



Number 192 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 22-07-2026
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stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1800 TONS WIND, OFFSHORE & BREAKBULK CARGO QUAY LENGTH 730 METRES EXCELLENT LOCATION & FACILITIES	



Arriving from Velsen, the NG DRILLER is manoeuvring towards her berth at the Nieuwediepkade in Den Helder. Photo: Wim Albers ©

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EVENTS, INCIDENTS & OPERATIONS

An advertisement for Clarksons Towage and Salvage. It features a dark blue background with a large, stylized yellow 'C' logo on the left. To the right of the logo, the word 'CLARKSONS' is written in large, bold, red capital letters. Below this, 'Towage and Salvage' is written in white. Further down, in smaller white text, it says 'Available 24/7 for all Towage, Salvage and transport requirements'. At the bottom left, there are two icons: a telephone handset and an envelope. Next to the telephone icon is the phone number '+44 20 7645 5032'. Next to the envelope icon is the email address 'towage@clarksons.com'. On the right side of the advertisement, there is a photograph of a green and white tugboat moving through the water, leaving a white wake. The background of the entire advertisement is a dark blue sky with yellow wavy lines.

The **SAGA FRAM** arriving in Rio Grande **Photo : Marcelo Vieira (c)**

Island Oil expands its fleet with the acquisition of Island Polaris and Island Horizon



Island Oil announced the acquisition of two oil tankers, **ISLAND POLARIS** and **ISLAND HORIZON**, further expanding its owned fleet and reinforcing the Company's commitment to providing safe, reliable and efficient marine services. The acquisition forms part of Island Oil's long-term investment strategy aimed at strengthening its logistics capabilities and supporting the growing demand for marine fuel transportation across the Mediterranean and Black Sea. By strengthening its fleet with high-quality double-hull tankers, the Company continues to invest in operational excellence while maintaining the highest standards of safety and environmental compliance. Beyond its commercial rationale, the investment is fully aligned with the Group's Environmental, Social, and Governance (ESG) strategy and its decarbonisation roadmap with new tonnage enhancing fuel efficiency and lowering greenhouse gas (GHG) emissions per tonne-mile. Commenting on the acquisitions, Chrysostomos Papavassiliou, CEO & Chairman of the Board of Directors of Island Oil, said: "The acquisition of Island Polaris and Island Horizon represents another important step in the execution of our long-term growth strategy. Investing in modern, efficient vessels enables us to strengthen our operational capabilities, improve service reliability and continue supporting our customers with safe and dependable marine fuel solutions. These additions also demonstrate our confidence in the future of the maritime sector and our commitment to delivering sustainable value to our stakeholders." The new vessels will support Island Oil's expanding marine logistics operations, increasing transportation capacity while enhancing service reliability across the Company's network of physical supply locations and international trading activities. As Island Oil continues to invest in its people, infrastructure and fleet, the Company remains focused on delivering innovative and dependable energy solutions to the global shipping industry while contributing to a safer and more sustainable maritime sector.

A busy day for Angle RNLI lifeboat with 4 shouts leading to over 5 hours at sea

At 2.52pm on Friday 17 June, the crew were tasked alongside Little & Broad Haven inshore lifeboat (ILB) to assist four kayakers who had become stuck in a cave near Wooltack Point, Jack Sound.

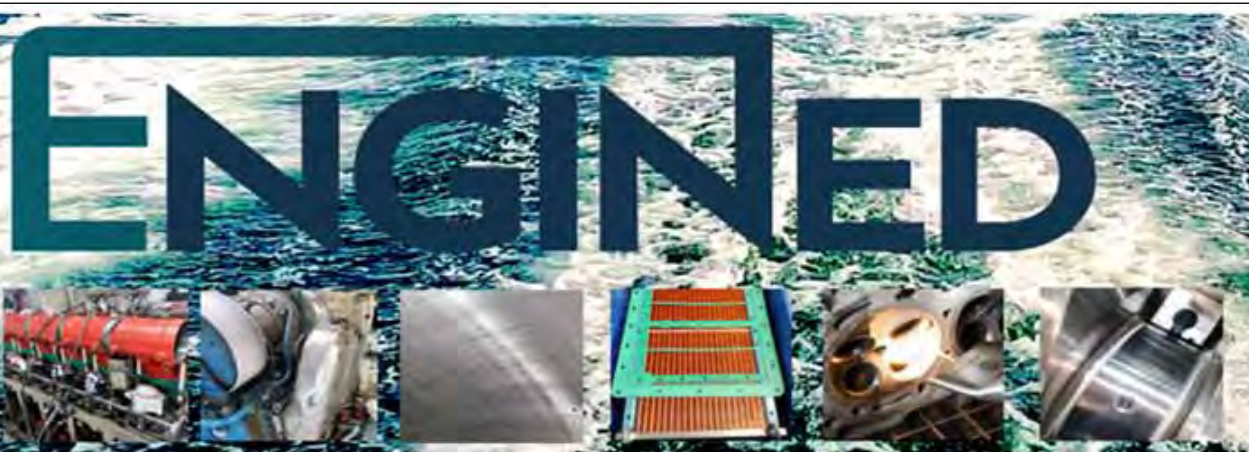
The National Coastwatch Institution at Wooltack Point had eyes on and would direct the lifeboats to the casualties position. Both lifeboats arrived on scene at the same time and located the casualties stranded ashore. After making two trips in to the cove, the ILB was able to transfer all casualties and their kayaks onto the all-weather lifeboat. The casualties were then taken the short distance to Martins Haven where they recovered ashore. No sooner had the lifeboat handed over the casualties, the crew were retasked to assist a yacht suffering machinery failure off the Turbot Bank Buoy. The lifeboat began proceeding and located the vessel drifting a mile south of the buoy. After an assessment of the

vessel, it was deemed that taking the vessel under tow was the most suitable course of action. A tow was soon rigged and the vessel taken under tow to the Mackerel Stage.

Whilst placing the casualty vessel alongside, a third tasking was received. A 25ft Hardy cabin cruiser off Rudders Boatyard had suffered machinery failure and was drifting on the fast flowing flood tide. In an attempt to prevent hitting any other vessels, the skipper managed to temporarily attach himself to a mooring buoy to stop his drift. The lifeboat proceeded to the area and soon located the vessel. Whilst assessing the situation the skipper confirmed that he had now restarted the engine but wasn't confident with its reliability. With concern that the engine may fail again, the vessel was escorted to Neyland Marina and left safely alongside the pontoons. With no further assistance required the crew were stood down and returned to station where the boat was readied for further service by 8.30pm. At 9.33pm, not long after the crew had returned home following three earlier back to back shouts, the pagers sounded once again. This time to two paddleboarders being blown offshore at Freshwater West. The lifeboat launched and made best speed towards the scene. While en route, the crew received news that the paddleboarders had managed to make their way safely ashore with the casualties confirmed safe, the lifeboat was stood down and returned to station.



The **MULTI-SURVEY 4** moored in the port of Den Helder. **Photo: Wim Albers**



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The 1971 built (55 years old) **RS SENTINEL** navigating the Marsdiep heading for Den Helder note the beautiful painting of the City wapen of Borkum at the bow **Photo: Wim Albers (c)**

Trump weighs Jones Act waivers

The White House is considering another extension of waivers allowing foreign ships to carry goods between US ports as renewed conflict with Iran raises concerns over energy prices and supply disruptions, reported Reuters.

Officials are weighing geographic restrictions on the waivers to limit where foreign-flagged vessels can operate, sources said. The administration argues the measure has eased supply pressures, though maritime groups and Republican allies say it undermines US shipbuilding and national security. The Energy, Transportation and Interior departments met earlier this week to discuss options ahead of a possible decision before the end of July. The current waiver, extended once already, expires August 16.

Domestic crude is about US\$80 a barrel. The White House has also tapped the Strategic Petroleum Reserve, now at its lowest level since 1983, to help control prices. "President Trump's decisive action to waive the Jones Act has helped prevent supply chain shortages," a White House official said. The Jones Act requires goods moved between US ports to be carried on American-built, owned and crewed vessels. The waiver, first granted March 17, allowed foreign ships to move commodities including oil, fuel and fertiliser. Critics, including House Speaker Mike Johnson, have urged the administration to end the waiver, arguing it weakens the US maritime industry. The White House says the measure has increased shipping capacity and helped move supplies, but opponents dispute its impact and warn of long-term damage to American crews and shipbuilders. **Source : Asian Shipper News - Air and Sea**

Five survivors found clinging to fish trap after Indonesian boat sinks with dozens missing

Forty-nine survivors were located in total since the boat sank last week, though another 20 people reportedly remain missing as the search continues.

