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Foto: Hans Hoffmann

JAN ELIAS VAN VUUREN

13 december 1941                                           26 juli 2019

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Vrijdag 2 augustus 2019 om 10:30 nemen we afscheid van Jan in een uitvaartdienst in de Emamanuelkerk, Kerkweg 24 te Rozenburg

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Na de begrafenis ontmoeten wij U graag in "De Hof " naast de Immanuelkerk

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***** JAN, RUST ZACHT *****
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EVENTS, INCIDENTS & OPERATIONS

Asian shipyards ramp up tugboat output

by Martyn Wingrove
There was a surge in tug deliveries in July after a steady stream of completions in Q2 2019

Asian shipyards have completed a large number of tugs for harbour operations, terminal support, inland towage and salvage in Q2 and July 2019. Chinese shipyards were the busiest in terms of deliveries, with tugs completed for domestic operators and for export. Jiangsu Zhenjiang Shipyard group completed four tugs in Q2 and three more in July. The latest delivery by Jiangsu Zhenjiang was Cao Port 27 for operations in Tangshan Port. This is an azimuth stern drive (ASD) tug with total propulsion power of 2,660 kW and was delivered to Caofeidian Tugging Services Co in July. This came just a week after two ASD tugboats were delivered by the shipbuilder to Guangxi Beibu Bulk Port Towboat Co. Harbour tugs Xin Beibuwangang 5 and Xin Beibuwangang 6 were built each with 3,824 kW of propulsion power to assist bulk carriers in the port. At the end of May 2019, it delivered another harbour tug, Xin Beibuwangang 15, to Beibu Gulf Port Co. This is an ASD tug with 2,942 kW of propulsion power. Also in May 2019, Jiangsu Zhenjiang delivered two ASD tugs to Tianjin Port Tug Co as the first vessels built to China classification society CCS' notation of Intelligence. J in Gang Lun 31 and J in Gang Lun 32 each have systems for monitoring fuel and vibrations. Rival shipbuilder Cheoy Lee Shipyards was also active in Q2 as it delivered two 32-m tugs to HUD Group subsidiary Hong Kong Salvage & Towage. These harbour tugs were officially named MAI PO and SUNG KONG in Hong Kong in July. They were built to a Robert Allan RAstar 3200 design and in accordance with Lloyd's Register's class requirements with more than 80 tonnes of bollard pull.

Both vessels are the most powerful tugs to be brought into service in Hong Kong harbour, which has witnessed a rise in ultra-large container ships using Kwai Tsing container terminals. In sea trials, Mai Po and Sung Kong achieved speeds of more than 13 knots and bollard pulls in excess of 80 tonnes. They have a moulded beam of 12.8 m and maximum draught of 4.19 m to access smaller harbours. They were also equipped with fire-fighting systems to F161 class and can be used to support salvage and pollution control operations. Damen Shipyard's facility in China has built various tugs to standard design for Damen's own stock and for Asian requirements. It built a new tugboat for Nakhodka Trade Sea Port under supervision of the Russian Maritime Register of Shipping. PEOTRE became the most powerful tug in the Nakhodka fleet with 2,600 kW of propulsion power. It is supporting ships berthing at the port in Nakhodka Bay in Primorsky Krai, Russia, around 85 km east of Vladivostok. In Japan, Naikai Tug Boat Service Co extended its fleet of harbour and terminal towage tugs with a 34.5-m, fire-fighting and safety patrol vessel Amata Maru, built by Daizo Corp. Amata Maru has a bollard pull of around 60 tonnes and a total power output of 3,281 kW. This comes from a pair of Niigata 6L28HX main engines that drive two ZP-31 azimuthing propellers. This 226-gt tug has a beam of 9.6 m and top speed of 14.8 knots. Naikai Tug Boat Service's tugs provide escort and berthing duties for LNG carriers and tankers at Japanese import terminals and offer coastal pollution protection.

Other significant deliveries

Damen Shipyards completed a new ASD tug for the Port of Nelson, New Zealand in Q2 2019. Huria Matenga II was ordered by the operator in 2018 as part of a NZ$29M (US$19M) expansion of the port to accommodate 280-m ships at the quay. This 24-m tug was built to an ASD 2411 design at Damen's Vietnam shipyard and has 70 tonnes of bollard pull. It joined ASD 2310-design Toia, which was built by Damen in 2016. In India, Hindustan Shipyard delivered the first four of a six-tug newbuilding campaign. These are 10-tonne bollard pull tugs being constructed with speeds of up to 12 knots for the Indian Navy. The fourth tug in the series, AVTAR, was delivered in July. A fifth tug is ready for delivery and the final one of the series is being completed for delivery later in Q3 2019. In Tonga, the island's port authority started operating a new tug as part of an upgrade to the harbour to attract more cruise ships and container ships. Olovaha is a 23-m tug with 8-m beam, 4.35-m depth and fire-fighting capabilities.

In the Ukraine, Nibulon has completed the final tug, NI BULON 11, of the POSS-115 newbuilding programme. These tugs are used to escort non-self-propelled vessels along the Dnipro River and the Buh-Dnipro-Lyman Canal. These 37.2-m tugs have shallow draught of 2.5 m to access inland waterways. They each have Mitsubishi main engines and total propulsion power of 1,880 kW producing top speed of 11 knots.

Fortescue unveils nine-tug fleet in Australia

Nine tugs have been introduced to the largest bulk export port in the world, in Australia. Fortescue Metals Group (FMP) has introduced a new fleet of tugs and towage infrastructure at its Herb Elliott Port in Port Hedland as it ramps up mining operations in the Pilbara region of Western Australia. Six of these nine tugs were procured from Asian shipyards and three were leased from a major international tug owner. Fortescue officially introduced these tugs at a ceremony in Port Hedland on 27 June. They are based at a new facility in the vicinity of Fortescue's berths 1-3 at Anderson Point. These tugs are part of FMP's strategy for operating advanced vertically integrated mining and bulk export infrastructure. Six were built by Damen Shipyards at its shipyards in Vietnam to a Rotortug 85-32W design. Another three Rotortugs were leased from Kotug International. All nine of these tugs will be managed by Westug and Kotug for FMP's long-term towage requirements in the region, said FMP chief executive Elizabeth Gaines. “Fortescue operates the most efficient bulk port operation in Australia and the towage fleet represents the final element in our supply chain,” she said. “With our
innovative new tug fleet, we are able to provide safe and reliable towage services and additional towage capacity for all Port Hedland users.

“The tug fleet and new facilities will maximise the efficiencies of our operation and provide long-term sustainable towage services crucial to meeting the demands of our customers,” Ms Gaines said.

Fortescue procured and constructed tugs:

FMG Dusky
FMG Tawny
FMG Spinner
FMG Hammerhead
FMG Blacktip
FMG Mako
Kotug leased tugs:
FMG Sandtiger
FMG Sawfish
RT Eduard

Source: Riviera Maritime Media

Dredger Waterway on a drizzly day in Soyo Angola. Passing the wreck of the Evangelia N. Evangelia N was constructed in Japan in 1974 as the Saint Asama, wrecked in Soyo in 1993. Photo: John Butler Senior Pilot / Advisor Angola LNG (c)

Box volumes on Asia-Med trade route bounce back after 2018 slump

WESTBOUND liftings from Asia to the west Mediterranean (including North Africa) rose by 5.9 per cent year on year to the end of May, Container Trade Statistics (CTS) shows. The region recovered to achieve 0.6 per cent headhaul growth in the first five months of the year, compared with a 1.5 decrease in volumes in 2018. According to Drewry, the Asia to east Mediterranean trade was finally showing “positive intent, following a prolonged period of contraction,” reported UK’s The Loadstar. Cumulatively, Asia to Mediterranean headhaul trade rose by 3.1 per cent over the reporting period, up from just 0.6 per cent expansion the year before. Drewry was cited as saying: “Container traffic from Asia to the Mediterranean appears to have been given a lift as China redirects more exports to other markets to compensate for the fall in traffic to the US. It attributed much of the growth to a rise in Spanish imports, which it suggested had been given a “fillip from a
substantial hike to the country's minimum wage at the start of the year." In spite of Drewry saying the CTS data was "encouraging", it cautioned that Asia-Med headhaul growth for the remainder of the year was "unlikely to be rapid".

The \textbf{ITAL MASSIMA} transiting the Singapore Straits heading for the Pasir Panjang Container Terminal

\textbf{Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo !}

The consultant said the main reason for this bearish outlook was the still-fragile nature of the Turkish economy, the largest importer of Asian goods in the region, which it said was still reeling from the impact of its currency crisis in 2018. On the supply side, Drewry said westbound capacity in the first half of the year had been kept below the level of the same period of 2018, which it attributed to the shelving of Zim’s 3MP loop that had counteracted the upgrade of three alliance services. It noted that westbound vessel utilisation levels in May had recovered to 90 per cent, from an 85 per cent average in the second quarter, and that the capacity surplus had pulled down spot container rates. \textbf{Source: schednet}

\textbf{Counting down to 2020, Singapore’s Ocean Tankers tests IMO-compliant fuel}

Off the coast of Singapore, the world’s largest ship refueling center, a bunker barge sidled next to the supertanker Pu Tuo San to fill the giant vessel with a new type of fuel that will meet global standards that start up in January. With a little over five months left until stricter marine fuel rules come into effect, shippers such as Singapore’s Ocean Tankers that own the very large crude carrier (VLCC) Pu Tuo San have started testing out lower sulfur fuel to prepare their fleet for the transition.

