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M/V ALREK outbound passing IJmuiden heading for Hull
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The 2023 built and 11.000 ton dwt. general cargo ship **VERTOM JOY** pictured off Terneuzen outbound Antwerp.

Photo Dirk Nootenboom ©

Equinor: Investigation completed after exposure incident at Mongstad

Equinor says it has completed its internal investigation into an incident on 29 October 2025, in which personnel at Mongstad were exposed to chemicals. The incident occurred during work on a measuring instrument. A number of measures have been implemented to capture lessons learned. On 29 October, activity at the Mongstad refinery was high. The plant was preparing for start-up following an extended maintenance shutdown, and as part of this work, a team was assigned to troubleshoot and fill naphtha into a measuring instrument. The task was expected to take around 30 minutes but lasted for more than five hours. Re-evaluation of risk was not performed and led to prolonged exposure. Two employees experienced discomfort afterwards, and one of them was absent from work for a brief period.

“We take this incident very seriously. Everyone shall be safe when working at the plant, and we work every day to ensure this through the planning, execution and follow-up of our operations. After the incident naphtha has been replaced with glycol, which does not emit benzene, in this type of measuring instrument. The report provides us with clear insight into the causes of the incident and lessons to incorporate into our ongoing improvement work at Mongstad, together with employees, the safety service, suppliers and authorities,” says Bernt E. Tysseland, vice president at Equinor Mongstad.

Causes of the incident

The investigation report points to several factors that contributed to the incident. Staff worked in an area with elevated benzene levels for several hours, and the respiratory protection selected did not provide adequate protection in this situation. In addition, issues relating to the management of the chemical environment are highlighted, and the ramp-up phase after the maintenance shutdown involved high activity and perceived time pressure. This affected the planning and risk assessment prior to the work. No new risk assessment was conducted when the job took longer than planned. Furthermore, the review identified areas for improvement related to the introduction of an updated respiratory protection regime.

Measures to strengthen risk management

Following the incident, several measures have been introduced to strengthen risk management in relation to the chemical working environment at Mongstad. These include enhanced compliance with the protection regime, increased availability of respiratory protection, and further training in the use of benzene and gas detectors. To ensure stronger professional support in the field, a dedicated safety engineer has been assigned to work on improving the chemical working environment at the facility. The incident is reported to the police by the Norwegian Ocean Industry Authority who will both receive the report from Equinor. **Source : portnews**



The **CHEMICAL FRONTIER** outbound passing IJmuiden **Photo : Ruud Coster (c)**

Philippines receives first Russian oil shipment in five years

The Philippines has received its first shipment of Russian crude oil in five years as it seeks alternative sources amid concerns over disruptions to global energy supplies, VNA reported. Multiple reports, citing analytics firms LSEG, Kpler and OilX, indicated that a tanker carrying 100,000 tonnes of ESPO blend crude from Russia's Kozmino port was bound for Petron's refinery in Bataan. Shipping tracker MarineTraffic showed that the Sierra Leone-flagged vessel Sara Sky, carrying the oil, arrived in Limay, Bataan, at 14:00 on March 24.

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The Philippines was expected to import Russian oil this month as it seeks alternative supply sources amid fears of shortages, as Iran maintains control over the Strait of Hormuz during its conflict with the US. The Philippines relies heavily on Middle Eastern oil and faces supply risks and price volatility linked to regional tensions. Energy Secretary Sharon Garin said Manila is exploring all options, including sources from Russia. The country is also in talks with suppliers in Thailand, Japan and Singapore. A 30-day window expiring on April 11, during which the US eased certain sanctions on Russian oil while the conflict continues, has allowed countries to purchase cargo already in transit. On March 24, President Ferdinand Marcos Jr. declared a national energy emergency through an executive order, allowing the government to fast-track fuel procurement, make advance payments for fuel contracts, and ensure the availability of fuel and other essential goods amid rising prices. **Source : Portnews**



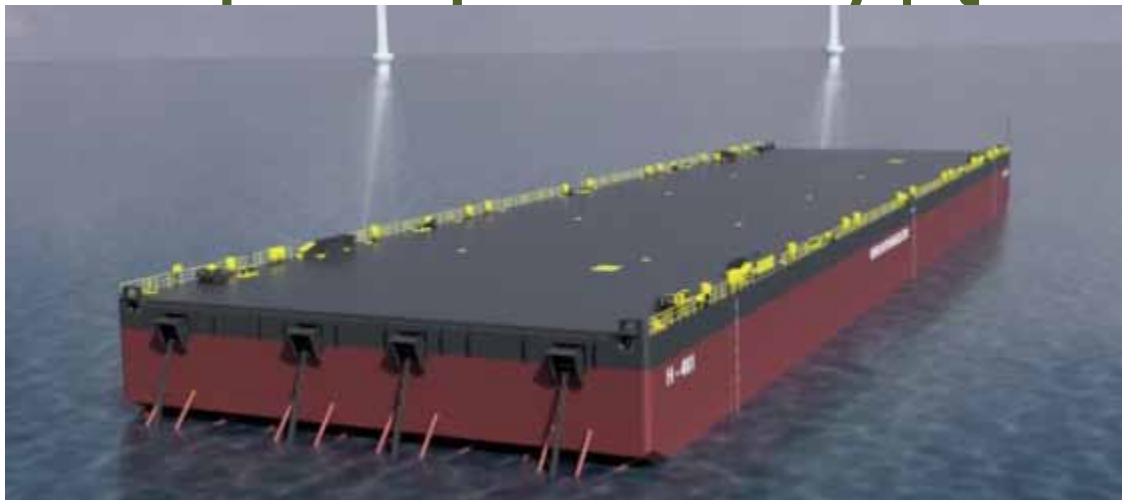
Pilotboat **DIANA** operating at the port of Liepaja **Photo : Capt Johan Trommel ©**

An advertisement for Van Wijngaarden Marine Services BV. The background is a blue sky with white clouds. In the foreground, two workboats are shown. The one on the left is a red and white workboat with yellow cranes. The one on the right is a larger, more complex workboat with a white cabin and yellow cranes. The Van Wijngaarden logo, a stylized 'W' in a blue square, is visible in the top left and on the side of the larger workboat. Text on the left side reads "Van Wijngaarden Marine Services BV". Text on the right side reads "The Right Partner... all over the world." Text at the bottom left reads "MAASTROOM • UNDER CONSTRUCTION EuroCarrier 2712 - DP1 - TIER III". Text at the bottom right reads "RIJNSTROOM • UNDER CONSTRUCTION Multi Purpose Workboat 4716 - DP2 - TIER III - Hybrid - ULEV" and "wijngaarden.com".



The 1996 built and 2.811 TEU-capacity container ship **MSC SENA** pictured off Terneuzen inbound Antwerp.
Photo : Dirk Nootenboom ©

China → Europe Transport Availability | Q3–Q4 2026



Following **HAP0 International Barges** recent announcement regarding the acquisition of the **H-461** (formerly known as **Hydrodeck**), we are pleased to share that the vessel will become available for project cargo transport from China to Europe in Q3/Q4 this year.