Rescuers found five survivors of a sunk passenger boat in Indonesian waters on Saturday, according to ABC News. The rescued include a seven-year-old girl. Some 49 survivors have been located in total since the boat sank last week, though

another 20 people reportedly remain missing. The passenger boat, **KM NURUL SALSA**, was carrying 78 passengers and crew when it sank on Wednesday, approximately 80 km. from its departure port on Jampea Island in South Sulawesi Province, Indonesia, after the ship experienced engine failure. **Source : The Jerusalem Post**

A banner for 'Safe Lifting' featuring a large industrial crane lifting a heavy white container labeled 'SIEMENS energy'. The text 'SAFE LIFTING' is in green, and 'YOUR HEAVY LIFTING RENTAL PARTNER' is in white on a green background. A circular inset shows a close-up of the container being lifted. At the bottom, contact information is provided: 'WWW.SAFELIFTING.EU', 'RENTAL@SAFELIFTING.EU', and 'CALL +31 10 434 63 33'.

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The 2013 built **13,360 TEU** capacity **COSCO ENGLAND** outbound from Le Havre **Photo : Fabien Montreuil ©**

India orders seamen off Hormuz voyages

India has directed shipowners, managers and recruiters not to deploy its seafarers on vessels transiting the Strait of Hormuz amid renewed fighting in the region, reported Reuters. The Directorate General of Shipping issued the order late Wednesday, citing heightened risks to crews and commercial ships. India is the world's third-largest supplier of seafarers, with more than 300,000 sailors working globally. Two Indian seafarers have been killed in attacks on vessels in the past three days, according to government data. The regulator said recent incidents had "significantly" increased risks and called for enhanced precautionary measures. Masters of vessels were instructed to remain vigilant in the Persian Gulf, Strait of Hormuz and adjoining waters, with continuous monitoring of navigational warnings. New Delhi lodged a protest with Iran, summoning its deputy ambassador over one of the deaths. More than 15,000 Indian seafarers remain stranded west of the Strait of Hormuz, said Manoj Yadav, general secretary of the Forward Seamen's Union of India. "We can stop new crews from joining, but what about those thousands still trapped in those deadly seas?" he told Reuters. **Source : Asian Shipper News - Air and Sea**

International shipping lines increase orders for Vietnam-made containers

Vietnam-made containers, once heavily dependent on imported shells, are now attracting orders from a growing number of international shipping lines.

More than 4,000 container units were shipped from Hoa Phat Container Production Joint Stock Company's factory in the Cai Mep - Thi Vai area, located in Ho Chi Minh City, during the second quarter of 2026 alone, with deliveries made to shipping lines, equipment leasing companies, and port operators in both domestic and international markets. The customer base now includes major global shipping lines such as Hapag-Lloyd and CMA CGM. Hapag-Lloyd, one of Germany's leading container carriers, has placed an order for 2,000 20-foot containers alone. Container leasing firms such as SeaCube, Touax, and Textainer are also on the customer list, alongside equipment service and operation companies including OSG, DCM, and Hutchinson Equipment Services. Domestically, containers have been shipped to Hai An, VIMC Lines, Saigon Newport, Vinafco, Vsico, and Vietsun, businesses in maritime transport, port operations, and logistics that need a steady supply of containers for their fleets and cargo chains. The orders span standard 20-foot dry containers, 20-foot high cube containers, and 40-foot high cube containers, as well as specialized types like open-top, open-side, and office containers. The company also supplies mechanical components used to repair, replace, and maintain containers already in service. Beyond shipping containers, the factory has branched into enclosures for battery energy storage systems (BESS), supplying customers both in Vietnam and abroad. These specialized casings, built to house power storage battery packs, are seeing rising demand in the U.S., Australia, Europe, and Vietnam. A container might look simple from the outside, but producing them at scale is another matter.



The container vessel "**ROTTERDAM EXPRESS**" ready for departure from the APM Terminal 2 in Rotterdam to Hamburg

Photo : Cees van der Kooij (c)

It takes large capital, stable orders, a synchronized production line, and the ability to meet international technical standards. Steel alone makes up about 55 percent of the cost of a container shell, which must be made from specialized SPA-H steel capable of resisting corrosion and withstanding harsh weather during sea transport. That steel is produced at the Dung Quat Steel Complex, according to Hoa Phat, and about 90 percent of the raw materials used in its containers are sourced domestically, giving the company more control over quality, cost, and delivery schedules than earlier manufacturers had. It is an advantage many Vietnamese firms that previously tried their hand at container manufacturing never enjoyed. Back in late 2007, a container factory in the old Hai Duong City, was built with an initial capacity of 45,000 TEU per year, but the project later shut down. Several other companies also attempted to break into the business, only to scale back due to high costs, material shortages, inconsistent orders, and difficulty meeting international customers' standards. Most Vietnamese firms in the field today still focus mainly on repairing and refurbishing containers, or on manufacturing trailers and semi-trailers. Source : news.tuoiitre.vn



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SEAWAY'S FINAL DEPARTURE FROM THE BUILDER IHC



The large state-of-the-art trailing suction hopper dredger **SEAWAY** With a hopper capacity of 31,000 m3 left the yard of **Royal IHC** in Krimpen aan den IJssel last Friday evening and passed the bridges in Rotterdam. Assisted by the **EN AVANT 7** and **EN AVANT 9** from Muller Dordrecht at the bow and the **VB ROB** from Boluda Towage at the stern. Photo's : JVH ©



The **SEAWAY** is also being prepared for the use of (green) methanol as an alternative fuel. The methanol plant and storage tanks on board make this switch possible. Furthermore, the dual fuel main engines are equipped with two-stage turbos and can be powered by both conventional fuels and more sustainable alternatives such as biodiesel and methanol, providing for a substantial reduction of CO2 emissions.

With a double suction pipe equipped with underwater pumps and two discharge pumps with a combined discharge capacity of 15,000 kW, the new trailing suction hopper dredger is well suited to dredging material and discharge this over long distances to a reclamation site. This powerful performance also contributes to increased efficiency of the dredging

process. Thanks to its advanced design and state-of-the-art technology, this vessel marks a significant step in making Boskalis' dredging fleet more sustainable.



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Landelijk Zomerkamp Zeekadetkorpsen begonnen in Rijnhaven Rotterdam



Van zaterdag 18 juli tot zaterdag 25 juli 2026 vindt op drie locaties het Nationale Zomerkamp van Zeekadetkorps Nederland plaats. Deelnemende schepen verzamelden zich zaterdag in de Rijnhaven in Rotterdam. Zeventien zeekadetkorpsen uit heel Nederland, vier korpsen uit België en een korps uit Engeland, verdeeld over 13 Nederlandse korpsschepen en het Belgische korpsschip **Liberation**. Om 16.00 uur vond het officiële startmoment plaats met een openings baksgewijs, waarbij



alle zeekadetten in het bekende daags blauwe tenue aantraden. Na een aantal dagen Rotterdam, waarin ook ruimte is ingepland voor bezoeken aan diverse musea als Portlantis en het Motorenmuseum, wordt op dinsdag door de vloot koers gezet naar Stellendam waar de schepen afmeren. Daar worden op woensdag wedstrijden gezeild in de bekende sloepen van de Koninklijke Marine en uiteraard de eigen vletten. De verplaatsing van Stellendam op donderdag naar Middelharnis doen de zeekadetten al zeilend. Uiteraard varen ook de korpsschepen naar Middelharnis. Van die gelegenheid wordt gebruik gemaakt voor een **Relatie Vaartocht aan boord van de Zeefakkel**, het korpsschip van Zeekadetkorps Hellevoetsluis. Relaties van Zeekadetkorps Nederland krijgen daarbij de gelegenheid



het Zomerkamp te bezoeken en leden van Zeekadetkorps Nederland te ontmoeten. De gasten worden later die dag weer teruggevaren naar Stellendam met het korpsschip **FREYR** van Zeekadetkorps Gouda. Donderdagavond is een bijzondere avond voor heel veel jonge zeekadetten. Zij worden dan gedoopt door Neptunus, waarna zij als volwaardig zeekadet door de god van de zee officieel worden geaccepteerd. Vrijdag worden diverse zeil- en roeiwedstrijden gehouden waarbij de zeekadetkorpsen onderling uitmaken wie het beste kan zeilen

en roeien. Het Zomerkamp wordt vrijdagavond afgesloten met een ongetwijfeld gezellige BBQ.



