



# The NAMS Global eNews

A collection of news, views, and announcements from  
NAMS Global Network

## INSIDE

### President's Corner

Mr. Brian Barton updates us all on changes, ongoing improvements as well as NAMS's upcoming conference.  
Pg 2

### Editor's Column

A look at alternative fuels.  
Pg 4

### Applicants

Checkout who is joining NAMS.  
Pg 6

### Inland and Coastal News

A special section for this sector.  
Pg 10

### Shipping News

Our selection of the best news stories of recent months in case you have missed it.  
Pg 14

### Port News

Stay Informed About Port Developments.  
Pg 26

### Shipbuilding News

Navigating the Future of Ship Construction. Pg 32

### Upcoming Events and Educational Opportunities

Checkout this Issue's credit opportunities.  
Pg 36



## Photo of the month

**MV Minerva Rita, Low Water on the Amazon Strands Tanker Near Manaus, taken in Manaus, Brazil during attendance.**

from Marcos Picolo, NAMS-CMS

*Have your photo published on the front page of our newsletter! Please submit your photo to [marcos.picolo@gmail.com](mailto:marcos.picolo@gmail.com)*

## PRESIDENT'S CORNER



*Mr. Brian Barton,  
NAMSGlobal President*

Fellow Surveyors,

As always, we are continually looking to improve our efforts to support our international organization and this month was with no exception. Our committees have set up and are continually working on the following:

### **National Conference and Annual Meeting**

Our 61<sup>st</sup> National Conference will be held in Nashville, Tennessee on March 3-5<sup>th</sup>, 2024 at the Drury Inn located downtown Nashville at 300 Korean Veterans Blvd. We are pleased to announce that this year's program offers 16 credit hours towards your CE requirement including ethics. This event will be action packed with world class lecturers with renowned expertise in their specific disciplines.

### **Elections**

As required by our by-laws, the National officer elections were held and I am pleased to say Mr. John Baird will be our new President starting his role after the next national conference in March along with Vice-President elect Mr. Charles Hazouri III, Treasurer - Mr. George Beck, and Secretary- Mr. George Pereira. We are excited with our new leadership and wish them well.

### **Committee Updates:**

- The Education Committee - Our new CE credit guidelines were accepted by our executive committee and Board of Directors and is in effect and thus far have great responses from each region.

If you have any questions concerning the implementation of the CE credits, please contact your RVP and or the National Office c/o Mr. Chris LeBure - Member of the Qualification and Certifications Committee.

- Technical Committees - Committee Chairs are in the process of reviewing the current test for CMS exams. The initial goal is to phase out erroneous questions.

This review process is still ongoing but making great headway.

- Marketing - Our marketing group is continually making a positive impact.

## NAMS GLOBAL

FEBRUARY 2024  
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Thank you, Mr. Robert Paine - RVP for your leadership and guidance running this important venture as it will give great exposure to our organization and provide opportunities, especially to our younger members.

- Qualification and Certification Committee - As reported, we continue to have significant interest in membership with a positive growth.

Want to say as special thanks to Mr. Dan Cole for taking charge of the National Committee along with Mr. Chris LeBure as committee members.

- Ethics Committee - want to thank Mr. Chris Palo and Mr. Leo Falgout for their efforts and time to head the Ethics Committee. As they will not seek reassignment after this next term due to their busy schedules, please advise if any member wishes to take part of this most important committee.

Many thanks and appreciation to each of our committee members for your time and efforts to make these most important contributions to our organization. Members and Colleagues, please get involved in our committees. It doesn't take as much time as you think.

In closing, I would be remiss if I didn't give a special thanks to Ms. Jennifer Yovan who has been devoted to our organization and has been most effective and professional in our daily needs as an association. Thank you, Jennifer.

**"Growth of our association is not only about increasing membership, it's about our core values and providing the tools to maintain the highest quality standards of surveying to our membership."**

Sincerely,



Brian Barton  
NAMSGlobal - CMS  
President

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# A look at alternative fuels in the Marine Industry

**The main alternative fuels being considered now include liquefied natural gas (LNG), liquefied petroleum gas (LPG), hydrogen (H2), ammonia (NH3), methanol (CH3OH), and biofuels. In this series, we will look at the pros, cons and challenges ahead for each one of these alternative fuel types.**

Marcos Pico, NAMS-CMS  
NAMSGlobal eNews Editor

## - Part 4: hydrogen (H2)

In this five-part series we will examine the main alternative fuel types being considered for the future of the Marine Industry.

In the first issue, January 2023, we began this five-part series. We explored liquefied natural gas (LNG) as an alternative fuel type, saw the benefits and the disadvantage, as well as the hurdles and difficulties the industry as a whole must overcome. We saw how, in accordance with DNV's database, it is the largest alternative fuel type at the moment, however, due to methane slip, with an estimated 28 times higher, global warming potential (GWP) than carbon dioxide, LNG has been seen by some more as a transitional fuel alternative and could lose ground to other alternatives by 2050.

In the second series, we looked at ammonia (NH3) as an emerging as a promising alternative fuel for the marine industry due to its potential to significantly reduce greenhouse gas emissions. Ammonia is a carbon-free fuel that can be produced from renewable energy sources, making it a sustainable option for the shipping sector. It has a high energy density, which means it can store and deliver large amounts of energy efficiently.

Additionally, ammonia can be easily liquefied and transported, enabling its use as a fuel for large ocean vessels. While challenges such as safe handling and infrastructure development need to be addressed, the adoption of ammonia as a marine fuel holds great potential in helping the industry transition towards a greener and more sustainable future.

In the third series of alternative fuels, we looked at the pros and cons of liquefied petroleum gas (LPG) as an alternative fuel for the shipping industry. Now we will dive into the hydrogen (H2) as an alternative fuel source.

Hydrogen as a Clean Energy Source:

Hydrogen, often referred to as the "fuel of the future," holds immense potential as a clean energy carrier. When used in fuel cells, hydrogen produces electricity with only water and heat as byproducts, making it a zero-emission energy source. The process of producing hydrogen through electrolysis, utilizing renewable energy sources like wind or solar power, ensures a green and sustainable cycle.

Advantages of Hydrogen in Maritime:

1. **Zero Emissions:** Hydrogen-powered ships emit only water vapor, eliminating harmful pollutants and greenhouse gases, which is crucial for meeting stringent environmental regulations.
2. **Increased Efficiency:** Hydrogen fuel cells are known for their high efficiency compared to traditional internal combustion engines. This efficiency translates into improved fuel economy and reduced operating costs.
3. **Versatility:** Hydrogen can be produced and stored in various forms, including liquid and gaseous states, providing flexibility and adaptability to different ship types and operational requirements.
4. **Global Availability:** Hydrogen is abundant and can be produced globally, reducing dependency on specific regions for fuel supply. This enhances

the resilience and security of the maritime energy supply chain.

### Challenges and Solutions:

1. **Infrastructure Development:** One of the primary challenges is the lack of a comprehensive hydrogen infrastructure for maritime applications. Investing in the development of production, storage, and distribution facilities will be crucial for the widespread adoption of hydrogen as a marine fuel.
2. **Storage and Transportation:** Storing and transporting hydrogen safely and efficiently pose challenges, but advancements in technology, such as advanced composite materials and cryogenic storage, are addressing these concerns.
3. **Cost Considerations:** Currently, the production cost of green hydrogen is relatively high. However, as economies of scale and technological advancements come into play, the cost is expected to decrease, making hydrogen a more economically viable option.

### Case Studies and Industry Initiatives:

Several pilot projects and initiatives are already underway to test the feasibility of hydrogen as a marine fuel. Notable examples include the development of hydrogen-powered ferries and the retrofitting of existing vessels with hydrogen fuel cell systems. These initiatives demonstrate the industry's commitment to exploring sustainable alternatives and transitioning towards greener maritime operations.

### Conclusion:

As the maritime industry charts a course towards a more sustainable future, hydrogen emerges as a compelling alternative fuel source. Its zero-emission profile, increased efficiency, and global availability position hydrogen as a key player in the transition to cleaner shipping practices. While challenges exist, ongoing research, technological advancements, and collaborative efforts within the industry are paving the way for hydrogen to become a mainstream solution for powering ships in the years to come. The journey towards hydrogen-powered vessels represents not just a technological shift but a commitment to a cleaner and more environmentally responsible maritime sector.