The 140 × 40 × 12 m heavy-duty barge—recently upgraded with a double bottom and mooring/anchor winches—offers excellent capabilities for large and complex cargo movements across long distances. We are now planning forward voyages and welcome enquiries for heavy lift & project cargo. If you have upcoming transport requirements in the second half of 2026, our team will be happy to prepare a tailored offer. <https://hapobarges.com/>

Tehran's 'toll booth' system is now controlling Hormuz traffic

- ∅ Some ships have paid fees — reportedly in yuan — though many rely on diplomatic intervention
- ∅ Operators weighing the legal and sanctions risks of engaging, even indirectly, with a US-designated Foreign Terrorist Organization
- ∅ Sanctions experts warn paying IRGC-linked tolls could trigger US, UK or EU penalties, despite Iran insisting 'non-hostile' vessels may transit with coordination

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Iran's IRGC has imposed a de facto 'toll booth' regime in the Strait of Hormuz, requiring vessels to submit full documentation, obtain clearance codes and accept IRGC-escorted passage through a single controlled corridor. Intermediaries forward documentation to the IRGC Navy's Hormozgan Provincial Command for sanctions screening and 'geopolitical vetting'.

THE limited flow of traffic moving through the Strait of Hormuz is now sailing exclusively through an Islamic Revolutionary Guard Corps-controlled corridor requiring specific clearance codes and an Iranian escort service.

Since March 13, a total of 26 vessel transits through the strait have followed a route pre-approved under an IRGC "toll booth" system that requires the ship operators to submit to a vetting scheme.

There have been no transits tracked using Automatic Identification System data via the "normal" route since March 15, according to Lloyd's List Intelligence data. There are another 21 instances where Lloyd's List has been unable to confirm a detour given the lack of AIS data.

According to three separate sources with direct knowledge of the new system, vessel operators are being asked to contact approved intermediaries with IRGC connections prior to moving.

They are then instructed to submit full documentation, including IMO number, ownership chain, cargo manifest, destination and a full crew list.

The intermediaries then forward the package to the IRGC Navy's Hormozgan Provincial Command for sanctions screening, cargo alignment checks that currently prioritises oil over all other commodities, and for what is described as "geopolitical vetting".

While not all ships are paying a direct toll at least two vessels have and the payment is settled in yuan.

If the vessel passes the Iranian screening, the IRGC issues a clearance code and route instructions. Upon approach, the vessel will be hailed over VHF radio for verification of the codes, and a pilot boat is despatched to escort the ship through Iranian territorial waters, around Larak Island.

Iran said in a communique earlier this week that navigation through the strait continued for vessels from friendly nations "in co-ordination with the competent Iranian authorities".

In a letter circulated among International Maritime Organization member states on Tuesday, Iran's foreign ministry said Tehran had "taken necessary and proportionate measures to prevent the aggressors and their supporters from exploiting the Strait of Hormuz to advance hostile operations against Iran".

Iran's representatives at the IMO have not responded to requests for details regarding the measures and payments being taken.

While Iran's Supreme Leader Mojtaba Khamenei has said Iran should keep the strait shut, the letter said the waterway remained open and "traffic has not been suspended".

The critical waterway has seen about a day's normal traffic pass through since March 2, the second full day of the war.

Transit payments

In total 142 vessels have transited since the start of the month, but 67% of that traffic has a direct affiliation with Iran (either through trade or ownership). This figure rises to 90% when looking at traffic in recent days.

Loadings of Iranian crude continue at over 1.5m bpd, according to Vortexa. About 1m bpd is assessed to have transited the strait since March 1, although that number might be higher. At least eight very large gas carriers carrying Iranian liquefied petroleum gas have also transited the strait since March 1.

The remaining trickle of non-Iranian ships is made up primarily of Greece-owned or affiliated vessels (15%) and Chinese (10%).

Iran's pay-to-pass corridor gains traction as first confirmed Chinese vessel makes transit

While all vessels transiting are now understood to be using the new Iran-controlled vetting system, not all vessels are being required to make payments to secure safe passage. Iran's foreign minister Abbas Araghchi has discussed the status of the Strait of Hormuz directly with counterparts in several states over recent days, including: Malaysia, China, Egypt, South Korea and India.

According to the account of each telephone call published on Araghchi's Telegram feed, in each case he stressed that "non-hostile vessels" can transit the Strait of Hormuz "in co-ordination with Iranian authorities".

Any discussion of payment is not referred to.

According to the Indian government, however, no fees or protection money is being paid for the safe passage of Indian ships, suggesting that many of the vessels transiting are doing so on the basis of diplomatic intervention rather than direct payments. Since details of the Tehran transit corridor first starting circulating around industry security officials earlier this week, several companies have been approaching security firms with requests for help to negotiate transit.

Sanctions risk

Most shipping companies with vessels trapped inside the Middle East Gulf, however, remain very nervous about the prospect of legal or political consequences if they are seen to be engaging with the IRGC, even via intermediaries.

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“The IRGC remains a Foreign Terrorist Organization, as designated by the US State Department,” said Claire McCleskey, a sanctions and compliance expert who previously led the compliance division within the US Treasury’s Office of Foreign Assets Control.

“Under US law, providing ‘material support’ to a designated FTO carries not just civil and regulatory risks but the risk of criminal prosecution. However, even with these very real concerns, many non-US companies are likely evaluating recent statements from the US Treasury Department to weigh the sanctions risks of engaging in this kind of activity versus the reward of getting a ship safely through the strait,” said McCleskey, who is a co-founder of Clarity Compliance Consulting. Despite increased interest from mainstream shipping in the Iran-controlled scheme, most shipping companies with vessels currently stuck in the MEG approached by Lloyd’s List confirmed they would not be engaging with the IRGC, even indirectly. Lloyd’s List understands, however that shipowner representatives and security firms have been inundated with requests from owners seeking clarity over the practical and legal consequences of seeking Iranian approval to transit. Maritime lawyers remain doubtful that most companies would take the risk.

“Until and unless Ofac provides additional clarification, I would expect financial institutions to be extremely sceptical as to whether the ‘toll’ fees would qualify as transactions ‘ordinarily incident and necessary’ to the sale, delivery, or offloading of Iranian-origin oil or gas authorised under general license U,” said Manny Levitt, a trade attorney at Holland and Knight, referring to the recent Ofac authorisation that allows for the delivery and sale of Iranian-origin crude oil and petroleum products already loaded on to vessels as of March 20, 2026.

While the general license can be used to mitigate certain US sanctions compliance risks, even if the toll payments were permitted, there are other reputational and legal risks that could arise for a company involved in making payments to the Iranian government, Levitt explained. “Specifically, the general license would not mitigate the risks that could arise under UK or EU sanctions, which still apply, nor would they prevent a company from potentially facing liability under separate US anti-terrorism-related statutes targeting the provision of ‘material support’ to Foreign Terrorist Organizations, which include the IRGC,” said Levitt. **Source : Lloyd’s List**



We’re proud to share that KOTUG has been shortlisted for Tug of the Year at the ITS Awards 2026.

The nomination recognises **SD AISEMAHT**, one of our next-generation escort tugs currently under construction. Designed for operations in Canada, the vessel integrates dual-fuel methanol capability, high bollard pull and advanced engineering to deliver both performance and reduced emissions. As one of the most prestigious distinctions in the global towage industry, the category recognises projects that set new standards in innovation, operational excellence and sustainability. Voting is now open, and we invite our partners and the wider maritime community to support this achievement.

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The **SIDER ONDA** inbound for Amsterdam Photo : Ruud Coster ©

North Korean Shipments of Shells to Russia Tail Off

Analysis carried out by Egor Feoktistov for the independent Russian research organization the Open Source Centre (OSC) has shown in detail how North Korean ammunition has been transferred to Russia, identifying the ships, personnel, routes, deception techniques used and the volumes being moved. The review suggests that the volume transferred appears to be tailing off.

