Number 205 *** COLLECTION OF MARITIME PRESS CLIPPING *** Wednesday 24-07-2019

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

**Oosterbaai Maritime & Offshore**

Global specialist in asbestos & IHM surveys, consultancy and training.

Guarantee safety on board and minimize downtime through cost efficient planning.

The **ONE GRUS** navigating the Singapore Straits westbound last Sunday morning

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

PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO:

newsclippings@gmail.com

this above email address is monitored 24/7

PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER

If you don’t like to receive this bulletin anymore: please send an e-mail to the above e-mail adress for prompt action your e-mail adress will be deleted ASAP from the server.

EVENTS, INCIDENTS & OPERATIONS

3rd revised edition
Diesel Engines
for ship propulsion, power plants and cogeneration

Volume I: Principles
Volume II: Engine systems and environment
Volume III: Operation and maintenance

Order now:
www.targettrainingcentre.nl

BRIILLIANCE OF THE SEAS spotted last Saturday, leaving the Firth of Forth, outbound for Invergordon

Photo: Alex Gourlay (C)

LNG Marine Fuels Could Be the Answer to Meeting the IMO’s 2030 and 2050 Decarbonisation Targets

LNG is enjoying something of a heyday right now in the lead up to the adoption of the IMO 2020 sulphur limit on January 1st. More than 40 orders have been placed for LNG-powered vessels as of May 2019 and this trend is expected to continue; a recent study from the Korean Development Bank and Korea Trade Investment Programme Agency estimates that such vessels will comprise 60% of newbuild orders by 2025.

These increasing investments are clear signs of the growing global demand for LNG bunkers as a commercially and environmentally viable fuel for the maritime industry. Nor Shipping’s decision to award its prestigious Next Generation Shipping Award to the Gagarin Prospect, the world’s first aframax tanker designed to run on LNG, is further testament to...
the industry's booming support for LNG. Much of this is owed to the emergence of proven facts and validated data and analysis drawn from LNG in operation. While misconceptions still exist around LNG as a marine fuel, particularly in terms of its greenhouse gas (GHG) performance and its viability as a solution for meeting the IMO’s 2030 and 2050 decarbonisation targets, many of these claims are still based on conjecture – meanwhile, new data now exists to tackle outdated suppositions and bring credible arguments to the table. As a coalition built around the values of knowledge-sharing and collaboration across shipping’s many sectors, SEA LNG encourages parties considering LNG as their future fuelling option to pursue the most up-to-date, proven and verified data to better inform their investment decisions. To take the case of LNG’s much-debated GHG performance as an example, SEA LNG has recently released an independent study in partnership with the Society for Gas as a Marine Fuel (SGMF), which unequivocally proves the GHG reduction performance of LNG across its entire life cycle from Well-to-Wake (WtW), and confirms LNG as major contributor in meeting IMO’s 2050 GHG targets for shipping.

While industry focus tends to centre around LNG’s use specifically as a fuel, the WtW approach facilitated the analysis of the entire LNG supply chain, comprising production, transportation, verification, liquefaction, bunkering and usage as fuel. On an engine technology basis today, the absolute WtW emissions reduction benefits for gas-fuelled engines compared with Heavy Fuel Oil (HFO) fuelled ships are between 14% to 21% for 2-stroke slow-speed engines, and between 7% to 15% for 4-stroke medium-speed engines. These GHG emission reduction benefits for gas-fuelled engines do not change significantly when compared with the expected post-2020 compliant oil-based marine fuel options.

Further, the WtW approach also presents the opportunity to identify the emissions from Well-to-Tank, and Tank-to-Wake. On a Tank-to-Wake (TtW) basis, looking into the combustion of LNG within the ship, the savings percentage is higher; the emissions reduction benefits for gas-fuelled engines compared to HFO fuelled ships are between 18% – 28% for 2-stroke slow-speed engines and between 12% – 22% for 4-stroke medium-speed engines.

Also, while LNG’s performance in reducing air quality emissions has been well-documented in the run-up to the sulphur cap, SEA LNG and SGMF’s study can now also attribute absolute figures to these statistics as well. Due to the negligible amount of sulphur in the LNG fuel, sulphur oxides (SOx) emissions are reduced close to zero, and other local pollutants, such as nitrogen oxides (NOx) and particulate matter (PM), can be reduced by up to 95% and 99% respectively.

A number of studies have emerged in the maritime sphere across recent months with little consistency between sources. Where this study approach differs is that the authenticity of the study’s findings is grounded in a rigorous course of independent validation. The study itself was commissioned from independent consultancy thinkstep, and all calculations are based on primary data provided by Original Engine Manufacturers including Caterpillar MaK, Caterpillar Solar Turbines, GE, MAN Energy Solutions, Rolls Royce (MTU), Wärtsilä, and Winterthur Gas & Diesel; and LNG suppliers, ExxonMobil, Shell, and Total. The study assesses the supply and use of LNG as a marine fuel according to ISO standards, and the results were peer-reviewed by leading academics from key institutions in Germany, France, the US, and Japan; all parties involved have verified the accuracy of the findings. Also unique to this study is its exploration of the potential of BioLNG and Synthetic LNG in driving further emissions reductions from LNG as a marine fuel. Our analysis showed that bioLNG and synthetic LNG provide a significant additional benefit in terms of WtW GHG intensity. Bio and synthetic LNG are fully interchangeable with LNG derived from fossil feedstock. For example, a blend of 20% bioLNG as a drop-in fuel can reduce GHG emissions by a further 13% compared with 100% fossil fuel LNG.
By encouraging the validation of research and data around the use of LNG bunkers as it exists today, this also gives us a benchmark of solid fact on which to build reasonable estimations for LNG’s continued importance in shipping’s pathway to decarbonisation. We expect the impressive trend of investments into LNG bunkering, supply, infrastructure, and technology in recent years to continue as the industry refocuses from desulphurisation to decarbonisation, driving further improvements in LNG’s emissions reduction capability.

Ongoing optimisation in supply chain and engine technology developments will further enhance the benefits of LNG as a marine fuel, and we can expect to see continual improvements in engine design and the introduction of solutions such as methane oxidation catalysts that will reduce methane slip. Meanwhile, ongoing improvements in energy efficiency in line with the IMO’s Energy Efficiency Design Index (EEDI), combined with other measures such as enhanced operational methods and speed optimisation, will make further major contributions to emissions reductions. The guarantee of authentic data adds a layer of security for shipowners, ports and other industry players seeking solid, proven facts around what it means to invest in LNG as a marine fuel now and into the future. With regulations closing in fast, and further legislation taking form as the decarbonisation debate evolves, those building their knowledge base on the latest proven data will be significantly better prepared than their peers to make informed decisions on their investments.

The 2015 Piriou Chantiers built 76.6 mtr long Research Survey Vessel YERSIN arriving in Malta

Photo: Michael Cassar ©

Crew Member Dies In Oxygen Deficient Cargo Hold

Transport Malta’s MSIU issued an investigation report on a crew member fatality inside the cargo hold onboard the Maltese-registered general cargo ship 'KATI', while at the port of Wismar, on 16 July 2018. The death was associated to a deficient in oxygen atmosphere inside the cargo hold.

The incident

On 16 July, the Malta registered dry cargo ship KATI arrived in Wismar, Germany to discharge a cargo of fuel logs, stowed on deck and in the ship’s two cargo holds. During a customs’ routine inspection, the AB, who was stationed by the gangway, did not respond when he was called by the master to unlock his cabin for inspection. An initial search onboard
yielded no results. At approximately 1335, the bosun went to have a look inside the cargo hold entrance and noticed a person lying on the deck, approximately eight metres down at the bottom of the access duct. The bosun notified the master by VHF about his findings. Together with the chief officer, the master immediately proceeded to the forecastle. It was the missing AB who was found on the cargo hold’s tank top. He was later pronounced dead. The safety investigation found that at the time of the accident, the percentage of oxygen in the air inside the cargo hold was about 2.1%.

**Probable causes**
The immediate cause of the accident was exposure to an atmosphere which was deficient in oxygen. Asphyxia was determined to be the cause of death.

Wood products carried in bulk and in sealed cargo compartments are capable of depleting oxygen from the atmosphere, for instance, inside a cargo hold. There are various theories which explain the possible mechanisms leading to oxygen depletion including, microbiological activity and oxygen reactions with the constituent elements of wood.

