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The PEAK SKARV 1 inbound passing Hoek van Holland Photo : Frans de Lijster (c)

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The **4-WINDS** moored in Beverwijk **Photo : Bert de Ruiter ©**

Xi Jinping cements China's Suez Canal foothold as US-Iran conflict deepens

Egyptian President Abdel Fattah el-Sisi and counterpart Xi Jinping agreed on Wednesday, 2 September, to expand China's investment in the Suez Canal Economic Zone, as Beijing seeks to deepen ties with Cairo against the backdrop of the US-Iran war. Xi, on his first visit to Egypt in a decade, was welcomed for talks at the opulent Ittihadiya presidential palace in the Egyptian capital by Sisi and a 21-gun salute. Sisi's office said the two BRICS members signed an agreement to launch the third phase of the Egyptian-Chinese industrial zone, which officials say already hosts 200 companies and investments worth around \$4bn.

The new investments – which Egypt has not announced a figure for – give Beijing an even greater foothold in the Suez Canal zone, as Beijing looks to expand its influence in the region and as the US-Iran war continues to threaten global maritime trade. The talks also covered the six-month US-Iran conflict, with both presidents urging “diplomatic solutions” to reach a “comprehensive agreement to end the war”, according to a statement from Sisi's spokesperson.

A series of additional agreements were also signed, the statement said, without providing details. Beijing has played a key role in Sisi's megaprojects, the crowning jewel of which is the New Administrative Capital 50km east of Cairo, large swathes being bankrolled by Chinese investment.

China is a major exporter to Egypt, with its trade surplus reaching \$12bn in the first seven months of 2026, according to Chinese customs data. Across Cairo, a megalopolis home to over 26 million people, major streets have been lined with Chinese and Egyptian flags, as well as billboards showing Sisi and Xi.

Street signs boast of “generations of Egyptian-Chinese friendship flowing like the Nile River”, while residents have been warned to plan for substantial traffic delays on their commutes. Xi visited the Grand Egyptian Museum overlooking the Giza Pyramids later on Wednesday.

‘Independent foreign policy’

According to analysts, Cairo is using the summit to underscore its strategic autonomy, showing it can leverage its close ties with both Washington and Beijing. Sisi, in an opinion column published in Egyptian media on Tuesday, highlighted He wrote that Egypt and China were partners in “strengthening the role of the global south” in an increasingly polarised world.

Washington vowed last month to isolate Iran economically, threatening expanded sanctions that could also hit Chinese banks, among others. China, a major buyer of Iranian oil, has vowed to safeguard its interests. In the lead-up to an expected meeting between Xi and US President Donald Trump this month, it has also sought to shore up ties with US-friendly regional nations. Egypt is one of the largest recipients of US military aid, and historically a key Middle East mediator. Last week, the US Treasury announced sanctions on the Emirati branch of Egypt's Banque Misr for alleged support to Iran. Egypt – which under Sisi's administration became one of the world's top weapons buyers – hosted major joint air combat exercises with the Chinese military in August, featuring Beijing's powerful J-16 fighter jet.

Source : The Africa Report With AFP



The **STI GALATA** navigating the Noordzeekanaal inbound Amsterdam. **Photo : Lourens Visser ©**

Rijkswaterstaat test Maeslantkering bij Hoek van Holland

Rijkswaterstaat test op **zaterdag 12 september rond 15.30 uur** de Maeslantkering bij Hoek van Holland samen met de Hartelkering bij Spijkenisse. De jaarlijkse functioneringssluiting is een voorbereiding op het stormseizoen, dat loopt van 1 oktober tot en met 15 april. In het onderhoudsseizoen wordt onderhoud aan de kering uitgevoerd. Door de test is de scheepvaart bij beide keringen gestremd. Bij de Maeslantkering geldt de stremming van zaterdag 12 september 12.50 uur tot zondag 13 september 04.25 uur. Bij de Hartelkering is dat zaterdag 12 september van 12.20 tot 21.30 uur. Het terrein van Publiekscentrum Water het Keringhuis is zaterdag 12 september van 11.00 tot 18.00 uur open. Er zijn rondleidingen tegen betaling en activiteiten. De Maeslantkering en Hartelkering vormen samen de Europoortkering, die ongeveer 2 miljoen mensen beschermt tegen stormvloed en vanaf de Noordzee. De datum en tijd kunnen nog veranderen door het weer en de waterstanden. **Bron : bndestem.**



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The **Royal T Shipyard** recently delivered **HELEEN C** navigating the Dutch coastal waters

Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©

Juneau keeps voluntary five-ship cruise cap

By Rolando Herrera

Juneau will keep its voluntary five large cruise ship daily limit for now. On Aug. 31, 2026, the City and Borough of Juneau Assembly voted 5 to 4 to postpone an ordinance that would have turned that negotiated cap into local law covering

downtown berths and Douglas Island. For Alaska cruise planners, the near-term rule set does not change. Ships with more than about 950 lower berths still operate under memorandums of agreement that target five large ships a day, plus weekday passenger ceilings of 16,000 lower berths and 12,000 on Saturdays. Mandatory citywide enforcement is on hold until the Visitor Industry Task Force finishes recommendations later this fall, according to KTOO and the Assembly's recorded Committee of the Whole worksession.



DISCOVERY PRINCESS inbound to Cruise Ship Dock passes **SERENADE OF THE SEAS** moored at Rock Dump Dock in Juneau **Photo : Jim Plosay ©**

Decision: Assembly postponed ordinance 2026-39 on a 5 to 4 vote Aug. 31, 2026.

Status quo: Voluntary five large-ship daily limit and passenger berth caps remain in force through cruise-line MOAs.

Why it stalled: Litigation risk estimates of \$1 million to \$4 million plus unfinished Visitor Industry Task Force work.

Scope of the draft law: Would have banned a sixth large ship berth citywide, including Douglas Island private docks.

Traveler action: Plan 2027 Alaska calls around the current voluntary caps, then watch fall task-force recommendations.

The practical traveler question is simple. Does Juneau still behave like a five-ship port when you book an Inside Passage or Glacier Bay itinerary for next season? Yes, under today's voluntary agreements. The Assembly chose not to convert that practice into enforceable code before the task force reports.

What the Assembly actually postponed

Committee materials and the Aug. 31 worksession show ordinance 2026-39 as the vehicle to codify the negotiated five-ship limit. Sponsors had framed the bill as matching the voluntary policy already used with major cruise lines, including coverage of any large ships calling at private docks on Douglas Island. KTOO reported that if the ordinance passed, a sixth large cruise ship berth inside the City and Borough of Juneau would become illegal. Assembly member Ella Adkison said community surveys have long backed the five-ship limit and called it a first step the body previously avoided because legal authority looked uncertain. Mayor Beth Weldon moved to wait. City Attorney Emily Wright told members there is no litigation-free path and estimated defending a mandatory ordinance could cost \$1 million to \$4 million without a guaranteed win. Deputy Mayor Greg Smith argued the current voluntary system is working and that Juneau should not force a fight while negotiations remain productive.

How today's voluntary caps already shape Alaska sailings

Juneau and cruise lines have used a negotiated five large-ship daily limit since the 2024 season after earlier 2023 tourism policy work. A separate MOA layer for 2026 also targets maximum available lower berths of 16,000 on Sunday through Friday and 12,000 on Saturdays, with limited city discretion for hot-berthing exceptions.

