Number 326 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 22-11-2018
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The EDDA FAUNA inbound for Rotterdam
Photo : Willem Holtkamp - http://fotomaker.jalbum.net/ FOTOMAKER/ ©
Costamare announces the acquisition of the York Capital majority interest in five 14,000 TEU containerships

Costamare Inc. announced the acquisition of the 60% equity interest of York Capital in five 2016-built 14,000 TEU containerships. The acquisition brings the Company’s ownership interest in these five vessels to 100%. The five vessels were initially contracted as new buildings under the joint venture with York Capital in 2014. The vessels currently operate under long-term charters to Evergreen expiring in 2026. The terms of the acquisition include the option to defer 75% of the purchase price for up to 18 months after closing, as well as the option to pay part of the purchase price with shares of the Company’s common stock.
Partnership between PT Bahana Galang Jaya and Dutch Dredging Solutions present modular dredging spread in Batam, Indonesia.

On Saturday the 17th of November the partnership between PT Bahana Galang Jaya and Dutch Dredging Solutions (DDS) presented their modular dredging spread in the Premier Best Western Panbil hotel in Batam. PT Bahana Galang Jaya found Dutch Dredging Solutions as a partner and expert to execute a variety of dredging projects in Indonesia and surrounding countries. Dutch Dredging Solutions is the partnership between Dredge Pump Solutions (DPS), part of MvO International B.V. from the Netherlands and the Belgian firm GISL Bvba. In this partnership DPS supplies all dredging equipment, expertise and engineering services. GISL takes care of all logistics matters and due to a broad network in Asia also can take care of the business development.

The event started with a welcoming ceremony in the hotel followed by speeches of:
Mr Harry F Manik, CEO of PT BahanaGalang Jaya
Mr Bpk Amsakar Ahmad S sos, M Si, Vice Mayor of Batam
Mr Capt. TOHARA. M MTr. M Mar, Representative from Harbour Master Batam
Mr Johanes Kenedi Aritonang, CEO of Panbil Group
Mr Sabar Malau, Batam business representatives for dredging

On behalf of DDS Mr Bob Hannebau, partner in Gisl Bvba and Mr Joost Kruis, Division Manager

Special Solutions of DPS were presenting the activities of DDS. Mr Joost Kruis highlighted the common project goal DDS tries to achieve together with their clients
creating mutual benefit. Using local equipment such as barges and excavators, the mobile dredging spread can be mobilized in 2 x 40ft container and a well-equipped 20ft workshop container, which creates relatively low mobilization time and costs and a high flexibility. After the presentation the guests visited the PT Bahana Galang Jaya shipyard where the dredging barge Titian WB1 was seen operational with the dredging spread on board. The installed set consists of a DOP 350 dredge pump with a mixture capacity up to 2,400 m³ per hour. The pump is attached to the digging stick of the excavator. On board a PVE 900 hydraulic powerpack was installed to supply the needed hydraulic oil flow in order to operate the dredge pump. To create the ability to dredge a wider variety of soil types a BA-C200H42 jetwaterpump was installed. The jetwaterpump has a capacity of 900 m³ per hour at a pressure of 8 bar. Elizabeth and I like to thank PT Bahana Galang Jaya shipyard and Dutch Dredging Solutions for the invitation and specially office manager Vivin of PT Bahana Galang Jaya for the perfect organization of the event and the day, many thanks!
Design Unveiled for World’s Most Powerful Tidal Turbine
Scottish engineering company Orbital Marine Power has revealed the design for the world’s most powerful turbine to date. The company’s upcoming commercial production tidal turbine, the Orbital O2 2MW, is targeted to be deployed at the European Marine Energy Centre (EMEC) in Orkney in 2020. The Orbital O2 will comprise of a 73-meter (240-foot) long floating superstructure, supporting two 1MW turbines at either side for a nameplate power output of 2MW, at a tidal current speed of 2.5 m/s. With rotor diameters of 20 meters (66-foot), it will have a 600 square meter rotor area, the largest ever on a single tidal generating platform to date. Orbital Marine believes that, when launched in 2020, it will be the most powerful tidal generating platform in the world. The steel structure of the turbine has been simplified to reduce fabrication costs and future-proof the product for volume manufacturing. The draft of the unit is less than three meters to ensure the machine can be towed and installed with modest sized work boats. The Orbital O2 has been designed for low cost access to all systems and components, the vast majority of which are located within the floating superstructure for simple onsite maintenance. The machine will also feature “gull wing” style retractable legs that raise the nacelles, pitch hubs and blades to the water surface for easy access without the need for any specialist heavy lift vessels. The system will feature 360 degree blade pitching control. This will allow safe, dynamic control of the machine’s 20-meter rotors and will enable power to be captured from both tidal directions without need to yaw the entire platform. These controllers will support the installation of even larger blades in the future. CEO Andrew Scott says the low-cost technology will unlock tidal markets around the world at a competitive price and provide regulators and investors with a new, predictable renewable energy option. The first production unit will be funded with support from a live public debenture offer through the Abundance Investment platform, along with the European Horizon2020 and Interreg North West Europe innovation programs. The debenture offer has already raised close to 50 percent of its £7 million ($9 million) target. Source: MAREX

Livestock Carrier VICTORY (1981 - flag: Lebanon) on anchorage near Cabo Tiñoso (Cartagena - Spain). At the bow Chemical/Oil Products Tanker CAROLINE THERESA (2009 - flag: Denmark) Photo: Cees Kingma - Cartagena (c)

A Practical Overview of the IMO 2020 Sulphur Cap - Part 2

Sulphur Cap Series: Part 2 - Challenges Facing Compliance and Challenges to Enforcement
**Part 1** explored the scope of Regulation 14.1.3 of Annex VI of the MARPOL Convention (“Regulation 14.1.3”) and provided an analysis of the contractual, penal and coverage risks to which owners and charterers may become exposed, if they do not take steps to comply with the Regulation by 1 January 2020.

**Part 2** provides a summary of compliance challenges facing owners and charterers, in addition to an analysis of the challenges that the IMO faces in enforcing Regulation 14.1.3.

### 1. Challenges facing compliance

**a) Cost implications**

The first challenge facing shipping companies is the estimated cost of compliance. The retrofitting of scrubbers or alternative fuel engines on vessels is likely to involve initial investments in excess of US$1 million. These options are explored in Part 3 of the series.

Time charterers (and owners under voyage charterparties) intending to purchase compliant Low Sulphur Fuel Oil (“LSFO”) or marine gas oil, will need to factor in the increased costs of LSFO, which is currently around $200 per tonne more expensive than Heavy Fuel Oil. This is due in part to high oil prices, and a sudden increase in demand and corresponding slim availability of compliant fuel. Owners and charterers should also factor in current and projected market profitability for 2020, potential new operational costs such as investment in cyber security, and other IMO initiatives (e.g. the IMO 2050 Green House Gases commitment) which may also require investment, in order to comply.

**b) Availability of compliant fuels**

Market surveys suggest that up to 90% of shipping companies are expected to look to compliant fuel to comply with Regulation 14.1.3. Given improved refining techniques, and an expected increase in the number of compliant blended fuels (“blended LSFOs”), availability should not be an issue at larger ports such as Rotterdam or Singapore. Owners and charterers should, however, be aware of smaller or more remote ports, which may experience supply disruption or lack adequate bunkering infrastructure (for example smaller South American or African ports).

‘Tramping’ vessels, or vessels undertaking lengthier voyages should contact ports in advance and consult supplier and port authority websites – which have now started to confirm the availability of compliant fuels – to confirm known locations of compliant fuel. Under BIMCO’s 2020 Global Marine Fuel Sulphur Content Clause (the “Content Clause”), which is expected to be put forward for adoption in November 2018, charterers must only use bunker suppliers and barge locations of compliant fuel. Under BIMCO’s 2020 Global Marine Fuel Sulphur Content Clause (the “Content Clause”), which is expected to be put forward for adoption in November 2018, charterers must only use bunker suppliers and barge locations of compliant fuel. Under BIMCO’s 2020 Global Marine Fuel Sulphur Content Clause (the “Content Clause”), which is expected to be put forward for adoption in November 2018, charterers must only use bunker suppliers and barge locations of compliant fuel. Under BIMCO’s 2020 Global Marine Fuel Sulphur Content Clause (the “Content Clause”), which is expected to be put forward for adoption in November 2018, charterers must only use bunker suppliers and barge locations of compliant fuel.

