large tidal range. The researchers found that three out of the four port environments were prone to unacceptable risks according to the assessment model used. They also saw that it was emissions from antifouling paint and scrubber discharge water that accounted for the highest levels of hazardous substances in the marine environment and had the highest contribution to the risk. 'If you look at only one emissions source, the risk level for environmental damage may be low or acceptable. But if you combine multiple individual emissions sources, you get an unacceptable risk,' said Lunde Hermansson. 'The marine organisms that are exposed to contaminants and toxins don't care about where the contaminants come from, it is the total load that causes the damage.' The only port environment that showed an acceptable risk in the researchers' ERA was the model with the highest water exchange per tidal period, meaning that a high volume of water is exchanged in the port as the tide moves in and out. 'It's important to remember that the contaminated water doesn't just disappear – it is transported elsewhere. In the port environments studied, there might be a kind of acceptance of environmental damage – that in this particular environment we have decided that we will have an industry and that it will result in pollution,' said Lunde Hermansson. 'However, when the contaminated water is washed out to sea, it can end up in pristine sea areas and have even greater consequences. This is something we address in our research. We look at the total load, how much is actually discharged into the environment.' As previously reported, last year, a report from the International Council on Clean Transportation (ICCT) highlighted that Singapore's marine fuel sales contribute even more heavily to scrubber washwater discharges than for PM2.5 and NOx. According to DNV's Alternative Fuel Insight (AFI) platform, at the end of last month, there were more than 5,000 ships either with scrubbers in operation or on order.

source : Bunkerspot

Nieuw scheepstype in lijnvaart: de neopostpanamax

Stefan Verberckmoes

13 sep 2023

Een artist impression van de nieuwbouwschepen van 17.000 teu

Er zijn schepen in aanbouw die net iets te breed zijn voor het Panamakanaal, maar wel korter en compacter dan de allergrootste megamaxschepen. Dankzij hun goede stabiliteit is de keuze voor dat nieuwe scheepstype geen verkeerd idee.

De grote sluizen van het Panamakanaal kunnen schepen met een lengte tot 368 meter en een breedte tot 51 meter (twintig rijen containers bovendeks) versassen. Die schepen waarvan de nominale capaciteit op papier tot 16.600 teu kan bedragen, worden neopanamaxschepen genoemd.

Volgens de Franse databank Alphaliner zijn er daarvan al 602 in de vaart. Rederijen die nog grotere containerschepen willen, kozen tot nu toe hoofdzakelijk voor megamaxschepen met een lengte van 400 meter en 24 rijen containers in de breedte bovendeks. De maximale nominale capaciteit van die schepen kan oplopen tot bijna 24.400 teu.

Verschil

Het verschil in capaciteit tussen een flexibele neopanamax die op vele vaarroutes kan ingezet worden, en een megamax die alleen op de grootste oost-westtrades zinvol kan ingezet worden, bedraagt 8.000 teu. Maersk en Evergreen geloven dat er een toekomst is voor schepen die minder groot zijn dan de allergrootste containerreuzen, maar toch iets groter dan wat door Panama kan varen.

De twaalf schepen op methanol van 16.000 teu van Maersks nieuwe Equinox-klasse worden zogenaamde 'neopostpanamaxschepen' omdat ze bovendeks 21 rijen containers zullen laden. De Deense carrier bestelde nadien ook nog een variant met 22 rijen containers. Dat worden 8 schepen met een capaciteit van 17.000 teu.

Stabieler

De laatste schepen op methanol die Evergreen heeft besteld, zouden 366 meter lang en 21 rijen breed worden, waardoor ze ook te breed zijn voor het Panamakanaal. Deze

compacte schepen nemen dankzij hun lengte minder plaats in dan een megamax. In vergelijking met smallere neopanamaxschepen zijn ze veel stabieler en kunnen ze hun capaciteit dus beter benutten. Daardoor kunnen de brandstofkosten over meer teu-slots verdeeld worden.
Omdat methanol een dure brandstof is, wil Maersk het onderste uit de kan halen. Het verklaart waarom de brug van de schepen van de nieuwe Equinox-klasse *(zie afbeelding)* helemaal vooraan is, zodat er achter de brug zo hoog mogelijk gestapeld kan worden zonder rekening te moeten houden met de zichtbaarheid die een kapitein vanop de brug moet hebben.

Inséré 28/10/23 DOSSIER Enlevé 28/11/23

The case for fewer eyes on the bridge at night

Advances in technology and autonomy have reignited a debate at the IMO about reducing the number of officers on watch at night.

Michael Grey

You might just remember the controversy over One Man Bridge Operation that led to a lot of bad-tempered rhetoric in operational shipping in the 1990s. OMBO happened during a time of exceptionally squeezed costs, when nobody was making a decent return and everywhere there was pressure to reduce crew numbers.

The Radio Officer had gone, the Chief Steward's job had been taken over by the Master, while every voyage would see a couple on hands lopped off the deck and engine-room manning. An electrician – what do you need that for? Bolt it onto the Third Engineer's job specification. Are Third Mates really necessary?

So, it went on, with the maintenance of ships, which doesn't happen by magic or clever machinery, gradually suffering. Ships were, some professionals complained, just running out of people to do the necessary work. Enter some bright Scandinavians, who were probably further forward in the race for leaner manning than some, with the suggestion that requiring a lookout, additional to the Officer of the Watch during the hours of darkness, might be a regulation that was really redundant. Get rid of this requirement, which was arguably out of date with all the clever instrumentation aboard modern ships, and, at a stroke, all those bleary-eyed lookouts and stand-by men could be redeployed on daywork, doing something more useful, such as maintaining the ship.

There was also some evidence, usually garnered after collisions and groundings. that aboard some ships, the requirement was already being honoured in a somewhat lax fashion. But the demand for change was put forward by a number of "progressive" administrations to the International Maritime Organization (IMO) in the late 1990s. It is fair to say that it was seen as both controversial and divisive. It might have been thought that employers would have been all for the change, with reservations and objections from professional mariners. But it was not anything like as clear-cut as that, with some ship's officers suggesting that the lookout wasn't much of a help anyway, and some traditional administrations objecting strongly on the side of more eyes meaning more navigational safety. Arguments were put forward on both sides, with casualties attributed to dozing watch officers and accidents saved by alert lookouts being emphasised.

Eventually, it was agreed by IMO that trials could be held, with the watch officer as the sole lookout, during hours of darkness, under strict conditions. A number of these were

undertaken by the UK, with an observer lurking in the back of the wheelhouse in small hard-working ships, noting the alertness of the OOW, as the night wore on.

Results were quite alarming, with one observer aboard a tanker, describing the OOW being in a "catatonic trance" as he sat in his chair, cancelling the watch alarm without waking, and on one occasion, causing the observer to intervene to avoid a close-quarters situation, as the watchkeeper failed to show any sign of reaction to the approaching peril.

In 1997, after the US delegation and others made it clear that this was thought a step too far, the trials were discontinued, and the lookouts went on peering into the night. Not that seemed to deter those who went on treating the requirement with some elasticity, judging by the continuation of accidents, where the OOW was revealed to have been the sole available pair of eyes, which regrettably were closed at the crucial moment.

A quarter of a century on and a great deal of technical improvements in electronic alarms and alerts and the enthusiasts for reform of this requirement are back at the Maritime Safety Committee at IMO, to call for another look at this issue. This time, the argument revolves around the advances in technology that have emerged as part of the development of marine autonomy.

There are requests for more trials and from the initial debates, the divisions look as if they will be as wide as they were before. This time around, much will be made of the progress that is taking place in autonomy, in several parts of the world and it may prove rather harder, amid all that amazing technology, and some ships under effective remote control, to cling to the need for old-fashioned human eyes, during the dark nights.

Inséré 29/10/23 NIEUWS NOUVELLES Enlevé 29/11/23

Exmar betaalt aandeelhouders superdividend van 5,4 euro uit

Julie Desmet

Na het mislukte overnamebod van Saverex – dat in handen is van de familie Saverys – op de Antwerpse gastankerrederij Exmar, zal Exmar binnenkort een dividend van 5,40 euro bruto aan zijn aandeelhouders uitbetalen.
Exmar ontving op 20 september 2023 een brief van Saverex, de holdingvennootschap van Nicolas Saverys, met het verzoek om een buitengewone en een bijzondere algemene vergadering van aandeelhouders bijeen te roepen. De aankondiging komt daags nadat Nicolas Saverys er ook met een tweede biedronde niet in slaagde om Exmar van de beurs te halen.
De agendapunten voor de bijzondere algemene vergadering betreffen het voorstel tot uitkering aan de aandeelhouders van bruto 1,00 euro per aandeel uit de beschikbare uitgiftepremie, en een uitkering van een tussentijds dividend van bruto 4,40 euro per aandeel.
Dat tussentijds dividend is afkomstig uit de overgedragen winst van de vennootschap. Wat de uitkering van 1 euro per aandeel uit de zogenaamde beschikbare uitgiftepremie betreft, komen eigen aandelen niet in aanmerking voor deze uitkering.

Uitnodigingsbrief

Exmar moet de (overige) aandeelhouders binnen de drie weken oproepen voor de algemene vergaderingen. Die mogen niet vroeger dan 30 dagen na de uitnodigingsbrief op

de agenda staan. Daar zal dan gestemd worden om de aandeelhouders, Saverys incluis, het grote tussentijdse dividend en de bijkomende uitkering toe te kennen.

Woensdag 20 september 2023 werd bekend dat Saverex een belang van bijna 83,76% in Exmar in handen kreeg, wat nog altijd te weinig is om een uitrookbod te doen (minimum 95%).

Inséré 30/10/23 DOSSIER Enlevé 30/11/23

Global container shipping outlook: pressure mounts amid flood of new capacity

Pressure on the container market after historic boom

The container shipping market has become used to cyclicality over the decades, and it experienced an unprecedented peak in 2021 and 2022 with record rates and profits for liners.

But with consumers starting to reduce their higher goods spending, against a backdrop of a global economy reeling from an inflation shock and rapid rate increases, the demand slowdown is intense. Consequently, spot rates on major trade lanes have quickly dropped. But it's the subsequent wave of investment in new vessels that will become noticeable in the years ahead.

Container trade in contraction in 2023 but will pick up moderately in the run up to 2024

As container boxes contain food and non-food consumer products, but also capital equipment, semi-finished products and raw materials, it highly correlates with global trade. But container traffic has been more extreme recently. The empty container boom over the course of 2022 was already a signal of deteriorating market circumstances after a surge in consumers of goods and early ordering to secure deliveries. A combination of logical normalising of consumption and de-stocking led to declining volumes. European ports also faced a setback because of sanctions on Russia. Europe's largest container ports of Rotterdam, Antwerp-Bruges and Hamburg – transhipment ports to Russia – have also seen a decline in container volume and figures since the first half of 2023.

The process of normalisation is still ongoing and will leave the full year, on average, in mild contraction despite a rebound at the world's largest port, Shanghai, in the second quarter of 2023. Although the economic slowdown continues to weigh on perspectives, we do expect container trade demand to improve mildly from the second half of the year and return to about 3% growth in 2024.

Container spot rates return close to pre-pandemic levels

The composite container index CCFI continued to slide in the first half of 2023 with pre-pandemic levels close. Corrected for inflation, spot rates on the Shanghai-Europe route are trading at lower real levels in June than pre-pandemic. Spot rates are still somewhat higher than they were four years ago, but the general price level in 2023 has gone up by more than 15% in Europe, meaning $2,000 per 40ft container is now close to $1,700 in real terms. This is also the case for Shanghai-US spot rates, although East Coast rates were stimulated by a shift from West to East Coast ports and restrictions on the Panama Canal. Rates from China to other parts of the world (such as South America) also show more resilience.

Six-to-12-month charter rates for container vessels and feeders in the range of 4,500-8,500 TEU have shown more resilience than spot rates and still trade significantly higher than they did pre-pandemic. And they seem to have bottomed out for now, as reiterated by the Harper-Petersen index. This may have to do with the expected recovery in the

second half of the year as longer charters have shown to be weaker, but it's nevertheless remarkable.

A lower order book for this segment and diversification of production could also support demand for smaller-size vessels. For longer contracts, charter owners may also still benefit from higher rates from the past two years.

Profitability drops steeply from peak levels

Overall container profitability level (EBIT) peaked at an exceptional 50% in 2022, similar to the year before. But that couldn't last of course. Long-term average EBIT ranges have been a mere 1% with several negative years during the last decade. EBIT levels of the largest container liners (excluding MSC) dropped from more than 55% in the second quarter of 2022 to 17% in the first quarter of this year.

Locked-in contract rates with shippers lead to a delayed profit decline in 2023

More than 50% of container volume is being shipped under term contracts with shippers. For Maersk, this was even close to 70% for the full-year 2022. Most contracts closed at peak rates expire in the first half of 2023, leading to steep declines in new rates. Consequently, plummeting spot rates will gradually feed into total transport costs in the first half of 2023. The downward pressure of supply may even lead to negative margins returning in 2024, but capacity discipline and external effects will have an impact.

Flood of new capacity is making waves in a low tide

The prosperous years in container shipping sparked a surge in orders for new (large) container vessels. In March 2023, 27% of the installed fleet capacity was expected to be newly delivered between 2023-25.

Capacity on order is much lower than during peak levels before the financial crisis in 2008, but the fleet itself is also much bigger now. Given that the trend of the ongoing globalisation of supply chains is over, it may still be more challenging this time. On the other hand, the container sector is more consolidated than it was 20 years ago. The three alliances of container liners are allowed to operate in Europe, at least until the expiry of the current block exemption in Europe and the UK on 25 April 2024 (2M will be dissolved in 2025, Ocean Alliance and The Alliance plan to continue to 2027).

It's all about capacity in the upcoming years

The main driver of investments in new vessels is future demand, but most importantly fleet growth and more efficient (larger) vessels. More than 700 ships are expected to be delivered in 2023-24 and more than 150 in 2025. Some 45% of this is covered by Neo-Panamax size vessels (12,500-18,000 TEU) and another 20% by the largest sizes (ULCV). Feeder vessels (up to 3,000) make up just over a third of the ordered vessels and just 8% of capacity.

The push for sustainability and dual-fuel vessels have bloated the container vessel order book

The push for alternative fuels in shipping is strongest in the container segment, probably as it operates relatively close to consumers. According to shipping and trade data provider Clarksons, almost half of the total order book for new vessels consists of either LNG or methanol 'capable' or 'ready' dual-fuel vessels and these orders accelerated in 2022. Maersk ordered a range of 25 dual-fuel vessels able to run on methanol and is busy with partners creating supply in ports. Various liners including ONE-line, CMA-CGM and others will probably follow. LNG still makes up the largest fraction of alternative fuel ordered for vessels followed by methanol, but ammonia is also on the cards despite its toxicity.

Dual-fuel means that vessels are either equipped to run on alternative fuels, or that the vessel is already able to switch. In most cases, vessels can still burn fuel oil or switch to it, which provides flexibility, also in the light of price differential as a premium needs to be paid. In most cases, retrofitting vessels is not attractive. This means the surge in dual-fuel

investment pushes capacity inflow up further. Find our analysis for synthetic fuels in shipping here.

Rates are fragile and could easily go lower in 2023 and 2024

The large new capacity inflow, in combination with faltering trade growth, could spoil freight rates, as new capacity won't be absorbed by additional demand anytime soon. In addition, blocked capacity stuck around congested ports – taking out as much as 15% of capacity at its worse point in early 2022 – is increasingly being released as supply chain performance improves. Some new orders may be cancelled, but that is not expected to be massive as no one wants to lose out on efficiency progress per unit carried. This means it all comes down to managing capacity now. The question is, how will container liners respond? So far, liners have been eager to attain market share. Occupation levels of vessels have already come down (to 75% in the first quarter) and freight rates have shown to be fragile in the second quarter and the decline could continue. Given that container liners are cash-rich, these circumstances can easily develop into a price war for a long time.

How to manage overcapacity (capacity discipline) – three options

Container liners generally have three options to stir capacity and reduce the supply overhang:

• Scrapping: A big question mark is how container liners will act in the demolition of older vessels. Near the end of the lifecycle, as older vessel values approach the scrapping level, shipping companies may decide to take out capacity. At the same time, liners will avoid capital losses as much as possible. Sustainability regulations could speed up demolition activity in the coming years, although it is not speeding up so far in 2023. Global shipping branch Bimco expects scrapping to reduce capacity by about 3% in 2023-24.

• (Super)slow steaming: Another option to manage overcapacity is slow steaming. Sailing speed figures show that container vessels have slowed down their speeds in anticipation of new vessel inflows. In the first quarter, the average speed came down to 13.8 knots, 4% lower than a year earlier. Limited further speed reduction is still possible without suboptimality. This means for instance that one vessel can be added to the Asia-Europe loop. Slow steaming will certainly not absorb the full capacity overhang but perhaps around 5-7% of it. Part of capacity management could also be to do more sailing around the Cape of Good Hope. This extends the trip to Europe by five-to-seven days and saves around $700/k of the Suez Canal passing fare for a large container vessel.

• Cancel (blank) sailings: During the pandemic, carriers learned how to manage capacity (within alliances) to balance supply-demand in the short run by taking out ('blanking') sailings because of a significant slowdown. This worked relatively well, although it also affected reliability for clients. Cancelling sailings in case of sinking occupation rates is logical; about 65% of costs in container shipping are variable. The issue is, however, if carriers stick to this amid mounting competitive pressure. Figures from Lynerlitica, which provides market intelligence for the container shipping industry, suggest that this hasn't been applied that much in the first half of 2023.

Regional capacity deployment may be less impacted by overcapacity

Many ports across the world are nautically not equipped to receive the largest ULCV vessels. This is the case for ports in Brazil, India and other countries across Asia, for example. The Panama Canal isn't accessible to them either. This means that routes outside of the main trade routes could be less impacted by overcapacity, although there will be cascading. As a result, the rate picture will differ for various routes. And container liners also have various regional specialisations. MSC and Hapag Lloyd are more diversified than some other large carriers.

Liner investments in becoming a full supply chain services provider may cushion performance

Container liners have been using strong returns to also invest in terminals and other logistics activities such as contract logistics and aircargo to provide integrated supply chain

services to clients. In that sense, they compete with logistics services providers that have traditionally fulfilled this role for a longer time.

Large container liners including MSC, Maersk and CMA-CGM have invested in terminals, but they have also created their own air cargo fleets. This will allow them to diversify their exposure. After over $300bn total profit on sector level in 2021-22, profits will sink to a fraction of the previous years' and the downward trend is expected to continue in 2023 as spot rates are back close to break-even levels and may push average profitability below par in 2024. However, the diversification strategies several large container liners including Maersk and CMA CGM, adopted may provide some cushioning for performance as margins of logistics services tend to be more stable and usally also larger than in container shipping.

How have three of the largest container liners performed?

Hapag-Lloyd

In May, Hapag-Lloyd reported weak international demand for container shipping services in the first quarter of 2023 as a result of the ongoing global inventory de-stocking, leading to declining volumes transported and lower freight rates. In the first quarter, the company's shipping volumes were down 4.9% year-on-year and average freight rates were down 27.9% YoY. In the first quarter, Hapag-Lloyd reported revenue of $6bn, down 32.7% YoY, and EBITDA of $2.4bn, down 55.2% YoY. Hapag-Lloyd's management commented that the results reflected a normalisation of the container shipping market environment after the elevated levels of freight rates during the past couple of years.

Going forward, a strong inflow of new container shipping capacity is expected to be partially offset by increased scrapping activity and slower steaming. However, Hapag-Lloyd anticipates that supply will still likely outpace demand in 2023 and 2024. Furthermore, the shipping company expects demand to remain soft until the destocking cycle is completed.

Hapag-Lloyd expects a gradual normalisation of earnings during the course of 2023, with transported volumes increasing slightly during the year, bunker prices declining materially, and freight rates decreasing significantly, with the resulting EBITDA down sharply year-on-year to $4.3-6.5bn, from $20.5bn in FY22.

AP Moller-Maersk

AP Moller-Maersk (Maersk) reported a decline in revenues and EBITDA in the first quarter year-on-year, in line with the weakening sector dynamic. Specifically, during the first quarter of this year, the shipping company had revenues of $14.2bn, down 26.4% YoY, and EBITDA of $4.0bn, down 56.3% YoY. While the first quarter results were significantly down year-on-year, the company still expects it to be the strongest quarter of the year. Maersk also referred to continued destocking driving demand lower and leading to the gradual market normalisation.

In conjunction with the first quarter announcement, the company reiterated its guidance for FY23, including expected global ocean container market growth of -2.5% to +0.5% and, assuming this scenario, EBITDA of $8-11bn, down sharply from $36.8bn in FY22.

CMA CGM

CMA CGM reported first-quarter 2023 results which continued the trend seen in the final quarter of last year. First quarter revenues were $12.7bn, down 30.2% YoY, and EBITDA was $3.4bn, down 61.3% YoY. According to CMA CGM, market conditions were challenging in the transportation and logistics industry, with freight demand slowing, leading to the aforementioned "normalisation" of spot freight rates.

In the company's shipping segment, volumes transported were 5.0m TEU, down 5.3% YoY, and average revenue per TEU was $1,766, down 37% YoY. As a result, in the first quarter, CMA CGM's shipping segment revenue was $8.9bn, down 40.3% YoY, and EBITDA was $3.0bn, down 64.3% YoY. The company attributed the decline in volumes shipped to the sharp fall in household consumption of goods in Europe and North America due to high

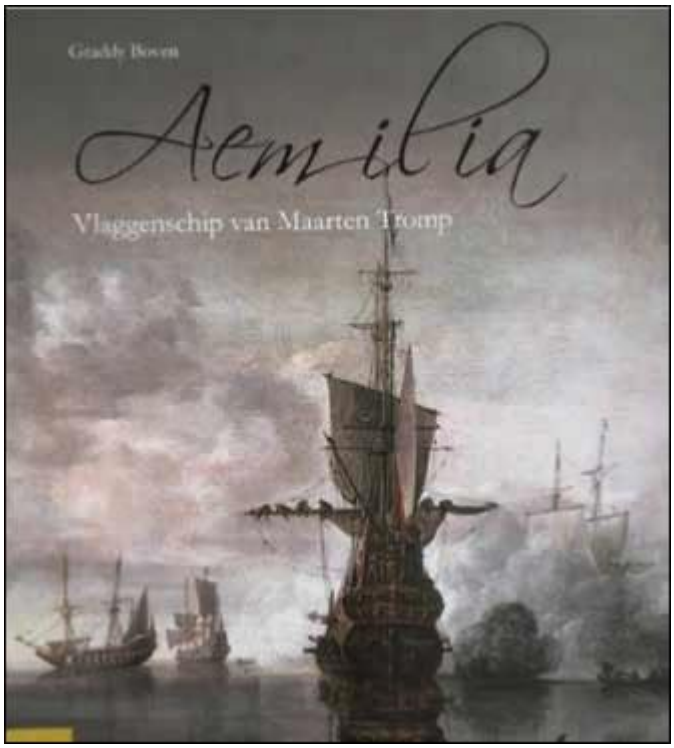
inflation and the prioritisation of leisure and travel over physical consumption. It also blamed inventory adjustment in these regions, reducing imports, in particular, from Asia, while more vibrant activity in Latin America and Africa was insufficient to offset the decline on the main East-West routes.

In terms of outlook, CMA CGM acknowledges that risks remain given the soft macroeconomic outlook, while demand may potentially stabilise later in the year. At the same time, the company notes that new capacity due to be delivered over the coming quarters is expected to weigh on freight rates. Given this backdrop, CMA CGM anticipates that the first quarter will end up being the best quarter of this year.

Source: ING

Inséré 31/10/23 BOEKEN LIVRES BOOKS Enlevé 30/11/23

B O E K B E S P R E K I N G door : Frank NEYTS



Bij uitgeverij Walburg Pers/Lanasta verscheen het boek "**Aemilia. Vlaggenschip van Maarten Tromp**". Graddy Boven tekende als auteur.

Wie bekend is met de maritieme geschiedenis van Nederland in de zeventiende eeuw, weet dat de zeemacht in die periode enige beroemde schepen kende. Veelal robuuste oorlogsbodems die meerdere zeeslagen doorstonden en onderdak verleenden aan illustere zeehelden. Goede voorbeelden daarvan zijn de Brederode, De Zeven Provinciën, Prins Willem, Eendracht, Gouden Leeuw en Aemilia. De carrière van de Aemilia is indrukwekkend. Filips van Dorp, Witte de With en Maarten Harpertsz. Tromp lieten voetstappen op haar dekken achter en Egbert Barotolomeusz. Kortenaer was er opperstuurman.

De geschiedenis van de Aemilia is rijk. Zij joeg onuitputtelijk op Duinkerker kapers, speelde een belangrijke rol in de verovering van de Tweede Spaanse Armada op 21 oktober 1639, vervoerde de prins van Oranje, de latere Willem II, naar Engeland en was aanwezig bij de verovering van Duinkerken door Gaston Jean Baptiste, hertog van Orléans. Aemilia, Vlaggenschip van Maarten Tromp volgt de geschiedenis van een markant en robuust oorlogsschip uit de zeventiende eeuw. Van de bouw in Rotterdam tot haar sloop in Napels. De Aemilia was een 'gefregatteerd oorlogsschip van groot charter en het prototype voor de indrukwekkende Hollandse oorlogsschepen uit de tweede helft van de zeventiende eeuw.

Net alle publicaties van Walburg Pers/Lanasta buitengewoon interessante lectuur!!

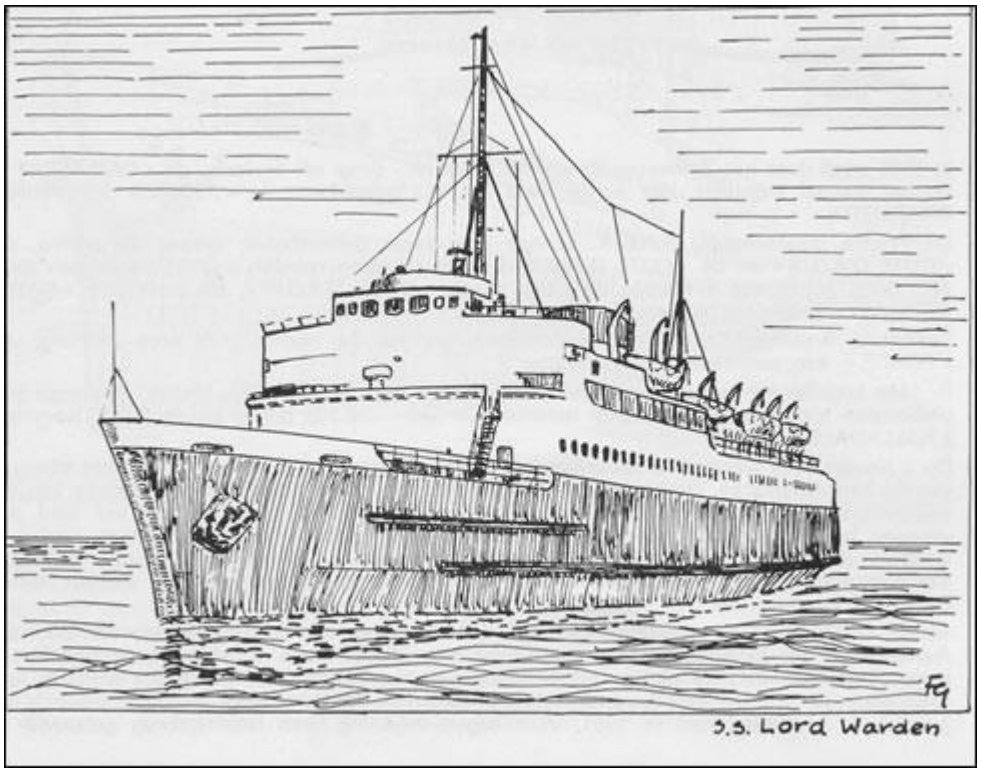
"**Aemilia**" (ISBN 9 789464 562149) telt 88 pagina's, werd gebonden als hardback uitgegeven. Het boek kost 22.99 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522. Bestellen kan via de Walburg Pers website. In België wordt het boek

verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, **www.boekenbank.be** , E-mail: **admin@agorabooks.com**.

Inséré 31/10/23 HISTORIEK HISTORIQUE Enlevé 30/11/23

De kanaaldiensten(II)

In 1949 kwam de « CARFERRY » in dienst tussen Dover en Oostende. Het vaartuig kon circa 100 auto's inschepen. In 1952 werd door de Britse spoorwegen hun eerste specifieke rij op rij af carferry in dienst genomen, de « LORD WARDEN ».



Het schip kon 120 auto's vervoeren en werd ingelegd tussen Dover en Boulogne. Het schip had zoals de « CARFERRY » slechts één garagedek. Townsend had een paar jaar vroeger de « HALLADALE » in dienst genomen. Het vaartuig bood plaats aan 60 auto's en 388 passagiers. Een groot gedeelte van de auto's werd gestuwd op een open dek en moest bij slecht weer afgedekt worden met dekzeilen.

In 1956 werd het N.V. « Townsend Car ferries Ltd. » overgenomen door de George Nott Industries uit Coventry. Captain Townsend trok zich terug uit de maatschappij en ging zich vestigen te Bournernouth, als rentenier. De maatschappij behield echter de naam « Townsend Car Ferries ».

In 1958 werd door het Zeewezen een tweede carferry in de lijn gebracht, de « ARTEVELDE », die de vervoerscapaciteit op de lijn tussen Dover en Oostende met meer dan 150 % verhoogde.

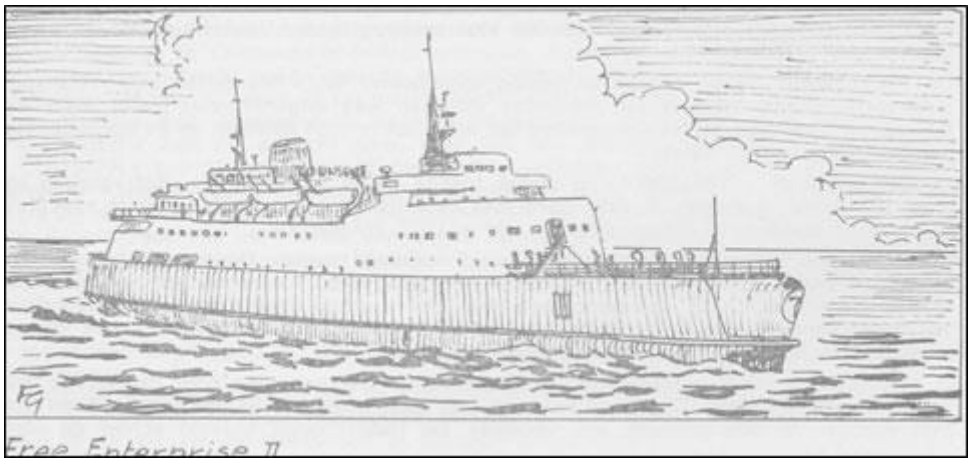
Eveneens in 1958 werd de eerste franse carferry, de « COMPIEGNE », in dienst genomen op de lijn tussen Dover en Boulogne. Het jaar daarna, op de 28ste mei, bracht British Rail een nieuwe carferry in dienst, de « MAID OF KENT ». Het schip kon 180 voertuigen inschepen en is het enige schip van British Rail dat Dover heeft als thuishaven. Met uitzondering van de « NORMANNIA » hebben de overige schepen van British Rail Londen als thuishaven (de « NORMANNIA » is ingeschreven te Southampton). Door het in dienst

treden van de « MAID OF KENT » werd de « DINARD » overtollig en werd hij verkocht aan een Finse rederij.

In 1961 werd de « HALLADALE » van Townsend uit de lijn genomen en het volgend jaar verkocht. Alhoewel Notts Industries reeds in 1956 Townsend had opgeslorpt, was het slechts in 1962 dat de nieuwe rederij op volle toeren begon te draaien.

Notts had zich gedurende de vijf eerste jaren tevreden gesteld met het uitbaten van de « HALLADALE », een schip met eerder beperkte mogelijkheden. Doch in de volgende vier jaar zou de rederij drie nieuwe schepen in de lijn brengen en daarenboven het Belgisch monopolie voor vervoer tussen Dover en de Belgische kust doorbreken. Notts (Townsend) werd een geducht concurrent voor de overige veerdiensten. De aandelen van Notts Industries stegen in zeer korte tijd van 9 tot circa 35 shilling.

Het eerste van de nieuwe schepen, de « FREE ENTERPRISE » werd gebouwd op de werf van het N.V. GUSTO te Schiedam, voor de som van één miljoen pond (140.000.000 fr.). De « FREE ENTERPRISE » is een eerder vrij compact schip, waarvan Townsend uiterst tevreden was, zodanig dat alle volgende schepen op de werf van Gusto werden gebouwd. Het is wel eigenaardig dat een rederij die in haar banier de slogan « Buy British » (Koop Brits) voert haar schepen laat bouwen in het buitenland (al beschouwen de Britten de Nederlanders als anglofielen).

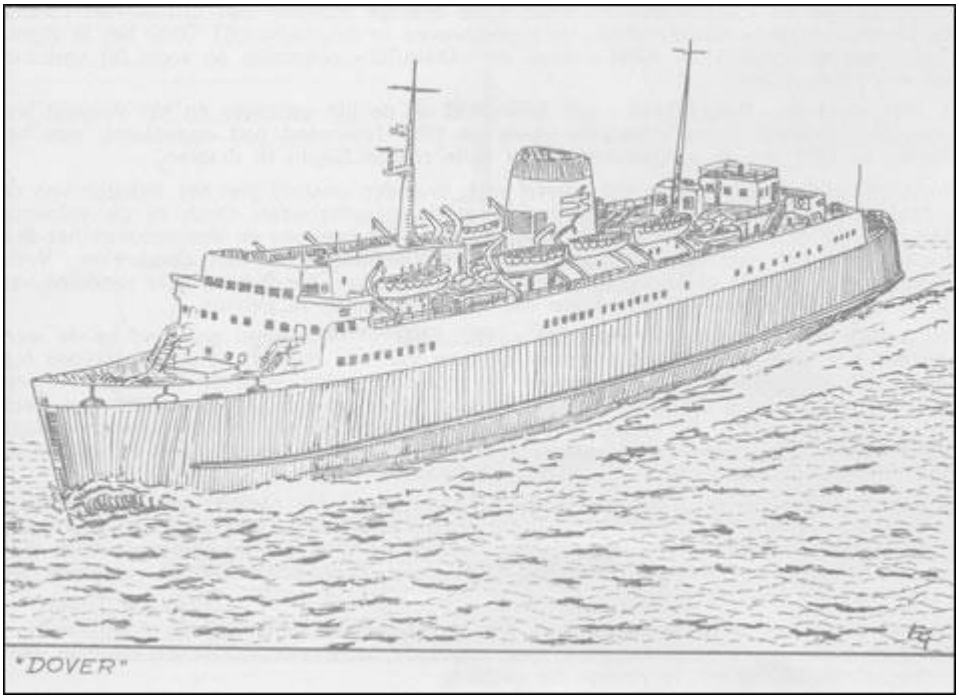


In hetzelfde jaar als de « FREE ENTERPRISE » kwam de derde carferry van het Zeewezen in de vaart, de « KONINGIN FABIOLA ». Het M.S. « KONINGIN FABIOLA » was het eerste schip voor de Oostende-Dover lijn niet gebouwd op de Cockerill werven sinds 1892, toen door de werven van William Denny uit Dumbarton, Groot-Brittannië, de radarboot SS. « LEOPOLD II » werd gebouwd.

Op het einde van 1963 besloot British Rail de pakketbootdienst tussen Southampton - St. Malo en Le Havre op te schorten. Daar zodoende twee pakketboten vrij kwamen werd er beslist om beiden om te vormen tot carferry.

De « FALAISE » werd het eerste schip op de nieuwe lijn tussen Newhaven en Dieppe terwijl op 21 april 1964 het T.S.S. « NORMANNIA » in dienst kwam tussen Dover en Boulogne. Een capaciteit van 110 voertuigen maakte van het schip de kleinste carferry van British Rail. Door de aard van de ombouw heeft de « NORMANNIA » geen passagiershutten noch restaurant. De passagiers moeten zich tevreden stellen met een zelfbediening snackbar. (Het schip werd in 1952 gebouwd).

Tegen de tijd dat de « NORMANNIA » van British Rail in dienst kwam was het bekend dat er in de loop van 1965 drie nieuwe carferries in dienst zouden komen, vóór het zomerseizoen '65. Nieuwe ontschepingsbruggen waren gepland te Boulogne en te Kales, terwijl de Dover Harbour Board meer dan twee hectaren grond op de zee won en daar een derde ontschepingsbrug bouwde.



Het tweede Townsend schip, de « FREE ENTERPRISE II » kwam in mei '65 in dienst. Het was het eerste schip te Dover met ontschepingspoorten vóór en achter.

Na dit schip kwam de nieuwe carferry van British Rail in de vaart, de « DOVER », terwijl vlak vóór de zomer het derde nieuw schip, de « ROI BAUDOUIN » van het Zeewezen de vloot op het Kanaal kwam versterken.