**Conclusions**
It was probable that the crew member had fallen off the ladder in the access duct for cargo hold no. 1 during his descent and before reaching the tank top, as a result of symptoms related to breathing oxygen-deficient atmosphere;

The AB was found with injuries to his head. Although the MSIU could not verify the cause of these injuries, it was considered that probably, he had fallen off the ladder in the access duct for cargo hold no. 1 during his descent and before reaching the tank top, as a result of the above mentioned symptoms.

It was not excluded that the degree of knowledge which the AB had on the particular characteristics of the cargo may have not been as thorough as that of the ship’s officers;

The entry to the cargo hold was accessible to the crew member, with no signs posted to remind of / mark the dangers which were inside as a result of the nature of the stowed cargo;

Access to the cargo hold was due to two possible factors:
• the situation inside the cargo hold was perceived not to be dangerous and / or life threatening; or
• a perceived negative situation on board forced a reactive stance i.e., although aware of the danger, the benefits in accessing the cargo hold were considered by the crew member to overcome a perceived negative situation.

None of the crew members had seen the AB entering the cargo hold and neither knew his intentions nor talked to him about the associated dangers immediately before his entry.

**Actions taken**
Immediately following the accident, notices cautioning of the potentially hazardous situation onboard were affixed on the access door to cargo hold no. 1. Moreover:
- A safety meeting was held with the Company’s Safety Manager with all the crew members and the preliminary findings of the internal investigation were discussed;
- Crew members were briefed on ‘Safety at Work’ and ‘Entrance in enclosed Spaces’, SMS procedures. An evaluation was also made on board on these procedures;
- Company has discussed ‘Safety at Work’ and ‘Entrance in enclosed Spaces’, SMS procedures in order to determine whether amendments were necessary (no changes affected); 18
- Evaluation of Company procedure implementation will be carried out by the Technical Superintendent / Safety Manager during their routine visits on board;
- An additional SMS audit was carried out in order to verify the implementation of corrective actions and action to prevent recurrence;
- Company Information Letters were sent to all Company vessels, emphasizing ‘Safety at Work’ and ‘Entrance in enclosed Spaces’, SMS procedures;
- Additional ship’s entry into enclosed space drills was also conducted on all ships;

The Company’s Safety and Quality Managers, Superintendents, masters and safety/security officers were instructed to conduct relevant crew familiarization/training on ‘entry into enclosed spaces’ procedures, during all their routine visits onboard. Source: Safety4Sea

**ASCO ships continue working on Absheron gas condensate field**

Works on laying pipes in the Absheron gas condensate field in the Azerbaijani sector of the Caspian Sea are under way, Azerbaijan Caspian Shipping Company says in a press release. “AURA” tow-vessel vessel and “SULEYMAN VEZIROV” pipe-laying ship of the Azerbaijan Caspian Shipping Company (ASCO) were involved in the pipe laying operations. The first phase of the operations has already been completed. Thus, the 13299-meter pipeline between “Darwin Bank” and “Absheron Bank” was fully laid. At present, the pipe laying process is carried out by ships between “Absheron Bank” and
“Western Absheron”. The length of this line is 11600 meters. At the next stage, pipe-laying works will be carried out in the gas separator point No. 2 in “Bulla-Deniz” field. It is worth emphasizing here, that 36 ship crew and 56 technical personnel are involved in the process. Source: portnews

BEGONIA SEAWAYS exchanging pilot at Vlissingen roads. Photo: Piet Luijk (c)

The Indonesian ferry KELUD spotted transiting the Singapore straits Westbound last Sunday Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!
SURVITEC INKS DEAL FOR GLOBAL DISTRIBUTION RIGHTS TO PIONEERING EVACUATOR SYSTEM

Survitec has signed a partnership agreement with Netherlands-based manufacturer Evacuator Worldwide for the global distribution rights to the pioneering emergency descent system introduced to the market in April. Evacuator, the world’s first fire-proof and panic proof emergency descent system designed to evacuate people from heights of up to 300m, will be solely marketed and distributed by Survitec across all industry sectors. Survitec will also provide after-sales service, training and installation support to Evacuator customers. Eugene Verstegen, co-owner of Evacuator Worldwide and inventor of the system, said: “Demand for the Evacuator is now on a global scale. In partnering with Survitec we find the perfect platform to propel distribution of the Evacuator to the next level. We are now able to tap into the full breadth and knowledge of Survitec’s worldwide sales, service and distribution network to ensure that all those working in high-rise structures, whether on land or sea, now have access to the most optimum means of escape possible.” Ross Johnston, Head of Sales at Survitec, said: “We are immensely proud to partner with Evacuator Worldwide, having put in place a long-term strategy to drive improvements in safety standards through innovation. Evacuator is a world-class improvement in safety allowing personnel to rapidly evacuate from a wide range of structures, including wind turbines, harbour and gantry cranes, offshore installations and civil structures.” Developed for structures that previously relied upon rope-based descent systems or those that had no emergency evacuation options available at all, Evacuator can be deployed within 10 seconds and can be fire-proofed up to 1750°C for 30 minutes. It is a fully mechanical system so does not require a power supply, ensuring operational availability and reliability at all times and in all circumstances. Available with a range of steel cable lengths and evacuation capacities, the Evacuator offers a simple “click-on-and-go” mechanism that automatically controls the descent at a speed of one metre per second. Robert Ledingham, Account Manager, Survitec, said: “As part of Survitec’s diversification studies on the Offshore Wind sector, we identified a gap in our portfolio and evacuation planning within the industry. This is where the partnership with Evacuator came into focus.” Under the partnership, Survitec has already supplied and installed Evacuator systems to what Ledingham said are “the most exciting offshore wind energy projects in the world. The future of safe evacuation in this sector is an Evacuator evacuation”. The message both Survitec and Evacuator are giving to any wind operator when investing in evacuation equipment is “no matter what you are purchasing you must trust in your evacuation technologies, and ensure they are fit for purpose”. A YouTube video of the technology can be viewed at: https://www.youtube.com/watch?v=I1fyROXM1T0
Beijing - China’s COSCO shipping lines has launched a new service between East India and North Europe from Vizag on Oct 26th 2019. The service will be operated in collaboration with OOCL, Hapag Lloyd, Yang Ming and ONE. This service will provide direct callings between East India and North Europe and especially opens up new development opportunities for customers located in Vizag, Krishnapatnam and Tuticorin. Meanwhile, COSCO will leverage the major hub of Piraeus to offer comprehensive coverage at Black Sea and Adriatic, along with swift transit to Centre Europe and the Balkans by Land-Sea Express service. The service will be comprised of nine 6,500TEU vessels operating on fixed weekly rotation, as follows: Vizag – Krishnapatnam – Chennai – Tuticorin – Colombo – Cochin – Damietta – Piraeus – Rotterdam – London Gateway – Hamburg – Antwerp – Le Havre – Damietta – Jeddah– Colombo – Vizag. Source: themeditelegraph

Kotug Smit Towage adds strength to its UK fleet by introducing modern and more powerful tugs

This is in response to the increase in demand for higher powered tugs in the ports of Liverpool and Southampton. It has allowed us to introduce a more modern and environmentally friendly Hybrid tug to the port of Southampton.

In the ports of Southampton and Liverpool cargo volumes are growing steadily, resulting in larger ships calling at these ports on a more regular basis. Therefore, in July 2019, the ASD hybrid tug **ADVENTURE** and the ASD tug **SMIT ELBE** were repositioned from within our European fleet to our UK ports of operation. Both tugs fulfil the ever-growing requirement of our customers at these ports of operation in the UK.

- **ASD 2810 Hybrid tug ADVENTURE’**

The ASD 2810 hybrid tug ‘**ADVENTURE’**, built in 2016, provides 60 tonnes bollard pull. She went into service in Southampton on Thursday 11th July 2019. Air quality is a big issue in the city, and with the hybrid technology of the **ADVENTURE**, Kotug Smit is committed to support cleaner air for Southampton.

Recently, UK’s Government’s Clean Maritime Plan was launched in London, with shipping minister, Nusrat Ghani. The maritime sector has already taken significant strides to reduce emissions and the minister took the opportunity to see how hybrid technology is already in use on the Thames onboard Kotug Smit’s hybrid tug, **RT EVOLUTION**.