## NEW APPLICANTS

Applicant	Region	Seeking		Sponsor
Soldevilla, Joel	West Central US	Cargo	Apprentice	Steven Delong
Ponvelle, Jason	Lower Mississippi	H&M	CMS	James Bailey
Sprenger, Brett	Lower Mississippi	Cargo	CMS	Robert Keister
Johnson, Jack	South Pacific	Y&SC	CMS	Gary Rooney
Barsallo, Rogelio	International	H&M	CMS	Philip Carmichael
Adkins, Steven	West Central US	H&M	CMS	Christopher Thomas
Spagnuola, Stephen	North Atlantic	Y&SC	Associate	David O'Dougherty
Scafidi, Lee	Lower Mississippi	H&M	CMS	Robert Keister
McCarron, Michael	North Atlantic	Y&SC	Apprentice	Stephen Maddock
Rannow, Christopher	Upper Mississippi	Y&SC	Apprentice	Daniel Boltz
Miller, Scott	Central Atlantic	Y&SC	Associate	Lloyd Griffin
Kolesnykov, Oleg	Lower Mississippi	Cargo	Associate	Matthew Salkeld
DiBella, John	South Atlantic	Y&SC	CMS	Charles Hazouri

## NEW MEMBERS

### NAMS Full Certified Marine Surveyors

Applicant	Discipline	Region	Sponsor
Michael Woodring	Y&SC	South Atlantic	Steven Weiss
Thierry LeGuennec	H&M	Northern Pacific	Ward Graessle
Mathew Jones	Y&SC	South Atlantic	Charles Hazouri
Jeff Arseneault	Cargo	North Atlantic	Kamal Ahmed
Robert Clauhs	Cargo	Central Atlantic	H. David Scott
Richard Gayton	H&M	North Atlantic	Richard Falcinelli
Anthony Guild	H&M	South Pacific	Jonathan Klopman
Zachary Simonson-Bond	Y&SC	Northern Pacific	David Jackson

### NAMS Associate Marine Surveyors

Applicant	Discipline	Region	Sponsors
Bunker Hill	Y&SC	Southern Pacific	Lee Frain
Robert Riley	Y&SC	South Atlantic	Daniel Robsham
Nathan Drabik	Cargo	North Atlantic	John Dott
Patrick McKinney	H&M	Upper Mississippi	Ed Shearer

## NAMS Apprentice

Applicant	Discipline	Region	Sponsors
Robert Smith	Y&SC	Northern Pacific	Gerald Edwards
John Sewall	Y&SC	North Atlantic	Anthony Theriault

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### MEMBER'S AREA

## NAMS MENTORING AND VOLUNTEERING

CAPT Joseph A. Derie, NAMS-CMS; AMS, SAMS; CMI RVP, NAMS North Pacific States  
Southwest Passage Marine Surveys, LLC  
John Baird, NAMS-CMS  
NAMS VP and President-*Elect*

NAMS recently had a situation where an apprentice replied to his fee request with his resignation from NAMS stating that all he ever saw from NAMS was a request for funds, that he wasn't doing any surveying and that he wasn't making any money as a surveyor.

After reviewing this situation, it was discovered that his mentor had met the individual a few times at the boatyard where he worked as a technician. He had answered questions about surveying and NAMS and then had agreed to sponsor him and mentor him as an apprentice. After the application had been approved, the mentor had gone about his business and hadn't been in contact with his apprentice for some time. In addition, the apprentice did not understand his required relationship with his mentor and had not known to contact him with questions and his availability to attend surveys.

When you agree to mentor an apprentice, you are responsible for developing them into a NAMS surveyor. You cannot agree to mentor and then step back and go

about your business. You also cannot allow an apprentice to survey vessels without your presence. This should be obvious, as they are not qualified, but this has been known to happen.

Proper mentoring requires a lot of time and effort and is not a duty to be taken lightly. You owe it to NAMS and your mentor to get it right. Before agreeing to mentor someone some questions should be asked:

How well do I know this person? Is this someone I want to spend a lot of time with on surveys and other mentoring activities?

How close geographically are we? Are we close enough where meeting for surveys won't be a problem or are we too remote from each other?

Will I be retiring before his apprenticeship is up?

The answer to the above questions should determine whether you should agree to mentor someone. In this case in question the mentor really did not know the apprentice, did not explain how the system worked and there were some geographical survey location issues.

The Board has recently adopted a new apprenticeship program which clearly addresses the duties and responsibilities involved with being either a mentor or apprentice. At the end of the day, our new apprenticeship standards and requirements will improve overall program quality, and success rate.

Except for Jennifer at our national office, new member sponsors, apprentice mentors, national or regional

officers, and committee members are all volunteer NAMS members. When you agree to accept these positions, you must ensure that all responsibilities are accomplished in a proper and timely manner. Elected officers should be prepared to attend Board meetings. RVPs should plan annual regional conferences.

Regarding regional screening committees, new member applicants have an absolute right to expect timely review of their applications. An application for membership or upgrade should be processed within two weeks. Furthermore, the RVP and their regional membership committee should ensure persons applying to join NAMS should meet our standards with regards to survey format and content. If they come in as Associates their surveys must be reviewed annually by their sponsor and critiqued appropriately. They are not going to improve their

surveys after they take their CMS test, so work products need to meet the standards before that.

One last thought on volunteering. NAMS is built upon four legs: peer reviewed survey format and content; ethics; quality continuing education; and mentoring. No one forces anyone to join NAMS, but when you do, it is incumbent on all of us to be 100% committed to continuing education, 100% committed to upholding the highest ethical and professional standards, and to be sure, 100% committed as a new members sponsor or mentor.

As always, anyone who would like to discuss this article or has questions about volunteering and their duties to NAMS, should contact Joe Derie at 503-236-6818 or John Baird at 360-471-6148.

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# OSHA AND DECK SPUD BARGE SAFETY AND SOME SURVEYING TIPS

CAPT Joseph A. Derie, NAMS-CMS; AMS, SAMS; CMI RVP, NAMS North Pacific States  
Contributing Editor, NAMS Global eNews  
Southwest Passage Marine Surveys, LLC

Anyone surveying deck and derrick barges, whether uninspected or inspected should have a copy of OSHA Fact Sheet "Spud Barge Safety" and be familiar with its contents.

While the US Coast Guard has regulatory responsibility regarding safety aboard uninspected commercial vessels at all times, the Occupational Safety and Health Administration (OSHA) also has regulatory responsibility regarding safety aboard these vessels while they are in US waters (OSHA Instruction, Directive Number: CPL 02-01-04, effective date: 02/22/2010, Subject: OSHA

*Authority Over Vessels and Facilities on or Adjacent to U.S. Navigable Waters and the Outer Continental Shelf (OCS).* Due to this memorandum, surveying uninspected commercial vessels should be done using the required standards of the USCG, general OSHA (29 CFR 1910), and if the vessel has a crane, OSHA (29 CFR 1919). If the barges are involved in construction, then OSHA 29 CFR 1026.605 *Marine operations and equipment* applies.

Available for download online, this fact sheet covers the basics of deploying spuds. These deployment operations and their principles are applicable to uninspected as well as inspected vessels which is why this pamphlet is of use when surveying either of these type vessels.

An online definition states: "a spud barge is a specialized type of barge commonly used for marine construction operations. The barge is moored by steel shafts or through-deck piling, which are essentially pipes driven right into the soil or sand at the bottom of the water to provide stability. These are often referred to as 'spuds,' giving this barge its distinct name."

The OSHA Fact Sheet states "The spud equipment typically consists of forward and aft spuds and a diesel engine-powered spud winch. Three methods are



available to prevent the spud from accidentally dropping or slipping: latching the winch foot brae; engaging a steel pawl that fits into a notched ring on the outside of the winch drum; and inserting a steel securing pin directly through the fully raised spud, preventing it from freefalling if the winch or cable fails.

The fact sheet discusses a fire aboard a spud barge caused by the un-intentional dropping of a spud onto a buried natural gas pipeline. The spud dropped because the back-up securing pin was not used. Other areas discussed are:

- Before a barge is moved, the spuds need to be raised so that the pinhole is above the resting area of the securing pin. Each spud should be pinned in the raised position.
- The Master of a towing vessel needs to ensure that the spud securing pins are in place and have a means to prevent inadvertent disengagement before the tow is underway.
- If the spuds must be lowered to stop the barge in an emergency a supervisor needs to direct the barge crew on how and when to lower the spud.
- Before attempting to lower mooring spuds, ensure that the spud securing pins are completely removed and that personnel are clear of the immediate area.
- Owners and operators need to develop standards operating procedures. Owners and operators should provide initial and periodic training to crewman on barges including how to use securing pins to hold spuds safely in place before a barge is moved.

Points of especial interest to surveyors when surveying a spud barge not found in this fact sheet include:

- The lifting and lowering cables running along the deck are tripping hazards and the areas surrounding them should be marked in yellow.

- Winch machinery should have appropriate guards.
- Winch machinery should have a Pollution Placard.
- Winch machinery may require a Hearing Protection Placard and ear protection for the operators.
- Emergency shutoffs must be easily accessible, and sufficient guarding should be used for equipment controls.
- Assess the system for structural soundness by inspecting regularly for problems with welds, rivets, chains, pulleys, lines, blocks hooks, etc.
- Enclose the winch drum in a cage if practical.
- Should a guard be installed between the winch operator and the connected cables to protect the operator from potential whiplash?
- Store engine fuel tanks and compressed gas tanks properly, away from sources of ignition. Only keep onboard quantities of flammable and combustible materials that are necessary for operations and maintenance. Post appropriate danger signs.
- Regularly conduct visual inspections of connections, switches and wiring, and wire rope which may be subject to corrosion from saltwater and damage from use.
- Winch drum diesels should be inspected just like other machinery. Hours, age, rebuilds, and whether there is an oil analysis program should be noted.

Surveyors wanting to learn more about deck barge safety and earn CEUs can take "Course 895 - Deck Barge Safety" from the OSHAcademy, <https://www.oshatrain.org/courses/mods/895m1.html>, which is available for a nominal fee. As always, anyone who would like to discuss this article or has questions about surveying commercial vessels should contact me at 503-236-6818.

INLAND & COASTAL NEWS

# Low Water on the Amazon Strands Tanker Near Manaus

THE MARITIME EXECUTIVE | December 07, 2023

Authority in the Amazon region and Brazil are waiting for a determination about what to do with a tanker that is stuck in the mud due to the low water levels along the Amazon River. The reports are that while the outer hull sustained some damage the vessel is not leaking and there have been no environmental issues.



Figure 1: Cruise passenger caught these pictures of the tanker grounded along the Amazon below Manaus (Jo Johnston/Facebook)

The 50,000 dwt *Minerva Rita*, a product tanker registered in Liberia, was outbound from Manaus, Brazil on December 4 when the vessel grounded in the river just below Manaus in the Guajara Channel. The tanker which is 183 meters (600 feet) in length was transporting 8,500 cubic meters of gasoline and 18,000 cubic meters of naphtha after loading at the Amazon Refinery (REAM). Initially, reports were that the vessel struck a rock in the river and anchored. Officials from the Brazilian Navy however are blaming the vessel saying it took a “wrong turn” and passed through a shallow area created by the drought.

