

SEALINE

Journal

MARCH
2026

Vol.23



HIGH-VALUE ARTWORKS LOADED:
WHEN THE CITY SLEEPS, WE
MOVE MASTERPIECES.

LASHING SPOTLIGHT:
SECURE LASHING OF 6,800 KG
DISH HEAD IN 20 FT CONTAINER

IN THIS ISSUE



03

High-value artworks loaded

When the city sleeps, we move masterpieces.

04

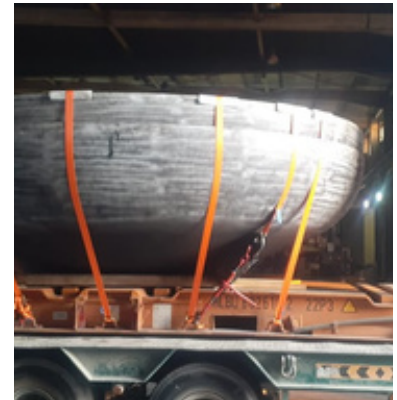
Lashing spotlight

Secure Lashing of 6,800 KG Dish Head in 20 FT Container

05

The 2026 Hormuz Crisis

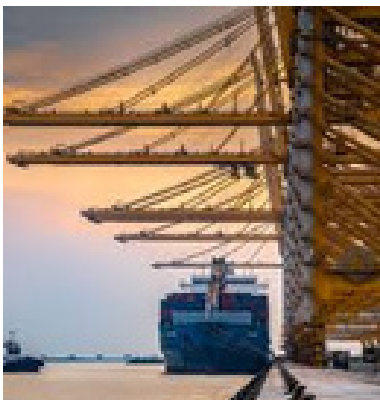
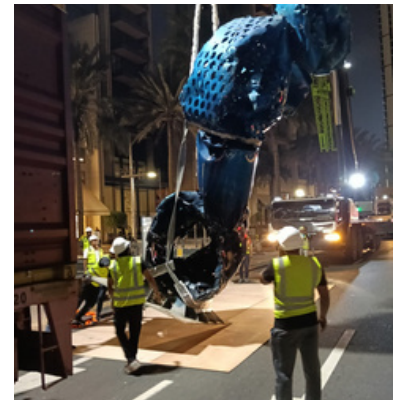
A Global Logistics Standoff



06

Jebel Ali Port

From Desert Vision to Global Maritime Powerhouse



06

Jebel Ali Port - Origins & Vision

Redefining Dubai's role in global trade

07

Look book of the month

March gallery

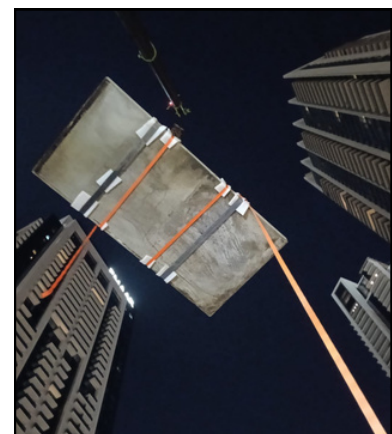


HIGH-STAKES LOGISTICAL OPERATION IN THE HEART OF THE DIFC.

HIGH-VALUE ARTWORKS

When the city sleeps, we move masterpieces.

While Dubai rested, our team executed a high-stakes logistics operation in the heart of DIFC, managing the movement of six extremely rare, high-value artworks previously displayed outdoors. This was far from standard cargo. With zero margin for error, the scale required major road closures and special permits for night transit. Through precise planning and expert coordination, each piece was handled with bespoke care using specialized lashing techniques to ensure maximum stability. The artworks were securely loaded into six 40' Open Top containers using advanced heavy equipment. We are proud of our team's flawless execution under pressure, proving that in sensitive, high-value logistics, trust is everything across our region.



LASHING SPOTLIGHT

Secure Lashing of 6,800 KG Dish Head in 20 FT Container

The Sealine team successfully completed the lashing of a heavy dish head, ensuring maximum safety and stability throughout the operation. The cargo, weighing 6,800 kg, required careful planning and precise execution due to its size, shape, and weight distribution. A 20 FT container was selected to securely accommodate the load while maintaining proper balance during transit.