- **ASD 2810 tug ‘SMIT ELBE’**
The ASD 2810 tug ‘SMIT ELBE’, built in 2007, provides 60 tonnes bollard pull. She went into service in Liverpool on Sunday 14th July 2019. Within the existing fleet of 6 tugs in Liverpool, the SMIT ELBE, SMIT DONAU and SMIT BARBADOS are three sister tugs with the same sailing profile, now operating together in Liverpool.

Kotug Smit’s General Manager Area UK, Phil Dulson: “With the upgraded fleet, the improved age profile and the 955 tonnes of combined bollard pull of our 14 tugs in the UK, Kotug Smit shows its commitment to our customer’s needs. Thanks to the great team work from the entire Kotug Smit organisation and our highly flexible crews, the introduction of these tugs to their new ports of operation was a seamless transition.”

The 2013 built 3409 GRT PSV TROMS LYRA along side MSS1 with NORTH CORMORANT in back ground.

Photo : Tim Winkelmann Radio Operator Paragon MSS1 (c)

US and Canada Crack Down On Asian Gypsy Moths Entering Port

The bulletin published the United States Department of Agriculture (USDA) and the Canadian Food Inspection Agency (CFIA) states that they have received warnings of high population levels of AGM in some countries regulated for AGM. AGM populations are found in the far East of Russia, Japan, South Korea and China which are classed as high-risk areas. They are an invasive species to the US and Canada which the USDA and CFIA closely regulate. Vessels that have visited a high-risk area during flight season (25May – 30 September depending on region) in the previous 24 months are required to have a valid freedom from AGM certificate. Valid certificates are issued by approved inspection companies prior to departing the high-risk area. North’s AGM Loss Prevention briefing has been updated with the latest information on high risk areas and flight seasons. Source: North P&I Club
Novatek offers LNG cargo from Rotterdam for Sept 11-12 loading

Novatek, which operates the Yamal liquefied natural gas (LNG) production plant in Arctic Russia, has offered an LNG cargo to load on Sept. 11-12 from the Gate terminal in Rotterdam, trade sources said on Friday. They said the offer was issued on the GLX online trading platform which launched in Europe only last month. Bids were due by Friday. Large volumes of Yamal LNG are sent to Rotterdam from where cargoes can be reloaded to other destinations. Source: Reuters

Quark Expeditions Intros Ultramarine

Polar adventures specialist Quark Expeditions is to introduce new livery on ULTRAMARINE its latest expedition cruise vessel, which will debut in time for the 2020-2021 season in Antarctica. The 200 passenger polar expedition ship is under construction at Croatia's Brodosplit shipyard. The 128 meter vessel is being built to a design by Sembcorp Marine's Bergen, Norway, headquartered subsidiary LMG Marin. The renderings showcase new livery featuring Quark Expeditions' distinctive yellow "Q" logo spanning the full height of the ship, reflecting Quark's mission to go beyond the predictable, said a press release.

New interior renderings highlight Ultramarine's spacious suites as well as a range of striking public spaces, including the ship's main restaurant, panorama lounge, lecture theater, ready room, polar boutique, spa, sauna and fitness center.

"We are proud and excited to see the vision behind Ultramarine come to life," says Andrew White, president of Quark Expeditions. "From the bold exterior to the comfortable, contemporary interior, our internal and external teams have come together to create a truly unique ship that will present unprecedented possibilities for our guests."
This one-of-a-kind ship will provide passengers from across the globe an ultra-immersive, ultra-inspiring, ultra-excit ing polar experience second to none,” White added. Source: Marinelink

Vietnam: Chinese Vessel Violated its Sovereignty

Vietnam on Friday accused a Chinese oil survey vessel and its escorts of violating its sovereignty and demanded that China remove the ships from Vietnamese waters. Vietnam and China have for years long been embroiled in a dispute over the potentially energy-rich stretch of waters in the South China Sea. On Wednesday, two U.S.-based think tanks reported that Chinese and Vietnamese vessels had engaged in a standoff lasting several weeks near an oil block in Vietnam’s exclusive economic zone. Neither Beijing nor Hanoi have directly confirmed or denied the reports. "Over the last several days, the Chinese survey ship, Haiyang Dizhi 8, and its escorts conducted activities in the southern area of the East Sea that violated Vietnam's exclusive economic zone and continental shelf," Vietnam's Foreign Ministry spokeswoman Le Thi Thu Hang said in a statement, referring to the South China Sea."This area lies entirely within the Vietnamese waters," Hang said. Vietnam has demanded China stop the "unlawful activities" and that its ships leave Vietnamese waters, she said. Hang also said Vietnam called on the international community to join its efforts in maintaining order, peace and security in the South China Sea, which was in the common interest of all countries in the region and beyond. Chinese Foreign Ministry spokesman Geng Shuang, in response to questions for comments about the standoff, said on Wednesday that "We hope the Vietnamese side can earnestly respect China's sovereign rights and jurisdiction over the relevant waters, and do not take any move that may complicate matters." According to further analysis provided on Friday by one
of the think tanks, the Center for Advanced Defense Studies (C4ADS), the Haiyang Dizhi 8 was still active in Vietnamese waters. Source: Marinelink

The PH 56 SANDBAR SHARK safeguarding the International shipping lanes south of Singapore

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

The Police Coast Guard (Abbreviation: PCG; Chinese: 警察海岸保衛處; Malay: Polis Pengawal Pantai) is a division of the Singapore Police Force that combines the functions of marine police and coast guard in Singapore. Its duties include the law enforcement and search and rescue operations in collaboration with the Maritime and Port Authority of Singapore and the Immigration and Checkpoints Authority. It is headquartered at Brani Regional Base at on Pulau Brani, Singapore.

In 2006, the PCG signed a contract with Damen Shipyards Singapore to build 10 specially designed boats, the Damen StanPatrol 3507 to replace its aging Coastal Patrol Craft. The first 35 mtr long and 7.16 mtr width vessel PH 51 MAKO SHARK was commissioned on 3 February 2009. The series is powered by 3 x MTU 16V4000 M71 diesels 2465 kW (3305 hp) @ 2000rpm, with 3 x HamiltonJet Model HM721 and MECS control, Reintjes VLJ 930 gearbox, 3 x Caterpillar C4.4 diesel. For a maximum speed of 35 knots (65 km/h) the vessels are equipped with Sperry Marine, STELOP COMPASS electro-optics sensors and 1× Mk 23 Rafael Typhoon weapon system/25mm Bushmaster chain gun and 2× CIS 50 12.7 mm machine guns.

Application by EMAS Offshore Limited to be Placed Under Judicial Management

1. Introduction

The Board of Directors (the "Board") of EMAS Offshore Limited (the "Company" and together with its subsidiaries, the "Group") wishes to announce that the Company has filed an application in the High Court of the Republic of Singapore ("Court") on 19 July 2019 for inter alia an order that the Company be placed under judicial management pursuant to Section 227B of the Companies Act (Cap. 50, 2006 Rev Ed) ("Companies Act") ("JM Application"). The JM Application will be heard on a date to be fixed by the Court.

2. Moratorium

Pursuant to section 227C of the Companies Act, during the period beginning with the making of the JM Application and ending with the making of such an order or the dismissal of the JM Application, (i) no resolution shall be passed or order made for the winding up of the Company; (ii) no steps shall be taken to enforce any charge on or security over the Company's property or to repossess any goods in the Company's possession under any hire-purchase agreement, chattels leasing agreement or retention of title agreement, except with leave of the Court and subject to such terms as the Court
may impose; and (iii) no other proceedings and no execution or other legal process shall be commenced or continued and no distress may be levied against the Company or its property except with leave of the Court and subject to such terms as the Court may impose (collectively, the "Moratorium"). The Company will provide further updates pertaining to the JM Application in compliance with the listing requirements of the Oslo Bors or when there are material developments.

When in doubt as to the action they should take, shareholders should consult their financial, tax or other advisers. This announcement is subject to disclosure in accordance with section 5-12 of the Norwegian Securities Trading Act.
New York State signs largest deals for offshore wind projects

by Dave Kovaleski

New York State officials signed contracts for two offshore wind projects which will bring nearly 1,700 megawatts of energy to the state. It is the largest renewable energy procurement by a state in U.S. history, officials say. The wind projects will power more than 1 million homes combined and create more than 1,600 jobs. State officials say they will generate $3.2 billion in economic impact. “The environment and climate change are the most critically important policy priorities we face,” New York Gov. Andrew Cuomo said. “They literally will determine the future - or the lack thereof. Even in today’s chaos of political pandering and hyperbole, there are still facts, data, and evidence – and climate change is an undeniable scientific fact. But cries for a new green movement are hollow political rhetoric if not combined with aggressive goals and a realistic plan on how to achieve them. With this agreement, New York will lead the way in developing the largest source of offshore wind power in the nation, and today I will sign the most aggressive climate law in the United States of America.”