Since the North Koreans began shipping ammunition to Russia for its war on Ukraine, four cargo ships have been identified as carrying the ammunition, owned by two separate companies. MG-Flot owns the Sierre Leone-registered Angara (IMO 9124043), and the Russian-flagged Maia-1 (IMO 9358010), and Sovfracht owns the Antigua and Barbados-flagged Maria (IMO 9266566) and the Russian-flagged Lady R (IMO 9161003). The two companies and three of the ships are sanctioned in multiple jurisdictions, the Maria being the only exception. Two Russian agencies Sovfracht-Vostok and Dzhamaaldin Pashaev, also sanctioned, have acted as shipping managers for the shipments.

The OSC report has identified multiple crew members and the captains on board the four ships, primarily from social media postings, even though sailors are banned from taking mobile phones on board. Many of these sailors have also previously crewed arms-carrying vessels engaged on the Syrian Express run from Russia to Tartus. Following the agreement between Russia and North Korea over the transfer of men and materials several months previously, ammunition shipments began in earnest in September 2023. Since then, the four ships have carried out over 100 transits

to Russia, moving the ammunition from the North Korean port of Rajin, initially through Vladivostok to the former Soviet submarine base at Dunay and later to the Vostochny container port. On AIS declarations and elsewhere, these trips have not been to North Korea but have been attributed by spoofing to Busan in South Korea. The ammunition has then been moved forward by rail, principally to the Tikhoretsk ammunition depot in Krasnodar, from where it has been forwarded northwards to the Donbas or across the Kerch Strait to service the Crimea and Kherson fronts. The Tikhoretsk depot has been hit several times since by massive Ukrainian drone attacks.

The ammunition transported has primarily been artillery 122mm and 152mm calibers, and rockets for the Grad multiple launch rocket system. There have been numerous reports of the inconsistent and differing quality of the North Korean ammunition, which requires its own separate range tables notwithstanding its supposed 'Warsaw Pact' commonality. According to estimates by Reuters, by early 2025 North Korean ammunition was accounting for between 75% to 100% of all daily artillery fires. The total volumes shipped so far has been estimated by OSC as between 8 to 11 million rounds, at a rate of 350,000 rounds per month. In making this estimate, OSC have not relied solely on ship movements spotted by satellite, which can miss movements made under cloud cover.

Since the beginning of this year, there has however been a marked change in the established pattern of shipments. Only two shipments have so far been noted in 2026, the first in January carried by the Angara and the second by the Lady R in March. The Maia-1 and the Maria appear to have been taken off the route and transferred to other Russian Ministry of Defense tasks during 2025. Some have suggested that volumes have dropped because Russian domestic production of ammunition has been stepped up, lessening the need for the inferior North Korean ammunition. Ukrainian Military Intelligence (HUR) believe however that the volumes being exported have collapsed because North Korean stockpiles have now been depleted, a theory supported by reports that ammunition being shipped recently has been of particularly poor end-of-line quality or time-expired. The HUR analysis would have been corroborated by knowledge of reductions in the weight of Russian fire missions. Just as Iranian and Russian dark fleet tankers enjoy freedom of movement, the OSC report again highlights how sanctioned vessels can transit freely through international waters without either impediment or consequences. **Source : MAREX**



The 2011 built and **14.000 TEU**-capacity container ship **MSC TARANTO** pictured off Terneuzen outbound Antwerp.

Photo : Dirk Nootenboom ©



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US cancels French offshore wind projects

French energy company TotalEnergies has agreed to cancel two US offshore wind projects in exchange for a US\$1 billion payment from the Trump administration, shifting focus to gas and power facilities, reports London's S&P Global. The deal covers the Carolina Long Bay and New York Bight projects, which were still in the pre-environmental review stage. TotalEnergies chairman and CEO Patrick Pouyanne said offshore wind development was not in the country's interest and the company would reinvest refunded lease fees into gas production and export projects, including NextDecade Corp's Rio Grande LNG plant in Texas.

US offshore wind has faced setbacks since President Donald Trump banned new projects in January 2025. In December, the Bureau of Ocean Energy Management issued stop-work orders on five East Coast projects already permitted and partly built. The payout to TotalEnergies followed court rulings that allowed developers to resume work on those projects. Sam Salustro of industry group Oceantic Network said the cancelled projects were not advanced enough to affect logistics activity, adding that offshore wind remains a secure long-term power source despite political opposition. He described the cancellations as political theatre amid rising energy prices. The pivot comes as US LNG export capacity, already the largest globally, is expected to nearly double in five years, according to the Energy Information Administration. Ports such as Vancouver USA have reported more wind cargo shifting to Canada, with facilities in Washington state capturing business linked to wind farms in Alberta, Saskatchewan and British Columbia.



The **PROPEL WEALTH** moored in Rio Grande Photo : Marcelo Vieira ©

Iran boosts oil revenue as sole exporter via Strait of Hormuz



Iran is maintaining oil exports near prewar levels and capturing higher prices as disruptions in the Strait of Hormuz constrain shipments from other Gulf producers.

Exports are estimated at about 1.6 MMbpd in March, largely unchanged from before the conflict, with cargoes continuing to load at Kharg Island and transit the strait. That contrasts sharply with curtailed flows from regional producers, many of

which have been forced to cut output or reroute shipments. At the same time, Iran's crude is benefiting from stronger pricing. Its flagship grade is trading at the narrowest discount to Brent in nearly a year, while benchmark prices have risen above \$100/bbl. Together, these factors are boosting revenue despite ongoing conflict. Iran is estimated to be generating roughly \$139 million per day from sales of its main crude stream in March, up from about \$115 million in February. The country is also collecting transit fees from some vessels crossing Hormuz, adding incremental income. Satellite imagery indicates sustained export activity, with very large crude carriers regularly loading at Kharg Island. Iran has also shipped limited volumes from its Jask terminal outside the Hormuz chokepoint, although exports from that facility remain sporadic. While Iranian exports continue largely uninterrupted, other Gulf producers have faced significant disruptions from attacks on energy infrastructure, including damage to refineries, ports and gas facilities. The divergence underscores shifting supply dynamics in the region, with Iran maintaining its export flows and benefiting from higher prices as competing volumes remain constrained.



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SOS Mediterranee Saves 116 Migrants After Deadly Storm Leaves Them Stranded On Gas Platform

The humanitarian rescue group SOS Mediterranee rescued 116 migrants on March 19 from the Miskar gas platform in the Tunisian search and rescue region.



The operation was carried out by its vessel **OCEAN VIKING** using her **WORK RIBS Holland** built RIB's as seen above after the group had been stranded for several days following a storm at sea.

The survivors were later taken to Marina di Carrara in Italy, where they disembarked safely on March 23. Among those rescued were more than 40 unaccompanied minors, 13 women, one child and two babies.