Op zaterdag vertrekken alle korpsschepen weer naar hun thuishavens. **Zeekadetkorps Nederland** is een maritieme jeugdorganisatie. Er zijn negentien zeekadetkorps verspreid over Nederland aangesloten. Het Zeekadetkorps Nederland heeft als hoofddoelgroep jongeren tot en met 18 jaar. Daarnaast is het een geweldige vrijetijdsbesteding voor mensen vanaf 18 jaar en ouder. Aan boord van de korpsschepen en bijboten leren jongeren écht wat varen is. Je creëert op die manier spelenderwijs een stevige basis voor de toekomst. Voor leidinggevende zeekadetten ouder dan 18 biedt het Zeekadetkorps de mogelijkheid om kennis door te geven. Dit kan door het halen van brevetten, certificaten of zelfs klein vaarbewijs. Bij het Zeekadetkorps leer je discipline en leer je hoe belangrijk zelfvertrouwen is. Je leert elkaar respecteren en krijgt praktijkervaring omdat we vaartochten maken. Je maakt vrienden voor het leven en leert wat verantwoordelijkheid is. Circa 50% van de leden stroomt uiteindelijk door naar de maritieme arbeidsmarkt en maritieme opleidingen. **Foto's : Zeekadetkorps Nederland**

Ferry carrying 133 passengers and crew sinks off Guyana coast

By : Tom Bennett

A search and rescue operation for dozens missing people continued on Sunday

Sixty-seven people have so far been rescued after a ferry carrying 116 passengers and 17 crew sunk off the coast of Guyana, local officials have said. Fifteen children are among those recovered after the **MV BARIMA** capsized following its

departure from the capital Georgetown on Saturday. Dozens of people are still missing. A distress call was received at 23:01 local time (03:01 GMT Sunday) triggering a search operation involving government teams and privately-owned boats, Public Works Minister Juan Edghill said. "We're hopeful we'll be able to account for all that were on board," he told reporters as emergency teams continued their search for survivors on Sunday afternoon. Those rescued also include 41 men and 11 women, Prime Minister Mark Phillips told media. He added that the boat's captain was among that number. The captain has since returned to the area to assist the "significantly increased" rescue operation, he added, as crews more than doubled their search area on Sunday. Phillips said the boat had been within its weight capacity at the time of the incident, and that it was licensed to hold more than 300 passengers. The names of those onboard will be released once rescue operations and medical checks are complete, he said on Facebook. Assistance centres have been set up for relatives of those rescued and passengers still missing. The BARIMA was travelling to Port Kaituma when it capsized near Iron Punt. Edghill said it was fitted with 250 life jackets, two rigid life crafts and six inflatable life crafts. It was built in 1939 and is 40m (131ft) long, according to a listing on VesselFinder. **Source : BBC**



DEME to Install Foundations at Zeevonk Offshore Wind Farm

Belgium marine contractor DEME has secured a contract to transport and install foundations for the first phase of the Zeevonk offshore wind farm in the Netherlands. The project, jointly owned by Vattenfall and Copenhagen Infrastructure Partners through its Energy Transition Fund I, will have a total installed capacity of about 1 GW.

Under the contract, valued between \$170 million and \$340 million (€150 million and €300 million), DEME will provide intermediate transport of monopiles, marshalling services for primary and secondary steel, transport and installation of 69 monopile foundations, and installation of a filter layer for scour protection.

Located 63 km to 84 km off the Dutch coast near Bergen aan Zee, the Zeevonk project is scheduled to begin offshore construction in 2028, subject to a final investment decision.

The work will be carried out using several vessels from DEME's fleet, including the Orion offshore installation vessel for monopile installation, supported by a jack-up installation vessel for secondary steel and a fallpipe vessel for scour protection.

"Developing a project of this scale requires strong partnerships and deep offshore expertise. DEME has a proven track record in offshore wind and we are pleased to welcome them to Zeevonk. This contract marks another important milestone as we continue to advance the project and work towards delivering one of the Netherlands' next large-scale offshore wind projects," said Felix Würtenberger, CEO of Zeevonk.

"We are excited to build on our strong partnership with Vattenfall and Copenhagen Infrastructure Partners, the joint owners of Zeevonk, who have placed their trust in DEME. As the Netherlands continues to be a key market for offshore wind, Zeevonk will play a crucial role in advancing the energy transition. We look forward to bringing our expertise and capabilities to support the successful delivery of this landmark project, together with our supply chain partners," added Bas Nekeman, Business Unit Director Northern Europe at DEME.

Voorlopig nog geen boetes voor negeren verbod Merwedebrug

Rijkswaterstaat kan nog niet meteen handhaven op het verbod voor vrachtverkeer om de Merwedebrug over te rijden. De wegbeheerder moet nog enkele stappen doorlopen en verwacht dat de handhaving binnen twee weken kan beginnen. Het is afhankelijk van camera's die nog geplaatst moeten worden. Daarna kan Rijkswaterstaat wegininspecteurs met een boa-status inzetten om de beelden uit te lezen en de boetes daadwerkelijk uit te schrijven. Die boete bedraagt 500 euro. Er komen bij de brug zogenaamde ANPR-camera's die automatisch kentekenplaten kunnen herkennen. Het is nog onduidelijk wanneer die geplaatst worden. Dat is volgens Rijkswaterstaat afhankelijk van waar welke camera's beschikbaar zijn. De Merwedebrug bij Gorinchem, waar de A27 overheen gaat, is sinds zaterdag 17.30 uur dicht voor vrachtverkeer, omdat een controle uitwees dat de brug verzwakt is. Toch bleven vrachtwagens op zondag en maandag gewoon over de brug rijden. Totdat Rijkswaterstaat boetes kan uitdelen, doet de organisatie 'een dringend beroep op vrachtwagenchauffeurs en transporteurs om geen gebruik te maken van de Merwedebrug', meldt een woordvoerder. 'Iedere vrachtwagen die de brug passeert, draagt direct bij aan de verslechtering van de constructieve veiligheid van de brug. Hoe minder vaak het zware verkeer gebruikmaakt van de brug, hoe kleiner de belasting op de constructie. Anders zijn ingrijpendere verkeersmaatregelen nodig.' **Bron : Nieuwsblad Transport**

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Fayard Shipyard Under Pressure for Repairing Russia-Serving LNG Carriers

Denmark's Fayard Shipyard has dismissed mounting political pushback for its continued servicing of Russian Arctic LNG tankers. Fayard is reportedly the last EU shipyard still offering maintenance services to the Arc7 ice-class tankers, which are a lifeline for Russia's Yamal LNG exports. For this role, Fayard shipyard has been heavily criticized for enabling Kremlin trade interests, even as EU embargo on Russian gas is expected to take effect in 2027.

Last week, political criticism against Fayard reached a new level, with the Danish Member of European Parliament (MEP) Villy Søvndal sending an open letter to the yard. The letter is addressed to Fayard's CEO Thomas Andersen and signed by 104 parliamentarians from 16 European countries. The list of signatories includes 54 MEPs and 50 member of national parliaments. The signatories also represent six European parliament political groups, ranging from the conservatives to liberal formations. The legislators asked Fayard to consider that servicing the Russian LNG tankers at such a time risks weakening the impact of the upcoming EU's embargo. "Danish maritime infrastructure should not be used to prolong the operational life of vessels that keep Russian fossil fuel revenues flowing," added the letter. The letter comes days after the Danish Prime Minister Mette Frederiksen criticized Fayard for its role in Russian LNG trade. Frederiksen said that it is inconceivable that a Danish shipyard is servicing vessels carrying Russian gas. In response, Fayard maintains that its work complies with the current EU rules. Following the letter, Fayard told EU Observer that there remains significant trade between the EU and Russia of goods that European countries continue to require. "Fayard does not service Russian vessels. We service vessels owned by international shipping companies operating between the Yamal terminal and European ports in full compliance with all rules and guidelines. We comply with EU decisions, and accordingly these assignments will cease at the end of this year," added Fayard. During the summer, the Arc7 tanker fleet gets an opportunity for maintenance as conventional LNG carriers are able to temporarily replace the vessels along the Arctic route. Already, one of the Arc7 vessels, Rudolf Samoylovich, arrived at the Fayard shipyard on June 30. The environmental campaign group Urgewald expects that up to six Arc7 vessels could require servicing during this summer at Fayard. The facility last year became the only EU shipyard to service these Russian tankers after the Dutch shipbuilder Damen withdrew its services. But even as civil society and parliamentarians exert pressure on Fayard, recent analysis shows that EU has paid an estimated \$6.82 billion for Russia's Yamal Arctic LNG in the first six months of 2026. The analysis by Urgewald shows that out of the 140 cargoes shipped globally during the first half, 136 were delivered to EU ports. This represents over 97% of all Yamal Arctic LNG deliveries. **Source : MAREX**



The **PALMGRACHT** outbound from Rotterdam passing Maassluis
Photo : Reinier van de Wetering Skyphoto Maassluis (c)

Odfjell Drilling's rig remaining with Norwegian oil & gas operator for another year

by Melisa Cavcic

Odfjell Drilling, a 53-year-old offshore drilling player, has won a contract extension with Norway's oil and gas player Aker BP for a 2019-built semi-submersible rig, which is working on the Norwegian Continental Shelf (NCS).

Odfjell Drilling has received signed confirmation from Aker BP for the extension of the **DEEPSEA NORDKAPP** rig's firm contract period by a year. The unit was previously called **STENA MIDMAX**. As a result, the semi-submersible's firm contract backlog has been extended to the end of 2028, after which the Norwegian operator retains further options.