 Cuomo was joined at the signing ceremony by former Vice President Al Gore. The contracts were awarded to Empire Wind and Sunrise Wind development projects by Equinor US Holdings and Bay State Wind. The Empire Wind Project will generate about 816 megawatts (MW) of energy while the Sunrise Wind project will produce 880 MW of energy. “Governor Cuomo’s vision to power the Empire State with clean, American-made offshore wind power will benefit all New Yorkers,” Laura Smith Morton, senior director, policy and regulatory affairs, offshore at the American Wind Energy Association, said. “Large-scale wind projects, like those selected today, equal large-scale job creation and infrastructure investment in New York City and the state’s coastal communities.”

New York has awarded about 4,700 megawatts of renewable energy contracts since March 2018. The state has a goal of having 9,000 MW of wind power by 2035. Cuomo also signed the Climate Leadership and Community Protection Act into law. This law requires the state to achieve a carbon-free electricity system by 2040 and reduce greenhouse gas emissions 85 percent below 1990 levels by 2050. The law will drive investment in clean energy solutions such as wind, solar, energy efficiency, and energy storage. Further, it will drive investments toward disadvantaged communities and create thousands of jobs. “Climate change is real and must be addressed to better protect future generations. As Washington fails to act, New York State must step up to lead on this critical issue. The Climate Leadership and Community Protection Act will help combat the damages caused by climate change, reduce statewide greenhouse gas emissions, focus investments on green technology, protect disadvantaged communities, and ensure that workers are protected and good jobs are created as we transition to greener energy sources,” Senate Majority Leader Andrea Stewart-Cousins said.

 Exelon Corp. applauded Cuomo for signing the bill into law. “As the nation’s largest producer of emissions-free energy and a leading provider of clean power solutions, Exelon commends Governor Cuomo and the New York State Legislature for their vision in enacting one of the nation’s strongest policies to address the urgency of the global climate crisis. The new law builds on New York’s leadership in relying on all forms of emissions-free power to achieve the state’s climate goals quickly and affordably, which will allow New York to use that clean energy to transition high-emitting industries and the transportation sector away from fossil fuels. We look forward to working with the Governor and state lawmakers to implement this ground-breaking law,” company officials said in a statement. Source: dailyenergyinsider
The 2005 built 2474 TEU MERATUS JAYAKARTA westbound navigating the Singapore Straits

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

CWind Resolution Arrives in Taiwan

The crew transfer vessel (CTV) CWIND RESOLUTION has arrived in Taiwan where she will join CWind Taiwan’s fleet.

CWND RESOLUTION was transported from Europe to Taiwan via Evergreen’s mega containership EVER GLORY
The CTV is expected to start serving the Taiwanese market early next month, following the re-flagging process, CWind Taiwan said CWind Taiwan is a joint venture between the UK-based CWind and Taiwan's International Ocean Vessel Technical Consultant (IOVTEC). The company was established to provide offshore wind farm training and best practice, as well as support services to Taiwanese offshore wind farm developers and owners. Most recently, CWind Taiwan won two CTV charters for the Formosa 1 offshore wind farm in Taiwan. Source: offshorewind.biz

The BORE SONG inbound for the port of Zeebrugge Photo: Henry Verkaik ©

Industry release reporting guidance for vessels transiting the Arabian Gulf, Straits of Hormuz and Gulf of Oman

Further to the club's web alert on 17 June and article on 19 July, the industry has issued the following reporting guidance for vessels transiting the Arabian Gulf, Straits of Hormuz and Gulf of Oman. It is noted that it is recommended by the industry that this guidance should be posted on the bridge for ease of access to watch officers and covered in watch handovers.

- Reporting Guidance for vessels transiting the Arabian Gulf, Straits of Hormuz, and Gulf of Oman

The Standard Club is always on hand to assist. If members have any questions in relation to this publication or the previous publications mentioned above, they should not hesitate to contact the authors or their usual club contact.

Related Web Alerts
- Recent incident involving vessels attacked in Gulf of Oman
- Tanker attacks in Fujairah and Gulf of Oman

Source: The Standard Club
Parkwind and Jan De Nul start works for the 219 MW offshore wind farm off the Belgian coast

Construction works for the seventh offshore wind farm off the Belgian coast have started. Developer Parkwind and marine contractor Jan De Nul Group announce that offshore seabed preparation works have commenced for the 219 MW offshore wind farm Northwester 2.

The Northwester 2 wind farm will count 23 V164-9.5MW MHI Vestas Offshore Wind turbines and will be the first project to ever install this model. The turbines on monopile foundations will link through an offshore high voltage station to Elia’s Offshore Switch Yard (OSY) to export its electricity. As of 2020, the Northwester 2 wind farm will power approximately 220,000 households in Belgium.

The Northwester 2 project will introduce a new design for the external access platforms on the foundations: the box platform. The platform has an innovative design developed and patented by Parkwind that consists only of steel plate material. Jan De Nul Group has just finished the offshore scour protection works on the different wind turbine locations.
At each location, Jan De Nul Group’s subsea rock installation vessel Simon Stevin has installed a 32 m diameter wide and 700 mm thick rock layer to stabilize the seabed around the foundation. Jan De Nul Group is now gearing up to install the first foundation in the coming days. The monopile foundations for the wind turbines will be hammered directly through the rock layer into the seabed. Jan De Nul Group equipped its **VOLE AU VENT** with the most advanced monopile gripper to date, delivered by Huisman. The monopile gripper has a modular, tailor-made design and is unique in its capacity and versatility. The gripper allows use on a wide range of projects already under construction, but also in the future for which the specifications are yet to be determined. Jan De Nul Group will deploy this most advanced gripper for the first time on the Northwester 2 project. **Source : portnews**
the 2006 built LNG vessel ARCTIC DISCOVERER entering Marsaxlokk Harbour, Malta for another gas shipment assisted
by 4 tugs on Saturday 20th July 2019. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com ©

Grote zeeschepen kunnen niet over kanaal Gent-Terneuzen: te laag waterpeil door droogte

Door de langdurige droogte is het waterpeil op het kanaal Gent-Terneuzen inmiddels zo laag dat grote zeeschepen in Terneuzen gedeeltelijk moeten worden uitgeladen. Daardoor komen ze minder diep te liggen en kunnen ze de rest van de lading alsnog afleveren.

Door: Jeffrey Kutterink

De JAEGER ARROW afgeveerd langs het Kanaal van Gent naar Terneuzen gezien vanaf de MULTRATUG 19
Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlinks in text!

Het waterpeil in het kanaal is gezakt tot 12,35 meter, aldus woordvoerder Johan Bresseleers van havenbedrijf North Sea Port. Dat is 15 centimeter onder het normale peil. Het kanaal zelf is 13,50 meter diep, maar er wordt een veiligheidsmarge van een meter aangehouden om te voorkomen dat schepen vastlopen. Nu het waterpeil tot onder de 12,5 meter is gezakt, komen schepen met een grote diepgang in de problemen. Het gaat voornamelijk om schepen die erts leveren bij staalreus ArcelorMittal in Gent. „De afgelopen drie weken konden zes schepen niet doorvaren“, zegt Bresseleers. „Vijf ervan hadden als bestemming ArcelorMittal. De schepen laden een deel van de lading in Terneuzen over in duwbakken, zodat ze minder diep liggen en verder door kunnen varen.” Vorig jaar had het havenbedrijf ook last van droogteperiodes. Maar de gevolgen zijn voor het eerst zo groot. „Het moet een lange periode gaan regenen wil het peil zich op natuurlijke wijze herstellen“, zegt Bresseleers. Wat eventuele verdere gevolgen van de droogte kunnen zijn, kan hij niet te zeggen. „We hopen dat het snel gaat regenen.“ Bron: PZC

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS?
CLICK HERE AND REGISTER FOR FREE!
The **COSCO SCHIPPING ARIES** leaving the Westbound TSS turning to SB to enter the Jong fairway heading for the Pasir Panjang Container terminal in Singapore  **Photo : Piet Sinke** [www.maasmondmaritime.com](http://www.maasmondmaritime.com)  **(c) CLICK at the photo !**

**JAXPORT sets container and auto records through first three quarters of fiscal year 2019**

The Jacksonville Port Authority (JAXPORT) reports it has achieved a record number of container and auto moves during the first three quarters of fiscal year 2019. During this time, JAXPORT moved nearly one million containers, a six percent increase over the same period last year. The port also moved nearly 535,000 auto units in this period, an increase of seven percent over the same time in FY18. JAXPORT's fiscal year runs Oct. 1 - Sept. 30.