Those ceilings already change how lines schedule Southeast Alaska. City tourism staff have said the caps help keep passenger volume near recent records instead of another sharp jump, and that Ketchikan can take a larger share of regional passengers in 2026 as a direct result. For guests, a Saturday Juneau call under the lower berth cap often means a less crowded downtown and glacier corridor than a midweek five-ship day. That is why a delay still matters for trip design. The voluntary MOAs continue to govern the 2026 close of season and remain the baseline assumption for early 2027 Alaska inventory unless a later Assembly vote changes the legal framework. **Source : deeparrival.**

Sinokor VLCC abandoned and listing in Strait of Hormuz

The crew of the Sinokor Maritime operated tanker were evacuated following multiple rocket strikes on the vessel

By : Marcus Hand

The crew of the VLCC **SENEGAL PROSPERITY** have been evacuated leaving the tanker abandoned and listing in the Strait of Hormuz. The Liberian-registered 320,780 dwt **SENEGAL PROSPERITY** was struck three times by what were described in security reports as "rockets" while transiting the Strait of Hormuz. The tanker was struck on its port side, engine room, and ballast tank. According to an update from the Joint Maritime Information Center (JMIC) the **SENEGAL**

PROSPERITY was southbound exiting the Strait to the Gulf of Oman and was 4 nm from the Oman coast at the time of the incident on 22:00hrs UTC on 30 August. JMIC said the Company Security Officer (CSO) reported that all communications were lost with the vessel following the attack and it was dead in the water and listing to port. The VLCC dropped anchor at position 2619N 05633E. The crew of the vessels were evacuated by the local authorities leaving it abandoned in the Strait of Hormuz off the Omani coast. There no casualties among the crew.



Position that the Senegal Prosperity dropped anchor following attack Credit: Google Maps

The tanker's last broadcast AIS position was two days ago offshore from Ju Aymah Oil Terminal in Saudi Arabia, in a laden condition on 28 August, according to data from Pole Star Global. Meanwhile US forces undertook further strikes on 1 September on Iranian military targets bordering the Strait "US forces struck Islamic Revolutionary Guard Corps (IRGC) targets including air defense sites, radar systems, maritime assets and facilities, mine laying capabilities, and communications sites," US Central Command said. "The strikes follow recent attempted attacks by the IRGC against commercial shipping in the Strait of Hormuz and against American service members." **Source : seatrade maritime news**

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The 2010 built SAL Heavy Lift Ship **IMKE** during her maiden call entering Grand Harbour, Malta on Friday 17th July to discharge Energy equipment and with an interesting Siwertell Urea Ship Loader for Libyan Fertilising Company (LIFECO) as deck cargo. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©**

EnQuest enjoys production boost in 'seminal' first half

The increase comes despite an outage at its Magnus field.



Supplied by EnQuest

Aerial shot of the Magnus platform, where North Sea operator EnQuest is exploring CCS opportunities. EnQuest has seen production growth and an increase in its EBITDA despite outages at its Magnus field in the UK North Sea. In its results for the first six months of 2026, the company's production totalled around 41,544 barrels of oil equivalent per day, an 8.6% year-on-year increase, driven in part by new capacity in southeast Asia. While revenue for the period dipped 3.5% to \$529.9 million, adjusted EBITDA grew 13% to hit \$273m, with higher oil prices in the wake of the Iran War providing a boost. However, revenue was dragged down after the Magnus field was shut in for six weeks in the first half of 2026. This was due to unplanned downtime at the Ninian Central Platform (NCP) due to storm damage.

This took a roughly 4,100 boe per day bite out of EnQuest's production for the period. It also led to a cargo sale being deferred out of the first half of the year, with an equivalent cash impact of around \$60m. EnQuest added that it is focused on fully eliminating Magnus' exposure to the NCP through its Ninian Bypass Project. This is scheduled to be completed in 2027. In addition, the company is tightening its production guidance to 41,000-43,000 boe per day in the wake of the outage. The company said that it remains very active in the UK North Sea and is looking to execute further value-enhancing acquisitions. EnQuest chief executive Amjad Bseisu hailed the first half of 2026 as a "seminal period in EnQuest's evolution". He added that the company remains "committed to the UK North Sea," and continues to see "significant opportunities to create value through responsible stewardship, operational excellence and disciplined investment". "With the fiscal solution already being available to government in the form of the oil and gas revenue levy (formerly named the oil and gas price mechanism), we are hopeful that the change in political leadership will be accompanied by a renewed focus on competitiveness, investment and energy security. "Restoring confidence and attracting capital to the basin requires a stable and durable fiscal framework that supports long-term investment, protects highly skilled jobs and recognises the critical role domestic energy production continues to play in meeting the UK's energy needs." Michael Behr is renewables reporter at Energy Voice. He's been reporting on energy globally for over 10 years, now focussing on the technologies driving the UK's energy transition. **source : energyvoice**

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The **THEODORUS** navigating the Oude Maas Photo : Tom van der Enden ©

An advertisement for UPE (Underwater Propulsion Engineers). The top half features a collage of underwater work, including a diver and a large red buoy. The UPE logo, which includes a blue propeller icon and the text 'UPE UNDERWATER PROPULSION ENGINEERS', is prominently displayed in the center. Below the logo, the text reads: 'SPECIALIZED IN UNDERWATER AND AFLOAT STERN TUBE SEALS REPLACEMENT, PROPELLER REPAIRS AND THRUSTERS REFIT.' At the bottom, contact information is provided: 'TEL: +31 (0)10 760 1000', 'WWW.UPE-GLOBAL.COM', and 'INFO@UPE-GLOBAL.COM'.



The **NAVA SOCRATES** inbound navigating the Westerschelde passing Breskens Photo : Henk de Winde (c)

PASSER Cable Logistics goes to ASIA

Your APAC Hub for Subsea Cable Logistics & Handling.

PASSER is taking the next step in its international growth strategy with the development of **PASSER Cable Logistics in ASIA**; a dedicated subsea cable logistics and handling hub in **Bintan, Indonesia**.

Located at **Bintan Offshore Marine Center (BOMC)**, the hub is strategically positioned to support subsea power cable, offshore wind and umbilical projects throughout Southeast Asia and the wider APAC region.

- More than storage. An integrated cable logistics solution.

The **PASSER Cable Logistics Hub** in Bintan is designed to provide customers with one integrated onshore solution from vessel arrival and cable discharge to storage, handling, spooling, transpooling and project mobilisation.



Our objective is simple: to take care of the onshore cable logistics, so our customers can focus on their offshore operations.

The hub combines:

- Cable storage for subsea power cables, umbilicals and project equipment • Specialist equipment and experienced personnel
- Cable handling of reels, carousels and cable systems • Project engineering & project management
- Spooling & transpooling • Logistics and customs coordination
- Mobilisation & demobilisation of cable spreads and offshore equipment • Local operational and marine support

Cable spooling operations at a PASSER carousel

- A strategic APAC location

Bintan lies just southeast of Singapore, at the southern entrance to the Strait of Malacca — placing the hub within short reach of one of the world's busiest shipping and offshore centres.

