Wednesday September 9, 2020

Lloyd's List
Maritime intelligence | informa

Daily Briefing
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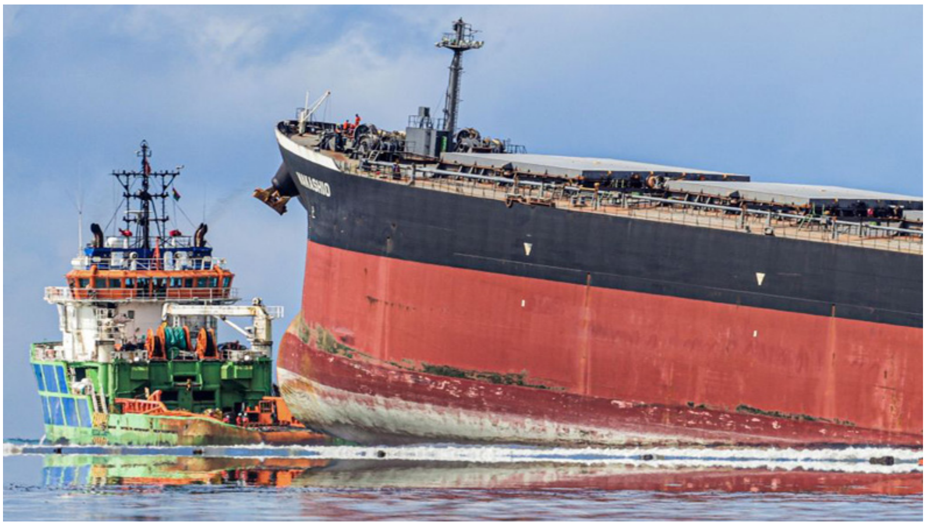
# Panama focuses on birthday wifi deviation in Wakashio investigation



A PRELIMINARY STATEMENT on the cause of the grounding of a Japanese bulker off Mauritius in July has highlighted alleged failures of command supervision after it was confirmed that the vessel deviated from its planned course in search of a mobile phone signal to send a birthday message.

The Panama-flagged *Wakashio*, owned by Nagashiki Shipping and chartered to Mitsui OSK Lines, was making its way to Brazil, from China via Singapore when it ran aground on a reef on July 25.

Bad weather caused a tank breach and 1,000 tonnes of low-sulphur fuel oil spilled into the Indian Ocean on August 6. It broke into two on August 15.

The Panama Maritime Authority is still investigating the casualty but on Tuesday issued a preliminary statement.

The report says members of the crew of the 203,130 dwt vessel were celebrating a birthday on board and the ship deviated from its plotted course to within five miles of the Mauritius coast to obtain telephone and internet signal.

Panama's information-gathering also found that the vessel did not appear to have the appropriate electronic nautical chart, which was using the wrong scale, and meant that the officer onboard could not properly assess the approach to the coast.

"The lack of supervision and monitoring of the navigation equipment, the distraction generated by the officer of watch, who lost the course of navigation completely, and the excess of confidence during the watch, could be some of the reasons that caused the ship running aground in the beaches of Mauritius," it said.

Panama's statement does not constitute a final accident investigation report and is not designed to apportion blame, the head of the authority Rafael Cigarruista told Lloyd's List.

The authority says its representatives are "currently gathering information through face-to-face interviews with members of the ship's crew".

The team, comprising experts in maritime accidents, have yet to interview the captain or the first officer, who are both in custody awaiting trial.

A court hearing is due to take place this week.

The authority also said it has not had access to voyage data recorder and other essential documents held by the Mauritian police.

Although the vessel was empty of cargo, about a quarter of the 4,000 tonnes of fuel oil it was carrying to make the journey spilled after a tank breached in heavy weather. The vessel was single-hulled.

While the forward section of the vessel was scuttled on August 24, the stern remains in Mauritian waters.

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## WHAT TO WATCH

# Greek owners call for EU relief for shipping

GREEK shipowners have urged the European Union to provide financial aid to help them through the crisis triggered by the coronavirus pandemic.