JAXPORT’s Asian container volumes continue to grow, up eight percent so far in FY19, with more than 334,000 Asian containers moved. JAXPORT offers service to Asia through both the Panama and Suez canals, with competitive transit times to China, Japan, South Korea, Vietnam, Thailand and other destinations. Demand for JAXPORT’s strategic location and fast access to 70 million U.S. consumers is driving expansion in the container and auto sectors. Port tenant SSA Atlantic is set to break ground on a $238.7 million state-of-the-art container terminal at the port’s Blount Island Marine Terminal and the federal project to deepen the Jacksonville shipping channel to 47 feet is ahead of schedule, with anticipated completion in 2023, based on continued funding from all partners. The port also recently reached a long-term agreement with automobile processor AMPORTS to expand the company’s leasehold at JAXPORT to a total of 170 acres. AMPORTS leases property at the port’s Blount Island and Dames Point marine terminals, with plans to develop an additional approximately 45 acres at Dames Point by 2023. JAXPORT is Florida’s No. 1 container port by volume and one of the nation’s top vehicle handling ports. The port offers access to 140 ports in more than 70 countries with service from 100 trucking firms and 40 daily train departures.  **Source: Portnews**

The **UK 237 GRIETJE BOS** outbound between the IJmuiden breakwaters  **Photo : Erwin Willemse ©**
Millions of Barrels of Iran Oil Are Sitting in China’s Ports

By Bloomberg News (Bloomberg) - Tankers are offloading millions of barrels of Iranian oil into storage tanks at Chinese ports, creating a hoard of crude sitting on the doorstep of the world’s biggest buyer. Two and a half months after the White House banned the purchase of Iran’s oil, the nation’s crude is continuing to be sent to China where it’s being put into what’s known as “bonded storage,” say people familiar with operations at several Chinese ports. This supply doesn’t cross local customs or show up in the nation’s import data, and isn’t necessarily in breach of sanctions. While it remains out of circulation for now, its presence is looming over the market. The store of oil has the potential to push down global prices if Chinese refiners decide to draw on it, even as the Organization of Petroleum Exporting Countries and allies curb production as growth slows in major economies. It also allows Iran to keep pumping and move oil nearer to potential buyers.

“Iranian oil shipments have been flowing into Chinese bonded storage for some months now, and continue to do so despite increased scrutiny,” said Rachel Yew, an analyst at industry consultant FGE in Singapore. “We can see why the producer would want to do so, as a build-up of supplies near key buyers is clearly beneficial for a seller, especially if sanctions are eased at some point.”

There could be more of the Persian Gulf state’s oil headed for China’s bonded storage tanks, Bloomberg tanker-tracking data show. At least ten very large crude carriers and two smaller vessels owned by the state-run National Iranian Oil Co. and its shipping arm are currently sailing toward the Asian nation or idling off its coast. They have a combined carrying capacity of over 20 million barrels. The bulk of Iranian oil in China’s bonded tanks is still owned by Tehran and therefore not in breach of sanctions, according to the people. The oil hasn’t crossed Chinese customs so it’s theoretically in transit. Some of the crude, though, is owned by Chinese entities that may have received it as part of oil-for-investment schemes. For example, one of the Asian nation’s companies could have helped fund a production project in Iran under an agreement to be repaid in kind. Whether this sort of transaction is in breach of sanctions isn’t clear, and so the firms are keeping it in bonded storage to avoid the official scrutiny it would if it’s registered with customs, according to the people. Nobody replied to a faxed inquiry to China’s General Administration of Customs.

Lack of Clarity

The build-up of Iranian oil in Chinese bonded storage has yet to be clearly addressed by Washington. The White House ended waivers allowing some countries to keep importing Iranian oil on May 2. There are currently no exemptions issued to any country for the import of Iranian oil, and any nation seen importing cargoes from the Persian Gulf producer will be
in breach of sanctions, according to a senior Trump administration official, who asked not to be identified because he wasn't authorized to speak publicly about the matter. “The U.S. will now need to define how it quantifies the infringement of sanctions,” said Michal Meidan, director of the China Energy Programme at the Oxford Institute for Energy Studies. There's a lack of clarity on whether it would look at “financial transactions or the loading and discharge of cargoes by company or entity,” she said. China received about 12 million tons of Iranian crude from January through May, according to ship-tracking data, versus about 10 million that cleared customs over the period. The discrepancy could be due to the flow of oil into bonded storage. China will release June trade data that will include a country-by-country breakdown of oil imports in the coming days. One of the Iranian tankers that appears to have loaded oil after the U.S. waivers ended is VLCC Horse. It discharged at Tianjin in early-July after sailing from the Middle East, where shipping data showed it signaling its destination as Iran’s Kharg Island on May 4. Several other Iran-owned tankers offloaded in China or were heading there, according to ship tracking data. VLCC Stream discharged at Tianjin on June 19, while Amber, Salina and C. Infinity offloaded crude at the ports of Huangdao, Jinzhou and Ningbo. Snow, Sevin and Maria III were last seen sailing in the direction of China.

**Doesn't Add Up**

Putting crude into bonded tanks in China also means Iran can avoid having to tie up part of its tanker fleet by storing the oil at sea for months at a time. The Islamic Republic used floating storage in 2012 to 2016 and again in 2018 as buyers shunned its crude due to U.S.-imposed trade restrictions. Should the Iranian crude leave bonded storage and end up in the market, it could pressure oil prices, according to Bank of America Merrill Lynch. West Texas Intermediate plunged more than 20% from late April to mid-June as the U.S.-China trade war intensified. It’s since recovered some of those losses, partly as a result of the rising tension between Washington and Tehran, and is trading near $57 a barrel. “A further escalation in U.S. tariffs on Chinese goods could jointly drive global economic growth a lot lower and encourage Iran-China cooperation,” Bank of America Merrill Lynch said in a June note. “If Chinese refiners start to purchase Iran oil in large volumes on a sustained basis as U.S. tariffs rise again, WTI could drop to $40 a barrel.”

Source: bloomberg

---

China maintains top position in global shipbuilding industry in H1

China’s accomplished shipbuilding output in the first half of this year stood at 19.66 million deadweight tonnes, up 4.2 percent year on year, according to the Ministry of Industry and Information Technology. Over the same period, China received 51.8 percent of global new orders and held 42.9 percent of the existing orders, cementing the country’s leading role in the sector. In 2018, China took 43.9 percent of global new orders and held 42.8 percent of the existing ones.
Given a lackluster global economy, however, the shipbuilding industry still faces grim circumstances. Intelligent ships and intelligent manufacturing are the drivers for the high-quality development of China’s shipbuilding industry, said Xin Guobin, vice minister of industry and information technology, at a meeting this year. Source: Xinhua

STENA REQUEST TO VISIT THE 23 CREW ONBOARD STENA IMPERO

President and Chief Executive Erik Hånell said: I can confirm a formal request for permission to visit the 23 crew members of the STENA IMPERO has been made to the authorities at the Port of Bandar Abbas.