Bintan Offshore Marine Center — regional position near Singapore



Bintan offers a strong combination of marine infrastructure, operational space and regional accessibility. The BOMC facility provides:

- 10–14 m Water depth
- 280+ m Quay length
- 15 ha Operational waterfront area

85 ha Storage & workshop facilities

Free Trade Zone

Customs advantage Heavy lifting

& handling Capabilities

This creates flexibility to support both short-term project campaigns and longer-term equipment and cable storage requirements.

- Strong partners. One integrated solution.

PASSER Cable Logistics combines the strengths of three specialist partners:

- 1 PASSER cable handling equipment, engineering, technical expertise and project management.
- 2 QUBE International regional logistics, supply chain coordination and project logistics.
- 3 Bintan Offshore Marine Center (BOMC) marine infrastructure, quay facilities, storage, local operations and port support.

Together, we are creating one APAC hub for cable logistics and handling.

- Growing our cable handling capabilities



The first two PASSER onshore carousels, each with a maximum payload capacity of 2,000 tonnes, and other equipment have already been relocated to Bintan. PASSER can also provide onshore static tanks for coilable cables and transportable baskets for non-coilable cables, offering additional flexibility for different cable project requirements. The Bintan Hub also enables a more flexible approach to international cable logistics. Cable transportation spreads can be mobilised in Europe for deployment in Asia and subsequently demobilised in Bintan — rather than returning to Europe, or the other way around. This can reduce unnecessary international mobilisation, optimise logistics and create greater flexibility for APAC projects.

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Spaansen's **ZANDEXPRES 4** navigating the Noordhollandsch Kanaal in 't Zand.

Photo: Wim Albers (c)

Hormuz must not harden ships, says IMO Secretary General

If the situation in the Strait of Hormuz represents an overturning of shipping's international norms, it is just the latest of many in the last five years, with vessels treated as viable military targets and coming under fire from well-equipped nation-states. Asked during a panel session at SMM whether it was time for shipping to take matters into its own hands by reinforcing them to withstand missile or drone attack, IMO Secretary General Arsenio Dominguez was unequivocal. "No," he said. "The answer is no, we cannot."

"This is commercial shipping, our seafarers are not trained for combat and commercial ships are not designed to actually go into that sector. Condemning the action taken by some shipowners, Dominguez reiterated IMO guidance: "The call remains in place for ships not to try to cross the Strait of Hormuz. I am still trying to understand the circumstances of why some shipowners are actually taking that risk."

"But we need safety and security, we are not turning commercial shipping into part of the global military naval fleet, because that's not what shipping is all about. We are a sector that can provide a benefit around the world, not increase conflict." John Denholm, chairman of ICS, echoed the sentiments of his fellow panellist, saying: "Responsible shipowners do not route their vessels into danger. Very few ships are going through Hormuz. Seafarers are critical to our industry, and without seafarers we have nothing. We have got to keep them safe."

Speaking with SMI on the sideline of the SMM opening ceremony, Denholm said that despite fears to the contrary, seafarers would maintain the skills needed to operate in an environment where nothing could be taken for granted.

"There was the belief that if Iran shut down the Strait of Hormuz, it would be reopened in a matter of days," he noted. "It's been six months. The problem is asymmetric warfare. They can shoot down anything with a million-dollar missile, but when it's thousands of \$15,000 drones... I don't think military might can open Hormuz, [only] peace can." Meanwhile, the ability to "navigate without GPS is still taught as an essential skill for a Master," he added. "There is danger that time goes by, that we forget how to do it. But they are qualified to navigate without GPS. I was on a vessel a couple of years ago and the GPS screen went black. They can do it." **Source : [shipmanagementinternational](http://shipmanagementinternational.com)**

LR launches RouteFlex to provide unprecedented stowage flexibility for container operators

Lloyd's Register (LR) has launched LR RouteFlex, a new application that helps containership operators increase operational flexibility and cargo capacity by applying weather-dependent factors to any given route.

It has been developed in response to growing operational uncertainty in container shipping, where weather disruption, geopolitical events, route diversions and changing trading patterns increasingly challenge traditional voyage planning. As operators strive to maintain schedule reliability while maximising vessel utilisation, building flexibility into stowage planning has become essential for modern fleet operations.

LR RouteFlex addresses this challenge by enabling dynamic, route-based stowage optimisation through a revised methodology that uses metocean datasets across the trading regions, allowing operators to optimise stowage stack by stack and leg by leg for a voyage. For decades, stowage optimisation has largely been focused on maximising carrying capacity for a predefined route. However, today's operating environment demands a different approach. Route deviations

caused by security concerns, port congestion, extreme weather or unexpected events can quickly render original assumptions obsolete, forcing operators to reassess cargo arrangements under new conditions.

LR RouteFlex enables operators to quickly recalculate weather-dependent factors when voyages change and assess the impact on stowage arrangements. Its route deviation capability supports rapid reassessment after diversions, while route splitting functionality allows each route leg to be optimised independently, improving vessel utilisation across complex trading patterns. The result is greater operational flexibility at a time when flexibility has become a critical commercial advantage. Rather than viewing route changes as a disruption to planned loading arrangements, operators can validate stowage plans via LR RouteFlex application to maintain safety margins and to identify opportunities to improve cargo utilisation on a route leg basis. Nick Gross, Global Containerships Segment Director, Lloyd's Register, said: "Optimal stowage is no longer just about maximising capacity. It is about flexibility, resilience and the ability to adapt safely when conditions change." In today's operating environment, route changes can occur with little warning. LR RouteFlex allows operators to understand the implications of those changes immediately, helping them make informed decisions while ensuring cargo remains within safe operational limits. The application moves stowage planning beyond static assumptions and closer to the realities of modern container shipping." LR RouteFlex can be used as a standalone application, through LR's LashRightUX software or integrated directly into approved third-party lashing software. The application also supports both online and offline operation, ensuring crews and shore-based teams can continue using it regardless of connectivity.

"Consideration of weather dependent factors in combination with Route Splitting and Route Deviation features brought about by an operator-friendly application offers an unprecedented flexibility in stowage planning. Instead of relying on worst-case weather assumptions for an entire route, operators can now optimise the stowage for each leg unlocking hidden cargo capacity and transforming unavoidable route diversions into a distinct operational advantage," said Hasan Ocakli, Global Head of Technology – Hull Structures, Lloyd's Register. **Source : [shipmanagementinternational](#)**

A SUCCESSFUL REFLOATING OPERATION IN BRAZIL



Off the coast of Macae in Brazil, Boskalis' subsidiary **SMIT Salvage** recently refloated the stranded anchor handler **SKANDI AMAZONAS**. While entering the port of Macae in Brazil, the vessel reportedly struck a rock, suffered water ingress due to the damage sustained, and was purposely beached on a sandbank near the beach. A salvage team from SMIT Salvage was mobilized to assess the damage, develop a refloating plan, patch the damaged hull, refloat the vessel and tow it back out to sea with the assistance of several tugs. Given the sensitive nature of the grounding location, prime focus was given to the prevention of any possible pollution because of the grounding and refloating operation. Therefore, the fuel on board was transferred to tanks on the mainland. Special care was taken for the water that had to be pumped out to prevent any spill into the ocean. Prior to commencement of these activities, the Navy, environmental agencies, and other competent authorities signed off on the salvage plan. The vessel was initially anchored in a sheltered anchorage off the Brazilian coast for further reassurance of its stability and integrity, after which it was towed to a nearby shipyard. We

thank our salvage team for their hard work and dedication in Brazil, and our Boskalis colleagues and local network for their excellent support during this refloating operation.