"The EU should help shipping companies retain their liquidity for the continuation of their essential services through this crisis and during the subsequent recovery," said the Union of Greek Shipowners in annual report.

The report describes shipping companies as the "beating heart" of Europe's wider maritime cluster.

The union is also calling for amortisation deferrals and repayment suspensions for shipping loans, as well as protection in cases of default under loan agreements.

A suitable time period for loan repayment holidays was 18 months, it suggested.

It said that since the EU shipping industry is dominated by private, family-owned businesses reliant on bank lending rather than capital markets, a strong European ship finance sector needs to be preserved.

This would help keep shipping companies in Europe and enable them to maintain "their role as the beating heart of the broader EU maritime cluster".

On the other hand, "introducing further restrictive measures and increased capital requirements in an already limited ship finance system... would seriously damage the EU shipping industry's prospects", it warned.

Instead, the EU "should aim at adopting comprehensive and concrete financing policies" tailored to the sector's special characteristics that would "ensure a global level playing field".

UGS president Theodore Veniamis said: "As responsible citizens, we support the 'European Green Deal' and the European Commission's vision for the protection of life and the environment."

He said those objectives should not be substituted by revenue-generating policies and "considerations of a purely regional economic nature" — as the UGS contends is the case with proposals to extend the EU Emissions Trading Scheme to shipping.

According to the union, problems encountered with legislation on new low-sulphur fuels that came into force this year should act as a warning of "what needs to be avoided" in adopting measures to cut greenhouse gas emissions from ships.

The EU ETS would undermine the industry global regulatory framework and the International Maritime Organization's efforts, the UGS said.

"The ETS is not appropriate for shipping and would lead to a host of unintended consequences, including market distortion, carbon leakage and a modal shift from sea to road," said the report.

Greek owners say there is little chance of hitting decarbonisation targets without new innovative fuels.

Backing the quest to develop such fuels, the industry's International Maritime Research Fund, to be funded by shipping companies to the tune of $5bn over 10 years, was "more timely than ever", the UGS said.

In the shorter term, the UGS supports a measure to limit main engine power that, it said, "will yield immediate results".

Although Mr Veniamis dwelt on a litany of challenges the shipping industry is facing, he noted that Greek shipping historically had managed to emerge stronger from times of crisis.

He noted recent moves in Greece to improve the national flag's competitiveness and stop flagging-out, while making it easier to train and recruit Greek seafarers.

This promised to give "a new impetus and dynamics to the Greek register," he said.

Earnings from maritime transport contributed €17.3bn ($20.4bn) to the Greek economy last year, a rise of 4%, the UGS said.

# Sediment levels in off-spec fuels cause concerns

ISSUES surrounding 0.5% fuels have been raised in connection with sediments.

Last month an industry survey on the 2020 sulphur cap transition revealed most operators had experienced increased sludge deposits in the fuel oil system, while wax appearance and other operational issues were also evident.

Other assessments suggest challenges such as the above persist for 0.5% compliant fuels, but at a smaller scale than previously seen.

Naeem Javaid, global operations manager at the Fuel Oil Bunker Analysis Service, an advisory unit of Lloyd's Register, said that the share of the off-specs in the 0.5% fuels tested globally was around 8% at the start of 2020.

In late August off-specification that share had dropped to about 5% of total fuels, he said. Off-spec rates for high sulphur fuel oils ranged from 4% to 6%, but in most cases closer to 4%.

The situation varies among bunkering hubs; Mr Javaid observed that Singapore may record a high number of off spec alerts, but their share amounts to 3% of the tested fuels. In Fujairah they account for about 4% to 5%.

The problem is more pronounced in the Antwerp-Rotterdam Amsterdam region where off-specs have hit 9% to 10% of the tested fuels.

Though off-spec rates have dropped off globally, the change in the prevalence of sediments as the main deficiency is now cause for concern.

Initially, over 80% of the off-spec fuels were due to seven different properties. Approximately 78% are currently due just to sediments and sulphur content, according to the Fuel Oil Bunker Analysis Service.