To achieve optimal securing, a combination of high-quality lashing materials was used. The team deployed five lashing belts, each with a capacity of 5 tons, along with four heavy-duty chains, also rated at 5 tons. This combination provided both flexibility and strength, allowing the cargo to be firmly restrained against movement in all directions.

Special attention was given to positioning and tensioning to ensure even load distribution and to prevent any shifting during transportation. The curved structure of the dish head required expert handling techniques and strategic placement of belts and chains.



This successful operation reflects Sealine's commitment to safety, precision, and professional excellence in cargo lashing.



The 2026 Hormuz Crisis

The Strait of Hormuz has once again emerged as the primary fulcrum of geopolitical risk and economic disruption in early 2026. On March 2, 2026, Iran's Islamic Revolutionary Guard Corps (IRGC) declared the waterway—the narrow throat through which roughly 20% of the world's crude oil and a substantial share of liquefied natural gas (LNG) transit daily—effectively closed to commercial shipping. This forceful stance follows intensifying conflict with Israel and the United States, including coordinated strikes on Iranian territory.

The immediate impact of this escalation has been a near-total collapse of standard shipping flows. In response to heightened kinetic risk, international tanker companies and container operators are halting bookings and canceling transits. Simultaneously, insurers are withdrawing coverage, making trade through Hormuz commercially unfeasible. With roughly 10% of the global container fleet now caught in a bottleneck near the Strait, the crisis illustrates how swiftly geopolitical risk translates into logistical paralysis.

A GLOBAL LOGISTICS STANDOFF



These developments have sent shockwaves through international energy markets. Following the closure warnings, Brent crude prices surged by 8.6% amid reports of halted tanker traffic. Traders are now factoring in a long-term disruption at a chokepoint that supports essential energy flows to Asia and Europe. Even a brief obstruction in Hormuz raises input costs across the transportation, industrial, and energy sectors.

The crisis has also triggered a massive "risk repricing" in the logistics ecosystem. Reports indicate that freight costs for Very Large Crude Carriers (VLCCs) bound for Asia have spiked, while insurance premiums have risen by as much as 50%. These elevated costs are being embedded into the global supply chain, dampening trade and squeezing profit margins for shippers and commodity buyers alike.

For major hubs like Jebel Ali Port, the reaction has been a radical pivot toward land-bridge contingencies. While the port remains physically operational, its role has shifted to a staging ground for overland trucking through Saudi Arabia to bypass the maritime blockade. Ultimately, the 2026 Hormuz crisis serves as a stark reminder that a single narrow waterway remains the master switch for global economic stability.

Jebel Ali Port

From Desert Vision to Global Maritime Powerhouse

The Jebel Ali story began in the 1970s, at a time when the Middle East relied on a few traditional ports as key maritime hubs. Aden was a fueling station at the Bab el-Mandeb Strait; Beirut, known as the “Gateway to the Middle East” in the 1950s and 60s, served as a crucial trading point; Jeddah handled Saudi Arabia’s commerce and pilgrimage traffic; while Egypt’s Port Said and Alexandria were the arteries connecting the Suez Canal to the world. Over time, these ports faced challenges: wars, political instability, outdated infrastructure, and capacity limits. Amid this landscape, Dubai emerged with an audacious vision to fill the gap and create a modern maritime hub that could rise above these constraints. This is where the ambition of Dubai’s late ruler, Sheikh Rashid bin Saeed Al Maktoum, came into play. He envisioned a mega-port in the remote Jebel Ali desert, an idea that initially met widespread skepticism.

