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News reports received from readers and Internet News articles copied from various news sites.

The STARNAV DRACO operating in the Lula Field Santos Basin (Brazil)
Photo: Capt Jan Plug Master Seven Rio ©
IN MEMORIAM

Reizend over de wereldzeeën en daarna verder genietend van het leven, zo kennen wij Andries Tiesinga, na een lang verblijf in het UMCG, thuisgekomen om (te snel) op zijn laatste reis te gaan.

ANDRIES TIESINGA

Haule, 10 maart 1930                                            Norg, 22 september 2019

Er is gelegenheid tot afscheid nemen aan de Larixlaan 5 op donderdag 26 september van 18:30 tot 20:00 uur

De familie nodigd u uit om samen afscheid te nemen van Andries op vrijdag 27 september om 10:00 uur in crematorium Ommeland en Stad, Borchsingel 47 te Eelderwolde (A7 afslag Hoogkerk).

Aansluitend is er gelegenheid tot condoleren.

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***** ANDRIES, RUST ZACHT*****
Once a Niche Segment, LPG Carrier Market is Now A Boon for Ship Owners

The LPG tanker **KAROLINE N** outbound from Antwerpen passing Kruse Veer Kruiningen. **Photo : Rob van den Houten**

Once considered a niche market for “bold” ship owners to invest into, nowadays, LPG shipping is almost mainstream and yielding quite good results. In a recent monthly analysis, shipbroker Banchero Costa said that “spot charter rates for VLGC gas carriers have rallied significantly in the first half of 2019, helped by very limited fleet growth last year and steady tonne-mile demand growth. Benchmark newbuilding prices in August 2019 were estimated at about 71 mln USD for a 82,000 CBM VLGC, and about 16 mln USD for a 3,200 CBM semi-refrigerated vessel. Indicative 5-year old secondhand prices in August 2019 were estimated at about 62 mln USD for a 78,000 CBM VLGC, and about 13 mln USD for a 3,200 CBM semi-refrigerated vessel. Indicative 1-year timecharter rates in August 2019 were estimated at about 1,100,000 USD/month for a 82,000 CBM VLGC, and about 300,000 USD/month for a 3,200 CBM semi-refrigerated vessel”

In terms of tonnage supply, Banchero Costa said that “newbuilding deliveries of LPG carriers declined sharply in 2018 to just 40
units (1.4 mln CBM) from 73 units (2.0 mln CBM) in 2017, and are expected to increase only modestly in 2019 to around 44 units (1.6 mln CBM) after accounting for slippage. In the first 8 months of 2019, we recorded the delivery of 23 units, for a total of 1.2 mln CBM. Demolition activity in 2019 is expected to decrease numerically to about 19 units, from 37 units in 2018. In CBM terms we expect 0.40 mln CBM in 2019 from 0.84 mln CBM in 2018. In the first 8 months of 2019, we recorded the demolition of 11 units, for a total of 0.16 mln CBM”.

The shipbroker added that “net fleet growth for the LPG carrier fleet as a whole is expected to increase slightly to about +4% y-o-y in 2019, up from 2% in 2018. The strongest growth will be seen in the VLGC (70,000+ CBM) segment, expanding by a net +5% y-o-y, from a very low +2% in 2018. The 1,000-12,999 CBM fleet, on the other hand, will remain mostly flat on last year’s levels. Contracting activity has been moderate so far this year. In the first 8 months of 2019, 28 LPG carriers were reported contracted (excluding backdated Tier 2 contracts), for a total of 1.06 mln CBM. This included 11 VLGCs (0.9 mln CBM). The demand outlook remains positive: China’s LPG imports increased by 6.4% y-o-y in the first 8 months of 2019, to 16.4 mln tonnes, whilst India’s imports increased by 11.0% y-o-y in the first 8 months of 2019, to 13.9 mln tonnes”, Banchero Costa noted.

Meanwhile, in terms of demand, Banchero Costa said that “China and India will remain drivers of LPG imports, but China at a slower pace China stood as the largest LPG global importer in 2018, accounting for 18.8 mln tonnes and reaching a yearly growth of 2.9%. But imports grew at a slower pace last year compared to 2017, when China’s LPG imports increased by 14.9% to reach 18.3 mln tonnes, according to data from the General Administration of Customs (GACC). The slower growth of Chinese LPG imports was highly affected by the trade war with the U.S. On August 23, 2018 China imposed additional 25% tariffs on imports of U.S. LPG, together with several other petroleum products, as part of its retaliation measures against duties on Chinese imports. If in 2017 the States represented the second largest source of Chinese imports with 3.6 mln tonnes (18.7% of total volumes), last year imports fell to 1.6 mln tonnes (8.6%). As a result, China’s imports were mainly sourced from Middle East countries such as the UAE, Qatar and Kuwait, which accounted for around 32%, 17%, and 12% respectively in 2018. In 2019, China’s LPG trade will likely suffer again from the Sino-American tariff dispute and, according to S&P Global Platts, the country’s apparent demand is expected to grow 4% in 2019, compared to 8% of 2018”. The shipbroker added that “on the other hand, new PDH projects are set to support Chinese LPG thirst this year. In addition to the eight existing PDH plants, with a processing capacity of around 5.5 mln mt/year and propylene production of 4.6 mln mt/year, an additional propylene production of 1.7 mln tonnes will likely come from three new PDH plants, all scheduled to start up this year, according to Platts. After China, India was the second largest LPG importer last year. According to the Petroleum Planning & Analysis Cell (PPAC), India imported 10.57 mln tonnes during the first 10 months of the financial year 2018/19, and is expected to reach 12 mln tonnes by its end, as announced by the Oil Minister Dharmendra Pradhan. The growing LPG demand was underpinned by the Government “Pradhan Mantri Ujjwala Yojana” programme that, as per its latest extension of December 2018, aims to provide free cooking gas (LPG) connections to all poor households of the country. In South Korea several steam crackers were down for maintenance at the beginning of the second calendar quarter of 2019, limiting import demand. However, with several cracker expansions, propane consumption in Korean steam crackers is similarly expected to rise in the latter half of the year”, Banchero Costa concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide
Ports of Antwerp and Zeebrugge permit unique technology to be used on ships’ hulls following exacting tests to demonstrate system meets latest strict clean water environmental regulations. ECOsubsea, the Norwegian cleantech firm with a unique hull cleaning technology has won contracts to clean in North European ports of Antwerp and Zeebrugge thanks to the technology’s ability to remove all hull fouling from the water. The technologically-advanced system has now been approved for use in the two North European ports following around 500 vessel cleanings in Southampton and Norway and its proven ability to meet strict environmental requirements.

Environmentally sound solution
While hull cleaning is an important part of vessel efficiency it has become mired in controversy due to the high risk of invasive species being easily transferred across the oceans and becoming an environmental and economic hazard. Traditional hull cleaning methods include sending divers down under the vessel when alongside in port or at anchor with hull scrubbing technology. This method is being increasingly shunned due to detritus falling to a harbours’ seabed. Hard cleaning is also criticized due to the tendency to also remove layers of hull coating during the cleaning process.

Globally recognized
Founded in Norway by award winning entrepreneurs Tor and his brother Klaus Østervold, ECOsubsea began making a name for itself with its attention to detail and meticulous effort to ensure the system was as sustainable and robust as possible, meaning it efficiently cleaned hulls but did not increase the risk of contaminated coastal waters. The unique ECOsubsea technology consists of a remotely operated vehicle that gently cleans the ship’s hull moving across the surface like a big lawn mower. It applies the latest technology in hull cleaning to carefully remove fouling build-up without causing any pollution. It has been winning over ship operators and port authorities with its demonstratable ability to clean a hull efficiently, as well as simultaneously remove the fouling, pumping it ashore through a filtration process plant where it is stored in collection bags and later used in biogas production. Østervold says: “Our operation in Antwerp and Zeebrugge represents a significant milestone for ECOsubsea. Both Antwerp and Zeebrugge have been frontrunners within environmental regulations, and for us it has been important to provide a solution fully complying with the strictest standards. In addition, Antwerp and Zeebrugge are large ports serving many of our existing customers, but also many potential new customers.”