The **MH FREEDOM** outbound from Rotterdam

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com/> - <http://merchantshipsphoto.blogspot.com/> (c)



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The **AQUAVITA SOUL** passing West Kapelle whilst navigating the Oostgat Photo : Wouter van der Veen ©

ANP releases Brazil Oil and Gas production for July 2026 – 5.851 million barrels of oil equivalent per day (boe/d)

Sept. 1- ANP releases Brazil oil and gas production data for July 2026, 5.851 million barrels of oil equivalent per day (boe/d) of oil and natural gas. Regarding oil, 4.498 million barrels per day (bbl/d) were extracted, an increase of 0.5% compared to the previous month and 13.6% compared to the same month in 2025. Natural gas production in July was 214.97 million cubic meters per day (m³/d). There was a 1.1% decrease compared to May and a 12.6% increase compared to July 2025.

Pre-salt

Total production (oil + natural gas) in the pre-salt layer in July was 4.821 million boe/d, accounting for 82.4% of Brazilian production. Production showed a positive variation of 0.3% compared to the previous month and 18.2% compared to the same month in 2025. A total of 3.728 million bbl/d of oil and 173.72 million m³/d of natural gas were produced from 203 wells.

Natural gas utilization

In July, natural gas utilization was 97.8%. A total of 66.12 million m³/d was made available to the market, and flaring amounted to 4.67 million m³/d. There was a 29.5% reduction in flaring compared to the previous month, and a 14.8% reduction compared to July 2025.

Production source

During the month, offshore fields produced 98.1% of the oil and 88.7% of the natural gas. Fields operated by Petrobras—either alone or in a consortium with other companies—accounted for 87.27% of total production. Production originated from 6,724 wells: 613 offshore and 6,111 onshore.

Fields and facilities

In July, the Búzios field, located in the Santos Basin pre-salt area, was the largest oil producer, recording 1,113 thousand bbl/d of oil. Meanwhile, the Mero field, also in the Santos Basin, was the largest natural gas producer, with 49.14 million m³/d. The facilities with the highest production levels were the FPSO Almirante Tamandaré in the Búzios field for oil (263,178 bbl/d) and the FPSO Marechal Duque de Caxias in the Mero field for gas (13.60 million m³/d).



The **SEVEN SEAS VOYAGER** outbound from Rotterdam passing Maassluis
Photo : Reinier van de Wetering - skyphoto Maassluis ©

Public transport strike on September 9 will happen despite Cabinet concessions

The strikes planned by trade unions against the Cabinet's plans to cut social security will continue despite the minority Cabinet's plans to scrap most of the cuts, the FNV and CNV unions have confirmed. "Our ultimatum has not been met. That is why the actions will proceed. We are seeing that the Cabinet is moving, and that shows that the actions are necessary," said FNV chairman Hans Spekman. There will be a 24-hour national public transport strike on Wednesday, September 9. The government has dropped plans to reduce benefit payments and accelerate the increase in the state pension age. Other reforms, such as cutting the maximum duration of unemployment benefits in half, will be pushed back by a year. The trade unions want all of the planned cuts to social security scrapped and are not accepting a delay. "The Cabinet can keep delaying, but we will not rest until all the plans are revoked. Our actions will continue," said

Spekman. "We are not leaving workers with a stripped-down unemployment or disability benefit. The duration of unemployment benefits is still being cut in half, while people with disabilities are facing significant cuts. That is and remains unacceptable," said CNV chairman Hans van den Heuvel. "Movement is positive, delays are insufficient," said the chairman of VCP Nic van Holstein. "We will not accept the demolition of social security now and we never will." The unions are protesting in various ways in the coming days. "The whole of the Netherlands will be affected by this. Especially the public transport strike will have a lot of impact. The Cabinet can still prevent this by scrapping all planned cuts. Then we will cancel all our actions," said Van Den Heuvel. The actions were started on Tuesday by FNV Young & United, who have asked the Tweede Kamer, the lower house of Dutch parliament, what the effect of the cuts will be on young people. FNV benefit recipients are planning a protest in The Hague today. FNV and CNV will also stage a sit-in at University Medical Center Groningen, with similar actions later planned at Rijnstate Hospital in Arnhem and Maastricht UMC. On Friday, port and harbor workers will stop working. There are also strikes planned in the metal and construction sector. Government workers will stop working and protest in The Hague on Tuesday, September 8. **Source: NLtimes Reporting by ANP**



The 1996 built **KAVKAZ I** (ex: Evanthia – 17) outbound from Antwerp heading for Larvik – Norway

Photo Huib Lievense ©



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Global boxship fleet to hit 34m TEU on record deliveries and low scrapping

The global containership fleet is poised to pass 34m TEU for the first time in BIMCO's data after adding a record 10m TEU of capacity in just five and a half years, according to BIMCO. Fleet capacity stood only 8,000 TEU short of the milestone at the start of September. A further 46 containerships totalling 286,000 TEU are scheduled for delivery during the month, meaning only a handful need to enter service for the fleet to cross the 34m-TEU mark. The increase from 24m TEU to 34m TEU represents growth of 42%. By comparison, the previous 10m-TEU expansion, from 14m TEU to 24m TEU, took slightly more than 10 and a half years. "The growth we have seen reflects a combination of record-high new ship deliveries and remarkably low ship recycling activity," BIMCO chief shipping analyst Niels Rasmussen said. Less than 300,000 TEU has been recycled during the past five and a half years. The last comparable period of such limited

recycling was between early 2004 and mid-2009, when the containership fleet was about one-third of its current size. Large vessels have driven much of the expansion. Ships above 12,000 TEU accounted for two-thirds of the 10m TEU added since early 2021, increasing their share of global fleet capacity from 30% to 40%.



The **MSC SAUDI ARABIA** inbound for the port of Antwerp.

Photo: Arnoud Lieverse / Flyliedutch / www.flyliedutch.nl

Average containership size rose 14% over the same period. Carriers accounted for 85% of the capacity added and now control 65% of global fleet capacity, up from 57% in early 2021. The ageing fleet also provides a growing pool of potential demolition candidates. Nearly 2,000 containerships with more than 5m TEU of combined capacity are at least 20 years old and will reach or exceed the historical average recycling age of 25 years within the next five years. Even higher recycling may not prevent further rapid fleet growth. The orderbook contains more than 14m TEU scheduled for delivery by the end of 2030. Depending on recycling levels, the fleet could add another 10m TEU over the next five years and reach 44m TEU. Effective vessel supply could rise further if normal Suez Canal routings resume, releasing capacity currently absorbed by longer voyages around the Cape of Good Hope. BIMCO, founded in 1905, is an international shipping association with about 2,100 members in 120 countries representing roughly two-thirds of world tonnage.

2 Filipino seafarers killed in Strait of Hormuz attack

By Marita Moaje

The Department of Migrant Workers confirmed that two Filipino seafarers were killed after the Saudi-flagged crude oil tanker SIDR was attacked while transiting the Strait of Hormuz on Monday evening.

In an online press briefing Wednesday evening, Migrant Workers Secretary Hans Leo Cacdac said the vessel was hit by unidentified projectiles as it was about to cross the strait, sparking a fire that the crew managed to contain.

