



# The Porthole

Volume 22 No. 12

December 2022

The newsletter of  
the Company of Master Mariners of Australia,  
South Australian Branch

PO Box 1, PORT ADELAIDE, SA 5015

Branch Patron: Her Excellency the Honourable Frances Adamson AC



Happy Christmas  
and a  
Good New Year  
to all

The next Branch meeting will be held at  
the Largs Pier Hotel 198 The Esplanade, Largs Bay,  
on Wednesday, 25th January 2023, at 1145 for 1200.  
The Branch AGM will be held immediately after the Branch meeting  
Please confirm your attendance at the lunch or register your apology  
before 1200 on Monday, 23rd January 2023  
with Bob Westley (0427 644 947) or Ian Dickson (0418 807 788)

## In this issue

Utmost Dispatch - Michael Grey	2
Ever Forward pilot distracted by cell phone prior to grounding	2/3
Stowaways rescued from ship's rudder after 11 day voyage	3/4
Nuclear power pursued by Canadian port	4
Fires, cargo/vessel losses, theft, drive up insurance claims	4/5
Cruising for a bruising... The world's biggest cruise ship goes viral for all the wrong reasons	5/6
Rise of the Dark Fleet risks global shipping's reputation	6/7
Tankers, crimes and fortunes	7/8
Tanker log jam eases	8
VinFast RoRo departs Vietnam with eSUVs to compete with Tesla	9
<i>Branch Members Only</i>	
Minutes of Branch meeting on 30 November 2022	10
Attachment to Minutes of Branch meeting on 30 November 2022: Summary of business considered by the Federal Court meeting on 19 November 2022	11
Minutes of Branch Annual General meeting on 19 January 2022	12
Nomination form for officers for the 2023 Branch Court	13



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity and Prestige of Master Mariners in particular.

## Utmost dispatch

By Michael Grey

Everyone is in such a tearing hurry these days; impatience seemingly part of modern mankind's DNA, as the roof is raised when the "just in time" delivery isn't, or the car in front is a microsecond late getting away from the traffic lights. And in our maritime world, we live, as we always have, in the shadow of those two words "Utmost Dispatch".

Once metaphorically underlined in charter parties or in the orders presented to shipmasters before they sailed, although possibly qualified with the shipowner's get-out clause about "not prejudicing the safety of the ship", Utmost Dispatch is an invitation to earn the employers' esteem through haste and a measure of risk-taking. It will be accompanied by an unspoken and unwritten threat to the potentially over-cautious. You might suggest that it is an acknowledgement of the realities of economic pressures that are never absent from a maritime adventure.

One of my heroes, the late Captain Richard Cahill, taking both masters of the liners *Andrea Doria* and *Stockholm* to task, as he analysed their fatal notorious collision in his book "Collisions and their Causes", noted that "economic pressures have long been recognised as conflicting with considerations of safety. He goes on to point out that "the term risk is one of the most significant in the mariner's vocabulary". From the master of the *Titanic*, speeding into the icefield, to the commander of the *Torrey Canyon* taking his fatal short cut, it was economics that was urging them onward. And for all the lip service that is paid to "safety first" policies today, nothing very much has changed, as navigational short cuts are taken and caution and prudence demoted in favour of risk taking that will meet with the employer's approval, always supposing it comes off.

It might be thought that passage-making to "save the planet" through emission-saving slower speeds might see rather less rushing about. This would be a very false assumption to make, as slower speeds on the sea passage are already being compensated by ever more ferocious injunctions to hasten the ship through its time in port. You can see plenty of evidence that this is happening, with pilots in some ports being urged to get the ship alongside and off the berth faster, with the more cautious actually being penalised. The weapon of the unfair comparison with a laggard being told that "Captain X can get his ships alongside 20 minutes faster" is also employed. It might have something to do with the number of container cranes being clouted and other "dock damage", as insurers like to term such accidents.

Stevedoring companies are also feeling the pressure to deliver faster turnarounds as sea passages are extended. It would be difficult to argue with the need for greater efficiencies, provided, of course, that the safety of ships and the personnel working in terminals is not compromised. In this respect, we might think of car carriers rushing out of port before the actual cargo plan has been finalised and the stability investigated, or lashing gangs being unable to complete their work before the ship is unmoored.

There was a memorable case recently reported by Australian investigators of a serious fire that had broken out in the hold of a project carrier, when the crew had been using a plasma torch to release the sea-fastenings of the cargo, much of which was subsequently destroyed. It transpired that this was the 10th fire reported by the same company in the past 14 years, and, believe it or not, the fourth of these which the Australian inspectorate had itself investigated. Burning and cutting is always hazardous and needs plenty of bodies to be on hand to keep an efficient fire watch, which in these cases were clearly not available. But one might ask, might the over-riding need to un-lash the cargo as fast as possible and get the ship back out to sea have been a contributor to this series of clearly avoidable incidents? Rather less haste might just have produced a better outcome for all.