Leading technology for leading players
He also points to operators such as Carnival, WWL Ocean and Hoegh Autoliners that have repeatedly used the ECOsubsea system over the last few years. “We believe we have leading technology, both in terms of our environmental footprint, and in terms of how fast we clean a hull and how gentle the coating is treated. This gives us a strong technological platform for further growth. The most important thing we advise operators to do is firstly to inspect the hull at least two times per year so that they can determine the biofouling condition and monitor this over time,” adds Ostervold. Port authorities are becoming increasingly concerned about the risks posed by shipping and what a vessel can and cannot discharge into local waters. Increasingly, ports are taking a zero-tolerance approach, making it harder for owners to find an opportunity to ensure their vessels have clean hulls that help reduce fuel bills and CO2 emissions. Luc Van Espen from the Port of Antwerp comments: “We are happy to welcome companies such as ECOsubsea, that have the technology available to clean ship’s hulls in a sustainable way. This not only preserves our dock waters from being polluted by alien species and heavy metals, but also offers a new service to our shipping lines, in a way that even sometimes ships deviate towards Antwerp in order to be cleaned, bunkered and repaired at the same time.

Joachim Coens, CEO Port of Zeebrugge adds: “As a port authority with a Clean Port strategy, we applaud companies like ECOsubsea for offering an environmentally friendly ROV hull cleaning service in our port to our clients. Every measure or
innovation in the shipping industry that reduces the CO² footprint of vessels will result in a more sustainable industry globally.”

ECOsubsea was formed in 2008 by the brothers Tor and Klaus Østervold to develop a prototype hull cleaning technology that could safely and efficiently remove hull fouling without leaving any fouling in the water. Tor Østervold won the Nor-Shipping Young Entrepreneur Award in 2013 from the leading trade show Nor-Shipping and the company won the WWL Orcelle Award later that year. Further, the company has received a string of accolades for its environmentally friendly and fuel efficient solutions, including: the Green Ship Technology Award, the Global Freight Award and the Seatrade Award.

The company has been developing its technology in the UK port of Southampton winning contracts from leading ship owners. The Southampton based system has accumulated more than 4000 hours of service. The ECOsubsea system consists of a sophisticated and reliable remotely operated vehicle that crawls along the ship hull. It’s unique cleaning system ensures the removal of hull fouling without damaging the hull coating. The system removes over 97% of all the fouling detritus which is then safely pumped ashore. A clean freshly painted new hull straight out of a newbuilding yard is the most efficient hull and allows the vessel to operate at peak efficiency, with the least amount of fuel consumed and lower emissions. However, over time all hulls, regardless of coatings, will see a deterioration of their effect as slime, barnacles and other aquatic species attach themselves leading to drag and friction thus increasing engine power and fuel consumption to achieve a vessel’s desired speed. Often vessels have hulls recoated during drydocks to regain a performance level close to optimum. Owners are advised to inspect and clean hulls regularly between drydocks, with many charter parties including a clean hull clause. However, due to the environmental risks, port authorities and coastal states are banning or deterring hull cleaning methods that allow the fouling to fall into the water.

**Key benefits of ECOsubsea**

- Minimises vessels air pollution to 5 – 15%
- Minimises the spread of alien invasive species between continents (identified by IMO)
- Saves ship owners 5 – 15% fuel costs
- Efficient handling of waste from ship hull
- Full debris collection rate under water

**Source:** ECOsubsea
Ketamine valued at $42.3 million (Rupee300 crore) has been seized by the Indian Coast Guard (ICG) after a successful operation in the Indian Ocean. As reported in FreightWaves, the bust is the latest in a string of drugs seizures worldwide at ports and at sea. A combined sea-air operation led to the ICG vessel RAJ VEER intercepting the cargo vessel near Car Nicobar Islands in Indian waters after it was spotted acting suspiciously by a surveillance plane. The 1,160 kilograms of ketamine stored onboard in 1kg packets were subsequently seized. ICG told local media the intercepted shipment belonged to a drug cartel with a maritime network spanning the Indian Ocean. FreightWaves asked ICG for more details about the ownership of the vessel but no response was forthcoming at the time this article was published. Reports
claimed the drugs were being transported from Damson Bay in Myanmar and were to be transshipped to another ship operating near the Thailand-Malaysia border. Local reports also suggested the vessel was Myanmar-flagged and sank in the Indian Ocean while being towed to Port Blair by ICG. Six crew members from Myanmar have been taken into custody and are being interrogated by officials of India’s Narcotics Control Bureau and local police in Port Blair. “The drugs were reportedly being supplied to a Southeast Asian country,” Coast Guard Inspector General Manish Pathak told India Today TV. “The entire operation was conducted independently by coast guards after a Dornier surveillance plane detected the vessel’s suspicious movement. Later on, the vessel was apprehended by ICGS RAJVEER.” As reported in FreightWaves, there has been a string of drug seizures on cargo vessels in recent months. U.K. authorities seized 1,279 kilograms of heroin with a street value of £130 million ($148 million) Aug. 30. The drugs were found stowed on the Maersk Gibraltar at the Port of Felixstowe. The seizure was the second on a Maersk vessel in just a week; 23,368 kilos of fentanyl arriving from China were found on the Svendborg Maersk at the Port of Lazaro Cardenas in Michoacan, Mexico, on Aug. 23. In the U.S. the Port of Philadelphia was the scene of a record cocaine bust in June, the second U.S. drug bust this year involving a container ship operated by Mediterranean Shipping Company. Source: Freightwaves

![Ro-Ro ferry FORZA which serves the Balearic Islands from Valencia passing S’Algar, Menorca on Sunday, heading for Mahon.](Photo: Mike Leonard-Williams- Noss Mayo – Plymouth (c))

**China criticized for blocking resupply to Navy ship at South China Sea shoal**

MANILA criticized China on Monday after a coast guard ship allegedly blocked three Philippine civilian vessels trying to bring supplies to a navy ship that was deliberately run aground at the Second Thomas Shoal in 1999. “Of course, it’s objectionable,” presidential spokesman Salvador S. Panelo said in mixed English and Filipino at a briefing. He added that the Chinese had no valid reason to block the Philippine ship because it was only trying to bring food. The Defense department earlier said a Chinese Coast Guard ship had blocked three Philippine civilian vessels on a resupply mission in May to BRP SIERRA MADRE at the South China Sea shoal, which Manila calls Ayungin. Last month, the Armed Forces said at least five Chinese warships had passed through the Sibutu Strait in Tawi-Tawi province in southern Philippines.
without notice. The Palace has said that it would “shoo away” unauthorized foreign vessels including Chinese warships that pass through Philippine waters and use military force if necessary. In his fifth visit to China, the President invoked a 2016 ruling by an international arbitration panel in the Hague that rebuffed Chinese claims over parts of the South China Sea. The United Nations tribunal in July 2016 ruled China’s efforts to assert control over the South China Sea exceeded the law, rejecting its shared claims with Taiwan to more than 80% of the main waterway. China rejected the decision of the international court, which has failed to halt its island-building activities in areas also claimed by the Philippines, Vietnam, Brunei, Malaysia and Taiwan  

source: Philstar Arjay L. Balinbin

Piano Land Sails Into China

Astro Ocean's **PIANO LAND** has arrived in China, docking in Xiamen on Friday ahead of her end-of-month christening which is scheduled to take place in Hong Kong. It also marks the end of China’s cruise readjustment period, as the new cruise line helps return to the market to growth next year, according to the 2020 China Market Report by Cruise Industry News. Astro Ocean took delivery of the ship in August, acquiring the 1,822-guest, 1995-built **ORIANA** from P&O Cruises. All P&O signage was removed and the ship was fitted with a new livery and new logo in Greece during a technical stop in August. Since then, the ship has been in route to Asia and docked at Marina Bay in Singapore last week. The ship is set to arrive in Hong Kong in late September and will spend October and November sailing short cruises from Shenzhen, moving to Xiamen to homeport in December. The company is a joint venture between CTS (China Travel Services) and COSCO (China Ocean Shipping), with V.Ships as the vessel manager. **Source: cruiseindustrynews**
How boats made from recycled waste are cleaning up Amsterdam’s canals

By Sophie Foggin

The last in our Amsterdam social entrepreneur profiles series features Plastic Whale founder and ‘captain’ Marius Smit. Around 8 million tonnes of plastic waste pollute our oceans every year, according to National Geographic. This is a global crisis that social entrepreneur Marius Smit has “dedicated his working life to solving,” he told 150sec. Smit’s ‘eureka moment’ occurred before the problem was on the radar of the average citizen. A period of time spent travelling made him acutely aware of the global ‘plastic soup’ problem. Smit decided to start tackling it head on, starting from his own back garden in Amsterdam.