Chaplain supports survivors of fatal shipping incident near Brazil

International maritime charity Sailors’ Society is supporting three hospitalised seafarers following the death of two of their crewmates in a tragic incident while reportedly cleaning the ship’s pipeline last week (July 17). The cargo ship MV AP DUBRAVA is in an emergency berth in the port of Vitoria for an investigation into the incident, after a reported poison gas leak while the ship was 160 miles off the coast of Brazil. Sailors’ Society’s chaplain in Vitoria, Ailton De Souza, has been visiting the crew in hospital, offering them emotional support and acting as an interpreter for the men, who are struggling both with their physical health and the trauma of losing their friends. One of the men told Ailton he was hospitalised after collapsing at the scene. Ailton said: “The seafarer said that on seeing his colleagues dead he was in shock and started to feel a strong pain in his chest and dizziness.” He provided the seafarer with a SIM card so that he could speak to his family. “They sent plenty of messages to him as soon as they saw him online,” said Ailton. “It was the first time he could speak with them since the accident happened. I could see tears come from his eyes while he was
expressing his gratitude for the support we have given to him.” Ailton has also visited the remaining crew on board the ship and has taken them sight-seeing to take their minds off the trauma. Ailton is one of Sailors’ Society’s chaplains who are specially trained to offer emergency crisis support to seafarers following trauma at sea. Seafarers can contact the Crisis Response Network for help at crisis@sailors-society.org – local crisis phone numbers are available at www.sailors-society.org/crisis.

The Hong Kong-registered bulkcarrier “CL TIANJING,” ex “Stella Pearl”, imo nr 9716030, on her way to Seattle for a load of grain. Photo: Aart van Essen ©

Sweden’s largest hybrid car ferry ready to enter operation

Written by Nick Blenkey

Estonian shipyard Baltic Workboats has delivered the TELLUS, Sweden’s largest hybrid-electric car ferry. Commissioned by the Swedish Transport Administration, the ferry will mainly operate in fully-electric mode, bringing the government agency closer to achieving its target of becoming fossil-free by 2045.

TELLUS will operate on one of Sweden’s busiest maritime routes, with over 100,000 vehicles transported per month, the majority being heavy trucks. The 100 meter ferry will be capable of carrying up to 297 passengers and 80 cars per journey on the 1.8 km Gullmarsleden route linking Uddevalla to Lysekil.

In its third cooperation of this kind with the shipbuilder, Danfoss Editron delivered the electric power plant and propulsion system. The lightweight electric powerplant is connected to the 12 battery-racks, provided by Corvus batteries, which have a total capacity of 949 kWh. The batteries are currently charged at night via an on-shore charging station and can also be charged by diesel engines while the ferry is in operation. This temporary solution will be replaced by automatic charging stations at the ferry terminals, once the infrastructure is ready. In addition to controlling the ferry's propulsion, the Editron load control system automatically supervises the power plant and ensures that fuel consumption is optimized at all times, even when the ferry is not operating on fully-electric mode only. When in hybrid-electric mode, the ferry will
operate on a single genset, with the rest of the propulsion supported by battery power. The Editron control system's separation operation mode ensures that the ferry's captain can easily choose the most appropriate operation mode and swiftly switch between them if necessary. Source: Marinelog

The MOBY TOMMY arriving Civitavecchia port 22/07/19 Photo Richard van der Werf Titan Jelsum B.V.(c)

African continent agrees to landmark free-trade agreement

A MILESTONE free-trade agreement has just gone into effect on the African continent, stripping away the majority of tariffs and other commercial barriers now that the 54 member states are willing to implement the accord. The members meeting at an African Union summit in Niger's capital Niamey agreed on mechanisms that will underscore the accord, including deciding upon the rules of origin, a digital payment system, an online tool for listing products and tariffs, and a monitoring system to deal with non-trade barriers, reported Bloomberg. The African Free Trade Agreement commits the governments to closer economic integration, as the signatory states commence a multiyear process to surrender trade barriers including tariffs on 90 per cent of commodities. The duty-free movement of goods is likely to lift regional trade, and enable countries to move away from mainly exporting raw materials and build manufacturing capacity to draw foreign investment. The agreement now includes 54 signatories, after Benin and Nigeria joined the accord recently. In total, 27 countries including Kenya, Ghana, Gambia and Gabon have ratified the pact that came into force in May. Morocco announced it would ratify within days. Ghana will be home for the secretariat, or permanent office, of the trade zone, Egyptian President Abdel Fattah al-Sisi - chairman of the African Union - said in his closing statement. Ghana President Nana Addo Dankwa Akufo-Addo said his country is willing to give US$10 million to help establish the office. Trading with the lower tariffs will kick off in July 2020 to allow member states time to adopt the framework and prepare their business communities for the "emerging market", according to African Union's commissioner for trade and industry Albert Muchanga. Source: Schednet

Departing Halifax, NS for Palm Beach US the TROPIC HOPE. Photo: René Serrao ©
Compliant Bunker Fuels Long-Haul Charters A Major Risk

The IMO2020 rule for the use of low-sulphur fuels from the beginning of 2020 is expected to offer a boost in the product tanker market, triggering demand for more cargoes. However, a lot is still dependant on if “the price is right”. In its latest weekly report, Gibson said that “over the past few weeks, the West – East High Sulphur Fuel Oil (HSFO) arbitrage has firmed substantially from a fairly range bound $30/tonne to a bullish $46/tonne, briefly touching a four year high of $50/tonne last week. Several factors are behind this sudden widening”. According to the shipbroker, “arbitrage arrivals from the West into Singapore have been lower in recent months, tightening regional HSFO supply. Peak demand season in the Middle East has also reduced flows into Asia, with strong pricing economics for shipping fuel into the Middle East, drawing cargoes from the West and potentially lowering flows into South Asia. Furthermore, less Iranian and Venezuelan fuel oil also appears to be finding its way into the Asian market, contributing to the regional tightness. At the same time, the recent attacks on shipping in the Middle East appears to be pushing some bunkering activity away from Fujairah into the Singapore market, supporting regional HSFO demand”. Gibson added that “however, perhaps the most significant factor is the pending IMO2020 regulations. Whilst on paper, the arb for moving HSFO from the West to Singapore should work, particularly when considering the weakness in regional VLCC freight rates, moving large cargoes on the route could prove problematic. Given that a standard Rotterdam – Singapore voyage takes 38 days (basis 13 knots via the Cape), cargoes fixed today (which may not load for a few weeks) would not arrive in Singapore until September. With many expecting owners to start switching to compliant fuels from late Q3/ early Q4, HSFO demand may fade by the time the cargo arrives as the switch to compliant fuels gathers momentum”. The shipbroker also noted that “storage also has to be considered. With many preparing tanks to store complaint fuels, storage for HSFO is likely to be constrained. Floating storage is of course one option, however this in itself will incur costs. Other considerations include forward pricing.
Unsurprisingly, the forward curve for HSFO is steeply backward dated through to 2020, losing over $105/tonne in value between now and December, making any forward trade difficult to place and storage uneconomical”. To summarise, whilst the price spread between fuel oil in Europe vs. Asia would seem to support arbitrage flows, the pending specification change is preventing an uptick in trade on the route. In short, prompt demand for HSFO may be strong, but forward demand is soft. Some shorter haul trading opportunities may exist, but the longer haul trades look set to remain a challenge. Low sulphur is however a different story, with trading activity of compliant fuels steadily increasing. However, with uncertainty around supply, demand and pricing, trading large volumes of compliant fuels over long distances has its own challenges”, Gibson concluded.  

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

AIDA Cruises plans practical trial of fuel cells aboard one of its ships as early as 2021

In the latest edition of “AIDA cares” the company documents further progress on its way to emission-neutral cruising. As early as 2023, 94 percent of all AIDA guests will be sailing on ships that can be fully operated with low-emission liquefied natural gas or, in port, with green shore power, the German cruise line said in a press release. After ten years of research and development, AIDA Cruises achieved a technological quantum leap with the commissioning of AIDANOVA on December 12, 2018, putting the world’s first cruise ship that is fully operated by low-emission liquefied natural gas (LNG) into service.