\textbf{Ocean tankers OCEAN UNICORN & SEA CORAL & OCEAN VOYAGER} anchored off Singapore Tuas

\textbf{Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text !}
New International Maritime Organization (IMO) rules prohibiting ships from using fuels containing more than 0.5% sulfur, compared with 3.5% currently, will start on Jan. 1, 2020, as a way to combat air pollution. The move will affect fuel supplies to more than 50,000 merchant ships globally. Shippers will have to either invest in exhaust cleaning systems, known as scrubbers, to continue using cheaper high-sulfur fuels, or burn more expensive oil products, such as very low-sulfur fuel oil (VLSFO) and marine gasoil, or use liquefied natural gas (LNG). The bulk of the global shipping fleet is expected to switch to low-sulfur fuels as only about 3,600 ships will have installed scrubbers by 2020, data from ship classification society DNV-GL showed.

Ocean Tankers, the shipping unit of Singapore’s largest independent oil trader Hin Leong Pte Ltd, said it will convert its fleet of more than 100 oil tankers to burn VLSFO instead of high-sulfur fuel oil in the fourth quarter. The Reuters energy team boarded the PU TUO SAN on July 11, which loaded about 1,000 tonnes of VLSFO for the first time. The ship also loaded 2,000 tonnes of high-sulfur fuel oil. A laden VLCC will typically burn about 55 tonnes of fuel oil per day at a normal cruising speed. The PU TUO SAN is currently heading to Fujairah in the United Arab Emirates. The PU TUO SAN is Ocean Tankers’ second vessel to test the new fuel, the company said. Concerns over the compatibility and stability of various blends of VLSFO has prompted shippers to test the new fuel type well ahead of the 2020 deadline.

“We have been training the operators in proper bunker management and segregation, preventive maintenance, as well as to ensure that heating temperature is in accordance with engine maker’s specifications,” Ocean Tankers said in an e-mail. “We do have concerns which is why we’re now in a trial period where our own fleet is starting to burn LSFO.” Ocean Tankers is also the top marine fuel supplier in Singapore. Demand for low-sulfur marine fuels in Singapore climbed to a record high in June as the shipping industry prepares for the new IMO rules. 

Source: Reuters (Reporting by Roslan Khasawneh, Chen Aizhu and Florence Tan; Editing by Florence Tan and Christian Schmollinger)
Guangzhou to build world’s first automated parallel container quay

Guangzhou plans to build the world’s first automated unmanned parallel container quay for the fourth phase construction of the Nansha area of Guangzhou Port by 2021. The fourth phase includes construction of four 100,000-metric ton ship berths and 122,000-ton lighter berths. It will provide an innovative solution for handling and transport automation through automated quay cranes for container handling and automated rail-mounted gantry cranes. Nansha will also use water-to-water transportation to replace road transportation in order to reduce the negative impact on the environment, said Chen Zhiyi, deputy general economist of Guangzhou Port Group Co Ltd. With the fourth phase completed and put into operation by 2021, the total Nansha area of Guangzhou Port will be able to handle 20 million TEUs a year. After the construction is completed, the unmanned container transportation will be powered by lithium batteries to achieve zero emissions and make Nansha a world-standard green port. So far, Guangzhou Port has 108 foreign trade routes and 45 domestic ones. Nansha alone has 102 foreign trading routes, mainly with economies involved in the Belt and Road Initiative including those in Africa and Southeast Asia, said Chen. In recent years, Guangzhou Port has seen a steady growth in its container throughput capacity, Chen added. In 2018, the entire container throughput reached 21.92 million twenty-foot equivalent units, up 7.6 percent year-on-year. From January to June, the Nansha area of Guangzhou Port achieved container throughput of more than 8 million TEUs, up 6.8 percent year-on-year. In the same period, Guangzhou Port’s container throughput totaled 10.16 million TEUs, up 9.7 percent year-on-year. The area is the most important quay for containers, accounting for more than 70 percent of the total container capacity of Guangzhou Port, said Mo Zhiping, deputy general engineer of Guangzhou Port Group. With the fourth phase completed and put into operation by 2021, the total Nansha area of Guangzhou Port will be able to handle 20 million TEUs a year. According to a recent report by the Chinese Academy of Sciences, as China’s economy and trade continues to grow, demand for container transportation in most Chinese ports will maintain a healthy growth, particularly in Shanghai, Zhoushan in Zhejiang province, Guangzhou, and Qingdao in Shandong province. In May, Guangzhou Port signed a strategic cooperation agreement with Huawei to accelerate the integration of 5G and smart ports. Li Kewu, a ports expert with Huawei Technologies, suggested that the digital transformation of ports, convenient services, and an open and collaborative business environment will be key...
elements for increasing ports’ competitiveness. “In terms of digitalization, Guangzhou Port already has a solid foundation. By becoming more intelligent, it has also increased investment,” Li said. “As competition increases, Guangzhou Port will hopefully become a leader among intelligent ports worldwide.” Source: China Daily

Wellard’s 1994 built 140 mtr long livestock carrier OCEAN UTE anchored off Singapore
Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!

Dry Bulk Market: Gloom Makes Way for Optimism After 300% Capesize Rally

A boom in the dry bulk market over the course of the past quarter has helped turn the tables around in terms of sentiment. As such, the gloom which had prevailed up to that point, gave way to a renewed optimism, regarding the market’s long-term prospects. In its latest weekly report, shipbroker Allied said that “it’s been an astonishing climb in the dry bulk market these past few weeks. With the help of a fast-paced increase in freight rates in the Capesize and Panamax markets, the BDI has reached a level last seen in December of 2013 (though it must be noted that we are now looking at a new BDI with much bigger weighting on the Capesize market). The Capesize market has been the one that has made the most remarkable upswing, with the BCI Time Charter Average having increased by US$ 29,503 (equivalent to an 853% increase) since the 2nd of April of this year and the BPI Time Charter Average having increased by US$ 13,162 (equivalent to a 297% increase) since its bottoming out on the 4th of February”. According to George Lazaridis, Allied’s Head of Research & Valuations, “on the face of it would seem that just by looking at these two market performance measures that this most recent spike in rates is all about the Capes. However, in taking a closer look it quickly becomes apparent that Panamaxes have managed an equally impressive feat during these past couple of months. The last time the BPI -TCA was at levels of equal or above US$ 17,348/day was back in mid-December of 2010. In comparison, the BCI – TCA was last seen at levels of US$ 32,765/day back in mid-January of 2014, while the Supramax TCA has not managed to brake above its highest level of 2018 and the Handysize hasn’t even managed to post a new high for 2019. Going beyond performance measures, it is rather evident that the mood has changed in the market too, with a deep sense of optimism now having taken hold of most in the market, having almost wiped clean all recent memory of the troubled days that were being faced during the first quarter of 2019. In part this drive has been helped by the ramped-up activity being noted in iron ore shipments, as traders look to cover the gap that was left behind in the
wake of the vale damn disaster back in January". Lazaridis added that “its no surprise that all three of the world’s largest iron ore producers, namely Vale, Rio Tinto and BHP Billiton, have all downgraded their initial estimates for the year, while the two Australian behemoths are expecting to record their first decline in annual exports this century. The supply disruptions in Brazil and Australia (Western Australian mines were hit by severe disruptions as part of a tropical cyclone and a major train derailment) have pushed for a seasonal spike in shipments during these summer months as most producers look to play catch up game to recover the lost export volumes noted during the first quarter of the year, while Vale and BHP are also likely to be seeking to move as much volume as possible during the summer months prior to their respective scheduled major maintenance plans in autumn” “At the same time the ferocious appetite seen of late by steel producers in China has helped keep a positive momentum, while the high prices of above US$ 120 a tonne noted of late have kept things moving at an ever-faster pace. Of course, a ramp up in grain activity in the Atlantic has also helped provide much needed support for the dry bulk market, though as can be seen in the performance of the smaller size segments, it has played a secondary role for the time being. This most recent spike in freight rates has helped cover lost ground and it now looks as though we are back on the recovery trend that was laid down since the bottoming out of the market back in 2016. We shouldn’t sigh in relief just yet however, as this balance is still fairly fragile in nature, and given the continued risks at play, it could easily collapse almost as quickly as it came to be”, Allied’s analyst concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide
**McKinsey: 9 mtpa increase in use of LNG as LNG carrier bunker fuel on 1/1/2020**

The 2007 delivered 151 mtr long 11,142 DWT LNG tanker **SUN ARROWS** coming from Hiroshima (Japan) transiting Singapore Straits Westbound

*Photo: Piet Sinke* [www.maasmondmaritime.com](http://www.maasmondmaritime.com) *(c) CLICK at the photo & hyperlink in text!*

On January 1, 2020, the International Maritime Organization (IMO) will introduce increased limitations on sulphur emissions by ships. Set forth by MARPOL (see sidebar, “The adoption of MARPOL”), these global limitations will require operators to consider alternatives to the current widespread use of high-sulphur fuel oil (HSFO). Such alternatives include the installation of scrubber systems to remove sulphur from the gas stream or a switch to very-low sulphur fuel oil (VLSFO), marine gasoil (MGO), or liquefied natural gas (LNG). Limited desulphurization-refining capacity, as well as other logistical considerations, constrain the supply of VLSFO and MGO. Therefore, vessel operators may experience fuel shortages and a sharp rise in prices on the back of an expected spike in demand. LNG’s widespread use as a marine transport fuel, however, is primarily constrained by limited LNG bunkering infrastructure. In fact, several countries, such as Belgium and Singapore, are currently investing in this area to increase the viability of LNG as an alternative fuel supply, though converting existing vessels to accommodate LNG is expensive. Therefore, nearly all growth in this area will come from newly built vessels or LNG-ready vessels. In addition to the cost of conversion, shipowners and operators face three challenges. First, there are only a few months left before the new emissions limitations come to pass. Second, owners and operators will need to consider the potential LNG shortages and price increases, both likely results of the sudden increase in demand. And finally, they will be on the hook to provide commercial rationale to stakeholders for meeting these new regulations.

