Number 244 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 01-09-2019

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The DA DE transiting the Singapore Strait Westbound

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EVENTS, INCIDENTS & OPERATIONS

The 2004 built 138 mtr long DS WISCONSIN arrived from Visakhapatnam (India) at Singapore Eastern Anchorage.

Photo: Piet Sinke www.maasmondlmaritime.com (c)

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Port chaplain shocked at kidnapping of seafarers

A Stella Maris port chaplain has spoken of meeting the crew of the cargo ship that was attacked near the port of Douala with eight crew kidnapped. According to media reports on August 15, west African pirates, attacked the MARMALAITA in the dead of night near the port of Douala, Cameroon.

“It’s shocking to hear that the crew of the MARMALAITA are still being held captive after the ship had been attacked.’ said Deacon John Archer, Stella Maris port chaplain in the port of Mobile, USA. ‘The vessel was in Mobile for a few months running between Mexico and Mobile and I got to know the Chief Cook during their short visits to Mobile and I knew they were heading to the coast of Africa.’ ‘I’d been on board the ship a number of times when it had visited the port of Mobile, Alabama. On my last visit I did what I usually do, such as asking the crew if they wanted to visit the town, go shopping, or offer to shop for those unable to go shore due to visa restrictions.’ The International Maritime Bureau recently noted that of the 75 seafarers around the world who were kidnapped and taken hostage for ransom in the first six months of 2019, 62 were kidnapped in the Gulf of Guinea. Paul Rosenblum, Stella Maris North America regional coordinator said ‘this kidnapping highlights the high price that can be paid by seafarers when things go wrong. This tragedy is a reminder of the dangers seafarers face each day to bring us the various goods and food we rely on’ The abducted crew are from Russia, the Philippines and Ukraine. John Green, Stella Maris director of development said ‘Today our thoughts and prayers are very much with those who are still being held captive and their families’. Stella Maris continues to monitor the situation. Source: Apostleship of the Sea

The USCG LEGARE (WMEC-912) navigating along the coast of Curacao. Photo: Hermann Hazenberg © USCG LEGARE (WMEC-912) is a United States Coast Guard medium endurance cutter. LEGARE was laid down July 11, 1986 at Robert Derecktor Shipyard Incorporated of Middletown, Rhode Island. She was named for Hugh Swinton Legare a former United States Attorney General under President John Tyler. Legare was delivered December 1, 1989 and was commissioned August 4, 1990 at her homeport of Portsmouth, Virginia.

The CORAL LOPHELIA arriving at Porvoo (Finland). Photo: Rob Planken C/E Coral Parensis (c)
AMERICAN P&I CLUB MANAGERS ANNOUNCE APPOINTMENTS ENHANCING THE EXPERIENCE AND CAPABILITIES OF THEIR GLOBAL SERVICE TEAMS

One appointment in the London office and two in Hong Kong

In a circular to Members of the American P&I Club, its Managers, Shipowners Claims Bureau, Inc. (SCB), have today announced that Arsinoi Iliokaftou has been appointed Claims Executive in London, to add further strength to its existing capabilities in the claims liaison sphere, whilst in the Managers’ Hong Kong office, Vicky Cheng and Joe Wan have been appointed as Business Development Executives – Asia to assist in the Club’s and Eagle Ocean Marine (EOM)’s initiatives in this key region of their global activity.

Arsinoi Iliokaftou is a fully-qualified Greek lawyer, as well as holding a master’s degree in maritime law from the City University in London, and is in the process of qualifying as an English solicitor; she is also a Member of the Institute of Chartered Shipbrokers of the United Kingdom. Prior to joining the management team, Arsinoi worked for several years in the London office of another Group club. In addition to her academic and professional qualifications, Arsinoi has extensive practical experience of claims matters of all kinds from every part of the world.

Having gained under- and post-graduate degrees at Shanghai Maritime University, Fudan University, and the Hong Kong Polytechnic University in disciplines ranging from international economics to trade policy and transport logistics, Vicky Cheng served most recently as client manager in the marine department of a major international insurance broker in Hong Kong. Her technical knowledge of the shipping business, coupled with her marine insurance experience, will lend impetus to the Club’s and EOM’s outreach to Members, Insureds, brokers and prospects throughout Asia.

Holding bachelor and master’s degrees in law from the East China University of Political Science and Law and the City University of Hong Kong, Joe Wan also has significant marine insurance experience derived from his previous employment at a leading specialist broker in Hong Kong during which he handled many lines of marine business. As in the case of his colleague Vicky, Joe’s appointment will add considerable strength to the Club’s and EOM’s commercial and developmental capabilities over the months and years ahead. Joe Hughes, Chairman and CEO of SCB, Inc. and Eagle Ocean Agencies, Inc., managers of the American Club and EOM respectively, commented: “We are delighted to welcome a group of outstanding professionals to both the American Club’s and EOM’s global teams. My colleagues and I are certain that Arsinoi, Vicky and Joe will add great momentum to the Club’s and Eagle Ocean Marine’s continuing success in growing its market footprint throughout the world, adding value as they do so to the Club’s and EOM’s commitment to service to its Members, insureds and their intermediaries.”

The AFRICAN FALCON handling cargo in the Port of Sohar (Oman)

Photo : 24/7 Port of Sohar pilot Rik van Marle ©
Britannia Publication - Risk Watch: analysis of a collision in dense fog and traffic

Britannia P&I Club has just published the latest edition of Risk Watch on its website. This popular publication provides case studies and articles on a variety of topical issues for shore-based maritime personnel. As well as recent Club news and an introduction to the team working in Britannia’s Hong Kong branch and hub, the current edition marks the releases of the latest in the loss prevention department’s series of BSAFE posters, this time focusing on the recurring issue of enclosed spaces.

Also included is an interesting review of a collision last year between a container ship and a fishing vessel off the coast of China, written by Graham Wilson, Associate Director in the loss prevention department. The report of the casualty investigation has recently been published by the Singapore Transport Safety Investigation Bureau, and the article provides a useful analysis of the report’s main findings. The collision took place at night and in dense fog and the fishing vessel was one of many in the area at the time. As a result of the collision, the fishing vessel sank resulting in the death of one of its crew, with a further crew member reported missing. There are several important lessons to be learned from this collision, summarised at the end of the article. These include various failings in the lead-up to the collision, such as non-compliance with the COLREGs, and issues relating to the container ship’s bridge manning and passage plan given the prevailing conditions. Disappointingly, the investigation also identified that the container ship’s bridge team failed to render assistance to the fishing vessel after the collision.

The jack up vessel MPI ADVENTURE standing clear of the water and moored alongside the MPI wharf at South Bank on the River Tees. Photo: Alastair Smith (c)

SEA\ LNG expands US network

By : Malcolm Latarche

SEA\LNG, the multi-sector industry coalition accelerating the widespread adoption of LNG as a marine fuel, has expanded its membership network in the United States with the addition of Houston-based Stabilis Energy. Peter Keller, Chairman, SEA\LNG, commented, “Welcoming Stabilis Energy as a new member demonstrates SEA\LNG’s continued commitment within the ever expanding North American LNG market. LNG is growing in importance in both the energy and marine bunkering markets. Stabilis operates at the forefront of this expansion.”
Stabilis Energy provides small-scale LNG production, distribution and fuelling services to multiple end markets in North America. It owns and operates a liquefaction and storage facility in George West, Texas, as well as a fleet of over 150 pieces of cryogenic rolling stock equipment throughout North America. Stabilis supplies LNG for use in the industrial, mining, energy, utility, pipeline, and transportation end markets, as well as marine bunkering services. Jim Reddinger, President and Chief Executive Officer at Stabilis Energy said: “LNG is an increasingly important part of the marine bunkering infrastructure throughout North America and across the globe. We specialise in producing LNG and delivering it to its last port of call, as it were, where it is ready for transfer to ocean-going vessels. As members of SEA\LNG we look forward to supporting this integral part of the growing LNG bunkering network throughout North America and beyond.”