Originally having an equal part of the blame, sulphur has today dropped off to just 26% of the off-specs while sediments have grown to account for 50% of the problematic fuels.

Mr Javaid said he was expecting the new blended fuels to have greater heating requirements and their characteristics to potentially be more unstable.

"We did not anticipate that the sediments... will comprise 50% of the off-spec fuels. We anticipated it as a cause, but we did not anticipate the extent and the frequency," he said.

The role of sediments has increased throughout 2020; when Fobas tested 5,000 samples in January, sediments accounted for 40% of the total off-specs.

"What we think is that because of the requirement for 0.5% sulphur fuels the suppliers are mixing blends and components that are causing the trouble," he said.

The supply of off-spec fuels has meant that some vessels have been unable to bunker and produced a lot of sludge.

They have also been restricted in their manoeuvring and are unable to maintain their speed, Mr Javaid noted. In some cases, the vessel's systems can become inoperable.

"But most of these fuels were from the ARA region and mostly supplied between February May. We have not seen such severe cases in the last two months. But there are still off-spec cases," he said.

Mr Javaid believes that without going a whole year on the current fuels, it is difficult to predict how 0.5% fuels and their off-spec composition will look in the future.

The composition of the blended fuels depends on the yield of oil products used by other industries and hence they can be subject to seasonal changes.

Overall, Mr Javaid believes that the industry has handled the 2020 sulphur cap transition well and as it quickly learns about the issue, the challenges caused by sediments will be addressed.

ANALYSIS

# Investment funds must cast net wider for terminal deals

PENSION and infrastructure investment funds will need to change their investment approach if they are to continue to expand their share of global container terminal operations following a slowdown in new deals.

The level of investment in the ports and terminals sector by pension and infrastructure investment funds has reached a plateau after peaking in 2019, according to analysts at Drewry.

"We do see opportunities for growth, but these will need a shift in the investment approach from the funds compared to their previous approach," analyst Eleanor Hadland said.

The peak in fund investment witnessed last year differed from previous peak in 2006-2007.

"The boom we saw before the last crisis was characterised by high competition between funds for relatively limited opportunities, which pushed the valuations higher and squeezed out established industry operators," Ms Hadland said in a webinar.

"In recent years, however, we have seen the balance shifting back, with valuations heading back to more reasonable levels. In this era of slower growth, we have seen operators show an increasing appetite for the acquisition of brownfield assets over the development of potentially riskier greenfield projects."

Part of the reason for the slowdown in growth by fund investors was the lack of suitable opportunities. In North America, for example, by the end of 2008 funds had invested $10bn in the market and achieved a 38% share of regional container volumes. However, by 2019 this had only risen to just over 40%.

"Larger terminals on the east and Gulf coasts remain under the ownership of state-owned port authorities, and elsewhere there are no large terminals that are not already owned by a fund or a large global operator," she said. "On the US west coast, there are only four terminals left under the 100% control of container lines."

Globally, however, funds hold only a 6% share of the market, compared with 65% for global terminal operators. In Europe, the global operators' market share stood at almost 80% in 2019.

"There are another 120 European terminals outside the ownership of the global operators with a combined 16m teu in 2019," Ms Hadland said. "But these have an average throughput of under 135,000 teu so there are few suitable remaining acquisition targets for the larger funds."

With fewer opportunities available, funds would need to look to diversify their investment approach, said said.

"We could see some further divestment of terminal-operating assets by shipping lines, maybe selling to existing partners. But there are limited remaining assets in the target markets that are not already under some form of joint ownership structure."

Alternatively, funds could look to widen their exposure to non-Organisation for Economic Co-operation and Development markets, specifically emerging markets with stable economies and established port concession regimes.

The largest opportunity, however, lay in the co-investment model that had emerged in recent years.

"The primary example of this is the DP World/ Caisse de dépôt et placement du Québec investment platform, which has achieved its investment target of $3.7bn since launch in 2016 and now incorporates

10 terminals in Canada, Chile, Australia and the Dominican Republic."

