The Superyacht “A” anchored at the Singapore Eastern Anchorage as spotted last Sunday with the background seen the east coast housing

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!
Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO:

newsclippings@gmail.com

this above email address is monitored 24/7

PLEASE DONT CLICK ON REPLY AS THE NEWSLETTER IS SENT OUT FROM AN UNMANNED SERVER
If you don’t like to receive this bulletin anymore: please send an e-mail to the above e-mail adress for prompt action your e-mail adress will be deleted ASAP from the server

EVENTS, INCIDENTS & OPERATIONS

Pertamina’s GAMSUNORO transiting the Singapore Straits

Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text!
AAM delivers high-speed passenger vessel to Kitsap Transit

All American Marine, Inc. (AAM) says it has completed construction and delivered the last of three low wake and high-speed passenger vessels built for Kitsap Transit based in Bremerton, Wa. The Lady Swift, an aluminum catamaran coupled to a composite superstructure and a dynamic carbon fiber hydrofoil, was delivered to Bremerton on Friday, July 26, 2019. The vessel was designed by Teknicraft Design Auckland, New Zealand and will operate on Kitsap's current cross-sound ferry route between Bremerton and downtown Seattle, alongside the recently delivered Reliance. The design of the new 78’ x 28’ vessel was based upon the successful ultra-low-wake Rich Passage 1 (RP1), built by All American Marine in 2011. AAM, the exclusive builder of Teknicraft Design in North America, was selected as the sole source to build this vessel. Teknicraft’s patented hydrofoil-assisted hull design is proven to have an industry-leading low-wake wash energy signature that will not degrade the sensitive shorelines of Rich Passage. The vessel is nearly identical to its sister ships Reliance and Rich Passage 1. The successful delivery of the LADY SWIFT will provide Kitsap Transit with a back-up vessel on the Bremerton -Seattle route. “Lady Swift is not your typical ferry, it was built to be very lightweight and to fly smoothly through the wake sensitive zone,” explains Matt Mullett, CEO for All American Marine. “This vessel was strictly modeled on the proven hull design of Rich Passage 1 and Reliance, but additional enhancements and modernizations were added without hampering performance.” The 78’ Lady Swift was designed to carry 118 passengers and travel at service speeds up to 36 knots. AAM constructed the hulls with high tensile strength 5383 aluminum alloy. The passenger cabin and deck were made from composites. The dynamic hydrofoil, built by Betts Boats, was molded in carbon fiber and automatically adjusts as the vessel transits Rich Passage. Quad Hamilton 403 water jets and Caterpillar C-18 engines were fit to provide the high-powered propulsion system in compliance with EPA Tier III emission regulations. AAM’s craftsmen also utilized lightweight aluminum honeycomb panel materials for finishing the interior spaces and applied high-performance bottom paint to help accomplish the speed and wake requirements. Lady Swift also incorporates additional acoustical noise reduction measures, lowering cabin noise further while underway. All American Marine’s new shipyard has provided an expanded capacity and production capabilities for both additional and larger vessels. The launch of this vessel further exemplifies All American’s position as the technological innovator in the North American marketplace, and a leading manufacturer of low-wake, high speed vessels. AAM has an exclusive partnership in North America with Teknicraft Design, and is always actively exploring new opportunities to build unique and innovative vessels. AAM is currently constructing a research vessel for Duke University, a law enforcement vessel for the Texas Parks and Wildlife Department, as well as an 80’ tour catamaran. All American Marine Inc., located on the shores of Bellingham Bay, was founded in 1987 and specializes in the construction of custom-tailored aluminum vessels. Today, the company has become a leading builder of high-speed passenger boats, hybrid vessels, dinner cruise boats, and research vessels. Source : portnews

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ? CLICK HERE AND REGISTER FOR FREE !
Survivors Of Fatal Shipping Incident Return Home Following Death Of Crewmates