**c) Compatibility, safety and quality of blended LSFOs**

With the range of blended LSFOs available to the industry expected to rapidly increase to meet global demand, another notable concern is the lack of any international standardisation governing the composition and quality of “compliant” LSFOs; the ISO has confirmed that it will not publish a new standard for compliant fuels, before 1 January 2020. Many blended LSFOs are not yet commercially available; their composition and mixture remain unknown and untested. This has led to concerns over the stability and compatibility of different fuels (posing problems for vessels that require bunkering at different ports), and introduces ancillary complications such as the correct lubricants and engine oil to use for each blend.

To compound the issue, the IMO has no jurisdiction over the global supply industry under which to directly enforce Regulation 14.1.3. Until a new ISO standard is announced, differing local standards and a priority towards profit-making, as opposed to information sharing, could mean that certain suppliers may adhere to the 0.5 m/m limit more diligently than others, and compositions may vary vastly.

The issue is further complicated by the recent spree of bad bunker cases in Houston, Panama and Singapore. Consequences for owners and charterers include a heightened risk of incidents such engine blackouts, loss of propulsion, blockages to tanks and pipes, and, potentially, explosion. As well as the obvious safety risks to crew, and contractual liabilities arising under the charterparty (e.g. ‘fitness for purpose’ claims for mechanical damage), owners and charterers also risk undocumented environmental damage, owing to the unknown compositions of new blends, in the event of a spill.

Owners and charterers should therefore:

i) identify reliable and responsible supplier counterparties, request information about the known characteristics of fuels, and sample fuels in advance;

ii) contractually agree permissible grades and specifications of compliant fuel, and suppliers, if realistic;

iii) ensure that suppliers agree to state the fuel sulphur content in their bunker delivery notes (“BDN”); and

iv) negotiate suitable indemnity provisions in the event that fuel is found to be non-compliant.

Companies may also need to consider an overall fuel management plan (including tank cleaning protocols, consideration of multiple tank installation, and investment in crew technical training).

BIMCO have announced that they intend to publish four 2020 sulphur cap bunker-related clauses by early 2019 – including the Global Marine Fuel Sulphur Clause for Time Charter Parties (the “Compliance Clause”) and the “2020
Transitional Fuel Clause” (the “TFC”) both of which were approved by BIMCO’s Documentary Committee, yesterday, 13 November 2018.

These two new bunker clauses, which will be released as a package in December 2018, are designed to address the obligations of charterers and owners to deal with general compliance and the transitional period.

The Compliance Clause sets out the obligations and responsibilities of owners and charterers to comply with MARPOL Annex VI sulphur content requirements, and states that charterers are obliged to provide fuel that complies with MARPOL requirements, grades and specifications set out in the charter party. It also states that charterers must use suppliers and bunker barge operators who comply with MARPOL and that shipowners will remain responsible for the fuel management.

The second clause, the TFC, deals with the transitional period from the end of 2019 to the beginning of 2020 and focuses on cooperation between owners and charterers to minimise quantities of non-compliant fuel on board by 31 December 2019.

Any remaining non-compliant fuel on board after 1 January 2020 will have to be removed no later than re-delivery or 1 March 2020 – whichever comes first, and removal of non-compliant fuel must be done at the charterers’ cost, while tank cleaning must be done at the cost of the shipowners.

d) Calls for an “experience building phase”

The Marine Environmental Protection Committee (“MEPC”) has recently rejected a formal proposal by a number of Flag States and shipowner associations to adopt an “experience building phase” (“EBP”) on 1 January 2020. An EBP would have seen a pragmatic approach for enforcement, such that non-compliant vessels, which had done everything possible to comply, would not be unduly penalised until the issues of fuel availability and quality were better understood by the industry. Amid concerns that approving an EBP would effectively delay or soften enforcement (and penalise owners who had already invested heavily in complying), and following a stalemate in negotiation at the MEPC 73 meeting in October 2018, the chairman of the IMO has confirmed that no such proposal will currently be entertained. This is subject to a request that interested members make further submissions at the next meeting (MEPC 74), to be held in May 2019.

Though the compromise leaves open the possibility that the IMO could reconsider the introductions of an EBP, owners and charterers should assume for now that Regulation 14.1.3 will take effect with immediacy from 1 January 2020.

**Owners and charterers should also consult:**

- The recently approved IMO guidance on overcoming technical challenges to compliance, which includes an (optional) safety implementation plan and risk assessment of new fuels.
- The IMO’s draft standard reporting format for reporting fuel oil non-availability (similar to Fuel Oil Non-Availability Reports, which are already recognised in certain jurisdictions).
- The September 2018 guidance paper published by the ICS, which includes an implementation plan for vessels to present to port authorities to aid fuel compliance.

2. Challenges to enforcement

On the one hand, Flag and Port States that have not ratified Annex VI are under no obligation to enforce Regulation 14.1.3 against non-compliant vessels. Therefore, vessels flagged with a non-member Flag State, which operate solely between non-ratifying Port States do not need to comply with Regulation 14.1.3. Even vessels flagged with ratifying Flag States are not likely to face Port State enforcement when visiting ports that have not adhered to Annex VI. There is the further possibility that some Flag States may be reluctant to revoke certificates in each case of non-compliance, in order not to appear to have a poor compliance record.

On the other hand, enforcement of Regulation 14.1.3 will be delegated to Member Flag and Port States, with no centralised funding or enforcement framework. Even with instruments such as the European Sulphur Directive at community level (which encourages States to impose fines that deprive offenders of the economic benefits derived from their infringement), and the recently approved Carriage Ban (discussed below), individual penal systems will differ; some may only offer slower or procedurally more onerous recourse to enforcement, leading to uneven or lacklustre enforcement. While ports such as Amsterdam-Rotterdam-Antwerp and Singapore are experienced and well-resourced to carry out effective enforcement, many Port States will lack both the resources and the experience to effectively enforce the Regulation; higher levels of corruption and a slower rate of adaption in developing countries or those lacking a strong infrastructure, will also affect the uniformity of enforcement. Owners and charterers are advised to monitor and keep a log of exhaust emissions, for presentation at Ports. Nonetheless, enforcement tactics, including the use of “sniffers” – sensory sulphur detection systems for vessels’ exhaust gas (currently used on the Great Belt Bridge in Denmark) –, air and satellite surveillance, scrubber or bunker sampling and BDN inspections on a spot check basis, are likely to become more widely adopted with time. Localised sulphur regimes are also already in force in countries such as Hong Kong, Turkey and China. In addition the IMO has now also formally adopted a total ban on the carriage of non-compliant fuel after 1 March 2020, for vessels not fitted with alternative technology; under the TFC, non-compliant fuel belonging to charterers after 1 January 2020 will need to be disposed of at charterers’ risk, time and cost, by the earlier of 1 March 2020 or the redelivery date.
3. Concluding thoughts for Part 2
Given the challenges discussed above, owners and charterers should:

i) Assess and address the additional costs required for compliance;

ii) Analyse compliant fuel availability on their trade routes, and test compliant fuels;

iii) Review charterparty and supplier contract terms in the suggested manner;

iv) Review existing fuel management plans; and

v) Ensure they have an efficient emissions monitoring procedure in place.

At Clyde & Co, we have experience in assisting owners, charterers and fuel suppliers with drafting well-structured, clear and balanced clauses, and providing concise coverage advice.