The Amazon has for months been experiencing low water levels. Cruise ship passenger Jo Johnston who was also on a ship moving along the river this week wrote on social media that a pilot boat was ahead of their cruise ship, taking soundings as they proceeded toward Manaus. There are reportedly temporary channel markers set as well as indications on the electronic charting systems of the new dangers due to low water. Brazilian media reports are that some larger vessels have elected to remain further down river at Itacoatiara due to the low water levels. They said that there are currently at least 20 vessels holding either down river or near the mouth of the river while others continue to proceed cautiously with the assistance of the local authorities toward Manaus.



Figure 2: Cruise passenger caught these pictures of the tanker grounded along the Amazon below Manaus (Jo Johnston/Facebook)

A spokesperson from the refinery said that they had offered assistance to the tanker but that they only owned the cargo and had no responsibility for the operation or navigation of the vessel. As of midweek, the refinery had gained permission from the Amazon authorities to offload the cargo.

Officers from the Navy command overflew the area, and the local authorities launched an inspection of the vessel. Divers went down at the beginning of the week and a second inspection was conducted midweek. The tanker is a double-hull vessel, and they are reporting that the outer hull is damaged or possibly holed below the

waterline on the port side. The inner skin remains intact and the vessel is in no immediate danger.

The owners of the tanker are reported to be developing a plan but the Navy said there was no immediate plan to attempt to move the vessel. It is unclear if it could be safely moved and in its current position it is not blocking navigation on the river. An investigation is underway to determine why the *Minerva Rita* grounded.

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# USCG lab identifies responsible party in NY/NJ tar ball pollution.

MarineLog, Nick Blenkey | December 11, 2023

A spill on the evening of November 22 during an oil transfer at an oil facility in Bayonne, N.J., has been identified as the source of an incident that subsequently saw [tar balls discovered on the New Jersey coast from Sea Bright to Asbury Park](#), additional pollution discovered on the shoreline north of Coney Island Creek in the Gravesend Bay area of Brooklyn, as well as tar balls at Fort Wadsworth beach on Staten Island.

The Coast Guard and [Vane Brothers Company](#) responded and monitored cleanup efforts for the spill and, on Friday, the unified command set up in response to the incident received oil sample lab results from the Coast Guard Marine Safety Laboratory, Friday, linking together oil spill cleanup efforts in both New York and New Jersey.

As a result, Vane Brothers Company, represented by [Gallagher Marine Systems](#), has been identified as the responsible party and has joined the unified command, whose other members are the Coast Guard, New York State Department of Environmental Conservation, New Jersey Department of Environmental

Protection, New York City Department of Environmental Protection, New York City Office of Emergency Management, and Monmouth County Department of Health.

The connection between the oil spill and the tar balls at the New Jersey response sites, as well as in Gravesend Bay, Brooklyn, have been linked by samples taken from each site and verified through the Coast Guard Marine Safety Laboratory. Results for samples of tar balls found at Fort Wadsworth are still pending.

As of Friday, cleanup crews finished efforts at the New York sites and will initiate a monitoring phase to ensure there is no more pollution in the water or on beaches in New York. Clean-up efforts continue in the vicinity of Long Branch and Monmouth Beach in New Jersey. Vane Brothers Company, as represented by Gallagher Marine Systems, has been incorporated into the Unified Command to assume response efforts and ensure that any potential impacts to the environment and public are mitigated.

"I can't overstate the value of the collaboration across the unified command members in driving towards a resolution of our response actions," said Capt. Zeita Merchant, the Captain of the Port of New York and New Jersey and Coast Guard Sector New York commander. "Drawing on the expertise of all our partners in New York and New Jersey is critical in ensuring that the interests of the public and the safety of the environment are met. There remains work to be done, and the responsible party is taking leadership in any potential issues related to the spill moving forward."

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# Third tug in HaiSea Marine battery-electric trio delivered

MarineLog, Marinelog Staff | December 11, 2023



Figure 3: HaiSea Brave [Photo: Sanmar Shipyards]

Turkey's Sanmar Shipyard has delivered *HaiSea Brave*, the third of the three battery electric tugs ordered by Canada's [HaiSea Marine](#), a joint venture majority owned by the Haisla Nation in partnership with Seaspan ULC.

The three have been built to Robert Allan Ltd's ElectRA 2800 SX design and, along with two LNG-fueled Robert Allan Ltd RAsstar 4000-DF design escort tugs also ordered by HaiSea Marine at Sanmar, will serve [LNG Canada's new export facility in](#) Kitimat, British Columbia, where, with ample clean hydroelectric power available, they will be able to recharge from dedicated shore charging facilities at their berths between jobs, effectively resulting in zero emissions.

The battery-electric ElectRA tugs have a 28.4 meter LOA, with a 13 meter beam and 5.9 meter draft. With 6,000 kWh of battery capacity, they can achieve 70 tonnes bollard pull and will perform all ship-berthing and unberthing missions on battery power alone.

HaiSea's green tug fleet is expected to reduce emissions of CO<sub>2</sub> by approximately 10,000 tonnes annually compared to diesel powered alternatives, also delivering major reductions in NO<sub>x</sub>, SO<sub>x</sub>, CO, and particulate matter emissions.

The electric tugs are also exceptionally quiet, both onboard and in terms of underwater radiated noise, further enhancing the protection of both marine and wildlife in the area.

Ali Gurun, Chairman of Sanmar Shipyards, said: "At Sanmar, we are dedicated to helping to protect the environment of our planet through innovation, technological advance, the use of alternative fuels, and making sure any negative impact is kept to an absolute minimum in all that we do. The Kitimat project is a prime example of what can be achieved as our industry moves towards a cleaner, greener, and sustainable new era. We are proud to be at the forefront of this change."

Sanmar is set to deliver a further four ElectRA series battery-electric tugboats shortly. Two to South America operator SAAM Towing and [one to Bukser og Berging in Norway](#). An ElectRA tug will also join Sanmar's own fleet in Turkey in the first quarter of next year.

## MacArthur Lock closing for seasonal repair, maintenance

MarineLog, Heather Ervin | December 06, 2023



Figure 4: The M/V Happy Rover and tug Wyoming enter the Soo Locks' MacArthur Lock in Sault Ste. Marie, Michigan heading to Lake Superior.

The Soo Locks' MacArthur Lock will close for the Navigation Season at 7 a.m. on December 17 through April 24, 2024, to perform dam safety inspections and routine maintenance.

The Poe Lock will remain open until January 15, 2024, or until commercial traffic ceases, whichever occurs first. The Soo Locks operating season is fixed by federal regulation (33 CFR 207.440).

“The 800-foot-long MacArthur Lock, built in 1943, is 80 years old; the maintenance period is critical to keeping the lock in operation during the shipping season,” Maintenance Branch Chief Nicholas Pettit said. “The Soo Project Office has been planning for winter work since the start of the navigation season. This highly skilled team is prepared to safely execute a significant amount of work during the annual non-navigation closure period,” LeighAnn Ryckeghem, operations manager said. “The work to be performed is specialized, hazardous and logistically challenging, the Soo operations and maintenance teams is experienced, trained and equipped to successfully complete all scheduled inspections, repairs and maintenance activities.”

The MacArthur Lock winter maintenance work includes a dam safety periodic inspection to determine asset performance and conditions. These assessments drive future repairs to ensure the lock stays operational. In addition, crews will also perform a wide range of other maintenance tasks from fender timber replacements on the piers, to inspections and preventative maintenance on electrical and mechanical systems.

To complete the scheduled work, the MacArthur Lock will be dewatered.

The team will install a temporary panel bridge across the MacArthur Lock. This panel bridge will provide the ability to mobilize materials and equipment to the job sites throughout the winter closure.

More than 4,500 vessels, carrying up to 80 million tons of cargo, maneuver through the Soo Locks annually. Iron ore, coal, wheat and limestone are the most frequently carried commodities.

The Detroit Engineer District maintains a navigation system including 81 harbors and channels joining lakes Superior, Michigan, Huron, St. Clair and Erie.

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# Upper Mississippi River navigation season closes for the year

MarineLog, Heather Ervin | December 05, 2023



Figure 5: The St. Paul Engineer District saw the last tow of the 2023 navigation season as the M/V Thomas Erickson on December 3. (Courtesy of the St. Paul Engineer District)

The M/V Thomas Erickson, operated by Marquette Transportation, was the last tow of the 2023 navigation season to depart Lock and Dam 10 near Guttenberg, Iowa, on December 3 with 15 barges, according to the [St. Paul Engineer District](#).

The 2023 season started March 12, when the towboat M/V Phillip M. Pfeffer broke its way through the ice of Lake Pepin to travel to St. Paul, Minn.

While we say goodbye to the 2023 navigation season, St. Paul District staff are busy this coming winter with [maintenance projects](#) at Lock and Dam 2, near Hastings, Minn.; Lock and Dam 3, near Welch, Minn.; Lock and Dam 4, near Alma, Wis.; and Lock and Dam 7, near La Crescent, Minn. The work is scheduled for completion in March 2024, and will help ensure the navigation channel continues to support the regional

economy for the movement of bulk commodities such as corn, soybeans, cement and fertilizer.

The St. Paul District's navigation program provides a safe, reliable, cost-effective and environmentally sustainable waterborne transportation system on the Upper Mississippi River for the movement of commercial goods and for national security needs. Keeping this

system open is vital to the nation's economy. The industries using the inland navigation system saved approximately \$430 million instead of overland shipping methods.

### SHIPPING NEWS

# Houthi missile hits Norwegian tanker *Strinda*

MarineLog, Nick Blenkey | December 12, 2023

Yemen's Iran-backed Houthis have escalated the attacks on merchant shipping that began with the [hijacking of the car carrier \*Galaxy Leader\*](#). Yesterday, the group followed up on a threat to target all ships heading for Israel with a missile strike on the Norwegian-flagged tanker *Strinda*.

