China Steel ships are frequent Newcastle callers. **CHINA STEEL CHALLENGE** deep draught outbound in the Hunter River, Newcastle NSW with another load of coal for China.  Photo : Bill Barber ©
Your feedback is important to me so please drop me an email if you have any photos/articles that may be of interest to the maritime interested people at sea and ashore

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EVENTS, INCIDENTS & OPERATIONS

The NORMAN ATLANTIC moored in Bari (Italy) Photo: Ko Rusman ©

Philippines, Japan conduct joint maritime exercise

The Philippines and Japan conducted a joint maritime exercise Sunday in waters off the coast of Manila, with the drills focusing on antipiracy and rescue operations. Around 200 uniformed personnel from the Philippine and Japan coast
guards participated in the drills. Three patrol ships from the Philippines and one from Japan also took part in the exercises, which included firefighting and water spraying drills. Source: kyodo

GREEN RECYCLING OF SHIPS IN ALANG

Alang has come a long way from traditional ship recycling practices and moved successfully towards more responsible ship recycling. In the past few years Alang has well and truly upped the standards of recycling, workers health and environmental protection where now, more than half of the yards have transformed and are operating under strict guidelines of the Hong Kong Convention for Safe and Environmentally Sound Recycling of Ships 2009 (HKC) with a statement of compliance. Remarkably, few of these yards have not stopped improving after achieving certification of HKC.

Left: JRD Industries plot No. 30 at Alang

At these yards we can witness ship recycling at its best, well exceeding the requirements of local and international laws, as well as HKC regulations. JRD Industries is proud to be on this list. At such yards the core value has always been to operate a facility where happy, safe and trained workers recycle ships with best possible equipment, infrastructure and processes even beyond regulatory requirements to minimize impact on the environment. Some of the development which exceed regulatory requirements translate to additional environmental and safety measures mainly, control of any leakage in the intertidal zone, handling of all materials on impermeable flooring with drainage, construction of specialized jetties or use of heavy lift / offshore cranes that eliminate the felling of blocks in the intertidal zone. These improvements result in world class HSE practices which enable recycling projects to be executed with the minimum possible impact on the environment and a
maximum possible focus on the safe and comfortable working conditions at the yard. What is noteworthy is that these improvements have been executed without diluting the traditional Indian advantage of having the lowest possible carbon footprint in recycling due to the high percentage of recovery and reuse of materials extracted from the recycled ship. Combining these two advantages creates the ideal ship recycling destination; unmatched anywhere in the world.

Heavy lift crane operating on specialized jetty that eliminate the felling of blocks in the intertidal zone.

This was well recognized by the NZ Navy earlier this year when they awarded a contract for recycling of HMNZS Endeavour to JRD Industries. The decision of the Royal NZ Navy to recycle its vessel HMNZS Endeavour in India validates India as a world class ship recycling destination. This prestigious institution arrived at the decision to recycle its vessel in India after a careful examination of various global ship recycling options.
Its decision validates the fact that India recycles with minimal environmental impact, addressing the NZ Navy’s principal focus: protecting the environment at any cost. The Royal New Zealand Navy’s meticulous due diligence in selecting the ideal recycling destination (and effectively the most responsible yard), meant that it took two years and entailed a cost that accounted for a sizeable share of the price received from the sale of the vessel. The big message is that India’s moment had arrived. No country in the world could match the holistic value provided by the Indian ship recycling industry. The vessel was recycled under HKC and major specifics of EU Ship Recycling Regulation (EU SRR). The plan drawn up to recycle and reporting the vessel was in line with the Basel Convention and approved by the New Zealand Environmental Protection Authority and Ministry of Environment and Forest at New Delhi. The reporting requirements included full tracking of all materials leaving the yard, and the recycling was fully audited by the NZDF. The entire recycling process was captured by a time-lapse camera from a fixed position which was for monitoring any possible pollution in the inter-tidal zone. Video link: https://www.youtube.com/watch?v=M6KzCHPyZe4

The recycling process was concluded successfully and the Navy was pleased to acknowledge JRD’s efforts in the project with a Citation, reproduced here. JRD Industries has recently become the third yard in Alang to achieve the Certificate of Compliance to EU SRR from Class NK and has applied to the European Commission for visit/verification and inclusion in the European list of ship recycling yards. This is in addition to the SOC received for HKC in 2016. The ship recycling industry is moving towards positive change and all the parties must take collective responsibilities towards achieving sustainable ship recycling. More and more yards are coming up to meet the standards of HKC. More ship-owners are required to demand responsible ship recycling for their vessels to fuel the development initiatives in SE Asian yards. There is a real danger that if the improved yards do not see improved business, not only will these yard halt the process of improvement, yards waiting in the sidelines will also not join this important movement. These improvements represent an opportunity for the shipping industry to make a tangible contribution to the sustainability initiative; an opportunity that must be grabbed with eager hands.

Maassluis wil af van verwaarloosde bootjes

Door: Bas Booister
De gemeente Maassluis wil af van bootjes met achterstallig onderhoud in de vlieten. Vooral in de Boonervliet ligt een aantal verwaarloosde pleziervaartuigen. Daarom neemt de gemeente contact op met het Hoogheemraadschap van Delfland om het water te ontdoen van gezonken en verwaarloosde bootjes. Dit blijkt uit een raadsinformatiebrief. Wel is de mate van overlast wat het bestuurscollege betreft maar beperkt. Gedurende het afgelopen jaar zijn er zo'n tien meldingen binnengekomen over pleziervaartuigen met achterstallig onderhoud. Alle meldingen gaan over pleziervaartuigen in de Boonervliet, waar het hoogheemraadschap over gaat. De gemeente is voor één pleziervaartuig, die gebruikt wordt door daklozen, een bestuurlijk handhavingstraject gestart om de boot uit de wateren van Maassluis te verwijderen. Bron: WOS

In the second part of this double feature, Katherine Dunn investigates an emerging security risk for the shipping industry, as maritime authorities report a rising number of GPS failures. Interrupting GPS—even the GPS of a large vessel—requires just three simple steps. “Disrupting GPS signals into these vessels is as easy as buying a GPS jammer off the Internet, hooking this to an amplifier and an antenna, and pointing the antenna at the intended target vessel,” says Todd Humphreys, who directs the Radionavigation Laboratory at the University of Texas at Austin. The system behind GPS is straightforward. There are at least 24 active GPS satellites circling the earth, many equipped with atomic clocks. At any point, a receiver should be within sight of four of them. A receptor then determines from those signals where it is located, and at what time.

Part 1: Cyber threats to shipping grow in East Mediterranean

The system is still maintained by the US Air Force. While regional alternatives exist, including both Chinese and Russian systems, GPS has come to be used globally by every conceivable industry for nearly every conceivable purpose. The problem is that those signals are surprisingly weak: anything from adverse “space weather” to a conflicting signal can disrupt them. As a result, GPS jamming is a simple point and shoot operation. GPS spoofing is more difficult to achieve, and still largely the domain of nation-states. It is also more dangerous, producing conflicting locations that, if subtle, can insistently lead a vessel off course without detection. The largest risk, however, is the sheer scale of the disruptions to a system that is often taken for granted. Between January 2016 and December 2017, more than 250,000 incidences of disruption, whether accidental or intentional, were detected by Strike3, an EU-funded project for tracking disruptions to GPS and other satellite-based systems. Outside of military circles, experts say, there is little awareness that a GPS signal can be lost or misdirected. “What we have generally seen [is] that disruption is getting more frequent, and the disruption devices are getting more sophisticated,” says Dana Goward, President of the Resilient Navigation and Timing Foundation.
and a former civil servant in the US Maritime Authority. “Every time we think there’s a safeguard, or an obstacle to folks messing with it... they overcome it.”

**Costly misadventure, existential risks**

The risks from GPS jamming and spoofing are countless — accidents, collisions, confusion, and other costly mistakes — not to mention the risk of straying into contested waters and military conflicts. Take the Suez Canal. One of the world’s key transit choke points, the canal forms a crucial link from Europe to Asia. In 2017, nearly 780 million barrels of crude passed through the canal, or about 2.13 million b/d, according to the Suez Canal Authority. “A spoofing or jamming attack in a congested shipping lane in poor weather could cause a collision between large ships similar to the collision between the USS Fitzgerald and the ACX Crystal,” says Humphreys. That incident, between a US naval ship and a Philippine container ship off the coast of Japan in June 2017, caused seven deaths. But the largest risk would not be in a canal — where other visual cues exist — but at open sea, where spoofing might not be immediately detected, and other forms of navigation are more difficult. The larger risk, however, goes beyond a one-off disaster. As conflict increasingly takes the form of “hybrid warfare” involving cyber attack, the digitized commercial trade faces huge risks. Outside of navies, few vessels have full back-up systems to GPS, or robust crew training in purely analogue navigation methods that haven’t been widely used in decades. “Virtually all large non-military seagoing vessels...have only standard single-frequency GPS receivers onboard, with no special protection against jamming and spoofing,” says Humphreys. Analogue methods and extensive back-up systems have been maintained by navies, and the risk of GPS disruption is widely known in military circles. This is not the case in commercial shipping. No ship owners contacted for this article said they were aware of involuntary disruptions of GPS in the East Mediterranean. Taking attention away from just operating a large vessel, even when everything is going smoothly, also presents a challenge to improving the industry’s resilience to potential GPS disturbance. “Unless a big accident [occurs] that can be traced to GPS spoofing, the attention of [the crew] will be elsewhere,” says Sebastian Bruns, head of the Center for Maritime Strategy and Security at the University of Kiel.