There are so many accidents which are caused by people taking short cuts, or doing things because of the pressure of time, or the lack of anyone around to help. A fair proportion of the tragic and utterly avoidable deaths in enclosed spaces is undoubtedly contributed to by people hurrying to get a job finished, diving down into a tank or trunkway without a second thought, or taking what turns out to be a fatal short cut. A pause in the pace of work, a proper consideration of the need for breathing apparatus, ventilation and oxygen monitors, all of which have been recommended this week by the excellent InterManager organisation, would have saved so much unnecessary grief. Last word to Captain Cahill, who wrote these seemingly evergreen words: "the pressure to place safety second to schedule is still a problem". Forty years on, it still is.

Michael Grey is former editor of *Lloyd's List*.

Source: *Maritime Advocate* 818

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## Coast Guard: *Ever Forward* Pilot distracted by Cell Phone Prior to Grounding

Mike Schuler December 7, 2022

The U.S. Coast Guard says the pilot of the containership was distracted by his cell phone when the 1,095-foot ship grounded in the Chesapeake Bay back in March, becoming stuck for more than a month before it was eventually refloated.



*Ever Forward* container ship, owned by Evergreen Marine Corp, sits grounded in the Chesapeake Bay off the shore of Maryland, U.S., March 15, 2022. Picture taken with a drone.

REUTERS/Julio Cesar Chavez

U.S. Coast Guard Sector Maryland-National Capitol Region completed its marine casualty investigation into the incident on Tuesday.

Coast Guard investigators found that the embarked Maritime State Pilot was relying solely on his Portable Pilot Unit (PPU) to navigate the vessel as it departed Seagirt Marine Terminal in Baltimore, Maryland *en route* to Norfolk, Virginia, with 4,964 containers aboard.

During the course of the outbound transit, investigators discovered the pilot made a series of five phone calls amounting to over 60 minutes. He also sent two text messages and began drafting an email immediately before the grounding occurred regarding issues he experienced with line handlers back at the terminals—issues that slightly delayed the

vessel's departure. A few minutes before the grounding took place, the pilot had also exited the active navigation of his PPU to view a previous transit.

The Hong Kong-flagged ship grounded a little after 8:18 p.m. local time outside the Craighill Channel, east of Lighted Buoy 16, after failing to turn at its charted waypoint, while traveling at a speed of approximately 13 knots.

*Ever Forward's* Master was not on the bridge at the time of the grounding, as he had departed more than a half hour before to get dinner. On the bridge at the time was the Third Officer, Deck Cadet, and an Able Bodied Seaman, who was at the helm, along with the pilot.

"At approximately 2017, the Third Officer announced on the bridge that the vessel's heading was 161 degrees and speed was approximately 13 knots. Pilot 1 verbally acknowledged the Third Officer and took no action. The Third Officer stated that the Pilot was still looking at his phone at this time," the report said in a timeline of events. The ship ran aground the next minute, at 2018.



A 45-foot Response Boat-Medium boat crew from Coast Guard Station Curtis Bay, in Baltimore, enforces a safety zone Sunday, April 10, 2022, around container removal operations for the grounded container ship *Ever Forward* in the Chesapeake Bay. U.S. Coast Guard Photo

The Report of the Investigation determined the incident's causal factors to be the pilot's failure to maintain situational awareness and attention while navigating, and inadequate bridge resource management.

The *Ever Forward* was eventually refloated with the help of two anchor barges, five large tugboats, and a full moon on April 17, following dredging of more than 200,000 cubic yards of material from around the vessel and the removal of 505 containers.

Based on the finding of facts, the Coast Guard is recommending that marine operators develop and implement effective policies outlining when the use of cell phones and other portable electronic devices is appropriate or prohibited, and

that vessel owners and operators ensure and promote crew awareness of policies regarding the duties and obligations of officers on watch for the safety of the ship, even when a pilot is embarked.

A redacted copy of the Report of the Investigation is available at Marine Casualty Reports

Source: gCaptain 221208

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## Stowaways Rescued from Ship's Rudder After 11-Day Voyage

Reuters November 29, 2022

LAS PALMAS, Nov 29 (Reuters) – Two of three stowaways who were rescued in Spain's Canary Islands after enduring 11 days on the rudder of a fuel tanker from Nigeria have been returned to the ship with the aim of deporting them.



Three stowaway migrants are seen on the rudder blade of tanker *Alithini II* after traveling from Nigeria and before being rescued by Spanish coast guard, in this picture released on the Salvamento Maritimo official Twitter account, at sea near Las Palmas de Gran Canaria port, in the Canary Islands, Spain November 28, 2022. Salvamento Maritimo/Handout via REUTERS

The third person, who suffered hypothermia and dehydration during the voyage, has not yet been released from hospital on Gran Canaria, a local government spokesperson said. Under Spanish law, any stowaway who does not seek asylum must be returned by the operator of the ship to the port where the journey originated, a police spokesman told Reuters.