While the value proposition of LNG varies across segments of the shipping sector, it is (perhaps unsurprisingly) most attractive as a fuel for the approximately 550 LNG carriers currently operating worldwide. We expect to see a rapid rise in adoption of LNG as a fuel in this segment, potentially increasing demand by nine million tons per annum (mtpa), or 3.0 percent of annual demand, over the next two years. Therefore, shipowners and operators in 2020 should consider switching to forced LNG boil-off gas (BOG).

**A shift in the fuel mix of the global shipping industry**

MARPOL bans the use of any bunker fuel in which sulphur content exceeds the 0.5 percent threshold—unless a vessel has the right equipment onboard, such as fuel scrubbers, to process high-sulphur fuels. These scrubbers spray alkaline water into a vessel’s gas exhaust to remove sulphur dioxide and other unwanted chemicals or pollutants. As 2020 draws near, some marine-solutions companies have seen a record number of orders for scrubbers. However, given the short time remaining before enforcement of the new limitations and the unsuitability of scrubbers for use on certain types of ships, it’s highly unlikely that they can be adopted by shipping fleets around the world. In some cases, noncompliance is a distinct possibility, with doubts remaining over how effectively the regulation will be enforced and compliance monitored. To some extent, noncompliance will be addressed by the IMO’s recent announcement of a ban on vessels that lack scrubbers using ports to load HSFO. In addition, there will be increased pressure on authorities from leading shipping companies, which are expected to align with the new legislation, to ensure that enforcement is followed for the broader pool of shipowners, with the expectation being an even playing field.
The special role of LNG for LNG carriers
To comply with MARPOL, LNG carriers face most of the same options as the broader shipping industry. Even before the new regulations go into effect, forecasts show demand for LNG is likely to grow at 3.0 percent a year from 2019 to 2035, well above the growth of overall gas demand, which is projected at 1.0 percent a year. Asia—especially China—and Europe will likely be the primary markets for increased LNG, while sector-specific growth will include electric power and industrials. Although demand in the transport sector is expected to remain relatively minimal, it will experience the fastest growth in the coming years. And within transport, the shipping industry is expected to play an outsized role. Until now, the standard practice for LNG carriers has been to use BOG as fuel and to supplement with HSFO, which is currently more economical than LNG. After January 1, 2020, however, LNG carrier owners and operators will be required to meet the 0.5 percent threshold. The built-in ability of these ships to switch to LNG as an onboard fuel source means that the LNG option will likely be far more attractive. Installing scrubbers is not typically an option for LNG carriers because of space constraints on the ships themselves, high adaptation costs, limited yard space, and safety issues. Most LNG carriers can force BOG and use it in place of HSFO (Exhibit 1). Therefore, they do not require conversion costs to stop using HSFO—though a reserve of MGO, other distillates, or VLSFO is expected to be kept for low-speed movements and emergencies. One exception is slow-speed-diesel-class (SSD) LNG vessels, which reliquefy BOG and use marine diesel as fuel. SSD ships are expected to stick with diesel, or other distillate fuels, because conversion to LNG would require dry docking and expensive adaptation. In addition to meeting the new regulations, using LNG as bunkering fuel is cost effective—assuming the cost of using the onboard LNG is less than the equivalent MGO or VLSFO. This is typically the case, and likely to be more so if MGO or VLSFO prices rise on higher bunkering demand after the MARPOL limitations go into effect as expected. However, given the specificities of an LNG carrier, the attractiveness of those options is quite different from the overall industry (Exhibit 2). Such differences mean the most credible options for LNG carrier owners or operators will be the use of LNG and VLSFO and other distillates. The trade-off between the two most compelling options—VLSFO and LNG—boils down to their comparative cost (Exhibit 3). It is expected that the 0.5 percent VLSFO will be priced at a premium to crude oil, the likely result of higher demand and supply constraints, which are linked to the capacity for secondary refining and the high levels of investment required for expansion. In general, LNG tends to be priced at a 25.0 to 35.0 percent discount to crude oil on an MMBTU basis. In all cases, LNG remains far likelier to be more economical than VLSFO for LNG carriers for several reasons. First, VLSFO will experience a significant increase in demand after the MARPOL regulations go into effect, and marginal producers will produce VLSFO at 16.0 to 17.0 percent of Brent Crude on an MMBTU basis. Second, Brent-indexed contracted LNG is priced below VLSFO prices. Third, Asia-delivered ex-ship spot prices are linked to delivered cost of American LNG cargoes to Asia, which are expected to average $7 to $8 per MMBTU in the base case scenario. And finally, most LNG carriers can begin using BOG as fuel today without further modifications.

The future of LNG consumption
Faced with this commercial incentive, LNG ship operators are likely to widely switch to forced BOG as the lowest-priced option. This switch could mean that after 2020 there will be a significant rise in the difference between the volume loaded onto LNG carriers and the volume discharged as the amount of LNG consumed during voyages increases. In any case, natural BOG is expected to increase because of higher produced volumes and more cross-basin LNG trade flows. After the application of MARPOL in 2020, however, we expect up to 90 percent of the LNG carrier fleet to substitute its current HSFO use with forced BOG. This could create an additional nine mtpa of LNG demand as total BOG increases from 3.0 to 6.0 percent of global LNG trade (Exhibit 4). An additional demand of approximately 9.0 mtpa may seem small compared with the total size of the LNG market, though it represents the equivalent of two 4.5-mtpa LNG liquefaction trains. Beyond its absolute impact, which will be significant; this new source of LNG demand may have a greater-than-expected effect on LNG markets. This could be the case primarily because the market squeeze is likely to fall disproportionately on spot cargoes. LNG liquefaction plants typically have a small gap between their maximum production capacity and the commitment to long-term contracts, and they frequently use this gap to produce extra LNG cargoes for the spot market. However, a greater use of BOG will reduce the gap by approximately 3.0 percent, which will significantly influence the number of spot cargoes available to the market. As a result, liquidity and price discovery could be affected, making the market less responsive to imbalances between supply and demand. In the longer term, an increase in BOG will effectively create space in the market for two additional LNG trains. Source: McKinsey

Due to travelling tomorrow to Singapore the next newsclippings may reach you delayed
The Singapore flagged 2010 built 70 mtr long SWIWAR SURYA navigating the Singapore Strait Eastbound

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text !

Baltic index sees worst week in 6 months as ship availability improves

The TSS in the Singapore strait with the KOTA TAMPA, NAVI OS DESTINY and SUN ARROWS heading to the west

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlinks in text !

The Baltic Exchange’s main sea freight index fell for a fourth straight session on Friday, driving it to its worst weekly loss in six months on abundant availability of ships in the Atlantic region. The Baltic index, which tracks rates for ships ferrying dry bulk commodities, fell 0.5%, or 10 points, to 1,937 points. The index fell 10.7%, worst weekly performance since week-ending Feb. 1. The index has still more than tripled since February, mainly driven by strong demand for vessels that ship iron ore from Brazil into China. The capesize index rose 38 points, or 1.1%, to 3,647 points. For the week, capesize index was down 16.7%, its worst since week-ending March 29. Average daily earnings for capesizes, which typically transport 170,000 tonne-180,000 tonne cargoes such as iron ore and coal, rose $217 to $27,145.
NYK-Fil Ship Management Celebrates Its 30th Anniversary

On July 24, NYK-Fil Ship Management Inc. (NYK-Fil; head office: Philippines), an NYK Group company, held a ceremony in Manila to celebrate the 30th anniversary of the company’s establishment and the completion of a renovation of the head office. The ceremony was attended by Yasumi Kudo, NYK senior adviser; J. Roberto C. Delgado, chairman of Transnational Diversified Group (TDG); * Josephine J. Francisco, president of NYK-Fil and about 1000 guests including business partners, seafarers, and family members, from all over the Philippines. NYK-Fil is a joint venture founded by NYK and TDG in 1989 for training, development, and management of Filipino seafarers on NYK-operated vessels. In fact, NYK-Fil now provides Filipino seafarers to more than 200 vessels managed by NYK and is overseeing the promotion of captains and chief engineers to high-risk NYK ships, such as VLCCs and LNG carriers. In his speech, senior adviser Kudo commented, “Thirty years of us being together as a community is indeed a milestone. I am very proud that NYK-FIL has consistently delivered on its long-term mission with unwavering and steadfast commitment to its purpose: to provide competent marine personnel for the NYK fleet, and carrying the precious trust of our customers in safely delivering their cargoes that are valuable to many people across the world.” NYK-Fil will continue to contribute to NYK’s safe and high-quality marine transport services by providing excellent Filipino seafarers to the NYK Group.
* Transnational Diversified Group (TDG) is a globally competitive and highly progressive Philippine-owned business group that is comprised of over forty companies, primarily in logistics, ship management & manpower, travel & tourism, information and communications technology, and other investments in industries such as renewable energy, agriculture and real estate. It has been actively working with NYK since its establishment in 1976, and has since become a respected strategic partner of large global corporations due to its world-class experience and win-win outlook. Source: NYK Line

After many years operating in Rotterdam Area and now replaced by the ECODELTA the 1960 built 112 mtr long TSHD RIJ NDELTAl is seen at Scheepssloperij Nederland in 's Gravendeel awaiting her final faith

Photo : André de Groot ©

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CSP Zeebrugge Terminal, Part of COSCO SHIPPI NG Ports, Goes Live with Navis N4

Navis, a part of Cargotec Corporation and provider of operational technologies and services that unlock greater performance and efficiency for the world’s leading organizations across the shipping supply chain, announced today that CSP Zeebrugge Terminal N.V. ("CSP Zeebrugge"), a part of COSCO SHIPPING Ports Limited ("COSCO SHIPPING Ports"), has successfully gone live with Navis N4. The terminal, which is a major hub in the European market, has selected N4 to help optimize operations and data visibility with stakeholders and enable its employees to focus on core tasks and with a more modern terminal operating system (TOS). In 2017, COSCO SHIPPING Ports acquired CSP Zeebrugge making it the first terminal in Northwest Europe in which COSCO SHIPPING Ports holds a controlling stake. The port group set its sights on turning the terminal into its Northern European shipping hub as part of its larger globalization efforts. Located off the coast of Belgium, CSP Zeebrugge connects the UK, Ireland, Scandinavia and the Baltic regions, offering its customers direct access to the European market. With an annual handling capacity of 1 million TEU, CSP Zeebrugge uses state-of-
the-art equipment and technology including 7 super post-panamax ZPMC gantry cranes, 3 onsite rail tracks of 780 meters each and now N4, to serve its customers in both deepsea and shortsea vessels through the most densely populated region in the world.