The Heavy Lift Vessel BOKALIFT 1 at Vlissingen. Loading piles, taking care of window of opportunities for bunkers / testing etc. Photo: Dirk van Uitert (c)

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

U.S. drillers add oil rigs for fifth week in six - Baker Hughes
U.S. energy firms this week added oil rigs for a fifth time in six weeks, keeping the rig count at its highest in over three years and crude production from shale basins at a record high. Drillers added two oil rigs in the week to Nov. 16, bringing the total count to 888, still the highest level since March 2015, General Electric Co's Baker Hughes energy services firm said in its closely followed report on Friday. RIG-OL-USA-BHI After rig additions stalled at five during the third quarter, drillers have added 25 rigs so far this quarter. The U.S. rig count, an early indicator of future output, is higher than a year ago when 738 rigs were active because energy companies have spent more this year to ramp up production to capture prices that are higher in 2018 than 2017. More than half the total U.S. oil rigs are in the Permian Basin, the country's biggest shale oil formation. Active units there increased by one this week to 493, the most since January 2015. U.S. crude output from seven major shale basins was expected to rise 113,000 barrels per day (bpd) to a record 7.9 million bpd in December, driven largely by increases in the Permian Basin of Texas and New Mexico, the U.S. Energy Information Administration (EIA) said this week. The EIA also said producers drilled 1,577 wells and completed 1,308 in the biggest shale basins in October, leaving total drilled but uncompleted wells up 269 at a record high 8,545, according to data going back to December 2013. That was the most wells drilled in a month since February 2015 and the most completed in a month since March 2015, according to EIA data. U.S. crude futures were trading around $57 a barrel on Friday after falling to their lowest since November 2017 earlier this week on concerns the global market is over supplied. Looking ahead, crude futures for calendar 2019 and calendar 2020 were both trading around $58 a barrel. U.S. financial services firm Cowen & Co this week said the exploration and production (E&P) companies it tracks have provided guidance indicating a 25 percent increase this year in planned capital spending. Cowen said the E&Ps it tracks expect to spend a total of $90.0 billion in 2018. That compares with projected spending of $72.2 billion in 2017. Cowen said early 2019 capital spending budgets were mixed. Analysts at Simmons & Co, energy specialists at U.S. investment bank Piper Jaffray, this week forecast the average combined oil and natural gas rig count would rise from 876 in 2017 to 1,031 in 2018, 1,092 in 2019 and 1,227 in 2020. Since 1,082 oil and gas rigs are already in service, drillers do not have to add any rigs for the rest of the year to hit Simmons' forecast for 2018. Year-to-date, the total number of oil and gas rigs active in the United States has averaged 1,026. That keeps the total count for 2018 on track to be the highest since 2014, which averaged 1,862 rigs. Most rigs produce both oil and gas. Source: Reuters (Reporting by Scott DiSavino Editing by Marguerita Choy)
MOL conducts tabletop drill for LNG carrier

Mitsui O.S.K. Lines, Ltd. announced that it conducted a tabletop drill based on an incident simulation involving an LNG carrier managed by an MOL Group ship management company. MOL holds these drills periodically to confirm its emergency response system in preparation for serious marine incidents. The drill was held on Friday, November 16, with the goal of raising company-wide safety awareness through the simulation of a serious marine incident. The drill was designed to demonstrate that the company can respond swiftly and appropriately in case of a serious marine incident and maintain the timely flow of accurate information. MOL also strives to further sharpen its group-wide emergency response readiness through these regular exercises. Under the drill scenario, an LNG carrier collided with a fishing boat near the Akashi Kaikyo Bridge while attempting to evade another ship. The boat capsized, and the three crewmembers went overboard. One was rescued but was unconscious and in critical condition, two others were missing. The collision, which occurred in shallow water, left a hole in the bottom of the LNG carrier's hull, and seawater flooded the ballast tank. The vessel was anchored near the site, but the carrier's boil-off gas treatment system malfunctioned, making it impossible to control the cargo tank pressure. Upon receiving a report of the accident, MOL organized an Emergency Control Headquarters inside the company. To reconfirm processes such as reporting and communication that are critical in an emergency, the time frame of the drill spanned from the occurrence of the incident to a simulated press conference and verified the company's capability to ensure smooth cooperation and information gathering among the vessel, ship management company, concerned divisions, and the company's Emergency Control Headquarters. In addition, based on information collected, the headquarters discussed responses to be taken as the shipowner and operator, reviewed the emergency response system, and then practiced responding to media inquiries at the simulated press conference. MOL's tabletop drills are intended to make sure that every employee has a higher awareness of safety and to help the company forge ahead to "become a world leader in safe operation," while developing and enhancing a solid emergency response structure. Source: Portnews

The ZEESCHELDE inbound in the port of Ostend  Photo: Wesley Vercruysse ©
BC Ferries plans to revamp reservation fares on three major routes

By Cindy E. Harnett

On the busy Remembrance Day long weekend there was one Tsawwassen-Swartz Bay ferry sailing that had 50 unredeemed reservations. It’s one of the reasons why BC Ferries is planning “variable-priced fares” for its three major routes between Vancouver Island and the Lower Mainland.

“We might offer variable pricing if you book a discounted fare at our off-peak time and fully prepaid for that,” said BC Ferries spokeswoman Deborah Marshall. “And then this issue of no-shows will certainly be a lot less frequent than it is now.” The changes are to be introduced in the spring and BC Ferries hopes they will help to balance out sailing loads. “While some [fares] may be a little bit more, that allows us to offer a discount so we balance out,” Marshall said. “The less popular sailings would be cheaper, for example. If we can attract customers to travel at a less popular times, if they are more flexible with their travel times, that would generally free up more popular times. It’s demand management.”

However, the drive-up or standard rate will not vary depending on time of day and day of week, Marshall said. “This will not be ‘surge’ pricing where the cost increases as inventory is reduced.” “What we’ve been finding is customers are booking multiple reservations — we assume because they are cheaper than they used to be,” said Marshall. “They may not know exactly what sailing they want to travel on so they might book the 1 p.m. and 2 p.m. sailing. They’ll show up for one and they won’t cancel the second one.” Currently, reservations cost $10 if booked more than seven days in advance, $17 if less than seven days, and $21 for same-day. In the spring, reservation fees were reduced to $10 from $15 for customers booking at least a week in advance — part of $78 million in fare reductions as part of an agreement between the ferry corporation and the B.C. government to make ferry travel more affordable. “If they prepay their fare in full, they will be less likely to no-show,” said Marshall. “Right now, $10 is proving not to be an incentive to cancel.” BC Ferries is obliged to keep a reservation until 30 minutes prior to sailing; only then is it able to open up the space. “Because we have that [uncancelled] reservation in our system when you look at our website it will have that reservation included,” said Marshall. “It artificially inflates the wait times for standby traffic.” As BC Ferries traffic has increased over the past several years, customers have been booking more reservations. “Five years ago you could look on the website on the
Tsawwassen-Swartz Bay run and there was always space available and now you look and the reservations are fully subscribed already,” said Marshall. The amount of reservable spaces varies between 45 per cent and 75 per cent depending on factors including the sailing time, size of vessel, and ratio of expected commercial vehicles versus private cars. “The reservation, it would all be rolled in, you wouldn't be paying a separate reservation fee and it wouldn't be as high as $21,” said Marshall. “The farther you book in advance, the more opportunity there would be for the variable pricing,” said Marshall. Last year, BC Ferries carried its largest number of passengers since 2008, and more vehicles than any year since 2010. Reservation fees brought in $18 million for the corporation, which had total revenue of $859 million in 2017. “We will be rolling out a new pricing structure next year and we’re still working out the details,” said Marshall. “We plan to seek customer feedback as we roll out the new structure.” Source: vancouverisawesome