The **OCEAN VIKING** of **SOS MEDITERRANEE** Photo : **Wim Albers** ©

The group had left in two small boats and spent two nights at sea before running into bad weather. Survivors told rescuers that the storm caused people to fall overboard and some did not survive. After their boats were no longer safe, the migrants managed to climb onto the lower boarding deck of the Miskar gas platform to escape the sea. They remained there for four nights. The platform, which is staffed by offshore workers, is located in the Gulf of Gabes off Tunisia. Workers on the platform provided basic help while the group waited to be rescued. SOS Mediterranee said that authorities were aware of the situation but did not act. The group stated that competent states, including Malta, did not respond. Following an urgent request, the UHuman Rights Committee issued interim measures calling on authorities to ensure the rescue and safe disembarkation of those stranded. The Miskar platform is not a usual route for migrants. It lies about one-third of the distance between Tunisia and Malta and is an offshore gas facility developed by BG Group, now part of Shell. The field has estimated reserves of about 1.5 trillion cubic feet of natural gas. **Source : SOS Mediterranee**

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Houthis Threaten Red Sea Escalation as Iran War Risks Spreading to Second Shipping Chokepoint

By : **Mike Schuler**

Yemeni group warns its “fingers are on the trigger” as Hormuz disruption collides with rising Bab el-Mandeb risk. Yemen’s Iran-aligned Houthi movement has issued its clearest warning yet that it could enter the escalating U.S.–Israel–Iran conflict, explicitly threatening action in the Red Sea and tying any intervention to how the war unfolds in the days ahead. In a formal statement released Friday, the Yemeni Armed Forces said their “fingers are on the trigger for direct

military intervention,” outlining specific conditions that could prompt attacks—including the use of the Red Sea for U.S. or Israeli military operations and the expansion of alliances against Iran.

The language marks a significant escalation from earlier rhetoric.

The Houthis warned they “will not allow” the Red Sea to be used as a staging ground for operations against Iran or other regional actors, signaling a potential return to the kind of maritime attacks that disrupted global trade during earlier phases of the Gaza war. Those operations—often involving drones, missiles, and asymmetric targeting of commercial vessels—forced widespread rerouting and drove up insurance costs across the industry.

The Houthis did not issue a blanket threat against all shipping, focusing instead on U.S. and Israeli activity in the Red Sea. But past attacks show the risk is broader, with multiple vessels hit despite no clear links to either country.

The Houthi warning comes as the shipping industry is reeling from the collapse of traffic through the Strait of Hormuz, where vessel movements have plunged and war-risk insurance has been pulled or repriced across large segments of the market.

The U.S. Maritime Administration has already warned that the threat from Houthi forces remains active across the Red Sea and Gulf of Aden, noting that vessels’ electronic signals can be exploited for targeting. Friday’s statement reinforces those concerns, suggesting the group is prepared to escalate if conditions are met.

From late 2023 through October 2025, Houthi forces were responsible for more than 100 attacks on merchant vessels, impacting ships from over 60 countries. Although there have been no confirmed Houthi attacks on commercial shipping since the October 2025 Israel–Gaza ceasefire, the U.S. Maritime Administration continues to warn that the group remains a credible threat.

Beyond the Red Sea, the Houthis framed their position as part of a broader regional alignment with Iran and what they described as the “axis of jihad and resistance.”

Critically, the group laid out three clear triggers for action: the expansion of military alliances supporting U.S. and Israeli operations, the use of Red Sea waters for hostile missions, and continued escalation against Iran. That level of specificity is likely to heighten concern among shipowners, insurers, and naval planners, who have been watching closely for signs that the Red Sea could once again become an active conflict zone. According to Drewry’s latest Red Sea Diversion Tracker, Suez Canal transits are in sharp decline. In the two weeks ending March 22, containership sailings through Suez fell 33% to just 43 transits, down from 64 in the prior period. Major carriers have largely suspended Asia–Europe services through the corridor altogether, with only a limited number of operators still deploying larger vessels on the route. If the Houthis follow through, the industry could soon face a scenario of simultaneous disruptions at both Hormuz and Bab el-Mandeb—two chokepoints that together underpin a significant share of global energy and container trade. **Source :**

gCaptain



The **SKANDI ACERGY** arriving in Rotterdam **Photo : Frits van der Hoek (c)**

Dockers call for AI regulation in Australian ports

Australian dockers have urged the government to introduce regulations on artificial intelligence in critical supply chain sectors, including stevedoring and port services, reports London’s Port Technology International.

The call comes as automation and AI initiatives are advanced at DP World container terminals in Brisbane, Sydney and Melbourne, which together handle a big share of Australia’s container traffic.

The Maritime Union of Australia and the leftist Centre for International Corporate Tax Accountability and Research issued an report warning that up to 1,000 jobs, more than 60 per cent of the workforce, could be affected. The proposed changes include driverless vehicles and remotely operated cranes. The report linked the shift to cost reduction and

profitability, while noting the impact of rising landside fees on businesses and consumers. It also raised concerns over alignment with the Government's National AI Plan, which requires consultation with workers and unions.

Recommendations include stricter oversight and transparency in workplace AI systems, protections for worker data, and measures to prioritise safety and job security. The report also called for stronger tax transparency and action against profit shifting. Maritime Union of Australia National Secretary Jake Field said DP World's Australian ports were paralysed two years ago by a major cyberattack. Mr Field warned that embedding AI and automation software susceptible to infiltration would be "pure insanity" and argued that expanding AI-driven automation poses wider risks to national supply chains and economic stability. The report was presented at Parliament House as part of a broader call for policy measures to strengthen supply chain resilience and limit exposure to external pressures. **Source : Asian Shipper News**

- Air and Sea



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

BV to class new generation of all-electric trimarans for Brim Explorer



Bureau Veritas Marine & Offshore (BV) is pleased to class two next-generation, all-electric high-speed trimarans for Brim Explorer, marking a significant step forward in zero-emission maritime transport.

The trimarans will be constructed at Herde Komposit in Hardanger, with outfitting carried out by Horten Skipsreparasjoner. The vessels have been developed by Brim Tech, the technology arm of Brim Explorer, following nearly six years of operational testing and

optimization using the company's existing vessels as test platforms in Northern Norway and Oslo.

Purpose-built for electric propulsion, the trimarans are the result of extensive real-world testing in Arctic conditions, fjords and open sea. The vessels incorporate lightweight structures and highly optimized hull developed by WIND Naval Architects to minimize energy consumption. Each vessel will accommodate up to 180 passengers and is expected to achieve a range of approximately 100 nautical miles at 20 knots on a single charge. By classing these innovative vessels, Bureau Veritas says it will be supporting the safe integration of advanced technologies while contributing to the development of sustainable maritime solutions. Once delivered, the vessels will operate quiet, zero-emission sightseeing tours in Norway's spectacular fjords, further demonstrating the potential of electric propulsion for passenger transport.

Source : shipmanagementinternational.

BBC Chartering partners with Ahti Pool

Ahti Climate announces that BBC Chartering has signed an agreement to partner with the Ahti Pool to deliver the FuelEU Maritime compliance for several of its vessels. Under the agreement, BBC Chartering will purchase 5,000 tCO₂e through Ahti Pool to fulfil its compliance obligations.

Ahti Pool offers a straightforward, cost-efficient route to FuelEU Maritime compliance. Pool members share compliance obligations across participating ships, benefiting from the Pool's economies of scale. Ahti Pool is a fully neutral FuelEU

Maritime solution and is not tied to any single compliance option. In Ahti Pool's experience, a typical ship will need approximately 150-200 tCO₂e to fulfil its FuelEU Maritime compliance obligations in 2026. By joining Ahti Pool, BBC Chartering says it gains access to a proprietary emissions management platform, market-leading pooling mechanisms and bunker sourcing that are designed specifically to deliver cost-effective compliance with FuelEU Maritime.