U.S. Central Command says that the attack occurred around 4.00 p.m. EST, when the *Strinda* was attacked by "what is assessed to have been an Anti-Ship Cruise Missile (ASCM) launched from a Houthi controlled area of Yemen while passing through the Bab-el-Mandeb. The *Strinda* reported damage causing a fire on-board, but no casualties at this time. There were no U.S. ships in the vicinity at the time of the attack, but the USS *Mason* responded to the M/T *Strinda's* mayday call and is currently rendering assistance."



Figure 6: *Strinda* was headed for Italy, not Israel. [Photo: A/S J. Ludwig Mowinckels]

### FRENCH FRIGATE DOWNS DRONE

The missile strike appears to have been only one part of the Houthi attack. The French Ministry of Defense said today that the FREMM multi-mission frigate *Languedoc* had intercepted and destroyed a drone that was directly threatening the *Strinda* and had then taken up a position protecting the tanker.

### STRINDA WAS HEADED FOR ITALY, NOT ISRAEL

The vessel's owner, Bergen-headquartered A/S J. Ludwig Mowinckels released the following statement today: "While at sea in the Red Sea off Yemen the vessel MT *Strinda* was hit by a missile last night 11th of December.

"The vessel was carrying a cargo of biofuel feedstock from South East Asia to Italy.

"Fortunately, there were no injuries to any member of the Indian crew, who managed to extinguish the fire.

"The crew and the ship were assisted by the U.S. and French navies and brought to safety and are still under protection by naval forces.

"Our focus has been and remains, the safety and well-being of the seafarers on board.

"There is no Israeli link to the ownership or the management of the vessel. She was, however, tentatively nominated by her charterers for a cargo out of Ashdod in January.

"The contract was entered into three weeks ago, subject to no further escalations in the area.

"Owners had an option to cancel the contract if such a worsening of the situation would take place.

"Upon the recommendation of our security advisors, it was decided to withhold this information until the vessel and her crew were in safe waters."

### **NORWAY CONDEMNS ATTACK**

"Norway strongly condemns all attacks against civilian shipping, most recently the attack in the Red Sea last night on the Norwegian-registered ship MT *Strinda*,

owned by J. Ludwig Mowinckel's shipping company," said Norwegian Secretary of State Eivind Vad Petersson in a statement released today. "Arbitrary attacks like this are totally unacceptable. The attacks pose a mortal danger to crew and cause great economic and material losses to innocent parties.

"The waters around the Arabian Peninsula, including the Suez Canal and the Red Sea, are vital transport arteries for the entire global economy. It is of crucial importance that trade routes at sea are safe and secure. Norway is a strong promoter of maintaining international order in the seas.

"Norway works closely with allies both politically and militarily to ensure free and safe navigation at sea. The Norwegian authorities are also in close contact with the Norwegian Shipping Association in the further handling of the case.

"The possible consequences of a regional conflict escalation are dramatic. Norway is in close dialogue with relevant partners both in and outside the region. We have called on all regional actors to contribute to de-escalation in order to avoid further negative developments in the region."

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## **Clarksons looks at car carrier trade trends**

MarineLog, Nick Blenkey | December 12, 2023

Last week brought a slew of reports about [ever larger car carriers being ordered](#) and designed.

What's all the buzz about? Despite electric vehicle sales disappointing automakers this year, a surge in global demand is still being forecast – and, with it, a surge in demand for car carrier capacity. *Forbes* has some [interesting analysis](#) on what this means for the auto industry. Meantime, for the marine industry, recent car carrier trade trends provide some insights and

Clarksons Research's David Whittaker has released some highlights from Clarkson's [Car Carrier Trade & Transport 2023](#) report.

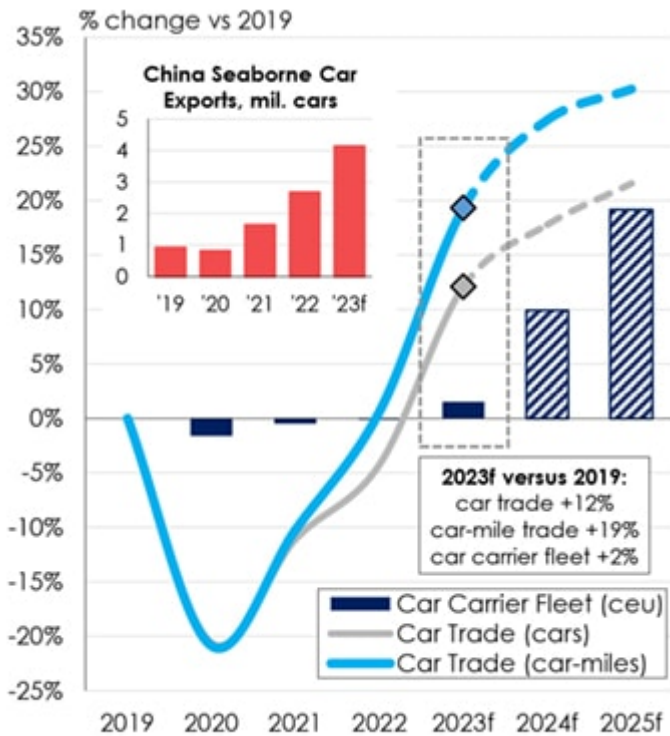


Figure 7: Graph shows car trade (in both car and car-mile terms) and car carrier fleet capacity across 2019-2025 relative to the 2019 pre-Covid 'baseline'. (Car trade basis full year totals/forecasts, fleet basis end year totals/forecasts.) The inset graph shows annual Chi-nese seaborne car exports; 2023 basis full year forecast. [Source: Clarkson's Research]

Whittaker says that the driving force behind the car carrier sector this year has been exceptional trade growth and the shipping demand this has created.

"We project global 'deep sea' seaborne car trade will grow by 17% to 23.7 million cars, smashing past the 'pre-Covid' record of 21.5 million cars set in 2018 as Chinese exports continue to surge (>4 million cars this year) and

production in other key regions recovers from component shortages which held back volumes in 2021-22," says Whittaker. "Surging China- Europe volumes also mean that 'car-mile' trade is set to grow by an even firmer 19% this year. Overall, car trade volumes are on track to stand 12% above pre-Covid levels this year, and 19% above in car-miles (see graph). Other factors including strong 'high and heavy' volumes and the growing share of trade accounted for by generally larger and heavier EVs and hybrids (29% this year, up from 9% in 2019) have further 'turbocharged' vessel demand. These trade trends 'dwarf' modest fleet expansion of just ~2% since 2019."

Whittaker says that operators have generally reported strong (and in some cases, record) financial results this year, while charter rates are at record levels.

"Our guideline one year time charter rate for a ~6,500 CEU PCTC stood at \$115,000/day by November, up a further 10% from already record year-ago levels," says Whittaker.

Whittaker notes that newbuild ordering in the sector has continued apace in 2023. Latest data shows that 80 vessels of 677,000 CEU have now been confirmed ordered in 2023, he says, a new annual record, that takes the orderbook to ~37% of fleet capacity. Around 85% of capacity on order is set to be alternative fuel capable (mostly LNG, some methanol), while 28% of capacity is ammonia or methanol "ready."

Operators have led newbuild ordering activity this year, while Chinese yards are set to build the vast majority (~85%) of capacity now on order.



# Star Bulk and Eagle Bulk to merge

MarineLog, Nick Blenkey | December 12, 2023



Figure 8: Photo; Star Bulk

Athens-headquartered Star Bulk Carriers Corp. (NASDAQ: SBLK) is to acquire Stamford, Conn., headquartered Eagle Bulk Shipping Inc. (NYSE: EGLE) in an all-stock merger on a Net Asset Value to Net Asset Value (NAV) basis with a pro forma market capitalization of approximately \$2.1 billion.

Under the terms of the agreement, which was unanimously approved by the boards of directors of both companies, Eagle shareholders will receive 2.6211 shares of Star Bulk common stock for each share of Eagle common stock owned. This represents a total consideration of approximately \$52.60 per share, a 17% premium based on Eagle's closing share price of \$44.85 on December 8, 2023. On the close of the transaction, Star Bulk shareholders will own approximately 71% of the combined company on a fully diluted basis and Eagle shareholders will own approximately 29%

The combined company will operate as Star Bulk Carriers Corp. and will be headquartered in Athens, Greece, while maintaining offices in Stamford, Connecticut; Singapore; Copenhagen; and Limassol.

It will be led by the current management team of Star Bulk and will be joined by certain senior executives of Eagle. Upon close, Star Bulk CEO [Petros Pappas](#) will serve as CEO of the combined company and Spyros Capralos, current chairman of Star Bulk, will serve as chairman of the combined company's board. One member of the Eagle board will join the Star Bulk board at closing.

"Bringing together Star Bulk and Eagle will create a global leader in dry bulk shipping with a large, diversified, scrubber fitted fleet," said Pappas. "Together we will benefit from greater scale with 169 owned vessels, generating meaningful synergies and building an

even stronger financial profile. We will leverage both companies' technical and commercial fleet management capabilities to optimize performance, deliver on our health, safety, and environmental objectives and maximize earnings potential. With a well-capitalized balance sheet, we aim to continue delivering strong cash returns to shareholders while investing in emission reduction technologies as we continue to pursue growth over the long term. We look forward to working with the talented Eagle team to successfully integrate the two companies."

"We are very excited to be joining forces with Star Bulk, uniting two best-in-class companies, both commercially and operationally." said [Eagle CEO Gary Vogel](#). "We are bringing together two highly complementary

organizations and are confident that this accretive merger with Star Bulk will unlock significant value for Eagle shareholders, including the opportunity to participate in the long-term upside of the combined company."