New generation tugs ordered for US west coast ports

by Martyn Wingrove

A new generation of tugs have been ordered for west coast US ports to meet stringent environmental requirements. Foss Maritime confirmed it had switched strategies for building a new generation of tugs for its operations on the west coast when it contracted Nichols Brothers Boat Builders to construct four tugs. This is a U-turn for the North American tug owner as it announced in 2017 its plan to build 10 tugs at its own shipyard to Damen design. Instead Foss cancelled its agreement with Damen and closed its shipyard in Rainier on the Columbia River. Then Foss confirmed to Tug Technology & Business that it selected Jensen Maritime for design and Nichols Brothers to construct the Z-Drive tractor tugs with 90 tonnes of bollard pull. Four tugs will be built for ship handling duties within ports and harbours from Washington state to California. There are options for another six tractor tugs to be built at the shipyard for delivery after 2021. Nichols Brothers intends to deliver the first of the initial four tugs in Q4 2020 and the fourth in Q4 2021. They will be built to US Coast Guard Subchapter M regulatory standards and with ABS loadline certification. These tractor tugs will each be equipped with two MTU series 4000 main engines and meet Environmental Protection Agency Tier 4 emission standards. They will also have a pair of Rolls-Royce US255 azimuth thrusters and Markey winches. Jensen Maritime and ABS have collaborated on using a different approach to class approval of tug designs by using 3D modelling and computer-based assessment instead of 2D drawings. BRL Shipping Consultants said more powerful tugs are required on the US west coast because of the larger ships entering these ports. “American owners are ordering tonnage to cope with bigger container ships engaged in transpacific trading,” the consultants said. “There was a boom prior to the imposition of higher tariffs by the US. The other factor driving trade is bigger ships transiting the Panama Canal.” Source: tugtechnologyandbusiness

Gazprom to complete offshore section of Turkish Stream
Russian President Vladimir Putin will take a one-day working visit to Turkey on Monday, timed to the completion of construction of the offshore section of the Turkish Stream gas pipeline. According to the Kremlin press service, in Istanbul, the Russian leader, together with Turkish President Recep Tayyip Erdogan, will participate in the ceremony in the form of a video conference. "There will also be a meeting between Putin and Erdogan, during which issues of further development of Russian-Turkish relations and current regional and international problems will be discussed," the press service noted. Putin has already visited Turkey twice this year. Both times due to his participation in international meetings on Syria: in April in the format of Russia - Iran - Turkey and in October in the format of Russia - France - Germany - Turkey. In both cases, Putin held separate bilateral conversations with Erdogan. The last visit to Turkey in a purely bilateral format with the President of Russia took place on December 11 last year. In December 2014, Russia abandoned the South Stream gas pipeline project through Bulgaria and replaced it with a pipeline of similar capacity, which was later called the Turkish Stream. Gazprom began construction of the offshore section of the Turkish Stream in May 2017, managed by South Stream Transport B.V. (100% subsidiary of Gazprom). The offshore section of the pipeline runs along the bottom of the Black Sea to the coast of Turkey. Its length is 930 km. The pipeline will be continues by a 180-km land transit line to the border of Turkey with neighboring countries. The first line will be designed for the Turkish market, the second - for gas supply to the countries of South and Southeast Europe. The capacity of each line is 15.75 billion cubic meters of gas per year. The first deliveries are scheduled for the end of 2019. Gazprom announced the completion of deep-sea laying of the offshore section of the first Turkish Stream in April 2018. Turkey is Gazprom's second largest export market. Currently, Russian energy is supplied to this country through the Blue Stream pipeline and the Trans-Balkan gas pipeline. In 2017, Gazprom exported a record volume of gas to the Turkish market - 29 billion cubic meters, which is 17.3% more than in 2016, and 1.7 billion cubic meters (6.2%) more than in 2014 when the previous maximum was set (27.3 billion cubic meters). At the end of May, Gazprom and the Turkish government signed a protocol on the land section of the Turkish Stream pipeline transit line to supply Russian gas to European consumers. Gazprom and the Turkish company Botas concluded an agreement on the basic conditions and parameters for the construction of the section. Joint venture TurkAkim Gaz Tasima A. S. will carry out construction of the land section. Earlier, Deputy Chairman of the Board of Directors of Gazprom Alexander Medvedev said that in the near future the company would finally determine the route of the second line of the Turkish Stream for gas supply to countries in Southern and Southeast Europe. According to him, two main options are being discussed in accordance with the procedures in the European Union and the European Commission. Medvedev cited Greece, Italy, Bulgaria, Serbia, and Hungary as potential markets. Gazprom's investments in the construction of the Turkish Stream for 2018 are planned at the level of 182.4 bln rubles ($2.76 bln) against almost 93 bln rubles ($1.4 bln) in 2017. The company estimates the cost of laying the pipeline at 7 bln euro. Source : TASS

New luxury MSC cruise for locals

A new luxury cruise ship has made its way to South Africa for the first time – the MSC MUSICA is replacing the renowned MSC SINFONIA cruise line and will be the largest ship to travel between local ports. The MSC MUSICA is scheduled to sail on South African waters from November 2018 to April 2019. It will be taking trips from Cape Town to Durban, Durban to Mozambique, Cape Town to Walvis Bay, Durban to Mauritius and Reunion, and more. With an impressive 13 decks, the MSC MUSICA is “larger than life”. Close attention to detail can be seen in the interior design and there are multiple on-board amenities from swimming pools, a fully-equipped gym to Turkish baths, and saunas. Keeping with its lavish style, the cruise ship is decorated with marble and gold finishes. It is able to accommodate up to 3 223 passengers in its 1 275 cabins, 17 of which are designed to cater for individuals with disabilities. In order to enhance
cabin room views, the cruise was designed to provide more balcony space for guests. The **MSC SINFONIA**, previously used for trips from Southern Africa has only nine decks and caters to 2,668 guests. Guests can expect numerous restaurants on the **MSC MUSICA**, as well as an in-house casino, disco room, and theatre to provide them with entertainment. A total of 1,014 crew members will be on-board giving passengers the royal treatment. The **MSC MUSICA** is a family cruise-liner, catering for kids with child-friendly swimming pools, an LED wall, a games room, and an outdoor mini-golf course. Prices vary according to the season, with tickets for a cruise from Cape Town to Durban (with a stop in Port Elizabeth) priced at R4,835 per adult and ones for a trip from Cape Town to Walvis Bay costing R7,760 per adult. From the end of April 2019, the **MSC MUSICA** will be replaced with the **MSC ORCHESTRA** for the winter season.

Source: capetownetc

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**Bahrain port operator says IPO to close on November 24**

**Potential investors have until November 24 to subscribe in the initial public offering of APM Terminals Bahrain**

APM Terminals Bahrain is offering Bahraini and non-Bahraini investors an opportunity to invest in the IPO which is valued at BD11,880,000, comprising 18,000,000 shares. It is structured with 70 percent of the shares on offer allocated to institutional investors (over 100,000 shares) while 30 percent of the shares will be allocated to retail investors (up to
100,000 shares). A first for a transport and logistics company in the kingdom to list on the Bahrain bourse, the results of IPO applications will be announced on November 26 with the shares subsequently allotted to the investors on November 29. APM Terminals Bahrain is a joint venture between Netherlands-based APM Terminals International (80 percent) and YBA Kanoo Holdings of Bahrain (20 percent). The company, which operates a global network of 74 operating ports and terminal facilities and over 117 Inland Services operations spread over 58 countries, is part of the AP Moller - Maersk group. Source: arabianbusiness

Dutch flagged pleasure craft ART moored in Madeira, note the spelling of her homeport “AMESTARDAM” Photo: Maarten Versluijs ©

IMO holds workshop boosting maritime security in Gulf of Guinea

A regional workshop for participants from a number of countries in the Gulf of Guinea, held in Tema, Ghana (13-16 November) has helped to build national capacity to enhance port security. The training focused on how to establish multi-agency port and port facility security and facilitation committees with specific terms of reference; and on the drafting of port facility security assessments and plans. A third key area covered included tailored technical expertise on ships and port facilities security, maritime situational awareness, the conduct of harmonized maritime security control and compliance, information sharing, mutual support, contingency planning, joint operations and response based on existing infrastructure. Lectures addressed piracy, armed robbery and other illicit maritime activities. Key instruments covered included the IMO maritime security measures in SOLAS Chapter XI-2 and the ISPS Code, as well as the ILO/IMO Code of practice on security in ports. Participants also visited the port of Tema, to see in practice how such measures might be implemented. The programme to enhance port security in west and central Africa was funded by the Government of Denmark. National training workshops on port security and facilitation, with a specific focus on tackling the issue of stowaways (in Cote d’Ivoire, Ghana, Senegal and Sierra Leone), have fed into the final regional workshop. Source: portnews