**Tech and training needed**

There are practical ways to limit the risk of jamming or spoofing. But to really safeguard the satellite systems on which we have come to rely, governments will have to provide back-up. The first step needs to be an awareness among crews that GPS can be purposely disrupted, and why. Planning for an outage requires preparing crew to navigate using alternate, often traditional methods, particularly at open sea, where there are no obvious visual cues to help with navigation. Hardware can also help, from GPS receptors that only point to the sky — making it more difficult for them to receive interrupting signals by land — to counter-jamming technology, largely used by navies. “These civilian ships, they have no defense for these kinds of attacks, or these kinds of effects. So they are much, much more vulnerable than a naval ship would be,” says Hans Tino Hansen, the CEO of Risk Intelligence. Those efforts all present their own challenges in an industry with paper-thin margins, where shipowners are already struggling to adapt to the costs associated with the 2020 IMO regulations on the shift to cleaner bunker fuels. Governments have the ability to provide a further safety net, by creating land-based navigation networks, known as eLoran systems, which have stronger signals and as such are more difficult to disrupt. Whether they will step up is another question. Both China and Russia still maintain such regional systems, and the US government has repeatedly pledged to create a reinforced transmission system, too. One could eventually arrive: a bill to create such a system is currently making its way through the US legislative system. But even if it passes, progress could be slow — the system will not get funding until the 2020 budget, at the earliest. “The technology is solved. The policy is solved. It’s just a matter of nations implementing the policies and the technology,” says Goward. “It is really just a willingness and a leadership problem.”

Source: Platts

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**Underwater stern tube seal repairs**

*Damaged stern tube seals may cause severe oil leaks. By replacing the seals on-site and underwater, Hydrex avoids down time as seal repairs can be performed during cargo operations.*

We do this by creating a dry working environment around the shaft with our flexible melodoks. They fit all sizes of seal assembly and can be mobilized quickly to locations around the world.

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**Seanergy Maritime Holdings Corp. Announces the Successful Completion Ships’ Transactions**
Seanergy Maritime Holdings Corp. reported the successful completion of the previously announced sale and purchase agreements. On November 22, 2018, the Company took delivery of the M/V Fellowship, a 179,759 deadweight ton ("dwt") Capesize dry bulk vessel, built in 2010 at Daewoo Shipbuilding in South Korea. The Company entered into the agreement to acquire the M/V Fellowship in August 2018. Furthermore, the Company has completed the sales of two Chinese built Supramax vessels. Specifically, the M/V Gladiatorship, built in 2010 at CSC Jinling Shipyard, was delivered to its new owners on October 11, 2018, and the M/V Guardianship, built in 2011 at the same yard, was delivered to its new owner on November 19, 2018. The acquisition of the M/V Fellowship was financed by a combination of cash on hand and a senior loan facility. The existing lender of the two sold Supramax vessels agreed to rollover the underlying loan amount by funding the acquisition of the M/V Fellowship on substantially the same terms. The M/V Fellowship is currently on time-charter to a major European charterer at a gross daily rate of $17,150, with latest redelivery in January 2019. Stamatis Tsantanis, the Company’s Chairman & Chief Executive Officer, stated: “We are pleased to take delivery of another high quality modern Capesize vessel built in S. Korea. We remain committed to further accretive acquisitions in the Capesize segment, as we strongly believe that it has the best fundamentals in the dry bulk industry. Following the addition of the M/V Fellowship to our fleet, Seanergy is now the only pure-play Capesize owner publicly listed in the U.S.”

Source: Seanergy Maritime Holdings Corp.

The ALP STRIKER under command of Capt Kees Pronk Jr arrived off Singapore preparing for her next assignment

Photo : Piet Sinke www.maasmonddmaritime.com (c) CLICK at the photo !

Continue reforms to make growth work for all in Spain

Spain has made a successful economic recovery, underpinned by strong employment growth, gains in competitiveness and favourable external and financial conditions. The current economic expansion offers an opportunity to speed up efforts to increase the resilience of public finances, enhance job creation and ensure a more sustainable and inclusive economy that benefits all Spaniards, according to a new report from the OECD. The latest OECD Economic Survey of Spain looks at the multiple factors behind the recovery, as well as the challenges facing the country moving forward. The Survey projects growth of 2.6% this year, 2.2% in 2019 and 1.9% in 2020, and lays out an agenda for making the economy more inclusive and enabling further expansion. The Survey, presented in Madrid by OECD Secretary-General Angel Gurría and Nadia Calviño, Spain’s Minister of Economy and Enterprise, highlights sizeable risks to the global outlook, particularly as concerns slowing global trade growth, which could undermine exports and job creation. “The Spanish economy has shown impressive performance, becoming more competitive and growing faster than most of its euro area
peers,” Mr Gurría said. “The challenge going forward is ensuring that growth is more inclusive and benefits everyone, while at the same time maintaining financial stability and fiscal sustainability. “Further efforts are needed to ensure that the fruits of economic recovery are shared more widely and no one is left behind. The falling but still high levels of unemployment are a lasting legacy of the crisis, which will require a stronger focus on achieving greater convergence among regions as well as new policies to improve educational outcomes, boost skills, adapt to the needs of the digital economy, and create high quality jobs,” Mr Gurría said. The Survey points out a range of regional disparities across Spain, with wide variation in income inequality, poverty, labour market and educational outcomes across regions. It also highlights low levels of intra-regional migration as a driver of regional inequalities in income and well-being. Together with barriers to achieving a truly single market, these differences require policies for more unified labour and product markets.

To tackle the challenges posed by regional disparities, the Survey proposes Spain increase spending on training and job search assistance, while removing current barriers to competition between training centres across regions. Ensuring full portability of social and housing benefits across regions, through the provision of temporary assistance by the region of origin or the central government, would improve labour mobility. Introducing a single point of contact for employment and social services to provide integrated support for jobseekers would improve coordination and information sharing, while targeting existing financial incentives for lifelong learning to low-qualified workers would improve employment opportunities and incomes. More effective use of taxes and transfer policies could lower inequality, the Survey said. Providing individualised support to students at the risk of failing at an early stage has successfully contributed to lower early school leaving rates in some regions, and could be extended nationwide. Policies to further improve competition and innovation will be key to boosting productivity growth and reducing regional disparities, the Survey said. Eliminating existing regulations based on firm size and strengthening implementation of the Market Unity Law – which seeks to ensure that firms are not subject to any additional requirements in other regions than their own - is essential. Coordinating regional and national innovation support programmes and greater use of ex-post evaluation and performance-based funding could also improve innovation outcomes, the Survey said. Source: OECD

SeaMar scores agency contract for Seaway Offshore Cables duo

Shipping logistics specialist SeaMar Services has started a vessel agency contract with Seaway Offshore Cables, a company in Subsea 7’s Renewables & Heavy Lifting Business Unit. The contract will ensure swift and efficient port calls for the Seaway Moxie and Seaway Aimery during their work on the Hornsea Project One offshore wind farm. SeaMar will be providing a full package of vessel agency services to Seaway Offshore Cables. This includes all customs and port administration relating to the vessels and equipment, in addition to crew change logistics such as immigration and visa documentation, and loading of stores and provisions.

Quick turnarounds

The first port calls for the Seaway Moxie and the Seaway Aimery took place on 23 and 24 October respectively. “For the duration of this contract, we will be looking to make our client’s stopovers at the Port of Den Helder as smooth as possible,” says SeaMar’s Logistics Coordinator Michel de Greef. “Of course this is dependent on many factors such as maintenance requirements and weather conditions, but it is not uncommon to achieve turnaround times of between three
and five hours. “We have the experience and logistics in place to ensure that the Seaway Moxie and the Seaway Aimery can get back to their duties as fast as possible.”

**Dynamic duo**

With an impressive list of completed subsea cable installation projects, Cable Lay Vessel Seaway Aimery and Installation Support Vessel Seaway Moxie – also known as the ‘Seaway Duo’ – have built up a strong reputation in the offshore wind sector. For the Hornsea Project One offshore wind farm, the two vessels will be performing engineering, transport and installation works on two sections of the inner array cable system.