The combined company will be the largest U.S. listed dry bulk shipping company with a combined fleet of 169 owned-vessels on a fully delivered basis, 97% of which are fitted with scrubbers, ranging from Newcastlemax/Capesize to Supramax/Ultramax vessels and a global market presence.

The transaction is expected to close in the first half of 2024, subject to approval by Eagle shareholders, receipt of applicable regulatory approvals and the satisfaction of other customary closing conditions.

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## 'World's Most Ambitious' Trade Route Stalls in Middle East Turmoil

gCaptain, Bloomberg | January 23, 2024



Figure 9: Credit: Emre Akkoyun/Shutterstock

(Bloomberg) –

A far-reaching plan to channel [Europe-Asia](#) trade through the [Middle East](#) is at risk of stalling before it even gets started.

The [Israel-Hamas](#) war has halted progress on what's known as the India-Middle East-Europe Economic Corridor – a project touted last year by Washington and key allies that envisages building new rail links across the Arabian peninsula. As Houthi attacks disrupt Red Sea shipping and turmoil spreads across the region, IMEC is effectively on ice.

That's a setback for US strategy, because the plan served multiple purposes – to counter China's Belt and Road infrastructure program, build influence in the so-called "Global South," and speed up the hoped-for rapprochement between Israel and Saudi Arabia. "This is a project that made Iran, China, Russia, even Turkey nervous," said Romana Vlahutin, the former European Union special envoy for connectivity who's now a distinguished fellow at the German Marshall Fund. "Maybe that is the best proof of its strategic importance." Asked about the timeline for the project, a person familiar with the plans said the outbreak of violence in the Middle East has diverted attention away from discussions on IMEC.

### 'Game-Changing'

In their contest with China for global influence, the US and Europe have struggled to win support in the developing world. Many emerging nations stayed neutral in the face of Russia's invasion of Ukraine and backed an immediate end to Israel's war in Gaza – declining to follow the American line in both cases.

To bolster their leverage, Group of Seven countries are engaging in what some have dubbed a battle of offers – holding out the prospect of tangible infrastructure projects, rather than appealing to shared values. IMEC was one of the most ambitious. It was cemented at September's Group of 20 summit, in a three-way handshake between an unlikely triumvirate: US President Joe Biden, Indian Prime Minister Narendra Modi and Saudi Crown Prince Mohammed bin Salman. The announcement caught many by surprise. Its centerpiece was a new rail route that would link up with existing maritime and truck transportation networks. Biden called it a "game-changing regional investment." Analysts also saw the project as a step toward the administration's real prize: a pact between Israel and Saudi Arabia.

In Davos last week, National Security Advisor Jake Sullivan said the US approach had been "to work towards a package deal that involved normalization between Israel and key Arab states" as well as "a political horizon" for Palestinians. "That was our goal before Oct. 7," he said.

Hamas's attack that day triggered Israel's war in Gaza – which threatens to spill over on multiple fronts, drawing in Iran-backed Hamas allies such as the Houthis and Hezbollah, as well as the US.

### **'Promising on Paper'**

All this chaos put an abrupt stop to IMEC. The 3,000-mile route runs through countries now on high alert in case they get caught up in the war. Arab public outrage over the civilian death toll in Gaza means governments of IMEC participants like the United Arab Emirates must tread carefully. Saudi Arabia is ruling out any deal with Israel unless there's a clear path to a Palestinian state.

Of course, IMEC – a project that fitted neatly into American geopolitical rhetoric but remained light on detail – might have foundered even absent a Middle East war.

"While IMEC certainly looked promising on paper, complex regional dynamics were always going to pose implementation challenges," said Craig Singleton, a senior fellow at the Foundation for Defense of Democracies, a Washington think tank. Among the signers of last September's agreement, there's clear impetus to get the deal restarted if regional tensions ease.

The "strategic rationale remains unwavering, even stronger," said Mohammed Soliman, director of the strategic technologies and cyber security program at the Middle East Institute in Washington. "Participating countries remain deeply committed to this vision." Biden has referred to the "historic" project on several occasions since the G-20 summit – including citing it as a way of countering Belt and Road. "We're going to compete on that," the president told a White House press conference in October. "We're doing it a different way."

### **'A Massive Chance'**

Biden is gearing up for a November election that will likely be a rematch pitting him against Donald Trump. With both US parties committed to a hard line against China, the Biden administration has been seeking to set its foreign policy apart – including by emphasizing its readiness to work with allies on multilateral projects. Architects of the IMEC plan acknowledge that there's an urgency to such efforts right now, amid rapid shifts in the global order led by the US since World War II. Asked about those changes in Davos, Sullivan cited the importance of "giving greater voice to countries that did not have that voice back after 1945, but deserve it today."

Vlahutin, the former EU policy maker, said that with Western capital now seeking alternatives to China for investment, "the countries in the so-called Global South, and in particular India, have a massive chance."

Still, in some respects the US and its allies are playing catch-up with China, which launched Belt and Road more than a decade ago.

"Washington is seriously struggling to counter China's grand economic vision," Singleton said. "The collapse of

IMEC is a stark reminder that grand strategic plans often stumble in the face of harsh geopolitical realities."

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## What Does Red Sea Disruption Mean for Europe's Economy?



Figure 10: StockStudio / Shutterstock

gCaptain, Reuters | January 23, 2024

Jan 23 (Reuters) - Weeks of [attacks](#) by Iranian-backed Houthi militants on vessels in the Red Sea have disrupted shipping in the Suez Canal, the fastest sea route between Asia and [Europe](#), carrying around 15% of global sea trade.

For the European economy, already skirting a mild recession as it tries to shake off high inflation, prolonged trade disruption could derail plans by central banks to start cutting interest rates this year.

Here are some factors policymakers are considering as they assess the implications of the disruptions.

### WHAT HAS BEEN THE IMPACT ON THE EUROPEAN ECONOMY SO FAR?

In macroeconomic terms, small to negligible. Germany's Economy Ministry said last week the only noticeable impact on output so far was a few cases of stretched delivery times.

Bank of England chief Andrew Bailey concurred, telling a parliamentary hearing it "hasn't actually had the effect that I sort of feared it might," though uncertainties remained.

No impact from the attacks has yet turned up in Europe's main economic indicators, including December inflation numbers, which ticked up slightly.

That might change - watch Wednesday's preliminary PMI readings for activity in European economies in January, and Feb. 1's first estimate of euro zone inflation for the same month. ECB President Christine Lagarde may well broach the subject at a news conference after Thursday's rate-setting meeting.

### WHY ISN'T IT FEEDING THROUGH TO THE ECONOMY YET?

The global economy is still performing below par, suggesting plenty of slack around the system. Take oil prices, the most obvious channel through which Middle East troubles could hit economies in Europe and beyond.

They haven't taken off yet because, as International Energy Agency executive director Fatih Birol told Reuters last week, supplies are solid and demand growth is slowing.

"I don't expect a major change in the oil price because we have an ample amount of oil coming in the market," he said.

German logistics giant DHL said it still had available air freight capacity - not an option for everyone - because the global economy was "not really pumping yet." This subdued economic picture makes it harder for companies to pass on any related higher costs to consumers, for example, by having to re-route around Africa. Many of them have rebuilt margins in the past year and accept they might simply have to suck this one up. Furniture retailer IKEA even said it would stick to planned price cuts and had the stocks to absorb any supply chain shocks.

As long as that remains the case for enough companies, the disruption will not move the dial on consumer price inflation.

### **CAN EUROPEAN POLICYMAKERS SIMPLY LOOK THROUGH THIS?**

No. The longer the disruption goes on, the more it will take a toll on firms and the economy.

U.S. EV-maker Tesla plans to suspend much of its auto production at its German factory from Jan. 29 to Feb. 11 due to a lack of components. Sweden's Volvo halted output at its Belgium plant for three days last month. The impact is likely more for imports than exports: nearly one quarter of goods coming into Europe travel by sea from Asia while the same route accounts for just 10% of Europe's exports.

Using an IMF estimate of the impact of freight cost rises, Oxford Economics in a Jan. 4 note estimated gains in container transport prices would add 0.6 percentage points to inflation in a year's time. The ECB is expecting euro zone inflation to fall from 5.4% in 2023 to 2.7% this year.

"While this suggests that a sustained closure of the Red Sea wouldn't prevent inflation from falling, it would slow the speed at which it returns to normal," Oxford Economics said.

It did not see this preventing an expected pivot to lower interest rates, however.

In the longer term, the situation may encourage companies to advance plans - drawn up after the COVID-19 pandemic disrupted trade - for alternative, more predictable supply routes.

That could involve longer but more secure trade paths and "near-shoring" or "re-shoring" to bring production closer to key markets. But whatever options are explored, the likelihood is that they all have one thing in common - higher costs.

(Writing and reporting by Mark John; additional reporting by Philip Blenkinsop in Brussels; Graphic by Leigh Thomas in Paris; Editing by Bernadette Baum)  
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# Xeneta Sees Freight Rates Rising Further Amid Red Sea Crisis

gCaptain, Mike Schuler | January 23, 2024



Figure 11: Shutterstock/Studio concept

Shipping rates are expected to continue their upward trend in early February due to the ongoing crisis in the Red Sea, according Xeneta's freight rate benchmarking platform.

The platform's projections are based on over 400 million data points and rates provided by customers for the first week of February.

Xeneta's data indicates an 11% increase in average short-term rates from the Far East to the Mediterranean by February 2nd, reaching USD 6507 per FEU. This

represents a staggering 243% increase since the escalation of the Red Sea crisis in mid-December. Rates from the Far East to North Europe are also on the rise, projected to increase by 8% by February 2nd, with a market average of USD 5106 per FEU. This marks a 235% increase since mid-December.