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ABP invests over £1 million on a rooftop solar project at the Port of Goole

ABP says it has invested over £1 million on a rooftop solar project at the Port of Goole which will generate enough clean energy to power the port on solar alone during peak generation times. In total, the major project will see 4,341 solar panels installed on four rooftops across the UK’s most inland port, Goole, and it will produce enough electricity (1.1-megawatts) to power around 154 residential homes per year. Surplus supplies will be exported to the grid for external use. Britain’s biggest ports operator, ABP, is on track to become one of the largest corporate solar producers in the UK, and recently the Port of Immingham has upped its solar production to over 4-megawatts and was recognised for its green efforts at the Solar Power Portal Awards winning Commercial Roof Top Solar Project of The Year 2018. Goole and Hull Port Manager, Chris Green, said: “We’re proud that the UK’s most inland port, Goole, will be a significant renewable energy generator in its own right. “We still have enormous potential to further develop our ports to generate yet more clean energy, reducing the carbon footprint of our businesses and of our customers’ operations.” The project will reduce CO2 by over 450,000 kilograms each year – that’s an equivalent of planting over 20,000 trees. The first installation is taking place at the RMS Boothferry Terminal, in preparation for the sunny summer months. The UK’s leading commercial solar installer, Custom Solar, is heading the 12-week programme. Custom Solar Director, Gary Sucharewycz, said: “It’s fantastic to be working on another project with ABP Humber. “Following the recent success of projects at the Port of Immingham and other ports across the wider ABP group, this recent installation at the Port of Goole is another positive
step as ABP implements solar generation across all ports. “Works have already started on site at Goole and we look forward to completing and commissioning the project prior to the end of 2018.”

Source: portnews

Boskalis TSHD ORANJE departing Willemstad for her next assignment.

Photo: Capt. G. Roest Master Oranje ©

Belov Engenharia Ltda. to Build and Operate Robert Allan Ltd. Designed Dive Support Vessels for Petrobras

A renewed wave of investments in the Brazilian offshore industry has appeared on the horizon kindling the demand for new highly specialized vessels such as a new Robert Allan Ltd. design of the RAlly family. Underwater service providers play a major role in maintaining offshore assets, especially in deep water, by performing diving operations and ROV surveys (Remotely Operated Vehicles). In the plethora of Brazilian operators, a company stands out from the crowd, having performed work for the Brazilian state-run oil company Petrobras for several years: Belov Engenharia Ltda.

Evergreen has $25 million profit in third quarter
Taiwanese carrier will pay $124 million to $140 million for four 2,500-TEU containerships.

By Chris Dupin

Evergreen Marine Corp. had profit of 771.2 million Taiwan New Dollars (TWD) or U.S. $25 million in the third quarter of 2018 compared with 4 billion TWD in the third quarter of 2017. The Taiwanese carrier had revenue of 44.9 billion TWD in the third quarter of this year compared with 41.5 billion TWD in the same period last year. Evergreen also disclosed in a filing with the Taiwan Stock Exchange this week it will pay $124 million to $140 million for four 2,500-TEU containerships ($31 million to $35 million per ship) to Jiangnan Shipyard (Group) Co. Ltd. Evergreen said that Evergreen Marine (Hong Kong) Ltd. will charter five instead of seven 2,500-TEU containerships as originally announced on Aug. 13. It will continue with plans to charter a dozen 1,800-TEU containerships as announced. Source: American Shipper (c)
Viewpoint: Keeping abreast of maritime training standards

By: Michael Grey

HOW can training ever keep up with the march of maritime technology?

It is a question that has been periodically asked from the beginning of last century onwards, and the chairman of the International Chamber of Shipping asked it again just recently. Speaking at the Crew Connect conference in Manila, Esben Poulsson called for a comprehensive revision of the International Maritime Organization STCW (Standards of Training, Certification and Watchkeeping for Seafarers) training regime, implying that this is well overdue. The training syllabus has always struggled to keep up with developments in the “real world” of practice out at sea and probably always will. Technologists invent things that are eagerly taken up by people who own and operate ships, leaving it to seafarers to sort out the practicalities. Whether it has been the introduction of mechanically propelled ships, suddenly operating in the same medium as sailing vessels, the arrival of radar or all the bells and whistles that have appeared in the last half-century, the necessary training to deal with these developments has tended to be seen as an afterthought. It has usually taken some frightful tragedy to underline the need for some specific training, such as close attention to the regulations for the avoidance of collision, or the realisation that the image on a radar screen requires more intelligent interpretation than meets the eye.

Precipitous events

The “radar assisted collision” eventually produced mandatory radar training, but a lot of blood and money was lost before we arrived at this point. But think of any technological advance, from the gyro-compass to the oily water separator and very large crude carrier tank atmospheres, from AIS to satellite navigation and the electronic chart, from the arrival of automation to the electronic chart and engine management systems, and you will travel down the same rocky road in which appropriate regulation and specific training will be prefaced by wrecked machinery, ships and reputations. Maybe we ought to be doing something different —more proactively—for example? The ICS chairman asked pointedly whether the international training regime, which first appeared in 1978, was revised in 1995 and amended in 2010, is still fit for purpose in the 21st century. Almost certainly not, must be the firm answer to this, but bringing up to date any IMO convention is not for faint hearts. Can the international convention be anything other than a “lowest common denominator”, bearing in mind that it has to apply to so many places where training facilities are often quite basic?
To suggest that it can be enriched to become some sort of “gold standard” is unrealistic, and all that can really be done is to ensure, with an inspection regime, that all are fulfilling their training obligations. Ship operators rightly complain when seafarers bearing all the right paper qualifications lack the competence needed to be let loose on their ships and require additional training before they can be considered safe. There has been a lot of weeding out of unsatisfactory training facilities in crew-supplying countries, but if the syllabus required by STCW is out of date, there remains a lot of room for improvement. It could be argued that ship operators, focused on the need to minimise crew costs, are responsible for the situation they face.

**Investing for the future**

Those who do everything right regard training costs as an investment, rather than something about which they should complain. Manning ships, it was said many years ago, was like buying a suit. A cheap tailor and “off the peg” casually obtained seafarers produce the same ill-fitting results. The owner or manager who invests in people, values retention and rewards professionalism is going to be rewarded by better and safer-run ships. They treat the STCW convention as the minima it is, but enrich its requirements in a way that is relevant to their own fleet. They pay a great deal for the training courses, the simulator time, the need to keep people at the top of their game, but they gain their own reward. But they still have to compete with the cheapskates. However, if STCW is the baseline that all must reach, at least it should be made as up-to-date and relevant as possible. It is worrying when you read about the frequent illustrations of ignorance and incompetence exhibited by people who ought to know better. It might be that they are just stupid, but it is highly likely that their training has been inadequate and outdated. Can the mechanism of revision and updating be streamlined, so that years do not have to pass before the regulations and training can be brought more up to date? Like generals who are supposed to be trained to fight the last war but one, are we filling the heads of trainees with old, pointless and irrelevant knowledge, which ought to be scrubbed from the syllabus? It would be a very good time to look again at this convention, one of the IMO’s “pillars”, to examine its structural validity. We have all sorts of exciting developments surging away from the engineering laboratory to sea; digitalisation, the need for data transfer from ship to shore, large and important items of equipment such as ballast water management machinery and scrubbers, new fuels and lubes. Does the current training regime provide the competence to take all this on board? **Source: Lloydslist**

Jan de Nul’s ISAAC NEWTON alongside in the port of Zeebrugge. **Photo: Bjorn Van Riet Chief Mate o/b Isaac Newton (c)**
Brexit is shipping industry’s ‘next big challenge’, says minister