Using the platform had allowed DP World to monetise existing assets but also fund new acquisitions. It simultaneously provided CDPQ with the enhanced access to the market that DP World brings.

"By establishing a platform, it creates a separate portfolio within a portfolio, that allowed CDPQ to access deals that probably would not have been considered by the fund on a standalone basis, such as DP World Caucedo in the Dominican Republic," Ms Hadland said.

"It would not normally be usual for a fund to invest in an emerging market transhipment hub under the previous investment approach."

Last week's announcement that DP World and CDPQ would be investing a further $4.5bn to expand the platform indicated that this was a successful strategy, she added.

# Maritime charity says legal duty to assist craft in peril is being ignored

THERE have been multiple documented cases of merchant vessels ignoring legal obligations to assist refugee boats, says Human Rights at Sea.

The non-governmental organisation wants all future newbuildings to include accommodation for those rescued at sea, despite the additional expense this would entail to shipowners.

The issue has come under the spotlight as a result of the ongoing case of Maersk Etienne, which has left the product tanker off hire for more than four weeks after it went to the assistance of a small craft in difficulty in the Mediterranean, at the request of the Maltese authorities.

With 27 asylum seekers on board, the situation is not becoming difficult. But Malta is refusing to take them on shore, arguing that responsibility rests with Denmark as flag state.

The maritime charity commended Maersk Tankers for acting correctly, and as such constituted the gold standard, but contended that some operators were less conscientious.

"While there will be a short-term resolution, as there always is, this requires long-term solutions," said chief executive David Hammond.

One major consideration is simply the need to uphold the international rule of law. States have a responsibility to respect human rights considerations in humanitarian rescues, as established under search and rescue and the United Nations Convention on the Law of the Sea.

"Under Malta's approach, the rule of law fragments and we have global instability. That simply cannot be allowed in the maritime environment, or anywhere."

As the global population increases, migrant movements are also going to increase. Commercial vessels must have an in-built logistical contingency for rescuing those at peril at sea as a future design requirement.

Ship design must factor in a degree of redundancy for search and rescue operations, he contended. This might not take the form of constructing a spare accommodation block, but could for instance take the form of containers converted into accommodation carried on a ship.

Mr Hammond declined to specify the number of additional berths required, as rescue operations are by definition on a case-by-case basis.

"This is so people are not left out on decks, lying on hawsers, tucked in against superstructure that will provide protection from the elements."

He said the risk of a vessel going off hire for an extended period is already resulting in some ships deliberately choosing not to participate in search and rescue efforts.

"We have evidence, supplied by non-governmental organisations in the Mediterranean over the past several years, of failures by commercial vessels to stop and rescue at sea, despite maritime law norms," he said.

"It is not once or twice. There have been multiple occasions. We do not have the exact figures, because we are still undertaking the investigatory work on this."

# Industry commitment is slowly solving crewing crisis

ALMOST one fifth of seafarers serving on ships managed by V.Group are currently working beyond the expiry of their crewing contract, according to the company's head of crew management.

Many of those affected are just two or four weeks overdue, and although some should have been repatriated five months ago, it marks a significant improvement on the peak of 34% of crew overdue repatriation in May. That compares with the old normal of 0.3%.

The reduction in overdue crew is the result of industry-wide initiatives, collaboration between competitor companies, ship owners covering extraordinary costs, and alterations to the way crews are sourced and sent to their vessels.

"The industry has stopped believing this is a two- or three-month issue that will hopefully just go away," said Allan Falkenberg in an interview. "We've got through that."

He said it is understood the crewing issue will take a long time to fully solve. It might not be done by the end of the year. "We keep finding new ways: when one route closes, another opens."

V.Group and other crewing providers have been replacing Filipino seafarers with eastern Europeans.

"Several of our customers said they have been engaging Filipinos. However, because of the logistical nightmare they are looking elsewhere," Mr Falkenberg said. "We have put too many eggs in the same basket, so we'll have to change the demographics of our seafarer base to allow us to run our vessels."