The most significant increase in rates, however, is expected on routes from the Far East to the US East Coast. Xeneta's data suggests a 17% increase by February 2nd, bringing the average short-term rate to USD 6119 per FEU, a jump of 146% since mid-December. "Carriers are trying to readjust services to make up for the additional sailing time around the Cape of Good Hope. For example, they are cutting journeys short, missing port calls and increasing sailing speed," said Peter Sand, Xeneta Chief Analyst. "However, despite this, the early data from Xeneta suggests rates will continue to rise as we head into February."

Although the market is expected to continue rising, there are early signs of factors that could lead to a decrease in rates post the Lunar New Year peak. Sand noted that the Red Sea crisis had resulted in a capacity problem rather than a demand issue, creating a significant market imbalance.

Interestingly, carriers are reportedly no longer offering their most expensive premium services, which guarantee shipment during periods of extreme pressure on capacity.

"This may suggest there is a waning demand for this level of service because the urgency is fading from the shipper side, or perhaps it is because capacity is available after all, despite the chaos caused by carriers pausing transits through the Suez Canal," said Sand.

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## Container Sector Maintaining Panama Canal Transit Levels as Others Exit



Figure 12: FILE PHOTO: The Liberian MSC UNITED VIII container ship transits in the expanded canal through Cocoli Locks at the Panama Canal, on the outskirts of Panama City, Panama March 10, 2023. REUTERS/Aris Martinez/File Photo

gCaptain, Mike Schuler | January 22, 2024

Despite a decline in transits through the drought-hit Panama Canal for most shipping sectors, containerships are maintaining transit levels largely due to the reduction in competition from other sectors, according to UK-based [Drewry Shipping Consultancy](#).

Faced with Panama's worst drought in decades, the Panama Canal Authority (ACP) has been implementing draft and daily transit restrictions since March 2023 to preserve water levels in the canal's watershed, which supplies half of Panama's population. The restrictions have limited the number of ships that can use the waterway each day.

The latest monthly data from the ACP shows December 2023 saw a 25% drop in transits compared to October 2023, with only 746 transits compared to 1,002. This represents a 42% year-on-year decline from December 2022's 1,281 transits.

Reversing an earlier decision to reduce the number of daily transits further, the ACP increased the number of daily transits to 24 starting this month, from 22 previously, which is still significantly lower than the 35-40+ daily transits prior to the restrictions last year.

Drewry points out that containerships have mostly avoided the long queues and expensive transit auctions at the Panama Canal due to a pre-booking system. The

increase in daily transits to 24 still presents a challenge for containerships, which saw per day transits drop to an average of 7.4 in both November and December, down from 8.4 in October.

However, Drewry notes that this is close to recent historical average daily transits for containerships, which were 7.7 in Fiscal Year 2022 and 7.6 in Fiscal Year 2023, according to the ACP. Meanwhile, containerships' share of total monthly transits rose to 30.6% in December, a significant increase from the previous 19.8% share in the ACP's two previous fiscal years.

"Effectively, containerships are finding it easier to reserve slots as some other sectors (most obviously dry bulk) continue to vacate the route, even if carriers would like more," Drewry said in its update.

"The situation is obviously very fluid and further draft restrictions could be announced at any time, but it seems that for containerships at least, the Panama Canal bottleneck is proving much less restrictive than it might otherwise have been," Drewry concluded.

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## U.S. Denies Houthi Claim of Attack on US-Flagged Ocean Jazz



Figure 13: The heavy-lift vessel *Ocean Jazz* arrives at the port of Gladstone, Australia, while on charter to MSC, June 26, 2017. U.S. Navy Photo

gCaptain, Mike Schuler | January 22, 2024

The Houthi rebel group in Yemen has claimed a missile attack targeting the "American military cargo ship" *M/V Ocean Jazz* in the Gulf of Aden. The U.S.-flag ship has a history of carrying U.S. military cargoes.

The U.S. Navy denied Houthi reports of the successful attack and said it is in constant communication with the vessel.

The heavy-lift *Ocean Jazz* is [operated](#) by US Ocean LLC, which provides global transportation and logistics solutions for U.S. military, humanitarian aid, breakbulk, and project cargoes.

A Houthi spokesman wrote on "X" that the ship was targeted with "appropriate naval missiles," but he did not indicate whether the ship had been hit or not. The U.S. Navy's 5th fleet called claims of the successful attack "patently false."

"NAVCENT has maintained constant communications with *M/V Ocean Jazz* throughout its safe transit," the 5th fleet stated.

AIS data shows the *Ocean Jazz* arrived in the Red Sea on January 18 after transiting the Suez Canal.

The *Ocean Jazz* has previously been chartered by the U.S. Navy's Military Sealift Command. MSC operates non-combatant, civilian-crewed vessels providing ocean transportation services to the U.S. Department of Defense.



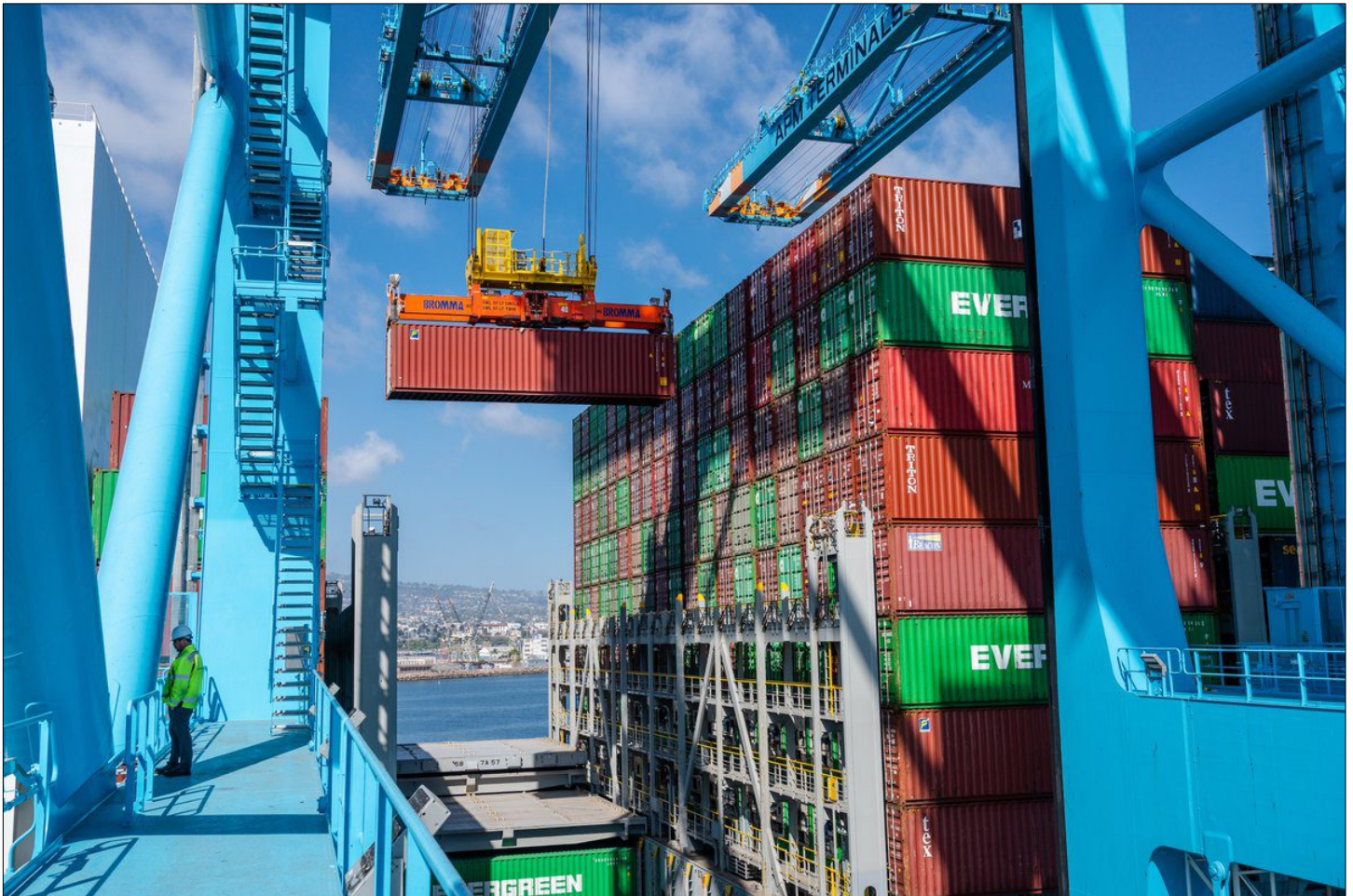
Claims of the attack come after the Houthis have threatened U.S. and British ships and naval vessels in response to military strikes in Yemen.

Meanwhile, a joint statement from the U.S. and UK on Monday confirmed additional military strikes on 8 Houthi targets in Yemen, marking the latest round of strikes by the U.S. and the second joint strikes by the two countries. The strikes specifically targeted a Houthi underground

storage site and locations associated with the Houthis' missile and air surveillance capabilities.

The Iranian-backed Houthi rebels have carried out more than 30 attacks on international shipping from Yemen in support of Hamas in the war with Israel since November. Equasis data shows the ship is managed by Seabulk Fleet Management.

# Port of Los Angeles Ends 2023 On a High Note



gCaptain, Mike Schuler | January 17, 2024

The [Port of Los Angeles](#) saw a 2.5% increase in the amount of cargo processed in December, marking the fifth consecutive month of year-over-year gains.

Total cargo volumes came in at 747,335 twenty-foot equivalent units (TEUs), which is up from the 728,871 TEUs handled in December 2022.