Het honderdjarig contract voor het vervoer van de post, dat afgesloten was tussen de Britse Koningin Victoria en de Belgische Regering, eindigde in 1962. Dit was gedeeltelijk de aanleiding tot een verzoek van een britse private maatschappij, Townsend Car Ferries Ltd., om een carferrydienst in te richten tussen Dover en de Belgische kust. Het Zeewezen dat zich steeds inspande om de rentabiliteit van zijn eigen vloot te verhogen, reageerde negatief tegenover dit verzoek. Townsend won uiteindelijk het pleit, zodat in maart 1966 het honderdjarig monopolie van het Zeewezen doorbroken werd, toen de « FREE ENTERPRISE II » de route Dover-Zeebrugge inwijdde.

In juni 1966 kwam een nieuwe Franse carferry in dienst, de « CHANTILLY ». Het schip is uitgerust met een lift tussen de garagedekken en de passagiersverblijven, terwijl eveneens een speelruimte voor kinderen voorzien is.

In juli 1966 nam Townsend een derde carferry in de dienst, de « FREE ENTERPRISE III », eveneens gebouwd op de werven van Gusto te Schiedam. Het schip kan 250 auto's vervoeren. Evenals de « FREE ENTERPRISE II » kan bet schip, te Dover, terzelfdertijd op twee niveau's laden.

Toen in 1965 de General Navigation Company haar activiteit inkromp, kocht één van de leden van George Nott groep (waarvan Townsend eveneens deel uitmaakt), de Stanhope Steam Ship Company, de « ROYAL SOVEREIGN » af van deze maatschappij. Het schip werd te Amsterdam omgebouwd tot « ro-ro » (carferry voor vrachtwagens). Het schip werd door Townsend gecharterd en werd in augustus 1967 ingezet op de lijn tussen Dover en Zeebrugge.

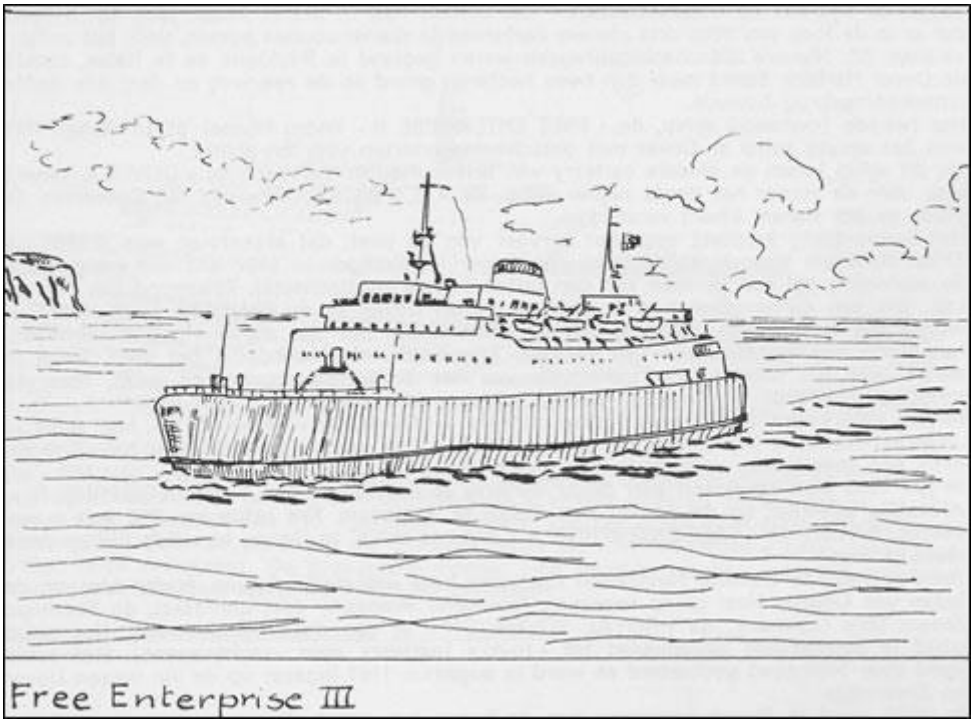
In 1967 werd te Dover begonnen met de bouw van een helling en station voor luchtkussenvoertuigen (hovercraft). In augustus 1968 werd de hovercraftdienst gestart tussen Dover en Boulogne door British Rail met een S.N.R.4 (zie SCHUTTEVAER, 2e jaargang, nr. 8).

Vóór het hoogseizoen '70 zal Townsend nog een carferry in dienst nemen, de « FREE ENTERPRISE V ». Dit schip is een zusterschip van de « F.E. IV », op enkele details van de binneninrichting na. Zo werd aan boord een zelf-bedieningswinkeltje ingericht. Dit is de eerste maal dat een dergelijke « shop » aan boord van een kanaalschip werd ingericht. Op

dit ogenblik is het misschien wel interessant een blikje te werpen op de ontwikkeling van de Townsendschepen.

Alle « F.E. » werden op de I.H.C. Holland werf Gusto te Schiedam gebouwd. De « F.E. I » werd in 1962 geleverd, de II en de III respectievelijk in 1965 en 1966. De F.E. IV werd in 1969 afgeleverd.

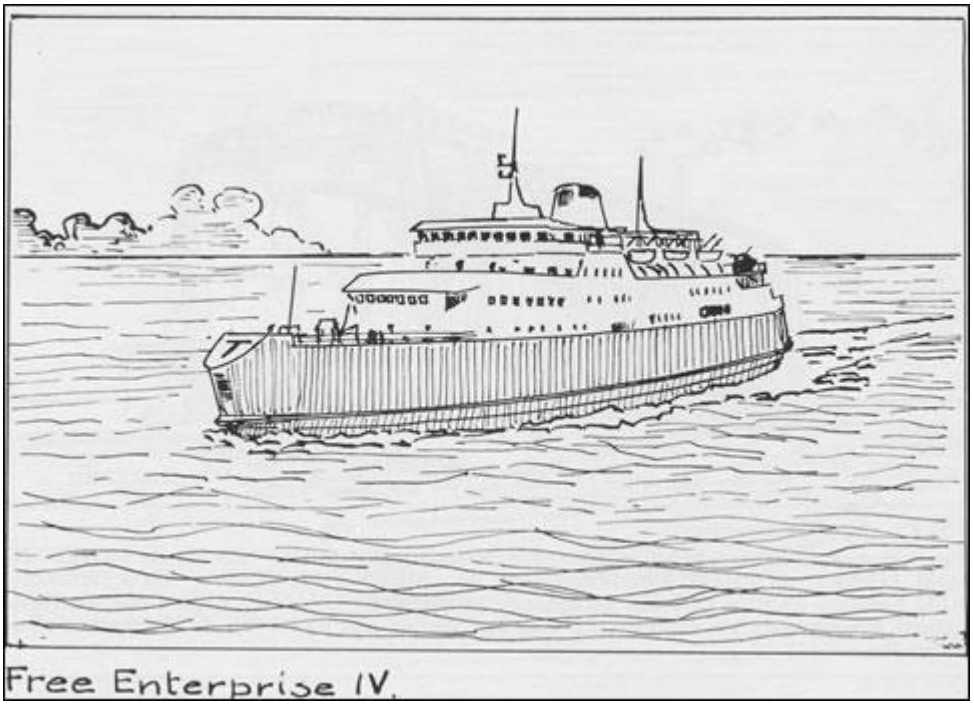
De afmetingen van de schepen zijn :
F.E. I - lengte over alles 96,50 m., breedte 15,85 m ;
F.E. II - lengte over alles 108,10 m, breedte 17,90 m ;
F.E. - lengte over alles 117,50 m, breedte 18,60,m ;
F.E. IV en V - lengte over alles 117,50 m., breedte 19,05 m.



Ondanks het feit dat de « FREE ENTERPRISE III » en « FREE ENTERPRISE IV » dezelfde lengte over alles hebben en beide ontworpen zijn voor het vervoer van 1.200 passagiers en 280 auto's, zijn het niet volledig zusterschepen. Behalve dat de laatste iets breder is dan de voorgaande, zijn er meer verschillen. De F.E. III is uitgerust met twee, de F.E. IV met drie schroeven. Verder is het front van de bovenbouw gewijzigd.

Voor is er een « observationroom » met grote vooroverhellen ramen, zodat de passagiers, gezeten in luxueuse vliegtuigstoelen, een vrij uitzicht op het dek en de zee hebben. Achter de « observationroom » zijn twee salons waar ook winkels en bars gelegen zijn. De sfeervolle eetzaal biedt plaats aan 134 passagiers.

Een dek hoger zijn drie zitsalons, die dienst doen als « rustsalons » en waar de lichtsterkte van de verlichting naar behoefte geregeld kan worden. Op het sloependek zijn 17 twee tot vier-persoonshutten, die overdag zitplaats bieden aan zes passagiers.



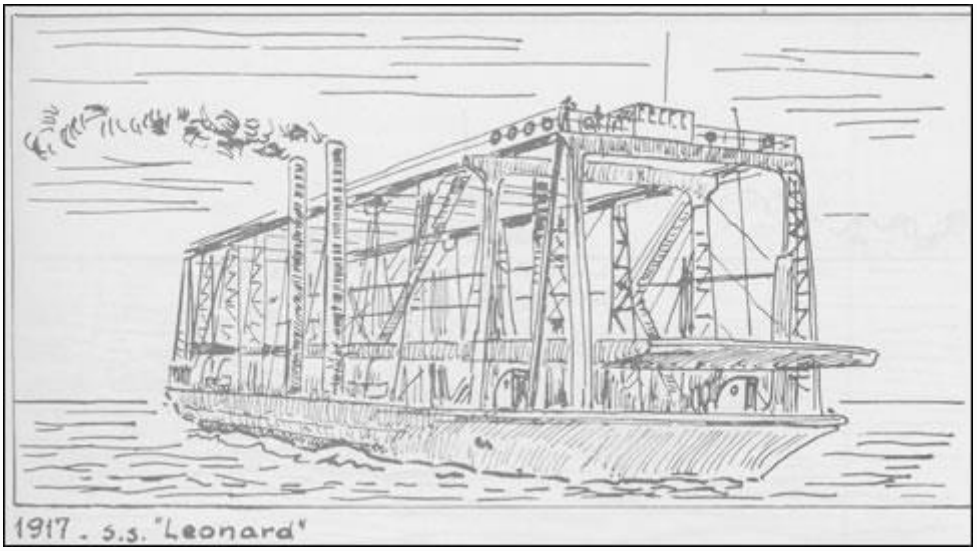
Evenals de voorgaande F.E. ferries zijn ook de IV en de V voorzien van Smit-MAN motoren. Deze geven de schepen een snelheid van circa 20 knopen vooruit - en meer dan 15 knopen achteruitvarend. Het totale vermogen van de geïnstalleerde machine is 16.000 PK.

Het is eveneens ook wel interessant om enkele cijfers te vergelijken wat de trafiek 1969 betreft (aantal verhandelde wagens en passagiers).

Passagiers	(CF	±	Pak.)	Auto's
Oostende		1.960.390		220.592
Zeebrugge		341.495		77.344
Dover 4.373.226	752.223			

TREINFERRIES UIT DOVER

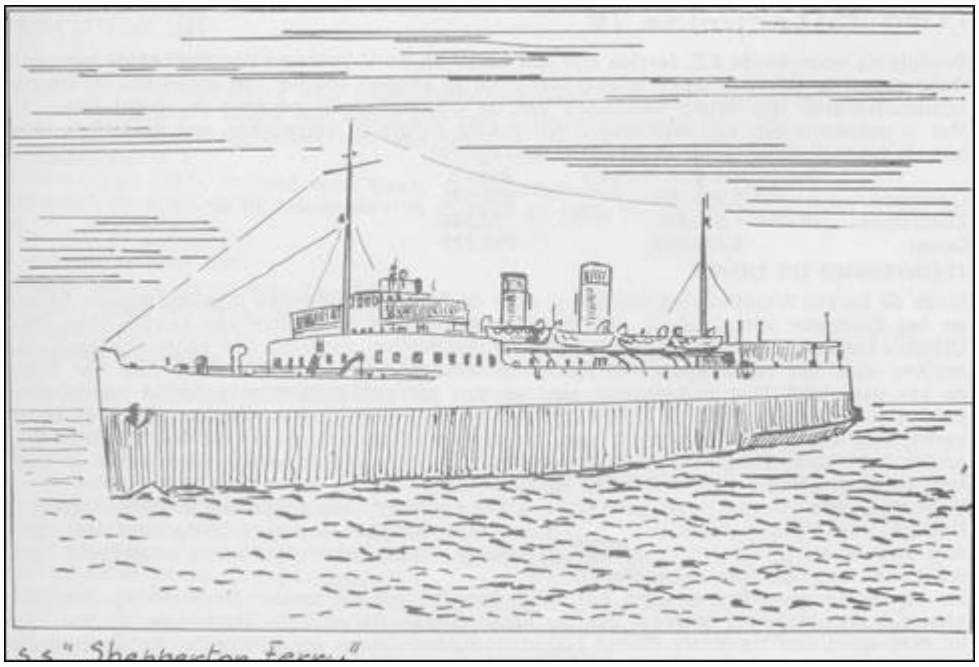
Sinds de Eerste Wereldoorlog werden er door de Britten treinferries ingelegd tussen Albion en het Europese vasteland. In 1917 besloot het Britse Ministerie van Oorlog (The War Office - Landsverdediging bij ons !) speciale veerponten voorzien van sporen te gaan gebruiken voor het verschepen van spoorwegmaterieel van Groot-Brittannië naar het front op het vasteland. Nog in hetzelfde jaar werden geregelde diensten geopend tussen Southampton Richborough op de Britse zuidkust en de Franse havens Dieppe, Kales en Duinkerke. Een van deze veerponten was de eigenaardige S.S. « LEONARD », uitzonderlijk, omdat het voorzien was van een beweegbaar treindek, dat op gelijk niveau met de kaai kon gehesen worden voor het laden en het lossen.



Voor zover ons bekend, heeft geen enkel ander treinferry een dergelijke installatie gekend. Het S.S. « LEONARD » werd in 1914 gebouwd door Cammell - Laird te Birkenhead. Het vaartuig voer op de Sint-Laurence stroom in Canada, totdat het in 1917 werd aangekocht door de Britten voor de Kanaalveerdienst.

Na de eerste wereldbrand werd het schip omgebouwd tot tanker. Deze oorlogsveerdiensten zijn de oorsprong geweest van de dienst tussen Harwich en Zeebrugge.

In 1936 werd een treinferry dienst opgericht tussen Dover en Duinkerke. De doorgaande nachttrein Londen-Parijs maakt van deze verbinding gebruik.



Ten behoeve van deze dienst werden drie schepen gebouwd in 1934-35, de « TWICKENHAM FERRY », de « HAMPTON FERRY » en de « SHEPPERTON FERRY ». De « TWICKENHAM FERRY » werd in 1939 aan de Fransen i(Angleterre - Lorraine - Alsace S.A. de Navigation) overgemaakt als compensatie voor het verlies aan trafiek op de Duinkerke-Folkestone lijn.

Naast spoorwegwagens en handelsvoertuigen kunnen deze schepen een aantal auto's vervoeren in een garage op het achterdek.

In 1952 brachten de Franse Spoorwegen een nieuwe treinferry in dienst, de « SAINT GERMAIN ». Het schip werd gebouwd te Elsiniir in Denemarken. Het schip fungeert tevens als reserve schip voor de carferry dienst Dover-Boulogne, waarbij het 130 voertuigen kan

inschepen. De « SAINT GERMAIN » kan 35 spoorwagens aan boord nemen en is voorzien van 30 slaapsteden voor passagiers.

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In 1969 bracht British Rail een nieuwe polyvalent schip in de lijn, de « VORTIGERN », die echter in de zomer dienst doet als carferry tussen Dover en Boulogne. In hetzelfde jaar werd de « HAMPTON FERRY » uit dienst genomen.

VEERDIENSTEN UIT SOUTHAMPTON

Normandy Ferries

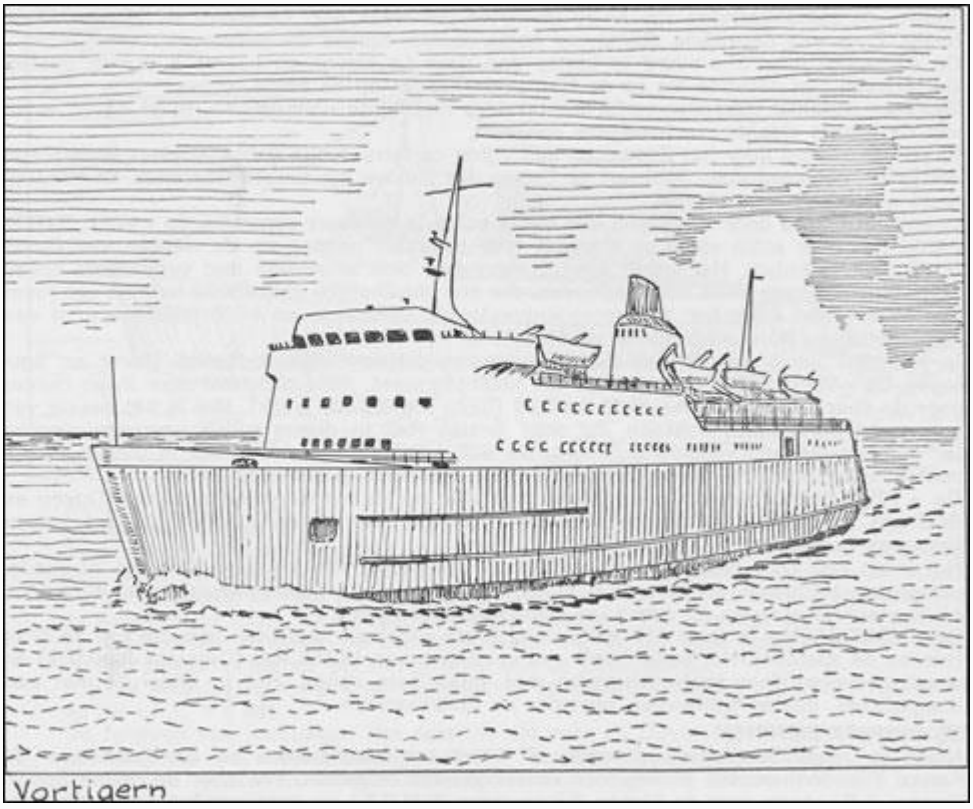
Deze private rederij, beheerd in partnership door de General Steam Navigation Co, Ltd., en de Société Anonyrne de Vérance et d'Armement baat een lijn uit tussen Southampton en Le Havre.

De overtocht duurt zowat 7 uur. Tijdens het hoogseizoen zijn er tot 10 afvaarten per week, in beide richtingen, terwijl er tijdens de overige maanden een dagelijkse dienst verzekerd wordt. De kostprijs van een enkele overtocht bedraagt 3-18 s (ongeveer 465 fr.).

De lijn beschikt over twee moderne carferries, de « DRAGON » en de « LEOP.ARD » van 6000 ton, die 511 passagiers kunnen inschepen en 250 auto's, of 65 vrachtwagens.

Townsend Thoresen Ferries

De Thoresen Ferries die in 1968 samensmolten met Townsend, baten twee lijnen uit met Southampton als uitgangspunt, één naar Le Havre, de tweede naar Cherbourg.



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Tijdens de zomermaanden zijn er 10 afvaarten per week naar Le Havre en 18 naar Cherbourg. Er is een dagelijkse dienst, op beide routes, tijdens de andere seizoenen.

De overtocht naar Cherbourg is korter dan naar Le Havre en neemt 5 uur in beslag. De tarieven zijn dezelfde als op de Normandy Ferries op de beide routes.

Thoresen beschikt over vier carferries op deze routes, de « VIKING I », II, III en IV, waarvan de laatste slechts vrachtwagens opneemt.

In juli 1968 werd door het Zeewezen een vijfde carferry in lijn gebracht, de « PRINCESSE ASTRID », gebouwd door Boelwerf te Temse. De nieuwe lijn tussen Oostende en Harwich werd gestart op 29 mei 1968.

In juni 1969 werd door Townsend een vijfde schip in de vaart genomen, de « FREE ENTERPRISE IV ». Het schip werd op 1 maart 1969 te water gelaten op de werven van Gusto (I.H.C.) te Schiedam. Het wordt aangedreven door drie schroeven met verstelbare spoed en is uitgerust met twee boegschroeven, die een gezamenlijke stuwkracht hebben van meer dan 10 ton. Het schip kan 280 personenvoertuigen vervoeren en 1.200 passagiers, of een combinatie van 40 vrachtwagens en 60 auto's.

In juli 1969 werd door British Rail een nieuwe carferry ingezet tussen Dover en Boulogne, de « VORTIGERN ». Het schip, dat 4.800 ton meet, werd gebouwd door Swan Hunter voor de som van 2,5 miljoen pond sterling (circa 300.000.000 frank). Het is het eerste van een reeks polyvalente schepen die door British Rail in dienst zullen genomen worden (er bestaan plannen voor 25 schepen). De S.S. « DOVER » werd bij het in dienst komen van de « VORTIGERN » overgeplaatst naar de diensten op de Ierse Zee.

De « VORTIGERN » wordt in de zomer gebruikt op de carferrydienst tussen Dover en Boulogne en tijdens de overige seizoenen van het jaar op de treinferry dienst tussen Dover en Duinkerke.

Het schip kan 1.000 passagiers vervoeren en 240 auto's. Als treinferry kan het 30 goederenwagens inschepen en 40 auto's, of 10 slaapwagens, 11 goederenwagens en 40 auto's, of 40 vrachtwagens en 40 auto's, of combinaties van deze.

De « VORTIGERN » is circa 116 meter lang (over alles) en heeft een breedte van 18,60 m (tussen de spanten). Het schip heeft een vermogen van 14.560 pk (Crossley Pielstick) en wordt gedreven door twee schroeven met verstelbare spoed. Het is uitgerust met een boegschroef, dubbel achterroer, voorroer en stabilisatoren.

DE OVERIGE DIENSTEN

Naast de reeds beschreven diensten uit Dover en Southampton en de lijnen naar de Kanaal Eilanden, worden er nog vier kanaaldiensten uitgebaat, één door de Britse Spoor-wegen(B.R.), twee door de Franse Spoorwegen (S.N.C.F.) en één door het Belgische Zeewezen. De lijnen van de Engelse Oostkust naar het continent worden hier buiten beschouwing gelaten, daar dit in wezen Noordzee veerdiensten zijn en geen Kanaaldiensten. (Als het

Kanaal wordt beschouwd als de zee-engte tussen Frankrijk en Engeland - de Britten noemen de zee-engte : « The English Channel - het Engels Kanaal - de Franse « La Manche » - trechternet - buis).

1- Folkestone - Boulogne

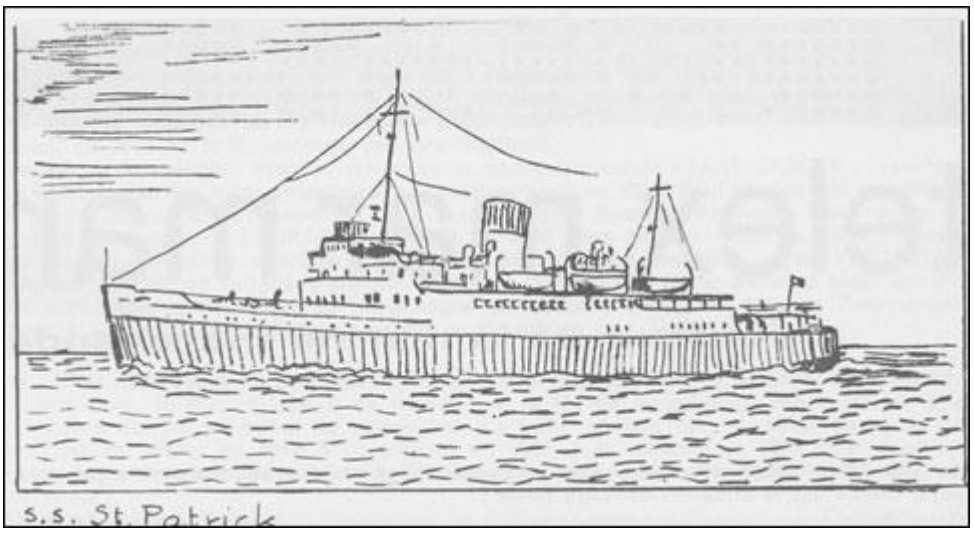
Deze pakketboot dienst wordt uitgebaat door Britse Spoorwegen. Op deze lijn worden twee schepen ingezet, de « MAID OF ORLEANS » en de « ST. PATRICK ».

De « MAID OF ORLEANS » werd gebouwd in 1949 voor de British Transport Commission, en was één van de eerste schepen gebouwd voor rekening van de genationaliseerd spoorwegen. De pakketboot « ST. PATRICK », zoals de naam laat vermoeden, werd origineel ingezet op de lijnen in de Ierse Zee (Fishguard - Roselare), en gebouwd in 1948. In 1959 werd het schip overgenomen door de British Transport Commission en ingezet op het Kanaal. Het werd gebruikt op de Southampton - Le Havre en Southampton - St. Malo lijnen totdat deze in 1964 werden opgeheven. In april 1965 werd het schip ingezet op de Folkestone - Boulogne route, nadat het omgebouwd werd tot een « enkele klasse » schip.

De overtocht tussen Folkestone - Boulogne duurt ander half uur.

2 -Folkestone - Kales

Deze pakketbotendienst werd uitgebaat door de Franse Spoorwegen niet één schip, de « COTE D'AZUR ». Het schip werd in 1951 gebouwd op de werven van de S.A. Forge de la Méditerranée te Le Havre. Het schip kan 1.450 passagiers inschepen, doch het beschikt over geen ligplaatsen. De overtocht duurt 1 u 30.



3 - Newhaven - Dieppe

Deze carferry dienst, ingesteld in 1964, wordt uitgebaat door de Franse Spoorwegen met twee carferries, de « VALLESCAY » en de « VILLANDRY ». Deze twee schepen werden gebouwd in 1965 en zijn qua lijn praktisch identiek met de « CHANTILLY » van de Kales-Dover route. Ze kunnen 152 auto's opnemen. Op deze lijn worden in de zomer tot 6 afvaarten ingelegd. De overtocht duurt 3 u 45. Op deze schepen zijn er slechts 16 ligplaatsen in hutten, ter beschikking van de passagiers.

(Op de « CHANTILLY » 8 - ter vergelijking op de « PRINCESSE ASTRID » zijn er 151, op de « F.E. V » 68).

De tarieven van voertuigen zijn dezelfde als voor de Dover lijnen, doch de passagiers betalen heel wat meer, namelijk £ 3-10-0, ten overstaan van E 2-12-0.

De afstand Newhaven - Dieppe bedraagt 64 mijl, Oostende - Dover 61,5.

4 - Oostende - Folkestone

Pakketbotendienst uitgebaat tijdens het zomerseizoen door het Belgisch Zeewezen.

FOLKESTONE

Door British Rail Sealinks (de maritieme diensten van de Britse spoorwegen) wordt een

nieuw project in uitvoering gebracht te Folkestone, dat £ 750.000 (90.000.000 fr.) gaat kosten.

Het project betreft het bouwen van een « terminal » voor het verhandelen van carferry-, passagiers- en vrachttrafiek (roll on - roll off), met o.m. een ontschepingsbrug van circa 60 meter lengte, auto-onderzoekshallen, tolgebouw voor vracht, parkeringsruimten, en een dienstgebouw (reservatie- en verkoopskantoor, restaurant, enz...). Langs de kaai is er reeds een rechtstreekse spooraansluiting aanwezig.

Inséré 01/11/23 NIEUWS NOUVELLES Enlevé 01/12/23

Maritime industry explores nuclear power for ships as technology opens up

By Jonathan Saul

The maritime industry is exploring whether nuclear fuel can be used to power commercial ships as advancements in technology open up such options, industry officials said. Nevertheless, any possible nuclear fuel solutions for ships are at least 10 years away they added. Shipping accounts for nearly 3% of global CO2 emissions and the industry is under pressure from investors and environmentalists to find cleaner fuel solutions, which include ammonia, methanol and wind. Nuclear energy has been used in the past to power military submarines and icebreakers, although its use by merchant ships has been constrained partly by the cost, but also due wariness by insurers of providing cover for ships going into commercial ports without more understanding of the risks involved.

A survey in May by the International Chamber of Shipping association said nuclear fuel was being viewed with more interest than in 2021, with some seeing nuclear-powered commercial ships being viable within the next decade. Small and mass-produced reactors, which are envisaged to be fitted onboard ships, are less powerful and consume less nuclear fuel than traditional nuclear sites."The development of the fourth modular nuclear reactors generation is paving the way for possible future applications on board of ships," a spokesperson with Italy-based shipbuilder Fincantieri (FCT.MI) said, referring to the smaller nuclear plants.

"At the moment, several technology providers are dealing with manufacturing of prototypes, the development processes of which are at different levels of maturity, envisaging more or less a decade before completing proof of concepts." Fincantieri was "interested in following the evolution of these technologies which may result in significant contribution to the decarbonisation of ships related to our core business", which is cruise liners, naval ships and specialised vessels, the spokesperson added. Italy's RINA, one of the world's leading ship certification companies, is studying the use of nuclear fuel and is involved in a feasibility study alongside Fincantieri (FCT.MI) and a nuclear technology company, RINA's CEO Ugo Salerno told Reuters. Salerno said container ships, which require significant power, were among the shipping segments that could be viable for nuclear fuel He said it was "most probably seven to 10 years" before production became feasible. «We need to climb a huge mountain, which is public opinion," he said on the sidelines of a Capital Link shipping conference in London last week, referring to concern over using nuclear fuel.

The risks include how a small reactor will be fitted onto a ship and whether there is any potential exposure to radiation. There are also questions over the safeguards that need to be in place when the vessel is moving, over the ownership of the vessel, and if further security is needed at sea, industry sources say. UK-based CORE POWER is separately looking to develop a prototype advanced molten salt nuclear reactor that uses liquid fuel

instead of solid fuel Such nuclear fission reactors involve the fuel and the coolant being mixed in a fuel-salt which is liquid at high temperatures. The common failure cited with conventional nuclear reactors is related to the loss of coolant, which can cause the core to overheat. Using a liquid fuel where the fuel and coolant are the same removes the risk of a loss of coolant accident, CORE POWER said. «We think that sometime around 2032 to 2035, we should be able to demonstrate the first one," CORE POWER CEO Mikal Boe told reporters during London International Shipping Week on Sept 14."If we're going to have a clean, green transition, nuclear has to be part of it."

Source : Reuters Reporting by Jonathan Saul; Editing by Sharon Singleton

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Inséré 02/11/23 DOSSIER Enlevé 02/12/23

Bills of lading: Basic concepts and issues

A bill of lading is more than a mere contractual or legal or transport document. It evidences several facets of relationships between various parties and continues to be debated in the legal circles regarding its form and significance.

I. Introduction

A bill of lading is a contractual document issued by the carrier by sea of goods which such carrier takes possession of and transports. Generally, a bill of lading would contain details about the transported goods such as the type, quantity, weight, value, and date of shipment of such goods. From a definitional perspective, it is difficult to give a precise definition of a bill of lading, but it could certainly be said to possess the following essential attributes:
(i) It serves as a transport receipt which the carrier gives to the seller for transporting his goods;
(ii) It serves as evidence of contract between the carrier and the exporter; and
(iii) It serves as a document of title for the importer or the buyer.

From the above, it is evident that there are the following parties primarily involved: Carrier, which transports the goods from the place of exporter to the place of importer; Exporter, the party which may be the seller or the shipper, who intends to have his goods transported to another place using the carrier's transportation services, and thus gives the physical possession of the goods to the carrier at the loading port; and Importer, the party which may be the buyer or the importer, who takes the physical possession of the transported goods at the discharge port from the carrier.

The life of a conventional bill of lading might consist of: Issue by the carrier to the shipper and/or seller of goods; Endorsement by the shipper and delivery to the bank of the buyer of the goods, where it is presented to obtain payment against a letter of credit; Subsequent endorsement through the banking chain to the buyer; and Presentation by the buyer to the carrier at the discharge port. Upon delivery of the goods to the party entitled to them, the contract of carriage has been performed, and the bill of lading becomes 'spent' or 'accomplished'.

II. Bill of lading as a proof of transportation

In India, besides the general law of contract (the Indian Contract Act, 1872) and transfer of property (the Transfer of Property Act, 1881), bills of lading are summarily governed by a short law, viz. the Bills of Lading Act, 1856, which is based on the English Bills of Lading Act, 1855.

Section 3 of the Bills of Lading Act, 1856 states that: "Every bill of lading in the hands of a consignee or endorsee for valuable consideration, representing goods to have been shipped on board a vessel, shall be conclusive evidence of such shipment as against the master or other person signing the same."Thus, the following points may be drawn up regarding the treatment of bill of lading as a document evidencing transportation:

A bill of lading is an undisputed proof that the transportation of goods has actually taken place as the carrier issues the bill of lading in which all the details of the goods which are to be shipped by him are mentioned such as type, quantity, weight, value and date of shipment of the goods.

A bill of lading also serves the purpose of a contract in which both the carrier and the exporter have entered on agreed terms and conditions, so this contract between these parties is conclusive that transportation of the goods have taken place.

The buyer or importer can only obtain the delivery of the goods when he submits/shows the bill of lading or its copy to the carrier.

III. Bill of lading as a document of title

"Title" refers to the set of facts evidencing ownership over a certain property. Further, ownership consists of a complex of rights, all being rights in rem, resulting that the owner has the right to use, transfer, sell the goods or dispose of the goods according to his or her choice. Generally, a bill of lading serves as a document of title, and its endorsement and handing over evidences the transfer of title from one party to the other. Thus, when a seller of goods transfers the bill of lading to his buyer, the ownership or title of the goods gets transferred from the seller to the buyer.

However, it is important to override the above with the importance of contract (i.e., the intention of the contracting parties). The exact time or place or situation when this transfer of title takes place would primarily depend on the contract. Thus, if the parties do not intend to transfer title with the endorsement or handing over of the bill of lading, the title continues to be governed by the contact.

In international trade, if the contract is silent, this may be governed by standard terms known as the Incoterms (International Commercial Terms) which are published by International Chamber of Commerce. These terms define the exact delivery point from where the responsibility of the seller ends and that of the buyer starts. [There are total 11 incoterms which mainly specifies different delivery points where the title/ownership along with the cost, risk and responsibility get transferred from seller to the buyer.] Of these, Free on Board or Freight on Board (FOB) & Cost and Freight or Cost no Insurance Freight (CNF) are the most common incoterms. In FOB contracts, the transfer of title takes place at the loading port (port of the seller), while in CNF contracts, the transfer of title takes place at the discharge port (port of the buyer).

IV. Amendment of bill of lading

A Bill of Lading can be amended as often as the parties wish to at any time before or after the export of the goods as per the convenience of the parties by payment of certain fees. An exporter can amend BL as many times as he wants to prior to the vessel's date of departure but if the vessel has departed the exporter has to take prior permission of the shipping agent before making any amendment in the bill of lading. However, the importer does not have any specific reason to make an amendment in the bill of the lading as it would cause discrepancies in the manifest of the shipping agent and the bill of lading which in consequence will lead to violation of customs regulations.

V. Conclusion

Bill of Lading is a very crucial document especially for international transportation of the goods. With the introduction of the electronic bill of lading it has now become very convenient for the parties to overview end to end delivery of the goods. A bill of lading

must be drawn in careful manner, details regarding parties, goods be entered correctly in order to avoid any issues later. In law, the legal issue regarding the significance and characterization of the bill of lading would continue to be debatable and the answer to it would always lie in the bill of lading and underlying contracts being read and interpreted together.

Source: Metalegal Advocates

Inséré 03/11/23 NIEUWS NOUVELLES Enlevé 03/12/23

Belgium's CMB lifts option for ammonia-powered Capesize duo

by Jasmina Ovcina Mandra

Belgium-based shipping company Compagnie Maritime Belge (CMB) has exercised an option for the construction of two 210,000 dwt bulkers at China's Qingdao Beihai Shipbuilding Heavy Industry, adding to its already massive orderbook at the yard.

Namely, CMB already has ten 210,000 dwt bulkers under construction at Qingdao Behai, all designed to be fuelled by ammonia. The latest order will also see ammonia-fuelled engines installed on the bulkers, once the respective engines become available.

CMB's subsidiary, CMB.TECH, has joined forces with Swiss marine engine manufacturer WinGD to introduce ammonia dual-fuel X72DF engines to its Capesize newbuilds which are scheduled for delivery in 2025 and 2026.
WinGD has indicated that these novel engines will be developed based on the X92B engine model, chosen for its exceptional fuel efficiency, which renders it an ideal foundation for the creation of large-bore ammonia-fueled engines.

The marine engine powerhouse expects to deliver its first X-DF-A dual-fuel ammonia engine by the first quarter of 2025.

WinGD, Samsung Heavy Industries join forces on ammonia-powered ships

Like its sister ships, the newbuilding duo is slated for delivery in 2025, according to Intermodal Shipbrokers, which did not disclose further details of the transaction, including the price for the pair of vessels.

In addition to pioneering propulsion technology, the shipbuilder had said that the vessel design would incorporate a range of energy-saving features, encompassing optimized hull shaping and the overall arrangement of the hull structure and equipment. These ships will measure 300 meters in length and 25.2 meters in width. They will be equipped with two 3,000 cubic meter (cmb) ammonia fuel storage tanks, and will be compliant with the stringent IMO Tier III regulations.