“There were 16 Filipino seafarers on board. Unfortunately, mayroon tayong dalawang tripulante na nasawi as a result of the attack. Nagkaroon ng fire sa barko at na-contain ng ating magiging na tripulante, however may dalawang nasawi (we have two crew members who died as a result of the attack. There was a fire on the ship, and our brave crew managed to contain it, however, two lives were lost),” he said. “The ship is now off the coast of Oman. Ibinaba na sa

Oman yung dalawang labi ng ating kababayan at sunod na rin bumaba ng barko yung 14 na unharmed, buhay, at isinasaayos ang pagpapauwi ng 16, kasama na dun 'yung dalawa nating kababayan na nasawi (The two remains were brought ashore in Oman, followed by the 14 unharmed crew members. Arrangements are being made to repatriate the 16, including the remains of the two who were killed)," he added. The vessel's operator, Bahri, separately confirmed that the SIDR, identified by IMO No. 9854715, was involved in a security incident while transiting the Strait of Hormuz at about 11:40 p.m. local time Monday. Bahri said it was deeply saddened by the loss of two Filipino seafarers and extended its condolences to their families, loved ones and colleagues. The company said it was providing full support to the affected families and crew and remained in contact with the vessel while coordinating with relevant authorities and maritime industry stakeholders.

Cacdac said the Philippine Embassy and the Migrant Workers Office in Oman are coordinating with Omani authorities for the immediate repatriation of the surviving crew. "Oman is the closest embassy and migrant workers office that we have off the coast of the Strait of Hormuz," Cacdac said. Cacdac said the government is reaching out to the families of the two seafarers who died. "I myself, based on the directive of the President, will make personal visits to the families in the next 48 hours," he said. "At this stage, it's important to reach out to the families, and we're currently doing that," Cacdac added. He said authorities were still gathering information on the circumstances surrounding the deaths and assured that the DMW would investigate the incident. "Usually when we are still 48, 24 to 48 hours removed from the event, hindi pa kumpleto ang detalye (the details of the event are not yet complete). We will find out the details as we go along," he said.

Red alert in Hormuz

Cacdac said the DMW remains on red alert as the Strait of Hormuz continues to be considered a high-risk, war-like zone. The DMW has been urging shipowners to avoid sending Filipino seafarers through the area when possible.

Shipowners must also comply with safety requirements before allowing Filipino seafarers to undertake voyages through high-risk waters, Cacdac said. These include risk assessments, security protocols, possible ship escorts, armed guards and reporting mechanisms. Seafarers must also be allowed to refuse to sail through the dangerous route. "Granting a seafarer the option whether or not to set sail on board a ship that crosses the Strait of Hormuz," he said. Cacdac said 31 ships carrying 421 seafarers have been attacked in the Strait of Hormuz since Feb. 28. Of these, 406 seafarers were unharmed, 10 were injured but have recovered, three died and one remains officially missing.

About 268 have already returned to the Philippines. Bahri, meanwhile, said the safety and well-being of its people remain its "highest priority" and that it is committed to operating according to the highest standards of safety, security and environmental protection. For the Philippine government, Cacdac said the immediate priorities are to bring the 14 surviving Filipino seafarers home, repatriate the remains of the two fatalities and provide support to their families. (PNA)

Putin Visits Zvezda Shipyard Building Arctic 2 LNG Tankers



Russian President Vladimir Putin has been spending a lot of time in recent weeks visiting the Russian Far East – an area where he probably feels safe from the Ukrainian long-range sanctions program. It is also an area in the strategic depth of a vast country that is as yet untouched by the war with Ukraine. A visit on September 2 to the Zvezda shipyard in Bolshoy Kamen, across the Ussuriyskiy Zaliv from Vladivostok, was steeped with symbolism. It touches many of Russia's pet projects and ones critical to its economy. Putin has been a supporter of the development of the Zvezda complex, which in turn is closely tied to Arctic

shipping and the Northern Sea Route. President Putin inspected the Arc7 Class icebreaking LNG carrier **Poytr Stolypin** (IMO 9904675), which is designed to operate throughout the year through the ice-bound seas of the Northern Sea Route, the 3,000nm Arctic shipping corridor along Russia's northern coast. The Northern Sea Route used to be navigable for only two months a year, but melting Arctic ice has extended the shipping season, and the route can now be kept open using Rosatom's nuclear-powered icebreakers.

The tanker is one of five Arc7 LNG tankers being built at the Zvezda shipyard, to service the Arctic LNG 2 project being developed by Novatek on the Gydan Peninsula in Western Siberia. The primary, and closest destination terminal will be Murmansk, but the tankers are also designed to be able to sail eastwards to a transshipment point in Kamchatka and onwards to China. The fleet will be Russian-flagged and operated by Sovcomflot. The ships, based on the Samsung 172 Yamalmax design, are designed to be able to operate through ice over 2m thick, along the length of the Northern Sea Route. The lead tanker in the class, the Aleksey Kosygin (IMO 9904546), made its first journey to Gydan in December 2025. Like the Pyotr Stolypin, the Kosygin is already OFAC-sanctioned by the U.S. and was last spotted offloading at the Jinhai Heavy Industry facility in Zhoushan, China, on August 25.

Originally, 15 tankers were to be built in the class, in cooperation with Samsung and the South Korean Hanwha Ocean shipyard, plus French sub-contractors. But when the project was sanctioned, the order was slimmed down and the work transferred to the Zvezda yard, and the technically challenging five-ship class is now being completed at Zvezda. The LNG project in Gydan has also been scaled down as a consequence of sanctions, and only one of three planned LNG trains was completed before foreign partners withdrew and exports of specialized equipment were halted, curtailing the scale of the project and the need, at least for now, for such a large number of Arc7 Class tankers. Completion of all the shipbuilding work at Zvezda has necessitated the construction of specialist plants nearby to produce the azimuth thrusters needed for the icebreakers to function, as well as a foundry to produce large-format steel sheets at Primorye. Sanctions and the withdrawal of foreign partners have turned the Arctic LNG 2 project into an economic nightmare. But with the Ukrainian attacks on oil and gas infrastructure across Russia, this plant should at least be out of range and able to maintain production to counter shortages – that is, until the Ukrainians extend the range of their drones out to 3,000km. So far, the longest-range drone attack was the 2,500km raid on the Omsk refinery complex on July 6.

While he was in the Vladivostok area, President Putin also went aboard the newly-launched deep-sea long-range freezer-trawler, the Kapitan Yunak (IMO 9901178). With a gross tonnage of 9,055, the Kapitan Yunak is among the largest and probably most sophisticated of its type. Although not yet sanctioned, it is likely to range far and wide under the protection of its Russian flag.