‘Plastic Whales’

In January 2011, he began to assemble the first ‘plastic whale:’ a boat made from recycled plastic, with the intention of sailing it through the canals of Amsterdam to scoop up plastic waste using fishing-style nets. Eight months later, the boat was ready to set sail on its first plastic clearing voyage. This first endeavour relied on a team of volunteers. These days, a whole civilian movement is behind the project, as well as government institutions and corporate partners. Plastic Whale has a current fleet of 11 boats in Amsterdam and two in Rotterdam, all made from recycled PET plastic bottles collected in the canals. The boats are now used for regular plastic fishing events which attract thousands of people throughout the year.
Last year, Plastic Whale also decided to explore the use of recycled plastic bottles to expand another branch of its business: the production of whale-inspired office furniture, alongside its partner Vepa. “We aim to create a worldwide army of do-ers,” Smit told 150sec. He explained that what sets his social enterprise apart from its competitors is the way his team gets people involved in Plastic Whale’s mission to clean up global waters. Marius Smit, founder and ‘captain’ of Plastic Whale.  

So far, over 20,000 people have participated in Plastic Whale’s plastic fishing outings, with a record 13,000 people going plastic fishing in 2018. Besides collecting plastic and recycling it, the company also runs the Plastic Whale Foundation. It aims to raise awareness of plastic pollution through educational presentations and workshops. This fast-growing NGO has also pioneered an academic programme that is offered to around 3,000 school children across Holland. It all starts with the right inner motivation (your aim to tackle a social problem) and the way you stick to your social compass (putting mission over money),” Smit told 150sec. For now, he aims to continue working towards Plastic Whale’s mission of establishing plastic-free waters, both in The Netherlands and further afield.

Source: 150 sec

The second one in the series of almost 24,000 TEU vessels for MSC the MSC MINA on its first arrival at Rotterdam Maasvlakte. Photo: Dirk Nootenboom ©

Unpaid work for Greenpeace rig protestors

Five Greenpeace protestors who boarded an oil rig and prevented it from leaving the Cromarty Firth earlier this year, costing operators £110,900 and sparking a costly police operation, have been ordered to undertake a total of 585 hours of unpaid work between them. But North sheriff Olga Pasportnikov acknowledged the passion and commitment to the climate change cause shown by the five activists – Joanne Paterson (53), Munlochy; Thomas Johnston (35), Wales; Peter Chan (49), Reading; Meena Rajput (39), London; and Andrew McParland (52), Epsom. She singled out Paterson, who works with refugees, Chan and Johnston for their charitable work, describing them as “outstanding citizens most of the time”. But passing sentence at Tain Sheriff Court today, she said: “There has to be a balance allowing peaceful protest and demonstration as the rules of our society allow and doing so in a way that does not break the law.” She added that she particularly deplored the way RNLI and coastguards had at one point been drawn into the stand-off which lasted from Sunday to Friday June 9-14. The five had previously admitted breaching the peace by boarding the rig without permission, refusing to leave, tethering themselves to it and placing themselves and others in potential danger. Joanne
Paterson was one of the first protestors to occupy Transocean’s Paul B Loyd Jnr rig as it was upping anchors around 6.30pm on Sunday, June 9, with 99 workers on board in preparation for moving to the Vorlic Field. She and others took up position on a horizontal access walkway, and tethered themselves to the rig, proceeding to live stream and upload videos in the protests. Procurator fiscal Robert Weir told the court: “A full police operation was launched in response to this with the rig being monitored by numerous police officers from the port of Cromarty, Nigg and Invergordon.”

On Monday June 10, Paterson left the rig and Chan and Johnstone boarded it. Paterson was arrested at her Munlochy home on Wednesday. Mr Weir said that with the rig still occupied by Chan and Johnstone on Thursday, Police Scotland called in specialist negotiators, a police rope access team and marine diving unit. The cost to the public purse of the additional police activity during the entire week was £140,000. Officers from the police rope access team abseiled to where Chan and Johnstone were suspended by ropes near to the water and eventually persuaded them to give themselves up at around 7.30pm on the Thursday. The protest was thought to have ended at that point but at around 4.30am on Friday, June 14, Rajput and McParland took advantage of a failure to adequately secure the rig and sped out to it in a fast boat. The two shackled themselves to a platform half-way up a rig leg and were there for some 14 hours before being forcibly removed at around 5.20pm. Jim Bready, defence agent for all five, said Greenpeace was forced to protest in the way it did because “the legal remedies open to them have been defeated time after time by the power of the companies they have been protesting against.” The lawyer claimed there was no real danger to the person on the rig because the activists were “well trained in the work they do and are always concerned for the safety of the people involved.”

Rajput will have to carry out 80 hours of unpaid work and Paterson 100 and Chan, Johnston and McParland 135 hours each. A Crown motion was granted for the forfeiture of items including ropes, rucksacks, banners and a mobile phone, seized from the oil platform.

The MEDELEEV PROSPECT inbound for Rotterdam-Botlek passing Maassluis/Rozenburg

Photo: Arie van Oudheusden ©

Restrictions dangerous goods in Port of Rotterdam: ‘this should not last months’

Earlier this month the emplacement of Waalhaven in the port of Rotterdam was closed for shunting activities with dangerous goods. A hard hit for the hinterland transport by rail, the industry says. “We have managed to keep operations up and running, but it should not last months”, can be summarised the response of the parties involved a week after the closure. The reason for the temporary stop was a test of the fire extinguishing system at the emplacement. The test results were negative: the fire brigade and the incident prevention team of infra manager ProRail could not perform their work properly, and thus the shunting yard was deemed unsafe. The shunting of dangerous goods had to be done elsewhere, and for a longer period of time, infrastructure manager ProRail announced on 13 September.

Survival

A swift response of all the parties involved followed in the days after. The shunting activities have mostly been relocated to Kijfhoek, the largest emplacement of the Netherlands. “For now this works for us”, says Markus Bertram, General Manager of LTE. As a carrier, his company pulls seven trains per week to or from the emplacement in the Dutch port. These operations are up and running till now, but at the expense of extra manpower and longer lead times. “Where a change of locs takes an hour in Waalhaven, the process in Kijkhoek is different and takes several hours. We had to reschedule the entire planning. We have some spare capacity to manage emergency situations like these, but this should not last months”, he comments. With this last remark he echoes the sentiment of the industry. “We have managed the first response by working twice as hard to operate the same number of trains. But on the mid to long term, this definitely hits rail freight as a modality”, said Arnoud de Rade, Manager Director at Rotterdam Rail Feeding.
Loss of confidence
Waalhaven is a crucial yard for the transport of containers, tank containers, trailers and swap bodies that come in and out of the port and are forwarded to destinations such as Venlo, Tilburg, Coevorden and Duisburg, but also further on to Poznan, Milan, Vienna, Budapest and China. Rail plays an important role in this hinterland transportation, but is also at fierce competition with the road. “That is exactly why a hit like this comes at a bad time”, says de Rade. “The demand was surging, and we were making steps ahead with new measures taken to improve rail as a modality. But an event like this supports the idea of customers that rail is not reliable as a transport option. It is a setback for us as a sector trying to generate confidence in rail freight.”

Losing volume
According to several companies the trend has already commenced. Shippers are temporarily not taking the train to Rotterdam, they have better options. And this is not only the truck, explains de Rade. Shippers are already relocating their shipments to other ports, such as Antwerp or Duisburg. Volumes are already slipping away. “This is the commercial damage of the event”, says Hans-Willem Vroon, director of interest group RailGood. “Of course, there are additional costs on the short term, which is bad enough. But on the long term, the impact is that of a mini-Rastatt to the port of Rotterdam.”

Not unexpected
“I cannot understand how it has actually got this far”, adds LTE chief Bertram. Although the halt of operations were a sudden, the fire extinguishing test proved what had been claimed by the sector for a longer period of time: maintenance of the crucial infrastructure around the port is not up to date, he explains. “The Harbour Line requires serious maintenance on several levels. This has been pointed out for many years, but it still had to come this far. This is something hard for me to comprehend. The good news is that it has provided a wake up call on the highest level.”

Collective effort
Indeed, ProRail has clearly acknowledged the problem. Twice a day a conference call is made between the port, carriers and operators to identify possible challenges. In Kijfhoek additional manpower is monitoring the situation to adequately respond to upcoming issues. “Operations at ProRail Traffic Control in Kijkhoek are running more smooth than ever before”, says Vroon. The response reflects good cooperation between all stakeholders. Or as ProRail’s deputy CEO John Voppen commented: “Freight trains continue to run despite the restrictions in South Waalhaven. A remarkable effort thanks to the intensive coordination we have had for a year now with the terminals at the port, so that we proceed with logistical planning in this special situation.” However, the final impact of the event on rail freight to the port of Rotterdam all depend on time. Bertram: “We need a solution as soon as possible. This week was survival. We cannot bear weeks or months.”