In a photograph on Twitter by the Spanish coast guard on Monday, the three stowaways are shown hunkered on the rudder under the hull, just above the waterline of the *Alithini II*.

The 183-meter ship, sailing under a Maltese flag, arrived in Las Palmas in Gran Canaria after setting out from Lagos in Nigeria on Nov. 17 and navigating up the West African coast, according to Marine Traffic.

The ship's captain confirmed to the Red Cross that it had

sailed from Nigeria 11 days earlier.

A Canary Islands police spokesperson said it was up to the ship's operator to take care of the stowaways, provide them with temporary accommodation and return them to their origin as soon as possible.

The migrants should, at the least, have been informed of their right to ask for political asylum and should have been questioned before being returned to the ship, said Helena Maleno, director of the migration non-governmental organization, Walking Borders. "The conditions of the journey are already an indication that something very serious may be behind it because the photos are incredible. We have never seen conditions like this where they have arrived alive," Maleno said.

She added: "These people have to be in a state of shock. They need a couple of days to recover and from there they can

explain what they were running from to have made that decision.”

*Alithini II*, owned by Gardenia Shiptrade SA, is managed by Athens-based Astra Ship Management, according to public shipping database Equasis.

Astra Ship Management did not respond to multiple calls from Reuters seeking comment. The Spanish government’s representative on the Canary Islands didn’t immediately respond to a query on whether the migrants should have been informed of their rights.

The coast guard said the migrants were rescued by a coast guard vessel at about 7 p.m. local time (1900 GMT) on Monday.

The stowaways were treated for moderate dehydration and hypothermia, the Canary Islands emergency services and the Red Cross said. The third migrant, who was in a more serious state, had to be taken to a different hospital on the island.

The Spanish-owned Canary Islands are a popular but dangerous gateway for African migrants attempting to reach Europe. Since 2014, 2,976 migrants have died or are missing after attempting to cross from Africa to the archipelago by sea, according to the International Organization for Migration.

*(Reporting by Emma Pinedo, Inti Landauro and David Latona; additional reporting by Jonathan Saul and Borja Suarez; Writing by Charlie Devereux; Editing by Bernadette Baum)*

*(c) Copyright Thomson Reuters 2022.*

Source: gCaptain221130

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## Nuclear power pursued by Canadian port

Kim Biggar November 30, 2022

The Belledune Port Authority (BPA), which manages the Port of Belledune in northern New Brunswick, Canada, is working with Cross River Infrastructure Partners to pursue the use of advanced small modular reactor (aSMR) technology as part of a future expansion at the port.



Belledune Port Authority

The development proposes to use aSMR from ARC Clean Technology Canada (ARC) to generate a minimum of 1 GW of zero-emission firm heat and power for industrial users at the port’s Green Energy Hub, announced in October and planned to attract sustainable industry powered by clean and green energy.

Pending feasibility studies, environmental approvals and Canadian Nuclear Safety Commission licensing, the project could reach commercial operation between 2030 and 2035.

Project developer Cross River and ARC have committed to early engagement with stakeholders, local communities and First Nations prior

to and during the formal regulatory approvals process. Information sessions will be scheduled in the coming weeks and months to ensure meaningful and transparent dialogue.

“We look forward to exploring the use of aSMR technology as part of our portfolio of clean energy projects at the Green Energy Hub, along with new wind energy developments, solar and biomass, as well as leading-edge energy storage solutions,” said BPA President and CEO Denis Caron in a media release.

The aSMR project would see the development of an ARC-100 unit to serve as an energy source for expanded hydrogen production and other industries based at the port.

“One of the key advantages of the ARC reactors is their ability to provide a tremendous amount of high-temperature steam and power in a small space. As they are utilising proven technology, we believe the ARC-100 is the best advanced nuclear reactor to provide as an energy solution for heavy industry,” said Andrew Wilder, CEO of Cross River Infrastructure Partners.

“The ARC-100 unit uses an inherently safe and proven technology with relatively low cost of modular construction and operation,” said Bill Labbe, CEO of ARC Canada.

The BPA announced in August that it reached an agreement in principle with Cross River to develop a green hydrogen production facility at the port, which will be located at the Green Energy Hub.

Source: Splash247221130

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## Fires, Cargo/Vessel Losses, Theft, Drive Up Insurance Claims

Global insurance giant Allianz Global Corporate & Specialty released a new report analysing the key trends driving marine insurance claims, and it comes as no surprise that, over the past five years, fire, collision and sinking, and damaged cargo, are the top causes of marine insurance losses by value. However, Allianz highlights new emerging issues that it believes are also contributing to the growth in claims that include port congestion and the size of containerships, as well as an increase in both theft and natural catastrophes.

The marine and cargo insurer analysed more than 240,000 marine insurance industry claims worldwide between January 2017 and December 2021, identifying claim and risk trends that are driving major loss activity in the sector. They also compared the current period to the prior five years.