Ammonia, known for its potential as a green and sustainable fuel, has gained traction in recent years as a viable option for reducing greenhouse gas emissions in the shipping sector. When burned, ammonia produces no carbon dioxide (CO_2) emissions, making it a promising candidate to help the industry meet its decarbonization goals.
CMB's decision to opt for ammonia-fueled vessels aligns with the International Maritime Organization's (IMO) decarbonization strategy and the European Union's commitment to achieving carbon neutrality by 2050.

Inséré 04/11/23 DOSSIER Enlevé 04/12/23

Biofuels as a path to decarbonization

Biofuels look set to become the most viable option for widespread adoption as a bunker fuel for commercial shipping. Hydrotreated vegetables, blend-in combustibles and biomethanol are already being used as drop-in power on some ships, with the potential to replace fossil fuels. The International Maritime Organisation (IMO) has highlighted 2030 and 2050 as key milestones for carbon emission reductions. International shipping is looking to reduce its carbon emissions by an average of at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008 levels.

The spotlight is on biofuels as a potential solution. And yet, their use in maritime is still on a small scale. The switch to alternative energy requires a multi-faceted approach, including partnering with alternative fuel suppliers to facilitate the adoption of sustainable fuels.
"There are great opportunities for those eager to translate decarbonisation objectives into reality," says Martyn McMahon, Global Director of GAC Bunker Fuels, the marine fuel and lubricant procurement arm of shipping, logistics and marine services provider GAC Group.
"The industry needs widespread investment in newer, readily available alternative energy sources. Instead of just nominally patching the gaps, we need to shift the source of bunker fuels to something greener and cleaner."

Focus on lower carbon

To help ship owners and operators improve emissions performance, GAC Bunker Fuels has been expanding its supply network of traditional and alternative fuels, focusing on those with a lower carbon output, such as LNG, biofuels, ammonia and methanol. The Group's global reach includes hubs at strategic bunkering locations and forms part of its network of more than 300 offices in over 50 countries. "We are always looking for new ways to expand alternative fuel service options in more regions," says Martyn. "Last year, we opened an office in Westport, Connecticut, to support global customers operating at American ports on their decarbonisation journeys. «The company also signed a Memorandum of Understanding with Dubai-based Neutral Fuels to market marine gasoil (MGO) biodiesel blends across the Middle East and India, and to expand supply points throughout the Middle East and Africa.

Growing demand

The United Kingdom and Ireland are among the countries seeing a rise in the popularity of biofuels. To meet growing demand, Green Biofuels Limited UK has appointed GAC Ireland to operate and maintain their Cork Terminal – the first in the country dedicated to clean fuels. The first lifting of 38,000 litres of Gd+ fuel made from renewable feedstocks which dramatically reduces harmful emissions by up to 90% was completed in April under the eagle eye of Kenneth Long, GAC Ireland's Cork Terminal Manager. In Gibraltar, GAC works with local providers to coordinate the supply of biofuels to vessels calling at the port.

The demand-availability gap

However, with the plethora of simultaneous supply chain disruptions, access to raw materials is becoming increasingly important for upscaling biofuel production. The bunker industry is competing with rising demand for biomass, biowaste and recycled vegetable oils across from other sectors.

"There is a growing gap between demand and availability of alternative fuelling solutions worldwide which the industry must address," says Martyn. "It is crucial that alternative fuels and support for bunkering solutions are available wherever shipping goes. After all, ensuring cleaner transportation is key to lowering supply chain emissions."

Scaling barriers to transition

The complexity of the emerging energy landscape and evolving regulations has been a key reason for the hesitancy in investing in biofuels alongside other factors such as the impact of the Ukraine-Russia war on global markets and Covid-related supply chain shutdowns. There is also debate over whether biofuels are really a green option as some are produced on cleared lands that could otherwise grow food, grass and trees and support ecosystems.

Critically, biofuels are significantly more expensive than traditional bunkering solutions, with prices 70%-130% more than fossil fuels, according to research from Brussels-based NGO Transport & Environment. "This applies to global disparity too," notes Martyn. "For example, compared to other ports, major developed ports like Fujairah, Singapore and Rotterdam might be more readily able to provide capacity and infrastructure to service biofuels. "But no matter where our customers are, GAC has someone on the ground to oversee their supply – not just behind a desk, but on the front line providing full operational support. It's that global reach that enables us to be there around the clock, around the world, to help customers reach their own energy transition aims. «Switching to a whole new form of low-carbon energy on an industrial scale will inevitably require modifications to fuel infrastructure, both onboard vessels and at ports. Investment is needed to supply liquid biofuels to refuelling stations, starting with feedstock production. The energy, material and capital inputs required vary considerably and are not necessarily compatible with existing processes supporting traditional bunker fuels. The entire lifecycle of biofuels may need a complete revamp. "There are significant barriers to overcome before we reach widespread adoption of biofuels in maritime," says Martyn. "But whatever the future fuelling solutions we develop and adopt as an industry will come with costs and trade-offs.

The price of continuing to burn fossil fuels and ignoring emissions targets will be far greater. «The GAC Group has been working alongside like-minded industry partners through initiatives including the Global Maritime Forum's Getting to Zero Coalition. The alliance of more than 140 companies from the maritime, energy, infrastructure and finance sectors aims to accelerate the decarbonisation of shipping by developing and deploying zero emission vessels by 2030.

A holistic approach

The impediments to developing and supplying alternative energy sources, including costs, will eventually be overcome. Wind energy has already demonstrated how green power can become competitive with the cost of traditional combustion sources. "The industry is experiencing a massive shake-up, but it will stabilise eventually. Everyone is looking to decarbonise, and industry collaboration is vital to that effort. Luckily, we have enough tools to achieve these goals, one of which is biofuels," says Martyn. «However, biofuels alone will not be enough to decarbonise global emissions. The future will inevitably involve a mix of solutions with multiple energy transitions moving at different paces. Investment and infrastructural support will require concerted effort from all supply chain stakeholders from regulators, shipowners, service providers, suppliers to traders."

Source: GAC

Inséré 05/11/23 NIEUWS NOUVELLES Enlevé 05/12/23

Valenciaport warns of the diversion of traffic to non-EU ports to evade payment for emissions

Loss of competitiveness, reduction of transhipment business (transfer of cargo from one ship to another), carbon leakage and diversion of ships to non-European ports (but very close to EU ports). These are the risks that Valenciaport has detected in the imminent implementation of the European environmental tax – Emissions Trading System (ETS) – which will be applied gradually from this year until its full implementation in 2026. In this sense, the Port Authority of València (PAV) alerts the European Commission to the foreseeable changes in the route of ships of Asian and American origin – with the inclusion of a stop at a site close to Europe, but not in the EU – in order to pay less taxes for emission rights. "It must be ensured that there is no carbon leakage linked to the reorganisation of the maritime networks", the PAV points out in its allegations. For this reason, with the aim of creating a list of ports that could be used for this purpose, Valenciaport has identified the areas to be monitored. In addition, it claims in its allegations that environmental taxes should be applied to the ships that stop there. In this way, the competitiveness of the European and Spanish ports would be guaranteed and the application of measures in favour of the reduction of emissions would be assured. This rearrangement of routes will mean the loss of competitiveness of the EU ports, which will imminently reduce the current transhipment business in favour of two ports outside the European Union: Tanger Med (Morocco) and East Port Said (Egypt). Therefore, according to its allegations, "the Port Authority of València is in full agreement with the inclusion of both under Directive 2003/87/EC of the European Parliament and of the Council".

Likewise, Valenciaport also foresees that the Turkish port of Tekirdag Asyaport – another of the non-EU ports but very close to Europe – is also likely to become in the short term an area that will attract transhipment business – which is currently carried out in European ports. For this reason, it is asking the EU to include it in the list of ports to be monitored

as "it fulfils the criteria set by the Directive as it is located less than 300 nautical miles from a port under the jurisdiction of a Member State".In addition, the PAV requests that other ports that could be used by shipping companies for the same purpose be included: Ambarli, Aliaga, and Mersin (Turkey); Ashdod and Haifa (Israel); and Beirut (Lebanon). And that the growth of the Damietta II (Egypt), Nador West Med (Morocco) and Cherchell (Algeria) sites be controlled. "We understand that the EU must pay due attention to the evolution of other ports located in the Mediterranean area, as they have installed operational capacity that makes them potential enclaves to which important volumes of transhipment could be diverted". This is what the PAV has pointed out in its allegations to the European initiative ETS (emissions trading system) which foresees the charging of emission rights based on the ship's route: longer journeys will mean a higher rate and vice versa.

Source: The Port Authority of Valencia

Inséré 06/11/23 DOSSIER Enlevé 06/12/23

EU Received 300 Shipments of LNG from Russia Since Beginning of Ukraine War

EU countries, led by Belgium, France, and Spain, have imported Russian LNG representing approximately $20 billion in revenue, since the full-scale invasion of Ukraine. Data show the pace of deliveries from the Yamal LNG project in 2023 is on track to match and possibly surpass last year's totals.The flow of liquefied natural gas (LNG) produced in the Russian Arctic to Europe continues uninterrupted. Shipping data analyzed by HNN show that at the current rate of delivery, totals in 2023 may surpass the figures of 2022, which themselves were up 30 percent compared to 2021. Last year EU countries received around 90 percent of LNG produced at Novatek's Yamal plant. In 2022 Belgium, France, and Spain combined for close to 75 percent of LNG dispatched from Sabetta, the port adjacent to the Yamal plant in the Russian Arctic.

*The LNG tanker **RUDOLF SAMOYLOVICH** arriving in the port of Zeebrugge*

In total the three countries account for 318 out of 348 deliveries made into the EU since January 1, 2022. Since the beginning of the war two months later, the EU has received approximately 20m tons of LNG from Russia through more than 300 shipments, representing approximately $20 billion in gas revenue for Russia.

The GASLOG GLASGOW handling cargo at GATE terminal at Rotterdam Maasvlakte

Deliveries in 2023 could surpass 2022

Last year's trend continues in 2023. During the first six months – data current through June 12 – of this year the pace of deliveries to Spain and especially Belgium has further accelerated, while supplies to France have declined slightly. One notable exception is the Netherlands, which phased out Russian LNG deliveries at one of its two import terminals. The storage of Russian LNG is no longer permitted at the EemsEnergyTerminal (EET) in Eemshaven, according to a government spokesperson.

Only the Gate facility in the west of the country, near Rotterdam, now receives shipments from Russia. As of mid-June the Netherlands have only received five shipments this year, contrasting to 21 deliveries in 2022.

Belgium surpasses France in 2023

*The 174.000cbm LNG **YAMAL SPIRIT** moored at the **Fluxys jetty 2** in Zeebrugge*

Belgium has emerged as the largest recipient of Novatek's product. A key hub is the port of Zeebrugge, where Fluxys, a natural gas transmission system operator, runs a regasification and storage terminal. The company signed a long-term storage agreement – through 2035 – with Novatek in 2015. The deal allows for up to 8m tons of LNG, around 105 shipments, to pass through the facility. In correspondence with HNN, a spokesperson

for Fluxy's stressed that its Zeebrugge terminal is "legally based on the principle of an open-access facility," allowing any company to reserve capacity at the terminal. "There are currently no sanctions in force prohibiting the import into the EU of natural gas or LNG of Russian origin. Regarding European legislation on sanctions, we are in regular contact with the competent authorities and strictly comply with the legal obligations," the spokesperson emphasized.

The GAIL BHUWAN handling handling cargo at GATE terminal at Rotterdam Maasvlakte

Legal hurdles to end inflow

EU institutions and member states have been discussing a possible change to these "legal obligations" allowing member states to limit the inflow of Russian LNG. While comments by EU and member state officials suggest that the issue is one of priority, no concrete actions have been announced. Consultations on a broader European natural gas package began earlier this month.Almost all supply to Europe occurs under long-term contracts, some running well into the next decade or beyond, explains Viktor Katona, analyst at Kpler, a data and analytics firm for commodity markets.

No LNG from Russia was allowed to be stored at EET.

"All of Yamal LNG volumes are allocated under long-term offtake agreements: Total Energies (4 million tons per annum), Naturgy (2.5 mtpa), Shell (0.9 mtpa), Gazprom (3 mtpa), Novatek (2.5mtpa), and PetroChina (3 mtpa)," explains Katona.

It is not clear how easy it will be to unroll these contracts, should the EU or member states wish to reduce the inflow of LNG from Yamal. Spokespersons for Belgium, France, and Spain did not respond to requests for comment on the matter.

"European companies have been mostly taking home volumes under their long-term contracts. Considering the offtake agreements started mid-2018 and all run until 2038-2045, it would be legally difficult to apply grandfather clauses on these," concludes Katona.

Netherlands leading the way

Meanwhile, the Netherlands has shown that it is feasible to begin to extricate oneself from the dependency on Russian LNG and gradually reduce imports.

"We made the arrangements that no LNG from Russia was allowed to be stored at EET. LNG from Russia was 30 percent of the total LNG import and is now down to 15 percent," explains Pieter ten Bruggencate, Spokesperson for the Ministry for Climate and Energy Policy, to HNN. The government's efforts have proven effective with deliveries during the first six months of this year down around 50 percent over 2022.The question of how to address Russian LNG imports to Europe will remain acute as Novatek's next LNG project, Arctic LNG 2, will come online later this year. A storage hub, intended to facilitate the flow of LNG to the continent, also arrived in the Arctic this week.

Source : HighNorthnews

Inséré 07/11/23 HISTORIEK HISTORIQUE Enlevé 07/12/23

Magelhaen

Door A JACOBS

Zelfs na de ontdekking van Amerika bleef de aandacht van Europa op het Oosten gericht. De Portugezen hadden de zeeweg rond de Kaap in handen en de Engelsen beheersten de Noord-Atlantische Oceaan, maar de mogelijkheid omtrent het bestaan van een zuidwestelijke route, bleef open. Toen Fernando in 1480 in de nabijheid van Oporto geboren werd, hadden de Portugezen hun eerste ontdekkingstochten om de zeeweg naar Indië te vinden reeds achter de rug. Indië was het land van het goud en de specerijen, en wie de kortste weg erheen kon vinden, was zeker van een fabelachtige rijkdom. Dat was echter niet zo eenvoudig als het thans wel lijkt. Zelfs de meest geleerde aardrijkskundige in die dagen was ervan overtuigd dat de Atlantische Oceaan een zee zonder einde was, die men niet bevaren kon. Volgens de opvattingen van die tijd was alleen de Middellandse Zee bevaarbaar. En toch zouden de Portugezen het beproeven. De Portugese koning, Hendrik de Zeevaarder, heeft vijftig jaar van zijn leven en zijn hele fortuin eraan besteed om de ontdekking van de zeeweg naar Indië mogelijk te maken. Hij stierf in 1460 zonder dat hij nog ontdekkingen van grote betekenis mocht meemaken. Vanaf dan kwam alles in een stroom-versnelling terecht: de ontdekkingen volgden elkaar tegen een ijltempo op. In 1486 zeilde Diaz voor het eerst om de zuidpunt van Afrika, nu lag de weg naar Indië open !

Het nieuws dat Columbus na drie weken zeilen over de Atlantische Oceaan Indië had bereikt, was als een donderslag uit een heldere hemel het Portugese hof binnengevallen. Dat Columbus Amerika had ontdekt, werd men zich pas veel later bewust. Om te verhinderen dat Spanje en Portugal elkaar de oorlog zouden verklaren, nam de Paus een wereldkaart en trok een lijn dwars door landen en zeeën. En hij besliste dat al de nieuw ontdekte gebieden ten oosten van die lijn aan Portugal zouden behoren, en die ten westen aan Spanje. Daarmee was het geschil voorlopig opgelost. In Portugal werd met koortsige haast gewerkt aan de uitrusting van een grote vloot ter verovering van het Oosten. tri 1947 stak deze armada in zee onder het bevel van Vasco da Gama. Nog hetzelfde jaar rondde hij de Kaap de Goede Hoop en zette koers naar het noorden, langs de oostkust van Afrika. Het volgende jaar wierp zijn schip het anker voor Calicut, toen de grootste haven van het verre Oosten. Indië was bereikt, het waagstuk was volbracht! Portugal wilde zich niet alleen meester maken van de handel in Indische producten, maar ook van de landen zelf waar deze producten groeiden; het beschouwde Afrika en Indië als zijn eigendom. De volkeren die daar woonden moesten zich onderwerpen of werden uitgeroeid. Geen enkel ander land mocht in deze gebieden handel drijven. Geen enkel schip van een ander land mocht deze zeeën bevaren. Gebeurde dit toch, dan werd het door de Portugese vloot aangevallen en buitgemaakt. De vijfentwintigste maart van het jaar 1505 begon Magelhaen helemaal onderaan de ladder als gewoon soldaat om in de heidense landen het christelijk geloof te laten zegevieren. Voor Magelhaen was dit vertrek het begin van een avontuurlijk soldatenleven in dienst van Portugal. De eerste grote zeeslag die Magel heen meemaakte was de slag van Cannannore waar de Portugezen tachtig doden en tweehonderd gewonden telden, maar desondanks toch de overwinning behaalden. Hij had in deze slag flink zijn man gestaan en wat belangrijker was: hij had het er heelhuids afgebracht!

Het leven werd voor hem een aaneenschakeling van spannende en gevaarvolle avonturen.

Yv. 702

Door zijn studie en ondervinding kende hij meer van de zeevaart dan de meeste kapiteins. Maar aangezien hij slechts tot de lagere adel behoorde, werd hij steeds benadeeld als er nieuwe bevelhebbers moesten worden benoemd. Na in ongenade te zijn gevallen bij de koning van Portugal, ging hij zijn diensten aanbieden aan het Spaanse hof. Hij speelde het klaar om als opperbevelhebber van een vloot van vijf schepen benoemd te worden. Het doel was de korte weg naar de Molukken te vinden en deze voor Spanje in bezit te nemen. Hij overtuigde het Spaanse hof dat er tussen Europa en Indië een onmetelijk vasteland lag en dat er een zeeëngte moest te vinden zijn die dit continent in twee sneed. Hij beweerde ook de ingang van die zeeëngte te kennen. De vloot zou onder Spaanse vlag uitvaren om de rijkste eilanden ter wereld voor Spanje in bezit te nemen.

Het was een hele onderneming om vijf schepen uit te rusten voor een reis waarvan niemand wist hoe lang ze zou duren. Er werd genoeg proviand opgeslagen om de tweehonderdvijftig opvarenden gedurende twee jaar in leven te houden. Een belangrijk deel van de cargo waren duizenden kleurige snuisterijen die zouden kunnen dienen om ruilhandel te drijven. Ook wapens en munitie werden niet vergeten. Het werk werd geremd door een voortdurend geldgebrek. De uitrusting van de schepen kostte de staat een fortuin. In ruil voor een aandeel in de winst werden er onder de rijke kooplieden sponsors gezocht. en gevonden.

Yv. 410

Ook het aanmonsteren van de bemanning vormde een probleem. Niemand kon antwoord geven op de vragen betreffende de duur van de reis en de te volgen reisweg. De goede matrozen bleven thuis, wat men bij elkaar kon ronselen was een troep leeglopers van alle slag. De ene moeilijkheid was nog niet opgelost of er doemde een andere op. Driemaal moest het vertrek worden uitgesteld. De tiende augustus van het jaar 1519 was het dan eindelijk toch zover en verlieten de vijf schepen de rede van Sevilla. Na zes dagen varen bereikte men de Canarische eilanden. Hier werd hij op de hoogte gesteld dat zijn Spaanse officieren een complot tegen hem beraamden en hem bij de eerste gelegenheid wilden likwideren. Gewaarschuwd was hij dus. Men vaarde langs de kust van Afrika. Voortdurend had hij problemen met de kapiteins van zijn schepen die zijn gezag niet goedschiks aanvaardden, zij vormden een voortdurende bedreiging voor de admiraal. Magellaan deed zuidwest sturen op de oostkust van Zuid-Amerika aan. Elf weken na het vertrek werden de ankers geworpen in een baai die thans Rio de Janeiro wordt genoemd. Er werd een lucratieve ruilhandel met de plaatselijke bevolking opgezet en dertien dagen later koos men terug het ruime sop. De elfde januari kreeg men Kaap Santa-Maria in zicht. Volgens de inlichtingen die Magelhaen bezat moest achter deze kaap de doorvaart liggen.

Yv. 151

Groot was zijn teleurstelling toen na enkele dagen bleek dat de inham die zij inderdaad vonden de uitmonding was van een machtige rivier die zijn wateren in zee stort. Men bevond zich op de Rio de la Plata. Het was hem nu duidelijk geworden dat zijn hele plan op een hersenschim was gebouwd. De geweldige onderneming die reeds zoveel geld en arbeid had gekost, berustte op verkeerde gegevens! Voor de eerste maal begon hij over het bestaan van de verbindingsweg tussen de twee oceanen te twijfelen. Maar Magelhaen was er de man niet naar om bij de pakken te blijven zitten. De derde februari van het jaar 1520 verliet de vloot haar ankerplaats en koos richting Zuid. Nog nooit was een Europeaan tot hier doorgedrongen, na enkele weken voer men langs de kust van Patagonil. De dagen werden korter en de nachten langer. Men had te kampen met geweldige stormen en verschillende bemanningsleden werden over boord geslagen en verdronken.

Een vijandige zee stond hen voortdurend naar het leven en ze waren de gevangenen van een onverbiddelijk klimaat. Na weken zwalpen, bereikte men uiteindelijk de haven van Sint Juliaan. De schepen waren nu negen maanden onderweg en nog was de doorgang niet gevonden. Hij besloot ter plaatse te overwinteren. Toen de bemanning dit vernam, sloeg hun misnoegen om in opstandigheid. Dit was het ogenblik waarop de Spaanse kapiteins hadden gewacht. Er brak muiterij uit, aangevoerd door de Spaanse kapiteins. Magelhaen overleefde het en kon zelfs de situatie ombuigen in zijn voordeel. de muiters werden zwaar gestraft: de hoofdschuldigen werden terechtgesteld.

Yv. 660

Yv. 146

De admiraal wilde de kust naar het zuiden verkennen en stuurde zijn kleinste en snelste schip erop uit. De Santiago liep echter op de klippen. De bemanning kon zich redden maar het schip was verloren. De bemanning werd verdeeld over de andere schepen. Het was het eerste onherstelbare verlies waardoor de vloot getroffen werd. Na vijf maanden werd terug zee gekozen. Men schreef 18 oktober. Hij stuurde de Conception en de San Antonio een brede baai binnen om deze te verkennen. Achter een rotspunt ontdekten zij de ingang van een smal kanaal. Men was er van overtuigd de felgezochte doorgang gevonden te hebben. Na vijf dagen konden zij bij hun terugkeer de admiraal het goede nieuws melden. Toen de schepen het kanaal invoeren doopte hij de zeeëngte plechtig het kanaal van Allerheiligen. Later werd deze verbindingsweg de Straat van Maghelhaen genoemd. De San Antonio was vermist. Na dagenlang tevergeefs wachten, werd verondersteld dat zij ofwel vergaan was ofwel gedeserteerd en naar Spanie teruggekeerd.

Op de beide oevers groeiden weelderige wouden. S'nachts bemerkte men grote vuren op de linkeroever. Daarom noemde men het Vuurland. Na een laatste gevaarlijke rotspunt omzeild te hebben, lag eindelijk de Grote Oceaan voor hen open.

Yv. 367

Ondertussen was de San Antonio reeds een maand op de terugweg naar Spanje. De stuurman Gomez had met de Spanjaarden een complot gesmeed; de kapitein Mezquita werd uit zijn ambt ontzet en in de boeien geklonken. De San Antonio was er 's nachts in geslaagd ongezien de zeeëngte uit te komen. Zij koersten naar het noorden, langs dezelfde weg als ze gekomen waren. Sevilla stond in rep en roer toen de zesde mei van het jaar 1521 de San Antonio als enig schip van de vijf die waren vertrokken, de haven binnenliep. Gomez kon laten geloven dat hij de zeeëngte had ontdekt en kon Magelhaen bij de koning in diskrediet brengen.

Yv. 2663

Toen de drie overblijvende galjoenen de reis over de Grote Oceaan begonnen, was het een sprong in het onbekende. Geen mens had enig idee over de uitgestrektheid van de pas ontdekte wereldzee. Met een uitgeputte bemanning en te weinig voedsel ondernam de onverschrokken admiraal een der stoutmoedigste waagstukken die ooit door mensen werd volbracht. Hoe dichter ze bij de evenaar kwamen, hoe drukkender de hitte werd; Er was zo weinig wind dat ze deze zee "de Stille Oceaan» noemden. Door het gemis aan vers voedsel leden de meeste opvarenden aan scheurbuik. Deze ziekte doet het tandvlees opzwellen en etteren, de tanden vallen uit en in de mond ontstaan zweren die het gehemelte zo pijnlijk doen opzwellen dat de zieke niets meer kan innemen en sterft in de hevigste pijnen. Negentien matrozen waren reeds bezweken van ontbering.

De zesde maart 1521, na een reis van negenennegentig dagen in de meest erbarmelijke omstandigheden, ontwaarde men land! Hij dacht dat hij de Molukken ontdekt had, maar in werkelijkheid waren het de eilanden die behoorden tot de groep der Fillipijnen, een geheel onbekende archipel die van nu af met al zijn rijkdommen aan de koning van Spanje

zou toebehoren! Een ruilhandel werd met de inboorlingen opgezet en voor de eerste maal maakten de zeevarenden kennis met bananen en kokosnoten.

Tegen de vijfentwintigste maart waren de bemanningsleden in die mate hersteld van de ontberingen dat terug zee kon worden gekozen. Hij veroverde op vreedzame wijze de hele eilandengroep der Filipijnen voor de Spaanse kroon. Om de pas veroverde gebieden voor Spanje te kunnen behouden, hij had immers niet genoeg manschappen om achter te laten, stelde hij het stamhoofd Radja Humabon aan als koning over alle andere vorsten en deed hij dus alle stamhoofden onderwerping beloven aan de radja van Cebu. Allen behalve het stamhoofd van het eiland Maktan deden dit. Om hem daartoe te dwingen ondernam Magelhaen een strafexpeditie naar het eiland. Het werd meteen zijn laatste raid: een overwicht van inboorlingen verpletterde het handvol soldaten en de admiraal werd dodelijk getroffen door een speerpunt en verder door tientallen inboorlingen afgemaakt.

Koning Humabon die nu gemerkt had dat de blanken toch niet onkwetsbaar waren, deed geloven dat hij een trouw bondgenoot was en organiseerde een afscheidsfeest. Wat niemand wist, was dat hij er alleen op uit was de schepen van de blanken buit te maken. Hij lokte de bemanning in een hinderlaag.

De weinigen die nog overbleven kozen wijselijk zee. Van de tweehonderdzestig leden der bemanning bleven er nog honderdvijftien over. Te weinig om drie schepen te bemannen. De Conception werd opgeofferd. Zij werd in brand gestoken. Op Borneo werd men vriendelijk ontvangen en er werd proviand opgedaan. Maar toen men wou vertrekken, bleek dat de sultan er niets beter op had gevonden dan een vijftal bemanningsleden als gijzelaars te nemen. Dit kon men natuurlijk niet hebben er er volgde een zeegevecht. Men moest er genoegen mee nemen dat drie opvarenden op het eiland achterbleven. Gedurende zes maanden bleef men om de specerijeneilanden heen varen zonder ze te vinden. Dit was te wijten aan de onbekwaamheid van de bevelhebbers nu Magelhaen er niet meer was. Maar eindelijk, de achtste november 1521, werden twee eilanden van de groep der Molukken zichtbaar aan de horizon. Ze wierpen het anker in de haven van Tidor. Zevenentwintig maanden waren ze onderweg geweest, op zoek naar deze eilanden. Koning Almansor erkende zonder aarzelen de heerschappij van de Spaanse kroon. Alleen de Victoria was nog in staat om de overtocht van de Indische Oceaan te wagen en vertrok alleen om het grote nieuws van de ontdekking in Spanje te gaan verkondigen. Deze terugreis was op zijn zachts gezegd een wonder. Het kleine zeilschip was door zijn dertig maandenlange omvaart tot op de draad versleten, bovendien bevonden ze zich op de Portugese vaarroutes zodat indien zij gesnapt werden het schip zou worden buitgemaakt en de bemanning zonder veel omhaal opgeknoopt. Het schip was dus genoodzaakt de Indische Oceaan in zijn volle breedte over te steken, recht naar de Kaap de Goede Hoop, en dan langs de westkust van Afrika naar het noorden zonder eenmaal aan te leggen. Het was een waagstuk zonder voorgaande in de geschiedenis, maar het werd volbracht.

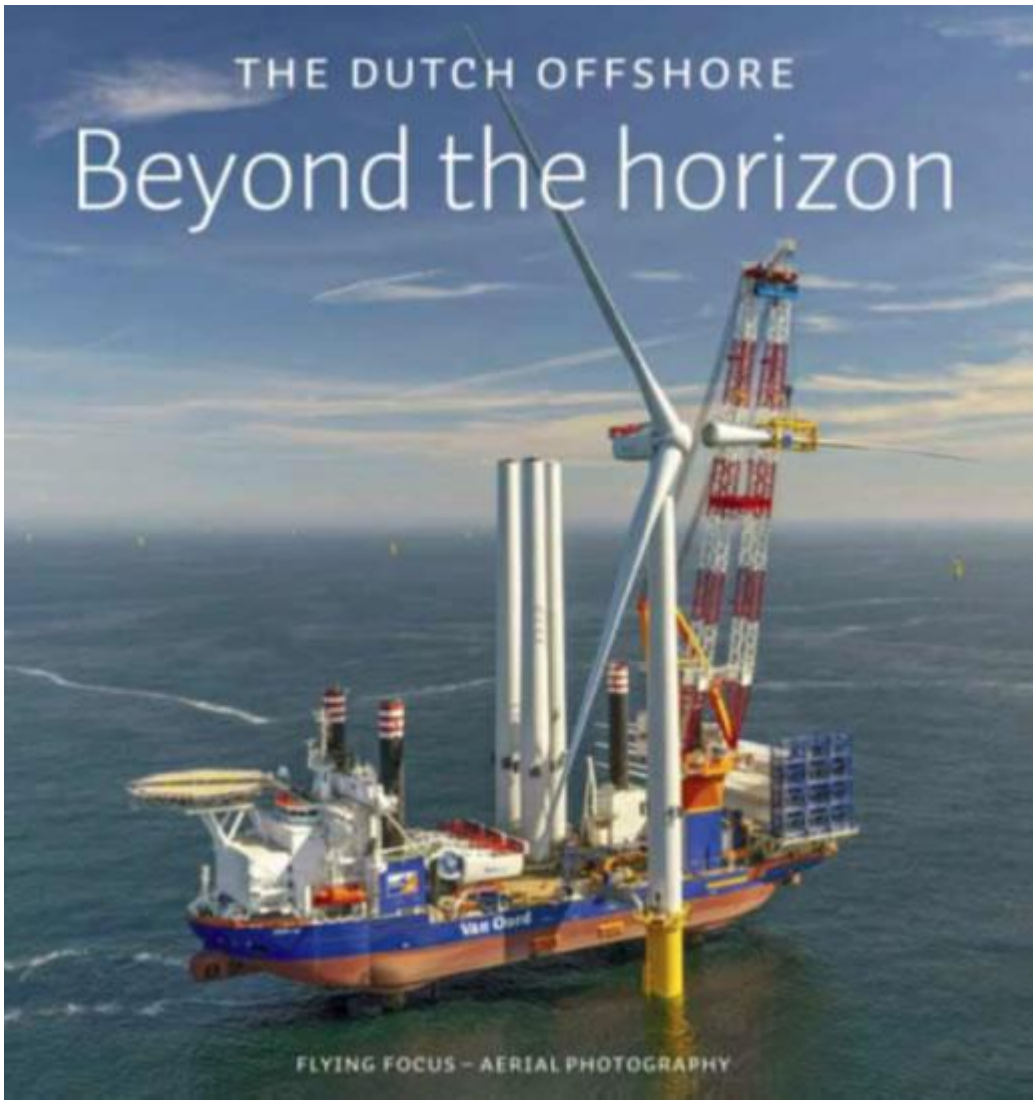
Op de zesde september 1522, ging de Victoria voor anker in de haven van San lucar de Barrameda, op dezelfde plaats waar ze drie jaar tevoren vertrokken was. Met vijf flink opgetuigde schepen en tweehonderdzestig krachti-ge mannen waren ze vertrokken. Met achttien uitgemergelde wezens keerden ze terug aan boord van een wrak dat nochtans de eerste reis rond de wereld had volbracht. De wereldreis van de Victoria wekte de bewondering van Gans Europa. Eindelijk was werkelijk het bewijs geleverd dat de wereld een bol was en dat alle zeeën slechts een enkele zee uitmaken.

Neptunus November 1986

Inséré 08/11/23 BOEKEN LIVRES BOOKS Enlevé 08/12/23

Beyond the Horizon

B O E K B E S P R E K I N G door : Frank NEYTS



Recent verscheen bij **Flying Focus BV** het prachtige fotoboek uit getiteld "**The Dutch Offshore, Beyond the Horizon**". Zoals de titel al laat vermoeden biedt het boek prachtige luchtfoto's van de offshore activiteiten in het Nederlandse gebied van de Noordzee. Die offshore activiteiten moet men zien in de breedste betekenis van het woord: olie- en gaswinning, windturbineparken, sleepvaart, zwaar en uitzonderlijk transport…

Over de jaren heen wist **Flying Focus** zich een stevige reputatie op te bouwen voor haar prachtige publicaties met uitzonderlijk mooie beelden, vaak genomen in extreme weersomstandigheden (storm, sneeuw). Hoewel gespecialiseerd in maritieme onderwerpen biedt Flying Focus ook zeer mooie landschap- en natuurboeken. Jaarlijks brengt Flying Focus ook prachtige kalenders op de markt, die heel vaak in de collecties van verzamelaars hun weg vinden.

Herman IJsseling is steeds de fotograaf van dienst.

Het loont echt de moeite de website van Flying Focus te raadplegen om een overzicht te krijgen van de vele prachtige publicaties die beschikbaar zijn.Net als alle andere uitgaven is nu ook "**The Dutch Offshore, Beyond the Horizon**" (ISBN 978-90-79716-28-9) een echte aanrader. Het boek telt 156 pagina's en werd als hardback op groot formaat (30 x 30 cm) uitgegeven. Het boek kost 34,50 euro maar is echt '**value for money'**! Aankopen kan via de boekhandel of rechtstreeks bij Flying Focus BV, Postbus 55, 1790 AB Den Burg. Tel. 0031(0)222 728128. Email: info@flyingfocus.nl . Zie ook www.flyingfocus.nl.

Inséré 08/11/23 NIEUWS NOUVELLES Enlevé 08/12/23

Sovcomflot transfers ships to new management company to boost trade – industry data

Russia's leading tanker group Sovcomflot has transferred dozens of ships into a new Dubai based management company aiming to boost trade through this entity amid growing pressure from financial restrictions, according to maritime industry data and shipping industry sources. State-owned Sovcomflot (SCF) is subject to sanctions and other restrictions by the UK and the European Union, while Washington has restricted its financial activities. Sovcomflot – whose fleet in the region of 80 vessels including crude, oil products and liquefied natural gas tankers – has had to deal with these capital restrictions over the past year It has also had to rebase its overseas operations from Cyprus to Dubai.

Since July, 45 tankers have transferred to Dubai-based Oil Tankers SCF MGMT FZCO, according to data on the Equasis public database of maritime information.Some of the vessels retained separate management services with Sun Ship Management, the Equasis data showed.Sun Ship Management was separately designated by the European Union and the UK earlier this year. Britain said in May that Sun Ship Management was an entity connected to Sovcomflot and "supporting Russia to circumvent or undermine the effects of Western sanctions». The SCF operated tanker fleet has not called at EU or UK ports since the early spring of 2022 and all ties with clients in those jurisdictions were terminated at that time, SCF said in a statement to Reuters. The additional restrictions imposed on Sun Ship Management as one of SCF's subsidiaries in February 2023 "did not add much", it said, in the first confirmation to Reuters that Sun Ship Management was part of the group. "Established back in 2012, SUN Ship Management (D) Ltd continues to manage a large number of SCF vessels and remains an important member of the group," SCF's statement said.

SCF did not directly comment on the new entity Oil Tankers SCF MGMT FZCO.

"At the moment as part of internal reorganization efforts, the company is allocating its fleet to different technical supervision teams depending on the trading geography, clients portfolio, vessels' age and commodities transported," Sovcomflot said." This corresponds to SCF's historical mode of operations with several technical managers working under respective recognized brands." SCF said each of them contributed to the "safety and quality of fleet's performance".A trader involved in Russian oil said: "The transfer may help to ease issues with getting services in international ports, bunkering and other financial operations for the new entity, though it is unlikely to be a long-term solution." Russia is increasingly turning to unregulated tankers operated by newly established companies aiming to step in to provide transport, although Moscow still utilises SCF's tanker fleet as well."SCF still aims

to be a large international shipping player in the world where it is not sanctioned," another source involved in Russian oil sales said.

Trade and shipping sources said the new management company in Dubai was part of efforts to separate SCF and other entities that had been subject to sanctions-related designations. "Russian tankers are unable to get spare engine parts as the Western engine makers have pulled out and they face more difficulties like this," one Western shipping industry source said. Finland's Wartsila, a leading ship engine maker, was among companies that suspended business with Russia last year.