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Xodus names new decommissioning lead

Xodus Group, a provider of engineering and advisory support for the oil and gas industry, has appointed a new lead for its decommissioning division. Xodus said on Monday that Gareth Jones was named the decom lead of the company. The appointment follows a successful year for Xodus’ decommissioning division which secured several new clients and won £2
million ($2.57 million) of work in 2018. According to Exodus, as an experienced principal consultant and project manager, Jones will be responsible for advising and supporting operators in relation to environmental and societal impacts associated with decommissioning. Jones joins Xodus from BMT Cordah where he led the company’s international decommissioning activities. Previously, he was a marine ecologist with Marine Scotland, providing advice and support regarding commercial fisheries and marine fish species for oil and gas, renewables, and infrastructure projects. Jones, who will be based in the company’s Aberdeen office, said: “It is a huge honor to join such an experienced and knowledgeable group of people at Xodus. The company has been at the forefront of solving a variety of decommissioning challenges for many years, and I hope my skills will strengthen the team.” He will work closely with Xodus’ decommissioning director Enrico Salardi who recently relocated to the UK from the company’s Perth office. Salardi added: “Throughout his career, Gareth has built up excellent relationships with operators, particularly on environmental and decommissioning projects, and communicates effectively with stakeholders. He has shown that he has all the attributes needed to be an asset for the company and we’re pleased he has joined Xodus. “We are also becoming more and more active in other regions where operators and regulators are just beginning to face increasing decommissioning issues. Our team has a wealth of experience in the North Sea and this knowledge brings huge value to other key regions around the world.” 

Source: offshoreenergytoday

The NOBLE BULLY 1 laid up in CaracasBay Curacao Photo: Wiebe Feenstra ©

American Cruise Ship Captain Fined Over Fuel Sulfur Content

On Monday, a court in Marseille fined cruise ship master Capt. Evans Hoyt $110,000 for using fuel with a sulfur content measuring 0.18 percentage points above a disputed limit. It is the first ruling of its kind in France, and it is contrary to the French government’s previous stance on sulfur content rules for cruise ships. On the morning of March 28, 2018, while under the command of Capt. Hoyt, the P&O cruise ship AZURA called at Marseille. Inspectors boarded, sampled her tanks and determined that she was using fuel with a sulfur content of 1.68 percent. This amount is slightly higher than the EU’s 1.5 percent limit for “passenger ships providing regular services to destinations or from ports of the European Union.” This definition does not cover all passenger vessels, and it is interpreted differently in different EU nations. The governments of France and Spain have previously determined that it does not apply to cruise ships. In the case of the Azura, however, French prosecutors contended that the EU’s passenger ship sulfur cap applies to vessels fitting her description. They further alleged that operator P&O had used slightly higher-sulfur fuel illegally in order to save money. The judge ruled that P&O parent company Carnival Corporation should pay $90,000 of Capt. Hoyt’s $110,000 fine. Carnival has appealed the decision, and in a statement it noted that France’s government has given clear indication that it
will not apply the EU's passenger ship sulfur cap to cruise ships. “We were . . . very disappointed to be prosecuted for this offense, which was based on a European law the French environment ministry had explicitly informed the cruise industry would not be applied to cruise ships and which, in any event, has still not been properly implemented,” Carnival wrote in a statement. “The captain was using the fuel in good faith, as directed by us, based on our understanding of the law. We have lodged an appeal and will consider the full decision of the court once it is available.” The EU's 1.5 percent sulfur content limit for passenger vessels will be largely superseded after January 1, 2020, when the IMO limit of 0.5 percent enters into effect for all vessel classes worldwide.

Capt. Evans Hoyt (USMMA ‘82) joined the P&O Cruises vessel Azura as master in 2016. According to his online resume, he previously sailed for ten years with Norwegian Cruise Lines, where he served as the captain of the NORWEGIAN ESCAPE, NORWEGIAN BREAKAWAY, NORWEGIAN SPIRIT, NORWEGIAN SKY, the PRI DE OF AMERICA and the PRI DE OF HAWAII. Source: MAREX

Message to readers: All banners are inter-active and click through to advertiser web sites
Robert Allan Ltd. Designed ATB Push Tug Island Raider Enters Service

Island Tug and Barge Ltd.’s new ATB push tug the ISLAND RAIDER has entered service pushing the double hulled refined petroleum products barge, ITB Resolution. The vessel was christened September 28th at Island Tug’s facility in Burrard Inlet. The Island Raider is the first of two, twin Z-drive, ATB push tugs for service on the West Coast of North America. Constructed at Island Tug’s Annacis Island Shipyard on the Fraser River, the Island Raider is connected by an articulating pin system to the ITB Resolution which was retrofitted with pin ladders and stern extensions for connecting to the new tug.

First Steel Cut for Karish and Tanin FPSO

Energean Oil and Gas announced that first steel was cut on the Karish and Tanin floating production storage and offloading (FPSO) vessel at the COSCO yard in Zhoushan, China, on Monday. The FPSO is scheduled to be delivered to the Karish field offshore Israel in late 2020, ahead of first production in the first quarter of 2021. The FPSO, which will be installed 90 kilometers offshore, will be the first FPSO to operate in the Eastern Mediterranean. It will have a gas treatment capacity of 800 MMscf/day (8 BCM/per annum) and liquids storage capacity of 800,000 bbls. Energean, an E&P company with operations offshore Israel, Greece and the Adriatic, has contracted TechnipFMC under a turnkey, lump sum EPCI C contract to deliver the FPSO and SURF for the development of the Karish & Tanin project with first gas planned for Q1 2021. Energean is planning to spud in March 2019 Karish North, the first of four wells planned to be drilled in Israel during 2019. Karish North is targeting 1.3 TCF of prospective resources with a very high chance of success over and above the 2.4Tcf 2P reserves in Karish-Tanin. Energean has already signed firm contracts for 4.2 bcm of gas sales into
the Israeli domestic market. Future gas sales agreements will focus on both the growing Israeli domestic market and key export markets in the region. Mathios Rigas, CEO of Energean said, “The cutting of the first steel on the Karish-Tanin FPSO marks an important and symbolic moment for our flagship Karish -Tanin project and for Energean as a whole. I would like to thank the tireless work that has gone into getting us to this moment and look forward to hitting our milestones to first production in 1Q 2021, contributing to security and diversity of supply in the Israeli markets as well as giving Energean the optionality to target key regional export markets. We have gone from asset acquisition to FID in 15 months and to cutting first steel in under two years.” Energean Israel owns 100 percent and is the operator of the Karish and Tanin leases, offshore Israel. The fields have 2.2 TCF of natural gas and 31.8 million barrels of light hydrocarbon liquids independently audited 2P reserves plus 5.4 BCM of gas and 1.0 mmbls of liquids 2C resources. NSAI has audited 2.94 TCF of gas plus 78.8 mmbls of liquids unrisked prospective resources. Energean made Final Investment Decision for the development project in March 2018, after having signed 12 Gas Sales and Purchase Agreements for 4.2 BCM in total annually and secured financing for the project. The Karish main field will be the first asset to be developed in the Karish and Tanin blocks. Karish is the largest discovery, is expected to provide the highest yield of liquid per volume of produced gas and is the closest discovery to shore. Capex for the Karish development (First Phase) is estimated at $1.6 billion. 

**Source**: Marinelink

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The hydrofoil **SEVEN ISLANDS** crossing the Tokyo Bay making 43 knots

**Photo**: Hans Semeins o/ b Coral Actinia ©
BIMCO: Laggards could pay more for ballast water systems

By: Mark Fuechec

AS shipowners postpone the installation of ballast water management systems, it raises the likelihood of bottlenecks and higher prices when industry players are forced to comply with ballast water regulation’s final deadline in 2024, says BIMCO. “Few players in the industry have installed ballast water management systems so far,” said Ashok Srinivasan, BIMCO’s manager of maritime technology and regulation, in the organisation’s monthly bulletin. “Not only may the industry face bottlenecks if there is a last-minute rush to the yards or retrofitting locations, but it may also be much more expensive, as a sharp rise in demand could drive up prices,” he added. Compliance dates under the International Maritime Organization’s BWM Convention are linked to each ship’s International Oil Pollution Prevention Certificate renewal, which should be completed every five years. Some ships have managed to postpone that renewal, pushing their installation of ballast water management systems back with it. All ships will be required to comply with the convention before September 8, 2024, however, and the postponements signal a higher load at the tail end of the timeframe. Source: Lloydslist
Sembcorp to modify FPSO for Cheviot field

Sembcorp Marine Rigs & Floaters Pte. Ltd. has been chosen to modify, repair, and extend the life of the Petrojarl Varg floating production, storage, and offloading vessel, which will anchor development of Cheviot oil field and satellites in the UK North Sea. The wholly owned subsidiary of Sembcorp Marine Ltd. will conduct detailed engineering, fabrication, installation, and integration of the topside process skid; overhaul the existing internal turret and power generation; and repair and do life-extension work on the hull, tanks, and various systems onboard. The engineering, procurement, and construction contract with Varg LLC, a wholly owned subsidiary of Teekay Offshore Partners LP, Hamilton, Bermuda, is estimated to be worth $166 million. The agreement will not take effect until the field operator, privately owned Alpha Petroleum Resources Ltd. of Guildford, UK, completes debt arrangements with a consortium of lenders and receives government approvals for its final development plan. Cheviot formerly was named Emerald field, which was abandoned after recovery of only 8% of the original oil in place. Alpha plans to develop oil reserves at Cheviot and satellite Peel fields and the gas caps of Cheviot and satellite Padon field. It estimates future recovery of at least 55 million bbl of oil and 120 bcf of natural gas. The FPSO work is scheduled to be complete in July 2020. Source: oil & gas journal
Jumbo’s **FAIRMASTER** recently discharged refinery equipment including this large 105m long wash tower of 1720t at Point Comfort, USA