Source: Railfreight

Rederij de Jong gaat met nieuw bedrijf C-Shipping & Logistics de zee op

Rederij de Jong B.V., één van de grootste Nederlandse rederijen voor binnenvaart en de grootste voor duwvaart, gaat nu ook de zee op. Rederij de Jong heeft daarvoor het nieuwe bedrijf C-Shipping & Logistics B.V. opgericht. Wouter Kleiss en Mathijs van Schaik, al jaren bekende namen in de scheepvaart & transportwereld, zijn aangetrokken als operationeel directeuren en nemen een groot netwerk met zich mee. Voor Rederij de Jong betekent dit een forse uitbreiding van het portfolio in de zeescheepvaart, een wereld die gekenmerkt wordt door ‘people’s business’. “Het vertrouwen in C-Shipping
& Logistics is er al, ook al is het een compleet nieuwe speler op de markt”, legt operationeel directeur Pelger de Jong van Rederij de Jong uit. C-Shipping & Logistics houdt zich bezig met zeebevrachting, scheepsagenturen, binnenvaart en open overslag, kortom: ketenregie. “We kunnen klanten nu een breder servicepakket aanbieden.

Joop en Wilfred ten Heuvel over de Lekkodagen


Door: Ali van Vemde

Joop en Wilfred kunnen zich geen leven voorstellen zonder water. De opa en vader van Joop waren sleepbootkapitein. Ook Joop wilde varen en was zes jaar bij de marine. Van thuis mocht hij niet op de grote vaart "omdat ze daar niet op je letten." Bij de marine gebeurde dat wel. En dan kom je de liefde van je leven tegen. Even werkte Joop aan de wal, maar nadat er was getrouwd en de meubeltjes waren gekocht, begon het toch weer te kriebelen. Acht jaar op de binnenvaart volgden. De kinderen bleven, toen ze naar school moesten, bij opa en oma in Vianen. Bij de komst van het derde kind zijn ze gestopt. Joop: "Ik zie nu meer van mijn kleinkinderen dan vroeger van mijn eigen kinderen." Een baan volgde op de Markus bevoorradingsschip, daar werkte hij 35 jaar met heel veel plezier, zes dagen per week. Zijn vrouw houdt absoluut niet van water en heeft heel wat voor hem overgehad door jaren mee te varen. Sinds kort is de boot weg en is er een caravan op Texel, het eiland waar ze heel graag komen. Ook Wilfred is opgegroeid op het water. "Altijd waren we op het water. De surfplank stond standaard klaar. Toen ik uit dienst kwam ben ik gaan samenwonen en heb ook een boot gekocht. Een paar jaar hebben we op de boot gewoond, later op de wal. Op vakantie gaan ze nog wel met de boot." Wilfred heeft een voorliefde voor tjalken. Joop: "De jongens zijn meer van het zeilen.

ORGANISATIE Zowel Joop als Wilfred zitten in het bestuur van de Lekkodagen, dat bestaat uit acht mensen. Wilfred houdt zich vooral bezig met de communicatie met de deelnemers, contacten met de gemeente en externe partijen. Joop levert hand- en spandiensten, zoals het indelen van de schepen, klachten oplossen etc. Hij is dan eigenlijk de havenmeester en het aanspreekpunt en hij legt de steigers op hun plek. Wilfred: "Ik heb altijd platbodems gehad, omdat het karakter van die boot me aanspreekt. De eerste jaren deed ik mee met de Lekkodagen, de laatste tien jaar help ik ook mee. Volgend jaar vieren we alweer 15 jaar Lekkodagen."

LEKKODAGEN Vader en zoon vertellen dat ze dit evenement vooral organiseren voor de schippers die met liefde hun boot onderhouden. "Vaak is het hebben van de boot belangrijker dan het varen. Het is ook vooral elkaar weer te treffen. Wij betalen niet voor de schepen die meedoen aan de Lekkodagen. Ze moeten echt graag zelf mee willen doen. Bezoekers mogen dan ook best aan de schipper vragen of ze even mogen kijken. Maar pas op: de oude regel is ‘altijd
schoenen uit voor je het de k op gaat." Ook aan de jeugd is gedacht, voor hen staan er springkussens op het Pirateneiland. "Zo hopen we ook de jongeren enthousiast te krijgen." In de grote feesttent worden de schippers ontvangen. Nieuw is dat ook de deelnemers aan het Shantyfestival hier worden ontvangen. Er zijn dit jaar 87 inschrijvingen aan schepen en zo'n 160 mensen zullen mee eten. De catering in de tent wordt verzorgd door Vernooy. Ze hopen dit jaar op weer een avondvaart, een prachtig gezicht als de verlichte scheep over de Lek varen. Ook nu zullen er bijzondere schepen te zien zijn, zoals bijvoorbeeld een groot marineschip, een oude mijnenveger. Open voor publiek is de Neeltje Jantje waar je een kijkje krijgt in de geschiedenis van de visserij op de Waal. Bekijken hoe vroeger duikers te werk gingen, dat kan bij de genieboot RV 29. Iedereen die belangstelling toont zal merken hoe trots de schippers zijn op hun boot. Je ziet dat ze goed onderhouden zijn. "Een boot verdient net zo veel aandacht als je vrouw.

PROGRAMMA De Lekkodagen beginnen vrijdag 27 september met de binnenkomst van de boten, gevolgd door een schippersmaaltijd voor de deelnemers. Zaterdag 28 september zijn vanaf een uur of tien de schepen opengesteld voor publiek. Maak kennis met de schippers die graag vertellen over de historie van het schip of over de techniek. Tusseen 10.00 en 17.00 uur zijn er rondvaarten met de Jan de Sterke. Rond 11.00 uur melden de deelnemende koren van het Shantyfestival zich in de tent aan de haven. Voor de kinderen is er het Pirateneiland. De entree is vijf euro per kind. 's Avonds zullen de boten mooi verlicht zijn en is er muziek in de feesttent van 'Maatvol'. Hier is ook een aanbod van verse vis, pannenkoeken en friet en snacks van Vernooy Catering. Op zondag ziet het programma er ongeveer hetzelfde uit. Tussen 14.00 en 15.30 uur maakt de ANNA (voorheen de Harmonie III) een rondvaart met bewoners van De Loeve, het Droomhuis en De Bossenwaard. Om 14.00 uur is er livemuziek van 'De Bende' in de feesttent en ook Piratenkoor Gein en Gek is weer van de partij, van 15.30 tot 16.15 uur. Bron: Groentje/Wijks nieuws
Sonardyne Boosts Ormen Lange Seabed Monitoring

Norske Shell is launching a 10-year seabed subsidence monitoring campaign at its Ormen Lange gas field in the Norwegian Sea, using long-endurance sensors from subsea monitoring specialist Sonardyne. Norske Shell’s goal is to continuously monitor any movement of the seafloor at Ormen Lange. The data should help the energy company to detect changes that might be caused by ongoing gas extraction and inform its reservoir management strategy, as it continues to produce from the huge field over coming decades, Sonardyne explains.

By monitoring vertical displacement of the seabed, operators can detect even small production induced changes in their reservoirs and overburdens, which can then help reduce subsurface uncertainties in their modelling and planning. For the project at Ormen Lange, which will run from 2019 to at least 2029, a field-wide array of 50 Sonardyne Fetch subsea sensor logging nodes configured as pressure monitoring transponders (PMTs) will be deployed in 800m to 1,100m water depth. There, the Fetch PMTs will collect pressure, temperature and inclination data at the seafloor, at pre-programmed intervals, throughout the full 10-year deployment. Using this data, vertical displacement of the seabed will be calculated, enabling Norske Shell to better track what is happening across the field. This is the latest deployment of Sonardyne sustained observation technology at Ormen Lange.

Sonardyne’s Autonomous Monitoring Transponders (AMTs) were used for a five-year, full-field monitoring project at Ormen Lange, starting in 2010. Back then, the AMTs were used to collect millions of acoustic ranges between each instrument, as well as pressure data, to monitor seafloor deformation in three dimensions. During that project, over half a gigabyte of data was uploaded wirelessly to surface vessels during eight data harvesting missions. For this latest project for Norske Shell, starting this autumn, a number of innovations have been made, including doubling the battery endurance of the sensors to 10 years, and increased pressure sensor accuracy. Shaun Dunn, global business manager for Exploration & Surveillance, at Sonardyne, said: “We have been working closely with Shell’s geoscience teams at this field for more than 10 years and our latest technology developments have created a sensor which enables operators to continuously monitor seafloor deformation with the extremely high precision that is required for proactive reservoir management. “Indeed, since the first trial in 2007 and subsequent full-field deployment in 2010-2016, we have doubled the battery life of our Fetch PMTs, from five to 10 years, and we’ve improved their sensitivity. Our ultimate goal is to achieve towards <1cm per year of unresolved relative subsidence. Further advances we have made with our unique AZA (Ambient-Zero-Ambient) technology will move us closer to this goal.”