The Philippines has suffered the highest number of confirmed coronavirus cases in Southeast Asia. Seafarers who reach Manila by air still struggle to get to the other islands in the archipelago, and it has proved almost impossible to bring seafarers from the 7,000-plus islands to Manila to begin their journey.

Several seafarers who tested negative on a PCR (polymerase chain reaction) test at home have tested positive when about to board their ship.

"With 10 Filipinos flying together, if one tests positive, the other nine can't get on board. Vessels are idle for two or three weeks as a result," he said.

One solution has been for V.Group to take over a 160-room hotel next to the company's office in Manila.

"The crew arrives and is allocated a room. They receive a PCR test from medical professionals from a hospital with which we have an agreement, then they go into isolation for between seven and 14 days. Our catering academy provides them with four meals a day, delivered to their rooms.

"This shows the extremes we have gone to, and what the industry has done to adapt to this situation. It requires genuine conversation with ship owners because, at the end of the day, they are paying for it. They are covering the cost of $1,500-$2,000 per seafarer even before he gets to the airport. It's definitely costly, and there are no winners."

Mr Falkenberg praised shipowners for "putting their hands in their pockets to pay for the extraordinary expense of higher flight tickets, isolation facilities, and diverting vessels.

"One of our owners now has fifth vessel diverting to the Philippines, laying in Manila Bay to undertake crew change, which can take 24-48 hours plus the time to divert — at a cost of hundreds of thousands of dollars."

The crewing crisis has meant V.Group's executive team calling all the managed vessels, speaking to the master and, when necessary, the crew to update them on progress. Agreement has been signed with an external medical care provider to ensure physical and mental wellbeing on board.

"Mental health has been an issue at sea for many years," said Mr Falkenberg. "The pandemic has emphasised the importance of looking at the signals early on, giving people opportunities to tackle those issues."

V.Group has launched an online mental wellbeing programme and is linking in with another initiative run by Intertanko.

One customer said the health crisis has shown the vital role played by the crewing department in a ship management or ship owning company.

"We have all seen the challenge of crewing because everyone from the chief executive to the accountants have become deeply involved in finding a solution to this logistical nightmare," Mr Falkenberg said.

MARKETS

# No end in sight of tanker earnings pressure, says BIMCO

TANKER owners exposed to the spot market could face months of unprofitable levels as oil demand is being wiped out by the coronavirus pandemic, especially in the aviation industry, according to shipping association BIMCO.

After the record earnings seen in April, tanker rates have collapsed to below break-even levels, and the "fundamentally lower oil consumption will hurt the industry for at least 15 months," the Copenhagen-based group said in its latest tanker outlook report.

As at the end of August, earnings for very large crude carriers averaged $16,949 per day, which is a daily loss of about $7,000, according to BIMCO estimates. Likewise, suezmax earnings of $11,949 per day are about $8,000 below breakeven levels, while aframaxes, which earned an average of $9,322 per day, were losing about $7,700 per day.

The same can be said for oil product tanker earnings.

The coronavirus backdrop has wiped out six years' worth of oil demand, which is "devastating", BIMCO's chief shipping analyst Peter Sand said, adding that the loss of demand, and therefore tanker shipping, will lead to a "worsening of the fundamental balance" in the market.

The easing of restrictions around the world may be the start of a demand recovery, but a return to full volumes can only be realistically expected in 2022. The Energy Information Administration in the US is forecasting lower demand next year at 100.17m barrels per day than in 2019, when it reached 101.25m bpd.

On the fleet side, the rate of growth is expected to slow, with total tanker deliveries totalling 16.2m dwt so far this year, 44% lower than last year.

For the full year, BIMCO expects the crude oil tanker fleet to grow by 2.4%, while the oil product tanker fleet will grow by 2.7%. That compares with growth of 6.2%, and 4.6%, respectively, in 2019.

Despite the current weakness in the market, tanker owners should end the year in the black as they will have made huge profits earlier in the year, Mr Sand said, adding that there were some triggers that could see short-term spikes such as weather-related or geopolitical disruptions.