To help fund growth plans and operating presence, as well as investments in LNG production and distribution, Stabilis has recently completed a number of initiatives, including a public listing on the Nasdaq stock exchange (ticker symbol: SLNG), investment from Chart Industries, a leading global supplier of LNG production and distribution equipment, and two strategic transactions in Mexico. Peter Keller continued: “Communication and collaboration across the LNG value chain is essential to breaking down barriers to the adoption of LNG as an important and economically viable marine fuel. It is encouraging to see Stabilis Energy engaging with its partners to strengthen the small-scale LNG network. We look forward to working with them to expand LNG bunkering infrastructure in the Americas.”

Source: shipinsight

Trinity House Vessel Replacement Industry Day

Trinity House will host a private event during London International Shipping Week 2019 to engage with naval architects, ship builders and equipment suppliers to give industry an understanding of the scope and intentions for a new ship design prior to the launch of a formal tender later in the month.

To register for this free event and also join the live Q&A webcast please go to tiny.cc/vrp2019
UK crewboat operator Seacat Services has entered into a long-term contract to support the construction phase of the Triton Knoll wind farm offshore Lincolnshire in the North Sea. The contract, which includes options for further vessel charters, will initially see two of Seacat Services’ catamarans operating out of Triton Knoll’s new Grimsby construction base, providing specialist crew transfer and logistical support at the 90-turbine, 857MW project.

With offshore construction set to commence in the first quarter of 2020, the first of the two vessels will begin preparation works at the project this winter, with the second set to follow in April 2020. Both vessels are set to remain on the project until the end of 2021. Once fully operational, Triton Knoll will be capable of generating enough renewable energy for the equivalent of over 800,000 UK households. Source: Baird

The 2009 delivered Panamanian flagged 300 mtr long 207.973 DWT bulker ONOZURU MARU enroute from Sept-Iles (Canada) to Oita (Japan) Photo: Piet Sinke www.maasmonddmaritime.com (c) CLICK at the photo & hyperlink in text to view and/or download the photo(s) !
Due to travelling from Singapore to Amsterdam overnight the next newsclippings may reach you delayed

Scrubber retrofitting driving a spike in the charter market

By Mike Wackett

Ocean carriers are biting the bullet and agreeing charters for significantly higher daily rates as markets tighten ahead of IMO 2020. The IMO’s maximum 0.5% sulphur content regulation for maritime fuel becomes law in less than 120 days and is widely seen as a ‘game-changer’ for the shipping industry. Dry docks are said to be “full” of vessels requiring the fitting of scrubbers, and reports are emerging of the installation process taking some two weeks or more over estimates of 25-30 days, creating further uncertainty for fleet operators. After a reluctant start, even the hitherto anti-scrubber carriers such as Hapag-Lloyd and Maersk have joined the rush to install the exhaust gas cleaning systems on as many of their fleet as possible. They fear their ships will be less competitive than those of rivals such as Evergreen and MSC at the...
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forefront of the scrubber-enabled transition, which enables vessels to continue to burn cheaper heavy fuel oil. Indeed, this month, Maersk’s CEO Soren Skou confirmed that the container line had “a number of ships out in shipyards for retrofitting of scrubbers”. And the carrier has signed a 12-month charter party for the 6,882 teu **CAPE PIONEER** which it will deploy on the transpacific to cover downtime on ships sent for scrubber installation. The fixture for the post-panamax vessel has been done at $20,000 per day, with options and positioning by the Danish carrier. The rate for the 2017-built ship is nigh 40% higher than the its nine-month fixture with NYK and it was snapped up as soon as the Japanese carrier’s charter expired. “Maersk was chasing this ship from the moment it looked like it was going to be open,” said one broker source. Although the daily rate is high, The Loadstar has heard of other recent fixtures, albeit with a higher reefer intake, going at up to $25,000 per day. Industry consultant Alphaliner noted recently that rates “keep going up, on the back of rising activity and a dearth of tonnage, with zero vessels available on a spot basis” for the post-panamax sector. Moreover, other sizes, including the once-embattled classic panamax 4,000-5,300 teu vessels are “completely sold out” according to The Loadstar broker sources. This represents a massive turnaround for the sector from the start of the year, when up to 50 panamax ships were available. Unsurprisingly, the reactivation of idled panamax vessels, along with a much improved outlook, has all but stymied the demolition market. According to the latest weekly container briefing from London broker Braemar ACM, only one container vessel has been reported as sold for demolition in the past 30 days. Source: The Loadstar

Pacific Basin’s 2004 delivered 170 mtr long 28.446 DWT **PORTLAND BAY** anchored off Singapore before heading for Kuantan in Malaysia **Photo : Piet Sinke www.maasmondmaritime.com (c)**

Message to readers: All banners are inter-active and click through to advertiser web sites

**Naming of the Color Hybrid**

By Baibhav Mishra

The **COLOR HYBRID** was named on 23 August in Sandefjord. The lady sponsor, the prime minister of Norway, Erna Solberg, made an appearance on the screen for a virtual naming of the vessel, with minister Jan Tore Sanner smashing the champagne bottle at the ship’s side. In their speeches, CEO Trond Kleivdal in Color Line and CEO Gunvor Ulstein in Ulstein Group both sent a very big thank you to all the involved Ulstein employees for their outstanding efforts in the
construction and completion of this state-of-the-art vessel. The world’s largest plug-in hybrid vessel goes from Sandefjord, Norway to Strömstad, Sweden, in 2.5 hours. The 5MW batteries can be charged in one hour with environmentally friendly shore power plants on the quay in Sandefjord. Battery power will be used to go silently in and out of the fjord of Sandefjord without emissions of harmful environmental gases, or nitrogen and sulphur compounds to the air in the area.

The ship also has a large heating reservoir of 5 megawatt-hour capacity which utilizes waste heat from both the engine cooling water cycle and exhaust gases for heating purposes onboard. This, together with an optimal hull construction, helps to make the vessel energy efficient and environmentally friendly. The vessel commenced in her Sandefjord-Strömstad route on 16 August 2019, after her delivery from Ulstein Verft on 1 August. Source: Sea News

New state-of-the-art Durban cruise terminal to boost tourism in SA

MSC Cruises are set to begin building its new state-of-the-art Durban Cruise Terminal in November.

by Erene Oberholzer

Managing Director of MSC Cruises South Africa, Ross Volk recently revealed that MSC Cruises will begin building its Durban Cruise Terminal in November. The terminal will eventually be 4516 square metres in size. The news was confirmed at an exclusive media launch held at MSC Cruises head office in Sandton on 20 August. The new R200 million cruise
terminal at South Africa’s busiest cruise port is due to be completed in 2021. “MSC Cruises is committed to growing the cruise tourism sector in the country and Africa at large. We are investing heavily in infrastructure as well as training, which includes the new Durban Cruise Terminal that will also house the MSC Shosholoza Ocean Academy.” He added that the multi-user terminal will make Durban an even more desirable destination for cruise ships from all over the world.