The total value of the claims over the past five years was approximately \$9 billion. Loss from fire was the largest portion of the claims by value (18 percent) but collision and the loss of the ship due to sinking was a close second in the value of claims (17 percent). Damaged goods and machinery failure aboard ships were tied (12 percent each) followed closely by natural catastrophes ranging from floods to hurricanes (9 percent). Collectively these five categories accounted for two-thirds of the claims by value.

"The number of fires on board large vessels has increased significantly in recent years, with a string of incidents involving cargo, which can easily lead to the total loss of a vessel or environmental damage," said Régis Broudin, Global Head of Marine Claims at AGCS. "At the same time, the shipping sector is also having to deal with many other challenges, including a growing number of disruptive scenarios, supply chain issues, inflation, time-pressured crew members and employees, increasing losses and damages from extreme weather events, implementing new low-carbon technology and fuels, as well as Russia's invasion of Ukraine." Growing fire concerns stemming from the transportation of lithium-ion batteries have been repeatedly discussed and cited as the probable cause of several significant fire losses in recent years. This is adding to the persistent danger from mis-declared/non-declaration of dangerous cargos which has also been cited as a frequent cause of catastrophic losses. Allianz reports that fires accounted for 18 percent of the value of marine claims analysed (equivalent to around €1.65 billion over the past five years), up significantly from 13 percent of the value of claims for the five years ending July 2018.

While cargo is often cited as a cause of the claim, Allianz however also cites "a recent increase in engine room fires may reveal some underlying risk around crew competencies." Among the risk trends Allianz identifies for the future are further commercial pressures that could contribute to poor decision-making. "With the pressure on vessels and crew currently high, the reality is that some may be tempted to ignore issues or take shortcuts, which could result in losses," the insurer writes in its analysis of market trends.

Climate change is also increasingly affecting marine claims with natural disasters having become the fifth biggest cause of marine insurance claims, by frequency and severity. According to their analysis, at least a quarter of the 54 total vessel losses reported in 2021 were due to extreme weather conditions. As another example, they highlight the 2022 impact of droughts and low water levels of shipping on both the Rhine and the Mississippi River.

Another factor contributing to the size of claims is an increase of more than a quarter (26 percent) in the value of the global fleet, which they report has reached \$1.2 trillion. They also cite the increase in the value of individual shipments as well as the impact of inflation which is driving up the value of ships and cargo as well as the cost of repairs.

As the value of shipments rises and the number of containers moving aboard individual ships and through the ports increases, Allianz reports that damaged goods, including cargo, have become the top cause of marine insurance claims by frequency, and the third largest by value. The most common claims are physical damage, typically from poor handling, storage, and packing, but they also report an increase in temperature variation claims. The concentration of cargo aboard bigger ships, port congestion, labour shortages, and constrained cargo capacity they point to as future trends that could increasingly contribute to losses. The recent boom in container shipping has also affected cargo claims with a global shortage having resulted in substandard and damaged containers being brought back into use resulting in losses.

Cargo theft is the third most frequent cause of claims with criminals targeting consumer electronics and high-value commodities such as copper, reports Allianz. Cargo, they note, is typically stolen from ports, warehouses, or during transits.

"The risk of theft and damage to high-value cargoes needs to be addressed with additional risk mitigation measures, such as GPS trackers and sensors that provide real-time monitoring on position, temperature, moisture shock, and light and door openings, for example," said Captain Rahul Khanna, Global Head of Marine Risk Consulting at AGCS. "At the same time, cargo interests need to keep a close eye on insured values. Clients may need to adjust their insurance and policy limits, or risk being underinsured – we have already seen claims for high-value container cargos where the cargo interest was underinsured by as much as \$20 million."

Looking to the future, Allianz also identifies the transition to green shipping as creating new risks. They point out that machinery breakdown is already the fourth largest cause of claims by frequency and value. Insurers they note have already seen claims related to fuel contamination. They point to these claims as just the first unexpected consequences as the industry develops more sustainable forms of propulsion and vessel design and increases its use of alternative fuels.

(With thanks to Maritime Executive)

Source: *Flashlight 240*

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## **Cruising for a bruising: I name this ship ... "Human Lasagne"?! The world's biggest cruise ship goes viral for all the wrong reasons**

08/11/2022

The "Icon of the Seas" will hold almost 10,000 people, spread between 20 decks. Will it be able to shake off its cruel nickname before it goes into service in 2024?

Name: "Icon of the Seas".



**Age:** Scheduled to enter service in 2024.

**Appearance:** What you imagine a human lasagne might look like.

**I don't understand. Is "Icon of the Seas" a type of food?** No, it's a boat.

**I'm still no clearer.** It's a boat. A very big boat, admittedly. The world's biggest cruise ship, in fact.

**How big are we talking?** We're talking a gross tonnage of 250,800. We're talking seven swimming pools. We're talking 7,600 passengers sharing a vessel with 2,350 crew members over 20 incredible decks.

**I think I'm starting to understand the human lasagne bit now.** That's right. Despite the ship's colourful design, a recent proof of concept image of the boat's stern showed thousands of people squished into layers. Hence "human lasagne", as coined by the son of Guardian writer Heidi Stephens, who put it on Twitter.