By 2023 two more of these innovative ships will take to the oceans. The company is also retrofitting the ships in the existing fleet on an ongoing basis with state-of-the-art green technology. The use of LNG, shore power from renewable energy sources, the use of modern exhaust gas cleaning systems, the reduction or complete elimination of plastic and disposable products, and the avoidance of food waste on board are key issues that AIDA Cruises is tackling. AIDA Cruises is considering first practical trial of fuel cells aboard an AIDA ship planned as early as 2021. AIDA Cruises’ long-term goal is emission-neutral cruising. Together with its partners in the worlds of research, science and business, AIDA Cruises has been doing pioneering work for many years in the area of research into and the use of alternative propulsion technologies and state-of-the-art environmental technology. As part of its Green Cruising Strategy, for instance, AIDA is exploring the possibility of CO2-free production of liquefied gas from renewable sources (“Power to gas” project) or the use of fuel cells and batteries for cruise ships. Within the scope of the “Pa-X-ell 2” project (promoted by Germany’s Federal Ministry of Transport and Digital Infrastructure), practical trials of fuel cells aboard an AIDA ship are planned as early as 2021 in conjunction with the Meyer Werft shipyard and other partners. The use of low-sulfur fuels has already been a reality in many of AIDA Cruises travel regions for years. In the North Sea, the Baltic Sea, off the coasts of North America and in all other ECA-regions worldwide, we use low-sulfur fuel containing at most 0.1 percent sulfur. In all European ports, the engines of AIDA ships have already been using only fuel containing a maximum of 0.1 percent sulfur for almost a decade.
now. After ten years of research and development, the exclusive use of low-emission liquefied natural gas (LNG) on a cruise ship became a reality as well, with the launch of AIDAnova at the end of 2018. AIDA Cruises will be putting two more of these innovative ships into service by 2023. AIDA Cruises is an American/British-owned German cruise line based in Rostock, Germany. The company was founded as Deutsche Seereederei and entered the cruise industry in the 1960s.

source: portnews

NAVY NEWS

The Independence-class Littoral Mission Vessel (LMV) is a class of eight surface platforms of the Republic of Singapore Navy. On 30 January 2013, MINDEF awarded ST Engineering a contract for the design and build of eight new vessels to replace the Fearless-class patrol vessels. ST Engineering announced that the group’s marine arm, ST Marine would be the lead system integrator and build the eight vessels at its Singapore Benoi Yard while the group’s electronics arm, ST Electronics, would supply the core combat systems and combat system integration solutions. The first vessel was planned for delivery in 2016 and all eight vessels will be fully operational by 2020. The keel for the first vessel was laid at ST Marine's Benoi Yard on 11 September 2014, officiated by Permanent Secretary (Defence) Chan Yeng Kit.[7] A naming contest was held by MINDEF from 12 February 2015, and the winning names were announced by the Minister for Defence Dr Ng Eng Hen on 15 May 2015. The Littoral Mission Vessel (LMV) was jointly designed by Saab Kockums AB and ST Marine with Singapore's Defence Science and Technology Agency (DSTA) as the overall manager and systems integrator and was derived from Saab Kockum's FLEXpatrol multi-mission patrol vessel. The design of the LMV was guided by two specific requirements. Due to declining birth rates, manpower had been a critical concern for the Singapore Armed Forces and the design reflects attempts to increase the efficiency of a reduced manning crew from 30 to 23. This was achieved through increased levels of automation and remote monitoring. Another key feature is the Integrated Command Centre which combines the ship's bridge, combat information centre (CIC), and machinery control spaces. The other requirement reflected in the design of the LMV is the need to handle multiple roles, from low intensity conflicts to humanitarian assistance and disaster relief (HADR) operations. The requirement is met through the ability to dynamically reconfigure the LMV through containerised mission packages. The LMV is also equipped with a unique, twin stern slipways from PALFinger Marine for the launch and recovery of RHIBs.

Indian And Chinese Naval Ships To Take Part in Russian Navy Day Celebrations

Indian and Chinese naval ships will take part in the military maritime parade taking place in St. Petersburg on July 28. The parade will be held in celebration of the Russian Navy Day. Indian Frigate INS TARKASH and China's destroyer XIANG will be participating in the celebrations. According to reports, over 40 ships will take part in the parade. Apart from naval ships, 40 aircraft and helicopters, as well as over 4,000 servicemen will also participate in the celebrations. Russian ships which will be part of the parade include the newest Project 22350 frigates ADMIRAL KASATONOV and ADMIRAL GORSHKOV, Project 677 submarine KRONSTADT, cruiser MARSHAL USTINOV and nuclear-powered submarine SMOLENSK, reported Russian News Agency TASS. Aircraft which are taking part the parade are Su-33 and MiG-29K fighter jets and Su-30SM fighter. Anti-submarine warfare aircraft Tu-142 and Il-38N, and multipurpose amphibious aircraft
Be-200 will be exhibited in the parade. In April this year, two Indian battleships, including the biggest indigenously built stealth destroyer INS Kolkata, took part in the Chinese navy’s fleet review. The fleet review was held to mark the 70th anniversary of the People’s Liberation Army Navy.

**Source:** latesty

**HMS MONTROSE** has escorted 30 merchant vessels through Strait of Hormuz during 18 transits, sailing 4800nm in an operating area of 19,000 sq nm. 16 of 30 merchant vessels were UK-flagged.

**Crew eats first meal aboard Huntington Ingalls Industries’ newest submarine**

The crew of the U.S. Navy submarine **DELAWARE (SSN 791)** ate its first meal aboard the nuclear-powered fast attack submarine, Huntington Ingalls Industries (HII) said in a statement last Thursday. The meal marks another step toward delivery of the Virginia-class submarine, which is in the final stages of construction and testing while pierside in Newport News.

“The first meal is a significant event in construction for both shipbuilders and the Navy crew,” said Bob Bolden, director of Virginia-class submarine construction at HII’s Newport News Shipbuilding division. “This is a result of shipbuilders and sailors working side by side and is one of the last steps in the journey to bringing the ship to its operational state to support sea trials and delivery.” More than 10,000 shipbuilders from Newport News and General Dynamics Electric Boat have participated in construction since the work began in September 2013, HII said. The submarine was christened in October 2018. Following successful sea trials later this year, Delaware will be the ninth Virginia-class submarine delivered by Newport News, HII said. **Source:** WTKR
Cameroon: Douala port receives its new Beaver 50 dredger

The Beaver 50 suction dredger baptized vigilance which would be used to maintain water bodies and feet of wharves has arrived in Douala.” This was announced by Douala autonomous port in a release published on July 21, 2019. According to the port’s authorities, the multifunctional dredger will be complemented with a mower deflector and various equipment that should be delivered today July 22, 2019. This will also be complemented by the “stationary hopper dredger TSHD 3000 being constructed in the workshop of Dutch company IHC, leading manufacturer of such vessels,” the authorities indicate. The TSHD 3000 (3,000 m3) should be delivered by the end of this year, according to authorities. They added that the “Chantal Biya” dredger, which is being renovated by the port’s technicians, will be added to this watercraft. For three years now, the port’s management has been equipping the port with dredger devices. The goal is to save on high dredging costs that have been greatly affecting the company’s financial performances. From 1997 to 2018, XAF141.85 billion was used for dredging purposes, the port reveals. This means that an average of XAF6 billion is spent yearly by the port for that purpose. Source: businessincameroon

China maintains top position in global shipbuilding industry in H1

China’s accomplished shipbuilding output in the first half of this year stood at 19.66 million deadweight tonnes, up 4.2 percent year on year, according to the Ministry of Industry and Information Technology. Over the same period, China received 51.8 percent of global new orders and held 42.9 percent of the existing orders, cementing the country’s leading role in the sector. In 2018, China took 43.9 percent of global new orders and held 42.8 percent of the existing ones. Given a lackluster global economy, however, the shipbuilding industry still faces grim circumstances. Intelligent ships and intelligent manufacturing are the drivers for the high-quality development of China’s shipbuilding industry, said Xin Guobin, vice minister of industry and information technology, at a meeting this year. Source: Xinhua

NASSCO Lays Keel for Matson’s 2nd New ConRo Ship

California-based shipbuilder General Dynamics NASSCO has celebrated the keel laying of Matsonia, Matson’s second Kanaloa-class combination container, roll-on/roll-off (ConRo) vessel. The keel laying ceremony for the Hull 602 took place in San Diego on July 17, 2019, only a few weeks after launching Matsonia’s sister ship, LURLINE Construction of the 3,500 TEU MATSONIA began with a first cut of steel in April 2018 and the ship is expected to be delivered in the second quarter of 2020. The two Kanaloa-class vessels are being built for Honolulu-based Matson at a total cost of approximately USD 500 million for the pair. Both ships will transport containers, automobiles and rolling stock between the West Coast of the United States and Hawaii. With a deadweight of 47,000 tons, they will feature a length of 265 meters and a width of 34.9 meters. Both new vessels will have an enclosed garage with room for approximately 500 vehicles plus ample space for rolling stock and breakbulk cargo. They will also feature green technology, including fuel-efficient hull design, environmentally safe double hull fuel tanks, freshwater ballast systems and the Tier 3 dual-fuel engines. Source: worldmaritimeneews
HMM to join THE Alliance, injecting capacity to rival that of 2M, Ocean Alliance

SOUTH Korea's Hyundai Merchant Marine (HMM) will join THE Alliance in 2020, breaking away from the 2M shipping alliance of Maersk Line and Mediterranean Shipping Company (MSC). The move will give THE Alliance far greater market share in terms of container shipping capacity. THE Alliance members of Hapag-Lloyd, Ocean Network Express and Yang Ming Marine Transport currently have an 11 per cent market share in terms of TEU, ranking the grouping third among the world's leading shipping alliances, after 2M and Ocean Alliance which have 20.8 per cent and 19.3 per cent respectively, reported London's Riviera Maritime Media. It quoted VesselsValue analyst Zheng Yang Cheng as saying: "Even though HMM only controls 0.7 per cent of the container market today, things will be markedly different with the delivery of 12 x 23,000-TEU ULCSs (ultra large containerships) in 2020 and eight 15,300-TEU ULCSs in 2021.