Three hospitalised seafarers, who were supported by Sailors’ Society following the death of two of their crewmates off the coast of Brazil, have returned home to Eastern Europe. The tragic incident on July 17 was believed to be a poison gas leak while the crew were cleaning the pipeline on the MV *AP DUBRAVA*. Croatians Gjusti Jerinic and Mirko Seman, along with Ukrainian Oleksandr Maphenko, were all hospitalised after the incident. Sailors’ Society’s chaplain in Vitoria, Ailton De Souza, visited the men in hospital, offering them emotional support and acting as an interpreter. He said they were suffering both with their physical health and the trauma of losing their friends. Ailton said: “One of the men said they probably will take the sad memories of the difficult time they had here in Brazil, but they will never forget about we have done for them. Gjusti told Ailton he was hospitalised after collapsing at the scene “He said that on seeing his colleagues dead he was in shock and started to feel strong pain in his chest and dizziness.” Ailton provided Gjusti with a SIM card so that he could speak to his family. “They sent plenty of messages to him as soon as they saw him online,” said Ailton. “It was the first time he could speak with them since the accident happened. I could see tears come from his eyes while he was expressing his gratitude for the support we have given to him.” Ailton has also visited the remaining crew on board...
the ship and took them sight-seeing to take their minds off the trauma. Ailton is one of Sailors’ Society’s chaplains who are specially trained to offer emergency crisis support to seafarers following trauma at sea. Seafarers can contact the Crisis Response Network for help at crisis@sailors-society.org – local crisis phone numbers are available at [www.sailors-society.org/crisis](http://www.sailors-society.org/crisis).

The **MSC ATHOS** seen leaving port Khalifa and the **CSCL GLOBE** coming in. Saturday August 3. with In the foreground Acta Marine’s **COASTAL BOXER** from Den Helder, delivering goods. As seen from the bridge of **BAM IB 429**

**Photo : Jaap Been, Barge Master ** **BAM International IB 429 Crane Barge ©**

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

**Marinvest’s Twin Tankers Pass 10,000 Operating Hours On Clean Methanol**

Marinvest, the Swedish ship-management company, has announced that its ‘**MARI JONE**’ and ‘**MARI BOYLE**’, two of the first vessels powered by dual-fuel ME-LGI (–Liquid Gas Injection Methanol) engines operating on methanol, have each passed 10,000 operating hours on the alternative fuel. Additionally, the company reports that its combined ME-LGI-powered fleet has passed a cumulative total of 50,000 operating hours on methanol. The two methanol tankers are managed on time charters for Waterfront Shipping and operate globally, providing an uninterrupted flow of methanol between storage terminals and customer plants. Bjarne Foldager – Senior Vice President, Head of Two-Stroke Business at **MAN Energy Solutions** – said: “The successful passing of this significant milestone is testament to the ME-LGI’s strong concept, and indeed the strength of our dual-fuel portfolio as a whole. With well over 250 sales within MAN Energy Solutions’ entire portfolio of low-speed, dual-fuel engines – all running on clean fuels such as methanol, LPG or LNG - this new achievement stands testament to our leadership within a critical market segment.” René Sejer Laursen – Sales & Promotion Manager, **MAN Energy Solutions** – said: “When introducing methanol as a two-stroke marine fuel, we encountered the usual teething problems, including addressing the liner lubrication because of methanol's potentially corrosive behaviour. However, the service experience gathered after 50,000 hours of cumulative operation has ironed all
such problems out and the ME-LGI engines are now running smoothly with no maintenance issues. In fact, they are even showing an improvement in fuel efficiency.” Reference: mandieselturbo.com

The Damen Shoalbuster 2609 LA KADEH towing the 2001 IHC built CSD KATTOUF with anchors swung out, in the port of Khalifa, UAE, both owned and operated by NMDC, National Marine Dredging Company of Abu Dhabi. Assisted by the workboat T1, all working on the extension of the Deepwater Container Terminal. Both as seen from BAM International’s Crane Barge IB 429, building the new quaywall. Photo: Jaap Been, Barge Master BAM International IB 429 Crane Barge ©

The 2001 built 244.6 mtr long TAMERLANE transiting in the westbound TSS the Singapore Strait as spotted last Sunday. Photo: Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo!