**There are worse things for a ship to be called.** No, there aren't. Not even "Boaty McBoatface" was as bad as this. You'd take a trip on "Boaty McBoatface", wouldn't you, because you're light-hearted and fun and have a sense of humour. But "Human Lasagne"?

**Yes, that is quite bad.** It doesn't just pour scorn on the ugliness of the boat, but also on every single person on board. They're instantly reduced to mince.

**Nobody wants to voluntarily become mince.** Quite, and frankly the cruise industry needs all the help it can get at the moment.

**Why?** Visit any city where cruise ships routinely dock, and you'll find thousands of people who absolutely hate cruise ships. They're huge gaudy skyscrapers that pull into town, blocking everyone's view of the sea, belching out pollutants while flooding the place with clueless tourists.

**Yes, that's true.** Plus, if Covid taught us anything at all, it's that cruise ships are perfect environments for the spread of infectious diseases, with no hope of escape. Honestly, they're terrible.

**So human lasagne it is.** Definitely. I'm with Stephens. You would never catch me on one of those awful things.

**What, never?** Absolutely, never ever.

**So, when our attempts to rescue the planet fail, and the seas rise and flood our cities, you are saying that you would never take to the sea in a vast floating city to save your life and the lives of everyone you love?** That's exactly what I'm saying.

**Oh, look! It has water slides.** What? I love water slides! I take it all back! Sign me up.

**Do say:** 'Welcome on board the "HMS Human Lasagne".'

**Don't say:** 'Iceberg (lettuce) dead ahead.'

Source: Unknown

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## Rise of the dark fleet risks global shipping's reputation

Sam Chambers December 8, 2022



Ministry of Transportation Republic of Indonesia

The growing size of the so-called dark tanker fleet poses a real threat to the reputation of global shipping and puts the lives of seafarers at risk as well as the environment, leading shipping figures have warned.

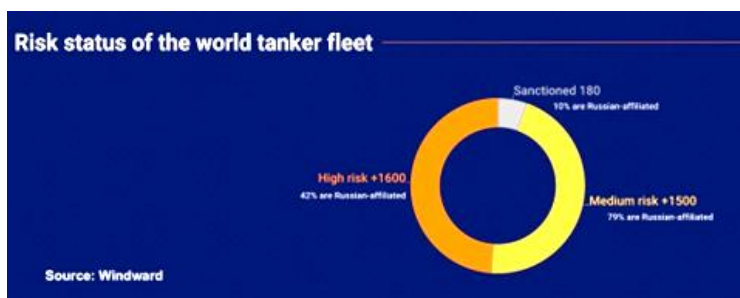
With Russia joining other oil exporting giants Iran and Venezuela in creating a fleet to avoid sanctions this year, older tankers are being pressed into more dangerous operations without the best ship management, class and insurance coverage on offer, while the soaring rate of ship-to-ship transfers taking place around the world also has shipping experts worried about the potential for accidents.

Jakob Larsen, head of maritime safety and security and international shipping organisation BIMCO, said his organisation was concerned about the rise of the dark fleet, denouncing any actions that breach safety regulations, including switching off the AIS of a ship as part of efforts to disguise involvement in sanctioned trade anywhere in the world.

"It is a concern that the actions of some might reflect badly on the vast majority of the world's commercial fleet which is focused on transporting world trade in a safe and secure manner," Larsen told *Splash*.

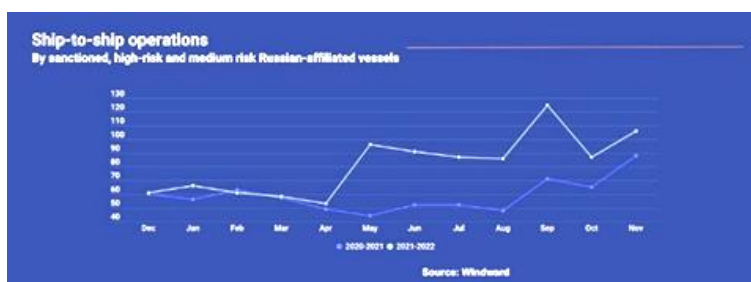
*Splash* columnist Dagfinn Lunde, who headed the global tanker organisation INTERTANKO from 1995 to 2000, commented: "I am happy I am not anymore heading INTERTANKO, because we will now enter a period of more pollution from tankers."

Highly respected shipping writer Michael Grey told *Splash*: "The tanker sector has worked so hard, and for so long, to become the Rolls-Royce of the shipping industry, and now the dark fleet and the sort of people it will inevitably attract are risking so much of this reputation."



Voicing concern for the men and women drafted in to move all this illicit cargo, Fabrizio Barcellona, coordinator of the seafarers' section at the International Transport Workers Federation (ITWF), said: "Most often, seafarers are unaware of the origin of the cargo. This can be even more so the case for oil, which can be bought and sold repeatedly, within a single journey."