Source: Reuters (Reporting by Jonathan Saul and Reuters reporters. Editing by Jane Merriman)

Inséré 09/11/23 DOSSIER Enlevé 09/12/23

Route-specific stowage app significantly reduces seafastening costs

Keeping transported breakbulk cargo safe is the purpose of the IMO's CSS Code. But its rules apply to the most adverse seaways and are therefore unnecessarily strict for calmer sea regions. DNV has found an answer: an app that ensures cargo safety whilst reducing the cost of seafastening A new, easy-to-use online app developed by DNV enables operators to design the seafastening of breakbulk cargo based on the specific route and the season. Accessible on DNV's Veracity.com portal, the "Route Specific Cargo Stowage" app calculates the accelerations the cargo will be exposed to along the given route and considers the season of the year the transport should take place. This data can then be used to determine precisely the required lashing and cargo-securing measures. "Conventional applications tend to be complex and are intended for engineers," says Jan Rüde, Ship Type Expert MPV – Hull Structure & Outfitting at DNV Maritime. "We wanted to provide a solution that can be used by the shipping companies' cargo planners without requiring major engineering expertise. A solution that delivers answers on the spot."

The threat of wave-induced acceleration forces

Every breakbulk item carried on board requires individual seafastening using chains, cables, load-distribution and support frames, grillage, load spreaders, etc. As the ship moves in the waves, its cargo is exposed to strong acceleration and deceleration forces that must be factored in when determining where and how each item should be stowed. Improperly secured cargo can break loose, endangering the crew, other cargo and the ship itself, or be lost at sea. Therefore, proper seafastening is of vital interest to all stakeholders, from the cargo owner to the shipping company, and through to the insurers.

Realistic for the North Atlantic: the CSS Code

The general procedure for determining the seafastening measures for specific breakbulk cargo is based on the IMO's Code of Safe Practice for Cargo Stowage and Securing (CSS Code). However, the CSS Code assumes adverse wind and wave conditions. Furthermore, as a general standard it cannot account for any ship-specific characteristics such as seakeeping behaviour. This means that the values resulting from CSS Code-based seafastening calculations tend to be quite conservative, limiting the ship operator's flexibility in stowing cargo and optimizing space utilization when travelling through other sea regions. "The CSS Code calculation method produces load acceleration and deceleration figures that are unreasonably high for many other routes, especially during

milder seasons," says Rüde. "They lead to excessive seafastening measures that cause unnecessary costs and time delays."

Ship data reside in the cloud

To get more realistic values for routes exposed to less severe sea conditions, the new DNV app accounts for both the hull lines of the individual vessel and the wind and wave conditions along the intended route during the relevant season.

"What really sets this app apart," explains Rüde, "is that users have to enter the ship-specific data only once for each vessel. The server-based software runs a series of general calculations for the ship and stores the results in DNV's cloud where they can be accessed by the app from any location and at any time. The same set of data can also be used for all sister ships of a vessel that have identical hull lines."

Few input data, quick acceleration values

These initial calculations define a series of draught, trim and stability cases for the vessel and how it will move in specific wave conditions. When planning for a transport project, all the cargo planner has to do is invoke the vessel record in the app, select the departure and destination portsA and – if desired – the season, and enter four values into a simple online form: draught, trim, speed and metacentric height (GM). The system returns the applicable acceleration values at different locations of the ship in a matter of seconds.

Easy customization with DNV's Route Specific Cargo Stowage app

The identified route between the two ports is displayed as a line on a map. To adjust the route, the user can simply drag the line elsewhere as desired, for example, to include an additional waypoint or exclude a certain sea region. Clicking the "Calculate" button will make the software display the individual sea regions along the route as geometric "tiles". Each tile represents a set of regional wave statistics for every month of the year. If a date has been entered for the journey, the app will also determine how much time the ship will spend in each of these cells during the relevant season. It then generates a set of tables listing the acceleration values in metres per second2 for each direction of acceleration (vertical, lateral or longitudinal) per each section of the ship, from aft to bow and from top to bottom.

The output in the familiar CSS Code format reflects both the standard acceleration values according to the CSS Code as well as the reduced acceleration for the planned route and season. In addition, it specifies the resulting reduction of the acceleration value compared to the CSS standard value.

Flexible stowage options and a reporting feature

For greater flexibility in choosing the stowage location on board, users can optionally enter the cargo item's centre of gravity at the intended stowage position on the ship to obtain the precise acceleration values for that point. What is more, a maximum permissible acceleration value at a certain point can be defined to protect especially sensitive cargo for which the manufacturer has specified a maximum load. The app will then return the maximum wave height for the journey which must not be exceeded. «Cargo owners want optimum protection for their cargo, so any deviation from the strict CSS Code must be justified by the shipping company," explains Rüde. "The Route Specific Cargo Stowage app provides a printable reporting feature detailing the seafastening acceleration calculations for approval by the cargo owner. The reasoning behind the calculation method is described in an appendix to the report which bears the DNV logo – key factors to ensure credibility and acceptability."

Minimizing fuel consumption, emissions and costs per tonne

Once the ship data have been uploaded, the simplicity of the app makes it easy to try out various cargo placement options in theory and recalculate the acceleration values on the

fly. As a consequence, the available space on and below deck can be utilized more efficiently to minimize fuel consumption, carbon emissions and the costs per tonne of cargo carried.

Up to $150,000 saved per ship per year

To verify the cost-saving benefits of the app, DNV analysed three sample voyages together with a customer using data from three different vessels and for selected cargo items. In the best-case scenario, the acceleration values on the chosen route were nearly cut in half compared to the CSS Code calculation. "Depending on the given conditions, shipping companies could save up to $10,000 per trip or more, and between $100,000 and $150,000 per vessel per year," reports Rüde. "And this figure does not even include the added benefit of being able to carry additional payload by making better use of the available cargo space on board. The results this app delivers speak for themselves."

Source: DNV

Inséré 10/11/23 NIEUWS NOUVELLES Enlevé 10/12/23

Joint development of AI-powered automatic daft survey application

Kawasaki Kisen Kaisha, Ltd. ("K" LINE), TIS Inc. ("TIS") and Miotsukushi Analytics Inc. ("Miotsukushi") have jointly developed a draft survey application, "K" Line said in its news release. The application is designed to use artificial intelligence (AI) to recognize the water surface and the draft mark from the image captured with a smartphone and to display the accurate draft level with the impact of waves removed on the screen to help accurately measure the draft. At the end of July, the three companies jointly filed a patent application for this newly developed application. The draft is measured to calculate the weight of cargo loaded onto dry bulk carriers. Today, it is done by crew members and surveyors using the naked eye. It is possible to survey the draft with the human eye. However, it is done at the anchorage, which in some ports may be susceptible to waves. There have been cases where draft measurements even by experienced maritime professionals display a greater margin of error than expected. The jointly developed automatic draft survey application makes use of the "AI and data analysis service" offered by TIS and Miotsukushi and combines smartphones with the AI to supplement draft measurement that traditionally depended on the experience of maritime professionals with the AI. That helps equalize the degree of safety in navigation and cargo operations and maximize the cargo transportation volume. At "K" LINE, digitalization is underway as a functional strategy for realizing the business strategy in the medium-term management plan announced in May 2022. With the use of data and digital technologies, "K" LINE will enhance the core values of safety, environmental conservation and quality in a bid to boost its competitiveness and corporate value

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Inséré 11/11/23 DOSSIER Enlevé 11/12/23

Report reveals extent of illegal fees for seafarer recruitment

Survey from Liverpool John Moores University and The Mission to Seafarers

shows scale of corrupt practice of seafarers compelled to pay illegal employment fees, leading to debt, exploitative working conditions, and extended family separation.

The extent of illegal recruitment fees and charges being levied on seafarers, in violation of the Maritime Labour Convention, has been revealed in a research report and survey produced by Liverpool John Moores University (LJMU) and leading maritime welfare charity, The Mission to Seafarers (MtS).

The report, titled '**Survey on Fees and Charges for Seafarer Recruitment or Placement'**, shines a light on instances in which seafarers are being forced into paying illegal fees and charges, further confirming the extent of this serious problem and providing a better understanding of how widespread the issue is.

The report includes a survey of over 200 seafarers, drawn from a wide variety of ranks, age and nationalities, and all data collected was processed rigorously in adherence to academic standards at Liverpool John Moores University. Almost 65% of respondents stated that they were aware of illegal demands for recruitment or placement fees, either through personal experience or the experience of a colleague.

92% of respondents declared that these corrupt practices must come to an end; an important figure as it highlights an awareness that such fees and charges are not an acceptable part of the hiring process.

In terms of the nationalities and countries where illegal fees were most prevalent, 29% of cases were related to Indian citizens (followed by Filipino and then Burmese/Myanmarese citizens) and in 36% of cases, the demand for fees was made in India (followed by the Philippines and then Burma/Myanmar).

58% of respondents also stated that the demand for illegal fees and charges were from the crewing agent appointed by the shipping company. A further 31% said it was from an individual with links to the crewing agent and 11% said the demand came from an employee of the shipping company. When asked about the nature of the demand, 56% responded that it was described as a 'service charge', 29% as 'agency fees/registration fees' and 29% as a 'bribe'.

The sums involved varied from US$50-100 up to US$7,500, with the average being US$1,872. In 10% of reported cases, the seafarers affected are still in debt. Furthermore, 29% of respondents had experience of their documents being unlawfully withheld during the recruitment process; typically their Continuous Discharge Certificate/Seamans's book, passport or Certificate of Competency.

Such behaviour is a clear breach of the Maritime Labour Convention (MLC), an international treaty adopted by the International Labour Organisation. The MLC entered into force in 2013 and is often referred to as the 'Seafarers' bill of rights.' It makes clear that no fees or charges should be borne by the seafarers for their recruitment, placement, or employment, other than for their seafarers' book, statutory medical certificate, and passport. All seafarers should be able to access employment without the payment of fees or charges to recruitment agencies or intermediaries. This report builds on the initial study carried out by the Institute for Human Rights and Business (IHRB) and the Sustainable Shipping Initiative (SSI) in April 2023, and further confirms the prevalence of seafarers being coerced into paying illegal fees.

The impact of illegal recruitment fees on seafarers and their families can be very significant. In addition to the financial burden, the stress and strain inflicted can take its toll on the mental health of seafarers, while also limiting their career opportunities. In the worst cases, this exploitation can lead to serious human right violations, with seafarers trapped in debt bondage and forced to endure exploitative working conditions. Extended family separation further compounds the distressing circumstances, as seafarers find themselves unable to speak out against other abusive or dangerous practices. The issue of illegal fees also poses a serious reputational risk for the shipping industry, leading to a breakdown in trust between seafarers and employers. Moreover, it exacerbates existing labour shortages in

the shipping industry, discouraging existing seafarers from returning to sea and putting off the next generation from considering seafaring careers.

The report formed part of a discussion at The Global Forum for Responsible Recruitment, a major international forum bringing together businesses, civil society, trade unions, government, and academia to discuss the global agenda on responsible recruitment. Ben Bailey, The Mission to Seafarer's Director of Programme, spoke at the Forum on the specific challenges faced by seafarers in terms of their employment and working conditions.

Commenting on the report, Ben Bailey said: "This report confirms what seafarers have told us informally when it comes to the scourge of illegal fees and charges that so many of them are being coerced into paying in return for employment. Not only does the data shed new light on this phenomenon, the anecdotal feedback from seafarers also further reveals how widespread and damaging this problem is to individuals and their families.

"The illegal charging of fees impacts not just the livelihoods and wellbeing of seafarers and their families who are being systematically exploited, but also to the wider reputation of the shipping industry. If shipping wants to be able to attract and retain the talented seafarers that it relies upon, it will require meaningful action from national and international regulators, shipping companies, and the recruitment sector to drive out this practice."

Dr. Christos Kontovas, LJMU report lead author, added: "Our study sheds light on the disturbing reality of seafarers being subjected to illegal fees and charges. These practices can trap seafarers in debt bondage, compelling them to endure exploitative and abusive working conditions. What is truly disheartening though is that such practices tarnish the image of the maritime industry, leading to its perception as exploitative and unfair. This, in turn, has the potential to discourage aspiring seafarers from pursuing their dreams. We are, currently, exploring strategies to mitigate these practices, aiming to contribute towards addressing this deeply serious problem."

Further work is ongoing which builds on a series of recommendations to tackle this issue. These include better definitions of fees and charges, and increased education and awareness. It is intended that this document, along with the recent IHRB and SSI study, will inform discussion around amending the Maritime Labour Convention and other regulatory instruments dealing with the recruitment and retention of seafarers.

The scale of this problem also highlights the importance of financial literacy for seafarers and their families. The Mission to Seafarers is helping to address this important issue through its WeCare Financial Literacy programme, which provides informative money management tools which can help seafarers and their families have more control over their spending and how to better manage their income. To download a copy of 'Survey on Fees and Charges for Seafarer Recruitment or Placement', please visit: **https://www.missiontoseafarers.org/wp-content/uploads/MtS-LJMU-Recruitment-Survey-Report.pdf**

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Seafarers' unions strike deal for a 6 pct pay hike

by Jasmina Ovcina Mandra

Seafarers' unions and maritime employers have signed a four-year agreement that will see significant wage increases and dozens of workplace protections and improvements for over 250,000 seafarers' serving on more than 10,000 vessels.

Seafarers/Illustration; Image credit: ITF

The International Bargaining Forum (IBF), the forum that negotiates the world's largest global collective bargaining agreement, agreed terms for the 2024-2027 IBF Framework Agreement last week in Berlin, Germany.

Seafarers covered by the agreement will receive a 6 percent wage increase over the next two years (4 per cent wage and compensations increase from 1 January 2024 and 2 per cent wage and compensations increase from 1 January 2025). The 2026-27 pay deal and cost items will be negotiated in 2025.

In addition, the agreement includes reference to ILO Convention 190 on Violence and Harassment to reinforce a joint commitment to provide safe workplaces free of violence, discrimination and harassment for all seafarers. There was also a joint recognition of the importance of safe working practices in cargo lashing in the common fight against malpractice.

A new working group was also established that will focus on the future of seafaring and major challenges that the industry faces including the impact of new technology, the introduction of alternative fuels, and ensuring a just transition as the industry responds to climate change. Concerns around seafarers' hours of work, crewing levels, fatigue and duration of employment will also fall under the remit of the working group.

Under the agreement, the JNG also committed to remind their members of the importance of respecting national cabotage provisions and committed to working together with the ITF on a strategy to work towards more and more seafarers receiving a reasonable amount of internet access free of charge.

"This has been a particularly complicated set of negotiations coming out of the Covid pandemic, which has taken a great deal of effort and compromise on both sides to get this right for the times. This is a fair deal. We have agreed a working group that will look at the future needs of a changing industry with an eye on the needs of seafarers, with a focus on recruiting," ITF spokesperson and ITF Seafarers' Section Chair **David Heindel** said.

"The pay deal locked into this agreement provides concrete financial recognition for the critical contribution that seafarers make to the global economy and also recognises the sacrifice that seafarers have carried over the past few years and throughout the pandemic. The relationship between ITF and the JNG remains in good shape despite the challenges that these negotiations faced," ITF President and Dockers' Section Chair **Paddy Crumlin** said.
"Over the four years of this agreement, we have a lot of important issues to discuss so that we can continue to enhance the living and working conditions of all seafarers on IBF covered vessels. The biggest challenges we all face is the just transition and the move to alternative fuels," ITF General Secretary **Stephen Cotton** said.
"How the industry recruits and motivates our seafarers and ensures they have the skills for the future, this is firmly on our forward-looking agenda."
As many as 800,000 seafarers will require additional training by the mid-2030s to enable the shipping industry to transition towards alternative low- and zero-carbon fuels and technologies with the aim of keeping global warming to 1.5C or less by 2050, a DNV study shows.
Findings also suggest that a lack of certainty on alternative fuel options is having knock-on effects for seafarer training, as the global maritime community works towards a clearer decarbonization pathway in a post-fossil fuel era.

Inséré 13/11/23 DOSSIER Enlevé 13/12/23

Handling of cargo samples

Cargo samples hold significant importance in protecting tanker ship owners against potential cargo claims, necessitating the utmost care in their proper handling. This article delves into some critical aspects related to sampling.

Type of sample bottles

When it comes to which type of bottles to be used, there are a few considerations to keep in mind.

Pure acids or basic cargoes (e.g., sulphuric acid, phosphoric acid, or caustic soda) should be kept in plastic bottles (type HDPE). The reason for this is that such products will deteriorate glass over time resulting in the product containing increased levels of silica (e.g., sand or glass), but also because the bottles will become brittle and may break easily after a period of storage. Inhibited and light sensitive cargoes are often stored in amber bottles. But if the samples are stored in dark sample lockers, then transparent bottles can be considered. Furthermore, quality complaints typically concern parameters that are not affected by light. The downside of using plastic and amber (or dark) bottles is that they are not transparent and visual deviations (colour, water, particulate matter) in a manifold, foot or final sample are therefore not easily observed by a ship's crew assessing these samples. For immediate visual assessment, which is vital especially when assessing the manifold sample, transparent glass bottles should be used.

For vegetable oils (and other food grade products) transparent plastic bottles should be used (of a type which doesn't shrink under the effect of heated cargo). The reasons are food safety, and to prevent bottles from breaking inside the tank whereby food grade products become contaminated by glass. These cargoes may, however, be sampled in glass bottles as long as drain samples are drawn (manifold or recirculation), i.e., as long as the glass bottle is not lowered into the cargo itself.

Labelling and log keeping

Proper labelling of the samples is crucial. In some cases, vessels follow the correct sampling procedures but have poor labelling practices, such as:
• including excessive information except for the essentials,
• using only a permanent marker to write the tank number without proper labels,
• having unreadable labels.

Such labelling issues weaken the value of samples as evidence in joint witness analyses.

A label should as a minimum contain the following information:
a) Name of vessel and voyage number
b) Type of cargo, port of loading and discharge
c) Details of sample (manifold, final etc.)
d) Date and name of the person who took it.

To record the sampling in the Port Log can also serve as evidence. If the samples are sealed, then the seal number should be recorded as well.

Retention time

A concerning trend we see is that shipowners are shortening the on-board retention period of samples, disposing of them before a claim is brought against the vessel. This has led to costly settlements in cases where counter evidence could have been presented through retained samples. While sample lockers may be overfilled, it is crucial to maintain proper retention periods for potential disputes which in most cases are twelve months from the date of discharge.

Cargo surveyors

It is important to clarify the role of cargo surveyors and the misconception that issuing Letters of Protest for "failure to draw samples for the vessel" relieves the vessel from the responsibility of sampling or being involved in the sampling process. Cargo surveyors represent the cargo interests and follow their instructions, which may differ from the vessel's interests. This can result in a lack of samples or disagreements regarding the representation of available samples.

Occasionally we experience ship owners who refrained from sampling by the ship's crew because 'unilaterally drawn and unsealed samples did not bear any value as evidence'. It is essential to remember that all samples can serve as evidence and samples taken by a ship's crew are often the only evidence there is. Should a discussion regarding authenticity of samples persist, most products allow for fingerprint analyses, which would confirm that the samples are indeed representative. By considering these recommendations and addressing the challenges related to handling of samples, the sampling procedures on board can be improved to ensure accurate monitoring of cargo quality and to secure evidence.

Source: Skuld

Inséré 14/11/23 HISTORIEK HISTORIQUE Enlevé 14/12/23

Het weer- of donderglas

Door Oppermeester (o.r.) J.-B. Dreesen

Een zeer eigenaardig voorwerp is het WEER- of DONDERGLAS, ook wel DONDERFLES of WATERBAROMETER geheten.

Dit, uiterst zeldzaam geworden, toestel is geheel in glas, met een bolvormige voorkant en een vlakke achterzijde. Het gelijkt wat op een vogelfonteintje, doch heeft een hoge tuit zoals een ouderwetse koffiekan. Aan de bovenkant is het voorzien van een ophangoog.

Nadat het met water gevuld is, tot een peil dat boven de verbinding van tuit en glas ligt, wordt het met de vlakke achterzijde aan de wand gehangen. Aan de stand van het water in de tuit kan men dan het weer voorspellen. Bij bestendig weer blijft het water in glas en tuit op gelijke hoogte. Bij mooi weer zakt het naar de bodem van de tuit, terwijl het bij slecht weer stijgt en soms uit de tuit druppelt. Sommige van deze weerglazen zijn echte kunststukjes van de glasbaaskunst. Zoals die waarvan de tuit en de zijkanten met een «hanekammotief » versierd zijn.

Het weerglas is een zeldzaamheid in onze musea voor volkskunde en ook in onze taal zijn er slechts enkele sporen van overgebleven. En toch is het een voorwerp dat eigen is aan de Lage Landen bij de zee. Zo citeert het «Woordenboek van de Nederlandse Taal» onder het trefwoord DONDERGLAS de auteur DONKERS (blz 339) die het volgende schrijft: «Wij zijn de eerste uitvinders van de Donderglazen, welker werking nog niet begrepen wordt door de gemene filosofen, die waanen dat men dezelfde voorzeggingen kan trekken door het vergelijken van een barometer en een thermometer».

Ook de Engelsen beschouwen de weerglazen als eigen aan de Lage Landen. Dit blijkt ondermeer uit een bijdrage van de Engelse auteur H.R. ADDISON in zijn reisboek «BELGIUM AS SHE IS» (blz 227) in 1848 te Brussel uitgegeven. Hij schrijft daarover het volgende:
Men heeft in België een soort barometer, die bij ons in Engeland onbekend is, van een eenvoudig en onfeilbaar type. Het toestel is geheel uit glas, wel gelijkend op een vogelfontein, doch de tak gaat omhoog als de tuit van een koffiekan. Het toestel wordt half gevuld met water en men voorziet het weer volgens de stand van het water in deze tuit. Bij slecht weer stijgt het water en loopt soms over, bij mooi weer zinkt het tot de bodem van de tuit. Dit is het natuurlijk gevolg van de luchtdruk op het water, een kind zal weten dat deze proef niet anders dan juist kan zijn. Het verwonderd me dat men bij ons in Engeland dat ook niet probeert».

In onze streken werden weerglazen genoteerd in Westerlo, Tongerlo, Nevele en Brugge. Volgens antiekexperten dateerden ze van de 17de tot de 19de eeuw.

Het vroegere museum van Folkore te Antwerpen bezat één exemplaar. In het museum van Volkskunde te Gent staan er twee. De heer Platteeuw uit Brugge had tot voor enkele jaren een tweetal van deze voorwerpen in zijn bezit. Onlangs zag ik een exemplaar in het museum voor Volkskunde te Dover (Eng.). Men kon me echter niet zeggen waar het vandaan kwam.

Er bestaan verschillende modellen die van kort gestuikt en buikig en ongeveer 18 centimeter hoog naar hoog en smal gaan die tot 36 centimeter hoog kunnen zijn.

Uit het voorgaande blijkt dat het hier om een volksinstrument gaat dat voornamelijk in het binnenland thuishoort. Nu stelt zich de vraag hoe zo'n typisch instrument van de landman in ons maritiem vaarwater terecht komt?

Dit is een vrij oude geschiedenis voor de welke we even moeten teruggaan naar de PILGRIMFATHERS, een groep Puriteinen, die als geloof vervolgden in 1581 van Engeland uitweken naar Holland.

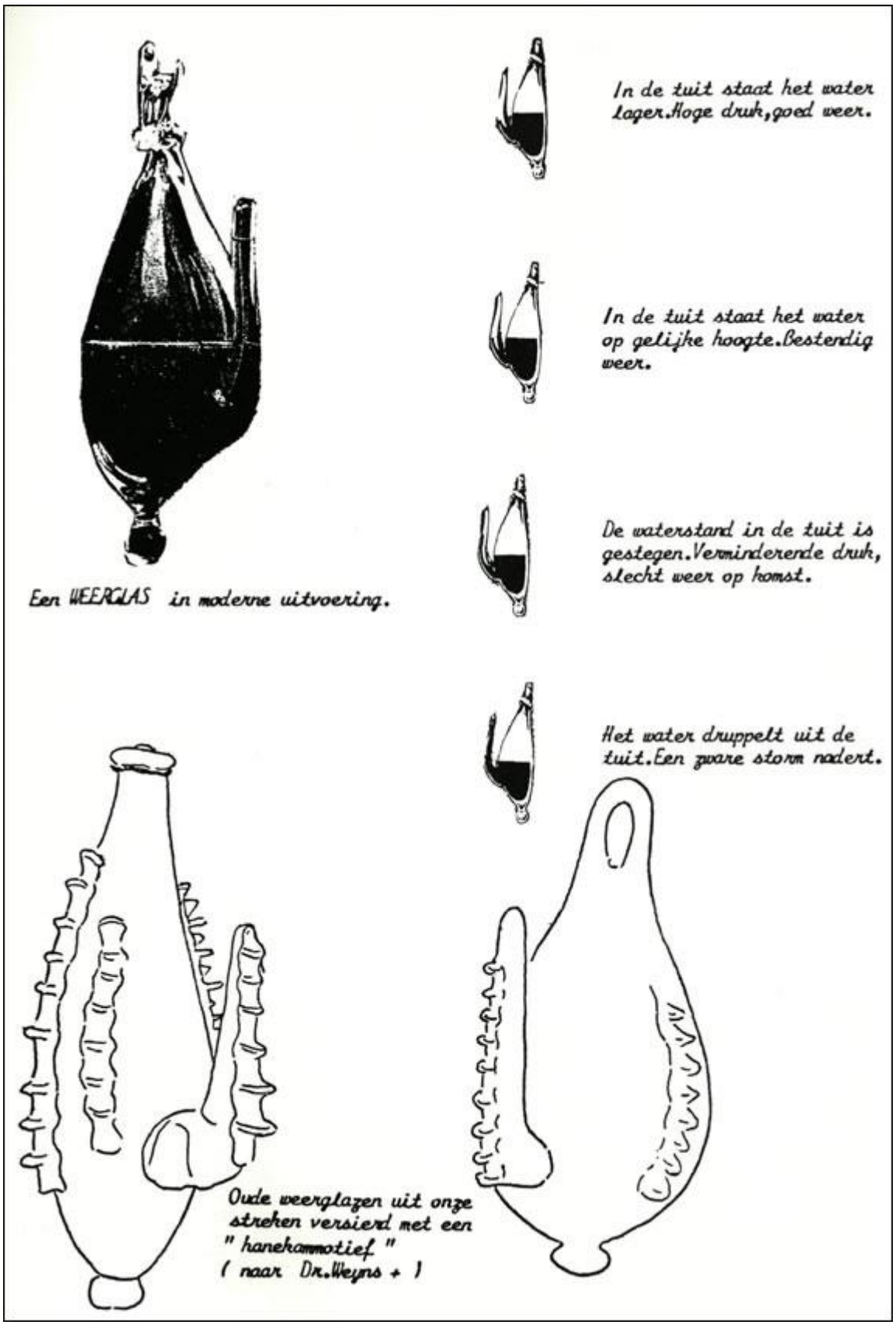
Een aantal onder hen vestigde zich in 1609 te Leiden. Een deel van de Leidse groep besloot in 1620 naar Noord-Amerika te emigreren. De zeereis begon in het voormalige Delfshaven aan boord van een 60-tons zeilscheepje, de SPEEDWELL genaamd. Hun eerste bestemming was Southampton aan de Engelse zuidkust waar medereizigers wachtten aan boord van het 180 ton metende zeilvaartuig de «MAYFLOWER». Aanvankelijk werd de overtocht naar de oostkust van Noord-Amerika met beide schepen vanuit Southampton begonnen. Na veel tegenslag en herhaalde terugkeer naar Zuid-Engeland werd de reis over de Noord-Atlantische Oceaan alleen door de « Mayflower» gemaakt. De «Mayflower» een bark, had een lengte van 27 meter en een breedte van 7,5 meter. Het schip had 25 man bemanning en stond onder het commando van Captain Christopher Jones. Bij het begin van de reis

waren er 102 passagiers aan boord, waarvan 70 volwassenen en 32 kinderen. Tijdens de reis is één persoon overleden en werden twee babies geboren.

De reis duurde 9 weken en was vol ontberingen voor de opvarenden. Op 9 november 1620 ankerde de -Mayflower» achter Cape Cod nabij het latere Boston. Na verschillende onderzoekingstochten werd op 16 december begonnen met de ontscheping bij een uitverkoren plek in Nieuw-Engeland. De pioniers stichtten geleidelijk een welvarende kolonie die op goede voet leefde met de Indianen.

De Pilgrimfathers hielden in 1621 hun eerste kerkelijke dankdag ter plaatse. Deze «THANKSGIVINGSDAY» wordt nog jaarlijks in november in de U.S.A. gevierd.

De nederzetting «PLIMOTH PLANTATION» genoemd, groeide uit tot een dorp en de latere stad PLYMOUTH (Mass). Naast landbouw hielden de kolonisten zich bezig met handel in pelterijen en timmerhout. Ter plaatse bevinden zich nog vele historische monumenten. Voor de Amerikanen is Plymouth (Mass) een pelgrimsoord in verband met de afstamming van de Pilgrims.



Ook ligt daar als museumschip de »Mayflower II» een naar het oorspronkelijk model nagebouwd zeilschip dat in 1957 dezelfde reis maakte als zijn originele voorganger. In april van voornoemd jaar zeilde deze replica, onder het commando van Alan Vilier, een oud Kaap Hoornvaarder, van Plymouth in Engeland naar Plymouth in de U.S.A. De reis duurde 53 dagen.

In Nederland zijn herinneringen betreffende de Pilgrimfathers, onder andere, te vinden in het Zakkendragershuisje in Rotterdam, Delfshaven.

Tot daar deze korte geschiedenis van de Pilgrimfathers. Waar zit nu het verband met ons Weerglas? Op deze lange reis over de oceaan was de scheepvaart toen, veel afhankelijker dan nu van het weer. De Pilgrimfathers hadden zich hiertegen zo goed mogelijk menen te wapenen door een exemplaar aan boord te nemen van dat eigenaardig instrument, het weerglas, dat ze tijdens hun verblijf in Leiden hadden leren kennen en waarderen. Een typisch stuk huisraad werd aldus gepromoveerd tot een maritiem instrument. Vandaar dat het in deze rubriek behandeld wordt.

Waar en wanneer het werd uitgevonden en door wie zal waarschijnlijk wel een raadsel blijven, maar een feit is dat het voornamelijk bekend was in onze eigen streken, in het toenmalige Holland en in Noord-Duitsland.
Vermits de Pilgrimfathers het op hun reis in 1620 gebruikten, moet het toestel al van voordien in gebruik zijn in de steden en het platteland van de Lage Landen bij de zee. Hoogst merkwaardig is echter dat de barometer, zoals we die thans kennen, slechts in 1638 door Torricelli werd uitgevonden. Dit wil zeggen dat 18 jaar voor Torricelli zijn uitvinding deed, de Pilgrimfathers in de Lage Landen een toestel leerden kennen waarmee de luchtdruk kon bepaald worden. Waaruit eens te meer blijkt dat er in de wereld weinig nieuws is.

Wat blijft er over dit instrument nog bestaan in deze taal? Het «Woordenboek van de Nederlandse taal» vermeldt het woord DONDERGLAS als ... een instrument dat onweders voorspelt ...

De «Dikke» VAN DALE citeert onder GLAS. bij verkorting in bepaald verband:
Horlogeglas ...
Lampeglas
(ongewoon) Weerglas, barometer: het glas is gezakt (zegswijze)
J. Van Beylen in zijn ZEILVAARTLEXICON zegt:
GLAS: Gemeenzame benaming door zeelui gegeven aan een barometer: Het glas valt, het glas stijgt, de barometer daalt of stijgt
Ook weerglas of Barometer genoemd.
De MARITIEME ENCYCLOPEDIE deel 3 spreekt van: GLAS:

- Zandloper
- Spreekterm voor barometer. Zegswijze: het glas rijst of valt.

Wijlen Dr. WEYNS behandelde het in zijn monumentaal werk over HUISRAAD IN VLAANDEREN onder het hoofdstuk MATEN EN GEWICHTEN en geeft als naam DONDERFLES, DONDERGLAS of WEERGLAS.

In BIEKORF 1955 (blz 282) wijdde M.P. (Platteeuw) een bijdrage over dit instrument dat hij een WATERBAROMETER noemt.

Op basis van de eerste vier verwijzingen mag aangenomen worden dat het WEERGLAS oorspronkelijk ook in het taalgebruik van onze zeelui voorkwam. Geleidelijk aan werd het echter verdrongen door de barometer. Een deel van de naam bleef als GLAS behouden in enkele maritieme zegswijzen.

Motril, Zomer 1986
Neptunus - november - novembre 1986

Inséré 15/11/23 NIEUWS NOUVELLES Enlevé 15/12/23

Baggerbedrijf DEME dient klacht in tegen Jan De Nul voor “onrechtmatig bewijs” in omkopingsdossier

Jvh Bron: BELGA

De baggergroep DEME, die zich moet verantwoorden in het omkoopdossier rond de uitvoering van baggerwerken in de haven van het Russische Sabetta, heeft een klacht ingediend tegen concurrent Jan De Nul omdat de e-mails die De Nul als bewijsmateriaal aanleverde "onrechtmatig verkregen" zouden zijn. Dat bevestigde John Maes, de advocaat van een van de vennootschappen rond DEME, voor de Gentse correctionele rechtbank.

Gisteren om 18:42

Volgens het onderzoek, dat startte na een klacht van concurrent Jan De Nul die naast de opdracht greep, zou DEME meer dan 8 miljoen euro smeergeld betaald hebben aan tussenpersonen. De zaak draait om de toekenning van een contract om baggerwerken uit te voeren in de haven van Sabetta, met een van de grootste lng-terminals ter wereld, op het Jamal-schiereiland in het noorden van Rusland. Het Russische ministerie van Transport had een aanbesteding voor het project uitbesteed aan het Russische bedrijf USK Most, en zowel DEME als Jan De Nul stelde zich in 2013 kandidaat voor de baggerwerken, die van 2014 tot 2017 zouden plaatsvinden.

DEME haalde de opdracht binnen via zijn Russische joint venture Mordraga, maar De Nul had vermoedens dat er een belangenconflict was met een tussenpersoon. Het onderzoek van het parket Oost-Vlaanderen startte in 2016 na een strafklacht van Jan De Nul.

In huiszoekingsbevelen van de FBI, die in 2018 ingeschakeld werd om e-mailadressen van verdachten te onderzoeken, werd de omkoopaffaire uit de doeken gedaan. Spilfiguur was volgens het gerecht Sofia M.-N., een ex-werknemer van DEME die een eigen consultancybedrijf was gestart in 2012. Haar Belgische bedrijf kreeg door DEME officieel 175.000 euro betaald als consultant. Uit het onderzoek bleek echter dat de vrouw, een Belgische van Bulgaarse origine, 4.188.000 euro smeergeld kreeg via schermvennootschappen in Cyprus en Panama gelinkt aan DEME. Ook een tegenhanger bij USK Most kreeg hetzelfde bedrag, en beide personen zouden via fraude en omkoping de toekenning van de opdracht aan DEME geregeld hebben. Volgens de speurders waren de toenmalige DEME-CEO Alain Bernard en drie andere personen binnen het bedrijf rechtstreeks betrokken bij het misdrijf.

De zaak werd woensdag ingeleid voor de correctionele rechtbank, maar de verdediging van DEME kaartte onmiddellijk een procedureel element aan. "De e-mails zijn de olifant in de kamer", zei advocaat John Maes. "Die zijn bijgebracht door de burgerlijke partij De Nul, volgens hen via 'een gunstige wind'. Het gaat om onrechtmatig verkregen bewijs. Het inschakelen van de FBI was gewoon een vraag om daar rechtmatig verkregen bewijs van te maken, om dat wit te wassen." Maes bevestigde dat DEME, in 2021 al, een klacht met burgerlijke partijstelling heeft ingediend tegen Jan De Nul, omdat het bewijsmateriaal onrechtmatig verkregen zou zijn. "De klacht (bij de onderzoeksrechter in Mechelen, red.) loopt nog maar zit in een eindfase." Ook andere advocaten van de vennootschappen rond DEME stelden de rechtmatigheid van het bewijsmateriaal in vraag, maar het openbaar ministerie wees het procedure-element af. "Het verhaal dat men opdiept is niet nieuw", zei de advocaat van De Nul. "Dat stuk is niet nieuw en de onderzoeksrechter en de KI hebben al geoordeeld dat het een vertragingsmanoeuvre was." De rechtbank besliste dat ze over het bewijsmateriaal zal oordelen samen met de grond van de zaak, maar ze is daar nog niet toe in staat omdat een USB-stick en een harde schijf met gegevens nog niet gelezen konden worden. Op 15 november gaat de zaak verder en moet duidelijk worden of de twee gegevensdrager uitleesbaar zijn, en dan pas worden conclusietermijnen afgesproken. Het dossier zal pas in 2024 gepleit worden.De advocaten van alle partijen gaven na afloop geen commentaar. DEME en De Nul clashten eerder al voor de rechtbank in andere dossiers, maar werken intussen ook samen in het Belgische consortium TM EDISON voor de bouw van het kunstmatig energie-eiland Prinses Elisabeth voor de Belgische kust. **Bron : nieuwsblad.be**

Inséré 16/11/23 BOEKEN LIVRES BOOKS Enlevé 16/12/23

BOEKBESPREKING

dstss Rotterdam (1959) : Plannen en ontwerpen.