Ahti Pool manages hundreds of vessels from leading owners and operators - including Van Weelde Group, Bore, Spliethoff, Stenersen and Neste - and administers more than €100 million of emissions exposure. Its model lets members transfer emissions savings from over-complying ships to those needing additional compliance, helping avoid penalties and creating potential financial upside through use of renewable green fuels. Christoph Deters, Chief Operations Officer at BBC Chartering, said: "After analysing available FuelEU Maritime compliance options and assessing the costs and resources required we have chosen to enroll part of the BBC Chartering fleet into Ahti Pool. Being part of Ahti Pool will enable us to optimize our compliance costs and support our wider decarbonization strategy while holding up our service model 'Any port. Any cargo'." Risto-Juhani Kariranta, Chief Executive Officer at Ahti Climate commented: "We are delighted to welcome BBC Chartering into Ahti Pool. BBC's scale, operational reach and commitment to environmentally conscious shipping strengthen the Pool's capacity to deliver cost-effective FuelEU compliance. The arrival of BBC Chartering into Ahti Pool is testament to our pooling mechanisms' ability to make the green transition more affordable and practical for shipowners and operators." Source : [shipmanagementinternational.com](https://www.shipmanagementinternational.com).



The **ANJI FLOURISHMENT** outbound from Le Havre Photo : Fabian Montreuil (c)

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Soaring Prices Set to Crash China's LNG Imports to 8-Year Low

By Tsvetana Paraskova

Surging LNG prices amid the war in the Middle East are set to lead to the lowest monthly LNG imports into China in eight years as Qatari and UAE supply is off the market and Chinese buyers look to raise supply from domestic gas production and pipeline deliveries. China is on track to import about 3.7 million tons of LNG in March, per tanker-tracking data by Kpler cited by Bloomberg. That would be the lowest monthly import level in the world's top LNG importer since the spring of 2018, as well as a 25% slump compared to March 2025, according to Bloomberg data and analysis.

The de facto closure of the Strait of Hormuz has stranded all Qatari and UAE supply of LNG. Additionally, Qatar's LNG capacity has been severely damaged by Iranian missile attacks, which forced state firm QatarEnergy to declare force majeure on contracts and start quantifying the losses. The Iranian missile attacks on Ras Laffan Industrial City (RLIC) dashed hopes of quick resumption of Qatari LNG flows even if the Strait of Hormuz were to open to unimpeded and safe traffic today. QatarEnergy last week said the damage from Iranian missile strikes on the Ras Laffan LNG complex, the world's single largest LNG-producing facility, would cost it about \$20 billion per year in lost revenue and to take up to five years to repair. As a result, Asian LNG prices have nearly doubled this month and Asian buyers are outbidding Europe for spot supply.

China had some buffer to allow itself not to spend too much on costly LNG imports this month. The country's LNG storage was estimated by Kpler at about 51% by end-March, and this buffer allows Northeast Asian buyers to draw on existing inventories. The effect would shift peak restocking season in China, Japan, and South Korea to June–July rather than April–May, according to Kpler. **Source : Oilprice.com**

Tanker freight may spike amid China-US fee dispute



The **MAERSK TRIESTE** moored in Rotterdam Caland canal **Photo : Jan Oosterboer (c)**

Global tanker freight rates, which have fallen this month, may rebound as China imposes port fees on US-owned ships, reports HoChi Minh's Global Tanker Freight.

The Chinese government announced fees of about \$56 per net ton on US-owned ships calling its ports, which could mean costs of over \$5.9 million for VLCCs and \$1.9 million for LR2s and Aframaxes. The move follows US port fees on Chinese-owned ships and has raised fears of trade disruption.

The notification defines US-owned vessels as those where American enterprises or individuals hold 25 per cent or more equity, voting rights or board seats. Analysts warned this could affect companies listed on US stock exchanges, including Scorpio, Ardmore, Teekay and Torm, whose tankers may avoid Chinese ports until clarity emerges. Ralph Leszczynski of

Bancosta said the 25 per cent equity rule would be difficult to quantify, as indirect ownership through investment funds could trigger fees. He suggested the measures may eventually apply only to US-headquartered firms, which represent a small share of the global fleet.

Brokers noted around 14 per cent of the global VLCC fleet and 15 per cent of Aframax-LR2s and MRs are US-owned or operated if US-listed companies are included. Chinese trade could also be affected, as the country imports naphtha and exports jet fuel, gasoline and diesel. The announcement came as tanker freight was easing after recent highs. VLCC daily earnings on the Persian Gulf-China route fell from over \$100,000 in September to below \$70,000 in October. MSI forecasted average VLCC earnings at \$61,400 this quarter, nearly 50 per cent higher than the previous quarter. Analysts said the reference to US-operated ships adds uncertainty, as oil majors control many tankers. Platts assessed the Persian Gulf-China VLCC route 16 Worldscale points higher on October 10 at w86, while the Persian Gulf-East Africa MR route rose w8.5 to w182.5.



Spotted last Friday morning in Rotterdam Caland canal the 2012 built **ROBERTA B** (ex Seaways Kilimanjaro)
Photo : Jan Oosterboer ©

The Sentinel Marine logo features a stylized blue wave icon. To the right of the logo, the text reads "SENTINEL MARINE" in large, bold, black letters. Below this, a tagline states "Creating a brighter future with a cleaner, greener fleet of multi-role ERRVs". The website address "www.sentinel-marine.com" is displayed in a smaller font. At the bottom, contact details for Aberdeen and Singapore are provided, including phone numbers and email addresses.

SENTINEL MARINE
Creating a brighter future with a cleaner,
greener fleet of multi-role ERRVs
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Singapore 65 6223 7168 Singapore@sentinel-marine.com

Cadeler announces investments in fleet expansion

Cadeler says it has completed a private placement raising approximately EUR 175 million, at a price above the Company's 5-day VWAP, to fund initial capital commitments for two proposed T-class Wind Foundation Installation Vessel newbuilds and the potential acquisition and conversion of a scour protection vessel. Importantly, Cadeler's fleet expansion is structured to preserve a clear path to capital returns.

Strong operating cash flows, a robust balance sheet, and limited near-term capital commitments support the Company's continued ability to allocate capital to shareholders.

While Cadeler doubled the size of its fleet on the water (and corresponding capacity to generate operational cash flows) in 2025, industry newbuild activity has remained highly disciplined. No wind foundation installation vessels have been ordered globally since Cadeler's last order in Q2 2024. A tightening projected vessel undersupply from 2029 onwards underpins favourable long-term utilisation and pricing.

Cadeler is in advanced discussions for two competitively priced T-class newbuilds, to be delivered in 2030 and 2031. Payment profiles for both newbuilds are anticipated to be back-loaded, with a majority of the capital commitments falling due after 2029 and the total capex expected to be 65% debt financed. With limited near-term cash outflows, the addition of the T-class vessels to Cadeler's fleet is not expected to impact near-term dividend capacity or capital return ambitions.

In parallel, Cadeler is evaluating the acquisition and conversion of a scour protection vessel. This initiative would strengthen Cadeler's foundation transportation & installation (T&I) offering, reducing Cadeler's reliance on sub-contractors, improving competitiveness in pricing, and maximising retained profits, while offering a capital-efficient and accelerated route to market. Financing options under consideration further support a disciplined capital structure. With strong underlying demand and renewed momentum in the offshore wind industry globally, Cadeler anticipates good employment prospects across its expanded fleet. Cadeler remains committed to balancing selective growth with an attractive and sustainable return of capital to shareholders. No additional equity is expected to be required to fund current plans. **Source : portnews**



The PSV **FS SCEPTRE** loading bulk cargo at the port of Den Helder **Photo : Wim Albers ©**

Suez Canal introduces new IMO-compliant hazardous waste services

The Suez Canal has taken a step forward in maritime environmental protection with the launch of fully IMO-compliant hazardous waste reception services for vessels transiting the waterway.