“CSP Zeebrugge is responsible for connecting important trade markets through its facility and needs to have the resources to serve their customers in an efficient way,” said Mark Welles, VP Global Partnerships for Navis. “CSP Zeebrugge is the first successful N4 rollout in COSCO SHIPPING Ports’ TOS standardization program. Navis is continuing joint efforts to roll out N4 in the COSCO SHIPPING Ports terminal network across the globe in the coming months.” In addition to keeping up with customer demand and traffic at the terminal, CSP Zeebrugge has tapped Navis to help data visibility within partners and customers. They will also be utilizing expert decking for improving yard strategy and prime route for optimal use of available resources. By automating some of these processes, CSP Zeebrugge hopes that they can be more transparent with stakeholders and help employees focus on their core tasks and deliverables. “Based on their past successes and being the leader in terminal operating software, partnering with Navis was the right decision to push our business goals forward,” said Stefan Vanparys, N4 Project Lead of CSP Zeebrugge. “Bringing N4 to CSP Zeebrugge took careful planning and dedication from partners and the migration team and we are happy at the result we achieved at the end of the project.” Source: Navis

**VOLGABORG** awaiting a lock in the Welland Canal Photo: Capt René van Quekelberghe - master Iver Bright ©

The panamax index fell 71 points, or 3.3%, to 2,109 points. Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 tonnes to 70,000 tonnes, decreased $562 to $16,869. The supramax index fell 7 points to 1,005 points. Source: Reuters (Reporting by Nallur Sethuraman in Bengaluru; Editing by Shailesh Kuber)

**Strike by Alaska ferry workers snarls travel plans**

By: Becky Bohrer

The first strike by Alaska ferry workers in over 40 years has snarled travel plans for thousands of people during the busy tourist and fishing season, leaving some stranded and catching the attention of a Democratic presidential candidate. Members of the Inlandboatmen’s Union of the Pacific went on strike Wednesday after failing to reach agreement with the state on contract terms, bringing Alaska’s ferry system to a halt. State transportation Commissioner John MacKinnon said the department had canceled reservations for more than 3,000 travelers as of early Friday and refunded more than $1 million in fares. About 225 passengers and about 90 vehicles had been stranded in ports that aren’t their final destination, he said. He noted this is a peak travel time and that other options, including barges for vehicles and planes, have limited space. A tweet Friday from former Vice President Joe Biden, who is seeking the Democratic nomination for president, calls on Republican Gov. Mike Dunleavy to restore full funding to the system, which lawmakers this year cut by more than $40 million. The cut was seen by some as a compromise with the Dunleavy administration, which initially proposed a deeper
cut and has said it wants to find ways to reduce the cost of the system to the state. State funds and fares are key components of the system's budget, and July, August and September are important revenue months, MacKinnon said. The ferries, an important transportation link for many small communities not connected to Alaska's road system, run along 3,500 miles of coast from Bellingham, Washington, through southeast Alaska and the Gulf of Alaska to the Aleutian island chain. Some communities are only accessible by air or water, and even those options can be limited. Residents of some southeast Alaska communities put their vehicles on a ferry to Juneau, a larger city of around 30,000 people, so they can load up on supplies at places like Costco. Some fish processors use ferries to transport refrigerator vans, MacKinnon said. The last strike by ferry workers occurred in 1977 and lasted 20 days, said Meadow Bailey, communications director for the transportation department. By email, she said the department is letting stranded passengers in Ketchikan with no other lodging options stay on board an idled ferry that had been bound for Bellingham until they can make alternate arrangements. She said fewer than 20 people were on board and had access to beds and showers. Earlier this week, MacKinnon questioned the timing of the strike, coinciding with the Southeast Alaska State Fair. "We're disappointed that they chose this time to do it," he said. "I think there was probably some calculation behind that." The union says the dispute goes back nearly three years and cites health care, pay and cuts in ferry service as sticking points. Robb Arnold, a union spokesman, said workers are frustrated by a lack of communication on what the cuts could mean for them. State Administration Commissioner Kelly Tshibaka has called the strike unlawful and called on the union to meet with the state and a federal mediator. The state said starting Aug. 1, striking employees will be responsible for paying their health insurance premiums.

Patti Mackey, president and CEO of the Ketchikan Visitors Bureau, called the strike a big deal. Many in her community work on ferries or they know someone who does, Mackey said. Ketchikan gets several thousand visitors a year who come by ferry, some with RVs, she said. State Sen. Jesse Kiehl, a Juneau Democrat, called the ferries essential infrastructure. He said it's important for the two sides to resume talks and try to reach a resolution. "There are people stuck and businesses hurting, and there's already economic damage happening," he said. "Anyone who thinks that this is painless and someone else is filling the void has not yet seen the whole picture." Source: SFgate

Coast MPs deserve praise over the disputed national shipping law

The Coast legislators could not marshal the two-thirds majority to overturn the Presidential veto but their determination to have the amendment rejected was praiseworthy

In Summary
• The unity of Coast MPs against the Kenya Merchant Shipping (Amendment) Bill, 2019 shows that together in the National Assembly, they can make a huge difference.
The amended law forbids other shipping lines from operating the terminal and instead gives priority to the Kenya National Shipping Line (KNSL) and the foreign, private-owned Mediterranean Shipping Company (MSC). Coast MPs led by Ali Mbogo (Kisauni) at a press conference where they opposed the approval by the National Assembly of President Uhuru Kenyatta’s proposal to a joint take over of the Second Container Terminal by Kenya National Shipping Line and a Swiss firm, on July 3. It is rare to praise the performances of Coast MPs given the divisive nature of politics and party affiliations in the region.

However, recent developments have shown that together in the National Assembly, they can make a huge difference: Indeed, they would have something to crow about.

This is in reference to the controversial debate in the National Assembly regarding the Kenya Merchant Shipping (Amendment) Bill, 2019, in which the MPs stood together to ensure the interests of the coastal communities were secured at the Port of Mombasa in general at the contested Container Two Terminal in particular. The bone of contention is placing the running and management of this facility in private hands — terminal harbours Berths 23 and 24. The government eventually won in its favour after the President vetoed the proposal by Coast MPs that sought Berths 23 and 24 be run and managed by the Government.

The amended law forbids other shipping lines from operating the terminal and instead gives priority to the Kenya National Shipping Line (KNSL) and the foreign, private-owned Mediterranean Shipping Company (MSC). The Coast MPs could not marshal the two-thirds majority to overturn the Presidential veto. Nevertheless, their determination to have the amendment rejected was praiseworthy. In any case, African parliaments do not, as an act of faith, veto presidential decisions, let alone a veto. Kenya is no exception. However, the effect of these actions on the part of the Coast MPs was the symbolic message that politically, the Coast shall never be the same in that it will not be business as usual in thus perceived swing region. The MPs abandoned party affiliations for the collective good of coastal communities. It was a major political score.

This determination to ensure coastal interests were protected is reminiscent of the divisive independence debate over majimboism in the 1960s. Despite massive opposition setbacks, Coast leaders stood together to push the majimbo agenda. Without the determination, patience and persistence of local leaders such as the late Ronald Ngala, devolution, the mild form of majimbo, would have been an illusion. They kept pushing the majimbo agenda where others had relented.

The debate about the ownership and operations of the Mombasa Port is a good example of what and how Coast leaders should join hands to push for coastal interests, even if they lost. After all, the winners win, the losers lose. For decades, the Port of Mombasa has served as the breadbasket and income earner of many a people across the Coast region and beyond, even though recent trends point to progressively dwindling employment opportunities for the locals, especially in high-status jobs. This, thus, raised concerns over the handing over to private hands of the running and management of Container Two. Many other individuals and entities have supported the MPs. They include the leaders of the Dock Workers Union and civil society groups such as the Taireni Association of the Mijikinda, Muhuri and Muslims for Human Rights. Like the MPs, their argument is that as a national resource, the government should run and manage the Port, in this case, the renovated Berths 23 and 24. The Taireni Association, in particular, a civic group representing the interests of the more populous Mijikenda people, has been the most vocal in the KNSL-MSC partnership, which it perceives as an attempt to “privatize” Container Two and its operations. This is also the view shared by the Dock Workers Union leadership, which argues that privatisation would amount to transferring public assets to private institutions. But if the MPs and local civic groups have been vocal over the management of Container Two, other Coast elected leaders have remained indifferent. Conspicuously missing are the voices of governors, senators and MCAs. Even the pro-people governors Hassan Joho and Amason Kingi have remained silent. The champions of coastal interests before the handshake are now spectators in the game of change. The MCAs behaved badly. As the closest elected representatives of the people, the significance of their concerns could not be gainsaid: Their voices would have made a difference in support the MPs. Yet, like the other leaders at the county level, they gagged themselves. The government’s position is that the KNSL-MSC partnership will revive the debt-ridden national shipping line and create jobs for the youths. It is estimated that the refurbished and renamed Bandari College should train some 1,500 youths in marine operations annually and employ some 3,000 annually as seafarers.

In this optimistic view of job creation, the government has the support of a section of Coast professionals and marine experts, the Sea Farers Association and the Transport Parliamentary Committee. But there are other unresolved issues. One of these issues is the non-disclosure of the particulars of the Tripartite Agreement between the Kenya Ports Authority, the KNSL and the MSC. The other is the ownership of 14 per cent shares once owned by two private entities but later transferred to the MSC. KNSL thus owns 53 per cent and the MSC 47 per cent.