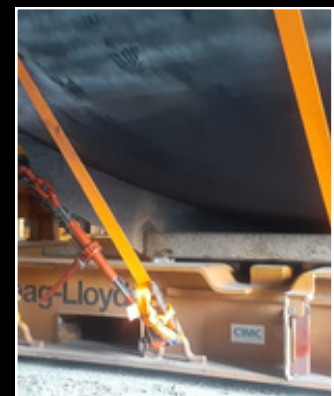
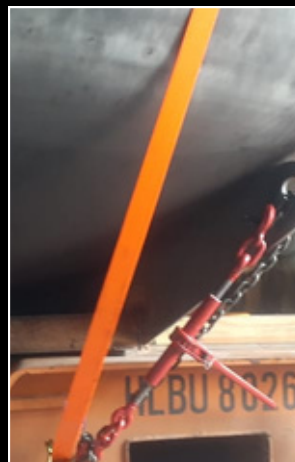
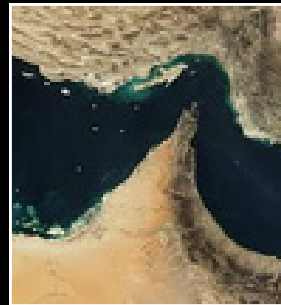
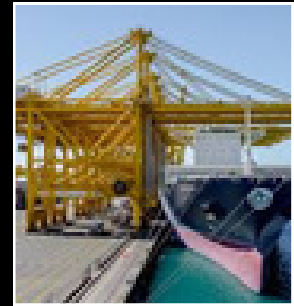
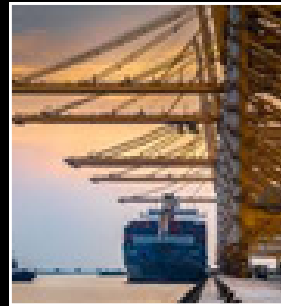


By the late 1970s, massive dredging created Jebel Ali Port, inaugurated in 1979. With 15 berths, it handled large ships, doubled capacity, and positioned Dubai as a global maritime hub.

Redefining Dubai’s role in global trade

In 1976, Sheikh Rashid made the historic decision to lay the foundation stone for a colossal port 35 kilometers southwest of Dubai city. This came after Port Rashid, opened in 1972, had already reached capacity due to surging trade. Sheikh Rashid believed Dubai’s future hinged on a port that broke size and capability barriers. The choice of the Jebel Ali site signaled a commitment to transforming a barren desert into an industrial and commercial powerhouse. Despite initial doubts about the cost and remoteness, Dubai’s leadership pressed forward with meticulous planning and relentless work.

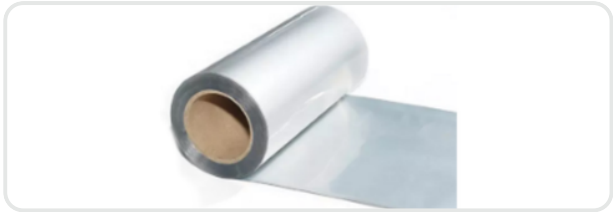
LOOK BOOK OF THIS MONTH!



ONE-STOP SHOP FOR SHIPPING SOLUTION



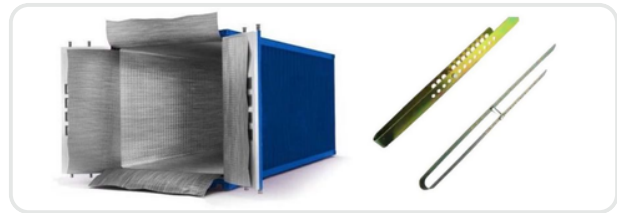
CONTAINER LASHING



VCI ANTI-CORROSION



PACKAGE PRODUCTS



CONTAINER PACKAGING & ACCESSORIES

Sealine Shipping offers premium products for all your shipping needs. Our range includes top-quality container lashing solutions to ensure secure transport, VCI anti-corrosion products to protect your cargo, and a variety of packaging products designed for durability and efficiency. Additionally, we provide an extensive selection of container packaging accessories, ensuring every shipment is safe and well-prepared. Trust Sealine Shipping for reliable, high-performance products that meet the highest industry standards.



SUBSCRIBE TO
SEALINE JOURNAL



S E A L I N E
Journal

MARCH 2026
VOL: 23