Determining the extent of the dark fleet is made all the more difficult, Barcellona said, because the real owners or controllers of a vessel can so easily be obscured by what he described as the "broken" flags of convenience system.



A spokesperson for the International Maritime Organization (IMO) told *Splash* today: "IMO's priority is to ensure safety and security of shipping and prevention of pollution. All member states are urged to act to ensure that IMO regulations are fully implemented on all ships."

In recent months, Russian-linked parties have been on a massive spending spree, buying a vast swathe of vintage tanker tonnage in order to be ready for new sanctions kicking in this week.

There have already been a few accidents with Russia-linked tonnage in the last couple of months.

Brokers Poten & Partners suggested last month the tanker dark fleet is approaching 300 ships. Shipping rates for Venezuelan or Iranian barrels can be two or three times the market rate for legitimate voyages, the broker observed.

"These premium earnings have created a strong incentive for opportunistic, less scrupulous owners to get involved in these trades," Poten noted.

"If Russia will start utilizing more vessels from the Dark Fleet, the average age of their export tankers will rise dramatically and unfortunately so will the risk of incidents," Poten warned.

Another safety issue is the growing clusters of tankers off major hubs and chokepoints around the world. One growing queue is around the Bosphorus Strait where Turkey's decision to inspect the insurance coverage of all tankers passing through has hindered many tanker passages this week. Crowded anchorages around Istanbul have registered many ship prangs this year.

Analysts at shipping platform Signal Ocean said they had detected a "massive" drop in Russian crude oil flows this week in the wake of the G7-led Russian oil price cap and the European Union ban on seaborne imports of Russian crude.

"The downward trend after the enforcement ban seems to continue in the coming days," a Signal spokesperson said.

Source: *Splash*247 221208

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## Tankers, crimes, and fortunes

Andrew Craig-Bennett December 12, 2022

*Andrew Craig-Bennett delves into the past as he worries about today's growing dark fleet.*

Balzac never wrote, "Behind every fortune there is a crime".

He wrote, in *Le Père Goriot*, in 1834, "Le secret des grandes fortunes sans cause apparente est un crime oublié, parce qu'il a été proprement fait" (*The secret of big fortunes without apparent cause is a forgotten crime because it had been properly done*).

It was Mario Puzo, who, with a respect for the intellectual property of others worthy of a Netflix director, wrote the short and misleading version as the epigraph to his novel *The Godfather*, and attributed it to Balzac. Mere intellectual dishonesty, the sort of thing that is now considered trivial.

I want to talk about trivial dishonesty, great crimes, and the tanker business, because I think most of us in this industry are feeling a bit queasy about the shadow fleet of tankers which is so much in the news now. We are feeling in fact rather like one feels on the bridge wing of a VLCC in ballast in a cross swell, as if one has just left one's stomach behind and rather hopes to get it back.

There is an awful lot wrong with the shadow fleet, and we are wondering what is going to happen next. Either nothing happens, and our industry carries on in the way that we are used to, or things go very wrong indeed.

The tanker business hasn't always been very honest.

I happen to know, and can tell anyone who doesn't know, that each crude oil has a unique chemical fingerprint which can be

shown up using gas chromatography mass spectroscopy and used to identify the origin of any parcel of crude and any residual fuel oil left after a parcel of that crude has been refined. I know this because, 40 years ago, I was investigating the theft of fuel oil on a large scale – a large scale, no mere adjustment of time charterers' bunkers, as widely practised by some dry cargo owners – but theft of oil cargo on a large scale by tanker owners.

It's a point that anyone looking to buy and to transport oil that might possibly have come from Russia may like to keep in mind.

Thirty years ago, if one were responsible for fixing a large tanker on behalf of her owners, one might drop into an office in New Bond Street and chat to a courteous gentleman of a certain age, himself the scion of a great tanker owning dynasty that had fallen on hard times, about taking a couple of million barrels from the Middle East to apartheid South Africa, in defiance of the Arab League embargo, everything arranged, no questions asked, and one of the great fortunes in today's tanker industry is widely said to have been materially improved by doing just that, very regularly.

Another of the great fortunes of today's tanker industry was associated, in the minds of those in the know at that time, with some rather odd dealings in oil cargoes at the time of the Iran-Iraq War.

The tanker industry hasn't always been the responsible and respectable end of carriage of goods by sea. We just like to think that it is, now, because huge efforts have been put into making it so. Unfortunately, we all left the stable doors wide open, and our horses have already bolted, harnessed to the cart that is about to be driven through the reputation of modern merchant shipping.

And there doesn't seem to be much that we can do about it unless governments want to do something, and, as usual, some governments don't want to do anything other than turn a blind eye to dishonesty.

This has suited us for decades. We are all used to the mountains of legal fictions on which we operate.

If you are a government, and you want to know where a cargo of crude or heavy fuel oil came from, regardless of what the documents say or where it has been transhipped, take a sample and analyse it.