**The question, though, is who owns the 14 per cent shares that were transferred to the MSC?**

Even some foreign envoys have been drawn into the contested amended law. Unlike the other critics, though, the envoys’ concern is not about “privatization” but the monopoly accorded to the KNSL and MSC to manage Container Two, without
competitive bidding. Ambassadors Mette Knudsen of Denmark, Aline Kuster-Menager of France, Yoshihiro Katayama of Japan and outgoing British High Commissioner Nic Hailey called for open competitive bidding. They questioned the government’s sudden change of mind in cancelling the international tender it had earlier advertised. The also faulted the amended Merchant Shipping Act, which forbids other shipping lines from operating the terminal and instead of giving Japan and outgoing British High Commissioner Nic Hailey called for open competitive bidding. They questioned the elections and beyond.

of political unity of purpose that should be sustained if the Coast region is to have any impact in the 2022 general elections and beyond. Source : The Star Kenya

WACT Commissions $10m Mega Cranes At Onne Port

By Shulammite ‘Foyeku

Due to increase vessel traffic experienced at eastern ports due to the recent diversion of cargoes because of the traffic gridlock experienced at the Lagos port, the West Africa Container Terminal (WACT), launched two new Mobile Harbour Cranes (MHCs) worth $10million (N3.6billion) for discharge of cargoes at the terminal. The Mobile Harbour Cranes (MHCs) which is coming on the heels of 10 new specialized terminal trucks and two new reach stackers, are expected to increase the turnaround time of vessels at the terminal. The two new container cargoes handling facilities would bring WACT, one of the most efficient container terminals outside Lagos, at par with its peers in Apapa, and Tin Can Island Ports, in terms of equipment and operational efficiency.

Speaking at the commissioning, in Onne, Rivers State, the Managing Director, WACT, Aamir Mirza, said the massive investment at the terminal has attracted 700 direct and 2000 indirect employment in the country. He said the company has recorded tremendous growth of 17 percent in 2017, 21 per cent growth in 2018 and 20 per cent growth attained so far this year. Mizra described the $10 million investment as a key enabler to customers’ satisfaction. “Our vision is to make WACT the best performing container terminal in West Africa. We believe this vision can be realised early enough if the government can support us to reduce the challenges of security by ensuring the safety of vessels on our waters, and improve road connectivity, among others,” he said.

Mirza said the cranes would enable volume growth resulting in increased productivity; reduced port stay and provide bunker savings; improve reliability in cargo delivery times; reduce the impact of crane breakdown/idle time on overall terminal operations; and increase customers satisfaction and speedy delivery. Also speaking at the event, the Executive Secretary of Nigeria Shippers’ Council (NSC), Hassan Bello, said the new cranes will aid efficiency and improve vessels turn around time at the terminal. He reiterated the Federal Government’s commitment to encourage more importers to patronise Onne Port, adding that government is determined to see shipping make significant contributions to the economy. He said, “Our terminals need to grow and show efficiency. I am happy with the competition because this is how to compete. We need options, choice for shippers where they will discharge their cargoes. “The commissioning of these Mobiles Harbour Cranes is no doubt significant because it will improve efficiency. We are happy with the 30 percent increase in volumes of cargoes and in the long run, more Nigerians would be employed and it will make the terminal operation contribute to the economy. “The more efficiency we have, the more cargoes we will get because Nigeria is a natural harbour due to the market that is available and I am happy today that this terminal is becoming one of the most efficient we have in West Africa and this is gladdening our hearts, and the main reasons of concessioning the port to private sector will be realised by this terminal and we will use this terminal to benchmark the performance of other terminals.” The Managing Director, Oil and Gas Free Zone Authority (OGFZA), Umana Okon Umana, lauded WACT for making the nation meet the objectives of establishing the free zone. He promised to run the free zone in a professional manner and assured of provision of dedicated power to the zone for efficient service delivery. He said, “For us, the fact that WACT is expanding their operation is a show of confidence they have in the economy and confidence they have in Nigeria and the MD said they have sent Nigerians out for training because this are very specialised equipment and as we know; the objectives of free zones is to attract FDI that will support job creation, support transfer of skills and technology and what government loses by tax revenues, government takes back in employment, skills and transfer of skills.” The Managing Director of Nigerian Ports Authority (NPA), Hadiza Bala Usman, lauded the company for acquiring the new cranes, even as she urged shippers to patronise Onne Port. Usman, who was represented by the Onne Port Manager, Al-Hassan Ismaila, said the government is looking into the security of vessels on the nation’s high sea. “The Onne Port is a nexus to connecting the North-East, North-Central, South-South and South-East, so cargoes for this section of the country is expected to be discharged through this port. “We are calling on shippers to patronize Onne Port because of the friendly environment, and the synergy between the agencies of government operating at the port,” she added. The cranes commissioning ceremony was witnessed by several stakeholders including the representatives of shipping companies, Customs, freight forwarders, truck operators, importers, exporters and government agencies. Source : Ships & Ports
The 2005 built 93m long tanker **ATLANTIS ALDABRA**, outbound from Vlaardingen bound for Montoir (France), passing Maassluis. Photo: Kees van der Kraan ©

**CMA CGM blanks another Asia-North Europe sailing**

FLUCTUATIONS between supply and demand has prompted CMA CGM to withdraw a further peak season headhaul Asia-North Europe sailing. The French shipping line said in an advisory that it was voiding the sailing of its 13,892 TEU APL Singapora, which was scheduled to set sail from Tianjin on August 15 and Shanghai on August 24, reported UK’s The Loadstar. The blanking of the **APL SINGAPORA** is the fifth by the Ocean Alliance during the peak season, a worrisome sign given that demand should now be at its highest point of the year. In line with softening demand, THE Alliance has also blanked four peak season loops and one of the Hyundai Merchant Marine (HMM) standalone AEX services has also been pulled out. This means capacity withdrawn in July and August has risen to 153,000 TEU, Alphaliner data shows, representing a cut of seven per cent in weekly capacity since the start of July.
However, Alphaliner pointed out that the temporary capacity blanking moves by the Ocean and THE alliances are insufficient “to address the imbalance of demand and supply”. The 2M alliance of Mediterranean Shipping Company (MSC) and Maersk Line has not announced any service suspensions on the Asia-North Europe tradelane so far, “unlike in 2018 when the 2M suspended its AE2/Swan service for 12 weeks from September to early December, which helped to stabilise freight rates in the face of slower demand growth,” it was cited as saying.

Engine Room Fire Safety - Condition Survey Findings

It is well known that fires on ships require a lot of effort to combat, put all those on board in a life-threatening situation and present extreme danger to the vessel. Engine room fires are particularly difficult to tackle due to the possibly confined nature of the scene and an abundance of fire triangle elements: heat, fuel and air. A fire in the engine room can have disastrous consequences and is best prevented by all available means. Condition surveys conducted by the Club repeatedly expose worrying examples of substandard fire safety in engine rooms which are entirely avoidable. Primary sources of ignition in the engine room include hot exhaust manifolds of engines, boilers and indicator valves of the engines. When flammable liquids leak on, splash over, or are sprayed onto an exposed high temperature surface they can auto-ignite. Reportedly up to 70% of all engine room fires are set off by fuel leaks. SOLAS Ch II-2 Reg 4 para 2.2.6 requires that surfaces with temperatures of 220°C and above must be properly insulated. Exhaust gas casing, indicator valve shields and lagging degrade with time due to vibration, repeated heating and cooling down or disassembly and refitting during maintenance. The crew must make sure that high temperature surfaces are adequately protected at all times when there is a risk of flammable oils being sprayed over the surface.
The importance of engine room cleanliness and a general fire safety culture cannot be overemphasized. Dirty bilges, stained engine entablature and makeshift solutions such as leak collectors and plastic hoses may be set on fire by hot work such as welding or grinding. These will also provide an additional source of fuel to sustain and spread an engine room fire. Proper housekeeping along with the timely identification and elimination of oil leaks are of utmost importance for the prevention of fires in engine rooms.

Other key items which require constant attention of the crews and the managers are:
Proper maintenance and use of fire doors. Frequently fire doors are found to be kept tied open, door self-closing devices are misadjusted and fail to close the door properly and door seals are torn or missing.
Self-closing valves on oil tank level sight glasses are fixed in an open position and won’t close in case of fire.
Fuel pipe quick closing valves not operational or wedged open preventing them from performing their function.
Proper garbage management; oil soaked rags present a fire risk as they may be ignited by hot work in the vicinity, or may self-heat and ignite spontaneously.

Oil soaked piping thermal insulation.

Fire dampers and shutters inoperative / space served not marked / open-close position marking faded or unreadable.

Fire escape routes and exits not marked conspicuously. Emergency Escape Breathing Devices in unserviceable condition or not sited in strategic positions.

Awareness of the risks associated with such malpractice and a well promoted and established safety culture will provide additional barriers against possible fire situations.

Consequences of the engine room fire which may have started when the fuel from the damaged filter casing sprayed over the engine exhaust manifold.

The IMO’s circular MSC.1/Circ.1321 provides practical guidelines to prevent engine room fires.