In addition, an unexpected seasonal pull during winter may also add to a rosier picture, he said on a Maritime Development Centre webinar.

# Ports can help ease supply chain shocks

UK PORTS could play a pivotal role in how supply chains develop following the twin shocks of the pandemic and Brexit, according to Peel Ports chief executive Mark Whitworth.

"The maritime industry is arguably the world's most important supply chain enabler, responsible for the constant global flow of food, fuel, medical supplies, raw materials and agricultural products, he said.

"Its smooth functioning is essential in underpinning national economies, and the health and wellbeing of billions of people. This is further exemplified by the fact that the UK is reliant on the industry for around 95% of its internationally traded goods."

But the pandemic had brought "unprecedented turmoil" to the global economy and the maritime sector had not been immune to the fall-out. But despite the challenges, the sector had managed to keep vital supplies moving.

"During the outbreak, the essential work of ports has come into sharper focus. Borders closing, freedom of movement restricted from country to country, and huge volatility in demand for critical supplies, meant that it was vital businesses had access to well-connected responsive ports that continued to operate effectively and efficiently," said Mr Whitworth.

The full effect of the pandemic on the economy was yet to be fully understood, he added, warning that consumer spending patterns and business investment were unlikely to return to the way they were before the crisis.

In the UK, supply chains would also have to deal with the threat of disruption from Brexit.

"Resilience will need to be at the forefront of everyone's minds over the next 12 months. It was only around six months ago that Brexit was perceived to be the biggest shock to hit supply chains for a generation. From January 1, 2021, new border arrangements will govern the flow of goods between the UK and the European Union, and indeed between Britain and Ireland."

This left business with a dilemma. Globalisation had been challenged by the pandemic and nearshoring had been raised again as an alternative to long supply chains. But on the other hand, moving manufacturing to Europe could also be challenging given the rules that will govern trade beyond Brexit are still unknown.

"Some argue that we will bring more manufacturing and production back to the UK, an idea potentially encouraged by the government's freeport policy," Mr Whitworth said.

"Not only does this mitigate some of the risks of international trade, but potentially improves the environmental sustainability of the supply chain. Rather than importing finished products, we import the less time-sensitive raw materials or intermediate components."

But delivering the freeport strategy would require collaboration between supply chain partners and the businesses they serve.

"As we emerge from this crisis, ports will play an ever increasingly important role because they fit in with an integrated trade and digital ecosystem that allows for seamless trade," said Mr Whitworth.

"With the global economy looking ahead to signs of a recovery and supply chains springing back to action, ports have a vital part to play. This will include ensuring we build resilient supply chains, which are agile and flexible enough to navigate whatever disruptions the next 12 months might bring."

# Box lines urged to drop low-sulphur fuel fee

THE decision by some container shipping lines to suspend or discontinue low-sulphur fuel surcharges "will be welcome news" for members of the British International Freight Association.

It is urging all box lines to drop low-sulphur fuel fees and criticised the creeping number of other surcharges and fees.

The trade association for UK freight forwarding and logistics companies has long challenged the legitimacy of shipping line surcharges.

It accused the carriers of profiteering when they announced in 2018 they would be introducing the low-sulphur surcharges significantly in advance of the new sulphur rules which took effect in January this year.

However, after the pandemic led to crash in oil prices and dramatically reduced the cost of bunker fuels, container lines have faced growing pressure from forwarder and shipper representatives to suspend low-sulphur surcharges and drastically cut other fuel charges levied on shippers.

They also believe low sulphur surcharges should be removed given that the price differentials between very low sulphur fuel oil and standard IFO380 had become so narrow.

Container lines have suspended their low-sulphur surcharge since April to reflect the current price of VLSFO, with some reports particularly highlighting the latest announcement this month by CMA CGM that its LSS would remain suspended, although the company has not applied any LSS since April.

"Forwarders do not like shipping line surcharges of whatever nature, and we are hoping that other lines will follow suit and also stop their low-sulphur surcharges, as well as reconsider their policies in regards to applying surcharges for anything from equipment imbalance to port congestion," said Robert Keen, BIFA director-general. "Over the past few years, the number of surcharges and fees has continued to grow — often with no real explanation or justification.