In deze maand februari 2022 verschijnt bij uitgeverij **Gbooksinternational** het boek **dstss Rotterdam (1959) : Plannen en ontwerpen.**

Dit boek is het eerste deel van de lang verwachte serie gedetailleerde boeken over de complete geschiedenis in al haar fascinerende facetten van het legendarische stoomschip **ROTTERDAM V** uit 1959 – dat heden ten dage ligt afgemeerd aan het 3e Katendrechtsehoofd in Rotterdam waar het een bezienswaardigheid en een attractie van wereldklasse vormt.

Elk deel van deze uitzonderlijke serie is ook als zelfstandig boek te lezen.

De serie – vergelijkbaar met die over de **NIEUW AMSTERDAM** (1938) bestaat uit de delen:
I-A: PLANNEN en ontwerpen 1938 – 1956
I-B: Plannen en ONTWERPEN 1956 – 1958
II: BOUWEN 1956 – 1959
III: INRICHTING: installaties en interieurs
IV-A: VAREN deel 1
IV-B: VAREN deel 2
V: NA 2000
VI: UITSLAANDERS: tekeningen, dekplannen en vouwfolders

Het eerste deel (I-A) dat nu verschijnt, omvat 500 pagina's (A4-formaat) in een voorname hardbound uitvoering en staat boordevol informatie die nog nooit eerder uit de archieven van de RDM en de HAL tevoorschijn is gekomen. De unieke gegevens en de sensationele afbeeldingen van al het jarenlange ontwerpwerk aan de talloze voorontwerpen voor het schip (waarvan er eentje weergaloos staat afgebeeld op het omslag) maken dit boek waarlijk tot een zeldzaam document van wereldklasse op maritiem-historisch gebied.

De prijs van het omvangrijke boek bedraagt € 75,- (porto buiten NL niet inbegrepen). (De overige delen van de serie zullen ook die verkoopprijs hebben. Wie zich voorinschrijft op de hele serie betaalt per deel € 65,-.)
Bestel eenvoudig via e-mail: **info@gbooksinternational.nl** (+31 6 44 41 82 49)

Inséré 16/11/23 DOSSIER Enlevé 16/12/23

Ecoshield's lasting protection makes repainting of runninggear unnecessary

Over the last half year, the rudders and running gear of well over 50 ships were given an Ecoshield protective coating at yards in Germany, Spain, Turkey, Belgium, Malta, U.A.E., Singapore, the U.S.A. and China. These vessels include container vessels, patrol ships, chemical tankers, tugs and a dredger.

The ships belonged to a number of different owners. Some of them were new customers, others returning ones. The returning customers had seen firsthand that Ecoshield solved the cavitation erosion problem on their other rudders and wanted the same protection for the rest of their fleet. The new ones saw the excellent result obtained by other owners and chose Ecoshield to prevent corrosion and cavitation damage from reoccurring.

Groundbreaking protection

In the last couple of years, sister company Hydrex has noted a substantial increase in the number of enquiries for underwater rudder repairs. This clearly shows the need for a cost-saving and lasting solution. A great deal of effort goes into the design and manufacture of rudders because they are such an important part of a vessel. If a rudder is not given the proper protection against cavitation and the resulting erosion and corrosion damage, there can be major financial consequences for the owner.

Ecoshield puts an end to this. By blasting the rudder or other running gear back to bare steel and applying our coating, Ecoshield can break the never-ending cycle of painting, suffering damage, having to perform extensive repairs in drydock followed by a full repainting, again and again. Ecoshield provides a very thorough and lasting protection for a ship’s entire service life. No repaint will be required during future drydockings. At most minor touch-ups will be needed.

The Ecofix and Ecoshield combination

If a rudder has already suffered corrosion damage, Ecoshield can prevent any further damage from occurring. In such case the coating can be used in combination with another product in the Subsea Industries family: Ecofix.

Ecofix is a superior, tested and proven filler that restores the steel to its original shape with a smooth surface prior to recoating. Because it uses the same basic resin, Ecoshield can be applied just one hour after the filler. Slot welds can also be filled with Ecofix on a newbuild rudder prior to Ecoshield application. Ecofix can replace much more costly and time-consuming hot work in most cases.

Easy and flexible application

With time at a premium in drydock, the speed of application of Ecoshield is a further advantage. Ecoshield's flexibility makes it easy to adapt the application schedule to the rest of the activities at the shipyard or drydock in a way which does not interfere with them. Overcoating time can be as short as three hours. With the right planning, grit blasting, filling with Ecofix if needed, and application of the two required layers of Ecoshield can be performed in just one day.

Suitable for all running gear

Besides offering rudder protection, Ecoshield is also suitable for thrusters, azimuth thrusters, azipods, thruster nozzles, thruster tunnels and other underwater ship gear which needs special protection from corrosion. The extra strength coating protects these areas for the service life of the ship. There is no need for recoating or major repair. For this reason several of the vessels treated recently had their thrusters, thruster tunnels, propeller nozzles and stator fins coated with Ecoshield in addition to the rudders.

Results speak for themselves

Evidence of the success of the coating is the number of companies that began by coating one rudder experimentally and have ordered Ecoshield for the running gear on other ships after seeing the results in service. Most have plans to convert their entire fleet. Shipowners who have previously applied Ecoshield to rudders on ships in service are specifying the coating for the rudders and other underwater gear on their newbuilds. Ecoshield comes with a ten-year guarantee. It is the only coating known to fully protect a rudder from all cavitation damage.

Skuld

Inséré 17/11/23 NIEUWS NOUVELLES Enlevé 17/12/23

Saverys and Fredriksen come to an agreement to hive off 24 Euronav VLCCs to Frontline

By : Bojan

Euronav and Frontline have come to a deal in the long-simmering battle for control of one of the jewels in the European tanker crown.Two years after John Fredriksen-controlled Frontline first initiated a bidding war for Antwerp-based Euronav the deal on the table sees Frontline walking away with 24 Euronav VLCCs for $2.35bn in exchange for Fredriksen backing away from his aggressive takeover manoeuvres.

Under the agreement, which still needs the approval of shareholders, Frontline and Fredriksen's investment vehicle Famatown will agree to sell all their shares, representing 26.12% of Euronav's issued shares, in the Belgian firm to CMB at a price of $18.43 per share to be followed by a public mandatory takeover at the same price. Furthermore,

Euronav's pending arbitration action against Frontline and affiliates would be terminated conditional to the share sale. Subject to documentation, Frontline will fully finance the acquisition through the sale of Frontline's shares in Euronav to CMB and what was described as an "attractive long-term debt package." According to statements from the two companies, the discussions between the parties are well advanced, however, both claimed that there can be no certainty that these discussions would lead to an agreement. If negotiations result in a formal agreement, it will be subject to customary competition clearance procedures and any required approval procedures with the financial market authorities in Belgium and the U.S.

source : Splash 247

Inséré 18/11/23 DOSSIER Enlevé 18/12/23

Making the case for nuclear power in shipping

Professor Jan Emblemsvåg of the Norwegian University of Science and Technology recently spoke at the Gard Summer Seminar "Making Waves – geopolitics, energy and the future of shipping." He is a knowledgeable and outspoken proponent of nuclear power for vessel propulsion and made a strong case for including nuclear reactors in the mix of alternative fuels to power the green transition.

Upscaling of green fuels may be unrealistic

Green ammonia is often presented as a solution to decarbonize shipping and large transporters. There is a slight problem, though: volume and energy density.

The large container ships (larger than 10.000 TEUs) exemplify the situation. In 2020, about 580 such large container ships sailed the seas, and they typically consume 250 – 350 tons Heavy Fuel Oil (HFO) every day. This equals an average energy requirement of 3,350 MWh per day since a tonne of HFO has a thermal value of 11.2 MWh/tonne. As ammonia has a thermal value of 5.2 MWh/tonne, such a ship requires about twice as much green ammonia as HFO in terms of volume.

Green ammonia requires electrolysis, and somewhere between 9 – 15 MWh per tonne is required. Using the center point, we find that to replace 1 TWh thermal energy in shipping, 2.2 TWh of electric energy is required when using green ammonia. The annual global marine fuel consumption is about 300 million tonnes annually. Using the same calculation, the amount of electricity required is 7,778 TWh/yr, or almost 2.7 times the total EU electricity production in 2021 (2,888 TWh/yr).

For context, the total greenhouse gas emissions from the marine industry are about 3% of the total global emissions. This amounts to just over the emissions of Germany as a whole country. Indeed, without any effective countermeasures, international shipping is expected to reach 10 – 13% of global emissions within a few decades. Clearly, the case for decarbonization of shipping is not only very demanding but also highly unrealistic with today's path. Fresh thinking is required.

Shipping going nuclear

The nuclear option comes on the table simply by energy density. Natural uranium contains 3 million times more energy than coal, and thorium contains 3.5 million times more energy than coal. The green transition is all about power/energy density, which Vaclav Smil notes has always been the historical trend in the past. The only difference this time, is that we must avoid emissions. By going nuclear there are no emissions since the process is fission

and not combustion. Another upside to nuclear is availability of materials. An EU report from 2020 details the riskiness of today's energy policy due to the limited availability of materials for both renewable energy and electric vehicles. Uranium, however, can be extracted directly from seawater in vast quantities at reasonable costs.

Finally, nuclear provides a cost advantage. In my own research, I have demonstrated that for an Aframax tanker operating between Singapore and the Persian Gulf, the nuclear option can in fact cut costs compared to HFO. Nuclear also has the capability of providing synthetic fuel at competitive levels. At the nuclear power plant Nine-Mile-Point in the USA, the target is to produce hydrogen at 1 USD/kg within 10 years, which is actually cheaper than hydrogen from most fossil energy sources today which operate at 0.7-1.6 USD/kg! Competing technologies are expected to reach 1,5 USD/kg at best.

Why it didn't work before

The question about nuclear in the past and why it has not made it into commercial shipping by now, is a very valid question. Indeed, three nuclear-powered merchant vessels have been constructed decades ago, but they all succumbed to costs. The key difference now, however, is the reactor design.

All past nuclear-powered vessels, including military, have used a Light-Water Reactor (LWR) of some sort. These reactors use uranium as fuel and water as coolant. To provide maximum thermal efficiencies they are pressurized. Pressurization introduces an explosion risk (true for any pressurized system, not only nuclear), and to counter this risk numerous safety mechanisms are introduced. Hence, the reactors are completely safe, but the additional safety costs money. Also, water has low thermal density compared to other coolants now being suggested such as liquid lead and molten salt. This makes it harder to design small LWRs with as high output as those using alternative coolants. Therefore, the use of a LWR requires a certain size to be cost competitive. However, modularization and industrialization has improved this situation – also for other types of reactors.

Another perspective to keep in mind is that the new reactor designs are inherently safer than those in the past. This not only makes the very notion of having nuclear reactors on merchant ships doable, but it also saves costs as the complexity of the entire reactor system can be simplified. This was exemplified by the work performed at Oak Ridge National Laboratory in the 60s and 70s where the so called Molten-Salt Reactor (MSR) outperformed the LWR or the Pressurized Water Reactor (PWR) type by almost 20% (both being less costly than coal power without carbon tax).

Also keep in mind that we now have technologies that were unheard of 30 – 50 years ago. The digital technologies of today allow more accurate and careful design of the reactors themselves, but also facilitate entirely new ways of collaboration. In the past, a nuclear ship would have to be completely self-sustained in terms of crew and their competence. Obviously, recruiting enough nuclear trained personnel to operate a nuclear ship, is a major task. Today, however, remote operation technologies enable a control center on land to handle multiple ships if something comes up that is outside the scope of the crew competence. Furthermore, modern manufacturing enables more effective production of most components, further cutting costs.

Thus, it is fair to say that the early, nuclear movers in merchant shipping were basically too early. Today, however, the time is right.

Why nuclear will work today

With the climate crisis now upon us, I think nuclear will have to be part of the solution. Machiavelli once said that "necessity is the mother of invention". The need is here, and the time is now.

The technology is now almost ready, and why wait to cut costs tomorrow when we can start today? Sure, some development remains, and some early movers are taking more risks than others. This is normal for all innovation regardless of industry. The most important is to realize that ramping up a new industry typically takes a generation.

Therefore, perhaps it will take a couple of decades before the HFO will be displaced by the nuclear propulsion systems All nuclear technology takes time to achieve approval and operating licenses, and construction capacity and upskilling will also take a long time. All the more reason to start now.

Clearly, solving the fuel challenge for shipping takes time, but it is not that far into the future. It can come faster if we make the right decisions early and have enough funding to sustain the work, but it can also be delayed – like all innovation work – if mistakes are made and funding dries up. One thing is sure, if we succeed the potential is vast both in cutting emissions and solving the energy security issues, but also economically.

Like the late Ray Anderson, Chairman of President Clinton's Sustainability Council, said; "I want to do well by doing good". Sure, subsidies are probably needed initially, but to secure an energy transition we need something that is objectively better than the old solution, and modern nuclear has this potential.

Inséré 19/11/23 NIEUWS NOUVELLES Enlevé 19/12/23

Inséré 20/11/23 DOSSIER Enlevé 20/12/23

Nuances of force majeure clause

In NKD Maritime Limited v. Bart Maritime (No 2) Inc (Shagang Giant) [2022] EWHC 1615 (Comm), Bart Maritime (No 2) Inc (the seller) was contracted to sell the VLOC **SHAGANG GIANT** to NKD Maritime Limited (the buyer) by way of a Memorandum of Agreement (MOA) dated 5 March 2020. The buyer was an intermediary specialising in acquiring tonnage for scrapping and/or recycling on behalf of a yard.

Scrap/recycling sales of vessels are self-evidently quite different to second-hand sales, and no standard form of contract has been widely adopted. Although not stated expressly in the judgment, the MOA was almost certainly made on a broker's bespoke form.

The two relevant clauses under the MOA are:

1) Delivery

a. Delivery Location

The Vessel shall be delivered and taken over safely afloat at outer anchorage Alang, West Coast India, which shall be the "Delivery Location". If, on the Vessel's arrival, the Delivery Location is inaccessible for any reason whatsoever including but not limited to port congestion, the Vessel shall be delivered and taken over by the Buyer as near thereto as she may safely get at a safe and accessible berth or at anchorage which shall be designated by the Buyer, always provided that such berth or anchorage shall be subject to the approval of the Seller which shall not be unreasonably withheld. If the Buyer fails to nominate such place within 24 (twenty four) hours of arrival, the place at which it is customary for vessel (sic) to wait shall constitute the Delivery Location. The delivery of the Vessel according to this paragraph shall constitute full performance of the Seller's obligations and all other terms and conditions of this Agreement shall apply as if delivery had taken place."

2) Clause 10 of the MOA included a force majeure provision that provided: "Should the Seller be unable to transfer title of the Vessel or should the Buyer be unable to accept transfer of the Vessel both in accordance with this contract due to … restraint of governments … then either the Buyer or the Seller may terminate this Agreement upon written or telegraphic notice from one party to the other without any liability upon either party and the Initial Payment referred to in Clause 1.b. hereof shall be released to the Buyer."

Covid complications

The seller asked the buyer to nominate an alternate location for delivery, but the buyer did not do so. The buyer then sought to terminate the MOA relying on the force majeure clause.

The buyer claimed that the Covid-19 restrictions imposed by the Indian government constituted a "restraint of governments" and had precluded the seller from being able to transfer title in the vessel in accordance with the MOA. This had meant that the necessary clearances could not be obtained so the vessel had not reached the delivery location.

Consequently, the Notice of Readiness could not be tendered and no transfer of title in accordance with the MOA was possible. The buyer was, therefore, entitled to terminate under clause 10 of the MOA and was entitled to the return of the deposit.

The seller contended that Clause 10 of the MOA was not applicable. The seller had not been unable to transfer title in accordance with the MOA. Transfer of title did not require 'delivery' of the vessel. In any event, even if delivery was a necessary feature of transfer of title, the seller had not been unable to deliver the vessel by reason of the force majeure event, namely restraint of governments. The vessel had arrived at the delivery location, or as near thereto as it could safely get. The position where the ship had anchored was thus deemed to be the delivery location and its delivery there constituted full performance of the seller's obligations under the MOA.

Commercial court decision

The court considered the construction of Clause 10 of the MOA and concluded that 'delivery' was not a necessary requirement of 'transfer of title'. The phrases "delivery" and "transfer of title" are both used in the MOA and are not synonymous. Clause 10 conspicuously did not refer to 'delivery' but had deliberately used the term "transfer title of the vessel". 'Transfer of title' only requires payment of the price, delivery of the Bill of Sale, and deletion from the relevant ships' register. There was no condition precedent to transfer of title that there should be a Protocol of Delivery and Acceptance and physical delivery.The force majeure provision at Clause 10 could not, therefore, be invoked where transfer of title was possible.Additionally, the place at which the vessel anchored was not "outer anchorage Alang". The vessel was, therefore, not at the delivery location under the MOA. The question then was whether there had been a substituted delivery location under Clause 2(a).

The court held that the vessel was required to get as near to the delivery location specified as was possible, given the matter which rendered that delivery location inaccessible. The vessel had got as close to Alang outer anchorage as it could, subject to the fact that it did not have permission to come within the VTS Khambat area, which rendered the delivery location inaccessible. The reason the vessel had not obtained permission to proceed to Alang outer anchorage, and could not have been boarded by officials, was attributable to Covid-19 restrictions. These can be described as a "restraint of governments". The key issue was then whether that position rendered the seller 'unable' to transfer title. 'Inability' is significantly different from hindrance or delay. Whether there is 'inability' to perform for the purposes of Clause 10 by reason of a temporary restraint of governments depends on whether the probable period of that restraint will materially undermine the commercial adventure. In assessing this, the court indicated that similar considerations would apply as those which apply when considering whether a contract is frustrated.

On the facts, the court did not consider that the delay constituted an 'inability' on the part of the seller to perform the MOA for the purposes of Clause 10. The vessel was being sold for demolition and not for trading, and some delays to the beaching of the vessel were inevitable given its size. Nor did the temporary nature of the particular Covid-19 restrictions materially undermine the commercial adventure. The buyer was held to have wrongfully terminated the MOA. The seller was entitled to retain the deposit of $4.2 million but was not entitled to further damages as the deposit more than adequately compensated them for their losses. The judgment also contains useful guidance on the construction of similarly worded force majeure clauses and, in the context of the construction of MOAs,

offers guidance on the distinction between "delivery" and "transfer of title". This is particularly useful in the context of scrap sales, where sellers can face problems (and demands for re-negotiation) as a result of attempting delivery in accordance with unexpected local rules and practices in the end-buyer's home port. Finally, the decision confirms that Covid-19 restrictions did constitute "restraint of governments", which is a common wording in force majeure and exception clauses. However, Covid-19 restrictions will not automatically excuse a party from performance, especially where Covid-19 delays are only temporary in nature and do not materially undermine the commercial adventure.

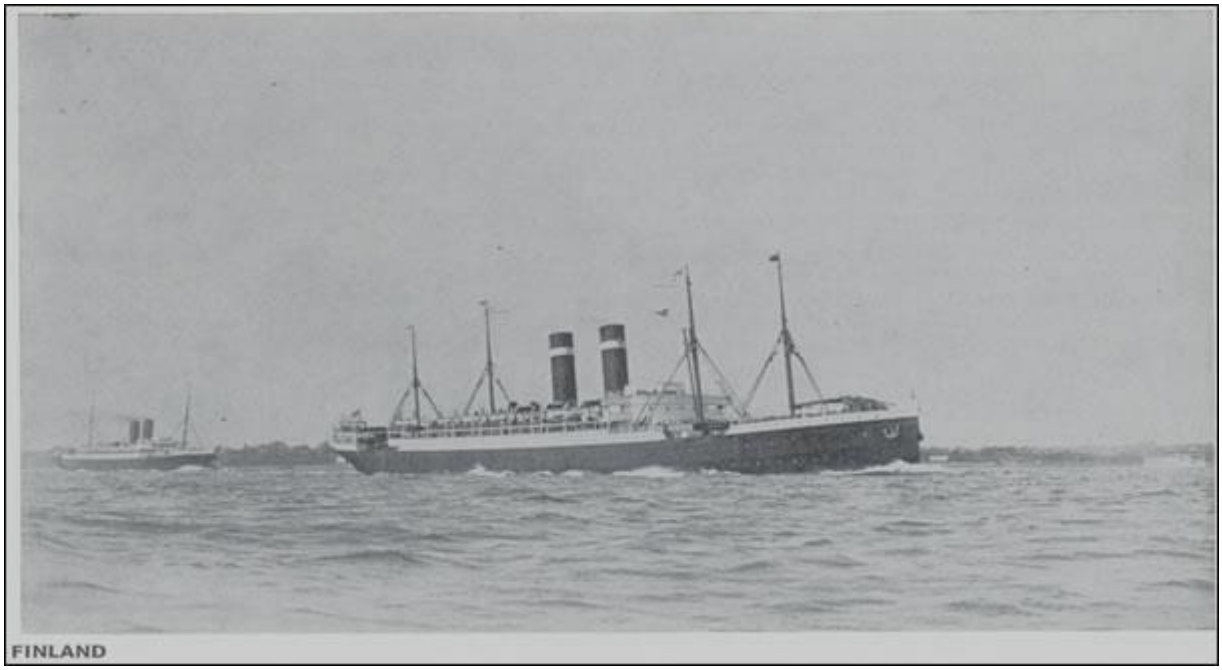
Source: Baltic Exchange

Inséré 21/11/23 HISTORIEK HISTORIQUE Enlevé 21/12/23

De belgische koopvaardij het verleden en het heden (I)

« NEDERLAND », « SWITZERLAND », « RHYNLAND », « VADERLAND », « RUSLAND », « ZEELAND », « KROONLAND » en « FINLAND in dienst op de lijn Antvverpen - New York - Philadelphia, genoten een wereldfaam. De onderneming ontwikkelde zich op bevredigende wijze tot na de eerste wereldoorlog. De ommekeer in de trafieken die afgestemd waren op de oorlog 1914-1918, het stopzetten van de massale uitwijkingen naar de Verenigde Staten, de financiële mislukkingen en de economische ramp van 1930 veroorloofden ongelukkigerwijze de Red Star Line nict het jaar 1931 te overleven.
- in 1891 ontstond de « American Petroleum Cy », voorgangster van de N.V. « Esso Marine Belgium ».
-in hetzelfde jaar werd de « S.A. Belge de Navigation à Vapeur SCALDIS » gesticht. Haar zeil- en stoomschepen verzekerden het verkeer met Spanje, Portugal en Italië. Willem Geurts vervoegde de firma in 1893 en legde de grondslag van de huidige rederij René Geurts, die nu nog de kustvaarder « MARIE FLORE » bezit.
- in 1895 zien we de oprichting van de « Compagnie Belge Maritime du Congo », die zal uitgroeien tot onze grootste nationale rederij. Ze had voor opdracht een regelmatige dienst tot stand te brengen tussen Antwerpen en de onafhankelijke Congo-Staat. Deze vennootschap was in feite een filiaal van de Britse firma « Elder Dempster ». On het-zelfde ogenblik stichte een Duitse sociéteit « Woermann Linie » eveneens een Belgische filiaal, de « Société Maritime du Congo ». De dienst werd door beide vennootschappen gemeeenschappelijk verzekerd. Op 6 februari 1895 vertrok het stoomschip « LEOPOLDVILLE ». Wanneer in 1908 België de onafhankelijke Congo-Staat overnam, beslisten enkele personaliteiten, met aan het hoofd generaal Thijs, van de Congolijn een zuiver Belgische onderneming te maken. Op 1 februari 1911 werd een akkoord bereikt met de Britse vennootschap tot afkoop van haar aandelen ; de Duitse firma had zich reeds teruggetrokken in 1901.

Hoe zag de situatie er nu uit op de drempel van de 20e eeuw ? Een beetje hoopgevend als wij de statistieken bekijken. Er was wel een lichte inzinking in de jaren 1905 en 1906, maar het jaar 1914 was gekenmerkt door een forse en plotselinge stijging van aantal en tonnenmaat. Nochtans zaten er meer possibiliteiten in dit tijdperk van algemene economische expansie. Lodewvijk De Raet schreef in 1905 « Op 100 miljoen frank jaarlijks aan vracht besteed, komen er 97 in de zak van vreemde rederijen. De Belgische uitvoer hangt dus feitelijk af van de goede wil van zijn mededingers. Welke factoren zijn er nu van aard om de levensvatbaarheid en de bloei onzer handelsvloot te bevorderen ? Er zijn er drie : de rederij, de scheepsbouw, de bemanning.



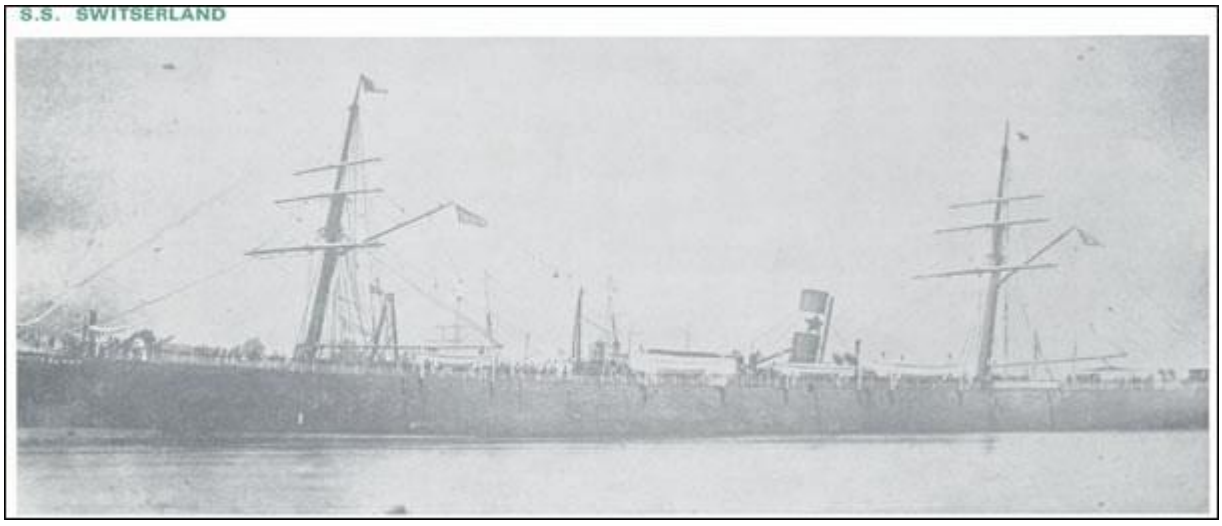
- De rederij (...) Op de 21 zogezegde Belgische rederijen, zijn er eigenlijk maar 5 die nationaal zijn naar kapitaal en scheepsvolk. Onze Vlaamse kapitalisten moeten leren inzien dat de zeevaart en zeer voordelige geldbelegging kan zijn. Ten bewijze daarvan gaf de Antvverpse Kamer van Koophandel de tabel uit der winsten van de voornaamste Deense, Hamburgse en Hollandse stoomvaartmaatschappijen. Daaruit blijkt dat voor 1894-1900 de uitkering aan het kapitaal gemiddeld 7,25 t.h. bedroeg.

- De scheepsbouw kan voor Vlaams-België een bron worden van welvaart. De lijst der Belgische schepen is geenszins lang en de meeste zijn dan nog op buitnlandse werven gebouwd (58 op 71 !).

- De bemanning. In ons land arm aan schepen, het is er niet veel beter aan toe met het zeevolk. Al onze rijkdom bestaat in een school voor scheepsjongens te Oostende en twee zeevaartscholen waar ernstige herinrichting broodnodig is. Om in de bestaande leemte te voorzien, ontstond juist de beweging tot oprichting van het schoolschip. Is het niet wraakroepend dat op onze weinige Belgische schepen 144 vreemde offi-cieren en slechts

74 Belgen aangetroffen worden ! (...) Op « onze » 2.201 matrozen vindt men 721 Belgen, verder niets dan Engelsen en Duitsers.

In 1912 laat Lodewijk De Raet een nieuwe meer optimistische klank horen « Zonder dat de Belgische zeevaart een grondige verandering onderging is er, sedert het schrijven van dit opstel in 1905, op dit gebied het een en ander gebeurd, dat hier in het kort dient vermeld te worden. Immers wij stelden hoger vast dat hier een gunstige kentering waar te nemen was : onze Vorsten, Leopold II, de ervaren zakenman en stichter van het koloniaal Rijk in Afrika ; Koning Albert, bijzonder bevoegd in industriële zaken, steunden uit al hun macht de ontluikende zeevaartbeweging ; de Regering en de openbare machten volgden en de nijverheids- en handelskringen lieten zich niet onbetuigd. De gevolgen van deze pogingen bleven niet uit : een grote uitslag dient vooral aangestipt : de natie ging belang stellen in de zeevaartzaken. Afgezien nog van het gestadig toenemen der beweging van onze havens en vooral van Antwerpen, is er ook een vermeerdering van de handels-vloot vast te stellen, maar deze vermeerdering staat nog geenszins in verband met de economische positie van ons land ».



DE EERSTE WERELDOORLOG 1914-1918

Als men thans, in 1971, de regeringspolitiek ten aanzien van de Belgische koopvaardij in oorlogstijd in alle objectiviteit ontleedt, kan men zich niet van de indruk ontdoen dat wij in

1914-1918 leergeld hebben betaald voor de latere wereldoorlog 1940-1945. Dit hoeft ons niet te verwonderen. In 1914 geloofden we nog rotsvast in onze neutraliteit en de plotselinge oorlogssituatie waarin we werden meegesleept stelde onze reders al dadelijk voor het cruciale probleem van de verzekering. Er was inderdaad niets voorzien inzake de verzekering van de oorlogsrisico's. Men deed dan maar een beroep op de Britse «Board of Trade» waarmede op 5 oktober 1914 een overeenkomst werd ondertekend op grond waarvan de Belgische schepen op dezelfde voet werden behandeld als de Engelse. De meeste Belgische schepen konden aldus terug worden ingezet, in het begin voornamelijk voor troepentransport... alhoewel er geen vvet bestond voor de opeising van koopvaardijschepen (die zou er eerst komen in 1916). De Belgische Redersvereniging sloot met de regering een overeenkomst — op 11 juni 1915 — waarbij de reders zich verbonden 20 t.h. van hun vloot ter beschikking te stellen voor militair vervoer, en zulks voor een vergoeding op basis van de tarieven en voorwaarden van de Britse « Blue Book rates » (nl. de Engelse opeisingstarieven) die nog waren vastgesteld op grond van de situatie van de vooroorlogse vrachtenmarkt. Slechts met cie overige 80 t.h. van hun vloot konden de reders min of meer profiteren van de vrachtprijsverhoging welke voortvloeide uit de steeds grotere vraag naar scheepsruimte.

Inmiddels was het probleem ontstaan van de bevoorrading der burgerbevolking in het bezette België. Met dit doel werd de « Commission for Relief in Belgium » opgericht in 1916. Zij gebruikte vooreerst schepen van diverse nationaliteiten voor het vervoer van levensmiddelen. Maar weldra zou de Britse 1-egering aan haar schepen verbod opleggen uit te varen van neutrale tot neutrale haven, terwijl de Regering van Den Haag haar schepen inzette voor eigen ravitaillering. De Belgische regering sloot terug een overeenkomst met de reders. Nagenoeg alle beschikbare grote schepen werden ter beschikkking gesteld van de « Commission for Relief » voor de vaart Verenigde Staten - Rotterdam. De vracht werd vastgesteld op 75 % van deze welke betaald werd door de « Royal Commission of Wheat Supplies ». Deze Commission verzekerde het graantransport op de Britse Westkust. De vracht, betaald door de CRB was merkelijk hoger dan het opeisingstarief, maar ze bleef steeds onder de vracht van de vrije markt.

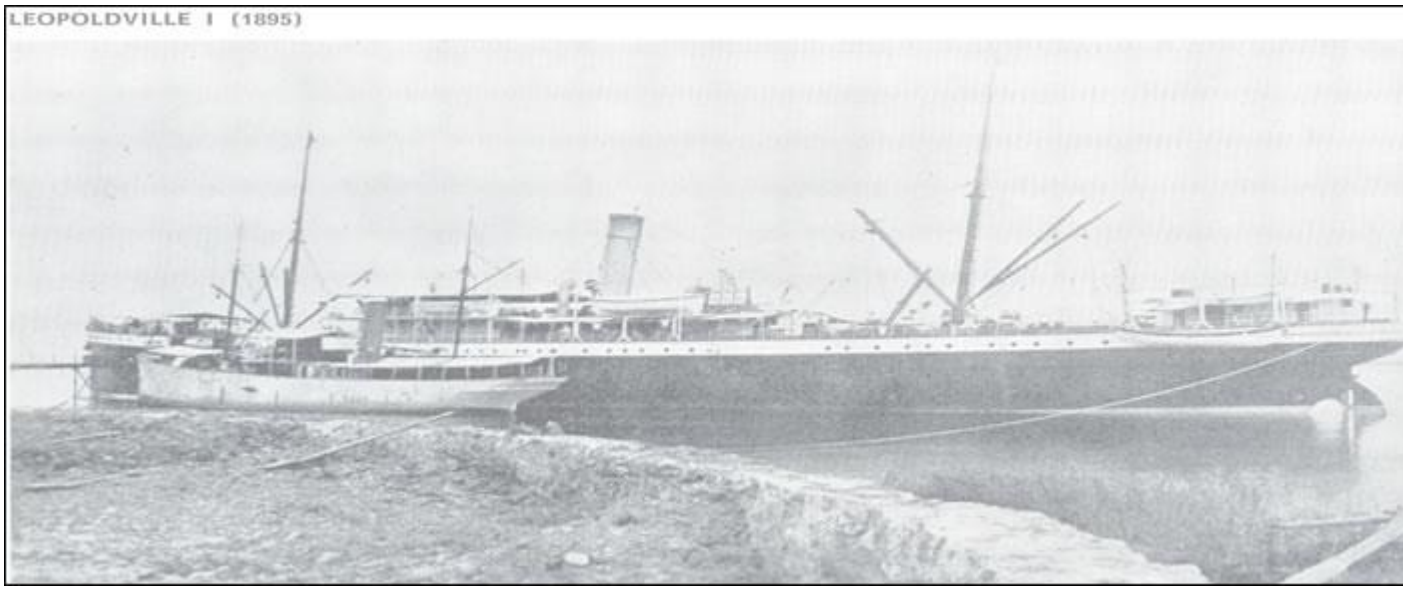
De regering gaf er zich rekenschap van dat de koopvaardijvloot een onmisbaar element was in de oorlogsvoering. Er werd naar middelen gezocht om de vloot in stand te houden. Vanaf 1915 mochten geen schepen meer aan het buitenland verkocht worden zonder voorafgaande toelating (K.B. van 23.2.1915), terwijl ook in hetzelfde jaar, nl. bij besluitwet van 20 mei 1915 (13) de Staat, in zekere omstandigheden, zijn waarborg kon verlenen om de aankoop van schepen te bevorderen. Gedurende de oorlog werden de buitgemaakte schepen in Engeland bij opbod verkocht. Van de koopsom was er steeds een deel dat niet onmiddellijk te betalen was, namelijk 75 %. Voor dit deel verleende de besluitwet van 20.5.1915 de staatswaarborg. Enkele maanden later werden de verhoudingen juist omgekeerd. Contant werd nu 75 Wo geëist, zodat de staatswaarborg nog slechts op 25 % sloeg Dit zoeken naar middelen om de vloot op peil te houden en zelfs uit te breiden heeft in 1916 (besluitwet van 19 juli) geleid tot de stichting van een nieuwe rederij : de « Lloyd Royal Belge ». De Staat waarborgde 'Kapitaal en intrest der obligaties van de nieuwe rederij, die in feite een uitbreding was van de bestaande rederij Brijs-Gylsen. Deze zakelijke uiteenzetting moet ons niet uit het oog doen verliezen dat ook de eerste wereldoorlog een zware tol heeft geëist van de handelsvloot. Van de 125 schepen, die 350.000 BRT vertegenwoordigden in 1913, bleven er einde 1918 nog slechts 60 over met een totaal van 150.000 BRT.

DE PERIODE VAN 1919 TOT 1940. WEINIG WEL EN VEEL WEE.

Onmiddellijk na de oorlog, in de euforie van een heropleving die zo spoedig mogelijk moest worden tot stand gebracht, werd een bijzondere krachtinspanning gedaan om onze handelsvloot in een minimum van tijd op het vooroorlogse peil terug te brengen. Dit gelukte reeds in 1920, jaar waarin dit peil reeds werd overschreden aangezien de

koopvaardij op dat ogenblik 174 schepen telde met een gezatnenlijke brutotonnenmaat van 406.464 T. In 1921-22 bereikten we het hoogste aantal koopvaardijschepen uit onze geschiedenis, nl. 202, met in totaal 543.000 BRT, een recordtonnenmaat die we pas in 1959 zullen over-schrijden (met 99 schepen). Vermelden we terloops dat in 1920 de « Compagnie Financière Belge des Pétroles » werd gesticht — het latere « Petrofina » — die in 1921 zeer bescheiden als rederij startte met het tankschip « MAZOUT I » van 700 TDW. De grootste rederij in 1921 was de « Lloyd Royal Belge », met 59 schepen en 178.766 BRT. Zij verzekerden diensten naar de Verenigde Staten, de Oostkust van Zuid-Amerika, Spanje, Portugal, het Oosten en Indië.