Results of various engine room fire incident investigations can be found here
- NTSB – Caribbean Fantasy Engine Room Fire - August 2016
- NTSB - Gunde Maersk Engine Room Fire - December 2015
- MAIB - Arco Avon Engine Room Fire - August 2015

Source: West of England

Ballast Water Management Systems: Time-Line For Compliance

De-harmonisation
Initially, the IMO aligned the date for compliance with the BWMS requirements set out in Regulation D-2 with the renewal of the International Oil Pollution Prevention (the IOPP) certification. To extend the compliance deadline up to 2022, many owners chose to de-harmonise the renewal of IOPP certificates and carry out the IOPP renewal survey earlier (or as close to 8 September 2017 as possible). The practice did not prove useful when, at the 71st session of the IMO’s Marine Environment Protection Committee in July 2017, the deadline for the installation of the BWMS was delayed, providing owners with a fleet compliance timeframe of between 8 September 2019 and 7 September 2024. In effect, those who de-harmonised, and carried out the IOPP renewal survey shortly before 8 September 2017 risked losing two additional years for compliance. To assist owners, some flag states, such as the UK, allowed re-harmonisation.

It would be rather unsympathetic to criticise owners for trying to delay the installation process. In the case of retrofits, the costs of installing BWMS are largely dependent on the individual technical specifications of ships, with reported estimates ranging from US$1 million to US$5 million per ship. From owners’ perspective, any additional time helps with the cost absorption.

Putting the installation off until as close to the ultimate 2024 deadline as possible may, however, result in practical difficulties.

The Turkish owned YASA GULTEN arriving at Lyttelton to load logs. Photo : Alan Calvert ©

**Availability of systems**

Regulation D-3 sets out approval requirements for the BWMS. The approval type depends on whether the BWMS makes use of “active substances” (such as bacteria) or not. For those systems which do, the active substance must be approved by the IMO. As of January 2019, there were 43 active substance BWMS which had received the IMO’s final approval. The total number of active and non-active substance systems approved as of January 2019 was 76.

Article 2(3) of the Convention states that individual states are free to employ “more stringent measures...”. Further, any non-signatory states are free to regulate the ballast water and sediments discharge as they please. While some countries may opt for less restrictive requirements, others may implement additional requirements. By way of example, as at the date of this article, there are only 20 systems fully approved by the USCG, with a further 10 under review.

Clause 1 of the Shelltime 4 form sets out seaworthiness and cargoworthiness obligations. Among others, these include: “(g) shall have on board all certificates, documents and equipment required from time to time by any applicable law to enable her to perform the charter service without delay”.

The choice of system may ultimately have a restricting effect on owners’ ability to provide a “seaworthy” or “cargo worthy” vessel for trade in certain geographical areas. From a regulatory perspective, the potential consequences of calling at a port with a non-compliant system are likely to be considerable. For instance, the relevant U.S. law, 33 CFR section 151.2080, imposes a civil penalty of US$ 35,000 per day for non-compliance, and criminal liability for those who “knowingly” violate the law.

From a contractual perspective, a failure to comply would likely lead to a delay including the possibility of the ship being ordered to leave port and/or deviate to a suitable reception facility for discharge of the ballast water. This would, in turn, translate into additional operational costs and a likely claim for damages by charterers and/or cargo interests. Owners will therefore be best advised to ensure that they are fully aware of any “more stringent” requirements which may be imposed by local laws.

The already limited number of compliant systems may be further reduced for individual vessels due to technical feasibility,
operational concerns (availability of supplies), or reliability (availability of spares). This may translate into difficulties in procuring the right system and finding a suitable yard to install it. Those owners who wish to keep their options open should take steps to have arrangements in place considerably before the relevant IOPP renewal date.

Built in 2010 the 52,118 t dwt container ship **BAY BRIDGE**, registered in Panama with IMO 9463267, on her way from Tokyo (Japan) to Tacoma (US) with a load of boxes.  

**Photo: Aart van Essen ©**

### Operational issues

Article 9 of the Convention states that compliance will be verified by inspection of a valid certificate and ballast water record book. As an option, sampling may be carried out but “the time required to analyse the samples shall not be used as a basis for unduly delaying the operation, movement or departure of the ship”. The practical reality is that most vessels will have samples taken only periodically.

Non-compliance is likely to arise in two ways:

1. Regulation B-1 of the Convention stipulates that a ballast water management plan should, inter alia, “detail the procedures for the disposal of Sediments: .1 at sea; and .2 to shore”. U.S. law goes further and requires regular removal of sediments (33 CFR section 151.2050). For approval purposes, BWMS are likely to be tested in laboratory conditions or onboard ships with clean ballast tanks. Thus, for retrofits, unless prior cleaning is conducted, there is a risk that sediment already present in the tanks will prevent effective operation of the BWMS (particularly so when the BWMS filters on intake only). While owners may be operating on the basis of documentary inspections, when samples are finally taken the results may lead to non-compliance.

2. Where the system fails, a prudent course of action will be to notify the relevant port authorities. All signatory states have an obligation to ensure that the ship does not discharge ballast water “until it can do so without presenting a threat of harm to the environment, human health, property or resources” (Article 9(3) of the Convention). The level of sanctions for breaches of the Convention are determined by individual states (Article 8(1)). It would seem logical that instances of duly reported mechanical failure not occasioned by negligence and not resulting in actual discharge, would not be heavily penalised, so as to promote the culture of transparency and a ‘lessons learned’ approach. Nonetheless, there is little doubt that the ship would be required to rectify the issue and could be directed to a specific facility to do so. This could result in delays and translate into charterparty and/or bill of lading claims.

### Contractual arrangements with yards and manufacturers

The relationship between owners, manufacturers and yards will be dictated by the solution employed. Owners will either have to acquire equipment and arrange installation themselves or go for a turnkey solution. The clear benefit of the latter is clarity as to legal responsibility but prudence would demand that owners ensure that the supplier is reputable and financially sound.

**The more general areas of contractual interest as regards owners, manufacturers and yards will be:**

1. The exact specification of the BWMS and its operating conditions. From a regulatory perspective, owners will doubtless wish to include performance guarantees and ideally have them linked to laboratory results. On the other hand, manufacturers will likely insist on differentiating between laboratory and actual operating conditions. Commercially, owners’ ability to meet scheduling requirements will depend on ballasting/de-ballasting estimations. BWMS may impact the ship’s capabilities in this regard and owners may wish to address this in the specification.

2. The commissioning process. This should be set out in detail and ideally, although this may be difficult to achieve for retrofits, on-voyage performance should form part of it. It would seem sensible, at the very least with reference to any commissioning conducted in yard, to ensure that representatives from owners, the manufacturer and the yard all attend trials to ensure that the implementation meets the agreed scope.
3. The post-installation service. The key aspects in this regard include the availability and reliability of the manufacturer’s support network when it comes to regular servicing, replenishment of consumables and spare parts, and provision of training to crew – adequately trained crew being a requirement under regulation B-6 of the Convention.

4. The recoverability of liabilities. The default position under English law is that, unless expressly provided otherwise, the contract breaker is liable for losses directly arising from the breach. While this arguably means that owners ought to be able to seek recovery of any civil penalties from a manufacturer (or the yard, dependent on the arrangement), the owners may not be able to recover any lost profits or losses incurred to charterers as a result of non-compliance. These would be most likely too remote. Therefore, at least for the duration of the warranty, owners may wish to consider negotiating specific recoverability provisions. Naturally, given that potential liabilities could be considerable, and at this stage difficult to predict, these will be likely difficult negotiating points for the parties.

**Conclusion**

Presently, there are a limited number of BWMS satisfying both the Convention and the U.S. law. Further, following the widely adopted cycle of de-harmonisations and re-harmonisations aimed at extending the deadline for compliance with the Convention, there are voices within the industry suggesting that a considerable and perhaps overwhelming demand for both BWMS and available yards to install the same may be expected in the run up to 2024. If so, the safest approach would be to put arrangements for procurement and installation at the next IOPP survey in place without further delay. Although some may see merit in delaying any procurement as long as possible to see whether more and perhaps more desirable BWMS, satisfying the Convention and the US law, come to the market increasing the availability and potentially driving the costs down. This approach could, however, backfire if BWMS availability remains low and yards have no slots to accommodate installation. **Source: Reed Smith, Written By Adam Świerczewski, Marcus Dodds, Sally-Ann Underhill**

**APL's vessels on Eagle Express X (EXX) service to call at Hawaii**

APL announced enhancement on its Eagle Express X (EXX): its vessels will call at Honolulu. On 23 August 2019, APL’s Eagle Express X (EXX) will load its first Hawaii-bound cargo in Yokohama. By 29 August 2019, vessel GUENTHER SCHULTE (0MQ36E1PL) would have arrived at Shanghai, before making its maiden call at Honolulu in just 18 days. At Honolulu, expect dedicated APL staff on standby to render strong local expertise and customer service. This includes...
ensuring that your cargo is ready for pick-up within the same week of vessel arrival. "It’s already well-known, and we can say it again: the fortnightly calls at Hawaii rides on EXX’s proven timeliness and reliability. According to SeaIntel’s Global Liner Performance May 2019 report, the fully APL-operated EXX recorded 94.1% on-time performance from Asia to North America West Coast, way past the industry average of 68.6%," the shipping line said. The enhanced EXX will replace the Aloha Express (AXE) service. AXE's last sailing is Acacia Virgo (ODC4JE1PL), Busan ETA 13 August 2019, Honolulu ETA 29 August 2019. Source: Portnews

Newsclippings reader Jan Ove Mühlforte just came back from his Summerholiday from Finland taking Finnlines FINNMAID on the route Helsinki to Travemünde, we passed SW of Helsinki the PIONEERING SPIRIT, STANDARD SUPPLIER, CALAMITY JANE and FORTITUDE working in the Nordstream2 Pipeline.

Canada invests in transportation infrastructure improvements at the Port of Nanaimo

The quality of Canada’s transportation infrastructure and the efficiency of the country’s trade corridors are key to the success of Canadian companies in the global marketplace. The Government of Canada invests in infrastructure projects that create quality, middle-class jobs and support economic growth, Transport Canada says in a press release. Today, the Honourable Marc Garneau, Minister of Transport, announced a major investment of $46.2 million for a project that will increase capacity at the Port of Nanaimo, and move Canadian goods to international markets more efficiently. The Duke Point Terminal will be expanded to provide greater connection between Vancouver Island and the Lower Mainland. Expansion will reduce congestion at the terminal thereby improving capacity to ship and receive goods to and from international markets.