The operating rate applicable to the extension shall be set by the end of 2026, using a rate reflective of market rates and defined by two independent rig brokers. Kjetil Gjersdal, Chief Executive Officer of Odfjell Drilling, commented: "This extension is testament to the continuous world class performance delivered by **DEEPSEA NORDKAPP** and its crew and

extends our commitment to the semi-alliance we have with Aker BP. “**DEEPSEA NORDKAPP** has worked continuously with Aker-BP since delivery in 2019 and we are pleased to secure this relationship further until at least 2028.” Odfjell Drilling was among the three offshore drilling contractors that got drilling and wells alliance deals with Aker BP in January 2023 for drilling activities on the NCSThe rig's deal, originally expected to be completed at the end of 2024, was first prolonged to run for two more years, followed by another 12-month addition last year. The 2019-built **DEEPSEA NORDKAPP** rig is a sixth-generation dynamically positioned harsh environment and winterized semi-submersible of a Moss-enhanced CS 60E design. The rig owner expanded its fleet last year when it completed the **DEEPSEA BOLSTA** acquisition, with the unit renamed to **DEEPSEA BERGEN** source : Offshore Energy | Fossil Energy

Russia Operating Burned-Out Kerch Ferries as Barges

Ukraine's strategy of denying logistics access to the Crimean peninsula continues to advance on multiple fronts, including the thorough destruction of the ferry service across Kerch Strait, according to Ukraine's Unmanned Systems Forces. So badly damaged are most of the ferries on the route that Russian operators have resorted to towing burned-out ferry hulls on the short run back and forth across the strait using tugboats. According to the USF unit 414 "Magyar's Birds," capacity on the Kerch crossing is down by 75 percent within two weeks of the start of the concentrated campaign of attacks on Russian shipping, and the USF is confident that the rest will be disappearing too.

Russian forces use the ferry route as an alternative to the adjacent Kerch Strait Bridge, primarily for movements of flammable and hazardous goods. Early in the war, Ukraine targeted the bridge while a trainload of fuel was making the crossing, and the resulting fire caused structural damage to the rail span - an incident which Russia is keen not to repeat. By targeting the ferry, Ukrainian forces are augmenting their shoreside drone campaign targeting Russian fuel supplies in Crimea - and potentially forcing flammable cargoes back onto the bridge.



The ferry Yeysk was struck on July 12, and damaged so thoroughly that it is not expected to be restored. Freighter SKS-One was hit three times, leaving it uneconomical to repair. Likewise, the ferry Mariya was repeatedly hit and taken out of service permanently. Two vessels were fully disabled by multiple repeated strikes, the Lavrentiy and Panagia, have been pressed into service as deck barges. Lacking means to propel themselves, they are shuttled back and forth across the strait in a tug-and-barge configuration. "The combined daily capacity of the four formerly operational ferries under standard non-combat conditions – 180–250 vehicles per day. Or rather, it used to be," claimed Magyar's Birds in a statement. The unit identified the next Kerch replacement ferry vessel by name, and requested that the crew bring it into range more quickly.

Tanker strikes continue

Separately, on July 19, Ukrainian forces hit three Russia-linked tankers in the Black Sea and four oil depots in Stavropol, according to Ukrainian President Volodymyr Zelensky. Overnight Saturday, two additional tankers were destroyed in the Black Sea, along with a floating crane in the Sea of Azov. One of the tankers hit on Friday was a Chevron-chartered, Norwegian-owned Suezmax, **NORDIC ZENITH**, and the strike left it damaged too much to load oil. The **NORDIC ZENITH**, was present off the Russian coast in order to load at the Western JV-operated Caspian Pipeline Consortium terminal. The CPC line carries almost exclusively Western-produced, Kazakh-origin oil, but passes through Russian territory on partly Russian-owned infrastructure. As it generates revenues for Russia, it has been repeatedly targeted by Ukrainian forces, despite the ownership interests of American oil majors - and despite protests from the Trump administration. The Security Service of Ukraine (SBU) identified one of the shadow fleet tankers as the Emirati-owned Averro, alleging that it had moved Russian crude oil to China and India. While under way in the Black Sea in ballast condition, Averro's stern was struck and damaged by one of Ukraine's unmanned surface drones, taking a hit in a

vulnerable location underneath the counter on the starboard quarter - a preferred target area used to strike the engine room and disable the vessel, without sinking it or causing a large spill. The SBU's surface drones continue to sporadically target shipping, though the focus of attention in the region has turned to the USF's Fire Point "middle strike" winged attack drones. Ukrainian forces also continued long-distance strikes on the Moscow region over the weekend, destroying two civilian retail warehouses and killing eight people and wounding more than 60 others. The towering pillar of smoke from the warehouse strikes loomed over Moscow and was visible from space. **Source : MAREX**



Amasus Shipping owned and operated, 2002 built seagoing tug **EEMS WRANGLER** seen sailing river Oude Maas, passing Puttershoek on her way to Stellendam presumably for maintenance. **Photo : Nico Giltay ©**

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Vizhinjam to open for Indian gateway cargo on 18 August after 2m TEU ramp-up

India's Vizhinjam International Seaport will launch full export-import operations on 18 August, opening the Adani-operated terminal to Indian gateway cargo alongside transshipment, according to an official statement from Kerala Chief Minister V D Satheesan. The move will allow containers originating in or destined for India to pass directly through the

Kerala port rather than being limited to transfers between vessels. Satheesan is due to flag off the first export container at the launch. The Kerala government will then hold the Mission Samudra Business Summit for shipping companies, logistics providers, exporters, investors and other industry participants. The EXIM start forms part of the state government's 100-day action programme. Kerala expects the services to reduce cargo transport costs, improve supply-chain efficiency, support Indian exporters and encourage investment and employment. Mission Samudra is intended to connect ports, logistics, manufacturing, inland waterways and multimodal transport infrastructure under a long-term maritime development programme. Vizhinjam began commercial operations in December 2024 and crossed 2m TEU within 18 months. It received its 1,000th commercial vessel in June 2026. The terminal will remain an open-access, common-user facility serving shipping lines on a non-discriminatory basis once gateway operations begin. Adani Vizhinjam Port Private Limited was incorporated in July 2015 to develop, operate and maintain the port. The private limited company is a subsidiary of Adani Ports and Special Economic Zone Limited and operates under a design, build, finance, operate and transfer concession signed with the Kerala government on 17 August 2015. It received the project's provisional completion certificate on 3 December 2024. Adani Ports and Special Economic Zone Limited is the parent company of the concessionaire and the private-sector participant in the port project.

Streep door Prideboot in Zierikzee: initiatiefnemer zoekt andere plek in Zeeland

De Prideboot vaart dit jaar definitief niet mee tijdens de Havendagen in Zierikzee. Organisatie Stichting Promotie Havendagen trekt de mondelinge toezegging aan initiatiefneemster Helene de Vries in. Volgens het bestuur zorgt het meevaren van de boot voor te veel discussie.

Initiatiefneemster Helene de Vries kreeg aanvankelijk mondeling de toezegging dat de boot mocht meevaren, maar na media-aandacht laaide de maatschappelijke discussie op. Volgens de organisatie van de Havendagen kwamen de traditionele en maritieme waarden van het 38-jarige evenement daardoor in het geding. Omdat gesprekken tussen de betrokken partijen niets opleverden, besloot het bestuur de Prideboot definitief uit te sluiten van de traditionele vaartocht op de Oosterschelde. De Havendagen Zierikzee is een jaarlijks, driedaags maritiem festival in augustus dat draait om de Zeeuwse mosselcultuur. Hoogtepunt is het boottocht op zaterdag op de Oosterschelde om 'Neptunus' van een zandplaat te halen voor de kroning van de Mosselprinses.

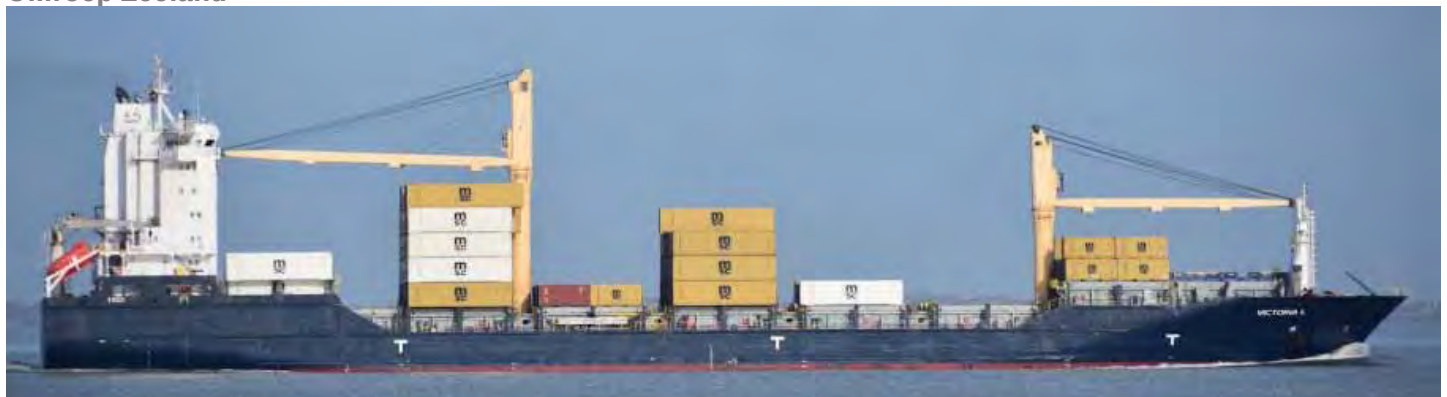
Niet gemakkelijk

Het bestuur noemt het besluit "geen gemakkelijke keuze". Volgens de stichting is de beslissing genomen om de continuïteit van het feest te bewaken. "Na een zorgvuldige afweging hebben wij daarom besloten dat de Pride-boot niet zal aansluiten bij de officiële activiteiten van de Havendagen en dat er tijdens deze editie ook geen alternatieve Pride-activiteit binnen de programmering van de Havendagen wordt georganiseerd." Het is volgens de organisatie nadrukkelijk geen oordeel over de initiatiefnemers of de queercommunity.