Norske Shell’s senior project surveyor, Tomas Frafjord, said: “Shell has fully supported Sonardyne for over a decade in the development and improvement of seabed subsidence monitoring technologies that have been used to great effect at several of our fields. While the oil and gas industry drove these initial developments, it is very pleasing to note that they have also become a key tool for the scientific community, enabling scientists and researchers to measure movements of subduction zones and tectonic plate boundaries. This, in turn, is helping to unlock a better understanding of the earth’s dynamics and providing the information which can be used as an early warning system of potentially catastrophic events along major populated coastlines.”

Source: subseaworldnews

Sergey Frank elected Chairman and Igor Tonkovidov appointed new CEO of Sovcomflot

On 24 September 2019, the Board of Directors of PAO Sovcomflot elected Sergey Frank as its new Chairman. Igor Tonkovidov was appointed as the Company’s new Chief Executive Officer. Both appointments are with immediate effect. The meeting was attended by Maxim Akimov, Deputy Prime Minister of Russia, who noted in his address: “Through consistent implementation of Sovcomflot’s Strategies 2005-2011 and 2012-2018, the Company has transformed itself into a global leader in energy shipping and offshore services. Over the past 15 years, Sovcomflot fleet has grown more than threefold. The Company has developed and implemented a number of advanced technical solutions within the global shipping industry and built a best-in-class operating platform, making Sovcomflot a reliable maritime partner for...”
Mr Akimov said that the Russian maritime sector faces a massive challenge to increase significantly the volume of cargo transported along the Northern Sea Route, with LNG shipments – one of Sovcomflot’s areas of specialisation – accounting for more than a half of the anticipated cargo volume. “The effective implementation of long-term, capital-intensive transportation solutions for oil and gas projects requires the development of a fundamentally new relationship between all major stakeholders, including transport providers, oil and gas companies, financial institutions, shipbuilders, and other organisations. A blueprint for such an operating model was established this year with Sovcomflot to facilitate the future safe deliveries of Russian LNG to the global market. Establishing alliances of this scale, as well as responding to other challenges facing the global maritime industry, will require the ongoing attention and support of the Board of Directors,” said Mr Akimov.

Mr Akimov continued: “Given the scale of challenges and opportunities facing Sovcomflot, the shareholder will further support the role of the Board of Directors in strategic planning beyond 2025. The shareholder has recommended that Sergey Frank be elected as the new Chairman of Sovcomflot’s Board of Directors, with Igor Tonkovidov appointed as the Company’s new Chief Executive Officer, which was fully endorsed by the Board.” Sergey Frank, Chairman of the Board of Directors, highlighted that amongst the Company’s most notable achievements of recent years has been its increase in scale and development of its unique expertise and competences. The Company has successfully deployed cutting-edge technologies, implemented innovative technical solutions, and reshaped its business model around project-based industrial shipping. The Company’s contracted future revenues now exceed USD 8.0 billion. These results have only been possible due to effective cooperation with our clients, for which I am extremely grateful, as well as for the professional excellence and dedication of Sovcomflot’s employees both at sea and ashore,” said Mr Frank.

“Given the profound transformation that the global maritime industry is undergoing, the remit of the Board of Directors will extend to ensure that Sovcomflot is well prepared to handle the new challenges and opportunities such a transformation brings. This includes the fast-track integration of digital technology into business processes, continual compliance with ever tightening environmental regulations, recruiting and training the next generation of Sovcomflot’s leaders. The Board will closely oversee certain projects, transactions and initiatives of strategic importance to Sovcomflot’s future sustainable development,” added Mr Frank.

Igor Tonkovidov, Chief Executive Officer of PAO Sovcomflot, emphasised that he sees the full-scale implementation of the plans and projects within the Company’s Strategy 2025 as a top priority. “Sovcomflot will continue to upgrade its fleet, with a focus on further enhancing its operational efficiency, to meet our customers’ needs. We will continue to pay strong attention to the quality of our fleet management, the reduction of the human-induced impact of maritime operations on the environment, issues related to the training and staffing of our vessels with qualified personnel, and further enhancing the wellbeing of our employees. With the shareholder’s support, this course of action will allow Sovcomflot to consolidate its leadership position in the global shipping market,” said Mr Tonkovidov. Mr Frank graduated with distinction from the Faculty of Navigation of the Admiral Nevelskoy Far Eastern High Engineering Maritime College in 1983 (now Admiral Nevelskoy Maritime State University), from the commercial school of the All-Union Academy of International Trade in 1989, and from the Faculty of Law of the Far Eastern Federal University in 1995. He holds a PhD degree in Technical Sciences. Mr Frank became President and Chief Executive Officer, Chairman of the Management Board and a member of the Board of Directors of PAO Sovcomflot in October 2004. Earlier in his career, between 1989 and 1995, he worked for the Far Eastern Shipping Company; the last position held there was being Deputy Director General for Business and Finance. From 1995, he held a senior position in the Ministry of Transport of the Russian Federation and later served as Minister of Transport between 1998 and 2004. Mr Tonkovidov graduated from the Odessa Institute of Marine Engineers with a degree in Mechanical Engineering in 1986. In 2001, he graduated from the University of London, UK, with a degree in Financial Management, and in 2018 he completed the AVIRA educational programme for senior executives at INSEAD Business School, France. Mr Tonkovidov has served as Executive Vice President, Chief Technical Officer of PAO Sovcomflot since December 2012, while also being a member of the Management Board of the Company. Earlier, between 2008 and 2012, he was Vice-President for Fleet Operations and then President of Novorossiysk Shipping Company (Novoship – a subsidiary of Sovcomflot). Between 2006 and 2008, Mr Tonkovidov was Director of Volga-Baltic Company and between 2003 and 2006, he was Technical Director of Volga Shipping Company. Between 1994 and 2003, he served in various divisions of the Sovcomflot Group. Mr Tonkovidov is the recipient of a number of national, government and industry awards. Source: Sovcomflot (SCF Group)
The Portuguese flagged 2011 Eurocraft Cantieri Navali built 43,5 mtr long BARON TRENCK moored in the port of Monopoli-Italy  **Photo : Baltus Jan Barendregt ©**

**FEDERAL CARIBOU** - (Fednav Ltd) inbound for Kanaaldok B1, Antwerp **Photo : Willem Kruit ©**
**Stena Impero still in Iran, says owner**

THE UK-flagged tanker detained by Iran in July is still in the country, despite Iranian officials saying it was free to leave, the vessel’s owner has said. Stena Bulk chief executive Erik Hanell said in a statement on Tuesday that STENA IMPERO is still in Bandar Abbas. “Despite public statements by Iranian authorities over the past three days that judicial proceedings have concluded, and the STENA IMPERO is free to leave Iran, the vessel remains detained at anchor in Bandar Abbas,” said Mr Hanell. “We continue to work hard to secure the release of the crew and vessel.” Iran’s ambassador to the United Kingdom, Hamid Baeidinejad, said on Twitter yesterday the tanker was free to leave following the conclusion of legal processes. The seizure of STENA IMPERO on July 19, two weeks after British Royal Marines abseiled onto an Iranian tanker off Gibraltar, raised tensions in the region. “The legal work and administrative procedures for the release of the English tanker have been completed but I have no information on the time of the release,” Iran spokesman Ali Rabiei was cited by the semi-official news agency ILNA as saying on Monday.  

*Source: Lloydslist*

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**Abu Sayyaf Abducts Three Indonesian Seafarers**

ReCAAP ISC has issued a warning stating that on September 23 at about 1200 hrs, seven masked-men armed with high powered firearms such as M16, RPG and pistols abducted three Indonesian crew from a Malaysian fishing boat. The perpetrators are believed to be members of the Kidnap for Ransom Group (KFRG) in Sulu-based Abu Sayyaf Group (ASG). The fishing boat was in the vicinity waters of Tambisan Island, Lahad Datu, Sabah, Malaysia when the perpetrators boarded the fishing boat from two pump boats. The perpetrators then fled towards Tawi-tawi Island, Philippines. Local media reports indicate that the men were taken after a pair of trawlers were boarded. Seafarers were only taken from one vessel, but documents and mobile phones were taken from the other. The Malaysia and Philippine authorities are stepping up patrol efforts and intensifying military operations to rescue the abducted crew and “neutralize” the militant group. The risk of the abduction of crew in the Sulu-Celebes Seas and waters off Eastern Sabah is high, says the ReCAAP ISC, noting the abduction of nine crew on June 18 this year. All ships are advised to reroute from the area, where possible. Otherwise, ship masters and crew are strongly urged to exercise extra vigilance while transiting the area, and report immediately to the Operation Centres of Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.  