The work includes:
- expanding the existing wharf from 182 metres to 325 metres;
- building a new warehouse, a new administration and maintenance building, and a new truck gate;
- replacing the existing crane with two 24-metre cranes;
- increasing the terminal’s storage area; and
- upgrading the drainage, sewer, electrical, water and security systems around the terminal.

These investments are expected to have important economic and employment benefits for the region by creating an estimated 900 jobs in the region during construction. Minister Garneau also toured the Port of Nanaimo’s new Vehicle Processing Centre that opened in April of this year and for which the Government of Canada invested $6.3 million. The 60,000 square-foot centre improves Canada’s supply chain for automobiles imported into the country, and addresses congestion while also providing sustainable economic development opportunities for Nanaimo and Vancouver Island. The
Government of Canada is supporting infrastructure projects that contribute most to Canada’s success in international trade. Trade diversification is a key component of the National Trade Corridors Fund, funding projects that:

- improve the fluidity and performance of the transportation system to increase the value and volume of goods exported from Canada to overseas markets; and
- generate new overseas trade as a result of the investment.

Transport Canada is responsible for transportation policies and programs. It promotes safe, secure, efficient and environmentally-responsible transportation. Transport Canada reports to Parliament and Canadians through the minister of Transport. It works with its portfolio partners, other government departments and jurisdictions, and industry to ensure that all parts of Canada’s transportation system work well. Transport Canada employs about 5,000 people at its headquarters and in five regional offices across the country. Source: Portnews

**FORTH TROJAN** outbound Aberdeen 25th July 2019 photo: George Saunders ©

**Tensions in Gulf Region Haven’t Impacted Tanker Rates**

The **HIGH WIND** transiting the Singapore Straits westbound

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text!

Tensions in the Gulf region haven’t had any particular impact in the tanker market, at least until now. In its latest weekly report, shipbroker Gibson said that “during the first week of July, the well documented arrest of the 300,000 dwt ‘Grace 1’ by the British government caused tensions to spike between Iran and the West. Iranian retaliations to arrest a British flagged vessel, the Stena Impero, in the Straits of Hormuz have seen numerous statements calling for calm amidst the
mayhem of political games. The current state of affairs has sparked tales of the Suez Crisis and the Gulf War, so why has there been minimal impact on freight rates and crude prices?”

According to Gibson, “firstly, there hasn’t actually been any major disruption to flows through the region. The reported inspection of the 2,000 dwt MT Riah would barely have been newsworthy had it not been for the current media hysteria, but the recent seizure of the Stena Impero has made owners nervous. Furthermore, those looking to operate in the region that are not British linked may feel the current tit for tat measures between Iran and Britain, poses a lower risk to them to trade. If that is the case, when we take all British flagged product and crude carriers out of the total trading tanker pool, we lose only 2% of the global fleet. However, the British managed VLCC ‘Mesdar’ spooked markets when it seemed to change course abruptly to Iran before heading back into the Gulf. Although there were attacks on five non-British operated vessels in the Gulf, Iran has denied any involvement in these incidents”.

“Secondly, global demand growth has slowed. The IEA has reported that Q1 2019 global oil demand growth slumped to 310,000 b/d, the lowest figure recorded since the end of 2011. Although factors in the market such as limited output from Iran and Venezuela and OPEC+ led production cuts should suggest a bullish tone, slower global economic growth and trade wars between major economies present a downside demand risk. However, the IEA has estimated a stronger second half of 2019 due to economic activity output improving and new plants ramp up, which could support prices later in the year”, Gibson said. The shipbroker added that “lastly, the world remains oversupplied, hence the extended cut in OPEC+ production. In June, world oil supply topped the 100 mb/d mark for the first time since January, according to the IEA. There have been calls for OPEC+ to cut crude production to 28 million b/d – the lowest since 2003 – down from current levels of approximately 30 million b/d in an attempt to rebalance markets. Global inventories and stocks are still deemed too high. The benchmark Brent crude price briefly reached a yearly high of $74/bbl in April, but recent events in the Middle East Gulf have affected crude price volatility by only 4%, with prices barely moving from the mid-$60/bbl levels throughout. In comparison, when OPEC announced their first round of production cuts back in December, Brent moved 8% overnight. Production cuts have had a knock on effect for tanker rates. The benchmark VLCC rate – TD3 – has fallen 6 WS points to WS42 (€1.21/mt) since the start of July despite tensions in the Middle East Gulf”.

Gibson concluded that “the current situation has arisen from a backdrop of threats from Iran that they will retaliate for the arrest of Grace 1, with the attitude of ‘if we cannot export, no one will’. The increasing presence of the US and British navy in the Gulf has done little to ease tensions. However, at the moment owners have a sit and wait policy whilst acting with precaution throughout the region. The global knock on effect for the tanker market at the moment seems to be fairly muted: at present it seems business as usual. This may be one for Boris Johnson and new foreign secretary Dominic Raab to rescue”. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

![Photo](https://example.com/photo.jpg)
Dubai ranks fifth in International Shipping Centre Development Index for 2nd consecutive year

The latest report by Baltic Exchange for trading and shipping and the Xinhua news agency of the China Economic Information Service based in London has ranked Dubai fifth in the International Shipping Centre Development Index (ISCDI) for the second consecutive year. The latest recognition adds immense value to the emirate’s pioneering track record on the global maritime map.

Sultan Ahmed bin Sulayem, Chairman of Dubai Ports, Customs and Free Zone and Chairman, Dubai Maritime City Authority (DMCA) expressed his pride in Dubai’s position among the top five in the International Shipping Centre Development Index (ISCDI) for the second consecutive year. He pointed out that this latest recognition is the result of pioneering efforts led by the Dubai Maritime City Authority in cooperation with leading government and private sector entities, in order to enhance the competitiveness and attractiveness of the local maritime sector and to make it one of the areas that contribute to economic diversification. This falls in line with the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, who spearheads the economic diversification in order to build a stable and sustainable future.
Dubai’s ranking as the world’s fifth best maritime hub reflects its highly competitive capabilities, which include state-of-the-art infrastructure, world-class maritime and logistics capabilities, a competitive business environment, and investment and free zones that offer integrated services the best in the world.

The emirate has outperformed some of the world’s top maritime centers including Rotterdam and Hamburg that ranked sixth and seventh respectively. Singapore topped the list for 2019, with Hong Kong second and London third and Shanghai fourth. Dubai maintained its fifth position globally, supported by a portfolio of advanced marine services and innovative logistics solutions that reflect the attractiveness, competitiveness and comprehensiveness of the local maritime cluster. Bin Sulayem said: “Maintaining the fifth position among the leading international maritime centers motivates us to continue our efforts to further enhance Dubai’s competitiveness in the global maritime landscape. We are exploring ways to enhance the confidence of regional and international investors in the local maritime sector, especially shipping, ports, engineering, training and maritime support services, based on strong foundations of R & D, innovation and smart transformation.” The latest recognition can also be attributed to the unlimited support of the UAE’s wise leadership and the pioneering efforts of DMCA to develop the maritime and logistics system to the highest international standards and enhance the integration of operational efficiency, safety, which provide an ideal environment for owners, ship operators and regional and international investors in line with the objectives of the Dubai Maritime Sector Strategy.”

The latest achievement also highlights DMCA’s success in carrying out a number of initiatives to support Dubai’s position as an influential force within the global maritime economy, particularly Dubai Maritime Sector Strategy, Dubai Logistics Strategy and Marine Industrial Strategy, as well as its successful hosting and active participation in major maritime forums and organizers of the largest and most comprehensive maritime event in the Middle East, the UAE Maritime Week. International Shipping Centre Development Index (ISCDI) follows a methodology based on the assessment of competitiveness in attracting maritime businesses and efforts to integrate creativity and innovation in maritime centers around the world, as well as the vital role played by each of the candidates in stimulating the growth of the global maritime sector. 

Source: Dubai Maritime City Authority (DMCA)
NAVY NEWS

Navy Towing Salvage and Rescue Ship Named for Local Native American Tribe

By : MICHAEL PERCHA

Secretary of the Navy Richard V. Spencer has announced the newest Towing, Salvage, and Rescue ship (T-ATS 8) will be named **SAGINAW OJIBWE ANISHINABEK** in honor of the history, service and contributions of the Saginaw Chippewa Indian Tribe of Michigan.

The Saginaw Chippewa people are comprised of Saginaw, Black River, and Swan Creek bands. Ojibwe is also referred to as Chippewa and Anishinabek means “original people.”

“I am deeply honored to announce that the history of the Saginaw Chippewa people will once again be part of Navy and Marine Corps history,” said Spencer. “The future USNS **SAGINAW OJIBWE ANISHINABEK** honors the original people of modern day Michigan, with their original name, and will carry the proud Ojibwe legacy for decades to come.” This is the first ship to bear the name **SAGINAW OJIBWE ANISHINABEK**, and the fifth U.S. ship to be named in honor of Native American nations.

“It’s a great honor to have the name and language of our people on a Navy ship,” said Chief Ronald Ekdahl, of the Saginaw Chippewa Indian Tribe of Michigan. “We hold our veterans in high regard, and we have a proud tradition of having many of our men and women provide service to our country. Chi Miigwetch (Thank You) to the U.S. Navy for recognizing the culture in such a distinct way.”

Gulf Island Shipyards was awarded a $64.8 million contract option for the detail design and construction of the new Towing, Salvage and Rescue Ship, which will be based on existing commercial towing offshore vessel designs and will replace the current T-ATF 166 and T-ARS 50 class ships in service with the US Military Sealift Command. The future USNS Cherokee Nation is the second ship in the new class of Towing, Salvage and Rescue Ships and will be designated T-ATS 7.
The contract includes options for potentially six additional vessels, and each additional ship will be named in honor of prominent Native Americans or Native American tribes. The T-ATS will serve as open ocean towing vessels and will additionally support salvage operations and submarine rescue missions. The ship will be built at the company’s shipyard in Houma, Louisiana, and is expected to be completed in July 2021.