“It will substantially boost tourism numbers, create thousands of jobs and lead to supplier development. The construction of this state-of-the-art terminal is an exciting project that MSC Cruises is proud to be a part of. The design phase took a little longer than we anticipated, but it was vital that we got this right as we want the Durban Cruise Terminal to be an iconic destination.” According to Tourism Update, the MSC Cruises fleet currently comprises 16 ultra-modern, innovative and elegantly designed ships. It is said to be the world’s largest privately-owned cruise company and the number-one cruise line in South Africa, Europe, South America, and the Gulf. The company reportedly achieved 800% growth in its first 10 years, building a global reputation in the industry and one of the youngest cruise fleets at sea. At the media launch, Angelo Capurro, the group’s Global Executive Director also said that South Africa is an important market for MSC Cruises and reflects its broader growing investment in cruising globally. “In fact, in South Africa for the next cruise season starting in December, we will have two ships operating. The bigger MSC MUSICA with the capacity to carry 3 200 guests will be homeported in Durban, while MSC OPERA will be homeported in Cape Town and have a capacity for around 2 500.” Source: thesouthafrican
Direct shipping service between Costa Rica and Belgium

MSC Mediterranean Shipping Company calls Port of Antwerp as first European port for reefer containers from Ecuador, Costa Rica & Peru. Seven container carriers will be making the crossing Moín - Antwerp directly.

New service
The seven MSC vessels load in Europe for Boston, Philadelphia, Charleston, Freeport (Bahamas), Balboa and Guayaquil. On the return trip there are calls in Puerto Bolivar, Guayaquil once more, Paita and Cristobal. Until recently, the ships from Cristobal (Ecuador) travelled to Rotterdam, but as of now they will also call weekly at Moín after Cristobal. Furthermore, Antwerp is now the first European port of call, before Rotterdam and Bremerhaven. The transit time between Moín and Antwerp is 12 days. This MSC service concentrates heavily on fruit in containers, with panamax units offering up to 1,300 reefer plugs. For the call in Moín the emphasis on reefer cargo is even greater, as Costa Rica is the world's largest exporter of pineapples and the third-largest for bananas. Source: portofantwerp.com
US ports in southeast benefit from sourcing shifts triggered by trade war

US shippers are using other low-cost nations to replace Chinese manufacturing as a result of the ongoing US-China trade war. Greater volumes of goods from those countries are being transported to the US via smaller seaports, particularly southeast seaports, as shippers opt for lower costs.

An average tariff rate of 18.3 per cent is now being imposed on goods made in China, according to the Peterson Institute for International Economics, compared to an average of 3.1 per cent in 2017, reported American Shipper. "We are seeing a realignment of steamship service strings from China to other exporters like Vietnam, Indonesia and Cambodia," RoadOne chief executive officer Ken Kellaway told New York's FreightWaves in an interview. "Some of the inbound containers are shifting a little because the ports might not have the right string to service those new sources." Savannah is one of the major beneficiaries of that service change. Savannah port overtook the port of Los Angeles as the main gateway for goods from Bangladesh in April, with the value of goods imported from that country reaching US$162 million in June, up 24 per cent year on year. Savannah is also looking to attract more cargo from Thailand. Los Angeles saw the value of container imports coming from Thailand decline 21 per cent year on year in June to $517 million. Conversely, the value of container imports coming from Thailand through Savannah rose 43 per cent in June to $187 million.

Mason George, president of national accounts at drayage and intermodal carrier IMC Companies, said IMC's southeast market unit Atlantic Intermodal Services "is still growing pretty well" amid the uncertain trade outlook hitting volumes at other ports. Part of the reason for the growth comes from the sourcing changes taking place in the US shippers' preferred ports of entry, which are switching, as southeast ports add vessel services from more Asian origins. Mr Kellaway at RoadOne also said the company is registering better growth in its southeast business compared to its west coast business. The lower cost of shipping through the southeast is not the only reason for this emerging trend. "For a steamship line, you have options on these Southeast Asia ports through the Panama or Suez Canal, and the east coast ports are more reachable through the Suez Canal. The impact is the need to realign drivers and have the capacity when steamship services realign." The value of China's exports to the US fell 12.3 per cent in the first half of the year to $219 billion.
Those with a vested interest in copper might be finding the present US–China trade war a particularly-bitter pill to swallow at the moment. According to Matthew Badiali — senior analyst at financial services business Banyan Hill Publishing — before the escalation of the conflict, copper was in a steady two-year bull market.

However, earlier this month, the price of the material hit its lowest in over two years, reportedly reflecting concerns from investors about the volatile trade dispute and muted economic growth. On 5 August, copper futures HGU19, -0.50% settled at $2.544 a pound — a figure which, under data from financial data and software organisation FactSet, was the lowest for a ‘most-active’ contract since June 2017. In June last year, copper prices had slipped under $3 a pound as US and Chinese threats to implement reciprocal import tariffs intensified, and since then, the metal has failed to trade above this level.

The ORIENT LIGHT outbound from Antwerp passing Kruiningen Kruse Veer Photo : Rob vd Houten ©

Not all bad

But regardless of tighter copper supplies, analysts believe that commodities traders could overcome economic fears, which would increase copper values. Brent Cook, economic geologist and co-editor of the newsletter Exploration Insights, which provides junior mining and exploration industry analysis, says that accurately reflecting a slowing world economy is the metal’s current price.

In fact, Goldman Sachs, the investment bank and financial services firm, is bullish on the metal. Speaking on the programme Bloomberg Daybreak: Americas in August, Jeffrey Currie, the firm’s global head of Commodities Research in the Global Investment Research division, saw an export recession taking place, with large exporters being hit across the globe. However, he was in a different mind about imports.

“Importers, on the other hand, are drawing down their inventories,” he said. “They’re destocking, which brings us to copper. So, as you begin to destock, a lot of these in-use types of goods — because you’re waiting for a trade war to be resolved — you’re going to have to go back and replenish these inventories, which should give you a pop.

“Fundamentally, we like copper. Our target is $7,000 a tonne. We’re trading 5,700, 5,800, right now because the fundamental picture [for] supply [is] supplies have tightened up significantly, but the demand picture, again, [is] middling: not great, not bad. In China, you still have the property market, you still have the infrastructure in grid markets — … exporter-driven weakness. The rest of the picture, I would say, doesn’t warrant this type of pullback.”

Speaking in August on IG TV, the broadcast channel of online trading and investments provider IG, John Meyer, partner and mining analyst at investment banking firm SP Angel, put the futures low down to a number of factors. A lot of it, he said, is driven by speculators deciding to “go short” instead of having positive bets on copper. However, the analyst “[suspects] there’s a bit of manipulation from the Chinese authorities because they like commodity prices to be lower”.

Another element is currency: Mr Meyer says that the Chinese central bank has let the renminbi, China’s official currency, drop — or maybe even encouraged it to do so — and Chinese copper buyers will want to pay slightly less for it. As for the US dollar, it currently looks stronger in comparison to the renminbi, and when the dollar rises, the prices of metals tend to pull back a little. While the US economy is doing “proportionately better” in terms of growth, even American policymakers are concerned about it, hence a then-recent quarter-point rate-cut.

“So, [there are] lots of policy issues going on, lots of people concerned about the growth rate of the global economy, and therefore commodities [are] pulling back a bit,” Mr Meyer concluded.

“Copper follows the global economy, and when the global economy is slowing down, the copper price tends to fall as well,” he added.
An electric future

There's a big plus point for copper going forward — and it’s all centred around electric vehicles (EVs). In May, the International Energy Agency said that electric mobility is expanding fast: last year, the world’s electric car fleet topped 5.1m, up 2m from 2017 and nearly doubling the amount of new electric car sales. According to Henry Salisbury, analyst for copper demand at research and consultancy group Wood Mackenzie, copper constitutes “a cornerstone of the EV revolution”. With EVs themselves, there are no viable alternatives to copper, he explains.