The development is being hailed as a landmark achievement for both regional sustainability and global shipping standards. As stated, the initiative, implemented by Antipollution Egypt, part of the Greece-based V Group, provides comprehensive management of ship-generated hazardous waste in strict accordance with MARPOL requirements.

Approved by Egypt's President, Abdel Fattah El-Sisi, the project aligns with Egypt's broader sustainability agenda. The hazardous waste reception services are set to begin operations on 15 April.

The Suez Canal handles approximately 12% of global trade, making environmental safeguards in the region essential. The introduction of certified hazardous waste reception services ensures that vessels can discharge waste safely, efficiently, and in full regulatory compliance, significantly reducing the risk of marine pollution.

The move aligns the Canal with leading international ports that have adopted advanced port reception facilities under IMO standards. As explained, the new services will be supported by technological innovation, incorporating a zero-waste strategy and targeting net zero carbon emissions, positioning the Suez Canal at the forefront of sustainable maritime infrastructure. We are committed to making this one of the most important and historic marine environmental services worldwide. This is not just a project for the Suez Canal, it is a global benchmark for how shipping can operate responsibly and sustainably. ...said Vyron Vasileiadis, Chairman, V Group.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2026- 078

Furthermore, Antipollution Egypt's offering covers the full chain of hazardous waste management, from collection, transport and treatment to final disposal, in accordance with international environmental best practices.

The project is a cornerstone of President El-Sisi's vision to transform the Suez Canal into a "Green Canal", combining operational efficiency with environmental responsibility. Admiral Osama Rabie, Chairman of the Suez Canal Authority, has personally overseen the project, ensuring it meets both national priorities and global environmental standards. The initiative has also benefited from the sustained support of Kamel Al-Wazir, Minister of Transport, whose active involvement from the outset has been instrumental in bringing the project to fruition. **Source : [safety4sea](#)**



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NAVY NEWS



The [USAV GENERAL BREHON B SOMERVELL \(LSV 3\)](#) arrived from Subic In the port of Puerto Princesa City for a few days R&R [USAV GENERAL BREHON B SOMERVELL \(LSV 3\)](#) is a **General Frank S. Besson-class** logistics support

vessel. The ship was built by VT Halter Marine, (formerly Moss Point Marine) of Gulfport, Mississippi. It is named for General Brehon B. Somervell, the Commanding General of the United States Army Service Forces in World War II. The vessel is currently home-ported in Joint Base Pearl Harbor Hickam (JBPHH), Hawai'i and is assigned to the 8th Special Troops Battalion, 8th Theater Sustainment Command. The vessel is currently planned to be retired from service in 2029.



The LSV departed last Thursday afternoon again from Puerto Princesa City as seen above

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

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

Sailor injured during flight operations aboard carrier USS Abraham Lincoln

By Riley Ceder

A sailor was injured on March 25 aboard the **USS ABRAHAM LINCOLN** while the carrier was conducting flight operations in the Arabian Sea, the Navy announced. "The sailor has been transported ashore for additional medical care and remains in stable condition," according to a U.S. Naval Forces Central Command/U.S. Fifth Fleet post on X. The injury was not life threatening, the service stated. The circumstances of the incident are under investigation. The carrier remains deployed as a part of Operation Epic Fury, conducting strike missions on Iran. The world's largest aircraft carrier experienced a non-combat fire on March 12 that reportedly damaged almost 100 sleeping berths. The **USS ABRAHAM LINCOLN** departed Naval Base San Diego, California, on Nov. 21, 2025, for an Indo-Pacific deployment but was rerouted to the Middle East as tension between Iran and the U.S. mounted in the weeks leading up to the Iran war. The **Abraham Lincoln Carrier Strike Group** arrived in the U.S. Central Command area of responsibility in January, along with Carrier Air Wing 9 and destroyers **USS FRANK E. PETERSEN, Jr.**, **USS SPRUANCE** and **USS MICHAEL MURPHY**.

Nearly 300 troops have been injured so far during Operation Epic Fury, which began on Feb. 28 when the U.S. military launched strikes against Iran, killing Iranian Supreme Leader Ayatollah Ali Khamenei. Ten U.S. service members remain seriously wounded, while 255 have returned to duty. Thirteen U.S. service members have been killed in action during the war. Source : [Navytimes](https://www.navytimes.com)

PH Navy ship averts collision with Chinese warship near Pag-asa

By : Bianca Dava, [ABS-CBN News](https://www.abs-cbn.com)

The Armed Forces of the Philippines (AFP) Western Command (WESCOM) reported that the Philippine Navy's BRP Benguet successfully averted a potential collision after a People's Liberation Army Navy (PLA-N) Type 054A missile frigate (Hull 532) executed a dangerous maneuver during a maritime operation near Pag-asa Island on Wednesday, March 25. In a video released by the WESCOM on Thursday, the PLA-N warship was seen closing in and passing at a dangerously close distance from the Philippine vessel. "Such dangerous maneuvers are provocative and constitute a clear violation of the Convention on the International Regulations for Preventing Collisions at Sea (COLREGs)," the WESCOM said in a statement.

"Despite this, the measured and decisive actions of LS-507 effectively prevented escalation while ensuring the safety of all personnel on board," it added. The WESCOM called on the PLA-N to adhere to established international rules and norms to prevent incidents at sea. It also reaffirmed its commitment to continue lawful maritime operations with

professionalism and resolve in exercising the country's sovereignty, sovereign rights and jurisdiction in the West Philippine Sea.



Based on images published, long-range Ukrainian drone appear to have damaged Russian Icebreaker **PURGA** – under construction in Vyborg Shipyard, St Petersburg, far away from the frontline

PH Navy ship detects Indian submarine during multilateral drills

By : Bianca Dava, ABS-CBN News



BRP MIGUEL MALVAR (FFG6) - PF Facebook page

The Philippine Navy's guided missile frigate **BRP MIGUEL MALVAR (FFG6)** (FFG-6) successfully detected an Indian Navy submarine during the anti-submarine warfare phase of the Exercise MILAN 2026.

According to Armed Forces of the Philippines spokesperson for the West Philippine Sea Rear Adm. Roy Vincent Trinidad, the Malvar was the only one among the participating warships that managed to locate the submarine during the drills held off Visakhapatnam in Andhra Pradesh in India. "There were 33 warships from different nations involved," Trinidad told reporters in a press briefing at Camp Aguinaldo, Quezon City on Tuesday.

"During the conduct of the [anti-submarine warfare], it was only our warship that was able to detect the submarine," he added. Submarine detection is considered one of the most complex operations in naval warfare, requiring advanced

systems and highly trained personnel. "Our systems are not at par yet, not as high-end and modern as the other warships, but it was the individual sailor who was very keen on his job to be able to look for differences of sound propagation. Hence, they were able to detect," the official said. "It is a highlight of the skill of the individual Filipino soldier and sailor," he added. Exercise MILAN 2026, held from February 17 to 26, gathered naval forces from multiple countries and underscored growing maritime cooperation among partner nations. It also marked the Philippine Navy's first participation in the multinational drills.