De na-oorlogse « boom » in de scheepvaart was ongelukkig van korte duur. Reeds in 1921 kenden de vrachtprijzen een gevoelige inzinking. Nochtans wisten, in de jaren tvvintig, onze rederijen zich betrekkelijk goed te handhaven, met uitzondering evenwel van de te giganteske « Lloyd Royal » waarvan de vloot in 1'929 geslonken was tot 20 eenheden met 97.814 BRT. Deze rederij werd tenslotte in 1930 overgenomen door de « Compagnie Belge Maritime du Congo ». De aldus ontstane maatschappij kreeg de benaming « Compagnie Maritime Belge (Lloyd Royal) ».



Het begin van de dertigerjaren was gekenmerkt door de wereldcrisis die ook nefaste gevolgen had voor de scheepvaart. De Belgische koopvaardijvloot die in 1930 : 154 schepen telde met 508.197 BRT was in 1936 geslonken tot 94 schepen met 341.743 BRT. Deze cijfers op zichzelf zijn nog misleidend, want in 1932 bleef ongeveer de helft van deze tonnenmaat ongebruikt. Onze handelsvloot was ook niet van de jongste. Behoudens de tankschepen en de zeelichters waren er in B,elgië in 1932 op 132 bruikbare schepen, slechts 71 minder dan 20 jaar oud. Deze toestand zou nog verergeren in de loop van de volgende jaren. Deze katastrofale gang van zaken was van aard enkele regeringen en zelfs het parlement te beroeren. Staatsinterventie bleek een conditio sine qua non om uit de penarie te geraken. Reeds in 1930 had de toenmalige Minister « belast met het Zeewezen » een wetsontwerp neergelegd bij de Kamer van Volksvertegenwoordigers, er toe strekkende een « Nationale Maatschappij voor Krediet aan de Zeevaart » op te rich-ten. Het ontwerp kwam er niet door, en bet werd definitief geklasseerd na de Kamerontbinding in 1932. De talrijke opliggende zeeschepen vormden nochtans een latent verwijt aan de gezagdragers. Op de buitengewone- begrotingen van 1934 en 1935 werden dan ook kredieten voorzien met het oog op het terug in de vaart brengen van deze schepen. Deze maatregel had dus geenszins de bedoeling de Belgische vloot uit te breiden. Gedurende deze twee jaren werd aldus, voor de wederindienststelling, een toelage van 0,50 fr per dag en per ton toegekend. Dank zij deze staatsinterventie werden in 1934 : 13 schepen (96.763 BRT) — met 544 zeeneden — opnieuw in de vaart gebracht ; in 1935 volgden 7 andere schepen met 235 bemanningsleden. Einde 1933 lag 35 % der Belgische handelsschepen op, in december 1934 was dit percentage 23 %, einde 1935 : 8 %. De verleiding wordt

hier groot om enkele lovende woorden te wijden aan het Bestuur van het Zeewezen en aan de onder impuls van dit Bestuur actieve « Hogere Zeevaartraad », die in die moeilijke jaren onverpoosd hebben geijverd om aan ons land een koopvaardij te bezorgen waarop het toch, uit hoofde van zijn geografische ligging en zijn industriële structuur, normalerwijze aanspraak mag maken. Het uiteraard sober bestek van dit artikel weerhoudt me nochtans van deze zijsprong.
Om zeer summier het resultaat van moeizame palabers samen te vatten : de in 1936 opgerichte « Dienst voor Economisch Herstel » (beter bekend gebleven onder de afkorting OREC van zijn Franse benaming « Office de Redressement Economique ») nam in zijn programma van nationale hernieuwing het bouw-3n op van een aantal nieuwe schepen : ongeveer 150 miljoen frank werd voorgeschoten voor het bouwen van 28.000 ton scheepsruimte. Kort nadien begon er iets te dreigen in het wereldgebeuren. Ongetwijfeld heeft de aldus verwekte psychose er toe bijgedragen dat uiteindelijk de wet van 1 februari 1939 « tot inrichting van het Krediet voor de uitbreiding van koopvaardij- en vissers-vloten en van de scheepsbouw » werd uitgevaardigd. Ingevolge deze wet was de Staat gemachtigd tot een bedrag van ten hoogste 375 miljoen frank de terugbetaling — in hoofdsom, intresten en bijhorigheden — te waarborgen van leningen door openbare kredietinstellingen toegestaan aan de Belgische rederijen tot vernieuwing en uitbreiding, bij voorkeur op Belgische scheepswerven, van de koopvaradij- en vissersvloot. Ten einde de intrestenlast te verminderen mocht de Staat — binnen de grenzen van een jaarlijks bedrag van 11.250.000 fr — aan de hiervoren bedoelde ontleners, toelagen verstrekken die in geen geval hoger beliepen dan het bedrag overeenstemmende met een intrest tegen 3 % 's jaars op de verschuldigd blijvende kapitalen.

Deze wet was een goede zaak... maar ze kwam. te laat. In september 1939 was onze tonnenmaat volstrekt ontoereikend om aan de elementaire behoeften van het land te voldoen : er was zowat 350.000 ton aan scheepsruimte tekort om de nodige uitheemse producten voor ravitaillering en grondstoffen aar, te voeren. Op 1 september 1939 telde onze handelsvloot 91 schepen met 359.527 BRT. Onmiddellijk werd een uiterste krachtinspanning gedaan om de capaciteit van onze vloot op te drijven. Van 1.1.1939 tot 10.5.1940 werden 21 eenheden onder Belgische vlag gebracht met een totale brutotonnenmaat van 95.154 T. Een bijzondere vermelding in dit verband verdient de oprichting van de « Société Maritime Anversoise », die acht Amerikaanse schepen aankocht met 67.439 BRT. In dezelfde periode gingen 11 schepen verloren, waarvan 5 door oorlogsfeiten en 6 ingevolge zeerampen die grotendeels te wijten waren aan de onveilige vaart door gebrek aan bebakening. Een klein kustvaarder werd aan Frankrijk verkocht.

Ik wil deze vóóroorlogse periode niet afsluiten zonder een zeer belangrijk initiatief van de toenmalige regering te vermelden. Onder de dreiging van het naderend oorlogsgevaar werden, op basis van de volmachtswet van 1937, de koninklijke besluiten van 7 en 8 augustus 1939 uitgvaardigd waarbij, door de oprichting van een « Vereniging voor Onderlinge Zeeverzekeringen tegen Oorlogsrisico » (VOZOR), waarbij alle reders verplichtend waren aangesloten, een dergelijke oorlogsverzekering werd in het leven geroepen die, dank zij de staatswaarborg, niet gebonden was aan de draconische voorwaarden voor dergelijke verzekering op de vrije markt. Deze maatregel zal later — mits een noodzakelijke aanpassing door de besluitwet van 27 februari 1947, een doorslaggevende rolspelen bij de heropbouw van onze zwaar gehavende vloot.

TWEEDE WERELDOORLOG 1940-1945

Wanneer, op 10 mei 1940, ons land in de tweede wereldoorlog werd meegesleept, beschikken we dus over een handelsvloot van 100 schepen met 422.429 BRT.

Enkele harde nuchtere statistieken zullen, beter dan holle woorden, de tragiek illustreren van de meest sombere bladzijden uit onze maritieme geschiedenis. Van 10 mei 1940 tot 8 mei 1945 gingen 64 schepen verloren met een totale tonnenmaat van 313.592 BRT.

Ongeveer 3.300 zeelieden hebben gedurende deze periode onder onze nationale vlag gevaren: plus minus 800 onder hen zijn gedood of verdwenen, weze ongeveer 24 %.

In onze moderne cynische tijd zijn we bijna beschroomd geworden het woord «heldhaftig» te gebruiken... en nochtans : hier hoort het op zijn plaats. Spijts alles wat men er over gezegd en geschreven heeft: het waren geen militairen en ze waren niet opgeëist. De meesten hadden ruimschoots gelegenheid om te deserteren - zonder de klassieke dreiging van de «dood met de kogel» - in de neutrale havens... maar ze deden het niet. Bewust van het gevaar scheepten ze in om de levensader in stand te houden van de bevoorrading in voedsel, wapens, munitie en petroleum. De koopvaardijschepen van alle oorlogvoerende landen zijn steeds de fel gezochte prooi geweest van vijandelijke duikboten, vliegtuigen en oorlogsschepen, zonder nog van het verraderlijke mijnengevaar te gewagen. De zogenaamde «Slag van de Atlantische Oceaan» was een onophoudende strijd die o.m. voor de Belgische koopvaardij 60 maanden heeft geduurd. Op gebied van nationale erkentelijkheid kan men de zeelieden van onze koopvaardij in alle objectiviteit dezelfde morele verdiensten toeschrijven als aan de meest verdienstelijke categorie van de «oorlogsvrijwilligers».

Na dit klein spontaan «menselijk» intermezzo herneem Ik de draad van de «gevoelloze» geschiedenis van onze handelsvloot. Wat de oorlogsperioden betreft is er geen betere gids dan mijn vriend P.E. Scarceriaux, die niet alleen de lotgevallen van ieder schip tot op de draad heeft uitgepluisd (gepubliceerd in tientallen nummers van «Sur l'Eau»), maar bovendien een synthese heeft gegeven in het tijdschrift «Marine» (juli en October 1969) en een buitengewoon goed geïllustreerde synthese. In het tijdschrift Neptunus nr.6 - jg. 1969. Ook Henry De Vos, oud Directeur-Generaal van het Bestuur van het Zeewezen, heeft in zijn merkwaardig boek «De Belgen en de Zee» om een eigentijds getuigenis geschetst over deze beroerde tijden.

Op 17 mei 1940 werden alle Belgische koopvaardijschepen opgeëist. De overgrote meerderheid van onze vloot kon aldus ter beschikking gesteld worden van de geallieerden.

Elf schepen, samen rond de 43 000 ton metende waaronder spijtig genoeg onze gloednieuwe prachtige pakketboot «Baudoumville» - werden door de gebeurtenissen verrast, voornamelijk in de havens van Frankrijk De Belgische handelsvloot werd vrij vlug in dienst gesteld van het Britse «Ministry of Shipping «, later «Ministry of War Transport >. (MOWT) genaamd Dit organisme beheerde de totaliteit van de Britse en geallieerde schepen, met uitzondering van de Amerikaanseen de Sovjetvloot

De schepen waren onderverdeeld in vijf afdelingen
1) de kustvaarders,
2) de gewone cargo’s die in vredestijd voor de tramping werden ingezet,
3) de snelle of gespecialiseerde cargo's die in vredestijd regelmatige lijnen verzekerden,
4) de tankers,
5) de passagiersschepen (voor troepentransport)

Het MOWT coördineerde het geheel van het vervoer, maar had de wijze voorzorg genomen de materiele zorg van de exploitatie aan de reders over te laten De zaak zat als volgt in mekaar
- de reder verhuurt zijn schip aan het MOWT (OT aan niemand anders) en tegen de door dit organisme vastgestelde voorwaarden,
- het MOWT, naargelang de noden van de oorlogsvoering, van de oorlogsindustrie of van de bevoorrading van de bevolking, bepaalt de bestemming van de schepen om er een van te voren gepreciseerde ladingen op te nemen, om deze naar een aangeduide plaats te vervoeren volgens uitgestippelde vaarroutes Al de rest behoorde tot het domein van de reder.

Niet alle Belgische reders hadden de gelegenheid hun schepen «aan de overzijde» te volgen. De op 29 augustus 1941 te Londen opgerichte Regie van het Zeewezen werd om belast met het beheer van deze schepen en, meer in het algemeen, met de verdediging der belangen van alle Belgische reders en zeelieden. Het zou ons te ver leiden indien we, met cijfers en feiten de diverse opdrachten zouden beschrijven welke door onze koopvaardijschepen tijdens de jongste wereldoorlog worden volbracht. De grote specialisthistoriograaf van onze maritieme oorlogsgeschiedenis, P E Scarceriaux heeft hiervan een meesterlijke synthese gegeven.

" Ils ont été dans les convois de Russie, de l'Atlantique de la Méditerranée de l'Ocean Indien, du Pacifique et d'ailleurs. Ils y ont promené notre tricolore fierement et simplement.

Nos caboteurs ont eu une vie de chien à parcourir tous feux éteints les eaux britanniques infestées de mines, de sous-marins, d'avions, de vedettes allemandes, d'épaves, de bancs et de roches.

Ils étaient en Grèce en 1941, y ont apportés des munitions, et des troupes, puis les ont réembarquées. Ils étaient à Tobrouk et à Benghasi en 1941. Ils étaient au débarquement de l'Afrique du Nord, en Sicile et à Reggio di Calabria, premier port d'Europas Festung arraché à l'Axe.

Ils étaient au débarquement de Normandie, à celui de Provence.

Ils étaient dans Ie Pacifique, dans le train d'escadre de la flotte britannique d'Extrème Orient.

Ils étaient à la libération des Philippines et plus tard à celle de Hong-Kong».

De zeer zware verliezen ondergaan door de geallieerde koopvaardijvloot - velen onder ons herinneren zich nog de met marsmuziek omlijste < Sondermeldungen» van de Duitse radio die in hoofdzaak betrekking hadden op gekelderde bruto-registertonnen – noopten Groot-Brittannië, en later de Verenigde Staten, tot een energieke aanpak van een scheepsbouwprogramma ter vervanging van de verdwenen tonnenmaat. Dank zij een tot het uiterst gedreven standardisatie - vooral in de Verenigde Staten - zijn ze volkomen in hun opzet geslaagd de «Empire-schepen» de «Ocean-schepen» de «Victory-schepen» en vooral -de «Liberty schepen» behoorden tot deze «Newlook» in de scheepvaartwereld. We mogen zelfs beweren dat de Liberty-schepen niet alleen hebben bijgedragen tot de uiteindelijke overwinning van de geallieerden, maar dat ze aan de basis liggen van de relatief snelle heropbouw en economische herop standing van het zwaar geteisterde Europa na de oorlog.

Deze nieuwe schepen werden door het MOWT onder de geallieerden verdeeld, min of meer prorata van de geleden verliezen, zulks in het kader van het zogenaamde «Allied Replacement Scheme». Aldus werden aan België in 1942 en 1943 tien Empire-schepen en 1 Ocean-schip toegewezen met een gezamenlijke tonnenmaat van 69.498 BRT.

Op 8 mei 1945 beschikten we over een handelsvloot van 50 schepen met een brutotonnenmaat van 185.997 T.
We willen dit hoofdstuk ever de oorlog 1940-44 niet besluiten zonder een feit te vermelden dat een mijlpaal betekent in de sociale geschiedenis van onze zeelieden: het tot stand komen van de eerste collectieve arbeidsovereenkomst voor zeelieden onder Belgische vlag. Deze overeenkomst werd te Londen ondertekend op 15 augustus 1940.

Het naoorlogse herstel (1945-1952).

Bij het einde van de oorlog stond praktisch de ganse wereld voor het probleem van de herneming; dit impliceerde in de eerste plaats een maritiem transportprobleem. De Verenigde Staten alleen, dank zij hun buitengewone inspanning inzake scheepsbouw -ze hadden hun scheepsruimte opgevoerd van 9 miljoen tot 55 miljoen ton -waren in staat onmiddellijk hulp te bieden. Het Amerikaans Congres stemde dan ook de «Ship Sale Bill» waarbij de verkoop van Liberty- en Victory-schepen werd toegelaten aan 50 % van de kostprijs, met ruime faciliteiten van betaling. Meer dan 10 miljoen ton werd aldus aan andere maritieme naties afgestaan. Hst Belgisch aandeel in de koek bedroeg een tiental schepen met een gezamenlijke tonnenmaat van 74.000 T.

Juist vóór het uitbreken van de oorlog hadden onze scheepswerven een achttal Belgische schepen in aanbouw (32.400 BT). De Duitsers legden er beslag op in 1940 en gaven bevel aan de bouwers ze te voltooien. Bovendien; gaven ze aan deze werven de opdracht een programma «Hansa» schepen te verwezenlijken voor Duitse reders. Het ging hier om 17 eenheden met een totaal van 67.000 BRT.

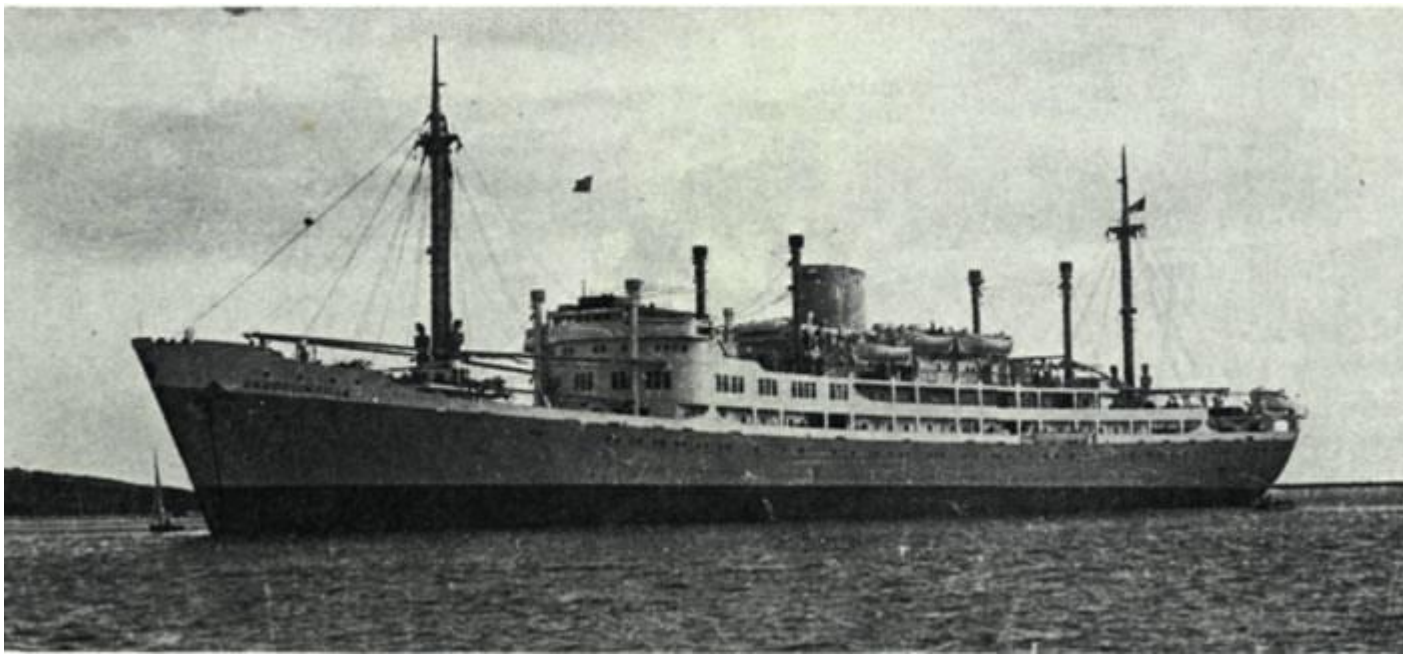
Na de bevrijding van Antwerpen liet de heer Henry De Vos, Directeur-Generaal van het Bestuur van het Zeewezen, onmiddellijk beslag leggen op die scheepsruimte, ondanks het

heftig verzet van de Britse overheden. Het dispuut werd later bijgelegd: na moeizame besprekingen gaf Londen toe.

Ten slotte werden ons door de IARA (Inter allied Reparations Agency) nog 8 schepen toegekend (11.779 BRT).

De ruggengraat voor het vlugge naoorlogse herstel werd nochtans gevormd door de werking van de VOZOR en de staatswaarborg die hieraan verbonden was. Het is vooral dank zij de financiering van VOZOR dat de reders de aan de Staat toebehorende schepen konden overnemen en zelfs tot nieuwbouw overgaan. Het is overigens een feit dat de reders zelf op dat ogenblik ambitieuze plannen koesterden die niet enkel betrekking hadden op een herstel, maar ook op expansie van hun vloot. Er werden dan ook belangrijke bestellingen van nieuwbouw geplaatst.

BAUDOUINVILLE



Het is duidelijk dat de eerste jaren na het einde der vijandelijkheden gekenmerkt waren door een grote behoefte aan scheepsruimte voor het vervoeren van de enorme hoeveelheden grondstoffen, verbruiks- en productiemiddelen welke nodig waren in de door de oorlog verarmde en geteisterde gebieden. In die periode voer de wereldvloot dan ook op volle kracht en tegen van overheidswege vastgestelde vrachtprijzen. Naarmate de verzadiging intrad konden geleidelijk aan de teugels gevierd worden en werd het zee verkeer stilaan terug in de vroegere traditionele vrije banen geleid. Men mag zeggen dat dit proces in 1947 ongeveer voltrokken was De Verenigde Staten trokken een aanzienlijk gedeelte van hun vloot uit de vaart terug en hielden deze schepen in reserve: dit was dan de zogenaamde «mothball-fleet".

Terug voor de internationale concurrentie geplaatst beseften onze reders alras dat ze hun ondoeltreffende tonnenmaat geleidelijk moesten uitschakelen om zich te richten naar de modernisering en de specialisatie van hun scheepsmaterieel.

In 1946 werd de «Belgian Fruit Lines»gesticht die - door haar latere ontwikkeling -gevoelig heeft bijgedragen om van Antwerpen een belangrijke fruithaven te maken. Van haar kant richtte de «Compagnie Maritime Belge»een Congolese filiaal op de «Compagnie Maritime Congolaise».

Het jaar 1948 mag voor de zeevaart als normaal beschouwd worden en het is met zonder reden dat de International Chamber of Shipping te Londen dat jaar als basis koos voor de berekening van haar vrachtindexcijfers. Voor de Belgische koopvaardij in het bijzonder was

dit echter een buitengewoon jaar, een jaar waarop men een initiatief zag verwezenlijken waarvoor onze maritieme bedrijfstak, gesteund door enkele parlementsleden en ambtenaars, reeds sinds 1930 vruchteloos hadden geijverd: ik bedoel de wet van 23 augustus 1948 strekkende tot het in stand houden en het uitbreiden van de koopvaardij- en vissersvloot en van de scheepsbouw, en houdende instelling, te dien einde, van een Fonds voor het uitreden en aanbouwen van zeeschepen. De titel van deze wet is wel langs de zware kant, maar dat schijnt gemotiveerd te zijn door het feit dat zij de hoeksteen is geworden van de geleidelijke soliede uitbouw van onze nationale koopvaardij.

De wet van 1 februari 1939 was reeds een stap in de goede richting De wet van 1948 was de kroon op het werk, vooral door de oprichting van het Fonds, dat om de regering toelaat een vaste zeevaartpolitiek te volgen die onafhankelijk is van de door de NMKN toegepaste algemene kredietenpolitiek.

Het jaar 1949 luidde nochtans een droevige periode in voor de internationale scheepvaart: de hoeveelheid te vervoeren goederen verminderde en stilaan werd een tonnage-overschot merkbaar. De vrachtenindex volgde een immer dalende lijn om in november 1949 nog slechts 66,5 te bereiken. De eerste tekens van een ernstige zeevaartcrisis kwamen tevoorschijn.

Kwam dan de oorlog in Korea, in 1950, en onmiddellijk deed zich een totale ommekeer in de zeevaart voor Ingevolge de behoefte naar strategische grondstoffen en door de algemene herbewapening ontstond opnieuw een grotere vraag naar scheepsruimte. De vrachten gingen terug de hoogte in Opgelegde Sv-hepen werden opnieuw in lijn gebracht Amerika stelde meer en meer «mothball-ships» ter beschikking, doch de behoeften aan steenkolen en petroleum in Europa aan broodgranen in India enz droegen er toe bij dat op korte tijd een tonnageoverschot werd omgetoverd in een tekort aan scheepsruimte.

De vrachtprijzenindex steeg tot 203,8 in mei 1951.

Dank zij deze «boom»en dank zij het scheepskrediet overschreed onze nationale vloot op 1 januari 1952 voor de eerste maal de tonnenmaat van 10 mei 1940. In 1952 bereikten we inderdaad, met 90 schepen, een bruto-tonnenmaat van 430.576 T.

Van 1952 tot 1963 De processie van Echternach

Twee stappen vooruit en één achteruit, dat resulteert dan toch in een voorwaartse beweging. Zo gaat het met de beroemde processie en zo gaat het met onze kampende koopvaardij.

Het jaar 1952 was gekenmerkt door een scherpe daling van de vrachtenindex 40 % verschil tussen begin en einde van het jaar, nochtans werden er dat jaar nog flinke orders geplaatst bij de scheepswerven. De daling van de index gaat verder, maar iets trager, in 1953 (—22 %). Het waren bijzonder onze kustvaarders die hierdoor getroffen werden 11 eenheden werden in de jaren 1953-1954 verkocht of onder vreemde vlag gebracht.

In 1954 liep de grootste tanker van PETROFINA van stapel, nl. t / t «ELISABETH»(29.500 TDW) terwijl de CMB de eerste eenheden in bezit nam van een reeks van 7 snelle vrachtschepen van 10.000 TDW (de LU-boats). Een andere bijzonderheid van dat jaar:onze vloot verminderde met 8 schepen, maar de tonnenmaat steeg met 10.000 BT, dat gaf op 1 januari 1955: 82 schepen met 430.322 BT.

1955 brengt herleving. Het vervoer van Amerikaanse kolen naar Europa kent een heropflakkering: 24 miljoen ton tegen 8 miljoen het jaar tevoren. Er is nood aan tonnage en de vrachtprijzen gaan terug de hoogte in. In België boekt de staalindustrie een recordproductie die samen gaat met een grote behoefte aan energiebronnen: fantastische hoeveelheden kolen worden ingevoerd. Industriële concentratie dringt zich op, en de Hoge Autoriteit voor Kolen en Staal (EGKS) veroorlooft de fusie van Cockerill en Ougrée-Marihaye. Onze vloot verhoogt haar tonnenmaat met 20.000 BT (zelfde aantal schepen:82). Deze verhoging situeert zich voornamelijk in de petroleumsector: de «ESSO BELGIUM", de «ESSO ANTWERP» en de « PURFINA NEDERLAND"« komen in de vaart, maar de « ESSO BRUSSELS» wordt verkocht. De CMB, die haar 3e en 4e LU-schip in lijn brengt, verkoopt drie schepen van haar zogenaamde «Ardeense klasse», nl. de «BASTOGNE», de

«HOUFFALIZE» en de «STAVELOT”. Het gaat hier om drie van de schepen die tijdens de oorlog door de Duitsers op stapel waren gezet op onze werven. Deze schepen van 11.000 TDW, die na de oorlog werden ingezet op de lijn van New York, werden voortbewogen door drie motoren en drie schroeven en haalden een snelheid van 18 knopen. Hun exploitatie was te duur geworden voor deze trafiek; ze werden verkocht aan een rederij van Bremen.

1956 wordt gedetermineerd door de nationalisatie van het Suez-kanaal en door de Brits-Franse interventie in deze zone. Dit heeft als corollarium: tijdelijke omvaart langs de Kaap de Goede Hoop en opeising van talrijke Britse en Franse koopvaardijschepen. Gevolg: stockage, prijsverhoging van de grondstoffen. De invoer van Amerikaanse kolen naar Europa bereikt 37 miljoen ton, hetzij 55 % meer dan in 1955. De vrachtprijzen schieten de hoogte in... en de Belgische vloot springt mee met een verhoging van 53.000 BT. We bereiken het half miljoen bruto ton! De CMB neemt haar nieuw vlaggeschip in dienst de turbine-pakketboot (mixte) «JADOTVILLE» van 19.250 TDW, dat 300 passagiers kan opnemen, en ontvangt nog 3 LU-schepen. PETROFINA brengt de «PURFINA SUISSE» in de vaart (16.850 TDW). En spijts alles blijft het slap voor onze nationale kustvaart.

Het jaar 1957 brengt de reactie. Door het terug openstellen van het Suez-kanaal en het vrijgeven van de opgeëiste Franse en Britse schepen dondert het vrachtenindexcijfer naar beneden: 60 % in één jaar. En toch doet onze vloot nog een goede stap vooruit: 28.000 BT. De CMB neemt haar tweede super-villeboat in dienst: de «BAUDOUINVILLE”, zusterschip van de «JADOTVILLE». Ze lanceert de «MOANDA», eerste eenheid van een reeks van 13 «MO-boats», cargo's van 12.000 TDW. Armement DEPPE ontvangt de cargo «LIEGE» van 9.147 TDW.

JADOTVILLE

Dat zelfde jaar ziet de oprichting van de N.V. . Union Belge d'Entreprises Maritimes» (UBEM) op initiatief van enkele personaliteiten uit de maritieme, commerciële en industriële wereld. Deze maatschappij zou zich belasten met het technisch beheer der schepen van verschillende rederijen. De particulariteit van de UBEM was echter gelegen in het feit dat haar stichters al hun belangstelling toespitsten op het verwerven en exploiteren van «bulkcarriers», bestemd voor het vervoer van stortgoederen. Op dat ogenblik viseerde men in de eerste plaats: kolen. In het later programma is men overgeschakeld naar ertsen en granen. Er werden onmiddellijk drie bulkcarriers besteld van 14.370 TDW, nl. de »MARLY I », «MARLY II» en de «LOVERVAL». In de volgende jaren nam de vloot van de UBEM een opmerkelijke uitbreiding, zowel wat aantal en tonnenmaat betreft.

Andere Belgische rederijen gingen bijna tegelijkertijd (CMB en PLOUVIER MARITIME) dezelfde weg op, andere volgden later (Groep AHLERS). In zo verre dat medio 1970 ongeveer 30 % van de Belgische bruto tonnenmaat wordt samengesteld uit bulkcarriers.

(Rapport annuel pour 1970 - Comité des Transports Maritimes - OCDE).

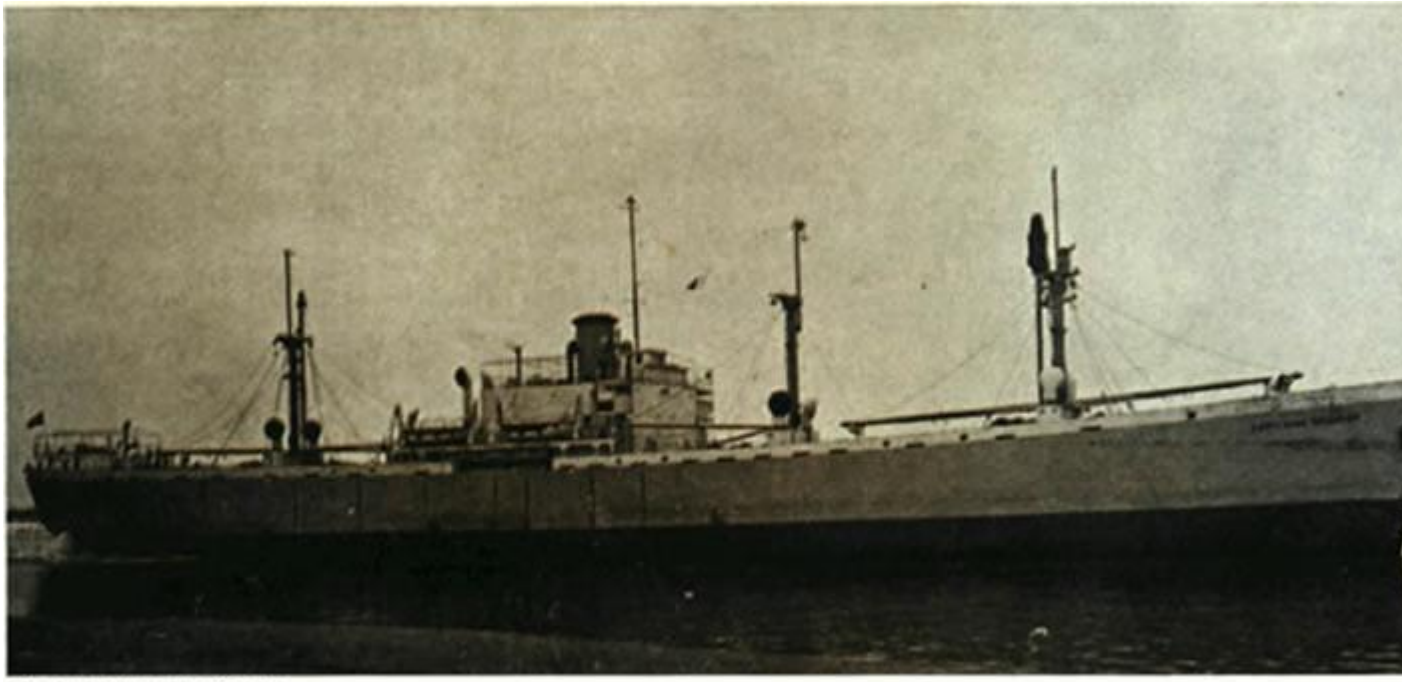
Voor het jaar 1958 stellen we vast dat het percentage van de toename der Belgische handelsvloot meer dan het dubbele bedraagt dan dat van de wereldvloot, en dit in een periode waarin de laagconjunctuur reeds was ingezet Het ging natuurlijk om de uitvoering van bestellingen die in «betere» tijden waren geplaatst Veertien nieuwe eenheden kiezen zee, waarvan 3 «MO-boten», 3 tankers : . PURFINA ALLEMAGNE», «FINA AMERICA ». (33.482 TDW) en de «BELGULF STORY», 2 fruitschepen : «FRUBEL JULIA» en «FRUBEL MARIA», de «SCHELDE» van de rederij MABESOONE en de «. MARLY I» van UBEM. Vijf andere cargo's worden verkocht, nl. 2 van de CMB en 3 van Armement DEPPE.

Deze politiek van uitschakeling van verouderde of ondoelmatige eenheden, gekoppeld aan de inspanning tot vernieuwing, specialisatie en rationalisatie wordt door de reders voortgezet in 1959. ESSO verkoopt een tanker, DEPPE twee cargo's, de CMB: een Libertyschip en de drie zusterschepen «ALEX VAN OPSTAL», «ARMAND GRISAR» en «GOUVERNEUR GALOPIN». Negen nieuwe schepen komen echter in de vaart, nl. «MARLY II» en.»LOVERVAL» voor UBEM, drie MO-boten voor de CMB, een tanker van 18.700 TDW voor de GULF: de «BELGULF PROGRESS», en een grote tanker van 43.000 TDW voor ESSO («ESSO GHENT»).

Inmiddels ging het hoe langer hoe slechter met onze kustvaart. De oorzaak scheen te liggen aan de scherpe concurrentie van onze nabuurlanden die identieke kleine schepen aan voordeliger voorwaarden konden exploiteren, om door kleinere bemanningen en lagere lonen. Deze sector werd door de regering geholpen door het toekennen van zogenaamde terugvorderbare crisisvoorschotten aan lage intrest in functie van het vrachtenindexcijfer. Dit regiem heft 10 jaar stand gehouden en heeft vier van de vijf begunstigde rederijen van de ondergang gered.

Het jaar 1960 was vanzelf gekenmerkt door de onafhankelijkheid van Congo en de hieraan verbonden verwikkelingen die noodzakelijkerwijze een perturbatie moesten brengen in onze traditionele trafiek met onze ex-kolonie. Deze crisis zal echter vrij goed opgevangen worden door de CMB in de zin van een verdere oordeelkundige diversicatie van hun diensten en lijnen. Een belangrijk element is ook de ingrijpende wijziging in de organisatie van de twee voornaamste lijnvaartrederijen: Armement DEPPE vertrouwt het technisch beheer van haar vloot toe aan de CMB. De schepen van beide rederijen zullen gemeenschappelijk geëxploiteerd worden met het oog op het bereiken van een optimum-rendement van de twee vloten. Dank zij het in dienst stellen van twee (toenmalige) supertankers, resp. van 43.000 TDW en 50.500 TDW («ESSO BRUSSELS» en ESSO LIEGE») rukt onze tonnenmaat weer omhoog. Kwamen daar nog bij: de cargo «ESCAUT» van DEPPE (eerste van en reeks van 3 vrachtschepen van 10.900 T) en de bulkcarriers «STAD ANTWERPEN». en «TAMISE» resp. van PLOUVIER MARITIME en UBEM. Op 1 januari 1961 bereikten we aldus een recordcijfer van 97 schepen met 676.791 BT. De terugslag van de Congo-gebeurtenissen doet zich voelen, vooral inzake passagiersvervoer. De CMB beslist dan ook tot de verkoop van drie pakketboten: de «BAUDOUINVILLE», de «JADOTVILLE» en de «THYSVILLE». Voor de eerste maal sinds 8 jaar is er een achteruitgang in tonnenmaat: op 1 januari 1963 zijn we teruggevallen op 91 schepen met 625.7B7 BT. We zullen moeten wachten tot einde 1963 om terug een record telboeken nl. 99 schepen niet 697.722 BT.

CAPITAINE PARET



CAPITAINE HEUSERS

Wordt vervolgd

Inséré 22/11/23 NIEUWS NOUVELLES Enlevé 22/12/23

Frontline acquires 24 modern VLCCs from Euronav for USD 2,350 million

Frontline plc, today announced that as an integrated solution to the strategic and structural deadlock in Euronav NV ("Euronav"), Frontline has entered into agreements with Euronav to acquire a high-quality ECO fleet of 24 VLCCs with an average age of 5.3 years, for an aggregate purchase price of USD 2,350 million. The acquisition is fully funded through the sale of Frontline's shares in Euronav to CMB NV ("CMB") and an attractive debt package as described below.

In connection with the Acquisition, Frontline and Famatown Finance Limited have agreed to sell all their shares in Euronav (representing 26.12% of Euronav's issued shares) to CMB at a price of USD 18.43 per share. Following the acquisition of Euronav shares from Frontline and Famatown, CMB will own 49.05% of Euronav's issued shares (representing 53% of the voting rights in Euronav). The sale of the Euronav shares and the acquisition set forth above are inter-conditional, and such inter-conditionality has to be approved by the Euronav shareholders meeting through a 50% +1 vote majority. The acquisition is further conditional upon customary anti-trust approvals and expected to close in Q4 2023.