*Source: MAREX*
Scorpio Tankers buys 19 product tankers from Trafigura

By : Anastassios Adamoupolos and Michelle Wiese Bockmann

SCORPIO Tankers is buying 19 product tankers from commodity trader Trafigura in a deal valued at $803m.

The Emanuele Lauro-led product tanker specialist explained the timing of the move by saying tonne mile-demand for product tankers continues to grow, the orderbook remains at a very low level and the 2020 sulphur cap is expected to be a boon for product tanker demand. As part of the deal Trafigura will buy $135m worth of shares in the company. Scorpio Tankers will take on $668m finance leasing agreement that covers the vessels, according to a statement. The 19 scrubber-fitted tankers comprise 15 medium range tankers that were delivered from shipyards earlier this year and four long range tankers scheduled for delivery from Hyundai Vinashin in 2020.

Following this acquisition, Scorpio Tankers will have 128 vessels.

Rasmus Bach Nielsen, global head of wet freight at Trafigura, told Lloyd's List that the oil trading giant was not cashing out by selling vessels in its fleet, rather changing to a different kind of exposure by going into equities. Trafigura now has a stake of about 10% in Scorpio Tankers, joining the 8.48% position in John Fredriksen's Frontline after executing a similar cash and shares deal that was announced in late August for 10 suezmax tankers. “It's about where we believe we can get the most value, and right now we believe that transferring these long-term leasing obligations into more liquid shipping entities carries more upside potential,” Mr Nielsen said of the shift to shares from ships. The product tankers that Scorpio purchased were ordered by Trafigura in 2016 and 2017 under a leaseback deal with China's Bank of Communications Financial Leasing Co Ltd. The present $668m value of these finance leasing arrangements for the 19 product tankers are removed from Trafigura's books when the sale is completed, on top of the $500m already removed via the Frontline deal. Mr Nielsen said these and the other tankers recently sold to Frontline were ordered and taken on back then “as we thought it was a very low entry point giving us manageable forward risks”. “We very much appreciated the financing structure, and we very much believed in the optionality we were able to agree and that, combined, made us go ahead on the scale we did,” he said. The Scorpio tankers were part of a $1.35bn, 35-tanker shipbuilding order, of which five remain on Trafigura's books following the Frontline and Scorpio deals. Mr Nielsen added that product tanker fundamentals are looking healthier than they have in years due to minimal supply growth and an expected demand spike through oil market disruption and bunkering inefficiencies. The financing agreement that Scorpio Tankers is inheriting includes a bareboat chartering agreement for the vessels. It comes with an eight-year tenor and an effective interest rate of London Interbank Offered Rate plus 3.5%. The charterer also has the option to declare options on up to eight vessels during the second and third years of the agreement and options on all of the vessels during the fourth, fifth and sixth years.
years. During the eighth year, there are no purchase options until a final option comes in effect when the bareboat charter expires. Aside from this tanker deal, Scorpio Tankers also agreed a $35m private placement with Trafigura and with one of its affiliates, Scorpio Services Holding, for another $15m. In a separate move, Scorpio Tankers said that it planned to launch a share offer programme that could see it sell up to $100m worth of common shares at a par value of $0.01 per share. The company added that a sales agent would likely be tasked with selling its shares, potentially at market price or other negotiated prices. Source: Lloydslist

The **TORM TROILUS** assisted by the Port Towage Amsterdam operated tugs **SVITZER TYPHOON** and **SVITZER MUIDEN** into the IJmuiden lock Photo: Peter Maanders Port Towage Amsterdam ©

**USCG Cutter Valiant Intercepts Semi-Sub with Six Tons of Cocaine**

The crew of the U.S. Coast Guard Cutter **VALIANT** has intercepted a drug-laden, 40-foot semi-submersible in the Eastern Pacific. While on routine patrol in the Eastern Pacific, **VALIANT**’s crew interdicted a self-propelled semi-submersible (SPSS) in international waters carrying about 12,000 pounds of cocaine and apprehended four suspected drug smugglers. The haul is worth an estimated $165 million. The semi-submersible was detected and monitored by maritime patrol aircraft, and the Valiant crew was diverted by Joint Interagency Task Force South to interdict the semi-submersible, arriving after sunset. The Valiant crew launched two small boats with boarding teams with **VALIANT** crewmembers and two members of the Coast Guard Pacific Tactical Law Enforcement Team. The boarding parties successfully intercepted the semi-submersible in the early morning hours, and they conducted a full law enforcement boarding with the assistance of Colombian naval assets which arrived on scene shortly after. Approximately over 1,100 pounds of cocaine were recovered and offloaded to the **VALIANT** during the operations. The remaining cocaine on the semi-submersible could not be safely extracted due to stability concerns of the vessel. The joint boarding successfully stopped a drug smuggling vessel and also strengthened international relations and communications between the two partner nations. “There are no
words to describe the feeling **VALIANT** crew is experiencing right now,” said Cmdr. Matthew Waldron, Valiant’s Commanding Officer. “In a 24-hour period, the crew both crossed the equator and intercepted a drug-laden self-propelled semi-submersible vessel. Each in and of themselves is momentous events in any cuttermen’s career.” *Source: MAREX*

Transocean relinquishes interests in Samsung drillships under construction

Transocean Ltd. announced today that two of its indirect, wholly-owned subsidiaries will relinquish their respective interests in two drillships under construction – the Ocean Rig Santorini and the Ocean Rig Crete – to Samsung Heavy Industries Co., Ltd. (“SHI”), the company said in its release. Upon relinquishment of the Drillships, Transocean’s indirect, wholly-owned subsidiaries will not make further payments to SHI under the construction contracts. The total estimated future costs associated with the delivery and placing the Drillships into service would have been approximately $1.1 billion, which includes future payments to SHI under the construction contracts and costs related to spares, materials and supplies, and to the commissioning and mobilization of the rigs. The construction contracts are not guaranteed by
Transocean Ltd. or any of its affiliates. Transocean is a leading international provider of offshore contract drilling services for oil and gas wells. The company specializes in technically demanding sectors of the global offshore drilling business with a particular focus on deepwater and harsh environment drilling services, and believes that it operates the highest specification floating offshore drilling fleet in the world. Transocean owns or has partial ownership interests in, and operates a fleet of 45 mobile offshore drilling units consisting of 28 ultra-deepwater floaters, 14 harsh environment floaters, and three midwater floaters. In addition, Transocean is constructing two ultra-deepwater drillships. **Source:** portnews

The 2019 new built SAFE EURUS during an stopover at anchored Walvis Bay  
**Photo:** Jerry Bakx Kwint Offshore Services Namibia

**Hong Kong exports forecast to suffer largest decline in a decade**

THE Hong Kong Trade Development Council (HKTDC) has forecast that the city's exports this year would suffer their largest decline in a decade due to the impact of the ongoing trade war between China and the United States. The trade promotion body predicted that the city's exports would shrink 4 per cent by value, the worst performance since 2009 when they plunged 12.6 per cent during the depth of the global financial crisis. The forecast marked a significant downgrading of a previous prediction that exports would grow 2 per cent in 2019, reports the South China Morning Post. The outlook came on the same day China's Customs Administration published a detailed breakdown of trade figures showing that shipments from the mainland to Hong Kong fell 7.7 per cent in the first eight months of this year, compared to the same period in 2018 - a faster rate of decline than the 6.3 per cent drop in the first half of the year. China's overall overseas shipments rose 0.2 per cent between January and August, indicating a weakening of Hong Kong's role as a primary conduit for Chinese transshipments to end consumer markets in the US and European Union. The research director for HKTDC, Nicholas Kwan said the China-US trade war was the biggest reason for Hong Kong's gloomier export outlook. "The trade war has not only affected our exports to the US but other markets such as Japan, Taiwan and even Vietnam," he said. The city is also facing uncertainty as the US Congress tries to tie its preferential trade treatment to its human rights record amid continuing anti-government protests, Mr Kwan noted. US lawmakers are attempting to push through the Hong Kong Human Rights and Democracy Act, a bipartisan bill that would require an annual review of the
special treatment Washington affords the city - including special trade and business privileges - under the US-Hong Kong Policy Act of 1992. "This is a political issue, but we hope the US understands that we are still one of the world's few free ports," Mr Kwan said, playing down the US threats. "Even if we lose the special trade status, I don't think Hong Kong will be disappointed and in distress because over 90 per cent of goods we sell to the US are made elsewhere. And the US exports more goods to Hong Kong than we sell to them, which means cancelling the special trade deal is not in American interests at all," he said. The Trade Development Council's quarterly export index, based on a survey of 500 traders in Hong Kong, tumbled to its lowest level since the first quarter of 2009 amid the gloomy prospects for the city's exports in coming months. The index fell to 27.4 in the third quarter from 37.3 in the preceding quarter. A majority of traders surveyed said that the biggest immediate impact of the trade war had been a drop in the size of export orders, followed by stiffer bargaining over export prices. To mitigate the risks arising from the trade war, 45.3 per cent said they would work to develop export markets outside the US. Source: Schednet