By : Nusrat Ghani

BRITAIN is a great maritime nation. We have always relied on overseas trade for our prosperity, and throughout history our ports have risen to the commercial challenges of the age. During the 19th century, they supported the largest merchant fleet ever seen, with around half of all ocean-going ships under the Red Ensign. By the start of the 20th century, a quarter of total global trade was passing through British ports and they have continued to innovate ever since. Now the shipping industry faces the next big challenge — Brexit. But it also brings opportunities to expand into vibrant new markets across Asia, Africa and South America. These are the places where growth will be fastest over the next few decades, and where the greatest untapped potential lies for British business. The maritime sector has a massive role to play as we become a more outward facing country and exploit our new position in the world. Ports across Britain are preparing for growth by investing billions of pounds in new facilities. Immingham, our largest bulk port, is significantly boosting its capacity. Liverpool enhanced its position as Britain’s biggest transatlantic port two years ago by opening a new £400m terminal. And Dover is creating new cargo berths and a distribution centre through the £250m Western Docks Revival scheme. As maritime minister, I am proud that the government has delivered the Port Connectivity Study to get freight moving faster, and we are developing a 30-year strategy for the industry called Maritime 2050, to harness new technologies and ensure we strengthen our position as a maritime leader. But however, we pursue our global ambitions outside the European Union, Europe will remain our closest and biggest market. That is why the government’s priority in the negotiations is to strike a good deal for the whole of the UK. We have made good progress on the Withdrawal Agreement and on the scope and structure of the future relationship — including transport — and remain confident of a
positive conclusion Although we are leaving the Customs Union, we continue to seek a customs arrangement with the EU that would help maintain frictionless trade. Our recent White Paper set out proposals for such an arrangement, and why it would be the best solution for everyone. But no matter how confident we are about agreeing a mutually beneficial deal, it would be irresponsible not to prepare for other scenarios. That is why we are also taking the steps necessary to be prepared in the unlikely event that we leave the EU without a deal, and why we have recently provided advice to businesses and private travellers on how to plan for such an exit. Ports are playing an active role in these preparations and working with border officials on how to respond to the worst-case implications of no-deal. We do not want—or expect—to rely on contingency measures, but it is important we plan prudently. So, as we enter the final few months of EU negotiations, we firmly believe that no-deal would be in no one's interests. Whatever the outcome of the discussions on trade, we will be doing everything in our power to keep flows moving at the border, and hope that the EU will reciprocate. But as those talks progress, let us not forget the huge post-Brexit opportunities for Britain to develop a more global outlook, and with the support of our flourishing maritime industry, to strike new trade partnerships around the world. Source: Lloydslist

Nusrat Ghani is a Parliamentary Under Secretary of State for Transport and the UK Maritime Minister.

Salvage operations in progress from the cargo ship SOUTHERN PHOENIX which sunk on May 16 2017 in the Port of Suva, Fiji.

Photo: A.Nonymous (c)

FESCO and DB Cargo plan to launch joint transit shipments from China to Europe via Kaliningrad

FESCO Transportation Group and DB Cargo Russija Co.Ltd., a 100% subsidiary of DB Cargo AG, Europe's leading rail freight carrier, has agreed to carry out joint multimodal container transportation between dry ports in China and Europe via ports of Kaliningrad region. The agreement was signed by German Maslov, Executive Director of FESCO Integrated Transport LLC (FIT LLC, part of the FESCO Group) and Uwe Loyshner, General Director of DB CARGO RUSSIA LLC. The agreement provides for joint development of the transportation scheme, agreement on conditions and organization of transportation. The intermodal scheme includes transportation by regular trains from China (Chengdu, Chongqing, Zhengzhou, Wuhan, Changsha, Suzhou) to Kaliningrad region, sea transportation to German ports (Rostock and Hamburg) and railway transportation to the destination point in Europe. The parties agreed on the joint use of containers and rolling stock required for transportation. FESCO will operate on a track of 1520 mm and DB Cargo—on a track of 1435 mm. The launch of the service is scheduled for the beginning of 2019. The delivery time will be 15-18 days. The new service will be the first in the range of FESCO's intermodal services via Kaliningrad region. It will complement the route through land border crossings and allow to keep the delivery time and the cost of transit through the territory of Russia unchanged in the conditions of growth of cargo traffic from China to Europe and border crossings limited capacity.

Source: portnews
The **FORTUNE ISLAND** handling cargo at Ho Chi Min City  
*Photo: 24/7 pilot Rik van Marle ©*

[CLICK st the banner to see the Shoretension in action](https://shoretension.com/)

The **SERVEWELL STEWARD**  
*photo: Capt. Sean Leaw Global Offshore Consultants ©*
Maersk Group favors low sulfur fuels, working on new Bunker Adjustment Factor: exec

The AP Moeller Maersk Group will focus on low sulfur marine fuels under the new regime from 2020, though it will also install scrubbers in some of its ships just to test and understand new technologies, a senior company executive said. The company is also closely working with customers on a new Bunker Adjustment Factor, or BAF, that will better reflect the fluctuation in marine fuel prices when the new low sulfur marine fuel regime is implemented from 2020. Rene Piil Pedersen, the company’s Group Representative for Asia-Pacific and Managing Director for AP Moller Singapore Ltd, said Friday on the sidelines of an outreach event of the European Union-Singapore Free Trade Agreement. “Our main policy is to opt for compliant fuels but also test scrubbers in some of the ships,” Pedersen said. The new global cap of 0.5% sulfur in marine fuels, from 3.5% currently, will be implemented from 2020. “Maersk’s key focus will be to use low sulfur fuels including blended ones that are compliant in all geographies,” he said. The main reason for Maersk to opt for compliant fuels instead of scrubbers is that the latter are tantamount to “creating refineries at sea,” he said. A better solution is for refineries to produce compliant fuels as they can do so more efficiently, he added. This does not imply that Maersk will not use scrubbers at all — it plans to invest an overall $80 million in its scrubbers related initiative, Pedersen said. “As a big company we want to test and understand other technologies as well, which may open up other opportunities in future,” he said. Maersk Line is the world’s largest container shipping company by volume. Ahead of the new marine fuel regime, Maersk is having discussions with its customers in a bid to implement a new BAF. The proposal is to calculate it in a different way than in the past, Pedersen said. The use of new compliant fuel and scrubbers will result in a fluctuation in bunker prices, which needs to be reflected in the BAF, he said. “We are having a conversation with customers that the new rules on sulfur in marine fuels are aimed at a cleaner world and this involves costs,” he added. The new BAF will be calculated by multiplying the fuel price with the trade factor. The average fuel price in key bunkering ports worldwide will be taken into account, while the trade factor will reflect the average fuel consumption of a given trade route as a result of variables such as transit time, fuel efficiency and trade imbalances, according to a recent Maersk advisory to customers. The proposed new BAF aims to replace the current Standard Bunker Factor, or SBF, from January next year so that customers become familiar with the mechanism one year ahead of the new marine fuel regime, and will be reviewed on a quarterly basis, the advisory said. The proposed BAF allows customers to simulate and calculate the tariff at any fuel price for a given trade route. It is designed to recover fuel related costs and, when implemented, will be charged separately from the basic ocean freight, as the cost of fuel is a significant and volatile part of the shipping cost, the advisory said. “The aim is to create a fair BAF for both Maersk and customers and we are having a dialogue to this end,” Pedersen said. Maersk has said that for next year, the proposed BAF formula will be based on the fuel price for high-sulfur fuel, IMO380, and from 2020 it will be on marine fuels that have 0.5% sulfur. The SBF is being decommissioned because it is based on several variable factors that are not as predictable as the new BAF. The contracts with start dates before 2019 will continue to be subject to SBF until their expiry, it added. The growth in global container trade is expected to see less growth in 2019, at 2%-3%, from this year’s projected 4%, due to the cyclical slowdown in the global economy and therefore Maersk has no plans to expand its fleet, Pedersen said. There are already enough ships and we will only take...
deliveries of ships that were ordered earlier, he said. The trade dispute between the US and China was adding to the uncertainty, he added. Source: Platts