"While I welcome the news on the low sulphur fuel surcharges being discontinued, in the past few days, I have heard that one line is introducing a merchant haulage surcharge, while another is adding a container compliance charge."

He said forwarders do all they can to minimise the effects of the surcharges, but in the end at least some of the costs need to be passed on to the customers "and there is sometimes an unfair perception that our members are to blame", he added.

"If a shipper enters a contract to buy goods they should know exactly what they are paying and that price should not change. If they use Incoterms, they can buy 'ex-works' or 'FOB' and control the supply chain. If they let their supplier arrange shipping, they have no control over the charges applied.

"But in either case, additional surcharges imposed by shipping lines should not be allowed."

## IN OTHER NEWS

**UK changes shipping minister in government mini-reshuffle**
UK SHIPPING Minister Kelly Tolhurst has been moved off the brief after just seven months at the Department for Transport.

She has been replaced by Robert Courts in the department, which says he is responsible for maritime, aviation and security and civil contingencies.

The changes form part of a reshuffle necessitated by the resignation of Simon Clarke as minister of state for Housing, Communities and Local Government.

**Crew reported missing after vessel boarded off Lagos**
THE crew of a reefer vessel boarded off Lagos, Nigeria, have been reported missing, according to reports.

The Liberia-flagged, 5,429 dwt *Water Phoenix* (IMO: 9045168), owned by Seatrade, was attacked 33 nautical miles south west of Apapa-Lagos, Lloyd's List Intelligence reported.

LLI said some of the crew retreated to the citadel. Others were missing, possibly abducted.

**Fire reignites on VLCC off Sri Lanka**
THE fire on board the very large crude carrier New Diamond has reignited in the aft section of the vessel owing to high winds and severe heating of integral parts of the vessel.

The Sri Lankan Navy said the fire has been reignited amid high winds triggered by prevailing adverse weather condition at sea in the area, where the distressed vessel has been positioned about 30 nautical miles off Sangamankanda Point.

Rain with strong winds and moderate swell are also being experienced in the area.

**HMM and Samsung Heavy to develop smart ship technologies**
SOUTH Korean shipping line HMM and compatriot shipbuilder Samsung Heavy Industries have agreed to work together on smart ship technologies.

The pair have signed a memorandum of understanding to co-develop eco-friendly and digital technologies to enhance the competence of vessels.

HMM said in a release that it had adopted SVESSEL, a cloud-based smart ship solution developed by SHI, and will test the operational data, as part of the partnership.

**Maersk firms up Asia-Europe ocean-rail service**
MAERSK has made a sea and rail service, which connects shippers in Asia with ports in northern Europe, a permanent weekly fixture as customer demand rises, according to a company release.

Launched in August 2019, the so-called AE 19 service ships containers from various Asian export ports to Vostochny in Russia's far east, where they are transferred to rail for an 11-day journey to St Petersburg.

The final leg of the voyage involves containers going back on to the sea for the final shortsea connection between St Petersburg and European ports.

**Mitsubishi says scrubber retrofit schedule remains on track**
MITSUBISHI Shipbuilding has delivered scrubber retrofits on schedule on 22 ships over the past eight months, despite the disruptions the coronavirus backdrop has imposed on shipyard operations.

The bulk of the scrubbers, or exhaust gas cleaning systems, were installed on board containerships.

Five of these are 20,000 teu units, eight others 14,000 teu and the remaining quintet of 10,000 teu or less capacity.