That's if you want to, of course. But let's suppose a government, for reasons of its own, doesn't want to? The documents all look perfectly good.

What about the carrying tanker's insurances?

Here's another little problem; back in the 1960s, governments didn't want to trust those fly by night P&I Clubs and their possibly shonky reinsurers. They wanted to trust each other. And so, a tanker's CLC certificate, her evidence of insurance under the Civil Liability Convention, without which she can't carry a cargo of persistent oil in bulk, is issued by her flag state against a blue card issued by her liability insurers. And if her flag state chooses to issue a CLC Certificate against a blue card issued by Cheap and Dirty Insurance Company Ltd, paid-up share capital one hundred Somali shillings, then a port state may conclude that there is nothing to be done.

Do we perhaps have a problem?

Source: *Splash247 221212*

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## Turkish tanker logjam eases

Sam Chambers December 12, 2022

Source: *Splash 247 221212*

There are signs that the tanker logjam in and around the Bosphorus is easing with another four tankers set to pass through the busy straits today.

Ankara's decision demanding that all tankers from this month must carry a letter of insurance when transiting Turkish waters had



seen many ships backing up outside the Bosphorus and the Dardanelles, with diplomats from the US, the European Union and the UK trying to broker a way to out of the impasse.

Over the weekend, analysts at TankerTrackers.com noted four tankers getting through and on Sunday Turkish maritime authorities said another four would be allowed to pass today.

"You'll see tankers now approaching the Suez Canal area from Turkey. Some also went to Europe. More are pouring in from the Black Sea as well, so both straits are finally open. Both Kazakh and Russian oils are

now flowing," Samir Madani, the founder of TankerTrackers.com, told *Splash* today.

Despite the apparent easing of tanker flows in the region, Turkey has warned that ships loitering at the entrance of the Dardanelles without the right insurance paperwork will be removed. An initial five ships have been forced to move south, Turkey's maritime authority said on Sunday.

The Turkish insurance decision comes over growing fears of tanker accidents as Russia seeks out vintage tonnage to move crude exports with a new Western-backed Russian oil price cap coming into place as well as the European Union's ban of sea-borne crude imports, the latest in a series of sanctions in the near 300 days since Russia invaded Ukraine.

In related news from the war in Ukraine, the country's agriculture minister said over the weekend that the Black Sea port of Odessa is not operating, following the latest Russian drone attack on the region's energy system, and that grain traders will continue to ship the crops via two other ports authorised to export grains under the UN-brokered Black Sea Grain Initiative.

On Saturday, Russia hit two energy facilities in Odessa, leaving all non-critical infrastructures without power.

## Vinfast RoRo departs Vietnam with eSUVs to compete with Tesla

By Nguyen Kieu Giang (Bloomberg) November 26, 2022

VinFast, an electric carmaker backed by Vietnam's richest man, is shipping its first SUVs to the US, a milestone for parent Vingroup JSC that set out five years ago to bring high-end manufacturing to the South-east Asian country.



The first batch of 999 VF 8s has been exported to the United States. This batch was transported by the *Silver Queen* – a Panamanian charter ship – and is expected to arrive in a California port (USA) about 20 days after departing from MPC Port in Haiphong, Vietnam. Image via Vinfast

Vehicles were loaded onto a red and white cargo ship emblazoned with VinFast in the northern port city of Haiphong. Nine hundred and ninety-nine EVs will be transported to California and then delivered to customers in late December, according to a VinFast statement.

Ahead of the ship's departure, Prime Minister Pham Minh Chinh and other dignitaries attended a ceremony filled with patriotic music, performances by famous singers, and speeches. The event underscored the importance of Vingroup's effort to create a global brand for high-end products to the government. "These cars will bring Vietnam's aspirations and pride to the world," Chinh said.

The company, which faces intense competition from the world's top auto brands, said in September it will ship about 5,000 vehicles to customers in the US, Canada and Europe this month.

The company is weighing a US initial public offering as early as January, Bloomberg reported earlier. VinFast said in July that it had signed agreements with banks to raise at least \$4 billion to help its US expansion, including a factory in North Carolina.

VinFast said it has received 65,000 global orders for its VF 8 and VF 9 models, according to the statement.

By Nguyen Kieu Giang © 2022 Bloomberg L.P.

Source: gCaptain221128

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## DSME and POSCO to Develop New Steel for Ammonia and Hydrogen Shipping

Published Dec 14, 2022, 7:19pm by The Maritime Executive

South Korean shipbuilder Daewoo Shipbuilding & Marine Engineering and the leading domestic steel company POSCO are forming a new partnership to develop materials to meet the requirements for shipping materials such as liquefied carbon dioxide or cryogenic liquefied hydrogen. Jointly they look to strengthen South Korea's competitive position for the future of eco-friendly shipping.



DSME working with POSCO looks to develop new steel and technologies to meet the requirements of shipping ammonia or hydrogen (file photo)

CEO Vice Chairman Kim Hak-dong of DSME announced the new business agreement during a ceremony to "establish a cooperative system for the development and application of new materials for shipbuilding," which will build on the 20-year cooperation between the companies.