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KLN Logistics Group Reports 9.7 % Year-on-Year Revenue Growth in First Half

KLN Logistics Group (0636.HK), headquartered in Hong Kong, has released its interim results for the first half of 2026. During the reporting period, the Group recorded revenue of HK\$29.85 billion, representing a year-on-year increase of 9.7%; gross profit stood at HK\$2.77 billion, a year-on-year decrease of 5.7%; and net profit reached HK\$830 million, up 1.2% year-on-year. Throughout the first half of 2026, global trade and supply chains continued to navigate a complex environment shaped by geopolitical tensions, tariff policy uncertainty, and uneven growth across major economies. Front-loading activity on key trade lanes remained widespread, while escalating tensions in the Middle East further disrupted air and ocean routes, driving fuel costs higher and contributing to freight rate volatility. Concurrently, the ongoing diversification of supply chains sustained the migration of sourcing and manufacturing toward Asia, with technology reshoring and continued investment in artificial intelligence infrastructure generating incremental cargo volume growth on Asia-to-United States lanes. Against this backdrop, KLN leveraged its comprehensive service portfolio and customer-centric solutions to secure a substantial base of new clients across its principal markets, driving consolidated revenue growth. Core operating profit declined 7.8% year-on-year to HK\$1.27 billion, reflecting the weight of market pressures and an intensely competitive operating environment. By business segment, international freight forwarding revenues rose 12% year-on-year, propelled by significant volume growth in both air and ocean freight; however, segment profit declined 7% amid competitive market pressures. In its approach to cost management, the Group maintained a disciplined and measured strategy, prioritising customer relationships and electing not to pass the full increase in fuel costs through to its clients. Looking ahead to the second half of 2026, persistent geopolitical tensions, tariff policy uncertainty, and shifting global trade patterns are expected to sustain the current operating environment. Supply chain diversification, technology reshoring, and investment in AI infrastructure will continue to underpin cross-border trade flows, particularly between Asia and North America. Nevertheless, evolving dynamics in the Middle East, freight rate fluctuations, and fuel price instability are expected to remain sources of pressure on logistics costs. KLN Group has affirmed its commitment to supporting clients through an evolving supply chain landscape by drawing upon its diversified network, expanding service portfolio, and customer-centric solutions. With respect to international freight forwarding, the Group anticipates that overall market conditions will remain challenging, while demand continues to demonstrate resilience; accordingly, the Group maintains a cautiously optimistic outlook for growth in the second half of the year. Notably, in the most recently published 2026 Global Freight Forwarder (Ocean) TOP 50 ranking, KLN secured 11th position with a volume of 1.15 million TEUs. Its airfreight operations ranked 7th with 840,000 tonnes of cargo handled - an improvement on the prior year's standing - reflecting the Group's entrenched position and competitive strength within the global freight market.

Scarcity of recycling tonnage pushes Indian yards towards highly speculative bids, says Wirana Shipping

Indian ship recyclers are increasingly prepared to bid at levels that could result in substantial losses based on current prices as competition for a limited number of end-of-life vessels intensifies, according to Wirana Shipping, one of the world's oldest and largest cash buyers of vessels for recycling. Indian ship recycling offers have climbed by as much as USD 30/LT LDT in three weeks as competition for limited vessel supply intensifies, Wirana Shipping has reported in its

latest weekly market report. Prices offered by Indian recyclers have increased by approximately USD 30/LT LDT over the past three weeks, supported by an improving domestic steel market but increasingly driven by the shortage of vessels available for recycling. Wirana says recent bids from high-standard recycling facilities demonstrate how the prolonged lack of tonnage is beginning to distort normal pricing dynamics. India's local steel market has continued to strengthen, with steel plate prices rising USD 13/MT during the latest week, marking seven consecutive weeks of increases. Local scrap prices rose USD 10/MT, imported scrap increased USD 18/MT, while semi-finished and finished steel products climbed by approximately USD 15–25/MT. However, Wirana says the strength of the underlying steel market alone does not account for the prices currently being offered for some recycling candidates. Rakesh Khetan, CEO of Wirana Shipping, said: "We are seeing a situation where the scarcity of vessels is becoming as important to pricing as the value of the steel itself. Some high-standard recycling facilities are bidding very aggressively for the limited tonnage available, even when the economics suggest they could make a substantial loss at current steel prices." He added: "Recycling facilities have invested heavily in infrastructure, safety, environmental standards and their workforce, and they need a reasonable flow of vessels to keep those operations active. When supply remains constrained for a prolonged period, competition for each suitable candidate naturally becomes stronger. The danger is that prices can become disconnected from the underlying recycling economics." The latest Wirana Demo Market Report & Market Outlook recorded recycling candidates from the dry and offshore sectors being circulated in India, attracting active interest from recyclers. Across the wider market, however, only a limited number of dry, tanker and offshore candidates were circulated during the week, with overall recycling supply expected to remain slow to moderate. The shortage comes as relatively healthy freight, and second-hand markets continue to provide owners with alternatives to recycling.

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NORDEN Becomes First Maritime Carrier To Deliver Verified Emissions Reductions

Landmark pilot with Microsoft and RSB demonstrates how companies can reduce shipping emissions today without waiting for sustainable fuel availability on individual voyages. NORDEN has delivered the first verified maritime emissions reductions through the RSB Book & Claim registry, in a landmark pilot completed in collaboration with Microsoft and the Roundtable on Sustainable Biomaterials (RSB). The transaction is the first time a maritime carrier has issued and delivered verified emissions reductions through the RSB Book & Claim registry. It demonstrates that companies can begin meaningfully reducing and accounting for their shipping emissions now without requiring sustainable fuels to be physically available on their specific voyages. The solution is developed to enable NORDEN's direct customers and clients

in other industries which are dependent on marine transportation and seeking to decarbonise their supply chains to credibly invest in maritime decarbonisation.

Book & Claim allows companies to purchase verified emissions reductions linked to sustainable fuels, regardless of where those fuels are consumed within the industry. Building on the RSB Book & Claim registry's established use in aviation, NORDEN, Microsoft and RSB have now jointly extended the RSB Book & Claim framework to maritime transport for the first time. Anne Jensen, COO at NORDEN, commented: "For many companies, some of the most difficult emissions to address are those embedded deep within global supply chains, where they often have little visibility or direct influence over how goods are transported. This transaction demonstrates how Book & Claim can help bridge that gap. By enabling companies to invest in verified emissions reductions from maritime transport, regardless of where the fuel is used or where they sit in the value chain, we can help accelerate decarbonisation across industries."

"Decarbonising supply chains requires solutions that are both credible and scalable. This collaboration with NORDEN and RSB shows how Book & Claim can help accelerate progress in sectors where change is otherwise complex and demonstrates that companies don't need to wait to start reducing their shipping emissions in a verified and meaningful way," said Bella Horstmann, Senior Manager, Market Development, Microsoft.

"Developing market-enabling tools for decarbonisation across hard-to-abate sectors is a priority for RSB and extending the RSB Book & Claim framework to maritime transport is a direct response to that goal. This collaboration with NORDEN and Microsoft marks a significant milestone in making that a reality. NORDEN's certification is exactly the kind of collaboration that will open this solution to the wider shipping industry," said Max Eichelbaum, Director – Digitisation and Book & Claim. To enable the book and claim maritime transaction, NORDEN became the first maritime operator to obtain RSB Book & Claim trader certification, a prerequisite for issuing and selling verified emissions reductions via RSB's Book & Claim registry. The certification was developed in close collaboration with RSB, which extended its existing aviation framework to cover maritime transport and carriers. Microsoft is the first company globally to use Book & Claim for shipping emissions through the RSB registry, as part of its broader efforts to address value chain emissions. Following this pilot, RSB will update its RSB Procedure for Book and Claim Chain of Custody to enable broader adoption of Book & Claim across the maritime industry. NORDEN will continue working with customers and partners to scale this solution with the goal of making verified emissions reductions a standard offering in ocean transport. **Source : marineinsight**

NAVY NEWS



The **DSS GALATEA** (ex EDT LEON) is chartered for 2 years by the Netherlands Navy seen last september 2nd inbound for Rotterdam to participate in the Worldharbour days 2026

Photo : Reinier van de Wetering - skyphoto Maassluis ©

Retired Royal Navy ship HMS Albion set for 'disposal' as HMS Bulwark sold to Brazil

By Freddie Webb Defence Reporter

HMS ALBION, one of two former Landing Platform Docks, faced an uncertain future after being retired alongside **HMS BULWARK**. While her sister ship was sold to Brazil - and ceremonially named **NDM OLAPOQUE** - **HMS ALBION** was considered in too poor condition. A Ministry of Defence (MoD) spokesperson said: "**HMS BULWARK** is to be sold to the Brazilian Navy, ending more than two decades of service with the Royal Navy, as UK focus turns to the future of amphibious assault ships. Her sister ship, **HMS ALBION**, remains alongside at HMNB Devonport pending disposal."