Pride in mijn dorp

Met het initiatief Pride in mijn dorp/regio vragen NPO 3FM en omroep HUMAN aandacht voor LHBTQIA+-acceptatie buiten de grote steden. Door lokale bewoners te ondersteunen bij het organiseren van eigen Pride-activiteiten, willen de omroepen de maatschappelijke steun op het platteland vergroten. Na eerdere edities in dorpen als Nijverdal en Kollum richt het project zich vanwege het vijfjarig jubileum ditmaal op de gehele provincie Zeeland. Omroep HUMAN betreurt het besluit van de stichting vindt het jammer dat ook een activiteit voor de queergemeenschap in Zierikzee op een andere dag tijdens de Havendagen niet bespreekbaar bleek. Initiatiefneemster Helene De Vries uit Zierikzee laat het er niet bij zitten. Ze zoekt nu een andere locatie in Zeeland om de Prideboot op zaterdag 22 augustus te laten varen. **Bron :**

Omroep Zeeland



The **VICTORIA L** inbound navigating the Westerschelde pasing Breskens **Photo : Henk de Winde (c)**



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Border guards evacuate Filipino crewman from drifting lifeboat after drone strike

Border guards evacuate Filipino crewman from drifting lifeboat after drone strike

A sailor from the Venturo spent days adrift after a July 17 drone strike. A night operation by border guards pulled him aboard under ongoing danger. In the night preceding July 19, border guards evacuated a crew member of the dry cargo ship Venturo, which had been struck by a Russian drone on July 17. Most of the ship's crew had already been evacuated on the day of the attack with the help of the Ukrainian Navy. Later it was revealed that one of the sailors – an electromechanic, a Filipino citizen – remained in a drifting lifeboat in the open sea. He was spotted on the evening of July 18 in the Black Sea area using technical surveillance equipment, the State Border Guard Service of Ukraine (SBGS) reports. The rescue operation took place in complete darkness and under a constant threat of further strikes by Russian drones. Despite the danger, border guards evacuated the foreign national and brought him to a safe location. His condition now is satisfactory – hospitalization is not required. As a reminder, on the evening of July 17 Russia attacked a civilian vessel under the flag of the Marshall Islands in the port infrastructure of the Odessa region. Four sailors were injured and received medical assistance. The incident underscores the risks to shipping in the Black Sea and the dedication of border guards who continue to rescue people amid threats and to safeguard safety on maritime routes.

Source : Mezha

Greece blocks EU to shield Dynagas

Greece has blocked a new round of EU sanctions on Russian gas to protect Dynagas, the shipping company owned by Greek tycoon George Prokopiou, reports London's Financial Times.

Athens' ambassador to the EU told envoys the planned sanctions, which would ban transport of Russian LNG to third countries, would "ruin" Dynagas. The objection has delayed approval of the EU's 21st sanctions package against Russia, which also targets banks, cryptocurrency networks and military-industrial firms. Dynagas operates 27 gas tankers, including a third of the Arc7 fleet built to handle Arctic waters near Yamal LNG. Greece argued the specialised ships, costing about \$300 million each, could not be redeployed and would have to be sold to non-western buyers. The delay forced ambassadors to extend the existing oil price cap of US\$44.10 a barrel for a week to avoid a jump in prices that would benefit Moscow. The extension allows time to study the economic and technical impact of the LNG transport ban.

Other EU diplomats said member states have all lost business due to sanctions. EU foreign policy chief Kaja Kallas expressed regret over the lack of agreement, warning that Plan B measures may be needed if consensus cannot be reached. Prokopiou also owns Dynacom, which has earned at least \$915 million from Russian crude trading in the past three years. Dynagas has transported more than 10 million tonnes of Russian LNG since 2025 on 11 vessels, completing 144 voyages, according to FT data. The remainder of the Arc7 fleet is operated by Seapeak, Japan's Mitsui OSK Lines and Russia's Sovcomflot. Neither the Greek government nor Dynagas responded to requests for comment.

Erasmus Shipinvest adds 4 feeders

Erasmus Shipinvest has ordered up to four 1,900 TEU feeder ships at CSSC Huangpu Wenchong Shipbuilding, continuing its containership and dry bulk newbuilding drive, reported UK's Seatrade Maritime News. CSSC China Shipbuilding Trading signed the construction contract with Erasmus Shipinvest for 2+2 vessels from the "Honghu (Swan)" series. The deal marks the third co-operation between the Greek owner and Huangpu Wenchong in six months, following earlier contracts for 1,800 TEU and 1,900 TEU ships.

The Swan series has accumulated 30 deliveries and 44 vessels on order. Recent buyers include Hong Kong's EPGN, South Korea's Namsung Shipping and Dongyoung Shipping, and Venergy Maritime, which firmed options for 1,900 TEU ships earlier this year. The 1,900 TEU Swan design measures 172 metres in length, with a breadth of 27.5 metres and deadweight tonnage of about 24,000 tons. The yard said the type offers large container capacity, low per-TEU transport cost, operational flexibility and high navigation speed. Erasmus Shipinvest operates nearly 70 ocean-going vessels across dry bulk, feeder container, LPG, multi-purpose and tanker segments. The company has also placed feeder orders at Taizhou Sanfu Shipbuilding for 4+2 2,400 TEU ships worth about US\$270 million, and firmed four kamsarmax bulkers at Jiangsu Hantong Ship Heavy Industry in June, bringing its orderbook there to eight ships valued at about \$296 million.

Source : Asian Shipper News - Air and Sea

Port Of Southampton Welcomes Largest-Ever Vehicle Carrier Glovis Lighthouse

Associated British Ports (ABP) was delighted to welcome the **GLOVIS LIGHTHOUSE** to the Port of Southampton this week, the largest vehicle carrier to call at the port by capacity and one of the largest and newest vessels of its type in the world. The vessel's arrival highlighted both Southampton's role as a leading destination port for global automotive makers and ABP's investment to facilitate the very largest vessels in the world. The vessel arrived at Southampton's Solent Gateway facility on its maiden voyage and first port call in Europe. Paul Reeves, Head of Commercial, ABP said: "We are delighted to have welcomed the **GLOVIS LIGHTHOUSE** to the Port of Southampton and to Solent Gateway on its first visit to Europe. As the largest vehicle carrier by capacity ever to call at Southampton, its arrival demonstrates the benefits of our investment in Solent Gateway and reinforces Southampton's position as a leading hub for the automotive industry and international trade."

The **GLOVIS LIGHTHOUSE** is one of the world's largest vehicle carrier ships, with capacity for 10,800 car equivalent units (CEU). It measures 230 metres in length and 40 metres in width and represents the latest generation of ships serving the global automotive industry.



The dual-fuel vessel is capable of operating on liquefied natural gas (LNG) and is expected to reduce carbon emissions by approximately 24% when compared to conventional fuels. Its energy efficiency performance significantly exceeds current regulatory standards.

Mark Bath, General Manager at Wainwright Bros & Co Ltd, ship's agent for the Glovis Lighthouse said "We're delighted to be playing our key role in making this historic vessel call happen. As a Southampton based Agent with a proud heritage going back to our formation in the city in 1899 it's great to play our part in keeping Southampton at the forefront of the global automotive logistics trade. Wainwright Bros. is proud to act as appointed Port Agent for Glovis since 2010 and we look forward to continuing to enable their calls to Southampton and working closely with the expert team at ABP."

The vessel's arrival showcases the enhanced capabilities of Solent Gateway, ABP's newest automotive terminal at the Port of Southampton. The **GLOVIS LIGHTHOUSE** berthed at the recently deepened and lengthened berth at Solent Gateway, part of an investment programme designed to accommodate the new generation of larger vehicle carriers entering global trade routes. As one of the United Kingdom's leading automotive gateways, Solent Gateway plays a vital role in connecting vehicle manufacturers with international markets. The successful handling of Glovis Lighthouse

demonstrates how investment in Southampton's infrastructure is enabling the port to support larger ships, growing trade volumes and the evolving needs of the global automotive sector. A plaque and key ceremony was held onboard to commemorate the vessel's maiden call at the Port of Southampton and first arrival in Europe. The visit marks another milestone for Southampton's automotive operations and highlights the port's ability to accommodate the latest generation of vehicle carrier vessels serving international trade routes.