December 2023 loaded imports landed at 369,477 TEUs, an increase of 5% compared to the previous year. Loaded exports came in at 121,575 TEUs, an increase of 26% compared to 2022. Empty containers totaled 256,283 TEUs, an 8.5% decrease compared to last year. Despite a slow start, the port ended the year handling 8,634,497 TEUs in 2023, retaining its position as the

nation's busiest container port for the 24th consecutive year. The cargo volume is about 13% less than in 2022 and 18% below the port's [annual record](#) of nearly 10.7 million TEUs set in 2021.

Monthly cargo growth returned in the second half of 2023 thanks to a busier than anticipated holiday shipping season and easier year-on-

year comparisons with the [conclusion](#) of the pandemic imports surge by the end of Summer 2022.

In the upcoming months and year, stakeholders will be monitoring cargo volumes at the Port of Los Angeles for potential impacts from [Red Sea](#)

[disruptions](#) and [Panama Canal transit restrictions](#) due to drought.

“In 2024, our sights are set on community investment, sustainability progress and capturing additional market share,” said Port of Los Angeles Executive Director Gene Seroka. “To drive cargo, we’re

investing in a 10-year, \$2 billion capital improvement program. We’ll also focus on secure technology enhancements to improve efficiency and reduce our carbon footprint. All that leads to additional jobs and the Port’s ability to re-invest more dollars back into our communities.”

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# Choice of Billionaire Razon as South Africa Port Partner Is Challenged



gCaptain, Bloomberg | January 13, 2024

By Antony Sguazzin and Loni Prinsloo

(Bloomberg) -South Africa's selection of [Filipino billionaire Enrique Razon's](#) harbor firm as a partner to revive sub-Saharan Africa's biggest container port is being questioned by losing bidders.

Companies that lost out to International Container Terminal Services Inc. for the right to buy almost half of the main container terminal in the southeastern port city of Durban and operate it for 25 years have demanded to know why it won the deal.

"Some of the rival bidders have requested Transnet to provide the basis for the selection of ICTSI as the preferred bidder," said state-owned Transnet SOC Ltd., which operates all the main ports and freight-rail system. "The company is in the process of responding to any requests for information."

A challenge from a rival bidder would present another obstacle to what's expected to be South Africa's first port privatization. Labor union leaders this week said they've demanded that ICTSI agree not to cut any jobs for the duration of the 25-year contract and that they don't expect their demand to be accepted.

Transnet has said there were six bidders at the final stage. In an August 2022 statement, Transnet said 10 bidders had been short-listed.

APM Terminals BV, Cosco Shipping Ports Ltd., DP World Ltd. and Global Port Services Ltd. were among those that submitted bids.

China Harbour Co. Engineering Ltd. submitted a joint bid with Guangzhou Port Co. Ltd. and Grindrod Freight Services Ltd. teamed up with Hamburger Hafen Und Logistik AG. Red Sea Gateway Terminal bid together with MMC Port Holdings Sdn Bhd., while Star Classic Investments Ltd. bid with Abu Dhabi Ports and Remgro Ltd. joined up with Terminal Investment Ltd. under the agreement, ICTSI will pay an undisclosed amount for almost half of Durban Container Terminal Pier 2 and help expand the facility, which accounts for three-quarters of the volumes that passes through the port and 46% of the nation's total port traffic.

In a [2022 World Bank index](#) of container-port performance, Durban ranked 341st out of 348. Two other Transnet harbors were also in the bottom 11. ICTSI operates terminals across six continents.  
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## U.S. Container Imports Show Modest Increase to Close Out 2023

gCaptain, Reuters | January 8, 2024

U.S. container import volume was up nearly 10% in December compared to the same month last year and continued to trend higher than pre-pandemic levels through peak shipping season, according to the latest [Global Shipping Report](#) by Descartes Systems Group. The report showed no impacts from Red Sea shipping disruptions through December, but impacts could start to be felt this month.

The report revealed that December 2023 U.S. container import volumes reached a total of 2.1 million TEUs,

representing a 9.2% increase compared to December 2022 and a 10.6% growth compared to pre-pandemic December 2019. Compared to November 2023, growth was a more modest at 0.4%.

The numbers bring total U.S. import volumes in 2023 to 4.6% of 2019 totals and a decline of 11.7% compared to 2022, when the pandemic-fueled surge imports surge finally ran out of steam.

2019-2023 U.S. CONTAINER IMPORT VOLUME (TEUs)

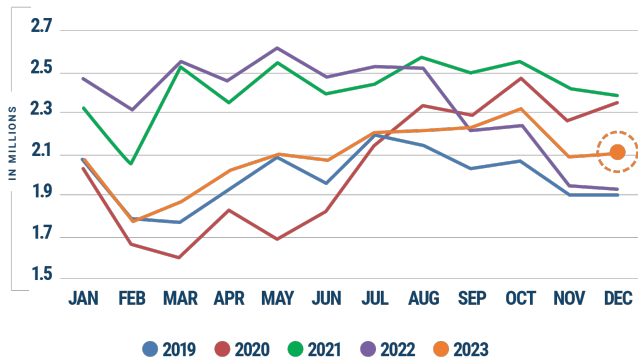


Chart courtesy [Descartes](#)

While there was a slight overall increase in month-over-month aggregate volume at ports, Descartes’ report highlighted counterintuitive swings in coastal performance. The top East and Gulf Coast ports saw increases, driven by significant volume growth at the Port of Houston, while the top West Coast ports experienced decreases, particularly at the Ports of Long Beach and Los Angeles. As a result, East and Gulf Coast ports increased

their share of U.S. container imports to nearly 45%, while top West Coast ports saw a decrease in market share to 39.7%.

Somewhat surprisingly, the drought in the Panama Canal did not seem to affect U.S. container import volume at East and Gulf Coast ports in December, with volumes recovering after a large drop in December.

Port delay times increased nearly across the board in December, but particularly at Gulf Coast ports where the Port of Houston experienced the greatest container volume increase (30%) over November.

“December was a solid month and it’s fair to say that U.S. import container volume over the year was beyond what the market anticipated last January,” said Chris Jones, EVP Industry Descartes. “The impact of the drought in Panama did not appear to impact Gulf Coast ports volumes in December, but transit times did grow considerably in the region. Now we have the conflict in the Middle East affecting transit through the Suez Canal and U.S import container import volumes could be impacted starting in January.”

## Port of New Orleans Receives Federal Funding for New Mississippi River Container Terminal



Figure 14: Port of New Orleans Photo CC BY 3.0/Gnovick

gCaptain, Mike Schuler | December 26, 2023

The Port of New Orleans (Port NOLA) has been awarded \$73.77 million by the federal government to support the construction of a major new container terminal on the Mississippi River.

The funding will be provided through the U.S. Department of Transportation’s MEGA Grant Program and will be used for the first phase of the \$1.8 billion Louisiana International Terminal (LIT) project. The terminal is expected to handle between 180,000 - 280,000 containers in its first year, with throughput

increasing to 1.2 million containers (2 million TEU) per year in 25 years.

“The Louisiana International Terminal will become one of the greatest public economic development projects in Louisiana’s history,” said Governor John Bel Edwards. “It is an investment that leverages the economic power of the Mississippi River and will expand opportunities for residents and business across our entire state and beyond. This is a direct result of the Bipartisan Infrastructure Law supported by Sen. Bill Cassidy and U.S. Rep. Troy Carter. It is a testament to the great things that can happen for our state when we work together.” The new state-of-the-art container terminal, located in Violet, Louisiana, will eliminate air-draft restrictions that currently limit the size of vessels that can call on the Port of New Orleans. The terminal will accommodate vessels of all sizes, significantly increasing Louisiana’s import and export capacity.

The grant award aligns with recent efforts to deepen the Mississippi River and enhance Louisiana’s transportation network.

The Louisiana International Terminal is the result of a historic public-private partnership between Port NOLA and two private terminal operators, Ports America and Mediterranean Shipping Company. Both companies have committed \$800 million towards the project. Additionally, Louisiana lawmakers have already allocated nearly \$30 million for early development costs, and the state has committed \$50 million for the design of the St. Bernard Transportation Corridor, which will connect the terminal to the interstate system.

The construction of the Louisiana International Terminal is expected to generate 32,000 new jobs nationwide, including 18,000 in Louisiana and 4,300 in St. Bernard Parish. By 2050, it is projected to contribute over \$1 billion in total new state and local tax revenue.

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## Mixed Results for Port Houston as Imports Fall



Figure 15: CMA CGM Lisa Marie at the Bayport Container Terminal in Port Houston. Photo courtesy Port Houston

gCaptain, Mike Schuler | December 26, 2023

Port Houston reported mixed results in November as containerized imports through the Gulf Coast’s busiest port fall.

Import volumes softened to 137,631 TEUs in November, a 16% decline compared to last year and an 8% decline year to date. The decline comes as U.S. East and Gulf ports are [starting to feel the impact](#) of drought-driven transit restrictions in the Panama Canal. Data recently released by Descartes shows total U.S. container imports up more than 7% in November.

After experiencing its [best month ever](#) for loaded exports in October, Port Houston saw a 2% decrease in loaded exports in November compared to the same month last year. However, loaded exports have remained strong in 2023, with a 9% increase for the year. Houston’s exports are driven by the demand for resins and petrochemical commodities produced in the region.

Through November, Port Houston has handled nearly 3.5 million TEUs, which is a 5% decrease compared to last year's record volumes.

Port Houston last month celebrated the arrival of the *CMA CGM Lisa Marie*, one of the largest vessels to call at the Bayport Container Terminal. The ship has a capacity of nearly 11,000 TEUs. Port Houston handled it with five STS cranes, completing 4,974 moves in under two days.