“At the heart of the EV, copper is used throughout because of its high electrical conductivity, durability and malleability,” the analyst said, adding that “even more is used in charging stations and in supporting electrical grid infrastructure”.

Stan Bharti, chief executive of private merchant bank Forbes & Manhattan, argued that with a rise in the global population and climate change, base metal demand will go up due to the environmentally-friendly nature of EVs. As for Mr Badiali, he thinks that the true driver of copper is set to be the pace of adoption of EVs and alternative energy and that “if the trend is real, then we are watching the birth of an epic bull market” for the metal. According to him, copper sentiment could become bullish due to demand fundamentals displaying robust support for elevated prices. Using reported figures for his estimates, Mr Badiali believes the planet will have to produce 5m metric tons of copper monthly by 2030 — around 2.5 times more than it is set to generate in 2019 — to meet projected EV sector demand. Electric cars are estimated to contain between four and 10 times as much copper as conventional ones and mining projects currently in the pipeline will likely be insufficient to meet anticipated rising demand from 2025. Brokers and charterers should prepare for a surge in copper trade as and when demand for EV cars really accelerates. **Source: The Baltic Exchange**

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The latest fleetaddition for the **SPIDO fleet** in Rotterdam is the above seen **PRINSES AMALIA** built at the **DE HOOP shipyard** in Lobith navigating the river Waal heading for Rotterdam **Photo : Joost Roeland ©**

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**Flying the flag for London**

The arrival of three prestigious ships in London to celebrate LISW19 underlines the importance that is now attached to this world-leading event. The Royal Navy’s Type 23 Frigate **HMS ARGYLL**, docked at Excel London, the Royal Fleet Auxiliary’s **RFA LYME BAY**, anchored at Greenwich, and the Northern Lighthouse ship **NLH PHAROS**, moored alongside HMS Belfast in the shadow of Tower Bridge, will all play leading roles in this year’s event. “London International Shipping Week provides the perfect opportunity to further strengthen the existing close relationships between the Naval Service and the wider maritime industry and promote understanding of the role that we play in protecting maritime trade**
“worldwide,” said Admiral Tony Radakin CB ADC, The First Sea Lord and Chief of the Naval Staff, who will host an official VIP LI SW19-Defence & Security Equipment International (DSEI) reception onboard HMS ARGYLL.

A range of government and industry events will also be held on RFA LYME BAY and NLH PHAROS, the latter also hosting the Maritime UK Career Hub, designed to attract school leavers into the maritime sector. Vice Admiral Jerry Kyd CBE, Royal Navy Fleet Commander, will address the headline LISW19 Conference on Thursday 12 September, outlining the Royal Navy’s role in protecting international trade and the seven key global maritime choke points.

**WERELDHAVENDAGEN 2019, U KOMT TOCH OOK ?**

De Wereldhavendagen laat bezoekers op een fascinerende wijze beleven wat de Rotterdamse haven te bieden heeft. Er zijn spectaculaire demonstraties op de kade en het water, bezichtigingen van schepen en spannende excursies in de haven. Voor de jonge bezoekers zijn er speciale kinderactiviteiten. Op de zaterdagavond is er zoals gewoonlijk een bijzondere vuurwerkshow te zien. Thema van de 42e editie is ‘MariTeam’, waarmee de organisatie de schijnwerper wil zetten op het fantastische staaltje teamwork van alle mensen die dagelijks keihard werken aan het succes van Rotterdam als maritieme hoofdstad en zijn haven. Bezoekers kunnen kennismaken met de beroepen in de haven, de innovatieve ontwikkelingen en de verrassende combinaties waarmee bedrijven samen maritieme uitdagingen aangaan.

De 42e editie Wereldhavendagen vind plaats op 6, 7 en 8 september 2019 in Rotterdam
The Port of Rotterdam Authority has reached an agreement with Sif Holding n.v. regarding the lease of 20 ha of port site and a 200-m stretch of deep-sea quay at Maasvlakte. Sif’s new lot lies adjacent to its existing port site, where the company already works on the assembly of foundations for offshore wind turbines. Sif will be using the newly allocated site on behalf of clients active in the offshore wind power sector. The first project to be undertaken at the new site will be the logistics handling of all 94 monopiles (wind turbine foundations) destined for the offshore wind farm Borssele 1 + 2, commissioned by Deme Offshore. Allard Castelein (Port Authority CEO): “We are
proud of Sif Group’s success in our port. Since the company set up here in 2015, Rotterdam has been able to strengthen its position in the offshore wind segment. This expansion will allow a leading player in this market to develop further. It supports our policy to employ our expertise, space and developing capacity to stimulate the offshore wind segment - and the offshore sector in general - as a key growth market.”

**Rotterdam - offshore wind port**
The Port of Rotterdam Authority has made a strong commitment to the energy transition and aims to establish Rotterdam as Europe’s leading port in offshore wind and the offshore sector in general. Sif Group’s decision to establish and further expand its location in the port contributes to the ambition. Together with its partners, the Port Authority will be working hard to promote offshore wind as the premier source of renewable energy. It will be focusing on a number of activities in this context: innovation, testing & demonstration, promotion and lobbying. Rotterdam’s extensive offer of repair and maintenance facilities, terminals and world-renowned maritime cluster, combined with the right physical infrastructure, make it an exceptionally attractive port for offshore wind.

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**IMO2020: Asian Hydrogen Demand to Rise**
*By Florence Tan and Shu Zhang*

Asia’s hydrogen gas demand will rise as the region’s oil refineries use the gas to produce low-sulfur fuel to meet new environmental regulations, the head of the world’s largest industrial gas producer said. "The demand for hydrogen has grown steadily over the years at a much faster rate than GDP growth," Linde Plc’s Chief Executive Officer Steve Angel told Reuters ahead of the groundbreaking ceremony for Linde’s $1.4-billion gas project on Singapore’s Jurong Island. "The twin drivers of hydrogen have been sour crude feedstock processing (at refineries) and environmental regulations." The project is Linde’s biggest investment globally and will quadruple its gas capacity in Singapore. The facility will turn Exxon Mobil Corp’s heavy residue fuel into hydrogen and other gases when it starts operations in 2023. Exxon will then use the hydrogen to reduce the sulphur content of fuel produced at its refinery. Linde has a long-term contract with Exxon that ensures the commercial viability of this project, Angel said. An Exxon Mobil
spokesman said in an email the company does not comment on commercial agreements. Asian countries have tightened their fuel standards in the past few years by reducing the amount of sulphur allowed, pushing refiners to upgrade facilities to produce compliant diesel and gasoline supplies. The latest change follows a mandate from the International Maritime Organization. Ships will have to either install pollution-removing devices or burn marine fuel with 0.5% sulfur, down from 3.5% currently, from 2020. As a result, low-sulphur fuel oil or marine gasoil demand is expected to surge and has prompted refiners such as Exxon in Singapore to invest billions of dollars in new units that will give them the flexibility to process cheaper heavy sour crude. “There are going to be some projects, many of which in southeast Asia, whereby refiners will be looking to take bottom of the barrel, residue products, and put them through a gasification process to produce hydrogen which can then be used to desulfurize the sulfur particulates. That’s how they are going to address IMO 2020,” Angel said. This also allows refiners to choose between processing low- or high-sulfur crude, depending on prices of the raw materials, he added. “They (refiners) want to have the flexibility to use whatever feedstock they want to use based on the cost differential of their feedstock choices. If you’re going to use sour crude feedstocks you need hydrogen,” Angel said. Source: Marinelink (Reporting by Florence Tan and Shu Zhang; editing by Christian Schmollinger)