Alcatel Submarine Networks Buys Vessel from Sealion Shipping

Alcatel Submarine Networks (ASN) has acquired the TOISA WARRIOR, a 87 meters DP2 ship built in 2011, from Sealion Shipping. With this acquisition, ASN is rejuvenating its fleet and reinforcing its presence in the Atlantic area, the company said. The TOISA WARRIOR renamed ILE d'OUESSANT and registered under French flag, will serve primarily as a maintenance vessel for cables in the Atlantic (APMA) and will replace the Peter Faber. The conversion of the ship will start shortly and will run in Europe under Louis Dreyfus Armateurs' (LDA) responsibility, with the aim of having the new ship operational in the Atlantic area by Q1 2020. The new vessel features 2 propellers and 4 thrusters for a speed of 15 knots. The vessel will have the ability to support new ASN Oil & Gas activities, such as DC/FO and PRM (Permanent Reservoir Monitoring) projects and provide extra capabilities to ASN as light subsea construction. Source: subseaworldnews

Smaller owners, feeder operators keep hold of majority share of intra-Asia market
THE mainline operator share of the intra-Europe, shortsea and feeder capacity has increased substantially over the last six years, Maritime Strategies International (MSI) director David Jordan told the Global Liner Shipping Asia conference in Singapore, organised by KNect365 Maritime.

The mainline operators have seen their share of the intra-Europea market rise from 59 per cent to 66 per cent. "In contrast shortsea and feeder operators have lost market share dipping from around 41 per cent in January 2013 to just around a third in August this year," Mr Jordan was quoted as saying in a report by Seatrade Maritime News, Colchester, UK. He said this had been caused by a combination of some shortsea players losing market share and others closing down altogether. However, it's a different story in the fast growing intra-Asia market where the intra-regional and feeder operators have maintained a majority of the market, although the mainlines have expanded their market share. Mr Jordan said that capacity in the intra-Asia market has risen by 40 per cent over the last six years to two million TEU. "Mainline operator share has increased from 32 per cent to 38 per cent, which is a relatively modest increase and is largely due to the shortsea and feeder operators on the intra-Asia market really maintaining their share of capacity," he explained.

Source: Schednet

The **SHANGHAI DAWN** IMO-nr. 9397793, moored in Wilhelmshaven. **Photo : Frank van de Ven.(c)**

**NAVY NEWS**

**Saluting SA Navy as it celebrates its Silver Jubilee**
South African navy ships gathered at sea on Thursday as part of their ancient naval tradition, while at the same time recognising the achievements and challenges they faced over the last 25 years. The gathering of the various navy vessels took place in False Bay, overseen by the Chief of the SA navy, Mosiwa Hlongwane. “The SA Navy operates in dangerous and unforgiving environments and unfortunately lives have been lost in defence of our country. As such, we also honour the men and women of the navy,” he said. Hlongwane said the SA Navy had achieved a lot over the past 25 years, and history proved that it had been one of the most productive maritime eras. But he said constrained budgets had restricted the performance of the navy. Navy fleet flag officer Bravo Mhlana said: “It’s clear that the limited funding had an impact on the fleet and its ability to conduct its primary role of offering welfare. Despite this, the navy fleet has still continued to fulfil their missions even with the little we receive. The displaying of the ceremony today represents the hard work of our people.” The different SA navy vessels sailed past the SAS Protea as part of its ceremony, while the SA Navy chief stood at the edge, saluting them. The capabilities of the navy being portrayed would provide an overview to officials on how the navy armed forces can be strengthened. Hlongwane said that establishing a SA National Defence Force had been a challenge. However, SA Navy had made significant strides in setting an example for representing a “rainbow navy”. The naming of the new building at the Naval Base at the Simon’s Town Headquarters took place on Thursday evening which highlighted the commemorative events of the maritime service in support of 25 years of democracy in South Africa. A memorial service to acknowledge the SA Navy sailors who lost their lives while on duty took place on Friday morning at Fleet Command Headquarters. Source: IOL

The German Submarine fleet comes back to the sea. The "U34" made her final trimm- und diving-test in the port of Kiel. The submarine of the Class 212A was under conversion at shipyard TKMS in Kiel for more the two years. End of 2019 it will come back in operational service. Photo's: Frank Behling ©
China's role in joint drill with Iran and Russia limited to anti-piracy forces, analysts say

Beijing wants to avoid being drawn into conflicts in the Middle East, a region that is crucial to the country’s oil supplies

By: Minnie Chan

China is expected to limit its involvement in a joint naval drill with Iran and Russia to non-combat forces to underline its desire not to be drawn into Middle East conflicts, according to Chinese military analysts.

Instead of sending a regular naval mission to take part in the trilateral joint exercise, the People’s Liberation Army (PLA) might send only its routine anti-piracy fleet, which has been deployed to Somali waters to protect commercial vessels, the analysts said.

Last week, General Ghadir Nezami Pour, head of international affairs and defence diplomacy of Iran’s General Staff of the Armed Forces, was quoted by the semi-official Iran Press news agency as saying that China, Russia and Iran were planning a joint naval drill in the Sea of Oman and northern Indian Ocean “soon”.

“The exercises have different goals, including the exchange of tactical and military experiences, and sometimes they seek political goals which show a kind of convergence between participants,” he was quoted as saying. On Monday, Chinese foreign ministry spokesman Geng Shuang sidestepped questions about the exercise, saying only that the Chinese military had maintained “regular cooperation” with its foreign counterparts.

Zhou Chenming, a Beijing-based military analyst, said China would probably send only peacekeeping, anti-piracy and humanitarian relief personnel to the drill to underline its peacekeeping priorities.

“Participation in formal military exercises in the Persian Gulf could turn the waterway into a hotspot, and that may mean trouble for Beijing,” Zhou said. “[Beijing wants to avoid this] even though China imports its crude oil from the Middle East through this sea route. “China has a very clear policy for the Middle East, [and that's] not to get involved in the conflicts between the United States and Iran. Hence, China’s only option is to take part in security exercises that are different from the usual military drills.”

Hong Kong-based military commentator Song Zhongping also expected Beijing would send its anti-piracy escort fleet, which has taken part in international operations for over a decade in waters near Somalia.

News about the joint exercise came less than two weeks after the September 14 missile strikes on Saudi Arabia’s Abqaiq and Khurais oil facilities. The US has accused Iran of masterminding the attacks – allegations that Tehran has repeatedly denied. Niu Zhongjun, an international relations professor at China Foreign Affairs University in Beijing, doubted that Beijing would send the navy to an Iran-led drill at such a sensitive time.

But Song said China could turn the crisis into an opportunity by siding with Russia and Iran and by strengthening its commercial fleet escort operations in the Strait of Hormuz near the Gulf of Oman and the northern Indian Ocean. “Beijing wants to secure China’s overseas interests and protecting the waterways of the Persian Gulf is among the future tasks that it has for the PLA Navy,” Song said. “The Chinese escort fleet also needs to extend its reach from the Gulf of Aden to the northern Indian Ocean, as well as the Strait of Hormuz in the Persian Gulf. “[These] are not only the most important strategic maritime waterways for Russia and Iran, but important to China’s oil lifeline in the Middle East.”

“More than a fifth of the world’s oil supplies is transported through the Strait of Hormuz, helping China connect to crucial Gulf producers like Iran, Saudi Arabia and the United Arab Emirates.”