Industry collaboration key to unlocking full advantages of technology in maritime

As with many other industries, key players in maritime are increasingly spurred on to accelerate innovation and adopt new technologies in a bid to stay ahead of the curve. Although the uptake of technologies and innovation has been relatively slow in the maritime industry due to the complex nature of traditional maritime operations, the industry has now evolved and is beginning to overhaul legacy systems to embrace modern approaches to shipping and port operations. The maritime industry in Singapore, in particular, has already seen rapid changes. Maritime leaders today are taking the lead in embracing innovation in various areas including automation, connectivity, simulation and analytics to not only increase efficiency and productivity, but also solve potential issues. For example, PSA Singapore, together with Maritime and Port Authority of Singapore, National Additive Manufacturing Innovation Cluster (NAMIC) and 3D MetalForge Pte Ltd, recently launched the world’s first commercial 3D printing facility, which utilises additive manufacturing technologies and is supported by blockchain technology, to enable the fabrication of spare parts for port equipment. The Sea Transport Industry Transformation Map was also launched earlier this year by the Maritime and Port Authority of Singapore (MPA) in partnership with the industry, unions and other government agencies. Aimed at developing Singapore into a next-generation port, the plan also seeks to catalyse innovation, drive productivity improvements, as well as enhance the skills of the maritime workforce.

Leading the maritime evolution

For PSA Singapore, the complex orchestration of activities within the port area is the bread and butter of our operations. Few key technological areas, namely Big Data and other collaborative platforms are crucial in helping the ports of Singapore stay prepared and competent while continuing to provide high-quality service levels to customers. Through data analytics, Big Data can help with understanding areas that need to be optimised as well as develop key capabilities. For instance, analysed data can be used to predict the arrival of vessels to anticipate the manpower required to support various operations, and the transportation required to deliver container movement. Engineers can also use the data to predict time-to-failure of system parts. This helps in either scheduling in advance the proper inspections needed to diagnose potential system failures or restoring certain equipment to its optimal state in the shortest time possible. Digital transformation for our next generation port was mapped out in our Container Port 4.0™ initiative. We are bringing on board emerging technologies for this vision of the intelligent port of the future. IoT devices are connected for sense-making and enable the application of AI and Machine Learning for higher productivity in our operations. Smart engineering involving predictive and prescriptive maintenance on automated container handling machines will also be applied to optimise component replacement intervals, just-in-time maintenance and more. With such technology-enabled
processes, engineering staff carrying out maintenance and diagnostic tests will become more efficient and we can witness a rise in quality. This will help give a level of consistency and efficiency at ports that humans have been unable to achieve in the past. While we acknowledge limitations such as the inability to provide an acceptable level of productivity for overly complex and dynamic tasks, we also recognise that technology-enabled engineering allows for fleet-level orchestration, increased efficiencies in deploying resources, energy savings, as well as reducing fatigue and risk exposure for rank-and-file staff. In addition, PSA Singapore is already actively working on implementing automation into the workflow. Earlier this year, we launched a trial of a new Automated Quay Crane system at the Pasir Panjang Terminal that can boost productivity substantially, as well as introduce benefits of automation to bolster Singapore's status as a port hub.

Overcoming adoption hurdles

While automation, or any other technological innovations, can benefit the industry by easing strenuous tasks and streamlining workflow, the industry faces adoption challenges when it comes to full-scale implementation. Challenges such as costs, safety, complexity, skills-matching and the lack of standardisation are some of the hurdles to an industry-wide adoption. To successfully utilise new technologies to transform the industry, it is imperative to have industry-wide collaboration for standardisation, proper human resource implementation, and public-private partnership. The importance of standardisation cannot be overlooked as using similar technologies and procedure can help with reducing the cost of adoption and increase success of implementation. Spare parts can be easily obtainable, keeping the equipment versatile and maintenance costs low. Similarly, professional proficiencies of operators and engineers can be developed easily, as skills are transferable to maintain and upgrade the systems with little variation. Upskilling the current workforce can also contribute to the success of implementation as well. By having a strategic skills competency roadmap based on the demands of emerging technologies in jobs, human resource teams can identify skill gaps within the organisation and plan for training and possible job redesigns, as well as a restructure if necessary, to facilitate the adoption of technologies within the current workflow. For example, PSA Singapore utilises remote guidance systems in the form of smart glasses which allow subject matter experts to guide staff remotely during complex troubleshooting scenarios. The use of such technology not only reduces time costs in training and onboarding current or new staff, but increases the efficiency rates of actual port operation performance. Engaging strategic partners such as the right technology solution and research and development (R&D) providers to find the right hardware for the job is also important. In addition, the continuous interaction with government agencies, as well as local institutes of higher learning, can help groom the next generation of professionals qualified to operate and continue the development of the implemented technologies.

Gearing up for the next phase of maritime

There is no doubt that technology, when used in the right manner, can strengthen the maritime industry. In gearing up for future challenges, it is imperative that maritime leaders come together to create standardisation in policies, protocols and collaborate on greater education and training initiatives. Efforts to do so can help reduce operational complexities and alleviate technology adoption pain points, which will enable the community-at-large to reap the full benefits of technology at the workplace. PSA Singapore is an exhibitor and sponsor of Sea Asia 2019, which will be held in Singapore at the Marina Bay Sands® from 9-11 April 2019. The region’s leading maritime conference and exhibition will be the anchor event during Singapore Maritime Week next year. Source: By Mr Alvin Foo, Head of Engineering, PSA
Unique Group announces strategic partnership with BRAeMar for marine services in Latin America

Unique Group, one of the world’s leading integrated subsea and offshore solutions providers, has recently announced a partnership with BRAeMar Serviços Portuários e Offshore Ltda., a prominent provider of knowledge and skill-based marine services. Based in Rio de Janeiro, the partnership will facilitate comprehensive support for the shipping, energy, and oil & gas markets in Brazil, and across Latin America. Founded in 1997 with a focus on environmental issues and the support of marine, oil & gas exploration and production, BRAeMar will be the sole representative agency for Unique Group in the region. Unique Group’s Survey Equipment, Diving & Life Support, and Buoyancy & Ballast divisions will predominantly service customers in this region through the newly established partnership with a focus on enhancing accessibility and visibility. The new operations will be managed by João Araujo, COO of BRAeMar. With more than 20 years in the Oil & Gas industry, holding executive positions with key players, João will lead the operations of BRAeMar in Brazil. Commenting on the partnership, Syed Taqvi, Regional Vice President – Americas, at Unique Group, said: “The partnership between Unique Group and BRAeMar is a step in the right direction for both companies as it creates an amplified service offering to clients in the Latin American market. The strategic venture is significant for Unique Group’s American operations as it extends our reach and will enable us to be more accessible to customers in the region and facilitate a closer, stronger relationship with our clients.” Hilton Queiroz, Managing Partner of BRAeMar, said: “We’re pleased about this association
with Unique Group, which operates across some of the fastest growing markets globally and has a vital understanding of the dynamics in those regions. With Latin America being projected as a major player in the energy industry over the next few years, our partnership will only help extend our product range considerably within the shipping and oil & gas industries, both locally and internationally. “The driving forces in our business and our growth are the experience we’ve gained in negotiating complex contracts, our profound knowledge of the energy market in Brazil, and our understanding of commercial value.”

Wallenius Wilhelmsen`s TOREADOR (IMO No 9375288) sporting new colours seen in Southampton 27/11/18 and bound for Avonmouth when she leaves. Photo: Christopher Bancroft ©

2018 was Indeed a Forgettable Year for Shipping. Is There More to It?