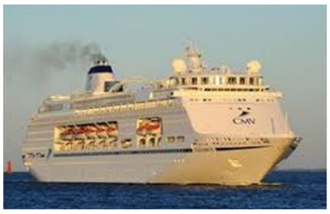
# Classified notices

## ADMIRALTY COURT AUCTIONS
## CRUISE SHIPS FOR SALE BY TENDER

### VASCO DA GAMA

**IMO: 8919245, Built: 1993, Fincantieri**
**LOA: 219.4 / Beam: 30.8 / Draft: 7.77, Class: LR, Flag: Bahamas**
**GT: 55,877 / Passengers: 1636/ Cabins: 630 / Decks: 13 (10 pax)**
**Engines: 2 x Sulzer 12ZAV40S, 3 x Sulzer 8ZA40S - Total 44,438.8 BHP**
**The Vessel is at the Port of Tilbury where inspectable by arrangement.**

### COLUMBUS

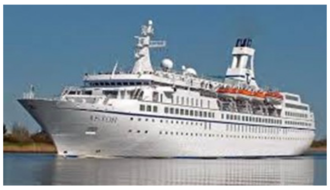


**IMO: 8611398, Built: 1989, Chanters de l'Altantique-St. Nazair**
**LOA: 245.6 / Beam: 32.2 / Draft: 8.15, Class: LR, Flag: Bahamas**
**GT: 63,786 / Passengers: 1817 / Cabins: 736 / Decks: 14 (11 pax)**
**Engines: 4 x MAN8L58/64 - 52,139 BHP @ 428 rpm**
**The Vessel is at the Port of Tilbury where inspectable by arrangement.**

### MAGELLAN

**IMO: 8217881, Built: 1985, Aalborg Vaerft A/S**
**LOA: 221.57 / Beam: 31.6 / Draft: 7.75, Class: RINA, Flag: Bahamas**
**GT: 46,052 / Passengers: 1860 / Cabins: 726 / Decks: 12 (9 pax)**
**Engines: 2 x Sulzer 7RLB66 - 31,976 BHP @ 140 rpm**
**The Vessel is at the Port of Tilbury where inspectable by arrangement.**

### ASTOR



**IMO: 8506373, Built: 1987, Howaldtswerke-Deutsche Werft AG**
**LOA: 176.5 / Beam: 22.61 / Draft: 6.2, Class: DNV GL, Flag: Bahamas**
**GT: 20,704 / Passengers: 656 / Cabins: 295 / Decks: 9 (7 pax)**
**Engines: 2 x Sulzer 6ZAL40S, 2 x Sulzer 8ZAL40S – Total 21,488 BHP**
**The Vessel is at the Port of Tilbury where inspectable by arrangement.**

### MARCO POLO

**IMO: 6417097, Built: 1965, Mathias-Thesen Werft - Wismar**
**LOA: 176.28 / Beam: 23.6 / Draft: 8.6, Class: DNV GL, Flag: Bahamas**
**GT: 22,080 / Passengers: 906 / Cabins: 425 / Decks: 12 (8 pax)**
**Engines: 2 x Sulzer 7RBD66 - 21,000 BHP**
**The Vessel is at Avonmouth where inspectable by arrangement**

In accordance with Court Orders dated variously 2nd and 4th September 2020, each vessel is to be sold by separate sealed tender, 'as is where is' at the time of sale, on the Admiralty Marshal's Conditions of Sale, with clean title and free of encumbrances. Notice is given to any interested party that all rights and interests existing in each ship prior to her sale shall be extinguished. Offers may be submitted in sealed envelopes marked with vessel's name, or by email, and should be received by the **EXCLUSIVE BROKERS** CW Kellock & Co latest by 1200 hours midday on:-

**Vasco Da Gama – Thursday 8th October 2020**
**Columbus – Monday 12th October 2020**
**Astor – Thursday 15th October 2020**
**Magellan – Monday 19th October 2020**
**Marco Polo — Thursday 22nd October 2020**

## CW Kellock & Co Ltd

5th Floor, 2 London Wall Buildings, London EC2M 5PP, UK. Phone +44-20-7448-1395 Mobile: +44 7768 735634 Email: kellock@eggarforrester.com.
A member of the Eggar Forrester Group

The above and any linked or further particulars which may be given by the Admiralty Marshal or by CW Kellock & Co Ltd are and will be given in good faith but no responsibility is accepted for their accuracy. Purchasers must make their own independent enquiries.