Equinor gains consent to use Transocean rig for North Sea drilling

Norwegian oil major Equinor has received consent from the offshore safety body, the Petroleum Safety Authority (PSA), for exploration drilling in the North Sea using the Transocean Spitsbergen rig. The well, named 25/6-6 S, is located in production license 870 in the North Sea where Equinor is the operator. Equinor holds 80 percent ownership interest while the remaining 20 percent is owned by Faroe Petroleum. Announcing its consent for the well last Friday, the offshore safety body said that the drilling was planned to start in early January 2019 and would last 35 days in a water depth of 123 meters. The PSA added that the well was located northeast of the Utsira High in the North Sea, approximately 115 kilometers from land. The exploration well will be drilled by the Transocean Spitsbergen, a semi-submersible mobile drilling rig of the Aker H-6e type, owned and operated by Transocean Offshore. The rig was built at the Aker Stord yard in 2009, is registered in the Marshall Islands, and classified by DNV GL. Source: offshoreenergytoday
NAVY NEWS

Argentina lacks the ability to retrieve lost submarine and its dead

By: Almudena Calatrava,

Hours after announcing the discovery of an Argentine submarine lost deep in the Atlantic a year ago with 44 crew members aboard, the government said Saturday that it is unable to recover the vessel, drawing anger from missing sailors' relatives who demanded that it be raised. Defense Minister Oscar Aguad said at a press conference that the country lacks "modern technology" capable of "verifying the seabed" to extract the ARA SAN JUAN, which was found 907 meters (2,975 feet) deep in waters off the Valdes Peninsula in Argentine Patagonia, roughly 600 kilometers (373 miles) from the port city of Comodoro Rivadavia. Earlier in the morning, the navy said a "positive identification" had been made by a remote-operated submersible from the American company Ocean Infinity. The company, commissioned by the Argentine government, began searching for the missing vessel Sept. 7. Argentina's Defense Minister Oscar Aguad, left, and Argentine Navy Chief Jose Luis Villan attend a press conference in Buenos Aires on Saturday. Argentina's navy announced early Saturday that they have located the missing submarine ARA SAN JUAN in the Atlantic, a year after it disappeared with 44 crew members aboard. It remained unclear what the next steps could be. In a statement to The Associated Press, Ocean Infinity CEO Oliver Plunkett said authorities would have to determine how to advance. "We would be pleased to assist with a recovery operation but at the moment are focused on completing imaging of the debris field," he said. Vice Adm. Jose Luis Villan, the commander of Argentina's navy, urged "prudence," saying that a federal judge was overseeing the investigation and would be the one to decide whether it was possible to recover a part or the entirety of the ship. Without adequate technological capabilities, however, Argentina would likely need to seek assistance from foreign countries or pay Ocean Infinity or another company, potentially complicating its recent commitment to austerity. Argentina is currently facing a currency crisis and double-digit inflation that has led the government to announce sweeping measures to balance the budget and concretize a financing deal with the International Monetary Fund. Any move to recuperate the vessel would also be a logistically large and challenging undertaking based on the submarine's distance from the coast, its depth, and the kind of seabed upon which it is resting. A relative of the crew of the ARA SAN JUAN submarine waits outside the navy base in Mar del Plata, Argentina, Saturday. Relatives of crew members were determined to fight for it to be quickly surfaced. Isabel Vilca, the half sister of crewman Daniel Alejandro Polo, told the AP that the discovery was just the beginning. She said families need to recover the remains of their loved ones to know what happened and help prevent similar tragedies. "We do know they can get it out because Ocean Infinity told us they can, that they have equipment," said Luis Antonio Niz, father of crew member Luis Niz. "If they sent him off, I want them to bring him back to me." The sub's discovery was announced just two days after families of the missing sailors held a one-year commemoration for its disappearance on Nov. 15, 2017. The SAN JUAN was returning to its base in the coastal city of Mar del Plata when contact was lost. On the anniversary Thursday, Argentina President Mauricio Macri said the families of the submariners should not feel alone and delivered an "absolute and non-negotiable commitment" to find "the truth." On Saturday, Aguad said that the vessel was found to be in an area that investigators had deemed "most likely." Officials showed images of the submarine, which was located on a seabed with its hull totally deformed. Parts of its propellers were buried and debris was scattered up to 70 meters (230 feet) away. The German-built diesel-electric TR-1700 class submarine was commissioned in the mid-1980s and was most recently refitted between 2008 and 2014. During the $12 million retrofitting, the vessel was cut in half and had its engines and batteries replaced. Experts said refits can be difficult
because they involve integrating systems produced by different manufacturers, and even the tiniest mistake during the cutting phase can put the safety of the ship and crew at risk. The navy said previously the captain reported on Nov. 15, 2017, that water entered the snorkel and caused one of the sub’s batteries to short-circuit. The captain later communicated that it had been contained. Some hours later, an explosion was detected near the time and place where the San Juan was last heard from. The navy said the blast could have been caused by a “concentration of hydrogen” triggered by the battery problem reported by the captain. Macri promised a full investigation after the submarine was lost. Federal police raided naval bases and other buildings last January as part of the probe, soon after the government dismissed the head of the navy. Argentina gave up hope of finding survivors after an intense search aided by 18 countries, but a few navy units have continued providing logistical support to Ocean Infinity. Water entered the snorkel of an Argentine submarine and caused one of its batteries to short circuit before the vessel went missing a navy spokesman said Monday. On Saturday, Plunkett tweeted: “Our thoughts are with the many families affected by this terrible tragedy. We sincerely hope that locating the resting place of the ARA San Juan will be of some comfort to them at what must be a profoundly difficult time.” He also said: “This was an extremely challenging project and today’s successful outcome, following the earlier search operations, firmly endorses our technology.” The company unsuccessfully searched for the Malaysia Airlines plane that disappeared in 2014 over the Indian Ocean. Source: Navytime

Royal Navy warship HMS St Albans scrambled as Russian vessels prowl English Channel

The Type 23 frigate was deployed to keep watch on Russian Slava-class cruiser MARSHALL USTINOV as it was returning from the Mediterranean. HMS ST ALBANS is currently the Royal Navy’s “very high readiness” warship and is tasked with protecting the waters around Britain. Royal Navy officials said the intercept was “cordial and professional” – with the frigate set to the track the cruiser until it moves clear of the UK. She kept tabs on the much larger vessel, with the Royal Navy ship measuring 436ft and 4,900 tons, while the Russian weighed in at 10,000 tons and 611ft long.
MARSHALL USTINOV was accompanied by an auxiliary ship and tug, and had previously been tracked by tracked by French warships through the Bay of Biscay. HMS ST ALBANS took over the watch from the French vessels, and will continue monitoring Putin’s ship until it leaves UK territorial waters. She deployed her Merlin helicopter to observe the movements as they navigated along the south coast of Britain. The warship is familiar with escort duty, monitoring Russian ship ADMIRAL GORSHKOV as it passed through the North Sea on last year on Christmas Day. Commander John Cromie, the Commanding Officer of HMS ST ALBANS, said: “As the fleet ready escort, HMS ST ALBANS is held at high readiness to respond to any foreign warship that might represent a potential threat to the integrity of UK waters. “In this instance the interaction between HMS ST ALBANS and MARSHALL USTINOV has proven both cordial and professional, reflecting the mutual understanding of customs that exist between professional mariners. “My crew are however trained to the very highest standard and are prepared to respond to any eventuality.” It emerged this week Britain sent a “hunter killer” submarine to monitor Russia in the Med amid ongoing tensions in the Middle East. Source: Daily Star

SHIPYARD NEWS

BI MCO standard ship repair contracts overhauled

BIMCO says it has revised and updated its two standard ship repair contracts: REPAIRCON, which is for major work at a repair yard; and MINREPCON, which is for minor repair work that can be done by contractors when a ship is in port. Both contracts were approved at BIMCO’s Documentary Committee in Copenhagen on 13 November. Modifications and improvements have been made to the REPAIRCON contract, while MINREPCON has undergone a full review. “Ship repair is a major undertaking and it’s important that both parties are fully aware of their respective part in the process. The improvements made to the structure and content of REPAIRCON will help owners and contractors more easily understand their contractual rights and liabilities,” says Søren Berg of Lauritzen who led the team that drafted the revised contracts. REPAIRCON 2018 provides a clearly written framework agreement that should be the first choice of contract for major ship repair projects. It is the result of bringing together interested parties and consulting selected ship repairers and
owners who have used the current REPAIRCON form. For minor repair and maintenance work, MINREPCON 2018 provides a much needed alternative to contractors’ own terms which can often be problematic and expose owners to unexpected liabilities and obligations. “There is a clear need for a contract for small, ad hoc repairs such as a plumber attending to deal with blocked drains, or an electrician to sort out lighting problems,” Berg says. “In MINREPCON 2018 we have incorporated a clearly stated liability and limitation regime, a key feature often absent from contractors own terms and conditions,” says Berg. Both contracts are available on BIMCO’s secure editing system for Microsoft Word, SmartCon.