So far in 2018, the shipping freight markets have been proven uninspiring; current freight indices produced by the Baltic Exchange, the Shanghai Shipping Exchange and other data providers are comparable to year-old levels, give or take some “normal” volatility; and, it’s well known that shipping is capable of much more than “normal” volatility. Product tankers specifically, and tankers in general, seem to be the disappointment of the year in terms of freight – but still, as of late, crude tankers have managed a fair recovery on the back of OPEC strong production performance and changing trade patterns for crude oil. The dry bulk market have mostly been having a respectable year with profitable cashflows, with the exception of a recent dive in the capesize freight market. The containership market had been fair in the early part of the year, especially for feeder and federmmax tonnage, although, recently, only trans-Pacific freight rates seem robust as shippers are trying to front-load their cargoes to the USA in expectation of heightened tariffs in the new year. And, the offshore market, after several years of tranquility reflecting an almost dead market, in 2018 has shown signs of hope as offshore drilling projects (very) selectively having been coming back to line. The following chart from the Baltic Exchange, to which we are a member, depicts the Baltic Exchange freight indices for the drybulk market (BDI), and separately for the capesize market (BCI), its most important and also most volatile component; also, the Baltic Exchange freight indices for crude (BDTI) and clean tankers (BCTI) are shown in the same graph. In order to provide more perspective, the graph incorporates both 2017 and 2018 y-t-d, showing that 2018 has been marginally better than the year before, at least for dry bulk and tankers, seasonal volatility notwithstanding. All in all, on average, freight rates for most shipping assets were hovering around cash breakeven levels for most of 2018. Operating profits have been uninspiring, mostly, for the profitable sectors, while operating losses were too small to trigger fresh bankruptcies in unprofitable sectors. Most of the shipping bankruptcies in 2018 were of “legacy assets” emanating – hard to believe – from the go-go days of the last decade. A couple more of shipping bankruptcies in 2018 were triggered from other factors such as accounting fraud – including one in the fishing industry to which we have acted as Liquidation Trustee by order of the High Court of the Republic of the Marshall Islands. In a post from almost a year ago, we had
argued that an uninspiring shipping market in 2018 was the best thing the industry could have hoped for. Not that we objected to outsized profits in the shipping industry, or wished ill for those that had a “long position” in shipping. We just thought that there were too many ships on the water for the cargoes available to be shipped, and, also, we did not see a great deal of growth for those cargoes. Our position for a forgettable year, truth be told, also incorporated some wishful thinking, that an uninspiring market would prevent the players in the market from fresh excesses, such as fresh waves of newbuilding vessels, more and cheaper capital in the industry, and so forth. We are pleased that our “prediction” for a forgettable market has been proven true, and we apologize for the betrayed dreams and hopes for a much stronger recovery for the shipping industry in 2018. A forgettable year in 2018, as a “downer” as it has been for the shipping industry, it also has, at the very least, led to a) the slowest pace of newbuilding orders in almost every asset class, b) a low outstanding orderbook for many types of vessels, and the lowest for some in recent memory, c) few new capital coming to the market to ignite d) speculation and speculative transactions. There seems to be some “normalcy” in the market and a return to the basics, of supply and demand and the following of the trade and cargoes. As shipping freight markets are concerned, probably 2019 will not be much different than 2018. But again, there are many “drivers” and “catalysts” that can make for an exciting year in shipping in the new year in other areas than shipping. And, holding our second shipping conference in Athens on January 24th, 2019, we will aim to deliver, once again, profound insight from the Captains of the industry, literally and metaphorically, for the things to come in the near future! 

Source: Karatzas Marine

A lot of lifting activities, concerning Neptune-pontoons, in the port of Neptune Repair in Hardinxveld-Giessendam.

Photo: Job van ‘t Hof ©
Chinese Oil Imports Could Offer Further Support to the Tanker Market Until the End of 2018

A resurgence is quietly underway in the crude tanker market, as a number of plays are helping alleviate oversupply issues. In its latest weekly report, shipbroker Banchero Costa noted that “in October, Chinese crude oil imports reached a new record of 40.8 million tonnes, an increase of 9.6 percent month-on-month and 31.5 percent year-on-year based on customs data. The increase has continued from the strength of previous months: In the first 10 months of 2018, imports increased 8.1 percent year-on-year to 377.3 million tonnes”.

According to the shipbroker, “the country’s declining domestic crude output continues to be supportive for import volumes, with the National Bureau of Statistics of China (NBS) reporting domestic production falling 1.9 percent year-on-year to 141.1 million tonnes over Jan-Sep 2018. While the U.S.-China trade war threatens to dampen China’s economic growth, stimulus measures are expected to help keep GDP growth above 6 percent. The building of China’s strategic petroleum reserves also remains ongoing, with the IEA estimating 287 million barrels in strategic stockpiles at the end of 2017, equivalent to 57 percent of the government’s 500 million barrel target”.

Banchero Costa’s analysis went on to note that “short term factors also led to October’s jump in import volume, which may not all be replicable in subsequent months. Chinese importers were likely stockpiling on Iranian crude ahead of the renewed U.S. sanctions, although purchases may now be wound back after China was among eight countries granted a 6-month waiver on the sanctions. Imports by independent refineries also strengthened to almost 2 million bpd (8.3 million tonnes) in October, according to data from Refinitiv Oil Research and Forecasts. This follows a buying spree in August-September when refining margins were positive, and as independent refineries seek to use up their import quotas before the end of the year. With Platts analytics estimating that quota holders used only 67 percent of their annual quota, leaving 40 million tonnes in quotas still available for the remainder of the year, imports by independent refineries are expected to stay bullish at above 9 million tonnes per month over Nov-December”. The shipbroker concluded that “as China diversifies its supplies from traditionally largest supplier Saudi Arabia and looks for alternatives to U.S. supplies amid trade war uncertainties, crude oil imports from Russia, Iraq, and Brazil have been increasing. Russia replaced Saudi Arabia as China’s main crude supplier in 2016, and shipments from Russia have continued to strengthen by 12.6 percent year-on-year to 50.7 million tonnes over Jan-Sep 2018. Imports from Brazil also saw a significant pick up of 26.7 percent to 22.7 million tonnes, and could continue to increase as Petrobras begins marketing their new Buzios crude – a medium-sweet grade expected to be popular in China as their anti-pollution drive continues”, Banchero Costa said.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

Groupe Renault partners with NEOLINE, designer and operator of cargo sailing ships
During the Assises de la Mer maritime conference, Groupe Renault announced the signing of a 3-year partnership with Nantes start-up NEOLINE to develop a more sustainable maritime transport service powered by wind, and to contribute to the environmental management of its logistics chain while nearly 60% of the Group’s parts and vehicles are transported by sea. Jean-Philippe Hermine, Vice President, Strategic Environmental Planning Groupe Renault, stated: “Groupe Renault’s objective is to reduce the environmental impact of each vehicle throughout its entire life cycle, from parts transportation up to delivery and end-of-life processing. In the context of our strategy to explore new sustainable mobility solutions and to continue along the road to reducing our carbon footprint, the solution designed by NEOLINE, which combines energy efficiency and operational relevance, has truly captured our attention”.

Jean-François Salles, Alliance Global Director, Production Control, added: “The partnership with NEOLINE is the latest example of our supply chain’s commitment to reduce its carbon footprint by 6% between 2016 and 2022. For nearly 10 years, we have been working to identify the most environmentally sustainable solutions: for example, optimizing the fill rates of the containers and trucks, producing eco-friendly packaging, and implementing a multimodal system. We are also developing more initiatives, such as the use of natural gas transportation between parts suppliers and production sites, the evaluation of transporters’ environmental performance, the modernization of truck fleets, and of course the optimization of our flows to reduce the number of kilometers traveled and to eliminate empty trips”. Jean Zanuttini, CEO of NEOLINE, declared: “We are especially pleased that Groupe Renault, a key player in accessible and sustainable mobility for all, is the first partner to join us on board our journey by trusting in NEOLINE’s maritime transport solution. Considering that the traditional sea freight accounts for nearly 3% of CO2 emissions in Europe*, NEOLINE aims to build an innovative French solution to address a global environmental challenge while remaining within an industrial and competitive framework, with the support from its partners.” To create a maritime transport solution capable of meeting the environmental challenges of our time, NEOLINE is developing its industrial-scale wind-powered freight services that are cleaner, customized and competitive, in response to the logistical needs of shippers. Led by a team of maritime professionals, this shipowner project has culminated in the design of a commercial demo with the potential to reduce CO2 emissions by up to 90% through the use of wind power primarily, combined with a cost-cutting speed and optimized energy mix, compared to a traditional cargo ship on an equivalent route. The demo, a 136-meter ro-ro ship and 4200 square meters of sail area, features an innovative blend of technical solutions borrowed from the maritime transport industry, as well as from competitive sailing, in order to make transport more logistically and economically proficient, while also setting the bar for energy efficiency. The objective is to build two ships based on this model and to commission the vessels by 2020-2021 on a pilot route joining Saint-Nazaire, the U.S. Eastern seaboard and Saint-Pierre & Miquelon. Source: Groupe Renault
Distribution: daily to 40,750+ active addresses

Jan de Nul’s PIETER COECKE operating at the Schelde off Antwerp Photo: Piet Dubbeldam ©

MRV and DCS: On track for greener shipping

Just a few days before the landmark International Maritime Organization (IMO) London conference, the chances of an agreement to control shipping’s greenhouse gas (GHG) emissions looked unlikely. But then, ironically on Friday 13 April, the members of the Maritime Environment Protection Committee (MEPC) reached a consensus: by 2050 shipping would cut its GHG emissions by at least 50 per cent from 2008 levels. This was the first time emission targets were set for global ocean shipping. Commercial shipping is getting greener. Both the EU and the IMO are committed to reducing noxious maritime emissions. However, to get a reliable data basis about climate-affecting exhaust gases, a legally binding framework must be established to collect and evaluate relevant information. To that end the EU, and shortly thereafter the IMO, implemented two similar albeit separate regimes: the EU’s Monitoring, Reporting and Verification (MRV) of CO2 Emissions regulation ((EU) 2015/757), and the IMO’s Data collecting system on fuel consumption of ships (DCS). The primary goal of both regulatory frameworks is to monitor maritime fuel consumption and CO2 emissions. The aggregated information may eventually be used to cut emissions through a fee scheme, such as emission certificate trading. The EU MRV focuses on ships entering or leaving European ports, whereas the IMO system covers emissions from global shipping. Implementing these regulations is technically complex. DNV GL stands ready to support owners and operators as a reliable and competent partner in both roles: as an accredited verifier for the EU MRV system or as a Recognized Organization (RO) authorized to verify compliance with the IMO DCS on behalf of several flag states. As Sven Dudszus, Head of Section EU Product Certification at DNV GL – Maritime, points out, “DNV GL offers its verification service independently from a ship’s classification society to make the process as smooth as possible. For practical purposes we recommend using the same verifier for EU MRV and IMO DCS. If a customer uses another class society for statutory certificates, the flag must accept that another RO is used for DCS.”