"We will accelerate the development of new materials and research on welding technology through a business agreement with POSCO," explained Daewoo Shipbuilding & Marine Engineering Research Director Choi Dong-gyu.

The two companies plan to accelerate the development of new materials that can be applied to future ships and the development of welding technology suitable to the materials and the requirements of shipping future materials.

"We are preparing to develop new materials, such as special steel that can withstand high pressure and low temperature to transport liquefied carbon dioxide and high manganese steel to store and transport cryogenic liquefied hydrogen at minus 253°C," the companies said in announcing the new collaboration. Among the specific efforts they identified are ammonia fuel tank development and welding technology research for ammonia-fuelled ships.

During their previous collaborations, the companies developed a high manganese steel fuel tank for cryogenic LNG transported at minus 163°C. They successfully developed ultra-thick TMCP steel with a thickness of 80 to 100mm that can withstand the loading weight of an ultra-large containership and LPG/ammonia at minus 55°C. There are also new materials and advanced welding technology for the development of the shipbuilding industry, such as low-temperature steel for cargo holds that can be transported, and ARC-7 Yamal icebreaking LNG YP500 steel for polar region operations.

The companies report that the high manganese steel tanks have a lower price than conventional materials, and high strength and wear resistance as well as a good performance at cryogenic temperatures. The first installation was completed in June 2022 with deck-mounted IMO Type-C LNG fuel tanks on a very large crude oil carrier (VLCC). A second VLCC has also been fitted with the new tank design, and, recently the first square Type-B LNG tank made of high manganese steel was installed on a new ultra-large containership under construction for Hapag-Lloyd.

Source: Maritime Executive 221214

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## BV Joins ThorCon Project to Certify Molten Salt Nuclear Power Barge

Published Dec 14, 2022 6:48pm by The Maritime Executive

Bureau Veritas is joining an effort to develop and introduce possibly the first commercial application of a molten salt nuclear reactor. It is the next step in a project agreed to by Washington state based ThorCon and Indonesia's power and research innovation authorities. The plan calls for the development of a 500 MW power barge using the MSR technology as the first step to developing a reliable supply of 3 GW of power for Indonesia, which could also become the stepping stone to MSR nuclear-powered ships.



Concept is to build a barge housing the molten salt reactor that would be connected to the shoreside power grid (ThorCon)

ThorCon is a molten salt fission reactor with the company's concept being to place the reactor in a hull of barges, built in a shipyard, towed to a shallow water site, and ballasted to the seabed. The reactor would be connected to the existing power grid.

The company explains that no new technology is required as ThorCon is a straightforward scale-up of the successful United States Oak Ridge National Laboratory Molten Salt Reactor Experiment. They report that

a full-scale 500 MW ThorCon prototype can be operating under test within four years. After proving the plant safely handles multiple potential failures and problems, commercial power plant production would begin.

"Our role is to assess and address risks to ensure such technologies can be deployed with the highest safety standards," said Laurent Leblanc, Senior Vice President Technical & Operations for Bureau Veritas Marine & Offshore. "This project is very exciting as it can be a stepping stone to other applications, such as the generation of hydrogen offshore and even nuclear ship propulsion."

BV has been selected to support ThorCon through the Technology Qualification process, both for the nuclear reactor itself and for its encapsulation (enclosed safe compartmentalization allowing the replacement of depleted fuel) and integration with the hull systems. Experts from Bureau Veritas' Nuclear Certification Department and the Marine & Offshore Division will collaborate throughout the process. A key area of work will be to identify the applicable standards, codes and Class Rules, potential gaps with those currently available and the development if needed of new guidance notes and rules.

The scope of the agreement also includes the potential development and deployment phases once the Technology Qualification is completed. At this stage, it is anticipated that the Technology Qualification process will take a minimum of three years, and, if successful, the deployment phase would require an additional two years.

ThorCon has also entered into discussion with the Indonesian province of Bangka-Belitung, the State Electricity Company PLN, and the Nuclear Energy Regulatory Agency BAPETEN, regarding potential sites for the demonstration and the final installation of a 500MW power plant. In July, the companies agreed with Indonesia's BRIN (National Research and Innovation Agency) to jointly develop and build an experimental nuclear power plant using the MSR technology in a project estimated to cost as much as \$1 billion. ThorCon Power will raise the money privately to fund the project once it receives legal certainty from the Indonesian government.

BAPETEN will issue an experimental nuclear power plant operating permit to the project. The goal is to have the commercial power supply available by 2030.

South Korea's Samsung Heavy Industries is also working with Seaborg, a Danish start-up, to develop another version of a floating nuclear power plant barge using Compact Molten Salt Reactor technology. Their goal was to create an 800 MW model of the floating reactor power plant by 2023. The companies will conduct classification certification and develop commercial marketing plans for their version of the nuclear power barge.

Source: *Maritime Executive* 221214

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