"At Port Houston, we are always preparing for upcoming growth and this recent vessel call perfectly represents what the future holds for our facility," said Roger Guenther, Executive Director at Port Houston. "As we

continue to expand the Houston Ship Channel we will be able to accommodate larger vessels in the very near future. We are also adding wharf and yard capacity at our container terminals, so we are well-equipped to continue to help drive the growth of our entire region."

Elsewhere at Port Houston, general cargo has decreased by 20% this year, primarily due to declines in coal, grain, and plywood. Steel volumes have also decreased by 13% year-to-date through November. However, there has been a significant increase in demand for auto imports, which have risen by 67% compared to the same period in 2022. Overall, the total tonnage through Port Houston terminals has decreased by 9% through November, amounting to 46,196,305 short tons.

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# APM Terminals Commissions Giant New Container Cranes at Port of New York and New Jersey

gCaptain, Mike Schuler | December 14, 2023

APM Terminals, a subsidiary of A.P. Moller-Maersk, has announced the commissioning of two state-of-the-art ZPMC Super-Post Panamax ship-to-shore (STS) cranes at its Port Elizabeth terminal at the Port of New York and New Jersey.

Designed with a 23-container outreach, the new cranes are capable of accommodating both Neo-Panamax and Ultra-Large Container Vessels (ULCVs) with capacities of up to 18,000 twenty-foot-equivalent containers (TEUs). Following successful testing, the cranes are now fully operational and ready to handle the largest ships calling on U.S. east coast ports.

Port Elizabeth is APM Terminals' largest terminal on the east coast of North America. Henrik Kristensen, Managing Director of APM Terminals Elizabeth, said the new cranes will improve productivity by allowing multiple large ships to be worked simultaneously. "This reduces port stay time and improves the speed of our customer supply chains. The increased capacity we are bringing to the Port of New York and New Jersey aligns with the industry trend of deploying larger container vessels that are more efficient and represent a more sustainable approach to ocean shipping," said Kristensen.



Figure 16: STS cranes at APM Terminals' Port Elizabeth Terminal, at the Port of New York and New Jersey. Photo: Mihai\_Andritoiu/Shutterstock

The two cranes are the first of six that are part of a \$70 million investment to supplement APM Terminals Elizabeth's four existing Super-Post Panamax cranes capable of servicing ULCVs. The addition of the six Super-Post Panamax cranes will bring the total number STS cranes at the terminal to 14, including the 10 identical Super-Post Panamax cranes, along its 6,000-foot quay. The six new cranes are all expected to be operational by the first quarter of 2025.

"We're excited to see these investments further build on our port's reputation for efficiency and reliability, as the East Coast's busiest port and one of the top three busiest ports in the nation," said Bethann Rooney, Port Department Director at the Port Authority of New York and New Jersey. "After a year of record cargo volume, we're moving ahead with significant capacity upgrades alongside meaningful collaboration with partners across the supply chain as we position ourselves for even more growth in the years to come."

The Port of New York and Jersey is the busiest port on the U.S. East Coast. Through October, the port has handled more than 6.5 million TEUs in 2023, with APM Terminals Elizabeth accounting for nearly a quarter of the port's container volume.

The new cranes come on the heels of a \$200 million terminal [improvement project](#) announced in 2018, which has included berth-area reinforcements, a modernized gate facility and trucker appointment system, and crane procurements that increased the terminal's vessel lift capacity from 900,000 to over 1.5 million lifts annually. The commissioning of the cranes also come amid growing security concerns related to the use of Chinese-built cranes in U.S. ports. ZPMC, or Shanghai Zhenhua Heavy Industries Co., is a China state-owned company whose major shareholder is China Communications Construction Co.

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### SHIPBUILDING NEWS

## ONE Orders First Methanol-Fueled Ships

gCaptain, Mike Schuler | January 17, 2024

Ocean Network Express (ONE), the world's sixth-largest container carrier, has placed orders for the construction twelve 13,000 TEU methanol dual-fuel containerships. These will be the first methanol-dual fuel vessels in ONE's fleet, marking a significant step in the company's green strategy.

ONE has signed contracts for the vessels with Chinese shipbuilders Jiangnan Shipyard and Yangzijiang

Shipbuilding. Each shipyard will construct six vessels, with deliveries commencing in 2027.



Figure 17: Joint design image by Yangzijiang Shipbuilding representing 6 of the vessels. Image courtesy Ocean Network Express

The vessels will be equipped with state-of-the-art energy efficiency technologies such as optimized hull form, waste heat recovery systems, and a bow windshield. Selected vessels will also feature an air lubrication system



and shaft generator, which will contribute to enhancements in fuel efficiency and the reduction of greenhouse gas (GHG) emissions.

“Our decision to invest in methanol-dual fuel vessels aligns with ONE’s Green Strategy as part of our key initiatives,” said Jeremy Nixon, CEO at ONE. “Upcoming new fleet is pivotal in achieving our goal of deploying the first alternative fuel ships by 2030 and marks a significant milestone in our journey towards a greener and more sustainable maritime industry.”

The transition from conventional fuel to alternative fuels is a key pillar of ONE’s Green Strategy, which aims to

achieve net-zero GHG emissions, encompassing Scope 2 and 3 emissions, by 2050.

ONE, founded in 2017 following the consolidation of “K” LINE, MOL, and NYK, operates from its global headquarters in Singapore. With regional headquarters in Hong Kong, Singapore, the United Kingdom, the United States, and Brazil, ONE operates over 230 vessels representing approximately 1.8 million TEU and offers over 170 services to 120 countries.

ONE is a member of THE Alliance (THEA), a global ocean carrier alliance that also includes Hapag-Lloyd, HMM, and Yang Ming.

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## Deltamarin to Design New Eco-Friendly Vessels for Louis Dreyfus Armateurs



Figure 18: Airbus design from Deltamarin and LDA. Photo courtesy of Deltamarin.

gCaptain, Josh Guerrlich | January 12, 2024

[Deltamarin](#) has been selected to design three new vessels for [Airbus](#) aircraft subassembly transportation. Deltamarin is working with Louis Dreyfus Armateurs ([LDA](#)) and Wuchang Shipbuilding Industry Group (WSIG). The three vessels will be modern and eco-friendly roll-on/roll-off vessels with the goal of cutting carbon emissions by 50 percent by 2030. Airbus transports aircraft subassemblies from Europe to the United States. Airbus [contracted](#) LDA in 2023 to modernize its fleet and cut carbon emissions. Deltamarin worked with LDA on the initial designs for the new vessels and is now helping WSIG with the basic and detail designs. The vessels will be capable of transporting six single-aisle aircraft subassembly sets along with roughly seventy 40-foot containers. The vessels will feature six Flettner rotors and two dual-fuel engines, powered by marine diesel and e-methanol. The design is expected to reduce annual transatlantic emissions by 35,000 tonnes. LDA will build, own, and operate the vessels, targeting a 2026 launch of operation.

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## Record Wave of New Containerships Expected to Push Global Fleet Above 30 Million TEU



Figure 19: MSC Tessa, one of the world's largest containerships, under construction at Hudong-Zhonghua Shipbuilding in Shanghai, China. Photo courtesy CSSC.

gCaptain, Mike Schuler | January 17, 2024

The global containership fleet is set to exceed the 30-million TEU mark for the first time in history in 2024, as a wave of new containerships hit the water, according to [BIMCO](#).

The global fleet grew by 8% last year with the delivery of 350 new container ships representing a record 2.2 million TEU, beating the previous record set in 2015 when 1.7 million TEU hit the water.

In 2024, however, a staggering 478 container ships with a capacity of 3.1 million TEU are scheduled for delivery, beating the 2023's record by 41%. As a result, the container fleet capacity is expected to grow by 10% in 2024.

While recycling of ships is anticipated to increase in 2024, the

fleet could still grow by nearly 2.8 million TEU, surpassing the 30-million TEU milestone by the end of 2024 for the first time ever.

Ships larger than 15,000 TEU are dominating deliveries. According to BIMCO, the segment grew 28% last year with 1.3 million TEU delivered and additional 83 ships are expected to be delivered in 2024, adding 1.4 million TEU to the segment's capacity and doubling its capacity in just four years.

BIMCO's report also highlights that Chinese yards have officially solidified their position as the premiere builders of containerships, accounting for nearly 55% of the capacity delivered in 2023 and 2024—beating South Korea's 38% share of capacity.

The fleet capacity growth comes as the growth in container trades is

expected to be significantly slower, with a projected 3-4% increase in demand for ship capacity in 2024. Meanwhile, BIMCO points out that the average sailing speed of container ships decreased in 2023 and could potentially fall even further in 2024, reducing fleet efficiency and requiring an additional 3-4% capacity to accommodate the volume increase in 2024.

Bottom line is the supply and demand imbalance is expected to widen in 2024, but prolonged disruption in the Red Sea could potentially tighten the balance as containerships embark on longer voyages around the Cape of Good Hope, [masking overcapacity](#) in the market. But the delivery of 3 million TEU in 2025-2026 and the lack of recycling could lead to overcapacity if the Red Sea situation is resolved.



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In 2021, Marine Log launched a successful virtual events with a focus on the growing offshore market. Soon we'll expand our webinars and virtual conferences to focus on emerging market segments, new technologies and regulations. Visit the **Marine Log Conferences & Virtual Events** at [www.marinelog.com](http://www.marinelog.com) for further information.

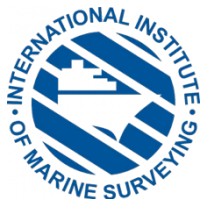
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### **INTERNATIONAL INSTITUTE OF MARINE SURVEYING**

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## LLOYD'S MARITIME ACADEMY

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## AMERICAN INSTITUTE OF MARINE UNDERWRITERS INTRO CLASSES

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NW School of Wooden Boat Building classes click [here](#).

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