In effect since 31 August of last year, the MRV regulation requires shipowners to submit a Monitoring Plan, a complete and transparent description of the method used to determine the CO2 emissions of each vessel from 5,000 GT upwards, similar to the IMO scheme. “All in all some 10,000 ships with continuous EU trades are subject to the EU MRV,” says Dudszus. DNV GL has prepared roughly 50 per cent of these documents to date. “This is a great mark of confidence on the part of our customers who benefit from the fact that we are the only verifier in the market to offer the plan review and the emission report for a specified time period as a single-package solution.”

The first MRV reporting period started at the beginning of this year. The aggregated ship emission and efficiency data will be published by the EC every year, starting on 30 June 2019. The IMO DCS process will be launched in January 2019. By that time every ship must present proof of the applied method; the IMO stipulates an updated SEEMP, Part II. The RO or flag state will issue annual DCS statements of compliance to shipowners by 31 May.

DNV GL will provide an electronic reporting form through the My Services customer portal in Veracity. Customers can then submit the completed form to DNV GL for approval of SEEMP Part II. To minimize the effort involved in the reporting process for shipowners and operators, DNV GL covers both the EU MRV and the IMO DCS processes in one tool. Single-source data verification for both annual emission reports is the most common-sense approach, especially for vessels
operating on both European and non-European global trades, or changing their region of deployment. Ships can use existing infrastructure on board to capture some of the required information, such as fuel consumption data which is routinely collected anyway. Data plausibility is checked in a fully digitalized process, making sure the content and reporting parameters comply with the EU and IMO rules and requirements. Data integrity is of the essence. Since many performance and status data points cannot be read electronically but must be logged manually, errors can occur. DNV GL provides specialized tools to help customers check the information prior to transmission. Defining an interface is all that needs to be done to enable transfer of the data. “We have appointed an Interface Manager who will assist customers in implementing an effective reporting system upon request,” says Dudszus. The choice is between automated system-to-system data uploads or manual transmission of fuel consumption data. DNV GL customers subscribing to the ECO Insight service are already covered for their MRV and DCS reporting duties. DNV GL recommends customers to report their data throughout the year instead of filing a cumulative report at year’s end. This will allow DNV GL to perform continuous data quality checks so that by the end of the year all data have been screened for completeness and plausibility. Operators can upload the annual emission report to the EMSA THETIS database stipulated by the EU, which will be verified by DNV GL. The DCS data will be uploaded to the IMO database either by DNV GL as a designated RO or by the flag state. DNV GL verifies the data received, whether overall fuel consumption data, log abstracts or fuel balance details (e.g. bunker delivery notes), in an automated process, avoiding time-consuming visits at the ship manager’s office for verification or physical documentation. “Our processes will be optimized continuously. Working closely with our customers we will provide the smartest solution in the market,” says Dudszus. Source: DNV GL

The COSTA DELIZIOSA moored in Corfu  Photo: Ko Rusman ©

Demolition Activity Non-Existent for Bulkers or Tankers

The ships’ demolition market picked up this past week. However, according to various market reports, both from shipbrokers and cash buyers, the primary focus hasn’t been for tankers or bulkers, but for secondary market units. As a result, further pressure could be the case in freight rates. In its latest weekly report, Clarkson Platou Hellas said that “another ‘low-key’ week has been experienced and the mixed feelings within the industry are leaving Buyers unsure which direction the market is heading and how, or if, to offer for any available tonnage. This lack of confidence that has developed amongst some cash buyers is certainly hindering any possibility of increased price levels. With the Bangladeshi elections looming (end December/early January but exact date still yet to be announced), reports suggest that all the end-users (recyclers) are now happy to sit back and refrain from offering for units until these have taken place. This is therefore putting cash buyers in difficult positions as they weigh up their bids to offer to ship owners without any interest from the yards. It would appear therefore that the Bangladeshi market will slow steam towards the end of this year. In this respect, and with the Pakistani currency facing devaluation woes against the U.S. Dollar, India looks set to lead the way into 2019 evidenced by the acquisition of the few vessels committed this week and could well be the main purchasing nation for the time being in the Indian subcontinent”, Clarkson Platou Hellas noted.

In a separate report, Allied Shipbroking added that “activity picked up again this week, countering the overall trend that was being seen the weeks prior. However, activity has mainly focused on “secondary” segments, showing the drastic decrease in demo candidates being seen from the dry bulk and tanker sectors. On the dry bulk side, there was a Supramax and another small bulk carrier that were sent to be beached last week. At the same time, the only activity reported on the tankers side was a 19-year-old Aframax and 22-year-old MR that were recycled. Bangladeshi breakers remain the key purchasing power in the market right now, but with steel prices on the wain, there does seem to be some trouble brewing on the horizon. Meanwhile, fundamentals in India have started to im-prove now, attracting the interest from some cash buyers, but with offering prices losing ground last week, activity still remains low for the time being. In
Pakistan, detrimental FOREX movements have been in part the main reasoning behind the slower buying interest seen there”. Meanwhile, GMS, the world’s No1 cash buyer of ships, said in its latest weekly report on the demolition segment that “markets remain positioned some ways away from their recent peak with different factors affecting each location, and this is subsequently pulling prices across the board, lower by the day. As it stands, the markets need a week (or two) of stability, in order to bring some confidence back to the buying again. Nervous end users are increasingly adopting the “wait-and-watch” attitude rather than offering / committing on the multitude of high priced Cash Buyer vessels being paraded in the markets. As such, we certainly anticipate some hefty losses being incurred for those involved. Bangladesh is currently faced with a chronic financing problem due to an extreme shortage of U.S. Dollars in the country, resulting in very few open end Buyers who have the ability to open fresh LCs, particularly on some of the favored large LDT units being offered. Unfortunately, the competing Indian and Pakistani markets are unable to pick up the slack as sentiments and pricing remain comparatively sluggish in both countries. Pakistan has had to endure a multitude of issues – from a suspension of high rise building projects (leading to reduced demand for steel), to recent currency depreciations, to ongoing political turmoil and finally, cheap Chinese and Iranian billets flooding the country. India on the other hand continues to face its weekly share of volatility on local steel plate prices, although the currency has improved of late, finishing the week in the mid Rs. 70s against against the U.S. Dollar. On the far ends, while China remains suspended in inactivity, the Turkish market faced an unexpected crash in local steel plate prices of its own this week. As such, prior high priced indications are no longer valid and levels are expected to take a tumble in the coming week”, GMS concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

The OCEAN FOXTROT spotted off Curacao awaiting near Willemstad to enter the port. Photo: Aart van Essen ©

ATTENTION ALL READERS
It looks like that the microsoft problem is solved as I received many emails send by live, outlook, msm and hotmail readers that they are receiving this newsletter again direct from the server, for this reason I have stopped sending the manual list if you still encounter problems please let me know via newsclippings@gmail.com !
Taiwan imports first Ichthys LNG cargo from Australia

Taiwan imported its first Ichthys liquefied natural gas (LNG) cargo from Australia, the country's state-owned CPC Corp said on Monday. The cargo was shipped on the LNG tanker PACIFIC BREEZE after loading from Ichthys LNG plant on Nov. 16, according to data from Refinitiv Eikon. It arrived at the CPC-owned Yung-An LNG terminal in Kaohsiung, Taiwan on Monday, the data showed. The $40 billion Ichthys project shipped its first condensate on Oct. 1 and its first LNG in late October, after being delayed several times. Japan's Inpex Corp holds 62.245 percent of Ichthys and France's Total has 30 percent, with the rest spread among CPC Corp and Japanese utilities Tokyo Gas, Osaka Gas, Kansai Electric, JERA Corp and Toho Gas. Source: Reuters (Reporting by Jessica Jaganathan; Editing by Sunil Nair)