Source: portnews

**Worker Dies From Injuries Sustained In Sinking Of Russian Dry Dock**

A spokesperson for the government of Russia’s northwestern region of Murmansk says a worker who was injured in October when a floating dry dock sank has died in an intensive care unit. The spokesman said the patient, hospitalized with hypothermia and multiple injuries, had been unconscious for nearly a week. Meanwhile, a search was continuing for a worker who has been missing since the October 30 sinking of the PD-50 dry dock at an Arctic shipyard. Authorities say the waterborne repair station sank while Russia’s only aircraft carrier, the Admiral Kuznetsov, was leaving it. The floating dry dock was part of the facilities of the 82nd Repair Shipyard in the village of Roslyakovo near the port city of Murmansk. Authorities said at least one crane fell when the dry dock sank, damaging the aircraft carrier. But they said the damage was above the waterline and was not severe. Source: RadioFreeEurope/ RadioLiberty Based on reporting by TASS and Interfax

**Saipem 7000 semi-submersible at Damen Verolme Rotterdam for DPS upgrade**

The **SAIPEM 7000** one of the largest semi-submersible crane and pipelaying vessels in the world, has arrived at Damen Verolme Rotterdam (DVR) for a major upgrade of its current DP3 system to meet the new closed ring DP3 configuration and ABS EHS-P notation. Under DP3 EHS-P notation, the vessel will achieve an exceptional level of redundancy with 4 independent redundancy groups systems. The project will include the upgrade and modification of the vessel’s power system for load sharing, the installation of MV, LV and control cables, renewal of the MV and LV switchboards and the motor control centres, the installation of uninterrupted power supplies (UPS) and the creation of an A60 compartment. Detailed engineering is being executed by Damen Verolme Rotterdam in close cooperation with Saipem. When completed, the vessel’s DP3 system with its 12 thrusters will ensure that the vessel can maintain its position in even the most adverse weather conditions. In addition, because the Saipem 7000 can accommodate up to 725 people, the vessel will be able to assist hook-up and commissioning activities as well as initial platform life support. Altogether, this high specification means that the Saipem 7000 can be counted on to provide the highest level of reliability for conventional, deep and ultra-deep-water development projects. The works will take around six months, with completion due in Q1 2019. This represents a tight schedule, mainly due to the delivery and installation for the cables, the switchboards and the
extensive structural modifications. The Saipem 7000 is owned by Saipem S.p.A., one of the world leaders in services in the oil & gas market, and managed by Saipem Offshore Norway AS. An exceptionally capable offshore vessel, it can handle the entire scope of offshore construction developments from pipelaying in water depths greater than 2,000 metres to heavy lift operations of up to 14,000 tonnes. The **SAIPEM 7000** has been a regular visitor to DVR over more than two decades, coming in for dry docking, special surveys, repairs, major modifications and mobilisation work. Its most recent visit was in April 2018 when she spent nine days undergoing mobilisation activities.

“We are very proud to have the **SAIPEM 7000** back at **Damen Verolme**,“ says DVR commercial manager Praveen Badloo and sales manager for Italy Jorrit Pilaar. “The DVR team has put in a great deal of effort to win this order and together with Saipem we look forward to a successful outcome of the project.”

**ROUTE, PORTS & SERVICES**

**Busan Port Authority signs Letter of Intent for the Maasvlakte Distribution Park West**

The Busan Port Authority and the Port of Rotterdam Authority signed a Letter of Intent for the allocation of a 5 to 10 hectare site on the Maasvlakte Distribution Park West. It is the second LOI signed in a short time for this distribution site. The Busan Port Authority wants to develop a sustainable warehouse on the Maasvlakte Distribution Park West, to be used by multiple, mainly Korean, service providers. Combined with the previous agreement, this means that 15 to 20 hectares of the total available 100 hectares have already been reserved. Maarten de Wijs, Business Manager Distribution
and Warehousing of the Port of Rotterdam Authority, explains the great interest in the only available 'greenfield' location in the Port of Rotterdam due to the favourable location of the site. “The site has multimodal links by road, rail and water and is located just a stone's throw from high-frequency deep-sea and short-sea connections. The Distribution Park is also located conveniently for the A15, the Maasvlakte Plaza Truck parking area, the existing Maasvlakte Distribution Park and the freight rail links between Maasvlakte and the European hinterland.” The part of the Maasvlakte Distribution Park West that is still available will be allocated in plots of various sizes. Coupled with the fact that there are no construction height restrictions, this makes Maasvlakte Distribution Park West extremely suitable for the development of large-scale distribution, says De Wijs. “I see particularly good opportunities for the chemical industry, cold storage and the distribution of high-quality freight.”

Source: Portnews

General Cargo Ship MV HARTURA (2009 - flag: Italy) on a grey rainy day is passed by Chemical/Oil Products Tanker CAROLINE THERESA (2009 - flag: Denmark) on the anchorage of Cartagena (Spain)

Photo: Cees Kingma - Cartagena (c)

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The THANH CONG 02 anchored off Ho Chi Min City Photo: 24/7 pilot Rik van Marle ©
Entry fee for vessels to be changed at the Port of Ventspils in 2019

For the purpose of partial compensation for the costs caused by the inflation, the Board of the Freeport of Ventspils has decided to increase on average by 8% port fees and service fees at the Port of Ventspils. Even after the changes to become effective as of 1 January 2019, fees of the Port of Ventspils will still be the lowest on the eastern shore of the Baltic Sea, thus providing the most competitive conditions for the private companies for operation at the Port of Ventspils, the ports says in a press release. The Freeport of Ventspils Authority collects port fees and service fees from the vessels entering the port to maintain and develop the port infrastructure – piers, shipping routes, loading areas, to provide safety of shipping traffic, as well as pilot, mooring and a number of other services. This is the main source of income to the Freeport of Ventspils Authority. In order to provide more competitive conditions for the private terminals operating at the port, the Board of the Freeport of Ventspils has consequently maintained position to provide the best quality at the lowest price. For long years, the best possible infrastructure is available to the terminals at the Freeport of Ventspils at the lowest price among the ports located on the eastern shore of the Baltic Sea. The current fees of the Port of Ventspils have been valid since 1 May 2008, and the only change was introduced in 2011, when tonnage fee for tankers was increased by 9%. Whereas, inflation has caused increase in costs by 12%, but increase in construction costs exceeds 18% since 2011. After the entry of the new fees into effect, entry fee for vessels at the Port of Ventspils will increase by approximately 8%, thus partially compensating inflation. It is important for the companies operating at the port that even after increase the fees of the Port of Ventspils will remain the most beneficial ones, because, first, increase in the port charges is low, second, it will still be far behind the level of fees applicable at the nearest competing ports – Riga, Liepāja, Tallinn, Klaipėda and Sillamae, which will represent up to 40% over the level of fees in Ventspils. In is essentially to note that the port fees of Ventspils contain a peculiarity, which is especially favourable to the private companies. Private companies (terminals and tugging service providers) will receive 30% per cent of even this lowest port fee, while in other ports this proportion is lower or absent at all.

MARITIME ARTIST CORNER

Bulkhandling in Rotterdam-Europoort is the latest creation of Maritime Artist Ronald van Rikxoort

www.artabc.nl
.... PHOTO OF THE DAY ..... 

The KIRAN TURKIYE inbound for Rotterdam Photo: Rotterdam pilot Maurice Jacobs ©

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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