The **HMS ALBION** outbound from Gibraltar Sept 2020 **Photo : Francis Ferro (†)**

Both vessels will be replaced by new amphibious transport ships. Announced as part of the Defence Investment Plan (Dip), the Royal Marines will be bolstered by a combined fleet with the Netherlands. A £2.4bn maritime partnership was confirmed in July 2026. These new ships will be built in UK shipyards who will be working alongside Dutch industry partners. At 160 metres in length and displacing 15,000 tonnes, they will be capable of transporting troops, vehicles and equipment, including drones, wherever they are needed.

The flight decks of the future UK-Dutch amphibious fleet are being designed to operate current and future long-range drones and autonomous systems, supporting the Royal Navy's transition to a hybrid Navy; conventional crewed warships will be supported by autonomous vessels. Lord Vernon Coaker, Labour minister of state for defence in the House of Lords, said: "**HMS BULWARK** served this country and our allies with distinction for over two decades, and I'm pleased that she will continue her story in Brazilian service, with a nation that has long stood alongside us as a defence partner.

"This partnership with the Netherlands marks a real step forward for our Armed Forces, giving our personnel the modern, interoperable capability they need to operate alongside our allies for decades to come. It's also a vote of confidence in British shipbuilding, backing the skills and shipyards that will keep our industrial base strong and our nation secure."

Speaking in the House of Commons in November 2024, former defence secretary John Healey said both **HMS BULWARK** and **ALBION** were "superficially kept on the books" at a cost of £9m a year. The move to retire both ships was criticised due to the shrinking Royal Navy fleet. These new amphibious transport ships are not expected until the 2030s. It was previously confirmed that £2m a year was spent on **HMS ALBION** while she was stuck alongside. The Ministry of Defence's Annual Report and Accounts 2024-25 showed that the government body has made a constructive loss of £428m from selling the Landing Platform Docks. This was listed as a book value, how much an individual asset is worth when appearing in a balance sheet. Reports in Brazil said **HMS BULWARK** was sold to the South American nation for R\$145m, the equivalent of roughly £20m. This figure has never been confirmed or denied by the MoD. Minister of defence readiness and industry, Luke Pollard, previously said it would not be appropriate to discuss matters which are commercially sensitive. **Source : The News**



Rep. Arnan C. Panaligan has confirmed that the plan to acquire additional 5th, and 6th 3,200-ton Frigates for the Philippine Navy will push through, with more updated weapons and sensors. The contract is expected to be signed before year end, according to sir MonteroMax

USS Delaware makes Tromsø port call during busy period of Russian submarine testing in northern waters



In recent weeks, no fewer than four new and upgraded Russian nuclear-powered submarines have drawn NATO's attention. Two of them are designed to carry weapons that Vladimir Putin hopes could alter the strategic balance. It is not every day that the US Navy announces the name and location of one of its advanced fast-attack submarines. But on 1 September, the Navy's 6th Fleet press office published a series of photographs of the Virginia-class submarine USS Delaware, along with details of its arrival in northern Norway. The Virginia-class fast-attack submarine is designed to excel in anti-

submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and the use of unmanned systems, the Navy said. Going public with such a port call sends a signal to Moscow of awareness and presence. The timing is notable.

The summer of 2026 has been a busy period in the White Sea and Barents Sea, with one Russian submarine after another leaving the shipyards in Severodvinsk for sea trials and patrols. "Russia is investing heavily in a new generation of 'super weapons' designed to bypass and potentially nullify conventional defences," maritime analyst H I Sutton writes in an article for Naval News. Sutton specialises in underwater warfare, submarines and maritime drones. One of these weapons is Poseidon, a nuclear-powered underwater drone shaped like a giant torpedo. Development and testing of the weapon has been under way in Russia's Arctic waters since at least 2018, when Vladimir Putin first publicly announced its existence during his address to the Federal Assembly on 1 March that year.

In mid-August, the first of three submarines of a new class designed to carry Poseidon put to sea from Severodvinsk for its first set of sea trials. The submarine, Khabarovsk, was not at sea for long before returning to port, according to photographs from the Sevmash shipyard seen by the Barents Observer in recent days. However, the brand-new submarine is expected to return to the White Sea for further sea trials in the near future. As with any new submarine class, NATO – particularly the US and UK – has a strong interest in learning as much as possible about the Khabarovsk's navigation and noise-reduction capabilities. Its new weapon is of particular interest, with Russia claiming that the Poseidon has an intercontinental range.

In theory, the enormous nuclear-powered, nuclear-armed torpedo could affect the balance of nuclear deterrence between the United States and Russia. "Khabarovsk is an all-in bet on the Poseidon weapon," Sutton said, adding: "The longer-term impact of Poseidon has yet to be felt. It has to be taken seriously by NATO navies but has not become the focus or pivot which Russia might have been hoping for." Although Khabarovsk is the first submarine of a new class designed to carry the Poseidon, a test-platform submarine, Belgorod, has already been carrying out tests in Arctic waters for several years, including trials involving the Poseidon drone. Belgorod was built on a modified Oscar-II-class hull and has been sailing in and out of Severodvinsk since 2021. Photographs from the Sevmash yard in August showed the submarine returning to the shipyard after a voyage in the White Sea.

A third submarine currently undergoing sea trials is Perm, Russia's newest Yasen-M-class submarine, which is capable of carrying the hypersonic Tsirkon missile. The submarine was seen leaving Severodvinsk on 29 August, in what is believed to be one of the final rounds of testing before entering operational service. Perm first put to sea in August 2025. While the White Sea is suitable for initial navigation trials, most weapons testing takes place in the Barents Sea. For deep-diving trials, however, the Barents Sea is too shallow. Traditionally, new Russian submarines have conducted deep-diving exercises in the waters between Svalbard and the North Cape, where the shallow Barents Sea gives way to the much

deeper Norwegian Sea. This area, known to NATO as the GIUK-North or Bear Gap, is strategically important to US, British and Norwegian submarines, which seek to maintain constant surveillance of the waters. According to the newspaper Nordlys, USS Delaware was the second US Navy submarine to make a port call in Tromsø in less than a week. Finally, a fourth Russian submarine of interest is Leopard (K-328). The modernised Akula-class submarine departed the shipyard in Severodvinsk for the White Sea on 8 June to begin sea trials ahead of its expected return to operational service later this year.