Specially treated cargo begins journey to Antarctica

Trans Global Projects Group-managed shipment departed U.K. facility Thursday for 9,600-mile trip expected to take between four and five weeks.
Specially treated cargo begins journey to Antarctica

Trans Global Projects Group-managed shipment departed U.K. facility Thursday for 9,600-mile trip expected to take between four and five weeks. While the U.K.-based Trans Global Projects Group (TGP) has handled logistics in some of the most inaccessible locations around the globe, Antarctica is a unique and challenging destination to serve even for industry specialists BAM awarded TGP the contract for project logistics management for a shipment of equipment and construction materials to the British Antarctic Survey’s (BAS) Rothera Research Station at Rothera Point. Serving as a U.K. hub for polar science, Rothera is located 900 miles south of the tip of South America on Adelaide Island, along the western coast of the Antarctic Peninsula. BAM is in charge of removing Rothera Point’s old wharf and building a new one. The facility is to accommodate the U.K.’s new state-of-the-art polar research vessel, RRS Sir David Attenborough. While Antarctica has the coldest and one of the harshest climates on Earth, it also has unique and sensitive ecosystems that can be threatened by the incursion of non-native species of plants and animals. The biggest logistical challenge facing the TGP team was ensuring the shipment headed for Rothera remained completely contamination-free and in compliance with the British Antarctic Survey Biosecurity Handbook and The Polar Code, which was enacted to minimize the risk of non-native species being introduced to the Antarctic continent. Another major challenge was no construction equipment or material was available on site in Rothera. TGP worked hand-in-hand with BAM to consolidate, prepare and ship almost all the supplies and equipment necessary for the wharf removal and reconstruction at the research base on a single vessel charter. Over the course of several weeks in late October and November, a TGP team worked at a specially prepared site to direct all aspects of the decontamination and loading procedures at AV Dawson facilities at Teesport in Teesside, U.K. The decontamination process for the Rothera shipment was multifaceted and exhaustive. First, the Teesport biosecure facility underwent deep cleaning directly prior to receiving cargo. This specially scheduled cleaning of the facility was conducted in addition to a maintenance schedule of spraying insecticides, pesticides and herbicides in and around the facility on top of the manual inspection for and removal of weeds, rodents, insects and other pests Then all cargo intended for the November shipment to Rothera Research Station was inspected upon arrival and washed using ultrahigh-pressure water jets. “As far as we are aware, this project represents the first time such stringent export procedures have been carried out at a UK port facility,” said TGP CEO Colin Charnock. The cargo, where deemed necessary, was additionally treated with residual insecticide solutions. All containers and loading equipment underwent fumigation, and only timber compliant with the International Standards for Phytosanitary Measures No. 15 was used for export packing. The shipment departed from Teesside on Thursday for a 9,600-mile trip to Rothera, a journey estimated to take four to five weeks. The largest pieces were two 300-tonne crawler crane cabs. Overall, 85 containers of cargo were prepared and loaded on board the F-Type multipurpose ship that also underwent a similar decontamination process in accordance with the biosecurity plan implemented by TGP. During the short Antarctic summer, temperatures typically range between 0 to 5 degrees Celsius. However, it can snow at any time of year and temperatures can vary widely. And there is usually sea ice restricting sea traffic to the continent through to the end of November. But Rothera Research Station is just south of the Antarctic Circle, so both the vessel’s crew and the Rothera team will be able to take advantage of 24 hours of summertime daylight to unload the cargo. Source: American Shipper

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The heart of the UK’s second new aircraft carrier **HMS PRINCE OF WALES** now gently beats after her engines were fired up for the first time.

The Norwegian Navy suffered another accident on Sunday, when a vessel that had spent the weekend coordinating the salvage of the mostly sunken frigate **KNM HELGE INGSTAD** collided itself with a small boat. Questions are rising, meanwhile, over how the government will cover the rapidly mounting costs of the frigate’s own collision and salvage operation. The naval support vessel **KNM OLAV TRYGGVASON**, shown here on an earlier exercise in the Oslo Fjord, collided with a small pleasure boat late Sunday, just as it was returning from duty guarding the wreckage of the frigate **KNM HELGE INGSTAD**. It seemed a case of insult over injury late Sunday afternoon, when newspaper VG and Norwegian Broadcasting (NRK) reported that the Navy’s support vessel **KNM OLAV TRYGGVASON** had collided with a 15-foot pleasure craft that had two men on board. A defense department spokesman told NRK that the **OLAV TRYGGVASON** had been serving since Friday as “commando vessel” in the restricted area around the wreckage of the Helge Ingstad. “It’s very unfortunate that two collisions have occurred involving naval vessels in the same area within such a short period of time,” stated spokesman Brynjar Stordal of the defense department’s operative headquarters. “Now the state accident investigations board has been notified of this incident as well.” NRK reported that the two men on board the small boat, aged 44 and 51, were injured in the collision with the **KNM OLAV TRYGGVASON**. Both they and their badly damaged boat were hoisted on board the naval ship, which then sailed to a pier at Ågotnes in Fjell.
The **KNM OLAV TRYGGVASON**, often used in defense logistics operations, was sailing south in the Hjelte Fjord after finishing its frigate guard duties on Sunday. It was on its way back to the Haakonsvern naval base in Bergen when the collision occurred. Local police later reported that both men on the small boat were treated for their injuries, and confirmed that a new accident investigation would be launched to determine the cause for the collision. Complicated salvage operations continue, meanwhile, around the frigate that collided with a tanker on November 8 and since has since mostly sunk in waters near the Sture oil terminal. Heavy lift cranes have been sent to the scene in an effort to ultimately hoist the Helge Ingstad onto a barge and take the wreckage to Bergen. Efforts have been underway to empty the frigate of its fuel on board, in addition to ammunition and various military equipment. Defense officials reported that the vessel has remained stable, while divers have worked to prepare the vessel for being raised with wires and cables that will be placed under it. VG reported that the salvage operation alone is expected to cost at least NOK 70 million, on top of the costs of either trying to repair the vessel or scrap it and order a new frigate. It remains unclear whether the defense department (Forsvaret) itself will be saddled with the costs or whether the government will allocate additional funding. The state acted as its own insurer, so must absorb all costs in the end. Newspaper Aftenposten reported that the defense department was quickly allocated additional funding to replace a Hercules cargo aircraft that crashed in Sweden six years ago. It’s expected to take a long time before experts can even determine whether the frigate can be repaired, and then longer to order a new frigate if that’s deemed necessary. The Navy, meanwhile, will be forced to operate at reduced frigate capacity. Speculation continues to swirl around the cause of the frigate collision, not least after confirmation last week that a US Naval officer was on the bridge of the frigate at the time of the collision. Police, defense officials and government ministers remain mum, pending results of the state accident investigation board’s report.

### Navy ship named after Medal of Honor recipient in Boston

A U.S. Navy destroyer that will be named for a Navy pilot from Massachusetts who received the Medal of Honor for his actions during the Korean War arrived in Boston on Monday ahead of an official commissioning ceremony. The future **USS THOMAS HUDNER** cruised past Castle Island before docking at the Flynn Cruise Port Terminal. It will be open for free public visits on a first-come, first-served basis from 10 a.m. until 11:30 a.m. and again from 1 p.m. until 2:30 p.m. on Tuesday, Wednesday and Thursday. The commissioning ceremony is scheduled for Saturday at the terminal. The Navy's newest Arleigh Burke-class destroyer will be named in honor of Lt. j.g. Thomas Hudner, a Fall River native and longtime Concord resident who was awarded the Medal of Honor for crash-landing his plane to try and save the life of Ensign Jesse Brown during the Battle of Chosin Reservoir in December 1950. Hudner and Brown - a Mississippi native and the Navy's first black combat pilot - were on patrol when Brown's Corsair was struck by ground fire from Chinese troops and crashed. Brown was trapped in his burning plane and Hudner intentionally crash-landed in freezing temperatures and tried unsuccessfully to pull Brown free. Hudner was evacuated by a helicopter and Brown died in his plane. Hudner died last November at age 93. The 9,200-ton (9,348-metric ton) destroyer was built by General Dynamics Bath Iron Works in Bath, Maine. It is 510 feet long (155 meters) and has a beam of 66 feet (20 meters). It is commanded by Missouri native Cmdr. Nathan Scherry and has a crew of 310 sailors. Hudner's family and Brown's family are scheduled to attend Saturday's ceremony. The USS Thomas Hudner will be homeported at Naval Station Mayport, Florida.

Source: WCVB
SHIPYARD NEWS

The Liberia flagged bulkcarrier MANA in the floating dock (Dock C) of Damen Shipyards Curacao.