MOL commits to synthetic methane in bid to move towards zero-emissions fleet

By: Sam Chambers

Mitsui OSK Lines (MOL), one of the largest shipowners in the world, is championing synthetic methane as a route to get towards zero emission vessels. The Japanese shipping giant has joined the Carbon Capture & Reuse (CCR) Study Group and launched the Cross-industrial Working Group Related to Zero Emission Alternative Ship Fuels. The working group aims to reduce carbon dioxide emissions in international shipping’s value chains by using synthetic methane as an alternative to fossil fuel. Synthetic methane is generated by methanation technology that combines CO2 with renewable energy-derived hydrogen. “European countries, Japanese power and gas companies are paying increased attention to methanation fuel, a technology with the potential to realize zero emissions. MOL aims to introduce methanation fuel for ships and establish a supply chain by launching the working group, and will engage in study and promotion of the fuel in cooperation with other industries, other companies, and government agencies,” the company stated in a release today. The news from Tokyo is significant as it marks the first signpost by a major shipping company on how they plan to move towards
decarbonisation. Other big names such as compatriot Nippon Yusen Kaisha and Maersk have made similar, bold zero-emission statements without yet signalling what fuel path they will take in the coming years. Source: Splash247

NEW CONTAINER TERMINAL IN THE PORT OF WALVIS BAY

Port shut down of old container terminal: 17 August 2019 @ 07h00
Start of normal operations at new container terminal: 24 August 2019 @ 07h00

The First container vessel arrived at New Walvis Bay Container terminal last Friday official opening by Namibia President Hage Geingob Photo: Jerry Bakx KWINT Offshore Services Namibia ©

The BRITISH REASON outbound between the IJmuiden breakwaters
Photo: Peter Maanders Port Towage Amsterdam ©
Joint Approval in Principle (AIP) for New Concept Design of LNG-fuelled Ore Carrier

Kawasaki Kisen Kaisha, Ltd. (herein called “K” Line) is proud to announce that “K” Line and Namura Shipbuilding Co., Ltd. (herein called “Namura Shipyard”) have joint AIP (Approval in Principle) for the concept design of an LNG-fuelled Ore Carrier from DNV GL. Work on this joint project for the development of an LNG-fuelled ore carrier has complied with both environmental and actual operation requirements as follows, based on the second generation WOZMAX®*1 of Namura Shipyard.

- To keep almost same deadweight and normal service speed as WOZMAX®
- To keep enough endurance for round-trip between Singapore and Brazil in gas fuel mode, arranging the LNG tanks in center section of hull.
- To achieve EEDI phase 3*2 by means of primary fuel changes to LNG.

Comparison of principal particulars

<table>
<thead>
<tr>
<th></th>
<th>WOZMAX type GF</th>
<th>Second generation of WOZMAX®</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dimension</strong></td>
<td>LOA: abt.329.9M x B: 57.000M x D: 25.60M</td>
<td>Same as on the left</td>
</tr>
<tr>
<td><strong>Deadweight</strong></td>
<td>abt.250,000 MT</td>
<td>Same as on the left</td>
</tr>
<tr>
<td><strong>Service Speed</strong></td>
<td>14.3 knots</td>
<td>Same as on the left</td>
</tr>
<tr>
<td><strong>Main Engine</strong></td>
<td>Dual Fueled Diesel Engine x 1 set</td>
<td>MAN-B&amp;W 6G80ME-C9.5 x 1 set</td>
</tr>
<tr>
<td><strong>Fuel Oil Tank</strong></td>
<td>LNG fuel tanks in center section of hull</td>
<td>Heavy fuel tanks</td>
</tr>
<tr>
<td><strong>Endurance (LNG fuel)</strong></td>
<td>Singapore to Brazil in gas fuel mode</td>
<td>.</td>
</tr>
</tbody>
</table>