A fully loaded MARGRETHE MAERSK heading for the Suez canal 
Photo: Jeroen Dijksman C/O Union Princess ©

Grounded vessel in Chilika lake could spill oil and destroy its marine life

The vessel carrying oil ran aground 20 days ago and has still not been salvaged
By Ashis Senapati

A Malaysian cargo ship JIN HWA 32 is being monitored by the Indian Coast Guard in Odisha’s Chilika lake due to fears of there being an oil spill. The vessel ran aground on August 7 at Khrisahi within the lake, while traveling from Malaysia to Bangladesh. It washed ashore after being damaged by high winds and rough seas. All 22 crew members were rescued by the Coast Guard, said the additional district magistrate of Puri, Binay Kumar Dash. However, the real danger comes from the ship’s cargo. The vessel has around 30,000 litres of diesel, 1,000 litres of lubricant oil and 200 litres of hydraulic oil. Although there is no oil spill at the moment, there is a high risk of a spill in the event of any hull damage, which could destroy marine life in Chilika. A constant vigil is being kept over the vessel even as the Coast Guard has begun efforts to pump out all the oil from it. Chilika, Asia’s largest lagoon, is 64 kilometres (km) long.
in the north-south direction and 13.5 km wide in the east-west direction. Near Satapada, the sea is connected with the lake through shallow and a narrow channel. The connecting channel is obstructed by shoals, sand spits and sand bars, thus restricting the outflow of water and also checking the tidal flow into the lake. Chilika is recognised as one of the most important wetlands in the world because it is home to a wide variety of birds. Between November and February, the lake and its reed islands teem with over 160 species of birds including white bellied sea eagles, ospreys, golden plovers, sand pipers, flamingos, pelicans, shovellers, and sea gulls, many of which fly over from Iran, Central Asia and Siberia.

“What has got up our goat is that we hear a lot of talk about what should be done but nothing has happened. That vessel aground over 20 days back and officials are still talking. The government should rope in international expertise to prevent a major oil spill from a stranded cargo vessel,” said Biswajit Mohanty, secretary of Wildlife Society of Odisha. The worst oil spill on the Odisha coast in recent years was when Mongolia-registered ship Black Rose, carrying 60,000 tonnes of iron ore, ran aground near the Paradip port on September 9, 2009. Nearly 1,000 tonnes of furnace and diesel oil gushed out of the vessel, contaminating the coastal areas and seriously damaging it, added Mohanty.

Source: downtoearth

US-China trade war bites into HK's exports in July, shrinking 5.7pc

GOVERNMENT statistics show that Hong Kong's exports tumbled 5.7 per cent in July year on year amid the deepening US-China trade war. Figures published by the Census and Statistics Department of Hong Kong showed that exports shrank to HKD338.6 billion (US$43 billion) while imports fell 8.7 per cent, to HKD370.8 billion, compared with the same month last year, resulting in a trade deficit of HKD32.2 billion in July. A Hong Kong government spokesman said July's performance was affected by a softening of global economic growth and US-China trade tensions, the SCMP reported.

"In the face of the difficult external environment and the further escalation of US-mainland trade tensions in September, Hong Kong's near-term export performance should remain sluggish or may even weaken further," the government spokesman warned. President of the Hong Kong General Chamber of Small and Medium Business, Joe Chau Kwok-ming, said the city's exports would keep rolling downhill during the rest of the year. "I am pessimistic about the coming months," he said. "The trade row has got worse and worse in the past week and tariffs are getting higher and higher." Mr Chau said US importers bargained hard with Hong Kong exporters operating across the border especially as the yuan had sharply weakened against the US dollar. Although the Hong Kong government announced earlier this month it would offer relief measures to businesses and residents, Mr Chau said these would provide only short-term support. "The measures may quench the thirst immediately and temporarily," he said. "Companies need time to open up new markets, which may take at least one or two years." In the first seven months, Hong Kong exports shrank 3.9 per cent while imports decreased 5.1 per cent year on year. In July, Hong Kong exports to the US dropped 10.3 per cent, fell 13 per cent to Germany and 5.5 per cent to Asian markets compared with the same month last year. Source: Schednet
The Panama flagged container ship **ONE CONTINUITY**, ex “MOL Continuity”- IMO 9388352/dwt 90,466 and built in 2008, on her way from Ningbo (China) to Tacoma. **Photo: Aart van Essen ©**

**HMS DUNCAN** currently escorting merchant shipping in the Gulf

**Importance of Polar Code stressed at Greenland summit**
Changing climatic conditions are opening up the polar regions to more and more maritime activity. But ships which operate in the harsh Arctic and Antarctic regions are exposed to many unique risks – so their safety, and the protection of the polar environment, have always been a matter of concern for IMO. IMO Secretary-General Kitack Lim is visiting Ilulissat, Greenland (25-29 August) to participate in a high-level roundtable on Arctic shipping. It is the first ever visit to Greenland by an IMO Secretary-General. During his opening remarks, Mr Lim emphasised the need for balanced and sustainable shipping activities in Arctic waters. He added that maritime infrastructure needs to be further developed and that more collaboration is necessary, considering the challenges ships face operating in polar waters. Naalakkersuisoq Karl Frederik Danielsen, Greenland's Minister of Housing and Infrastructure, said that IMO’s Polar Code, which stipulates mandatory safety and environmental standards for ships in Polar waters, is an instrument of great importance to Greenland. The event is co-sponsored by the Danish Maritime Authority and the Government of Greenland. Source: IMO

Thun Tankers orders new product tanker for Geos charter

By: Grant Rowles

Sweden’s Thun Tankers has placed an order for a 4,250 dwt product tanker at Dutch yard Scheepswerf Ferus Smit, with delivery scheduled for October 2020. The vessel will be built with a “Not Always Afloat But Safely Aground” design, and on delivery will go onto a long-term charter with UK-based Geos Group. The design enables the vessel to call at tidal restricted niche ports. Joakim Lund, CCO of Thun Tankers, commented: “We have identified the demand for improved niche size tankers with increased performance and cargo capacity. This NAABSA-Max tanker will be built to the absolutely latest design, enabling Geos Group Ltd. and their clients’ access to the most efficient transport solution available in this size of shipments.” source: Splash 24/7

Gazprom Neft halts oil output at Arctic offshore field for planned maintenance

Gazprom Neft, the oil arm of the Russian gas giant Gazprom, said on Tuesday it had halted oil production at the Prirazlomnoye offshore Arctic field on Aug. 8 for planned maintenance lasting four weeks. The company said the planned maintenance would not affect expected oil production levels. Source: Reuters Reporting by Vladimir Soldatkin, editing by Louise Heavens
Hormuz blast-hit tanker will return to sea in fourth quarter

The Front Altair tanker damaged in an attack in the Strait of Hormuz in June is undergoing repairs. (Reuters)