Source: South China Morning Post
Denied invite, South Korea will miss Japanese naval fleet review

By : Hyonhee Shin, Tim Kelly

South Korea will not participate in Japan’s naval fleet review in October, it said on Tuesday, as it had not been invited to a display its navy joined when the event was last held four years ago. The absence is another sign of continuing damage to security ties between the neighbours after a dispute over compensation for Koreans conscripted by Japan as forced labourers during World War damaged trade relations. “It’s been finalised that we’re not going,” said Choi Hyun-soo, a defence ministry spokeswoman, when asked if South Korea would participate in Japan’s naval review. “There was no invite.” The 2015 fleet review also included ships from Australia, France, India and the United States, including the USS Ronald Reagan aircraft carrier. The Japanese warships were led by the 248-meter (814-ft) -long Izumo helicopter carrier, which is being refitted to carry F-35B stealth fighters. As ties soured between the United State’s two biggest allies in East Asia, Japan imposed export curbs on materials used by South Korea’s semiconductor industry. Seoul retaliated by withdrawing from a pact to share military intelligence that Washington had encouraged to help counter North Korea. Last week, South Korea also approved plans to strip Japan of its fast track trade status, which lengthens application processes for approval of export of some products to Japan. South Korea’s Foreign Minister Kang Kyung-wha will meet Japan’s new foreign minister, Toshimitsu Motegi, in New York on Thursday, to discuss current issues between the neighbours, the South’s foreign ministry said, without elaborating. Source: Reuters Reporting by Hyonhee Shin and Tim Kelly; additional reporting by Joyce Lee; Editing by Clarence Fernandez

A Russian navy boat was attacked and sunk by a walrus in the Arctic

Scientists aboard a Russian navy boat had a rough run-in with a walrus in the Arctic. The Russian Geographical Society said the small boat sank, but its passengers were able to get to shore. In a kind of odd man-versus-nature moment, a Russian navy boat was attacked and sunk by a walrus during an expedition in the Arctic, the Barents Observer reported Monday. The Altai, a tugboat of the Russian navy’s Northern Fleet, sailed to the Franz Josef Land archipelago in the Arctic carrying researchers from the Russian Geographical Society. “The polar latitudes are fraught with many dangers,” the research group posted in a recent press update. Source: businessinsider

SHIPYARD NEWS

The Damen Shipyards group built YN 545103 passing Maassluis Tuesday early afternoon Photo: Cees Kloppenburg Maritime Photo Maassluis www.maritimephoto.info ©
New built cruise liner **NORWEGIAN ENCORE**, IMO-nr. 9751511, at Meyer Shipyard in Papenburg.

**Photo : Frank van de Ven ©**

**SCHOTTEL Propulsion Package for Damen Multibuster**

During the Seatrade Offshore Marine and Workboats 2019 in Dubai, SCHOTTEL welcomed Lars Seistrup, Managing Director of Albwardy Damen, to its booth to sign a contract agreement for a full propulsion package for a new type of vessel. The Damen Multibuster 8020 (DMB 8020) is designed with extreme shallow draft for applications such as pipe laying and cable laying works, the upgrading, installation and decommissioning of platforms as well as well stimulation projects. The DMB 8020’s tasks require reliable DP performance, maximum thrust and high maneuverability. As a result, Albwardy Damen opted for a propulsion package that comprises two SCHOTTEL Rudderpropellers type SRP 360 FP (with a power input of 1400 kW each), one retractable Rudderpropeller SRP 260 RT FP (with a power intake of 800 kW that serves as a transverse thruster in the retracted position), plus a SCHOTTEL Tunnel Thruster type STT 2 FP (with a power intake of 765 kW). The package is rounded out with steering and control systems as well. With the DMB 8020, SCHOTTEL propulsion will be
part of Damen’s new generation of shallow draft vessels. The vessel is designed as a flexible platform for O&G and EPC-related duties and is able to operate safely in very shallow water. Thanks to its very flexible basic design, final adjustments to meet the requirements for the vessel’s future operation can be carried out prior to delivery and are possible throughout the vessel’s service life. The Damen Multibuster 8020 will be built to stock and will be ready in early 2021. The Damen Multibuster 8020 will be built on speculation and will be ready in early 2021. Albwardy Damen is a joint venture established in 2008 between Albwardy Investment in Dubai and Damen Shipyards in the Netherlands. It has operations in Dubai and well as Fujairah and Sharjah in the UAE.

Order Placed for ECO 300 Dredger

Dredge Yard has won a contract for the design and delivery of a customized cutter suction dredger ECO 300 to CDC Dredging L.L.C. – a company based in the UAE and mainly operating in the Gulf Cooperation Council (GCC). As reported, the company is purchasing the new dredger in order to participate in challenging projects involving hard soil. “We are planning to use this unique, newly designed and built, dismountable dredger with 120 kW cutter power to execute challenging projects with hard soil, in locations where big dredgers, with similar power, could not reach, or could not be financially suitable to execute such projects” said Dr. Samer Kelani, Chief Executive Officer, CDC Dredging L.L.C. The standard dredger will be boosted with a bigger Caterpillar engine (Caterpillar C18 engine in place of the standard C13) and a special cutter head for enhanced cutting power of hard materials. Also, the ECO 300 standard dredging depth of 6-8m will be extended to 12m for canal deepening projects. Upon CDC Dredging request, the dredger will be assembled and functionally tested in Dredge Yard’s Dubai facility and commissioned on project site.
S Korea Court Sentences Russian Captain to 2.5 Years Probation After His Ship Crashed Into Bridge

South Korea's Busan district court sentenced on Tuesday Russian Andrei Serikov, captain of the cargo ship Seagrand, which crashed into a road bridge on 28 February, to two and a half years probation, a Sputnik correspondent reported Tuesday. "The sentence means that he [Serikov] will be free for four years, if during this time he does not commit new crimes", the judge announced. The captain was found guilty of trying to leave the crime scene following a collision with a yacht in the port before the accident with the bridge, creating obstacles for transportation and driving while intoxicated. According to the judge, Serikov has the right to appeal. The prosecutor's office, which insisted on a harsher sentence, five years of a real term of imprisonment, can also challenge the Busan court's decision. If the prosecutor's office does not appeal within a week, then Serikov will be extradited to Russia. According to the captain's lawyer, Serikov would leave the prison and be transported to South Korean Immigration Service's temporary detention center for foreign citizens. "This is no longer a prison, and he will feel freer there. I hope we were able to convince the prosecutor's office not to appeal", the lawyer said. First, the **SEAGRAND** vessel hit the yacht in the port of Busan, and then crashed into the bridge, damaging it and blocking the traffic. Russia's Agency for Maritime and River
Transportation has previously reported that the ship was sailing without a tugboat. The captain and his crew claimed that the collision was caused by difficult navigational conditions, a bottleneck for maneuvers, strong wind, a tidal wave, and the absence of a Korean maritime pilot and tugboats. *Source: sputnik*

**Sovereign** towing out **launch barge S45**, loaded with jacket and top side of CA-KU-A1 from Altamira, Mexico, destination Ku-Maloob Zaap Field in bay of Campeche. *Photo: Janis Audars ©*

**Crews for new trawlers of Russian Fishery Company to be trained by Admiral Nevelskoy Maritime State University**

Russian Fishery Company (RFC) says it entered into a Cooperation Agreement with the Admiral Nevelskoy Maritime State University (Vladivostok, Russia). This agreement provides for the training and professional development of specialists for the fishing fleet. In the near future, the RFC crew will begin retraining for various specialized programs on the basis of the modern marine training center of the university, which has no analogues in the region. The training program will be organized in accordance with the norms of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) in the following areas: navigation, ship-mechanical service, electromechanical service, etc. “There is no good fishing without good fishermen, without professionals. We are implementing a large-scale program for updating the fishing fleet, and in the next 5 years 11 super-trawlers will arrive to our Far Eastern basin. In order to successfully work on these trawlers, you need a high level of training and qualification of specialists, said RFC CEO Fedor Kirsanov. - Today, together with our partners, Maritime State University, we are launching a training program for the crew. We are pleased that the University, which traditionally trains personnel for the merchant fleet, has also paid attention to fishermen”.

The training will take place at training complexes that fully imitate the basic devices that ensure the vital activity of the vessel, including fishing installations that allow fish to be caught. With the financial support of RFC, the new training center is equipped with a special fishing module that imitates the operation of staging and hauling trawls. The module is part of the navigation simulator and represents the aft console, which simulates the control of fishing gear. It will help seafarers learn how to safely control a trawler in conditions as close as possible to the real, and to develop navigation skills precisely in the fishing industry. *Source: portnews*
The 1960 built tug BUIZERD, passing Maassluis. Kees van der Kraan ©

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