In addition to LNG fuel conversion, we studied the possibility of it being combined with Shaft Generator, Binary Cycle Power Generation System and Lithium Battery so as to further reduce CO2 emissions and confirmed that this system can achieve an additional further 4% reduction of fuel oil consumption. “K” LINE is continuously attempting to obtain greater efficiency in its operations as well as further reduction of CO2 emissions and environmental pollutants in accordance with “K” LINE ENVIRONMENTAL VISION 2050*3, our long-term environmental management vision. This system is considered as one of the efficient systems that will
help us achieve our goals by 2050. Environmental concern with greenhouse gas emission effect is growing and “K” LINE will, based on “K” LINE ENVIRONMENTAL VISION 2050, encourage less environmental load from marine transport by operating ships that are highly energy efficient and which contribute to conservation of the global environment.

*1 WOZMAX (registered brand of Namura Shipyard): an optimum size of vessel that can call main West Australian iron ore loading ports, which stands for “West” “OZ” “MAX”.

*2 EEDI (Energy Efficiency Design Index): the number of grams of CO2 emitted when carrying 1 ton of cargo for 1 mile, and 30% reduction is required in phase 3, compared with the reference value which is the average of vessels built between 1999 and 2008.

*3 “K” LINE ENVIRONMENTAL VISION 2050 can be seen in below link:

The 2011 delivered 292 mtr long 176,000 DWT bulker SEA POSEIDON enroute from Saldana (South Africa) to Fangcheng (China) seen transiting the Singapore Straits last Sunday

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

Committed to release of Indian sailors from ship seized by Iran

India is working hard to free all the 18 Indian crew members on board a British-flagged tanker that has been detained by the Revolutionary Guards of Iran in the Strait of Hormuz, said External Affairs Minister S Jaishankar on Saturday. “We are focussed on the early release and repatriation of all 18 Indian crew members of Stena Impero. Officers of our Embassy in Tehran have met them and they seem to be in good health with adequate supplies. We remain in constant contact with Iranian authorities to resolve this,” he said on Twitter. Jaishankar shared the update after Tamil Nadu Chief Minister K Palaniswami brought to the notice of the Centre and MEA on the plight of Chennai-based Adithyaa Vasudevan, 27, along
with other Indian sailors, who were on board when the UK-registered *Stena Impero* became the target of Iran, which is engaged in a showdown with the US. Palaniswami said Third Officer Vasudevan was sailing from Fujairah, UAE, to Jubail, Saudi Arabia, and was detained on July 19, along with other sailors on the Strait of Hormuz by Iran's Revolutionary Guards. Vasudevan's father has appealed to the Tamil Nadu Government for his son's early release and repatriation. "I request your good office to direct the authorities concerned and secure the immediate release and repatriation of Vasudevan and other sailors to India," the Chief Minister wrote.

**In Crosshairs**
- Iran's Revolutionary Guards detained *Stena Impero* with 18 Indians on board, last month
- The action seems to be in retaliation for the UK detaining an Iranian tanker at Gibraltar
- This comes amid simmering conflicts between Iran and the US
- The government has said that the Indian sailors are safe and appear to be healthy
- India last month got consular access to Indians crew members of *Stena Impero*.

Following the seizure, the cargo vessel owner, *Stena Bulk*, said that there were 23 people on board, including Indians. The vessel owner has also said that the crew was in good health. "Our insurers in the region have been in contact with the Head of Marine Affairs at the Port of Bandar Abbas, who has reported that the crew members of our vessel *Stena Impero* are in 'good health' and that the tanker is at the nearby Bandar Bahonar anchorage," the company statement added. The United Kingdom has called Iran's actions to seize its tanker as "dangerous" and "illegal." The United States, France and Germany have condemned Iran's actions. It is believed that Iran has impounded *Stena Impero* in retaliation for Britain detaining an Iranian tanker at Gibraltar. *Source: DNAindia*