Sanctioned Heavy-Lift Ships Deliver Key Arctic LNG 2 Modules to Russia, Pointing to Construction Restart

By : Malte Humpert



Two sanctioned heavy-lift vessels carrying key top-side modules for Russia's Arctic LNG 2 project have arrived at Novatek's Belokamenka construction yard after a journey of nearly 2½ months from eastern China, offering the clearest indication yet that work on the project's long-stalled third production train could be resuming despite Western sanctions. Satellite imagery obtained by Synmax from Planet Labs and shared with gCaptain shows the heavy-lift vessel **GLORY OCEAN** and **BRIGHT OCEAN** berthed at Novatek's Belokamenka facility near Murmansk, where giant liquefied natural gas (LNG) process modules are assembled onto gravity-based structures (GBS) before being towed to Arctic LNG 2 on the Gydan Peninsula. Rather than being unloaded near Belokamenka's large enclosed assembly hall, the module aboard **GLORY OCEAN** is being offloaded directly alongside the unfinished GBS3 structure, the platform intended for Arctic LNG

2's third production train. At the same time **BRIGHT OCEAN** was docked closer to the assembly hall. **Source : gCaptain**



The 2022 built deck carrier **KANG QI FU HUA** which arrived from Kandla spotted departing from the Eastern Anchorage in Singapore heading East **Photo's : Piet Sinke www.maasmondmaritime.com (c)**

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



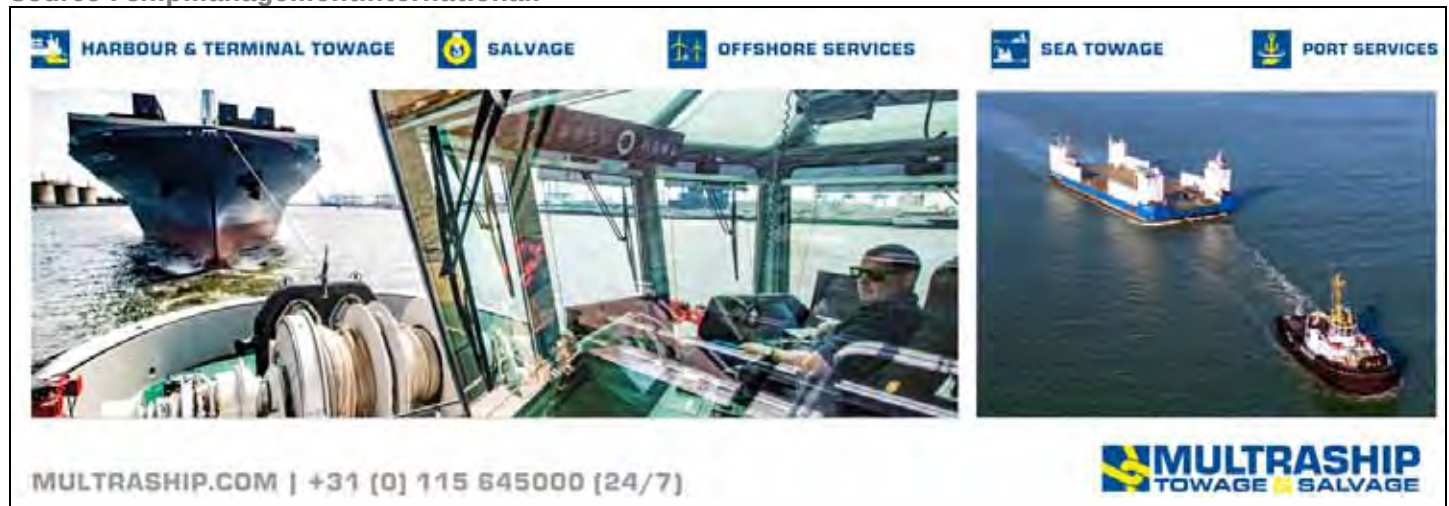
MPA sets the record straight on 'fees' for Straits of Malacca and Singapore transits

In relation to what it called 'not entirely accurate' US media reports comparing proposed fees for transits through the Strait of Hormuz with the Straits of Malacca and Singapore, MPA (Maritime and Port Authority) Singapore last week said it wanted to clarify the legal situation regarding Straits Used for International Navigation (SUINs).

"Under the United Nations Convention on the Law of the Sea (UNCLOS) and customary international law, the right of transit passage through SUINs is a right enjoyed by all ships and cannot be impeded," stated the MPA. "Like the Strait of Hormuz, the Straits of Malacca and Singapore (SOMS) is a SUIN. Accordingly, the three littoral States of Indonesia,

Malaysia and Singapore do not impose fees, tolls, or any form of payment on ships exercising their right of transit passage through the SOMS. However, there is a "Cooperative Mechanism, established by the three littoral States, [which] supports navigational safety and environmental protection in the SOMS," added the MPA. "Its Aids to Navigation Fund is supported through voluntary financial contributions from non-profit organisations such as The Nippon Foundation and the International Foundation for Aids to Navigation, as well as industry stakeholders and States with an interest in the safe and efficient use of the Straits." The Aids to Navigation Fund is administered by a committee comprising representatives from the three littoral States and the contributors. These voluntary financial contributions are used to support the provision and maintenance of critical navigational aids in the SOMS. Importantly, they are entirely separate from the exercise of transit passage and should not be misconstrued as fees, tolls or payment imposed on transiting ships."

Source : shipmanagementinternational.com.



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2 Filipino seafarers killed, 12 hurt in Black Sea drone attacks

By: Dexter Cabalza - Reporter

Two Filipino seafarers were killed in recent drone strikes on ships operating in the northern Black Sea, according to the Department of Migrant Workers (DMW). Twelve other Filipino seafarers were injured and another remains missing. "Efforts remain ongoing for the recovery and repatriation of the deceased two and the missing crew members," Migrant Workers Secretary Hans Cacdac said in a press briefing on Monday. The first fatality was killed during a July 6 attack. Cacdac said the DMW has already communicated with the family of the victim, and the government is already arranging for the repatriation of his body. The second Filipino seafarer was killed on July 19, with the DMW in the process of reaching out to the family within the day. Cacdac assured government assistance would be provided to the families of the two casualties. According to Cacdac, as of July 20, nine ships carrying Filipino 139 seafarers have been damaged after they were attacked while transiting the northern part of Black Sea. The DMW said it had monitored the "significant escalation of security incidents" for these last two weeks, affecting commercial vessels operating within the Black Sea. The attacks, carried out by unmanned aerial vehicles or drones, have largely targeted bulk carriers and oil tankers around the ports and anchorages in southern Ukraine, which is now in its fifth year of war with Russia. Meanwhile, of the 12 injured Filipino seafarers, four have already been repatriated. Cacdac said the eight other wounded were currently at an

undisclosed location undergoing medical treatment and psychological support. The remaining 124 seafarers are “safe and unharmed.” “Evacuation and repatriation arrangements are being facilitated for the crew members, and those requiring immediate assistance,” Cacdac said. “The DMW, as well as the Overseas Workers Welfare Administration (Owwa), have been monitoring the situation in the Black Sea, and closely coordinating with the licensed manning agencies and ship principals and owners to ensure the safety and welfare of affected Filipino seafarers,” he added. Cacdac said the DMW is currently looking into the possible liabilities of ship owners and manning agencies for violating protocols in conducting operations in warlike and high-risk areas such as in the Black Sea and Ukraine. “They have to account for proper reporting and if they perform all the necessary protocols to protect our seafarers,” he added. Cacdac warned that the licenses of the foreign principal and local manning agencies of these Filipino seafarers may be suspended. The DMW on July 8 issued Advisory No. 41, series of 2026, amending the list of warlike and high-risk areas identified by the International Bargaining Forum (IBF). All ports of Ukraine are considered a warlike operations area, while the Black Sea is designated as a high-risk area. The DWM urged principals and manning agencies to avoid or divert all voyages in these high-risk and war-like areas. According to Cacdac, seafarers have the right to refuse sailing with corresponding documentation, or documentation of the seafarer’s consent to sailing when there is a continued voyage to high-risk and warlike areas. There should also be no discrimination on any seafarer for future employment, as well as repatriation at the company’s cost and compensation for those who refused to sail to high-risk and warlike areas. The DMW also mandates bonus pay and proper compensation, as well as free repatriation for seafarers who will consent to sailing to these areas. **Source :** [globalnation.inquirer](https://globalnation.inquirer.net).



VL BREEZE departing from her terminal in Daesan, South Korea.