The newly commissioned (19 Jun 19) German Warship FGS BADEN - WURTEMBERG seen from DPFPV ROCKPIPER off the German N Sea with the Borkum Offshore wind farm in the background. Photo: Bob Eadie ©

**Austral eyes 3rd PH facility to assemble navy vessels**

by Othel V. Campos

Australian defense shipbuilder Austal Ltd. is studying a third facility in the Philippines that will serve as a military vessel assembly plant with an investment of P1 billion to P1.5 billion. Austal chief executive David Singleton said there were plans for a third facility possibly by 2020 as the global demand for naval vessels increased in the past year. “What we would like to do is start the production line with work for the Philippine Navy and look for exports to other countries from the Philippines. We build military ships in Australia and export them as well. We’re more for the exports to other countries,” Singleton said. He said the contract with the Philippine Coastguard for the procurement of offshore patrol vessels would be a good jumpstart for the facility, while building the capacity to develop more military vessels. The company announced earlier the Defense Department’s proposal to procure six OPVs that would cost the government P30 billion. The procurement would not go through the usual bidding process and would instead be pursued under a government-to-government agreement to ensure that the Philippines would get the boats if and when the need arises. The first boat is expected to be delivered two years after the agreement is signed. “There is a tender underwire at the moment and we’re responding to that tender. Maybe there are some discussions between governments, but we’re no party to those discussions,” Singleton said. The OPVs would be the Philippines’ first military vessel order. Austal previously fulfilled orders for two ferries by 2Go Group Inc.
Singleton said the planned assembly plant in its facility in Balamban, Cebu would have the capability to build small and medium-sized seacrafts of roughly 100 meters in length like corvettes, high-speed small and medium aluminum vessels and OPVs. The Cebu facility, operated by Austal Philippines, is the second single biggest facility of Austal after the one in the US. The US facility has an annual production capacity of $1 billion worth of vessels, while the two existing facilities in the Philippines have a combined output of $150 million which in unit terms could be just one big ship or three small to medium-sized vessels. The shipyard in Australia is smaller with a capacity of $100 million but is bigger than the Vietnam and China plants. Singleton said Austal Philippines would push for the construction of the third facility with or without the contract with the Philippine Coastguard. The mother shipyard is building more military vessels for the US which comprise about 75 percent of its total military defense vessel output. “We build $1 billion for the US and another $1 billion in the rest of the other organization. About 75 percent of our production is [for the] military. Sometimes the ratio changes, but that 75 percent is dominated by the US,” Singleton said. 

Source: Manilastandard

ROUTE, PORTS & SERVICES

As Chennai Port Trust hikes user-charges, trade in a tizzy

The Chennai Port Trust (ChPT) has proposed a stiff increase in user charges for vessel, cargo and marine. This move has upset the trade which claims that with severe competition from neighbouring Kamarajar, Katuppalli and Krishnapatnam ports, the rates need to be reduced.

ChPT is looking into their concerns.

Its chairman P Raveendran said, “We are having consultations. We will address their concerns surely. We may consider some changes in our proposal after consultation if required.”

The ChPT has proposed a 20 per cent increase in vessel-related charges (VRC) for petroleum, oil and lubricants (POL) and crude vessels, and a 10 per cent increase for RoRo, passenger and non-cargo vessels. Charges for container and general cargo vessels have been left untouched.

It has also proposed 20 per cent increase in marine charges such as hire of tugs and mooring crew, according to Revision of Scale of Rates (SoR)-2019 circulated by ChPT to port users. The SoR is effected once in three years with the existing rate due for revision from April 1, 2019. However, the Tariff Authority for Major Ports (TAMP) had extended the validity up to August 30 or till the revision of SoR, whichever is earlier.

The Chennai & Ennore Ports Steamer Agents’ Association said the proposed VRC is very high, which will have a greater impact on owners/trade with freight levels yet to improve.

G Raghun Shankar, Chairman, Logistics Committee, Southern India Chamber of Commerce and Industry, said that the Chennai port (which in 2018-19 handled 53 million tonnes of cargo) for the first time is facing challenges from neighbouring facilities that are threatening to penetrate a monopoly enjoyed for a long time. It would have been a prudent business decision if ChPT proposed a scaling down of SoR for the time being though it may require large explanations internally to reach such a bold initiative, he said.

The increase in VRC for RoRo vessels means 14.26 per cent after considering WPI based escalation of 4.26 per cent effective May 1, 2019. This could literally drive away business, he said. Port dues, pilotage and berth hire will all go up by 14.46 per cent and the cumulative effective could be crippling to the industry. The auto sector is already facing tough challenges. The increase is ill timed, he added.
The proposed 10 per cent increase in cereal, pulses, sugar, food items needs a rethink as these are essential commodities with direct impact on inflation and economy, he said.

**Stvedoring**
The ChPT has also proposed stevedoring and clearing and forwarding charges are for a ‘composite rate’ for on board labour of cargo in comparison with time-rate wages, general levy and piece rate presently being paid. In composite rate there is absolutely no incentive for the stevedore to achieve higher productivity, said Ishwar Achanta, President, Chennai Port Stevedores Association. With many stevedores already having all in, annual, rate contracts, this is an abnormal hike, which no port in India must have proposed which no stevedore can afford to absorb, he said. Source: The Hindu

**New Guidance on Abduction in Sulu-Celebes Seas Released**
The ReCAAP ISC has produced a new publication: Guidance on Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah.

Between 2016 and 2019, 29 incidents of abduction of crew (comprising 18 actual incidents and 11 attempted incidents) were reported to ReCAAP ISC. In the 18 actual incidents, 75 crewmen were abducted in total. Among them, 65 crewmen were released or rescued and 10 were killed or died. Currently, there is no crewmen in captivity. Tug boats and fishing boats were the main victims of abduction of crew, due to their slow speed and low freeboard. Of the 18 actual incidents, 15 tug boats and fishing boats were boarded by the perpetrators who abducted the crew. The other three ships of actual incidents were two bulk carriers (less than 300 GT) and one general cargo ship. The 11 attempted incidents involved larger ships: six bulk carriers, two container ships, one product tanker, one general cargo ship and one ferry.

The threat continues, and ReCAAP ISC hopes the guidance will help raise situation awareness and avoid further incidents. The guidance consists of advisory on the measures to be taken by the ships transiting the area, including contact details and the Notice to Mariners (NOTAM) issued by the Philippines and Malaysia. It also shares the analysis of incidents based on the information collected from past incidents.

The ReCAAP ISC maintains its advisory issued via the ReCAAP ISC Incident Alert dated November 21, 2016 as follows:

- Reroute from the area, where possible
- Otherwise, ship masters and crew are strongly urged to exercise extra vigilance
- Report the incident immediately to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Ship masters and crew are further advised to:

- Enhance vigilance, maximize alertness of lookouts and increase watch keeping
- Control the access to bridge, accommodation and machinery spaces
- Maintain continuous communication with shipping company and enforcement agencies for monitoring and immediate responses in any eventualities
- Look out for advisories on NAVTEX
- Refer to the latest information available at ReCAAP ISC website (www.recaap.org) and other organisations
- Sound alarm when sighted suspicious boats in the vicinity or suspicious persons on board ship
- Avoid confrontation with perpetrators
- Report all incidents to the nearest coastal States and flag States in accordance with the IMO Circular MSC.1/Circ. 1334

Shipping companies and ship masters are also advised to adopt precautionary measures from general guidance contained in the Regional Guide to Counter Piracy and Armed Robbery against Ships in Asia such as risk assessment, company planning, master’s planning, ship protection measures, measures when ships are under attack, etc.
The Guidance was produced by the ReCAAP ISC in collaboration with the Philippine Coast Guard and it is supported by the Asian Shipowners’ Association and Singapore Shipping Association. The Guidance complements the general guidance contained in the Regional Guide to Counter Piracy and armed Robbery against Ships in Asia produced by the ReCAAP ISC.

Source: MAREX

MARITIME ARTIST CORNER

Rotterdam Europoort is the latest creation of Maritime Artist Ronald van Rikxoort
See more of Ronalds work at [www.artabc.nl](http://www.artabc.nl)

Liners no. 05 (s.s. 'America')

The s.s. 'AMERICA' was an ocean liner of 33,352 gross tonnage which entered service in 1940 for the United States Lines. She was designed by the famous naval architect William Francis Gibbs. In the 54 years between her introduction and her wrecking in 1994, she had eight different owners (of which one twice) and sailed under the names of 'America' (carrying this name three different times), 'West Point', 'Australis', 'Italis', 'Noga', 'Alferdoss' and 'American Star'. She served most in passenger service as s.s. 'America' and s.s. 'Australis' between America and Europe and between Europe and Australia. In this volume of Liners the history of the ship is described when she sailed under the American flag from 1940 until 1964. In Liners no. 06 the history of this unique liner will be continued during the period 1964-1994. The front cover of Liners no. 05 is adorned by a beautiful painting of the 'America' of the Dutch painter Hans Breeman.

Liners nr. 05 s.s. 'America', ISBN 978-90-8616-255-0, size 220x275 mm, 56 page's, full colour, more than 140 photos, softcover and written in English
Publisher Lanasta, author Bert Lamers, price € 14,95
Available in any good bookstore or at [info@lanasta.com](mailto:info@lanasta.com)
.... PHOTO OF THE DAY .....  

The **BOKALIFT 1** moored at the Mammoet premises in Schiedam  

*Photo : Freek Koning.*

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**Your feedback is important to me** so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore.  

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