This transaction fortifies Frontline's position as one of the leading tanker companies in the public domain and is expected to be highly accretive on earnings and free cash flow per share. The key highlights of the acquisition are:
Attractive fleet of 24 ECO VLCCs, of which 22 are Korean built and nine are scrubber fitted. All vessels are on the water, in an environment of long lead times for new capacity to be obtained. Please see Appendix 1 for the vessel list.

Increasing the total fleet size from 65 to 89 vessels, making Frontline the largest pure play tanker owner in the public domain measured by dwt.
Increasing operational leverage towards the VLCC segment with the lowest orderbook-to-fleet ratio, currently at about 2%.

Significantly increasing free cash flows and earnings per share potential, boosting Frontline's dividend capacity.

The acquisition is fully funded by the sale of Frontline's 13.7 million shares in Euronav to CMB, generating proceeds of $252 million, cash on hand, drawdown under the existing $275 million senior unsecured revolving credit facility provided by an entity related to Hemen Holding Ltd., Frontline's largest shareholder (the credit facility has been extended by 20 months to January 4, 2026, at an interest rate of 10.0% and otherwise on existing terms), and a new 5-year senior secured term loan facility in an amount of $1,410 million provided by a selection of leading lending banks. Lastly, Hemen, has offered Frontline a subordinated unsecured shareholder loan of up to $540 million on similar terms as the bank loan. This may not be fully drawn as the Company is exploring other alternatives to free up capital including re-leveraging part of the existing Frontline fleet on attractive terms and/or sale of non-core assets.

As part of the overall agreement, the arbitration action filed by Euronav in January 2023 following Frontline's withdrawal from their combination agreement will be terminated. No cash consideration is included in the settlement of the action which, if allowed to continue, would have posed a significant obstacle to the resolution of the structural deadlock between Euronav's main shareholders.

Inséré 23/11/23 DOSSIER Enlevé 23/12/23

Revised GHG reduction strategy for global shipping adopted

International Maritime Organization (IMO) adopts revised strategy to reduce greenhouse gas emissions from international shipping.

Member States of the International Maritime Organization (IMO), meeting at the Marine Environment Protection Committee (MEPC 80), have adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, with enhanced targets to tackle harmful emissions.

The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for 2030 and 2040.

IMO Secretary-General Kitack Lim said: "The adoption of the 2023 IMO Greenhouse Gas Strategy is a monumental development for IMO and opens a new chapter towards maritime decarbonization. At the same time, it is not the end goal, it is in many ways a starting point for the work that needs to intensify even more over the years and decades ahead of us. However, with the Revised Strategy that you have now agreed on, we have a clear direction, a common vision, and ambitious targets to guide us to deliver what the world expects from us."

"Above all, it is particularly meaningful, to have unanimous support from all Member States. In this regard, I believe that we have to pay more attention to support developing countries, in particular SIDS and LDCs, so that no one is left behind," he said.

IMO is the United Nations specialized agency with responsibility for developing global standards for shipping and supporting countries to implement those rules.

Elements of the Strategy are outlined below:
2023 IMO Strategy on Reduction of GHG Emissions from Ships
The 2023 IMO Strategy on Reduction of GHG Emissions from Ships (the 2023 IMO GHG

Strategy) represents the continuation of work by IMO as the appropriate international body to address greenhouse gas (GHG) emissions from international shipping.

Member States of IMO, meeting at the Marine Environment Protection Committee (MEPC 80), adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

Vision

IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible, while promoting, in the context of this Strategy, a just and equitable transition.

Levels of ambition

Levels of ambition directing the 2023 IMO GHG Strategy are as follows:
.1 carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships
to review with the aim of strengthening the energy efficiency design requirements for ships;
.2 carbon intensity of international shipping to decline
to reduce CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008;
.3 uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to increase
uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030; and
.4 GHG emissions from international shipping to reach net zero
to peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances, whilst pursuing efforts towards phasing them out as called for in the Vision consistent with the long-term temperature goal set out in Article 2 of the Paris Agreement.

Indicative checkpoints

Indicative checkpoints to reach net-zero GHG emissions from international shipping:
.1 to reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008; and
.2 to reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008.

Basket of candidate mid-term GHG reduction measures

The 2023 GHG Strategy states that a basket of candidate measure(s), delivering on the reduction targets, should be developed and finalized comprised of both:
a technical element, namely a goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity; and
an economic element, on the basis of a maritime GHG emissions pricing mechanism.

The candidate economic elements will be assessed observing specific criteria to be considered in the comprehensive impact assessment, with a view to facilitating the finalization of the basket of measures.

The mid-term GHG reduction measures should effectively promote the energy transition of shipping and provide the world fleet a needed incentive while contributing to a level playing field and a just and equitable transition.

Impacts on States

The strategy says that the impacts on States of a measure/combination of measures should be assessed and taken into account as appropriate before adoption of the measure in accordance with the Revised procedure for assessing impacts on States of candidate

measures. Particular attention should be paid to the needs of developing countries, especially SIDS and LDCs.

Barriers and supportive actions; capacity-building and technical cooperation; R&D

In the Strategy, the Committee recognizes that developing countries, in particular LDCs and SIDS, have special needs with regard to capacity-building and technical cooperation. An appendix provides an overview of relevant IMO initiatives supporting the reduction of GHG emissions from ships (read more on these initiatives).

Next steps

The 2023 Strategy sets out a timeline towards adoption of the basket of measures and adoption of the updated 2028 IMO GHG Strategy on reduction of GHG emissions from ships:

MEPC 81 (Spring 2024) – Interim report on Comprehensive impact assessment of the basket of candidate mid-term measures/Finalization of basket of measures
MEPC 82 (Autumn 2024) – Finalized report on Comprehensive impact assessment of the basket of candidate mid-term measures
MEPC 83 (Spring 2025) – Review of the short-term measure to be completed by 1 January 2026
MEPC 84 (Spring 2026) – Approval of measures / Review of the short-term measure (EEXI and CII) to be completed by 1 January 2026
Extraordinary one or two-day MEPC (six months after MEPC 83 in Autumn 2025) – Adoption of measures

Target dates:
MEPC 85 (Autumn 2026)
16 months after adoption of measures (2027) – Entry into force of measures MEPC 86 (Summer 2027) – Initiate the review of the 2023 IMO GHG Strategy
MEPC 87 (Spring 2028)
MEPC 88 (Autumn 2028) – Finalization of the review of the 2023 IMO GHG Strategy with a view to adoption of the 2028 IMO Strategy on reduction of GHG emissions from ships.
Life cycle GHG assessment guidelines adopted

The MEPC adopted Guidelines on life cycle GHG intensity of marine fuels (LCA guidelines) for consideration and adoption. The LCA guidelines allow for a Well-to-Wake calculation, including Well-to-Tank and Tank-to-Wake emission factors, of total GHG emissions related to the production and use of marine fuels.

Interim guidance on the use of biofuels

The MEPC approved an MEPC circular on Interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI (DCS and CII).

Marine Environment Protection Committee (MEPC 80)

The Marine Environment Protection Committee (MEPC) addresses environmental issues under IMO's remit. This includes the control and prevention of ship-source pollution covered by the MARPOL treaty, including oil, chemicals carried in bulk, sewage, garbage and emissions from ships, including air pollutants and greenhouse gas emissions. Other matters covered include ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and identification of special areas and particularly sensitive sea areas. MEPC 80 met 3-7 July 2023 at IMO Headquarters in London. It was attended by some 1,800 delegates (in person and remotely).

Other agenda items

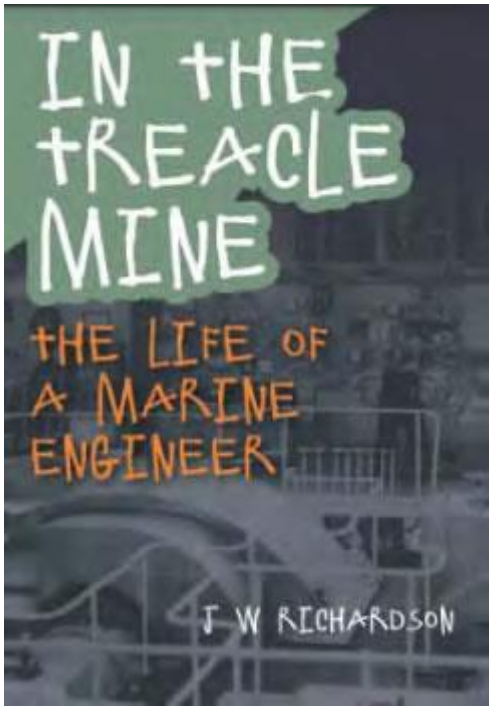
The outcome of the MEPC 80 on other agenda items will follow.

Source: IMO

Inséré 24/11/23 BOEKEN LIVRES BOOKS Enlevé 24/12/23

"In the Treacle Mine"

B O E K B E S P R E K I N G By : Frank NEYTS



A new title from Whittles Publishing reads '**In the Treacle Mine. The Life of a Marine Engineer'**. J.W. Richardson signed as the author.

'**In the Treacle Mine'** starts in the 1960s when steam power was still the preferred option for larger and more powerful ships but over the following decade the availability of diesel engines sounded the death knell for steam propulsion. Now there are only a few preserved steamships left as a reminder of how things used to be down below in the 'treacle mine', which was how Geordie marine engineers described the engine-room.

Following his experiences with steam, the author eventually began working on motor ships but these were also not without incident and there is much in this book that will spark the interest of anyone who enjoys stories of the sea and seafarers.

Like all publications of Whittles Publishing, good reading and value for money!

"In the Treacle Mine" (ISBN 978-1-84995-488-4) is issued as a paperback. The book counts 224 pages and costs £16.99 or $24.95. The book can be ordered via every good book shop, or directly with the publisher, Whittles Publishing, Dunbeath Mill, Dunbeath, Cairness IKW6 6EG, Scotland (UK), e-mail: **info@whittlespublishing.com , www.whittlespublishing.com.**

Inséré 24/11/23 NIEUWS NOUVELLES Enlevé 24/12/23

Belgium's CMB lifts option for ammonia-powered Capesize duo

Belgium-based shipping company Compagnie Maritime Belge (CMB) has exercised an option for the construction of two 210,000 dwt bulkers at China's Qingdao Beihai Shipbuilding Heavy Industry, adding to its already massive orderbook at the yard.

Namely, CMB already has ten 210,000 dwt bulkers under construction at Qingdao Behai, all designed to be fuelled by ammonia. The latest order will also see ammonia-fuelled engines installed on the bulkers, once the respective engines become available.

CMB's subsidiary, CMB.TECH, has joined forces with Swiss marine engine manufacturer WinGD to introduce ammonia dual-fuel X72DF engines to its Capesize newbuilds which are scheduled for delivery in 2025 and 2026.
WinGD has indicated that these novel engines will be developed based on the X92B engine model, chosen for its exceptional fuel efficiency, which renders it an ideal foundation for the creation of large-bore ammonia-fueled engines.

The marine engine powerhouse expects to deliver its first X-DF-A dual-fuel ammonia engine by the first quarter of 2025.

Like its sister ships, the newbuilding duo is slated for delivery in 2025, according to Intermodal Shipbrokers, which did not disclose further details of the transaction, including the price for the pair of vessels.

In addition to pioneering propulsion technology, the shipbuilder had said that the vessel design would incorporate a range of energy-saving features, encompassing optimized hull shaping and the overall arrangement of the hull structure and equipment. These ships will measure 300 meters in length and 25.2 meters in width. They will be equipped with two 3,000 cubic meter (cmb) ammonia fuel storage tanks, and will be compliant with the stringent IMO Tier III regulations.

Ammonia, known for its potential as a green and sustainable fuel, has gained traction in recent years as a viable option for reducing greenhouse gas emissions in the shipping sector. When burned, ammonia produces no carbon dioxide (CO2) emissions, making it a promising candidate to help the industry meet its decarbonization goals.

CMB's decision to opt for ammonia-fueled vessels aligns with the International Maritime Organization's (IMO) decarbonization strategy and the European Union's commitment to achieving carbon neutrality by 2050.

While ammonia holds great promise as a clean energy source for shipping, it is worth noting that its adoption comes with certain challenges, including the development of safe and efficient storage and handling systems, as well as the sourcing of sustainable ammonia production methods. However, these challenges are being actively addressed by industry leaders and research institutions, indicating a growing commitment to making ammonia a practical and environmentally responsible choice for the future.

Inséré 25/11/23 DOSSIER Enlevé 25/12/23

Reducing Digital Paperwork

Software does not always reduce workload. It can increase it, if there is a need to enter data into multiple systems, said Panos Hatzikyriakos of Unitized Ocean Transport Limited

One common scenario where software can increase workload is when data needs to be entered into multiple systems.

It is too common for seafarers to have to spend "endless hours in front of PCs," said Panos Hatzikyriakos, head of health, safety, quality, and environment (HSQE) with Unitized Ocean Transport Limited, speaking at the Tanker Operator Athens event in May.

Shore management relies on ship personnel to input data into a system and send that data to the office. This type of data exchange between the ship and the shore is common in maritime operations and can involve various aspects of vessel management, reporting, and communication.

"The crew may have another one hundred tasks to do, instead of sending emails and filling systems with data. It is kind of a new slavery."

For some time, people have talked about 'spreadsheet hell' onboard, with crew required to enter data into multiple spreadsheets and send them to different places. But now they additionally have to enter data into multiple software systems.

For vessel performance monitoring, the same data sometimes needs to be entered multiple times into different systems, such as into the company ERP system, in different customized spreadsheets requested by the operations department and charterers, he said.

"I don't know how much time [it takes] but obviously more than 5 minutes."

Ideally a technology would be available which could automate the input of data into the various systems.

The ease of sending e-mail to ships means that people often add to the work burden.

"Shore personnel get frustrated when the captain doesn't reply in five minutes," he said.

Then, miscommunication or incomplete data provided by seafarers can lead to a cycle of endless requests from the office to the ship for clarification or additional information. This communication breakdown can result in inefficiencies, delays, and frustration for both ship personnel and shore management, he said.

Crew do get fed up with endless demands for data. "At our last crew conference in Manilla, a guy said, 'we send you the data, we never get any answer back. We have not seen any analysis. what is the benefit for us?'"

"We have this massive data coming to the office, what are we doing with the data?

"Instead of having increased effectiveness with digitisation, I think we have stalled it," he said.

When purchasing new software, a shipping company should ideally first ensure that it can communicate with all the other systems it has, he said.

On the positive side, digital technology has revolutionized many aspects of maritime operations, including passage planning, he said.

People used to spend 5-6 hours on the process of manually plotting a route on paper charts and then transferring the information to forms that was time-consuming and labour-intensive.

With ECDIS, navigators can draw an approximate route directly on the digital chart, and software automatically generates a detailed route, including relevant navigational information.

Although it helps that this software does not need to integrate with any other, he said.

Mr Hatzikyriakos has been impressed by some technologies. "I saw a fantastic presentation of a collaboration between a shipping company and a software developer which demonstrates the innovative use of artificial intelligence (AI) and video analytics technology to enhance safety and operational efficiency in the maritime industry.," he said.

"The system's immediate alerts enable shore-based personnel to respond quickly to emerging safety issues, potentially preventing accidents or incidents from escalating. For example,missing safety gear detection (such as a hard hat), inactivity detection (someone not moving for three minutes), smoke detection."

Inséré 26/11/23 NIEUWS NOUVELLES Enlevé 26/12/23

New tugs for Port of Antwerp-Bruges: focus on innovation and greening

Port of Antwerp-Bruges is acquiring six new tugs, including one electric - a European first.

This expansion is part of the renewal and greening of the fleet, emphasizing sustainable and energy-efficient vessels.

Five diesel RSD tugs and one RSD-E

The purchase includes five diesel-powered RSD tugs that will replace existing tugs. However, the real game-changer is the electric version, the RSD-E, expected in the fall of 2024. The diesel versions will follow shortly afterward in the spring of 2025. Damen Shipyards, a leading shipbuilder, is responsible for the delivery of these sustainable vessels. With the RSD-E, Port of Antwerp-Bruges becomes the first European port with a fully electric tug with 70 tons of pulling power in its fleet. An impressive 1.5MW charging station will be installed at the operational headquarters NOC (Nautical Operational Cluster), allowing the 2,782 MWh batteries to be fully charged in just two hours.

Reversed Stern Drive or RSD

The tug is designed according to the double-bow principle and is equipped with a patented double Twin Fin skeg, which provides improved navigational properties. As a result, it can be dynamically used as both a forward and rear tug. Moreover, thanks to its specific design, the tug is more energy-efficient and is equipped with a nitrogen oxide filter. In September 2020, Port of Antwerp-Bruges acquired its first RSD tug, followed by two more. In addition to using this technology, the Hydrotug and Methatug, the world's first tugs powered by hydrogen and methanol respectively, will also make their debut soon. These projects are part of a comprehensive greening program for the fleet and underline the ambition to be a climate-neutral port by 2050. The tug is designed according to the double-bow principle and is equipped with a patented double Twin Fin skeg, which provides improved navigational properties. With the purchase of these new energy-efficient tugs, we have reached another milestone on our way to a green fleet. Rob Smeets, Chief Operations Officer Port of Antwerp-Bruges: "With the purchase of these new energy-efficient tugs, we have reached another milestone on our way to a green fleet. Our ambition is to be carbon-neutral by 2050 by pursuing various sustainability paths and daring to pioneer innovative technologies. These tugs are a prime example of what our sustainable future should look like." Besides the European premiere of an electric tug, there will soon be world premieres: the first tugs on hydrogen and methanol! Annick De Ridder, Vice-Mayor of the City of Antwerp and President of the board of directors of Port of Antwerp-Bruges, adds: "With six new tugs, including one electric, we are renewing and greening our own fleet. We highly value 100% deployability and energy efficiency. Besides the European premiere of an electric tug, there will soon be world premieres: the first tugs on hydrogen and methanol!"

Inséré 27/11/23 DOSSIER Enlevé 27/12/23

IMO's MEPC –toughening targets

IMO's MEPC June 2023 meeting agreed that greenhouse gas emissions will be net zero "by or around 2050," a toughening of the 2018 target of "as soon as possible in this century". DNV experts reviewed the developments

The IMO Marine Environment Protection Committee (MEPC) 80 meeting on 3-7 July 2023 "might have been one of the most anticipated dates in this year's shipping calendar," said Simon Adams, senior communications manager with DNV.

It was when the IMO was due to decide whether its decarbonisation targets should be toughened. And it did decide to toughen them, with a unanimous agreement that greenhouse gas emissions from shipping will be net zero "by or around 2050".

"That wording may sound fuzzy, but it is diplomatic language intended to bring us together by 2050," said Eirik Nyhus, director, environment with DNV. "What we have now is a much more stringent strategy."

There was also agreement that total reduction in shipping greenhouse gas emissions of 20 per cent will be achieved by 2030, in terms of well to wake, not tank to wake.

There is an additional target of 5 per cent of ship energy to be a "zero or near zero greenhouse gas" source by 2030, "striving for 10 per cent". Another checkpoint is the target of 70 per cent reduction in greenhouse gas emissions by 2040, "striving for 80 per cent".

It follows the initial targets, agreed in 2018, for greenhouse gas emissions from shipping to be reduced by at least half by 2050 compared to 2008, and then reduced to zero 'as soon as possible in this century,' a phrase which could theoretically mean by 2099. In 2018 it was agreed that the targets would be reviewed in 5 years.

The 2018 targets also sought to reduce carbon intensity (CO2 emissions per transport work) by at least 40 per cent by 2030, and to "pursue efforts towards" 70 per cent by 2050. This 40 per cent target is unchanged in the 2023 agreement.

There had been one thousand people attending the MEPC meeting physically in London. Because the plenary hall has maximum capacity of 750 people, other people could only watch the sessions on screen from overflow rooms in the building, Mr Nyhus said. A further five hundred attended virtually from around the world. "It was quite hectic and fairly intense, lots of things happening," he said.

"Everybody comes into these negotiations with strong opinions about what they want to see happen. There will be, as per normal, people walking away dissatisfied. Some people with slight disappointments, some people with more deep ones."

"The hallmark of a consensus is that nobody gets everything they want. That is how we see the result from this strategy discussion."

The meeting provides much needed clarity on the future, which should help shipowners and fuel providers make investment decisions, Mr Nyhus said.

Although some nation states expressed scepticism about the decision made, there was universal agreement with it. Ultimately, "everybody piled onboard, there were no holdbacks. Even though negotiations were extremely hard up to the very last minute."

"We have a clear direction, clear ambition level. It gives me high hope that this will be the course IMO will abide by."

"We can say that the fuel supply industry has received a very clear signal that there is demand coming from maritime. This should give them certainty to invest in fuel production and bunkering facilities."

For shipping companies, it means that "knowing and understanding your own emissions data is business critical and will become increasingly so," he said.

Intensity vs absolute

The distinction between absolute emissions and carbon intensity is important because of the growth in cargoes carried by ship, noted Tore Longva, director of decarbonisation regulatory affairs with DNV.

DNV estimates that shipping overall has reduced greenhouse gas emissions by 10-13 per cent since 2008, while activity has increased 42 per cent. "That is an enormous achievement on energy efficiency."

But maritime cargoes are estimated to grow a further 12 per cent between now and 2030, So if individual ships do nothing further to improve performance, that would 'wipe out' the 12 per cent improvement since 2008, in terms of overall industry emissions.

The expected continued growth of shipping activity leads to estimates that achieving a 20 per cent reduction in absolute emissions by 2030, compared to 2008, will require 5 to 10 per cent use of zero carbon fuel by 2030, and 15 per cent further improvement in energy efficiency.

Regulatory measures

MEPC also discussed the regulatory measures to be taken to achieve the target. IMO has decided that there will be both technical and commercial measures.

The technical regulatory measure will be a standard for the greenhouse gas intensity of fuel used. There were proposals for this both from EU and China, which Mr Nyhus describes as "conceptually similar," and the EU measure had "close resemblance to FuelEU Maritime."

"IMO will need to work really hard on trying to consolidate all the proposals and views, so when we get to MEPC81 in April next year we can agree on a base document, for further development of technical aspects of regulations, legal language," he said.

The commercial measure will be some kind of tax based on emissions. There have been a number of proposals. IMO has not decided which one it will follow.

Discussions about this "did not get as far as the technical development," he said.

"There is agreement that there should be a pricing on GHG emissions [but] there's strong divergence on views of what kind of mechanism. Some people say, 'certain options are off the table,' others insist they are on the table," he said.

The technical and commercial measures could be linked, such that companies not achieving the GHG intensity standard in fuel they consume have a financial consequence.

The plan is for the regulations to be adopted in 2025 and entered into force in 2027. Although that seems a long way away, Mr Nyhus believes it is "quite an aggressive timeline," on the basis that regulations are typically approved at the meeting before they are 'adopted', which means it needs to be approved in 2024.

Aspects of fuels

MEPC adopted fuel lifecycle assessment guidelines, describing how emissions made in fuel production should be taken into account in future regulations, Mr Longva said.

Fuel production emissions are known as 'well to tank', although not all fuels come from a well. Emissions at the vessel itself are known as 'tank to wake'. The full lifecycle emissions are known as 'well to wake'.

Emissions are involved in making all fuels; biofuels also have 'negative emissions' in that carbon is taken out of the atmosphere when they are grown. Biofuels have positive emissions in their manufacture, such as in making fertiliser, operating equipment, transport and processing.

Emissions of fuels will be calculated in terms of grams CO2 equivalent per megajoule of energy. This will be called the 'emissions factor'.

The phrase 'CO2 equivalent' takes into account the varying greenhouse gas potential of different greenhouse gases, looking at CO2, methane and nitrous oxide, with methane being much worse than CO2 per tonne.

Fuel will need to be provided with a "fuel lifecycle label" showing emissions made in producing them. There will need to be some auditing and certification process.

The agreement is on the methodology for how calculations will be done, not the actual calculation. But IMO has developed "default" emissions factors for methanol, diesel, and LNG. These can be used if no specific information is provided, he said.

The figures for the well to tank emissions are not yet available "in great scientific rigour," Mr Nyhus said. It is an important calculation, to ensure that companies are eliminating emissions, not merely shifting them upstream.

For example, if a ship moves to hydrogen fuel, there will be zero CO2 emitted at the ship exhaust, which is great for CII. But if there is plenty of CO2 emitted upstream, such as for hydrogen made from natural gas, there's no net benefit to the environment.

The EU's FuelEU Maritime standard already looks at well to wake emissions.

Biofuels Circular

For biofuels, IMO has released a Circular stating that biofuels can use a CO2 conversion factor accounting for the whole well to wake emissions in CII.

The Circular states that biofuels should be certified by an international certification scheme and must meet that scheme's sustainability criteria. This will generally mean they are not made from any feedstock which could be used to make food. Waste products from food production are allowed.

IMO also states that biofuels must achieve a well to wake greenhouse gas emission reduction of at least 65 per cent compared to fossil marine gas oil. Many biofuels on the market do not achieve this, Mr Longva said.

The biofuels Circular is a "temporary fix to an immediate problem," Mr Nyhus said. Companies are keen to use biofuels today, but under current regulations do not see any benefit from doing so under CII. Eventually it will be replaced by life cycle assessment guidelines brought into regulation.

Review to CII

CII is scheduled to be reviewed at the end of 2025. We are now in a data gathering phase for that review, with potential amendments to be created by summer 2025, Mr Longva said.

So far, the CII calculation is based only on 'tank to wake' emissions, but it may be extended to include well to tank emissions.

There have been a number of submissions to IMO about how the CII formula should be adjusted. For example, for vessels with short waiting times, long voyages, LNG boiled off. "There will be no immediate changes to the framework, everything will be gathered by summer 2025," he said.

The CII reduction requirements from 2026 to 2030 will be aligned with the revised greenhouse gas strategy ambitions.

There are, yet no penalties for a ship which does not meet the required grades, except for a requirement to make a 'corrective action plan.' This will be reviewed in 2025.

Mr Nyhus believes that to detain ships which do not comply would be draconian. But some states will be willing to enforce CII compliance.

There could be a financial mechanism, whereby noncompliant ships are obliged to make additional payments to the financial scheme IMO develops.

Onboard carbon capture

There was a brief discussion at MEPC 80 about onboard carbon capture, but "no substantial discussion, due to time constraints," Mr Nyhus said.

The issue is scheduled to be discussed at the next meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships to be held in April 2024 (ISWG-GHG 16). It will be linked to further work on the life cycle assessment guidelines. "It is not discarded, but going a bi slower," he said.

Other discussions

There were approved amendments to the Data Collection System (DCS) regulations taking effect from 2026, stating that shipping companies should provide additional data 'elements'. This includes fuel consumption per fuel type, fuel consumption per energy consumer (main engine, boiler, auxiliary) and fuel consumption per transport work, by tonne mile or another metric.

There was discussion about whether the use of ShaPoLI/EPL can be included under EEDI framework, so that new ships could be built with power capacity they are expected to only use in emergency situations, but no conclusion.

The Ballast Water Management Convention is "undergoing a review." One issue being considered is what happens for ships operating in challenging water quality. For example,

water thick with sediment from a river, so that ultraviolet light of a ballast treatment system cannot penetrate it.

IMO did not reach any conclusion here, Mr Longva said.

Ship recycling was not part of the MEPC meeting, but the rules have changed now the Hong Kong Convention has been ratified, and it will enter into force in June 2025. Each ship above 500 GT will need to carry a certified inventory of hazardous materials. While many ships already have this, DNV estimates there are 23,000 vessels which do not.

Also under the Convention, ship recycling facilities need to be authorised by competent authorities and will only be able to accept ships which are themselves in compliance.

Predictions

The webinar audience was asked what they believed was the most important solution to achieve the twenty per cent emissions reduction in 2030. 53 per cent said use of carbon neutral fuels such as biofuels; twenty per cent said technical energy efficiency improvements; 18 per cent said operational improvement, such as with speed and trading patterns; 6 per cent said onboard carbon capture, and 2 per cent said commercial improvements, such as changes to charter parties.

Mr Nyhus said that the poll results showed that people had faith in carbon neutral fuels. "Biofuels are likely to be available in reasonable volumes; e-fuels will lag a bit," he said.

There are no obstacles to making technical and operational efficiency improvements. Mr Nyhus thought the audience might have more confidence in commercial measures. "It could have a significant difference," he said.

For onboard carbon capture, Mr Nyhus said he thought the audience was correct to not put too much faith into it. "We think it will take a while before CCS takes significant volumes. So, in context of 2030 this seems reasonable."

The DNV experts were asked for their predictions on what will happen.

Mr Nyhus said he did not expect shipboard nuclear power to ever play a significant role in shipping. Apart from societal concerns and need for further technical development, it could take until 2050 for regulations to be sorted out and technology to be widely deployed. "It might make more sense to put nukes onshore and use the electricity to make liquid fuels," he said.

Mr Longva added that he thought biofuels would "take the brunt of reduction" to 2030.

Blue fuels (with shore carbon capture) and e-fuels will take longer, he believes. Large scale carbon capture on shore "is recognised as a vital solution globally to reach the 1.5-degree target," he said. "We see a lot of technology development. It is not mature. Challenges include "having access to storage sites, resolving the regulatory issues, ensuring there is true storage of CO2," he said.

"I think carbon capture will have a promising place. Maybe not in the long term to 2050, but certainly in the short to mid-term."

IMO, EU and US

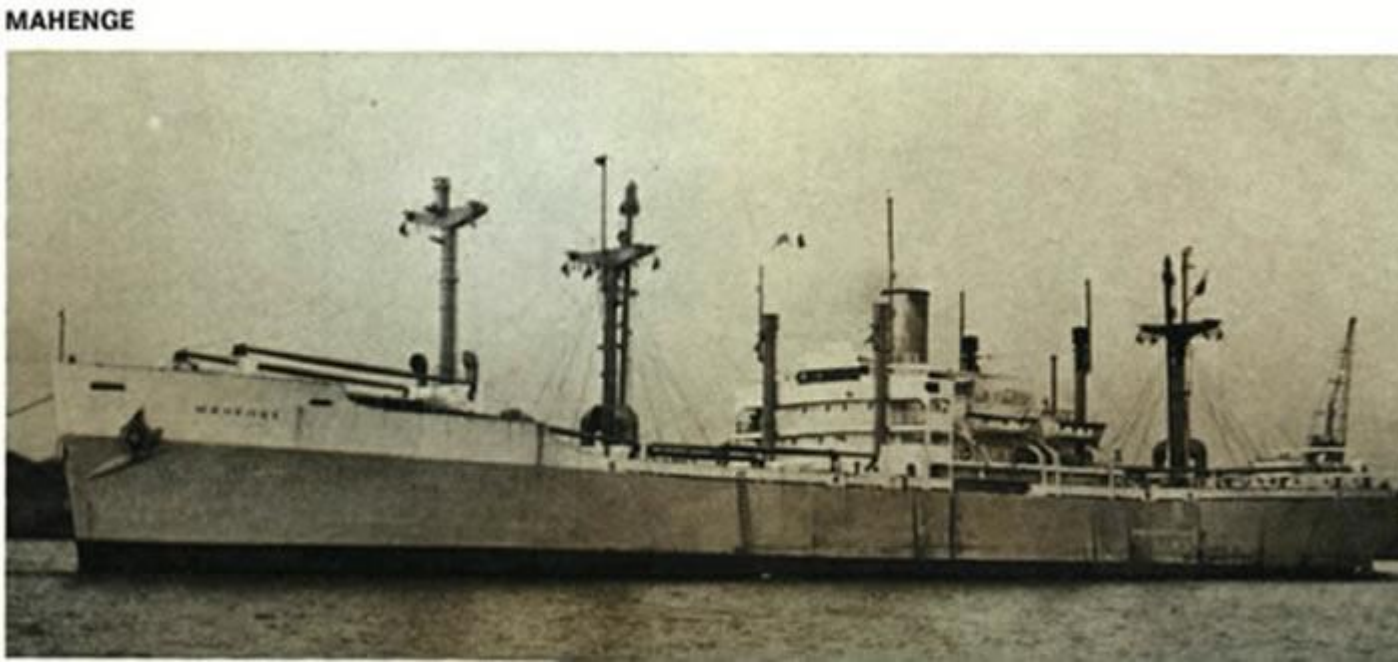
Will the EU and the US allow their maritime decarbonisation regulations to be replaced by IMO regulations once they are in place? "We'd all love to see a grand unified theory of regulations. We might get there. [But] at the moment I suggest the status quo will abide," Mr Nyhus said.

The EU has "review provisions" stating that regulations will be removed if an international regulation demands the same thing, and this will happen towards the end of the 2020s.

"Taking away something, which is seen as working and established, that is a tall order. Do not expect miracles tomorrow, will be my advice. We will have overlapping regulations for the next decade or so at least," he said.

Inséré 28/11/23 HISTORIEK HISTORIQUE Enlevé 28/12/23

De belgische koopvaardij het verleden en het heden (II)



HET HEDEN

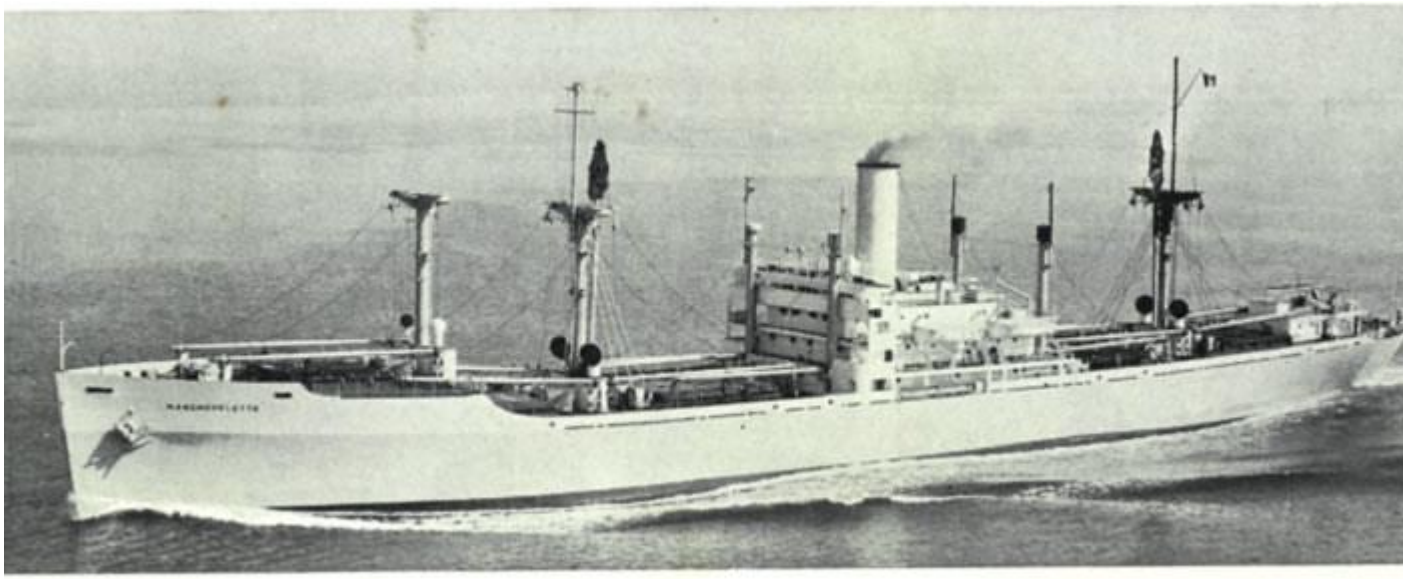
1965-1970 - Gestadige opgang.

De tweede helft van de zestige jaren wordt, inzake zeevaart, beheerst door nieuwe ideeën en nieuwe technieken. De heer Georges Dufour, in die tijd voorzitter van de Belgische Redersvereniging, heeft deze nieuwe visie, die haar stempel drukt op de toestand van onze huidige (en toekomstige) handelsvloot - waarover we het straks zullen hebben - zeer overzichtelijk samengevat in een artikel dat verschenen is in de brochure «Waar staan wij?» van het Nationaal Comité voor Zeevaartpropaganda (thans Nationaal Centrum voor Maritieme Informatie - INFORMAR). Een klem uittreksel uit dit artikel geeft de kern van de zaak: «De specialisatie van de schepen, hun grotere afmetingen en hun doorgedreven technologie, hebben er toe geleid dat de vervoerprijs nog slechts een fractie is van de totale kostprijs. De gehele wereld is nu een markt, waarop enkel nog de tolmuren een hinderpaal vormen voor de producent. Gelijk waar in de wereld kan de industrie nu haar grondstoffen aanschaffen, zelfs de zwaarste, indien zij vlak bij de kust gevestigd is. De industriële producenten kunnen ook gelijk waar concurrentieel verkocht worden. Dank zij deze markten werd de productie opgedreven en deden zich concentraties van de industrie voor. Ziet men nu niet dat geheel gemonteerde wagens van uit Japan de Europese wagens in ons eigen continent concurrentie aandoen.

Zij worden over deze enorme afstand vervoerd met schepen met speciale dekken, die als enige lading honderden automobielen hebben.