Photo: Aart van Essen ©

Cochin Shipyard gains after announcing buyback details

Cochin Shipyard surged 3.14% to Rs 389 at 14:50 IST on BSE after the company announced that its proposed buyback of shares will open on 28 November 2018 and close on 11 December 2018. The announcement was made on Friday, 23 November 2018 when the stock markets were closed for local holiday. Meanwhile, the S&P BSE Sensex was up 394.53 points or 1.13% at 35,375.55 On the BSE, 27,000 shares were traded in the counter so far, compared with average daily volumes of 7,225 shares in the past two weeks. The stock had hit a high of Rs 403.95 and a low of Rs 383.05 so far during the day. The stock had hit a record high of Rs 598.90 on 24 November 2017. The stock had hit a record low of Rs 356 on 9 October 2018. Cochin Shipyards announced buyback of up to 43.95 lakh shares at Rs 455 per share for a maximum amount of Rs 200 crore through the tender offer process. The buyback opens on 28 November 2018 and closes on 11 December 2018. Cochin Shipyards which commenced shiprepair operations in the year 1982, is the leading shiprepair yard in the country. It has vast experience in repairing varied type of vessels including defence vessels, tankers, oil rigs, passenger vessels and port crafts. Source: Business Standard

ROUTE, PORTS & SERVICES
The German Trawler ROS. 170, "ANNIE HILLINA" enters IJmuiden and with assistance of the Port Towage Amsterdam operated tugs THETIS and ATLAS to the Haringhaven. Photo : Pieter van der Valk ©

**Maritieme Ruyter lunch 7 december | Sponsor Muns Techniek**

Hierbij nodigen wij u uit, mede namens de sponsor Muns Techniek, voor de maandelijkse Club De Ruyter lunch op vrijdag 7 december 2018 van 12.00-14.00 uur op de Hollandse Club in Singapore. DE gelegenheid om te netwerken met Nederlands sprekende collega's uit de Maritieme industrie.

Geef aub uw aanwezigheid te kennen via clubderuyter@gmail.com voor de culinaire logistiek. De befaamde nasi goreng zal klaarstaan met zeer veel dank aan Muns Techniek (dezer weken in Singapore vertegenwoordigd door Dhr. Jeroen Hendrikk). Meer informatie over Muns Techniek en hun slimme technologieen voor de maritieme en offshore industrie via: [www.munstechniek.nl](http://www.munstechniek.nl) (overigens vandaag nog te bezoeken op ‘OSEA’ in Singapore: [https://lnkd.in/gx3BcyD](https://lnkd.in/gx3BcyD)).

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**Aderco sizes up the fishing industry**

Aderco has responded to an increasing demand from customers in the fishing industry for smaller containers of fuel treatment with the introduction of a new one litre bottle, due to usage and storage restrictions on board. The Pelagic trawler fleets have been using Aderco in 20 litre pails for diesel marine engine maintenance but there has been a call from compact fishing vessels and passenger boats to provide Aderco 2055G in smaller units. This is down to reduced use because of size and restrictions on storage in smaller vessels. Andrew Deacy of Engine-Solutions/CorribHydServices,
Vietnamese ports see positive performance in the first 10 months of 2018

Despite improvements in -performance in the first 10 months of 2018, joint-venture seaports involving state-owned ship giant Vinalines and foreign-partners are struggling with stiffening competition, Vinalines said in a press release. According to statistics from Vinalines, total container throughput shipped via Cai Mep International Terminal (CMIT) reached 1.24 million twenty-foot equivalent units (TEUs) during the period, up 12.2 per cent on-year. The seaport also handled 17.34 million tonnes of goods in bulk, up 12.2 per cent on-year. Located in the Cai Mep-Thi Vai area of the southern province of Ba Ria-Vung Tau, CMIT – a joint venture between Vinalines and Denmark’s APM Terminals – produced revenue of VND571.29 billion ($24.84 million), up 18.3 per cent on-year Big improvements were also witnessed at the Cai Lan International Container Terminal (CICT) located in the northeastern province of Quang Ninh in the year ending October, when container throughput soared 131.7 per cent on-year to 145,434 TEUs. This venture, which has US-based Carrix – the parent company of SSA Marine – as a foreign partner, also accommodated 4.416 million tonnes goods in bulk, rising 30.7 per cent on-year, while its revenue ascended 22.7 per cent on year to VND254.3 billion ($11.05 million). SP-PSA and SSIT, the other two joint seaports located in the Cai Mep-Thi Vai area, also made good track records between January and October. SP-PSA, a joint undertaking between Vinalines and Singapore-based PSA, reported an on-year increase of 70.5 per cent in volume of goods in bulk to over 2.57 million tonnes, while the figure was 1.54 million tonnes in 2016. This seaport fetched revenue of VND125.55 billion ($5.46 million), up 48.3 per cent on-year, while the sum was just $3.07 million in 2016, when revenue was already rising at 33.47 per cent on-year. Meanwhile, the joint venture between Vinalines and SSA Marine, SSIT, also witnessed container throughput of 31,038 TEUs and 3.97 million tonnes of goods in bulk, up 26.7 per cent on-year. Its revenue jumped 82.8 per cent on year to VND162.156 billion ($7.05 million). June marked an important milestone in SSIT’s operations when it welcomed the first container vessel, MV MSC ROSARIA, which is owned and operated by MSC Geneva, one of the world’s largest shipping lines. Having been actively handling bulk vessels since 2014, the container operations will complement SSIT’s processes going forward. Nguyen Canh Tinh, acting CEO of Vinalines, told VIR that better performance of joint-partnership seaports was attributed to favourable

Aderco’s distributor for Ireland, sees this development as the next step in introducing the benefits of fuel treatments into another sector of the shipping industry. “The introduction of the new one litre bottle came as a result of requests from ship operators and fishing fleets who were unable to store our larger 20 litre pails on their ships. We have always been very responsive to our customers and so the one litre bottle will be offered to vessels that will probably only use 2,000 to 5,000 litres of fuel each year. It is part of our continued partnership with our customers and we will also make the smaller bottles available for use in the agricultural, farming and construction industries.” Aderco – the world’s leading diesel engine fuel treatment company – has also appointed Andrew Deacy of Engine-Solutions/CorribHydServices Ltd as its new distributor for Ireland. Ireland has a growing marine industry that includes both Pelagic and inshore fishing vessels that can benefit from Aderco’s increasing development of its world-leading fuel treatment products. With a particular emphasis in the country on the environment, the use of a biodegradable product is of growing interest to Irish industries. Andrew Deacy sees this new partnership as reaching out to more than just the marine and maritime sectors in Ireland. “We are delighted to be distributing Aderco’s environmentally friendly fuel treatment products in Ireland and will be supporting increasing calls for fuel treatment products from fishing fleets, marine research ships and cargo vessels. One of the other really key sectors in the country is mining and quarrying and we believe Aderco products can make a significant difference in both performance and economy for diesel engines. Along with the widely recognised Irish farming and agricultural industry, we want to demonstrate that fuel treatment is the best method of ensuring operational excellence.” Peter Stevenson, Managing Director of Aderco UK, sees this as an excellent partnership to develop the company’s presence in the important Irish market. “Andrew Deacy will be an excellent representative for Aderco in Ireland and he has extensive knowledge of our customers in the important fishing, mining and agricultural sectors. With an increasing awareness of the environmental concerns in industry, his knowledge and our fuel treatment products, this will be a superb fit.”
market conditions and growth in the country’s imports and exports. “The positive results are expected to contribute greatly to Vinalines’ growth of 8-10 per cent in the volume of goods shipped via ports this year,” he said. Despite the business improvements, these seaports are said to face a number of challenges, with mounting competition from new ventures and stagnancy in channel dredging being the key concerns. Recently, Vietnamese cities and provinces have been rushing to develop large-scale and costly seaports in anticipation of growing interests among investors and rising trade, thus putting pressures on existing seaports on possible troubles in attracting cargo. In the north, two terminals at Lach Huyen International Gateway Port have been put into operation, with more to come. Many others are also in the pipeline in the south of the country. In central Vietnam, the Lien Chieu port project in Danang and the My Thuy International seaport project in Quang Tri are in the preparation stage and expected to be kicked off in the near future. In fact, joint venture seaports in the Cai Mep-Thi Vai port area endured years of trouble in attracting cargo due to improper planning. They are still being financially restructured due to huge loan costs. Stagnancy in channel dredging is the other challenge. The channel depth of seaports is often dredged every year to enable them to accommodate big vessels. However, the work is often sluggish. Good news for seaports is that the Ministry of Transport (MoT) officially signed a circular in mid-November, allowing a 10 per cent increase in container handling service charges at ports in certain areas, including those in Haiphong and Cai Mep-Thi Vai port area, starting from early 2019. “The rise is aimed at helping port operators increase service quality by applying advanced technology and upgrading infrastructure,” said MoT Deputy Minister Nguyen Van Cong. According to the MoT, the container handling service charge at ports in Vietnam is significantly lower than those applied in Cambodia ($65), Thailand ($59), Malaysia ($75), and Singapore ($111). Source: portnews

…. PHOTO OF THE DAY …..

Some training days are better than others. An incredible shot of HM Coastguard Stornoway helicopter practising their mountain flying training and sloping ground landings on Suilven summit in Scotland last weekend

Photo: Twitter HM Coastguard

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

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