Photo : Hans Semeins ob Coral Alicia ©



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Tanzanian-flagged tanker from Yemen hijacked by suspected Somali pirates

A Tanzanian-flagged tanker was hijacked by suspected Somali pirates off Yemen's coast, security sources and local officials familiar with the incident said Sunday. The commercial tanker has since been moved to waters off Somalia's northeastern Bari region, according to local officials.

The MT **ASANA**, a general tanker, was seized on Friday after departing from Mukalla, Yemen, according to the sources. The vessel is now being held off the coast of Caluula in the semiautonomous state of Puntland's Bari region. According to sources who spoke on condition of anonymity because they were not authorized to discuss the incident publicly, the ship was hijacked by seven armed Somali pirates.

Public vessel-tracking data reviewed by The Associated Press showed the MT ASANA transmitting its position on Friday as it moved slowly in the Gulf of Aden, listing Bosaso, Somalia, as its destination. The vessel was traveling at about 2 knots, an unusually slow speed consistent with earlier reports that it had transmitted a distress signal during the incident.

It was not immediately clear how many crew members were aboard the tanker or whether anyone had been injured. There was no immediate information on the nationality of the crew. Puntland authorities have not publicly commented on the reported hijacking, and there was no immediate statement from the vessel's owner or manager. International naval forces operating in the region have also not issued an immediate public update. The hijacking is the latest in a series of attacks attributed to Somali pirates, whose activities have resurfaced in the Gulf of Aden and the western Indian Ocean after years of relative inactivity. Maritime security analysts have warned that persistent maritime insecurity and reduced international naval patrols have contributed to the renewed threat. **Source : ABCnews**

NAVY NEWS



Norwegian Coast Guard Vessel "**HOPEN**" 19 July 2026, passing under the A. Murray MacKay Bridge in Halifax Harbour, Nova Scotia on her way to the Canadian Coast Guard base in Bedford Basin. **Photo : Peter Attersley ©**

Vermont firm wins contract to dismantle Navy ship in Mobile

by: Theresa Grundman

A Vermont company will be working in Mobile after being awarded a multi-million-dollar contract to dismantle a decommissioned Navy ship, according to the U.S. Department of War. The department released a list of contracts awarded July 15, including a contract with NorthStar Maritime Dismantlement Services LLC, out of Vernon, Vermont, for

\$418,497,668 for the “dismantling, recycling and disposal of **ex-ENTERPRISE (CVN 65).**” Under the contract, the ship will be dismantled “in its entirety,” and everything on it and in it will be recycled or properly disposed of, including hazardous materials. The work will be done in Mobile and is expected to be done by September 2030. The money comes from the Navy’s fiscal 2025 operations and maintenance funds. **Source : wkrg**



HMS CATTISTOCK M 31 in Avonmouth Docks last weekend. An unusual visitor for us. Good to visit and offer the usual transport and other Mission to Seafarers facilities.

Photo : Father Jeremy Hellier Port Chaplain Mission to Seafarers Royal Portbury and Avonmouth Docks

SHIPYARD NEWS



China Constructs World’s Largest Naval Supply Ship At Guangzhou Shipyard

China is building what appears to be the world’s largest naval supply ship at a shipyard located on Longxue Island, near Guangzhou. According to satellite images, the ship is 270 m long and 37 m wide, with its hull optimised for volume instead of just speed, which makes it much bigger than China’s current largest supply vessel, the 45,000-ton Type 901, and also the U.S Navy’s newest John Lewis-class replenishment oilers. The ship features superstructures at both the bow and stern, with large hangars and a flight deck at the rear to support helicopters for vertical replenishment. Midship, it has vertical pillar-like structures for transferring fuel, dry stores, and ammunition to other ships at sea. The monster supply

ship is meant to support the People's Liberation Army Navy's (PLAN) expanding "blue water" ambitions. China's aircraft carriers and their escort ships are all conventionally powered, requiring massive amounts of fuel and continuous resupply to sail for long periods far from friendly shores.

The new supply ship will likely be used to support China's growing carrier strike groups and other large upcoming vessels, such as the massive Type 076 amphibious assault ship. The rapid construction of this massive auxiliary ship further highlights the growing disparity in naval shipbuilding capacity between China and the United States. According to experts, the ship has been under construction since at least February and the work seems to be progressing rapidly. In recent years, the yard has become known for building unique and unusual ships for military use or dual-purpose applications. This includes what might be a civilian 'research carrier,' jack-up barges to support amphibious operations, and also a trimaran drone ship. **Source : [marineinsight](#)**

HD Hyundai Heavy Industries Reports Fatal Fall at Ulsan Plant

HD Hyundai Heavy Industries, a shipbuilding subsidiary of HD Hyundai, has once again experienced a major safety incident, sparking concerns within South Korea's shipbuilding industry about the ineffectiveness of the group's overall safety management system. Some have even gone so far as to say that its safety investment of 3.5 trillion won (approximately \$2.352 billion at current exchange rates) is "nothing more than a formality." According to a statement released by HD Hyundai Heavy Industries, on July 9, a fatal fall occurred at the Ulsan plant of HD Hyundai M&S—a subsidiary of HD Hyundai Heavy Industries (formerly HD Hyundai Mipo, acquired at the end of 2025). At the time of the incident, the worker was performing maintenance on a shipyard overhead crane when he unfortunately fell from a height and was killed. An investigation confirmed that no other injuries were reported in connection with this accident.

Following the accident, South Korea's Ministry of Employment and Labor and the police immediately launched an on-site investigation. The Ulsan Branch of the Busan Regional Employment and Labor Office has issued a partial work suspension order regarding crane maintenance and inspection operations at the affected factory site. HD Hyundai Heavy Industries stated that it will conduct special safety training company-wide and develop a corrective action plan to prevent such accidents from recurring. Since the beginning of this year, there have been multiple fatal accidents at shipyards operated by HD Hyundai. In April, a fire broke out on a submarine under repair at HD Hyundai Heavy Industries' Ulsan shipyard, resulting in the death of a subcontractor responsible for sea trials. At the time of the incident, the worker was cleaning the interior of the submarine. In June, a safety incident involving a mooring line occurred at HD Hyundai Samho. A line used to secure a vessel to the dock suddenly snapped and struck a shipyard worker who was performing mooring operations, ultimately resulting in the worker's death. Combined with a fatal fall from a height that occurred on July 9, South Korean authorities believe that HD Hyundai may have structural deficiencies in its safety management. According to statistics from South Korea's Ministry of Employment and Labor, the number of work-related fatalities at HD Hyundai Heavy Industries surged from 11 in 2024 to 21 in 2025, marking the highest increase among South Korea's major shipbuilding companies. The Korean Metal Workers' Union believes that poor workforce management and lax enforcement of safety protocols are the root causes of the frequent accidents and has called for a special labor inspection. In 2025, HD Hyundai had high-profile announced that it would invest a total of up to 3.5 trillion won in the shipbuilding sector by 2030 to ensure shipyard safety. Specific measures included establishing advanced safety systems, upgrading and expanding safety facilities and equipment, raising employee safety awareness, and supporting safety initiatives at partner companies. However, as accidents continue to occur at shipbuilding sites, the South Korean shipbuilding industry has begun to question whether HD Hyundai's massive investment can truly reduce risks in actual work environments. **Source : [Imarine](#)**

Hanwha Philippine Shipyard to Build Support Vessel for U.S. "Golden Dome"

By Seo Miteum

Hanwha Philippine Shipyard has been selected as the shipbuilder for the U.S. next-generation missile defense system support vessel project, known as the "**GOLDEN DOME**."

On the 19th, Hanwha Philippine Shipyard announced that it would undertake the construction of a maritime missile test and instrumentation vessel (MRIV) in partnership with the vessel construction management firm TOTE Services. The U.S. Maritime Administration (MARAD) officially announced the MRIV construction contract at the naming ceremony for the fourth National Security Multi-Mission Vessel (NSMV), "Lone Star State," held at Hanwha Philippine Shipyard on July 17 (local time). The MRIV, also referred to as "Golden Defender," is scheduled to be delivered sequentially starting in 2030.