**Direct container shipping route to link Wuhan, Osaka**

Wuhan, capital of central China's Hubei Province, also a shipping center in the middle reaches of the Yangtze River, will launch a direct shipping route to Osaka, Japan for containers within this year, local authorities said on Friday. Wuhan Xingang Datong International Shipping Co., Ltd, a subsidiary of the Central China Logistics Corporation, signed a cooperation agreement with Ben Line Agencies (Japan) Ltd on Friday to jointly promote the direct shipping lines to Japan. Through river-sea combined transport, a more economical shipping route from China to Japan is to be launched for the first time in the province, which will reduce the transport cost of foreign trade enterprises and promote the region's economic development, according to the Central China Logistics Corporation. In recent years, Wuhan to Japan waterway express routes for containers and direct shipping routes for bulk cargo have been launched, which has greatly enhanced
the economic and trade cooperations between the two, said Wang Benju, deputy director of the provincial transport department. On June 12, Wuhan’s first 500-TEU container ship to Japan, named “Central China Logistics Hanya 1,” set sail on its maiden voyage. The ship will be put into operation by the end of 2019.

In 2018, the total import and export volume between Hubei and Japan reached about 4.16 billion U.S. dollars and more than 70 percent of the exported goods to Japan were transported by water. Source: Xinhua

China’s weekly export container shipping index edges down

The 1992 built 181.5 mtr long MSC REUNION navigating the Singapore Straits in the Westbound TSS enroute Tanjung Pelepas in Malaysia

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

China’s index of export container transport edged down for the week ending Friday, according to the Shanghai Shipping Exchange. The average China Containerized Freight Index (CCFI) stood at 822.99, down 0.1 percent from a week earlier, the exchange said. The sub-index for Persian Gulf/Red sea service led the fall by dropping 3.8 percent from the previous week, followed by that for Mediterranean and South Africa route, which declined 2.2 and 2 percent, respectively. The sub-index for the Southeast Asia route led the increase with a week-on-week growth of 1.8 percent. The CCFI tracks spot and contractual freight rates from Chinese container ports for 12 shipping routes across the globe, based on data from 20 international carriers. The index was set at 1,000 on Jan. 1, 1998. Source: Xinhua
Maritime charities look to the future at London International Shipping Week

How do we help the seafarer of the future? That’s the question being posed to the shipping industry and maritime charities as they explore the impact of technology on crew well-being at a special event during London International Shipping Week (LISW). The afternoon of engaging debates will see The Mission to Seafarers, Sailors’ Society, Seafarers UK and Stella Maris (Apostleship of the Sea) draw on their combined 550-plus years’ experience to explore with industry leaders what seafarers of the future will need. The free conference, sponsored by Inmarsat, includes a keynote speech from Dr Grahaeme Henderson, vice president, Shipping and Maritime, Shell International Trading and Shipping Company Ltd on: ‘How shipping can thrive: today, tomorrow and in the future’. His speech will be followed by four panel debates, looking at everything from how technology can improve health and safety and whether it can replace the personal touch to how other industries tackle issues like fatigue, isolation and long contracts and how charities should prepare for the welfare needs of new generations of men and women at sea. The Impact of Technology on Crew Well-being will focus particularly on mental health and takes place on from 1.30pm to 5.30pm on Wednesday September 11 at Inmarsat Global on City Road. The afternoon will be followed by the International Seafarers’ Welfare and Assistance Network (ISWAN) Awards and a drinks reception.