USS STOCKDALE (DDG 106) Arleigh Burke-class Flight IIA guided missile destroyer Pacific-bound in the Miraflores Locks on the Panama Canal - March 25, 2026 source : Facebook- SRC: webcam

SHIPYARD NEWS



[CLICK HERE TO VIEW THE COMPANY MOVIE !](#)

Damen delivers second of four Combi Freighters 3850 to Reederei Bernd Sibum

On 25 March, Damen Shipyards Group delivered the second of four **Combi Freighters (CF) 3850** to Reederei Bernd Sibum following successful sea trials in Shanghai. The vessels are being constructed at Damen Yichang Shipyard in China. The first vessel, delivered at the beginning of February, is currently on its maiden voyage, bound for Norway with a project cargo. The new generation CF 3850 vessels are designed for high efficiency. In their standard form the vessels are able to sail on 100% biofuel and are prepared for hybrid propulsion. Reederei Bernd Sibum, however, has received funding from the German Government, which has enabled it to invest in adding further sustainable features to its vessels.

Reducing environmental footprint

The NaMKü (Nachhaltige Modernisierung von Küstenschiffen / sustainable modernisation of coastal ships), awarded by the Federal Ministry of Digital Affairs and Transport (BMDV), aims to reduce the environmental footprint of short sea shipping. The green modifications of these vessels are jointly funded by the NaMKü programme and the vessel owner, with Mare TrustAG, Oldenburg, Germany, taking the lead on the equity side.

As a result of this, the four vessels will feature hybrid propulsion with a PTO/PTI system, providing the opportunity to sail with zero emissions for a period of time, as well as shore power connection capabilities when in port. Additionally, the vessels will have Econowind Ventifoils fitted, which are expected to reduce fuel consumption by a further 12.5%. The first vessel is scheduled to undergo this process at [Damen Shiprepair Harlingen](#) shortly after arrival in Europe.



Cost-efficient commissioning

For the project, Damen undertook Hardware-in-the-Loop (HIL) testing of the onboard systems and automation. With this, Damen connects the actual hardware to be used in the vessels to a simulated, virtual environment. This enables safe, repetitive testing, adjustment and validation prior to construction, resulting in efficient commissioning and ensuring the vessel meet expectations from the outset.

The CF 3850 vessels are also being installed with Damen Triton. The IoT system collects and analyses data from thousands of sensors located around the vessels. This allows the operator to optimise sailing in real time, and provides feedback that Damen uses to inform the ongoing evolution of its designs over successive generations.

Actively pursuing improvement

Reederei Bernd Sibum Managing Director Bern Sibum says, "With these vessels, it was our intention to actively pursue improvement. This meant doing something to safeguard the environment, but also to create a vessel that was advantageous to charterers and comfortable for crew. When we presented our ideas to Damen, they were very professional. They listened closely to what we had to say and very quickly came back with a proposal to meet our goals. High quality finish" I was also very impressed on visiting Damen's location in China," he continued. "The facility is of a very high standard and the workforce is very positive and committed. The collaboration between the colleagues in Yichang, the Netherlands, and our team has worked very well, and has been an important factor in the high quality and finish of the vessels." Remko Bouma, Commercial Director of Damen Cargo Vessels, adds, "From the very start, our cooperation with Reederei Bernd Sibum has been very good. I'm particularly grateful to the company for our positive discussions, including on how we could do some things differently. To get the operator's perspective on these matters is invaluable for us as shipbuilders, and will contribute enormously to the continued development of our designs."

Smulders HSM to Kick Off Construction for East Anglia TWO

Smulders HSM to Kick Off Construction for Offshore Substation Topside and Jacket for East Anglia TWO

Smulders HSM, a subsidiary of Eiffage Métal, is progressing construction activities for the East Anglia TWO offshore substation topside and jacket foundation following the award of the EPCIC contract by Scottish Power Renewables, part of the Iberdrola Group, in 2025. Construction of the offshore high-voltage substation topside and its supporting jacket foundation has now formally commenced. The topside fabrication is underway at Smulders HSM's Stormpolder yard in

the Netherlands, and the jacket works have been officially launched at our yard in Newcastle, the UK, marking the next major execution milestone for the project. The topside will measure approximately 58 x 35 x 30 metres (LxWxH) and weight around 5,100 metric tonnes, while the jacket structure will be approximately 40 x 32 x 58 metres (LxWxH) and weight around 3,450 metric tonnes.



Hans Leerdam, Commercial Director at Smulders HSM, said: "This moment represents a significant step forward in bringing East Anglia TWO into reality. With the topside now under construction at our Stormpolder yard and the jacket works officially launched in Newcastle, we demonstrate the combined strength of Smulders HSM, delivering safely and efficiently while adding UK local content to the project. Our teams across yards in the Netherlands and the UK are fully engaged and ready to demonstrate the execution excellence this landmark project demands." Charlie Jordan, ScottishPower Renewables CEO said: "It's a proud moment to see work underway on the offshore substation for our third windfarm in the southern North Sea, taking us another step closer to a clean energy future for the UK. And how exciting to see the jacket foundation being manufactured just up the coast from where East Anglia TWO will be operating in a couple of years' time. This is a great example of the difference we're making – enhancing the UK's energy security, supporting jobs and unlocking growth – thanks to our commitment to a clean energy future."

The East Anglia TWO offshore windfarm will be located in the southern North Sea approximately 33 km from the Suffolk coast at its nearest point off Southwold and 37 km from Lowestoft. Once completed, the windfarm is expected to have an installed capacity of up to 960 MW, enough to power the equivalent of around 950,000 homes. Initial engineering works for the project began in summer 2024 under an early work agreement. Jacket installation is planned for 2027, with the topside installation to follow later in the year. As an integrated EPCIC contractor, Smulders HSM -a subsidiary of Eiffage Métal- provides multidisciplinary offshore platform solutions supported by strong engineering expertise and decades of experience. With over 60 years in the offshore sector and more than 150 completed projects, we deliver high voltage substations, green hydrogen platforms, gas production and processing modules, CCS infrastructure and steel jacket foundations worldwide. In 2025, Smulders acquired HSM Offshore Energy, combining complementary strengths to deliver large offshore wind and energy projects more efficiently. The new brand name Smulders HSM reflects this integration and is the dedicated Business Unit Offshore Platforms within Smulders.

UK earmarks shipyards as critical for national security

By : Sam Chambers

Shipbuilding, steel, AI and energy infrastructure will be recognised as critical for UK national security, with new guidance prioritising contracts for British business where necessary to protect national security, according to new guidelines from the Keir Starmer-led government.

"Recent events have shown the fragility of global supply chains, and the importance of ensuring domestic capacity in key sectors which are vital for national security," the British government stated in a release. Cabinet office minister, Chris Ward said: "Whether you make steel in Scunthorpe, build ships on the Clyde or run a small tech firm in the Midlands, this government is on your side... This government believes its spending should do more than buy a product or service. It

should create jobs, build skills and strengthen communities. "Spanish-controlled Navantia UK, the largest shipyard group in the kingdom, responded to the announcement with Derek Jones, chief commercial officer, saying: "It makes absolute sense for Britain to prioritize local industry, and it's encouraging to see the cabinet office spell this out so clearly." A number of previous administrations prior to Starmer's have also tried to resuscitate the British shipyard scene, while across the English Channel many European nations are also spending to revive shipbuilding.



RNLB WINDSOR RUNNER (Civil Service No. 42) on the slipway at Buckie 27/03/26
Photo : Alan Soutar ©

ROUTE, PORTS & SERVICES



Corvus Energy battery systems selected by ABB for Washington State Ferries

Corvus Energy says it has been selected by ABB's Marine & Ports division to supply battery energy storage systems (ESS) for two new hybrid electric ferries for Washinton State Ferries, a leading ferry operator in the United States. The contract also includes an option for a third vessel.