An oil tanker that was set ablaze by a blast near the Strait of Hormuz in June will be back in service in the fourth quarter after repairs, vessel owner Frontline said. Images of the product tanker FRONT ALTAIR taken on June 13 showed flames and thick black smoke billowing from a hole in the side of the vessel following the explosion, which the US has blamed on Iran. Iran has denied any involvement in the blasts on the FRONT ALTAIR or the Japanese-owned KOKUKA COURAGEOUS vessel on the same day, or the attacks on four other vessels in the Gulf region in May. Iran later seized a British oil tanker in the Strait of Hormuz, and the US and Britain have called on allies to join in an operation to guard ships passing through what is a vital gateway for the world’s oil industry. "FRONT ALTAIR is presently undergoing repairs and is expected to resume operation in the fourth quarter of 2019,” Frontline said in its second-quarter earnings report on Tuesday. The 23 crew members, who were rescued by a nearby vessel, escaped unharmed. “The company’s modern vessels are designed to withstand catastrophic events in order to ensure the safety of the crew and cargo,” it added. The FRONT ALTAIR had extensive insurance coverage and the impact on the company’s earnings is expected to be minor,
Frontline said. Frontline’s net earnings for April to June swung to a profit of $1.1 million (SR4.1 million) from a $22.9 million loss in the same period last year, lagging the $3.1 million profit seen by analysts in a Refinitiv poll. The Oslo-listed company, controlled by billionaire investor John Fredriksen, repeated expectations for a continued upturn in the oil transportation market. “Against the backdrop of an expectation for a strong market for the balance of 2019 and into 2020, we believe we are exceptionally well positioned to create significant value to our shareholders,” Frontline said. Already one of the world’s largest oil tanker owners, the company’s fleet is set to rise to 75 vessels following the announcement last week of an acquisition of 10 Suezmax tankers from trading house Trafalgra. Source: Arabnews

Royal Caribbean, Norwegian, MSC now face Cuba lawsuits

MSC Cruises, along with Royal Caribbean, Norwegian Cruise Line Holdings and Carnival Corp. now face suits from US citizens who hold claims to docking facilities in Havana and Santiago de Cuba. Five new lawsuits have been filed against cruise lines under Title III of the Helms-Burton Act, which deals with the trafficking of stolen property in Cuba. Two Florida businessmen who hold claims to cruise docks in Havana and Santiago de Cuba that were nationalized after the 1959 revolution are going after Royal Caribbean Cruises Ltd., Norwegian Cruise Line Holdings and MSC Cruises following their earlier suits filed against Carnival Corp. This comes close on the heels of a federal judge’s denial of Carnival’s motion to dismiss one of the suits which, as predicted by John Kavulich, president of the New York-based US-Cuba Trade and Economic Council, has led to further Helms-Burton cases. ‘Plaintiff attorneys are feeling confident,’ Kavulich said Tuesday. Mickael Behn of Havana Docks Corp. has now also filed against RCL, NCLH and MSC for using the Havana Cruise Terminal, while Javier Garcia-Bengochea added claims against RCL and NCLH for using the Santiago cruise facilities. Both seek compensation for use of the properties. ‘We are reviewing the filings and have no further comment on pending litigation,’ a Royal Caribbean spokesperson said. NCLH and MSC Cruises did not immediately respond to requests for comment. Source: seatrade-cruise

In 2018 built and in Hong Kong registered container ship KOTA PERDANA came from Long Beach (US) and navigating the Puget Sound to Seattle (US). IMO 9793911 and dwt 132,585 t. Photo: Aart van Essen ©

RNLI faces ‘perfect storm’ of more lifeboat callouts as funds fall

Shortfall due to economic climate and drop in money left in supporters’ wills, charity says

By: Steven Morris

The chief executive of the RNLI has said that the lifeboat charity is facing the “perfect storm” of a shortfall in funds at a time when its services are more in demand than ever. Lifeboat crews and lifeguards are being called out more often to save lives but the charity is suffering from a shortfall, largely created by the economic climate and a drop in money left to the charity in supporters’ wills. Mark Dowie said he hoped to make the organisation more efficient. He said: “We’re busier than we ever were. The service is spectacularly good. The whole population can be very proud of it but we do have a fundraising challenge.” There are 238 RNLI lifeboat stations around the UK and Ireland and its lifeguards patrol more than 250 beaches in the summer. Dowie, a former naval officer who went on to work in the banking industry, said: “When we see legacy income dropping and the need for the service increasing it is a confluence of factors that you could characterise as the perfect storm. It certainly concentrates the mind.”
In 2018 the RNLI’s lifeboat crews launched 8,964 times across the UK and Ireland and went to the aid of 9,412 people – an average of 26 people every day. Its lifeguards attended 19,449 incidents, helping 32,207 people. The year before, the lifeboats launched 8,436 times and lifeguards responded to 15,558 incidents.

Dowie, who has been in post for four months, said: “As a people we use the sea in ways that change all the time. We have many more people working on the sea, things that we weren’t doing when we were founded, for example wind farms. But there is also a vast amount more pleasure activity in, on and around the sea.” Dowie gave the example of Salcombe lifeboat station in south Devon, where he volunteered before taking on the role of chief executive, as an example of how the pressure on the service was growing. When it was founded 150 years ago, the Salcombe station launched just twice to carry out rescues in its first seven years. Last year it launched 66 times. “It’s a completely different level of activity,” he said.

In 2018 the RNLI’s financial resources dropped by £28.6m. Its total expenditure was £192.9m but its net income was £186.6m, leaving an operating loss of £6.3m. A leading factor that contributed was a reduction in legacy income of £8.5m. Dowie said efficiencies would have to be made – but would not say if any cuts were in the offing. He said: “I’m going to have to ensure we’re running the service as efficiently as we can. I come from business and my experience suggests however efficient you think you are being, there are always ways to make yourself more efficient, We will be redoubling our efforts to do that. “We’re looking at efficiencies across the spectrum. I don’t want to be drawn on exactly how we’ll get there. I’ve got to make sure we live within our means year on year and I also have to put myself in the position where I can look a donor in the eye and say: ‘I’m not wasting a penny of your money.’ That’s almost the most important thing to be able to say. “I know how hard it is to raise money. I’m going to make sure we’re doing that as well as we can.” Dowie said he hoped the decrease in bequests was just about “ebbs and flows”. He said: “We don’t have an easy way of getting statistics on why the amount of money from legacies was reduced.” The RNLI is separate from HM Coastguard and independent of the government, relying on volunteers and supporters to run the service. Founded in 1824, the RNLI says its crews and lifeguards have saved more than 140,000 lives, including almost 12,000 during the first and second world wars. Dowie said it was impossible to say if Brexit or a recession if it comes will impact the situation. He said: “I don’t know if it will or won’t but the RNLI has been running for 195 years. We’ve been though two world wars. I’m sure with our volunteer team and the support of the general public we will weather whatever comes.”

**Mark Dowie:** ‘We’re busier than we ever were.’ **Photograph: RNLI**

Criminal charges filed against Wallenius Wilhelmsen
By: Jim Wilson, Australia Correspondent

Norway's Wallenius Wilhelmsen, a major global ocean carrier of vehicles, now faces a criminal prosecution in Australia after the local competition regulator filed charges against it.

“Following continuing investigations by the ACCC, Wallenius Wilhelmsen Ocean AS (WWO), a Norwegian-based global shipping company, has today been charged with criminal cartel conduct. The charge relates to alleged cartel conduct concerning the international shipping of certain vehicles to Australia between June 2011 and July 2012,” the Australian Competition & Consumer Commission (ACCC) said in a statement on Aug. 23. “This is the third prosecution involving an international shipping company engaging in alleged cartel conduct where criminal charges have been laid,” ACCC chairman Rod Sims said in a statement. The ACCC added that this cartel has been investigated and prosecuted in several countries, including the United States. There also have been multimillion dollar fines around the world, including in Europe, South Korea and South America. As previously reported in FreightWaves, there was an international cartel of ocean shipping carriers of vehicles that included “K” Line, Mitsui, NYK, Eukor and Wallenius. The cartel ran from 1997 to 2012 and was shut down after a series of raids on the offices of the shipping companies by the Japan Fair Trade Commission and the U.S. Department of Justice. The cartel members reportedly agreed to fix and maintain their market share in existing business. They also agreed to fix freight rates and to share competitive information, according to court documents. They clearly knew that such behavior was illegal as they tried to cover up their activities by destroying communications. At least one company in the cartel also trained its employees in competition (antitrust law). Wallenius Wilhelmsen has been contacted for comment on the ACCC’s announcement, and FreightWaves will update this story if the company responds. Source: Freightwaves