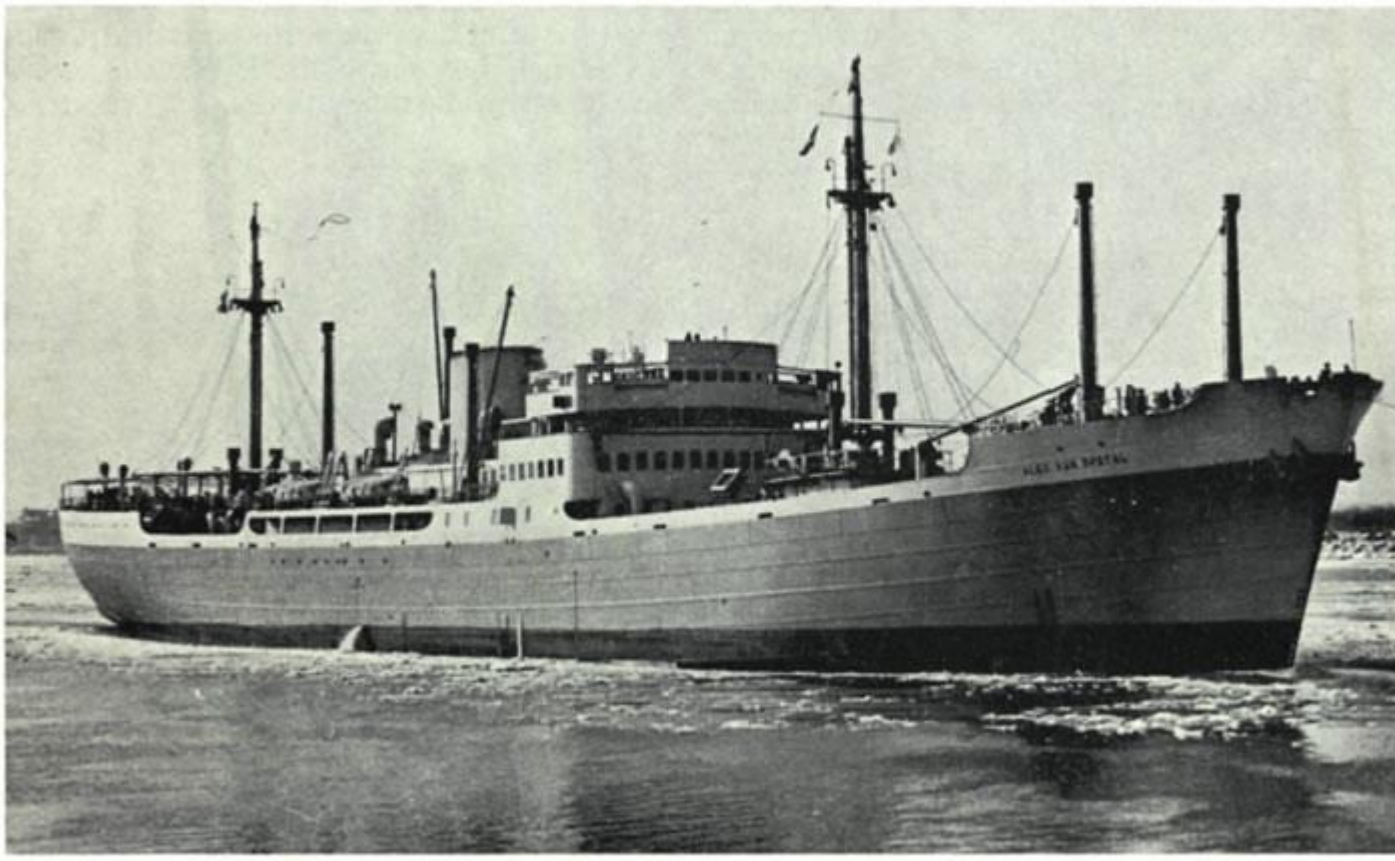
Inzake de techniek van uitbating en van het beheer van de rederijen mag men eveneens gewagen van een volledige ommekeer in het traditionele denken. De individualistische geestesgesteldheid, die zo lang in de redersmiddens overheerste, is stilaan aan het verdwijnen. Groepen worden gevormd, verstandhouding wordt geboren, daar waar voorheen de onverbiddelijkste concurrentiestrijd heerste.

En zo komt men tot de idee van de standaardisatie. De scheepswerven bieden vooral bepaalde typen van schepen aan, met een oneindig aantal mogelijke variaties naar keuze van de reder. Het «maatwerk» vertoont neiging tot verdwijnen. Reders groeperen zich om een bepaalde dienst te verzekeren en verstaan zich om schepen van hetzelfde type te laten bouwen. De aanwending van de containers is zelfs aanleiding tot een standaardisatie die het maritieme kader geheel te buiten gaat. De administratieve mecanografie leidt dan weer tot een standaardisatie: die van documentatie. Overal worden werkgroepen opgericht, zowel in de schoot van beroepsverenigingen als op gouvernementeel vlak, om de normen en de standaarden vast te leggen, nodig voor de ontwikkeling van het zeeredersbedrijf.



MARCHOVELETTE

ALEX VAN OPSTAEL



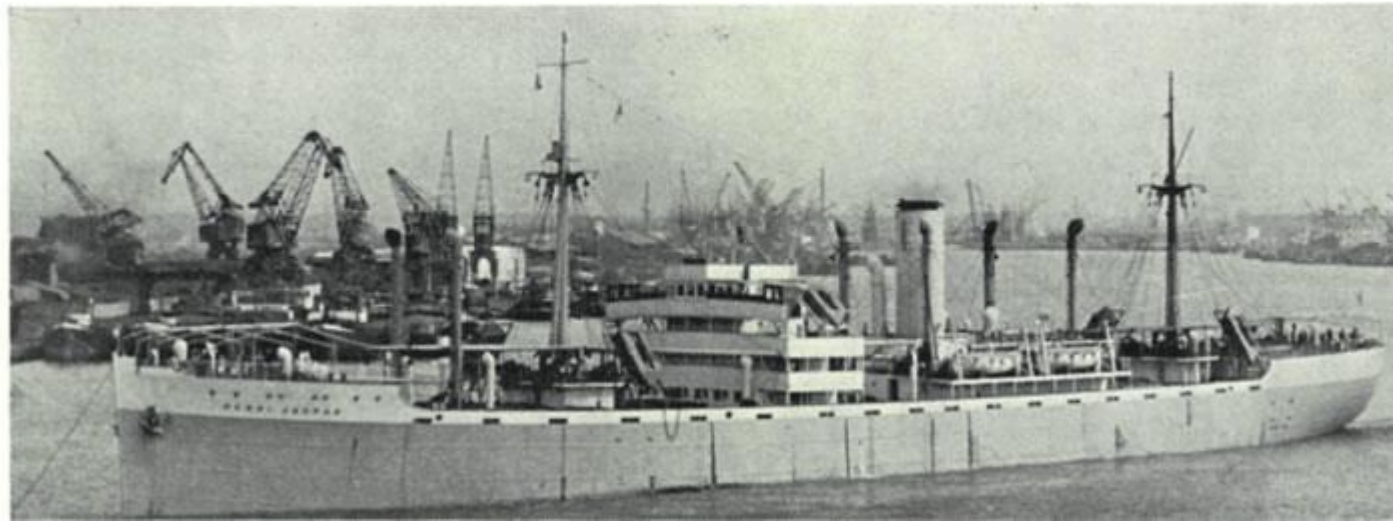
Na zeer, zeer lang traditioneel geweest te zijn, schijnt dit laatste bedrijf aan de spits van de vooruitgang te willen staan Operationele onderzoeksmethodes worden ingevoerd. De administratieve bedrijvigheid wordt georganiseerd rond de meest volmaakte computers. Er werd een raadplegingsprocedure in het leven geroepen tussen reders en verladers waarvan het gelijke niet te vinden is, in geen enkele andere industrie.

Te midden van al dat gewoel, stelt zich het probleem van de scholing van het scheepspersoneel. Het schip, dat hen door de reders verstrekt wordt, is steeds meer en meer technisch volmaakt. De vormingsprogramma's moeten herzien worden en andere waarden gehecht aan de diploma's die afgeleverd worden.

De werkmethoden aan boord evolueren geleidelijk. Het onderscheid tussen «brug» en «machinekamer» is minder afgetekend. Men beschouwt het schip als een industriële onderneming, die met een maximum aan afdoendheid moet beheerd worden. De vorming van de kapiteins moet met dat feit rekening houden

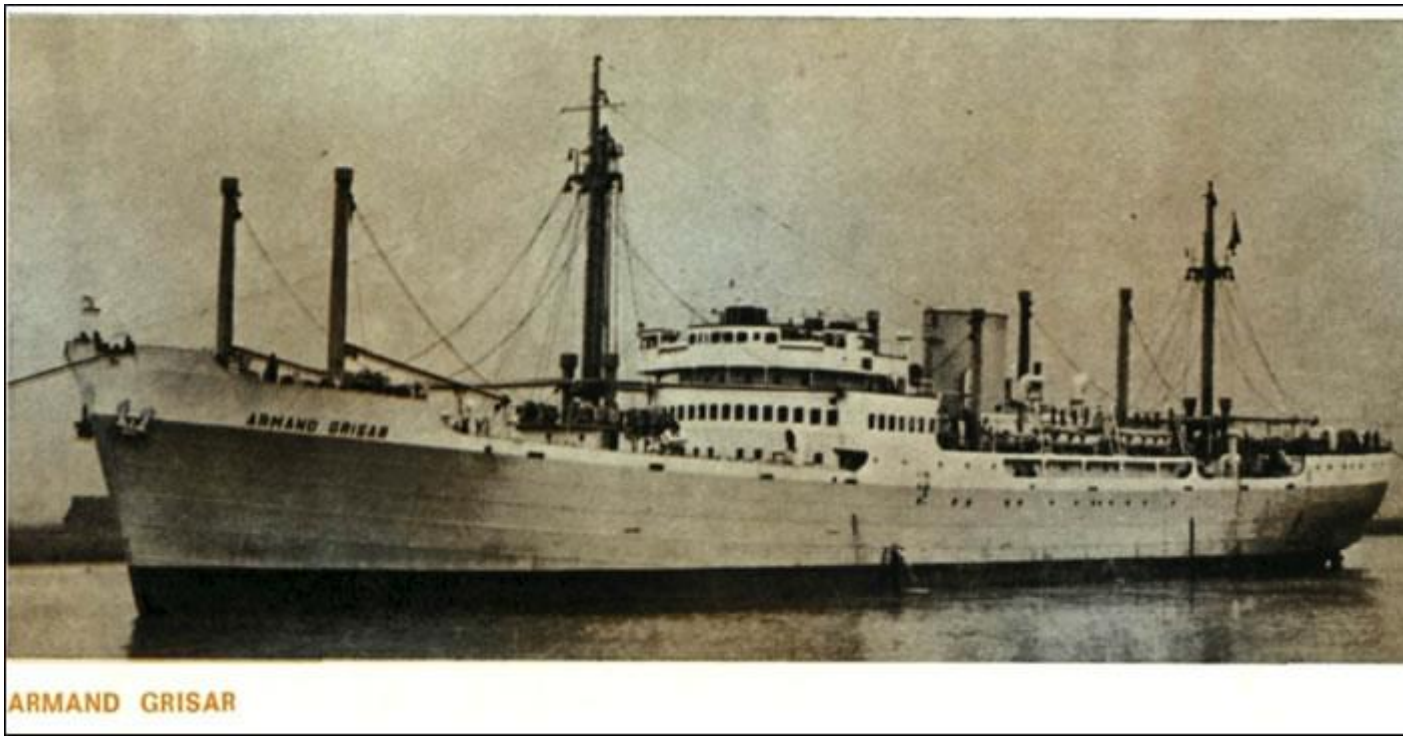
Al deze factoren evolueren in een wereld, die zelf grote veranderingen beleeft. Het jaar 1968 was weliswaar niet zo spectaculair als 1967, maar talrijke verschijnselen verergerden of ontwikkelden in 1968: de gebeurtenissen in Vietnam, de spanning tussen Israël en de Arabische landen, de sluiting van het Suez-kanaal, de devaluatie van het pond sterling, het maritieme protectionisme, de ontwikkeling van de vloten van het Oostelijk blok, het regerings-interventionisme in zekere landen.

HENRI JASPAR



De maritieme nijverheid, die een industriële nijverheid bij uitstek is, is zeer gevoelig voor deze samenhang.
De Belgische rederijen nemen deel aan deze aanzienlijke activiteit en trachten een vloot op te bouwen die efficiënt is en die kan mededingen, door ze voortdurend aan te passen aan de technologische vooruitgang en aan de vereisten van de wereldhandel.

Het is in deze optiek dat de CMB niet alleen overschakelt naar snelle vrachtschepen (20 knopen - 15.250 TDW) nl. «MONTAIGLE», « MONTENAKEN» en «MONTFORT», gespecialiseerd voor de vaart op Zuid-Afrika, naar een verdere uitbouw van haar vloot van grote bulkcarriers, maar ook, voor een deel van haar programma, resoluut opteert voor het containerschip.



ARMAND GRISAR

De CMB startte In 1968 met een containerdienst in de Noord Atlantische vaart. Doch de uitvoering van rationeel geïntegreerd vervoer noodzaakte hoge investeringen, fysische distributie en marktprospectie, wat de maatschappij er toe aanzette een ruimere basis van haar containerdienst te overwegen. Een samenwerking werd tot stand gebracht met twee grote rederijen: de «Bristol City Line» van Bristol en de «Clarke Traffic Services» van Montreal. Samen vormden ze een consortium dat de naam «DART CONTAINERLINE»

kreeg. Dit consortium ging dadelijk over tot de bestelling van drie cellulaire containerschepen, de grootste van dit type, één in België en twee in Groot Brittannië, alle drie te leveren in 1970 Inmiddels werden de 4 «Schilder» schepen («BREUGHEL», «JORDAENS», «RUBENS» en «TENIERS») van de CMB, tot full-containerschepen omgebouwd en van juni 1969 af ingezet op de Noord Atlantische route. Het Belgische Dart-schip, de «DART EUROPE» kwam in dienst in 1970. Het was op dat ogenblik het grootste containerschip ter wereld: 30.826 BT, lengte over lees: 232 in, vermogen: 29.000 EPK, snelheid: 23 knopen. Het schip kan 1556 containers (van 20 voet) aan boord nemen.

Van 1965 tot 1968 heeft de rederij «BELGIAN FRUIT LINES» haar oudere schepen van de hand gedaan en een gans nieuwe vloot van snelle uiterst modern uitgeruste koelschepen (de zes «Frubel-schepen») in de plaats gesteld.

Een andere rederij, die onlangs meer voor het voetlicht is gekomen door haar initiatieven is de Groep AHLERS, die reeds in het begin der zestige jaren, onder de benaming «BELGIAN BALTIC LINES», met drie «ijzersterke» schepen regelmatige diensten verzekerde naar Finland, Oost Zweden en de Baltische havens van Rusland, maar die in 1969 startte met een bouwprogramma - in hoofdzaak bulkcarriers - dat reeds grotendeels is uitgevoerd waardoor in 1974 de rederij over een vloot zal beschikken van meer dan 300 000 TDW.

Ten slotte is ook de UBEM tot grotere diversicatie overgegaan: een programma van 4 zogenaamde «Multipurpose schepen», waarvan reeds 3 geleverd werden vóór 1 januari 1971 en een initiatief tot het in de vaart brengen van zee lichters van 13.980 TDW – op huidig ogenblik zijn er reeds twee hiervan in dienst, nl. de «NIEUWPOORT» en de «ZEEBRUGGE» - welke in duwvaart een vaste dienst verzekeren tussen Gdynia en Zeebrugge, laten het beste verhopen inzake de verdere groei van deze rederij.

Een woord van lof ook voor onze drie petroleumrederijen PETROFINA, ESSO en GULF, waarvan de beheerders al die jaren een politiek hebben gevoerd die er op gericht was een zo groot mogelijke tonnenmaat onder Belgische vlag te brengen.

We kunnen met voldoening vaststellen dat de jongste jaren een nieuwe frisse wind is gaan waaien bij onze reders: vernieuwing en verjonging ligt aan de basis van hun politiek. Geholpen door de heilzame werking van de wet op het scheepskrediet hebben zij, voor de eerste maal in onze maritieme geschiedenis, de grenzen van het miljoen (bruto ton) overschreden. De statistieken wijzen inderdaad uit dat België, op 31 maart 1971, over 88 koopvaardijschepen beschikte, met een gezamenlijke bruto tonnenmaat van 1.001.885 T. In dit cijfer zijn de Staatsschepen (pakketboten en andere) niet begrepen.

BIJLAGEN

Huidige situatie

Op 1 januari 1972 ziet onze handelsvloot eruit als volgt.

	M.S.	S.S.	Br. ton
Armement Deppe, N.V.	4		42.985
Belgo Iberian Maritime, N.V.	1		1.499
R. Geurts, P.V.B.A.	1		900
Belgian Fruit Lines, N.V.	6		30.645
Belgulf Tankers, N.V.		5*	59.900
Northern Shipping Service, N.V.	1		478
Petrofina, N.V.	3*	1*	105.644
Compagnie Mar. Belge, N.V.	25		294.500
Ahlers, N.V.	5		105.946
Ahlers Lines, N.V.	1		1.904
Esso Marine Belgium, N.V.		3*	80.869
Esso Belgium, N.V.	1*		40.883
Waste Bisposal Systems, N.V.	1*		1.178
Container Marine Belgium, N.V.	1		30.826
Rederij Jangsegers en De Neef	4		1.799
Plouvier Maritime, N.V.	1		2.435
Navibel, N.V.	2		2.537
Transportonderneming Wico, N.V.	1*		858
Continental Lines (Avnem), N.V.	1		3.284
U.B.E.M., N.V.	16(1)		263.777
Unie van Redding- en Sleepdienst, N.V.	1		6.554
Belgian Baltic Lines, N.V.	1		1.904
Derca, N.V.	2		934
De Ridder en Co, N.V.	1		467
Compagnie d'Anvers	1*		180
Scaldia Shipping & Chartering Agency, P.V.B.A.	1		491
Belgian Tanker Transport Cy, N.V.	1*	—	12.615
	83	9	1.095.992

* tankers.
(1) waarvan 1 tanker.

Dat onze koopvaardij in volle expansie is moge blijken uit de lijst van de schepen die thans (1-1-71) in aanbouw zijn voor Belgische reders op onze nationale werven.

Aantal en soort	Laad-vermogen (ieder)	Scheepswerf	Reder of exploitant
2 bulkcarriers (E.R. Limburgia en E.R. Wallonia	80.000	Boelwerf n.v. - Temse	Ahlers n.v. (exploitant)
1 passagiersvracht-schip	15.800	Cockerill-Yards n.v. Hoboken	Cie Marit. Belge (L.R.) n.v.
1 bulkcarrier	67.00	Boelwerf n.v. - Temse	Cie Marit. Belge (L.R.) n.v.
2 bulkcarriers	63.000	Cockerill-Yards n.v. Hoboken	Belgian Bulk Carriers n.v.
1 bulkcarrier	67.000	idem	Cie Marit. Belge (L.R.) n.v.
1 cargo liner	16.500	idem	Cie Marit. Belge (L.R.) n.v.
1 cargo liner	16.618	Chantier naval de NIKOLAYEV, Odessa	Cie Marit. Belge (L.R.) n.v.

Samenstelling van de Belgische Koopvaardij op 1-1-72

Volgens ouderdom van de schepen

	Aantal	BRT
— 5 jaar	31	452.943
van 5 tot 9 jaar	19	262.451
van 10 tot 14 jaar	30	315.945
van 15 tot 19 jaar	11	54.123
van 20 tot 24 jaar	1	10.530
meer dan 24 jaar		
	92	1.095.992

Indeling van de vloot volgens specialisatie

	Aantal	BRT
passagiersschepen	1	10.530
tankers	18	316.715
fruitschepen	8	42.351
bulkcarriers	17	277.652
full-containerschepen	1	30.826
cargo's	44	398.256
zeelichters	3	19.662
	92	1.095.992

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Parlementaire Bescheiden
Sirene

Inséré 29/11/23 NIEUWS NOUVELLES Enlevé 29/12/23

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Exxon Saddled With US-Sanctioned Oil Tanker

Exxon Mobil Corp. is the current charterer of a tanker that was sanctioned by the US Treasury Department on Thursday for a previous breach of a Western cap on Russian oil prices, underscoring the scope such actions have to disrupt the tanker industry. The Yasa Golden Bosphorus is currently carrying a cargo toward the US port of Houston, where it's due to arrive on Tuesday, according to tanker tracking data compiled by Bloomberg. Its breach of sanctions happened months ago and didn't involve the US oil major.

On Thursday, the US Treasury said the Yasa Golden Bosphorus had transported oil that cost above $60 a barrel after sanctions into effect last December. Doing so meant it was in breach of a Group of Seven cap that prohibits western firms from being involved in Russian petroleum transport if the price paid was above that level.

US Imposes First Sanctions Over Russia Oil Cap as Impact Fades

"ExxonMobil complies with all applicable laws and does not trade Russian oil or products," the company said in a statement. "These deliveries are certified products of Canadian origin."

Pressure has been mounting to add bite to sanctions with widespread evidence that existing measures were either being flouted, or were being worked around with the use of a large shadow fleet of tankers.

Fixture data show a handful of western oil companies have used the ship in recent months, and that it called at ports in Poland, Portugal and France since July. Tougher sanctions enforcement is likely to lead to heightened checks on vessels by charterers due to the risk of inadvertently booking one that has acted in breach of the cap. In practice, western service providers rarely know the value a cargo trades at, so the sanctions require them to acquire a so-called attestation pledging the consignment is valued below the threshold.

The Yasa Golden Bosphorus hasn't changed course since sanctions were placed on it and continues to head for Houston.

The ship is also insured against risks such as oil spills by Britannia P&I, an insurer with offices in the UK and Europe.

A spokesman for Britannia said it is liaising directly with the US Office of Foreign Assets Control and other regulators on the ship but couldn't comment further. Insurers generally have standard clauses that cancel a ship's cover if it breaches sanctions.

Inséré 30/11/23 DOSSIER Enlevé 30/12/23

Improving CII with biofuel blending

Shipowners can use biofuels to improve their CII scores, following 'Interim Guidance' which was agreed at the IMO MEPC meeting in July, reports ABS. A 30 per cent biofuel blend could take your vessel's score from D to A in 2023 By Panos Koutsourakis, VP Sustainability, ABS

With reporting of data in compliance with the IMO's Carbon Intensity Indicator (CII) regulation well underway, shipowners and operators are focussed on how to optimise their operations and gain improvement in CII ratings.
The options include optimisation of vessel efficiency using energy efficiency technologies and the use of alternative and low carbon fuels.

Full adoption of cleaner fuels is some years away but options exist for the transition period.

Analysis by ABS has concluded that drop-in biofuels have the potential to make a substantial improvement to a vessel's Carbon Intensity Indicator (CII) rating.

The research concludes that blending with biofuels could improve a vessel's CII performance regardless of whether the vessel is powered by diesel, methanol or LNG.

The CII establishes a downward trajectory measurement of a ship's carbon intensity, which is the amount of carbon emissions generated by a unit of transport work, equivalent to one nominal tonne of cargo carried over a nautical mile.

The CII assigns an 'energy efficiency' rating to all ships (from A to E), based on the calculated carbon intensity.
Vessels in the D and E categories will have to demonstrate continuous improvement, moving progressively towards category C.

Ships that spend three consecutive years in category D, or one year in category E will be subject to a mandatory review of the Ship Energy Efficiency Management Plan (SEEMP) and a plan of corrective actions must be made to achieve the Required Annual

Operational CII.

The 2022 Guidelines on operational carbon intensity indicators and the calculation methods provided the possibility for the CO2 Emission Conversion Factor (Cf) to be obtained from the fuel oil supplier, supported by documentary evidence, in case the type of the fuel oil is not covered by the relevant guidelines.

Carbon emissions tank-to-wake but there are discussions underway to change this to well-to-wake, accounting for the full lifecycle of emissions.

In the July meeting of the Marine Environment Protection Committee (MEPC 80) the Marine Fuel life Cycle GHG Guidelines (LCA Guidelines) were officially adopted a work program for further enhancement of the guidelines was agreed upon.

To facilitate the uptake and establish a common approach among flag Administrations regarding the assignment of a carbon factor (Cf) for biofuels and thus ensuring a level playing field, pending the development of policy instruments for the use of LCA Guidelines, the Committee also adopted Interim Guidance on the Use of Biofuels.

This suggests that, under certain provisions, biofuels that have been certified as sustainable by an international certification scheme may be assigned a carbon factors (Cf) equal to the value of the well-to-wake GHG emission of the fuel, based on the certificate.

Blending the biofuel from biogenic sources with diesel and other fuels up to 30 per cent would thus improve the overall carbon intensity and thus a ship's CII rating.

The commonly used biofuel products for shipping are the biodiesel blends, which contain 20 -30% of pure biodiesel and offer 15 - 20% carbon emission reduction on Well-to-Wake basis.

Potential improvement

ABS analysis concluded that a container vessel propelled by traditional low Sulphur fuel could see its rating improved from E to C in 2023 with the adoption of a 30% blend of biodiesel.

The advantage of biofuels to decarbonization extends to the supply chain and the bunkering infrastructure required for fuelling.

Since biofuels are simple fuels of the same molecular structure, their cost is confined to the fuel itself rather than in any additional treatment, meaning they represent a compelling option once supply and regulatory questions are addressed.

The next issue for owners – common to all alternative fuels - is availability in sufficient quality to support CII compliance and ultimately a net zero carbon shipping industry.

ABS expects there to be sufficient biofuel supply to meet current demand since the majority of energy majors have invested in producing sustainable biofuels.

Availability is increasing at the world's big bunkering hubs and is expected to increase further over time, especially after the decisions of MEPC 80, as demand signals from shipowners grow.

However, the shipping industry must be in no doubt that it will experience competition, principally from the aviation industry, which is also eyeing the use of sustainable biofuels to lower its carbon emissions.

Nevertheless, drop-in biofuels are a powerful tool for shipowners and operators to accelerate fleet decarbonization and improve their CII trajectory today.

ABS is involved in pilot projects on the application of biofuels that have shown us the significant potential of these fuels to contribute to reducing a vessel's well-to-wake carbon intensity and transform its rating.

ABS has published a series of sustainability whitepapers focused on alternative fuels, breaking down the available options including their challenges and advantages, as well as other factors to take into consideration during the decision-making process.

The whitepaper 'Biofuels as Marine Fuel' focuses specifically on drop-in biofuels and can be downloaded from the ABS website.

B O E K B E S P R E K I NG door: Frank NEYTS

Bij Pandora Publishers verscheen recent "**Smaken van de Haven**. 50 makkelijke recepten uit de hele wereld. Bart De Clerck en Björn Verhoeven tekenden als samenstellers, de recepten zijn van de hand van Bart Vercruyssen. Het boek werd gerealiseerd in samenwerking met de Haven van Antwerpen.

Wat eet de Noorse dokwerker als hij thuiskomt van zijn shift? En hoe maakt de Mexicaanse koffiebrander zijn taco's klaar? Hoe bereid je het lievelingseten van Iza uit Polen, Miho uit Japan, Stefania uit Argentinië of Bonnie uit Kenia?

25 collega's uit de hele wereld vertellen met passie over hun job in de Haven van Antwepen en delen hun liefde voor het vele lekkers uit hun eigen land. 25 keer klinkt het: "Je moet het geproefd hebben!" Maar dan in het Chinees, het Italiaans, het Thais, het Turks…

"**Smaken van de Haven**" laat je proeven van 50 makkelijke recepten. Je maakt ze zelf in 1, 2, 3! En ontdek tegelijk de boeiende wereld die een haven is.

"Smaken van de Haven" (ISBN 978-90-5325-477-6) telt 256 pagina en werd prachtig geïllustreerd. Boek kost 29.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij de uitgeverij Pandora.Publishers, www.pandorapublishing.eu.

Inséré 01/12/23 NIEUWS NOUVELLES Enlevé 01/01/24

Haven Oostende bouwt aan de toekomst!

Stapelhuis Entrepot officieel ingehuldigd na 2 jaar renoveren

Haven Oostende bouwt aan de toekomst! Met deze slogan kondigde Haven Oostende in oktober 2021 de officie le start aan van de renovatie en restauratie van Stapelhuis Entrepot. Een bijzonder project waarin toekomst, heden en verleden samensmelten tot e e n geheel. Op woensdag 18 oktober 2023 werd het unieke gebouw officieel ingehuldigd in aanwezigheid vanprominenten uit zowel het politieke landschap als de bedrijfswereld.

Van drie naar vijf verdiepingen

Na 2 jaar renoveren en restaureren door Artes Group zijn de werken aan Stapelhuis Entrepot, gelegen aan de Oostkaai van het Vlotdok. De binnenkant van het gebouw werd volledig afgebroken en de gevels werden volledig gerestaureerd.

Charlotte Verkeyn – Voorzitter Haven Oostende legt uit: "Wij hebben niet enkel een passie voor maritiem erfgoed, met de renovatie houden wij ook het patrimonium in eigen portefeuille.Dit alles met het oog op maritieme tewerkstelling. De opvallende bovenbouw zet dat alles extra in de verf. Wij danken daarbij Agentschap Onroerend Erfgoed voor het vertrouwen. De oppervlakte van het gebouw werd verdubbeld met de bouw van een volwaardige benedenverdieping en een bovenbouw met twee bouwlagen. De bovenste verdieping werd volledig ingericht met onder andere een seminarieruimte met een fenomenaal uitzicht op de haven."

Minister-president in hologram

Opvallend was de aanwezigheid van minister-president Jan Jambon tijdens de officie le inhuldiging via een hologram. Door de combinatie van realiteit en digitaal leek het alsof de minister-president in de box daadwerkelijk in de ruimte aanwezig is. Een buitengewoon aspect dat meteen ook de nadruk legt op innovatie binnen Stapelhuis Entrepot en een uniekemogelijkheid bood voor minister-president Jambon om de inhuldiging bij te wonen. Jan Jambon – Minister-president: "Met vijf verdiepingen wordt het architecturaal meesterwerk dat het nieuwe Stapelhuis Entrepot is, de thuisbasis voor innovatieve bedrijven. Voor het vele schitterende werk dat werd geleverd, verdienen Haven Oostende en het havenbestuur dan ook een pluim."

Een boost voor de tewerkstelling

Stapelhuis Entrepot, een staaltje toparchitectuur dat werd ontworpen door LMS Architecten, biedt een waaier aan opportuniteiten en wordt zo de thuisbasis van innovatieve bedrijven die zullen meebouwen aan de toekomst van Haven Oostende. Vanaf begin november 2023 zal TM Edison als eerste haar intrek nemen in Stapelhuis Entrepot. TM Edison is de tijdelijke maatschappij tussen 2 partners Jan De Nul en DEME. Zij kiezen Haven Oostende als thuisbasis voor de bouw van het Prinses Elisabeth Eiland. Dirk Declerck – CEO en Gedelegeerd Bestuurder Haven Oostende: "Haven Oostende investeert zwaar in haar patrimonium. Dat dit tot successen leidt zowel architecturaal, financieel en qua tewerkstelling wordt met dit project bewezen."Bart Tommelein – Burgemeester Stad Oostende: "Stapelhuis Entrepot is een architecturale parel. Een echte landmark in onze Stad aan Zee. De haven is ons historisch hart, maar ook onze toekomst. Deze nieuwe invulling zal de maritieme bedrijvigheid in Oostende ten goede komen."

Haven Oostende zet in op continuï teit, groei en tewerkstelling binnen vijf pijlers: Blauwe Economie, Lift-on Lift-off & Bulk & Project Cargo, Cruises & Roll-on-roll-off, Circulaire Industrie en de Visserijsector. Deze sectoren worden verder uitgebouwd op basis van twee fundamenten: prioriteitstelling van veiligheid, gezondheid en milieu en als tweede het ondersteunen van innovatie en ontwikkeling.

Inséré 02/12/23 DOSSIER Enlevé 02/01/24

Time to end separation by rank?

Some Korean yards are proposing tanker designs with a common recreational or 'mess' area, we heard at the Tanker Operator Athens conference Is it time to end separation by rank?

Separate recreational areas onboard for officers and junior ranks ('crew') have been a feature of shipping probably since shipping began. But now, we are hearing that major yards in South Korea are selling tanker designs with a common recreational area for both officers and ratings, according to an audience member at the Tanker Operator Athens event.

This can make sense from a design perspective, in that less space is needed, and perhaps something useful can be done with the freed-up space, he said. But is this something seafarers want?

Captain Alexandros Serpanos, fleet personnel manager with tanker operator Euronav, said that there have always been separate dining/recreational areas on ships for officers and crew. He believes that having such common areas would not be popular.

Euronav promotes equal treatment and justice with regards to the value of the human life and the quality of the living conditions, but a certain level of hierarchy is necessary onboard ocean-going ships," he said.

In case of a serious emergency, with shore assistance thousands of miles away, if there is a survival chance, it will be possible only through discipline, expecting from each crew

member to perform his role accordingly. Discipline is a virtue which can be cultivated, he said.

The current hierarchy regime onboard merchant ships has existed for centuries, providing certain "power distance" between officers and ratings. The 'door is always open' management style is the way to go for Senior Officers, but having an organisational structure onboard is also necessary.

Theophanis Theophanous, BSM

Theophanis Theophanous, Managing Director of Bernhard Schulte Shipmanagement (Hellas) noted that the way his company operates has changed a lot over the last 20 years.

"This generation don't want to work in a company that acts like an army," he said.

BSM advises its Captains to spend time meeting crew as a priority when they join a ship. "[We say] have meetings in the office, 10-15 minutes, to know who the guy sitting in front of you is," Mr Theophanous said. "[Find out] does he have any family problems, does he want a career onboard, does he want to make money only."

As Managing Director of BSM Greece, Mr Theophanous does this too, regularly inviting employees into his office. He typically asks them three questions. 'What do you like the most in our office? What do you hate the most? If you were the Managing Director, tell me something that you would change.'

"I encourage Captains onboard the ship to do the same," he said.

"If you're sitting there on high, you don't see things. You have to listen to your people to move forward."

Martin Shaw, IMAREST

Martin Shaw from IMAREST said he had experience with 'common messing' on a small supply vessel in the North Sea with 10-12 people, and on a larger semi-submersible vessel with 30-40 people. "I've seen it work and I've seen it not work," he said.

On the larger vessel, officers and ratings tended to sit on separate tables in the mess room. So, it did not make much difference that they were both in the same physical room.

He knew of an experiment conducted on a tanker by an oil major, to encourage officers and crew to integrate socially by having a common mess area. "It turned out the crew didn't particularly want to meet the officers. It wasn't popular," he said.

In any case, crewmembers often prefer talking to their families over the internet, over socialising with other crewmembers onboard, he said.

Tanker companies sometimes have concerns about this because they believe that crew socialising is important. But it would be unreasonable to prevent people from talking to their families in their free time, he said.

On one tanker, all the crew were once found playing a competitive computer game with each other – but from their own cabins, with a team of engineers competing against deck staff. This company found that teamwork (during work time) was better than on any other ship. "They were teamworking in a virtual environment," he said.

Captain Zalenski, Columbia

Captain Leonid Zalenski of Columbia Ship Management said he thought crewmembers might be able to relax better if they are separated by rank. "My first reflection is that it is a bit premature to start changing the traditional way," he said.

However, the managerial skills of leaders may be a bigger factor than physical separation, he said.

On the question of crew internet use in cabins, Captain Zalenski told of a ship management company he knew, who offered free internet in the public space of a ship, while seafarers had to pay to use it in their cabins, to try to encourage them into the public areas. They found that crew would rather pay to use the internet in privacy.

Inséré 03/12/23 NIEUWS NOUVELLES Enlevé 03/01/24

The picture provided by The Finnish Border Guard shows Finnish Border Guard's offshore patrol vessel Turva guarding on October 11, 2023 at sea near the place where damaged Balticconnector gas pipeline is pinpointed at the Gulf of Finland. Lehtikuva/FINNISH BORDER GUARD via REUTERS

Finnish Authorities Focus on Ships Near Damaged Pipeline

Mike **Schuler**

Finnish investigators are currently examining the details of several ships that sailed in the area of a Finnish-Estonian gas pipeline and telecomunications cable around the time they were damaged earlier this month.

The investigation has primarily targeted vessels that were present at the time of the incident, including the Chinese and Russian ships *Newnew Polar Bear* and *Sevmorput*, respectively, based on information.

The *Newnew Polar Bear* is a containership registered in Hong Kong and owned by a Chinese company known as Hainan Xin Xin Yang Shipping, according to Equasis data. The ship recently made headlines after traversing the Northern Sea Route to Kaliningrad, Russia, where it arrived earlier this month.

The Russian-flagged *Sevmorput* is owned by the Russian government and is notable for being the last nuclear-powered cargo ship.

Detective Superintendent Risto Lohi from Finland's National Bureau of Investigation said that in addition to the movements of the vessels, their background and previous activities are being examined in cooperation with authorities from other countries, hoping to shed light on the incident.

The Balticconnector subsea pipeline and telecommunications cable in the Baltic Sea was damaged last Tuesday, October 10, by what Finnish officials have described as "outside activity."

A joint investigation team comprising the Finnish Police and Border Guard has been established to investigate the incident.

Meanwhile, Sweden today reported that a Baltic Sea telecom cable connecting Sweden and Estonia was damaged at roughly the same time as the Balticconnector pipeline and cable.