Although Leopard was first commissioned in December 1992, the upgrades carried out at the Zvezdochka shipyard over the past 15 years have been so comprehensive that they have brought the submarine's capabilities close to those of the fourth-generation Yasen-M-class multipurpose submarines. Sea trials with Leopard are likely to continue into the winter before the submarine, now equipped with modern Kalibr cruise missiles, returns to the Northern Fleet. **Source : The Independent Barents Observer / Arctic Today**

SHIPYARD NEWS



CCD (Ceylan Düzdüsen) neemt Den Breejen Shipyard over

Door : René Quist

Den Breejen Shipyard in Hardinxveld-Giessendam krijgt na bijna tachtig jaar een nieuwe eigenaar. CCD neemt de werkmaatschappij en de haven over van de familie Den Breejen. De naam van de werf en de huidige dagelijkse leiding blijven behouden. CCD is een bedrijf dat geleid wordt door Ceylan Düzdüsen (CCM3) CCD en de familie Den Breejen hebben overeenstemming bereikt over de transactie. Een aantal deelpercelen op en rond het werfterrein gaat afzonderlijk naar andere kopers. Die nieuwe perceeleigenaren krijgen geen aandelen in Den Breejen Shipyard en geen rol in de dagelijkse leiding. Voor medewerkers, klanten en leveranciers blijft de organisatie volgens de partijen herkenbaar. Den Breejen blijft onder de eigen naam werken, bestaande contactpersonen blijven bereikbaar en de huidige directie en het managementteam houden de dagelijkse leiding. Een overnamesom noemt het persbericht niet.

Nieuwe eigenaar

CCD wordt geleid door Ceylan Düzdüsen. 'Wij hebben groot respect voor wat de familie Den Breejen en haar medewerkers in bijna tachtig jaar hebben opgebouwd. CCD wil voortbouwen op dit sterke fundament', zegt hij. Volgens Düzdüsen wil de nieuwe eigenaar eerst de organisatie en de medewerkers leren kennen en daarna bekijken hoe de activiteiten en commerciële positie verder kunnen worden versterkt. Ceylan Düzdüsen is bekend als mede-eigenaar van CCM3. Deze afbouwwerf is gevestigd op het terrein van scheepsbouwer Concordia Damen. CCD is een investeringbedrijf dat wordt gevormd door Ceylan Düzdüsen, Concordia (Chris Kornet) en Damen.

Activiteiten blijven

Den Breejen Shipyard blijft actief in nieuwbouw, reparatie, onderhoud en verbouw van schepen. CCD en Den Breejen gaan daarnaast onderzoeken of samenwerking met CCM3 voordelen kan opleveren bij het gebruik van kennis, capaciteit en faciliteiten. CEO Peter Burger benadrukt dat de werf haar bestaande koers voortzet. 'De naam, de mensen en het vakmanschap van Den Breejen blijven de basis van onze organisatie. Met CCD als nieuwe eigenaar krijgen we de mogelijkheid om vanuit die sterke basis verder te bouwen aan de toekomst van de werf.' **Bron : Schuttevaer**

Shipbuilder CSSC net profit surges 163 % in H1 2026

CSSC achieved substantial performance improvements across all core business segments in the first half

By : Katherine Si, China Correspondent

During the first half of 2026 CSSC recorded an operating revenue of RMB91.53 billion (\$13.28 billion), rising 26% year-on-year. Its net profit soared 163.5% to RMB9.95 billion, marking a profitability breakthrough. The shipyard group's

performance was mainly underpinned by increased deliveries of high-end civil vessels, a higher proportion of premium ship types, and rising average vessel prices, which collectively drove steady year-on-year business improvement. In H1 2026, CSSC secured new orders for 177 civil and offshore vessels, with a total deadweight tonnage of 22.45 million dwt and a contractual value of RMB119.39 billion. Specifically, ordered deadweight tonnage surged 128.82% year-on-year, while the total order value jumped 93.06% from a year earlier. Beyond new vessel contracts, the company gained 367 ship repair orders worth RMB 2.596 billion

As of the end of June, the company maintained a large and diversified order backlog, with 729 undelivered civil and offshore vessels on hand. The pending orders reached 93.89 million dwt in deadweight and RMB 526.27 billion in contractual value, providing solid long-term operational visibility. In terms of vessel structure, oil tankers account for 30% of the total order volume by ship count, followed by container ships at 20%, bulk carriers at 15%, liquefied gas carriers at 10%, and special-purpose vessels and other ship types jointly taking up 25%. In addition, the company held 157 outstanding ship repair orders valued at RMB 1.02 billion. On the production and delivery front, CSSC completed the delivery of 102 vessels in the first half of 2026, covering 9.56 million dwt, which accounted for 60.71% of its full-year delivery target and represented a 27.50% year-on-year increase. The company also completed 397 ship repair projects, generating RMB 3.069 billion in repair revenue. CSSC emphasized that the shipbuilding industry is highly correlated with global economic trends and shipping market cycles. Market prosperity, newbuilding vessel pricing and comprehensive construction costs are key variables shaping shipyard profitability, while the dual development of military and civil ship businesses serves as the core pillar supporting the company's sustained growth.

ROUTE, PORTS & SERVICES



Filo Jet captain paid \$3,500 for Honduran licence before Cyprus ferry sank

Filo Jet captain Mustafa Öz paid \$3,500 for a Honduran master's licence after his Turkish qualification became invalid following about 10 years away from the profession, according to evidence presented at Kyrenia District Court. Öz was among nine suspects brought back before the court on 3 September over the 30 August sinking of Filo Denizcilik's high-speed passenger ferry Filo Jet on a voyage from Kyrenia in Cyprus to Taşucu in Turkey.

The Honduran certificate was subsequently recognised by the Turkish Cypriot authorities. The Ports Department said its verification found the document valid, with an expiry date of 30 October 2029. A separate local recognition document was valid until 26 September 2026. Investigators said the forward end of the catamaran's port-side hull section fractured about four nautical miles from Kyrenia. Filo Jet then took on water, listed to port and capsized.

Second captain Merve Nur Seraslan had warned against sailing because Taşucu port was closed by storm conditions until 1500. Previous water ingress, engine problems and steering faults are also being examined as part of the investigation. The nine suspects are Filo Denizcilik director Ali Özdülger; captain Mustafa Öz; second captain Merve Nur Seraslan; chief engineer Zeki Öz; second engineer Metin Gül; and crew members Sertan Erol, Kadir Kuliyeve, Vale Hurmatov and Raşat İbrahimov. They are under investigation over allegations of causing death through negligence and carelessness. Their detention was extended by eight days on 3 September. More than 200 statements had been collected, with about another 100 people expected to be interviewed. Investigators are also examining the vessel's technical records, previous damage, inspections and crew qualifications. Filo Jet was carrying 259 passengers and eight crew. By the evening of 3 September, 10 bodies had been recovered, 239 people had been rescued and 18 remained missing. The wreck was

located at a depth of about 550 metres off Kyrenia. Authorities in northern Cyprus suspended Filo Denizcilik's sailings while the investigation continues. Filo Denizcilik is a passenger and freight ferry operator serving routes between Cyprus and Turkey, including Kyrenia–Taşucu and Famagusta–Mersin. Corporate registry information identifies Ali Özdülger as a director and records 13 shareholders. **Source : Portnews**

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Tugs moored in Maassluis in yesteryears **Photo : collection Pieter van der Valk**

.... PHOTO OF THE DAY



The **N-SEA PATHFINDER** moored in Beverwijk Photo : Bert de Ruiter ©

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