NAVY NEWS

USMC & RCN divers board a Mobile landing platform during VBSS training during Exercise HYDRACRAB in Santa Rita, Guam, Photo by Navy Petty Officer 2nd Class Jasen Moreno-Garcia

CUTLASS FURY 2019 to take place in September

By Trident Staff
Ships from eight NATO nations will visit Halifax from September 9-20 for Exercise **CUTLASS FURY 2019**, which will take place in the waters and skies off Nova Scotia and Newfoundland. This is a medium-scale international exercise for which the visiting warships will be open for tours for two days, and the public is invited to attend a soccer match between the North American and European teams. On Friday September 6 and Saturday September 7 from 1 – 4 p.m., the public is invited to tour Canadian and Allied warships. Visit **HMCS SCOTIAN**, the Naval Reserve unit located at 2111 Upper Water St., to access HMC Dockyard. The event will also include a food truck fair, with food trucks selling a variety of specialty and gourmet food selections. Valid Canadian identification is required for entrance into HMC Dockyard. On Saturday September 7 from 9 – 11 a.m., there will be a soccer game on the field at Stadacona. Admission is free, entrance is through the Gottingen Street gate at Stadacona, and valid Canadian identification is required. This game will be for the inaugural CUTLASS FURY cup. On Monday September 9 at 1 p.m., the public is invited to view the fleet review of warships as they sail past **HMCS Sackville**, en route to Exercise **CUTLASS FURY 2019**. Aircraft, including several RCAF aircraft such as CF-18s, will fly over the ships as they depart the harbour. **Source: tridentnewspaper**

**HMS Northumberland Sets Sail For Carrier Strike Group Deployment**

The vessel will work alongside HMS Queen Elizabeth as the aircraft carrier undergoes further flight trials. The Type 23 frigate will first take part in NATO's Cutlass Fury - a Canadian-led exercise focusing on anti-submarine warfare, before joining HMS Queen Elizabeth as part of the Carrier Strike Task Group. It will travel to the east coast of the United States to continue sea trials on Westlant 19. “Everyone on board **HMS Northumberland** is very keen to be going on this deployment,” said Commander Alexandra Pollard, Commanding Officer **HMS Northumberland**. "Working as part of the Carrier Strike Group for the first time and alongside the other UK units is a real privilege. I spent a lot of my time on the old Type 42 Destroyers working with Harriers and to witness that progression to the F-35 jets is a real honour for me." F-35B fighter jets will be landing and taking off the HMS Queen Elizabeth's flight deck as the ship and her crew enters the Operational Testing phase. The deployment is aimed at putting the jets, aircraft carrier and supporting units through realistic warfighting scenarios ahead of their first operational deployment in 2021. Joining HMS Northumberland and **HMS Queen Elizabeth** in the Strike Group is **HMS Dragon**, supported by Merlin and Wildcat helicopters. Meanwhile, **RFA Tideforce** will provide tanker support to the Strike Group, in addition to ships and air assets from other nations throughout the deployment. **Source: Forces network**
BRP Gregorio del Pilar to return to fleet by 2nd half of 2020
By: Frances Mangosing

BRP GREGORIO DEL PILAR (PS-15), a Philippine Navy warship that ran aground in the West Philippine Sea last year, will set sail again likely in the second half of 2020.

Navy chief Vice Adm. Robert Empedrad said the ship will remain out of action as the damaged portion of the ship would likely be restored only by next year. “Ang problema is ‘yung (The problem is the) propeller and ‘yung isang (another) very important part of the ship that was damaged during the grounding will be made available in the second quarter. So baka maayos /yun (Maybe it will be fixed) by second semester of 2020,” he said in a press briefing on Wednesday. “Mahirap gawin ‘yung hub nun, kailangan dalhin sa US. So next year pa ‘yun (The hub is difficult to repair, it needs to be done in the US. So maybe the repairs will be completed next year),” Empedrad said. BRP GREGORIO DEL PILAR is one of three former US Coast Guard cutters acquired by the Philippine military during the previous administration. It is the lead ship of her class. “We’re trying to speed up. We’re engaging the US, kasi we need the PS-15, dalawa na lang ‘yung meron (we only have two),” the Navy chief said. BRP GREGORIO DEL PILAR ran aground in the vicinity of Hasa Hasa (Half Moon) Shoal, about 60 nautical miles from Rizal, Palawan, while on routine patrol on August 29, 2018. Source: Inquirer

SHIPYARD NEWS

Shipbuilding: Norway’s Fjellstrand Rewrites the Book
As maritime digests a number of historical changes, Norway’s Fjellstrand shipyard wants to put aside the rule book and look at the whole process in a new way, reducing engineering costs up to 70% and production costs up to 20%. The process of designing and building a ship, even in today's highly standardized mass manufacturing environment, remains largely a one-off, one-of-a-kind design and build. Ships are most often built to a shipowner’s or operator’s specific requirements, which are often based on fixed parameters such as speed, fuel consumption, route and cargo or passenger capacity.

Blueprints are created, detailed plans are approved by a classification society, financing is secured and building is started, block by unique block. Fjellstrand is part of the EU-funded Transport: Advanced and Modular (TrAM) Project, which is coordinated by Rogaland County Council through its transport company Kolumbus. The $13.2m project initiated by industry cluster NCE Maritime CleanTech aims to build what would become the fastest battery-powered, zero emission, high-speed aluminum ferry, building on a growing level of zero-emission competence in Europe while at the same time reevaluating the actual design and build process.

**The Modular Approach**

Taking “the airline approach” is a mantra heard in maritime circles often, globally, as the airline industry is seen as the de facto “standard in standardization” in many regards. So, what if shipbuilding could emulate some of the advances seen in airline construction or even car manufacturing? What if the modular approach, where core components or central frames that are constant across a range of models while other variable components or systems can be selected depending on changing demands?

As much as the TrAM project is about building a high-speed clean ferry, it is also about building a process template that can then be copied for other vessels. The project will develop three distinct uses for a zero-emission aluminum ferry: one for European inland waterways another for a London city Thames commuter ferry and the first vessel, to be built to serve a community near Stavanger from 2022.

All three have different speed, depth, passenger capacity and range and noise requirements, but all three have identical design features. A shipyard might elect to go through the same traditional design process for all three ferries, but what if the only things that were changed in the design systems arrangements of the vessels, were those that needed to be changed?