Washington State Ferries (WSF) manages the largest ferry system in the United States, operating 21 auto-passenger ferries across 10 routes serving 19 terminals. The two new hybrid electric ferries will be the first of up to 16 new vessels delivered as part of WSF's \$3.98 billion Ferry System Electrification plan (source). The project is anticipated to be the largest investment in maritime electrification and the largest ferry electrification project in the United States to date, an

important milestone for U.S. marine emissions reduction efforts. The new 1,500 passenger and 160 vehicle capacity ferries will play a crucial role in WSF's strategy to modernize its fleet and reduce its environmental footprint.

Ferry operations with low emissions

The hybrid ferries, equipped with both an energy storage system (ESS) and diesel-powered generators, will be designed to operate using battery power alone, as access to sufficient onshore charging capacity allows. An environmentally friendly configuration, fully battery-powered operations produce zero emissions and require zero fuel.

With the new hybrid ferries, WSF aims to achieve sizeable reductions in fuel consumption and greenhouse gas emissions. This is in alignment with both WSF's target to reduce ferry fleet emissions and Washington State's broader environmental goals. "Washington State Ferries forge a very progressive path towards environmentally sustainable operations with these electric hybrid ferries, marking a significant milestone in the evolution of zero-emission maritime transportation in the US," says Bruce Strupp, Vice President Marine Systems of ABB's Marine & Ports division a leader in vessel electrification. With respect to their ESS selection, he remarks, "The proven reliability, safety and performance of the Corvus ESS was important in awarding this contract to Corvus Energy."

As the propulsion single source vendor for the new WSF ferries, ABB selected the Corvus Dolphin NxtGen ESS for the vessels. Lightweight and high power, the system incorporates next generation marine ESS design with the well-proven safety features and unmatched performance profile integral to Corvus battery systems.

Leading ferry electrification in North America

"We are thrilled to be chosen as a partner by ABB for the Washington State Ferries hybrid vessels. Washington State's progressive Ferry Electrification Plan is a noteworthy milestone for US marine electrification. It's a leading example of advancing sustainable ferry operations not only within the United States but also globally." says Fredrik Witte, CEO of Corvus Energy.

term commitments to establish a presence in the United States. Witte concludes, "We are excited to see increased demand from North America and look forward to installing our groundbreaking Dolphin NxtGen ESS onboard the Washington State ferries." The shipyard contract for the WSF project was awarded to Florida-based shipbuilder, Eastern Shipbuilding Group. The first two hybrid electric ferries for Washington State Ferries are scheduled for operation in 2030 and in 2031. **Source : portnews**

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<http://newsletter.maasmondmaritime.com/ShippingNewsPdf/magazine.pdf>

Thordon Bearings announces key appointments

This signals continuing growth plans for the Company in commercial shipping

Thordon Bearings has announced two significant appointments which reinforce its commitment to meet growing demand for high performance, pollution-free seawater-lubricated bearings and seals in commercial shipping.

Anthony Hamilton has been appointed VP of Engineering and Product Development of Thomson-Gordon Group (TGG), the parent company of Thordon Bearings, with a mission to leverage group-wide capabilities in growing its merchant marine business. At the same time, Thordon Bearings has appointed Martin Linder as its new Merchant Fleet Marine Business Development Manager, Northern Europe.

Based in Burlington, Ontario, Canada, Hamilton has led TGG's engineering and new product development as Technical Director since 2021. His new appointment recognizes the way his role has expanded over time across Hydro Engineering, Marine and Global Service & Support.

"Anthony has consistently offered strong technical leadership to match the depth of knowledge and experience he brings to the company," said Anna Galoni, CEO, Thomson-Gordon Group. "He plays critical roles in innovation, advancing our product portfolio, and the delivery of exceptional service to our customers. His work across the group helps us to share expertise and insights, drive innovation and accelerate execution for our sector-specific customer groups." Based in Onsala, near Gothenburg, Sweden, Linder has spent his entire career in the maritime sector, developing relationships with shipowners and fleet managers across Europe and Asia. Fluent in Swedish, English and Japanese, and holding a degree in chemical engineering from Chalmers University of Technology, Sweden, he brings extensive experience from well-known marine sector OEMs involved in both water treatment and propulsion. Linder will seek to consolidate and grow market share for Thordon's propeller shaft bearing systems based on the proven benefits that tanker, bulk carrier,

container ship and cruise ship owners have experienced with high performance seawater-lubricating bearings and seals. Eliminating the risk of seal damage and oil leaks from propeller shafts, Thordon users also profit from lower bearing wear and simplified maintenance routines. Priorities for Linder also include building orders for the award winning Thordon-Blue Ocean Stern Space (T-BOSS®) - the design concept that replaces a ship's stern tube with a dry chamber that allows for the inspection, maintenance or replacement of a seawater-lubricated single bearing and seal from the inside of the ship, while the vessel is afloat, and without having to withdraw the shaft or enter drydock. This has never before been possible. Owners specifying T-BOSS® would save CAPEX and OPEX that could exceed US\$1 million over a ship's life cycle, according to Thordon Bearings estimates. Source : portnews

OLDIE FROM THE SHOEBOX



Newsclippings reader & contributor **Billy Barnett** came across this while visiting Zhan Jiang recently she's the ex Japanese cargo passenger ship the **BRAZIL MARU** now rusting away on a pier at Zhan Jiang China.

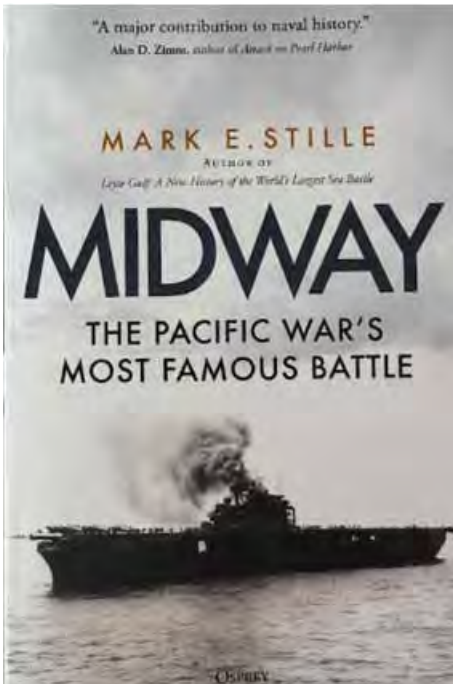


BOEKBESPREKING

By : Frank NEYTS

“Midway”

Osprey Publishing issued a most interesting book “**Midway. The Pacific War’s most famous battle**”. The book is written by Mark E. Stille. Midway is the most famous battle of the Pacific War, and one of the most mythologized. The traditional view of the battle is of a heavily outnumbered American force snatching victory in the face of overwhelming odds. Pacific War expert Mark E. Stille challenges this narrative and argues that the plans, personalities, doctrines, ships and weapons of the two sides meant that a Japanese defeat was the more likely outcome. This new study provides an unparalleled level of insight and thorough analysis into one of the decisive moments of the Pacific War. Like all publications of Osprey Publishing, a most interesting book! A reaction from Alan D. Zimm, author of *Attack on Pearl Harbor*: “A major contribution to naval history”. “**Midway**” (ISBN 978 1 4728 6207 5), a softback, counts 400 pages and costs £14.99 or USD22.00, Can\$ 29.00 P&P exclusive. One can buy the book in the better bookshop or direct with the publishers: Via the Osprey website: www.ospreypublishing.com.



.... PHOTO OF THE DAY



Cadeler's **WIND MAKER** spotted in Taiwan **Photo : Jelle Kralt ©**

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