The MRIV is a vessel dedicated to supporting missile testing operations, including flight trajectory tracking, remote data acquisition, communication support, and test outcome analysis. It is considered a core support asset in building the U.S. next-generation missile defense system, Golden Dome. Hanwha Philippine Shipyard is responsible for the vessel's construction, while TOTE Services will oversee the overall project schedule and cost management. Both companies are also jointly executing the construction of five National Security Multi-Mission Vessels (NSMVs) ordered by the U.S. Maritime Administration. This contract is particularly significant as it marks Hanwha Philippine Shipyard, wholly owned by Hanwha, participating in a U.S. national security project under the Trump Administration's "Make America Shipbuilding Great Again (MASGA)" policy. With this opportunity, Hanwha Philippine Shipyard has expanded its role from a merchant shipping-focused yard to a shipyard involved in security-related shipbuilding. It is also being recognized as a key hub in the U.S. shipbuilding investment plan, worth \$150 billion, announced by South Korea and the U.S. during tariff negotiations. Russell Vought, Director of the U.S. Office of Management and Budget (OMB), stated, "We are pleased to announce the contract for the construction of the new missile test and evaluation support vessel, 'Golden Defender,' at Hanwha Philippine Shipyard. This vessel will support the buildup of the Golden Dome for the United States." U.S. Secretary of Transportation Sean Duffy commented, "This vessel will contribute to protecting our military and servicemembers from external threats, and we will continue to drive the revival of American shipbuilding." David Kim, CEO of Hanwha Philippine Shipyard, said, "This project is the result of our proven design capabilities, skilled workforce, and close collaboration between government and industry." Earlier, U.S. President Donald Trump mentioned Hanwha Philippine Shipyard directly at the National Defense Innovation Summit on July 15, stating, "Large-scale National Security Multi-Mission Vessels will be built at the Philadelphia Shipyard." Michael Coulter, CEO of Hanwha Defense USA, also announced at the same event, "We plan to transfer production capabilities from Korean shipyards to Hanwha Philippine Shipyard." **Source : Asia Business daily**

ROUTE, PORTS & SERVICES



Aqaba Container Terminal Reports Strong Performance in H1 2026 Across Operations, Safety, Sustainability, and Community Impact

Aqaba Container Terminal Reports Strong Performance in H1 2026 Across Operations, Safety, Sustainability, and Community Impact. Aqaba Container Terminal (ACT), the preferred gateway to Jordan, the Levant, and beyond, reported strong performance during the first half of 2026, driven by operational excellence, commercial growth, health and safety standards, and a commitment to sustainability and community development. During the first half of 2026, ACT handled 472,680 TEUs, compared with 468,062 TEUs during the same period in 2025, while transit cargo volumes reached 60,178 TEUs, a 155.1% increase from the 23,593 TEUs in H1 2025. This performance was supported by consistently high productivity across terminal operations despite evolving regional trade dynamics. The terminal also recorded 188,927 truck gate in/out movements during the six-month period, in comparison to 182,490 movements in H1 2025, reflecting continued cargo flow efficiency across the supply chain. This performance was supported by terminal enhancement measures implemented over the past year, including the refurbishment of quayside infrastructure and improved vessel handling capabilities enabled by the introduction of new Ship-to-Shore (STS) cranes. These investments have strengthened ACT's ability to maintain high productivity despite geopolitical challenges affecting vessel scheduling and the increasing variability in vessel sizes calling at the terminal. Further reinforcing its role as a regional logistics gateway, ACT handled eight vessels carrying more than 5,000 TEUs, including one vessel with a throughput of 10,884 TEUs—the largest in terms of container throughput. On the other hand, ACT welcomed the first LNG-powered container vessel "KOTA ODYSSEY" on maiden call to Jordan. The terminal also strengthened its position as a regional transshipment hub by handling 4,412 TEUs of transshipment cargo, responding to evolving trade patterns across the region. ACT's

commercial performance reflected continued customer confidence and strong market positioning. The terminal recorded a high Net Promoter Score (NPS), underscoring sustained customer satisfaction and service quality. During the reporting period, ACT also advanced the deployment of APM Terminals' global Contract Lifecycle Management (CLM) system, further digitalizing and standardizing contract management processes to improve transparency, strengthen compliance, and enhance collaboration with customers while supporting faster turnaround times and greater operational efficiency. Alongside its operational achievements, ACT continued to prioritize health, safety, security, and environmental (HSSE) excellence across all areas of operation. During the first half of the year, the terminal successfully conducted a series of emergency preparedness exercises in cooperation with key stakeholders, including oil spill and bromine release response drills, both of which received strong evaluations from the Aqaba Special Economic Zone Authority (ASEZA) for their effective execution. ACT also successfully completed multiple external audits, including safety assessments conducted by ASEZA-appointed auditors and the Social Security Corporation, as well as a comprehensive security audit under Maersk's global standards, reinforcing the terminal's commitment to maintaining the highest international health, safety, and security standards. ACT also marked Global Safety Day under the theme "We Are Safer Together," bringing employees together through safety culture sessions, capability demonstrations, awareness workshops, GEMBA walks, community cleanup initiatives, and educational visits by school students. These efforts were complemented by ACT's annual Go Green Week, which engaged employees in environmental initiatives aimed at promoting sustainable practices and embedding environmental responsibility across daily operations. Environmental sustainability remained a strategic priority throughout the reporting period. Building on its long-term decarbonization roadmap, ACT achieved a 29% reduction in greenhouse gas emissions compared with its 2022 baseline, including a 75% reduction in Electricity emissions. This progress was supported by continued advancement toward ISO 50001 Energy Management System certification, progress on the terminal's 6 MW solar project, deployment of a Reefer Electricity Monitoring System to improve energy efficiency, and the expansion of electric-powered equipment to reduce diesel consumption and emissions. These initiatives support ACT's commitment to reducing emissions by 65% by 2030 and achieving Net Zero emissions by 2040. Beyond operational excellence, ACT remained committed to creating meaningful social impact through its long-standing Corporate Social Responsibility (CSR) pillars of well-being, education, and environmental stewardship. Throughout the first half of 2026, the company continued supporting community initiatives and strategic partnerships that directly contribute to improving livelihoods and expanding opportunities across Jordan. As part of these efforts, ACT partnered with Zaha Cultural Center on community engagement activities focused on education and environmental awareness, while continuing programs supporting orphaned children through initiatives that promote inclusion and access to opportunities. ACT further strengthened its commitment to education through collaborations with the Queen Rania Foundation, supporting initiatives designed to empower youth and enhance learning opportunities. In Aqaba, the company also contributed to community development and healthcare initiatives through support for business incubators and the provision of newborn ventilators to strengthen local healthcare services.

Commenting on the performance during the first half of the year, Jose Rueda, Chief Executive Officer of Aqaba Container Terminal, said, "Our performance in the first half of 2026 reflects the strength of our operational capabilities, the trust of our customers, and the dedication of our people. At ACT, we remain focused on delivering reliable and efficient services while continuing to advance safety, sustainability, and meaningful community impact. As regional trade dynamics continue to evolve, we remain committed to building on this momentum and further strengthening Aqaba's position as a strategic gateway for Jordan and the wider region." **Source : Al Bawaba**

Columbia Group CEO outlines priorities for next phase of growth

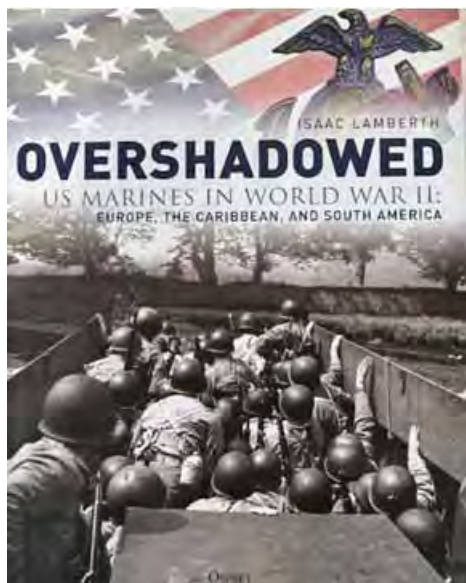
Columbia Group's Chief Executive Officer, Andreas Hadjipetrou, has set out his priorities for the company's next chapter, placing responsible growth, stronger collaboration, seafarer support and long-term client trust at the centre of the Group's strategy. Commenting on the company's next phase, the focus is to build on the values that have shaped Columbia's growth, while responding to a rapidly changing maritime market. "Columbia Group has been built on trust, strong values and long-term relationships," said Mr Hadjipetrou. "My priority is to protect those foundations while helping the company move forward in a responsible and successful way." "Shipping is changing quickly. Decarbonisation, technology, regulation and market uncertainty are reshaping what shipowners and operators need from their partners. Our focus must be on reliable service, transparency, strong governance and trusted relationships." Mr Hadjipetrou said one of his immediate priorities is to strengthen cooperation and information sharing across Columbia Group's companies, offices and departments. "Our seafarers are at the heart of our operations. We must continue to improve their working conditions, safety, wellbeing, training, communication and overall support. Our clients also need a partner that understands their needs, communicates clearly and consistently looks for ways to serve them better". Looking ahead, Mr Hadjipetrou said Columbia will continue to grow its core shipmanagement activities while developing the wider services of

the Group. "Our growth must be measured, profitable and meaningful. Technology is advancing and decarbonisation is accelerating, but our focus must remain on quality, accountability, trusted partnerships and long-term performance. Strong companies are built by people who feel trusted, supported and proud to contribute." ^{SEP15}Mr Hadjipetrou has spent nearly 30 years with Columbia Group, joining the company in 1996 as an accountant. Since then he has held senior roles across finance, commercial management, technical operations, client relations and international expansion. **Source :** shipmanagementinternational.com.

BOOKBESPREKING

By : Frank NEYTS

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