"This will propel the market share of THE Alliance from 11 per cent to 14.5 per cent, much closer to its rivals 2M and Ocean Alliance which will have 17.3 per cent and 19.8 per cent respectively in 2022. "Having these large ULCSs also allows THE Alliance to seek out further opportunities in the Far East-North Europe trade whenever additional demand is required. This allows the other members of THE Alliance to focus on running their operations without worrying about having to place additional newbuild orders."However, Mr Cheng warns: “Having additional capacity comes with associated risk. Amid the trade war between US and China, shippers are pessimistic with demand growth going forward. Filling the ULCSs would pose a challenge while the trade war continues.” He noted that newbuild orders have already fallen 54 per cent year on year, from 545,000 TEU in the first half of 2018 to 252,000 TEU in the first six months of this year.

Bangladesh scraps record 156 ships in 6 months despite concerns

Bangladesh has become the top dumping ground for discarded ships in the world with the country dismantling the highest number of vessels in the first half (January-June) of the current year, according to a report of the NGO Shipbreaking Platform, a leading NGO coalition campaigning for clean and safe ship recycling. The latest figures released by the platform showed that there were a total of 374 ships broken in the first half of 2019 and of those, highest 156 vessels were broken in Bangladesh causing irreversible damages to both human health and the environment. The data showed that the number of ships broken in the first half of 2019 grew by 67.74 per cent from 93 vessels dismantled in the same period of last year. Between January and June, at least eight workers lost their lives when breaking ships on the beach of Chattogram in Bangladesh ‘Accident records in Gadani, Pakistan and in Alang, India, are extremely difficult to obtain. The
local government in Alang does not publish any official statistics, and it systematically refuses to provide civil society organisations and independent journalists access to the yards,’ the report said.

The Shipbreaking Platform data showed that India had scrapped highest 172 ships in January-June of 2018 but this year the number decreased to 116. A total of 16 ships were broken in Pakistan in the first half of the current year while the number was 56 in the same period of 2018. The data showed that 288 discarded vessels were sold to yards on the beaches of South Asia in the first half of 2019 and the number was 321 in the same period of last year. The platform termed the current shipbreaking practices in Bangladesh dirty and dangerous and said that poor enforcement of national and international environmental and labour laws caused irreparable damages to the environment, workers and local communities. In the first half of 2019, Japanese, Saudi Arabian and Greek ship owners sold the most ships to South Asian yards, followed by Indonesian and South Korean owners. All ships sold to yards in Chattogram in Bangladesh, Alang in India and Gadani in Pakistan passed via the hands of scrap-dealers, also known as cash buyers that often re-register and re-flag vessels on their final voyage. The report said that in Bangladesh, it was exposed that BBC Ship Breaking Company had been fraudulently given the permission by local authorities to wipe out a protected mangrove forest in order to establish a new yard. Following the filing of a complaint by platform member organisation BELA, the High Court imposed a six months’ stay on the lease contract and asked the local authorities to explain why they blatantly ignored national forest protection laws, it said. In 2009, a total of 14,000 mangrove trees were illegally cut to expand the dirty and dangerous shipbreaking activities in Chattogram. Despite a clear order by the High Court in 2010, no trees have been replanted, said the NGO Shipbreaking Platform.Md Abul Kashem, former president of the Association of Ship Recycling in Bangladesh, on Saturday told New Age that 156 discarded vessels might come to the beach of Bangladesh in last six months but it was not possible to dismantle the ships in the period. Regarding environmental issues, he said, ‘Shipbreaking does not harm environment and what the green campaigners complain about the sector is not correct.’ A few accidents take lives of some workers in the sector every year but accidents take place in all types of industries in the world, Kashem said.

Source: New Age Bangladesh

After months of drought, a single VLCC newbuilding is ordered

by Craig Jallal

A vessel for Oman Shipping was the only VLCC order placed in June 2019, after four months without orders which must have had shipyards seriously worried as to the direction the VLCC sector was heading. The order from Oman Shipping is only the 15th VLCC newbuilding contract placed in 2019, with 13 placed in January. The June Oman Shipping deal was for a reported US$91.3M, which is around US$3M less than a similar VLCC ordered at the same yard a year ago. According to Clarkson Research Services, the number of VLCCs on order is now 81 vessels with capacity of approximately 25M dwt. This represents 10% of the current VLCC fleet.

Compared to the VLCC sector, there have been fewer Suezmax tanker orders (13 to the end of June 2019), but there has been a steady flow of orders from Greek family-owned tanker operations. Three orders were placed in May 2019 – two at Daehan for the Greek Lemos family company Enesel and one at Japan Marine United for Samos Steamship, part of the Inglessis family group. In June, Avin International (the Vardinogiannis family company) placed two contracts for Suezmax tanker newbuildings with Hyundai Heavy Industries at a reported US$64M each. The aforementioned Daehan shipyard was active in the Aframax sector, winning four contracts from Minerva Shipping, Greece (part of the Martinos family business) for a reported US$200M en bloc. All the vessels are due for delivery in 2021 and are reported to have been ordered without scrubbers. With 48 live tankers, John Fredriksen’s Frontline group is one of the largest tanker owners but has not ordered a new vessel since May 2017. In June the group placed newbuilding orders with Shanghai Waigaoqiao Shipbuilding for two LR2 tankers at a reported US$46.7M. Maersk Tankers has also ordered LR2 tankers in China. Dalian Shipbuilding is set to deliver the four tankers in 2020. The price was not reported. The demolition market has been relatively quiet, with
just two VLCCs sold for demolition in May and June 2019. The 1996-built Watban was sold by Bahri for a reported US$440/ldt and Navios Maritime Acquisition sold the 2001-built Shinyo Ocean to a recycling yard in Bangladesh. The vessel had been involved in an incident. On 24 March 2019, the Shipping Corporation of India LNG carrier Aseem collided with Shinyo Ocean, which was in ballast at the time of the incident and received an LNG carrier-shaped incursion to the bow. May also saw the sale of two Teekay shuttle tankers to Indian breakers for a reported US$430/ldt, a somewhat firm price which may be due to the extra shuttle tanker equipment on board.

**Carnival Vista to Resume Sailings Ahead of Schedule**

However, repairs have gone "extremely smoothly" and CARNIVAL VISTA will now offer a special four-day cruise to Cozumel, Mexico departing out of Galveston, Texas on Tuesday, July 23. "Carnival is completing repairs to Carnival Vista’s azipod propulsion system at the Grand Bahama Shipyard in Freeport. The unique, first-of-its-kind ‘floating dry dock’ process on the BOKA Vanguard has gone extremely smoothly, allowing the work to be completed almost five days ahead of schedule and allowing this special cruise to be scheduled for last-minute vacation seekers,” the cruise line said in a statement on its website. CARNIVAL VISTA will resume year-round seven-day sailings to the Caribbean from Galveston, beginning July 27. Source: Travelpulse

#### PHOTO OF THE DAY .....

The MSC ELODIE inbound for Antwerp from Hamburg passing Hansweert. **Photo: Alexander Hoogstrate ©**

---

**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**

**PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO:**

**newsclippings@gmail.com**

**this above email address is monitored 24/7**

**PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER**

If you don’t like to receive this bulletin anymore: please send an e-mail to the above e-mail address for prompt action, your e-mail address will be deleted ASAP from the server.