Nearly all modern vessels are designed with their operation in mind said Dr. Christoph Jürgenhake, group manager at German Fraunhofer Institute for Mechatronic System Design IEM, one of the TRaM consortium members. Fraunhofer IEM is an application-oriented research organization. Its focus is on how objects and systems, including manufacturing processes, work … and work better. Its staff, with experience in aviation and car production, can look at the top-level requirements of a vessel, or car, and then how different building process parameters can be impacted. In TrAM Fraunhofer IEM is taking the lead in assessing how engineering planning and construction methodologies can be improved to reduce costs and time. This is the crux of this part of the project: To determine how to create a modular approach to shipbuilding that create significant savings by enabling engineering and production to be replicable and modular. Dr. Jürgenhake said that project’s objective is to find the key part of the design that is common to all these three possible designs and then build modules up for there. By borrowing this approach from car and airline makers, the aim is to have
A spokesperson for Mitsui Engineering & Shipbuilding Holdings. "South Korea, as a national policy, may be strengthening the need to look at the total lifecycle cost when looking at the system design options," said Dr. Jürgenhake. While the TrAM Project has yet to find an ideal design, initial sketches suggest a twin hull catamaran. For Fjellstrand shipyard, this modular approach could help them in a challenging shipbuilding market where reducing costs remains a priority. “Of course, there is the reduction of labor cost if any of the processes might be automated but this modular approach to design might also lead to more efficient use of materials,” said Fjellstrand’s head of research and development, Edmund Tolo. “We see that several car types are built on the same platform and see that there is a benefit in the cost within that industry. We have no reason to believe that this should not be the case also within the maritime industry.” If so, then other partners in the project, such as aluminum firm Hydro Extrusions, or Leirvik, a company focusing on superstructures, could create a standard module that could be used on different vessel designs, such as a deep-water high-speed ferry, or a shallow draft, slow speed, rapid turnaround vessel with larger passenger capacity. The project partners recognize that by reevaluating the process of designing and building a vessel engineering costs can be cut by up to 70%, and production costs by 20%. Source: Marinelink

Hyundai Heavy eyes shipbuilding merger amid Japan trade row

HHIG and Daewoo Shipbuilding to seek antitrust approval for $1.5bn deal

By: KIM JAEWON and JADA NAGUMO, Nikkei staff writers

South Korea's two largest shipbuilders are pushing ahead with plans for a merger even as trade tensions with Japan raise concerns that politics could throw a wrench in the 1.8 trillion won ($1.5 billion) deal. The proposed merger is also raising concern among Japanese shipbuilders of “mega shipyards” creating greater competitive pressure in an industry already facing headwinds. Hyundai Heavy Industries Group, the world's largest shipbuilder, aims to acquire compatriot Daewoo Shipbuilding & Marine Engineering in a stock swap deal. The acquisition, which will give Hyundai Heavy an even bigger global presence is subject to approval by various antitrust bodies, including those in China, the EU and Japan. HHIG said that its shipbuilding subsidiary, Korea Shipbuilding & Offshore Engineering, plans to apply to the Japan Fair Trade Commission soon for approval to purchase Daewoo Shipbuilding.

In June, HHIG set up a holding company called KSOE that put Hyundai Heavy Industries -- the shipbuilding arm of HHIG -- under its wing. Korea Development Bank has agreed to invest its entire 55.7% stake in Daewoo Shipbuilding in the holding company. If the deal is completed, HHIG will be the largest shareholder of KSOE with a 28% stake, while KDB will be the No. 2 shareholder with 7% stake and preferred shares worth 1.25 trillion won. KSOE will control 68% stake in Daewoo Shipbuilding.

The Japan Fair Trade Commission said it will review the application impartially. The timing, however, is raising eyebrows. On Wednesday, Japan officially removed South Korea from its whitelist of preferred trade partners, the latest in a steadily escalating trade spat between the two countries. Japan in July restricted exports of three key semiconductor and display chemicals to South Korea and in the following weeks decided to drop the country from its whitelist of trade partners countries benefiting from simplified customs process. South Korea has since announced it will drop Japan from its own whitelist in September.

“We will submit an application for the approval with the Japanese authority when it is ready. We will do so no later than the end of this year,” said Park Zoon-soo, a spokesman for HHIG. “We expect that the authority will review the case according to laws and regulations.”

Hyundai said it has already filed for approval with South Korea's Fair Trade Commission and the Chinese authority in July. It is also in talks with the European Union over the matter. A spokesperson for Japan's FTC said politics will not be a factor in its decision. “Japan-Korea relations will not affect our examination,” the spokesperson told Nikkei. “Our examination and judgment is always based on the law and facts.” According to the commission, a primary screening will be conducted within 30 days of the company submitting its application. If extra examination is needed, the JFTC will request additional documents from the company and will conduct a second screening in the next 30 days, which will also include third-party opinions. Analysts say the deal may face obstacles, though they expect it to be approved in the end.

“There are concerns over the approval of the deal due to worsening South Korea-Japan relations recently, but we believe that it is unlikely that the deal fails to pass," said Jeong Dong-ik, an analyst at KB Securities. "Basically, disapproval ratio [for foreign companies] is very low because they do not want their companies are treated same way in other countries." Japanese shipbuilders, meanwhile, are watching the case carefully as it would create an even larger No. 1 player in the global shipbuilding market. "The emergence of mega-shipyards could lead to intensified competition," said a spokesperson for Mitsui Engineering & Shipbuilding Holdings. "South Korea, as a national policy, may be strengthening
support toward shipbuilding companies, and we are worried that will affect not only Japan's shipbuilding industry but also overseas joint ventures." Kawasaki Heavy Industries, Japan's manufacturer of transportation equipment and industrial goods, stated that "Although the scale of shipbuilding will be a threat, the impacts to our business is still unclear." Mitsubishi Heavy Industries, Japan Marine United, and Imabari Shipbuilding declined to comment. Source: Nikkei Asian Review

ROUTE, PORTS & SERVICES

Closure of the IJmuiden Small Lock

Period: Tuesday, October 15, 2019 - 07:00 to Wednesday, October 16, 2019 - 19:00
Area: IJmuiden locks

The Deputy Director of the Public Body Central Nautical Management, who is also the State Harbour Master, announces the following:

Due to the replacement of the marine traffic signals of the IJmuiden Small Lock, the lock will be closed for navigation on the following dates/times:

15 October 2019 from 07.00 to 19.00 hours LT.
16 October 2019 from 07:00 to 19:00 hours LT.

If, due to circumstances, these activities cannot be carried out on 15 October 2019, they will be carried out on 16 and 17 October 2019.

The closure will be as short a possible or as long as necessary.

Should you have any questions about this Announcement, please contact the Duty Operations Manager at the following telephone number: +31 205 234 692.

The Deputy Director of the Public Body Central Nautical Management, who is also the Deputy State Harbour Master

J.W. Husslage

Abu Dhabi Ports boosts tug fleet with new order
Abu Dhabi Ports has ordered a new harbour tug to manoeuvre container ships in its enlarged Khalifa Port

The UAE group turned to Turkish tug builder Med Marine for an azimuth stern drive (ASD) tug to begin operations in Q4 2019. This will be a MED-A2360 series tugboat with 60 tonnes of bollard pull, equipped for multiple ship-handling operations. This 23-m tug was built to a Robert Allan design with a pair of Caterpillar-supplied main engines. It was built to a RAMparts 2300-MM design at the Eregli Shipyard in Turkey with a 10.9-m beam, 4.4-m depth and two CAT 3512 main engines that each develop 1,765 kW at 1,800 rpm and two Caterpillar C4.4 generator sets that produce 86 kW of electrical power. The main engines drive two Kongsberg US205 P20 fixed-pitch propulsors with 240-cm diameter propellers to give the tug a top speed of 12 knots. It has a THR Marine-supplied towing winch on the fore deck and a Toimil T-10500M deck crane with a 10-tonne capacity and 8-m reach. Abu Dhabi Ports owns, manages and operates 11 ports and terminals in the UAE. Its Abu Dhabi Marine Services (Safeen) operates a fleet of tugs in the UAE to support harbour operations. In 2018, Safeen purchased tugs from Damen Albwardy, in Sharjah to support container ships using the expanded Khalifa Port and ships importing bauxite at the Al Taweelah smelter. These ASD 2411 tugboats came into service in Q1 2019. Safeen is responsible for pilotage, mooring, vessel handling and towage at Abu Dhabi Ports with a fleet of 12 tugs. A sister tug to the one purchased by Abu Dhabi Ports was delivered to SAAM to support its operations in Puerto Quetzal, Guatemala in July.

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…. PHOTO OF THE DAY …..

Damen shipyards group built Pushy Cat 1004 Photo : Arie Boer (c)
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