COO and director of programme at Sailors’ Society, Sandra Welch, said: “This very special event brings everyone together – industry professionals and the four nominated charities of LISW, which have more than five centuries of experience between them. The issues seafarers face and the needs we meet have not changed very much over the years, but as technology develops and shapes the industry, we too must adapt. It will be an interesting afternoon for anyone involved in shipping and its future.” Nick Harvey, campaigns manager at Seafarers UK, said: “Is the jury still out on whether or not improved connectivity is a good or bad thing for seafarers working thousands of miles away from home? The Seafarers UK charity welcomes the opportunity this conference provides to shed light on a subject that sadly is still side-stepped by some ship owners and operators.” Canon Andrew Wright, Secretary General at The Mission to Seafarers, said: “Technology can bring exciting opportunities for the maritime industry and especially seafarers, who may be away from their loved ones for long periods of time. This session is a fantastic opportunity to bring together people from across the shipping industry to discuss the future role of technology in the industry.” Stella Maris (Apostleship of the Sea) national director Martin Foley said: “In spite of the welcome changes and advances in technology, our experience shows that having a ‘friend in port’ is still vitally important for seafarers. Face-to-face contact is unique and irreplaceable, and our commitment to routine visiting can help alleviate loneliness and mental health problems in seafarers.” Visit [https://lisw.inmarsat.com/the-future-crew/](https://lisw.inmarsat.com/the-future-crew/) to find out more about the event and to register your attendance.

Contaminated Bunkers - Is There An Answer To The Problem?

This article was written in collaboration with Siew Chi Tan, Partner at Ang & Partners.
Problems with bunkers supplied in the U.S. Gulf region, South America, Caribbean and Far East have been widely reported. Those familiar with these reports will be aware of the common problems faced, which include the blocking of fuel filters and sticking of fuel injection pumps. Furthermore, some ships have reported engine damage and failure as a result of contaminated bunkers, raising serious safety concerns. Some testing laboratories have issued alerts to shipowners and operators to avoid using bunkers which are found to contain substances such as styrene, indene, phenol, 4-cumylphenol and Fatty Acid Methyl Esters (FAME). This article considers the definitions of contaminated bunkers, in accordance with the International Organization for Standardization (ISO), and advises Members of the due diligence they must apply in acquiring bunkers.

Lack of standardised limits and tests
Much of the difficulty in dealing with these reports of contaminants is that the standard ISO tables do not extend to specifying limits or tests for such contaminants. More specifically, the general requirements under clause 5 of the ISO 8217 standard, does not provide any specified limits for such substances or standard testing methods. There are currently three editions of the ISO standard that are used in Singapore (2005, 2010 and 2017 editions).

Clause 5.5 of the 2010 edition, which is commonly used by bunker suppliers in Singapore, states that “the fuel shall not contain any additive at the concentration used in the fuel, or any added substance or chemical waste that jeopardizes the safety of the ship or adversely affects the performance of the machinery; or is harmful to personnel; or contributes overall to additional air pollution.”

Under clause 5.5, there is no definition for “chemical waste”, and no standard or recommended tests or specified limits at which such waste would “adversely affect” the ship.

Testing laboratories have recommended additional test methods, such as the Fourier Transform Infrared Spectroscopy (FTIR) and Direct Injection Gas Chromatography-Mass Spectrometry (GCMS) tests to identify the substances. However, due to the varying in-house methods employed by the different test laboratories, samples taken from the same bunker supply have produced different results. As most local laboratories do not have the capacity to test for these substances, those equipped to do so now have considerable waiting times before the results can be made available. Where additional tests reveal the presence of such contaminants, in order to seek recourse from their supplier, the ship owner or operator is still required to establish that the contaminants would not adversely affect the performance of the machinery under clause 5 of the 2010 edition.

The ISO standard 2010 edition itself acknowledges that there is no straightforward answer given the lack of specified limits or tests.

The problematic clause 5 in ISO 8217:2010 has been modified and simplified in ISO 8217:2017. The general requirements in clause 5.1 of the 2017 edition now allow for FAME levels up to 7.0% for certain grades of fuel, versus the general restriction to “de minimis” (or insignificant) levels found in clause 5.4 of the 2010 edition. Clause 5.2 has been simplified to exclude “any material at a concentration that causes the fuel to be unacceptable for use in accordance with clause 1…” While the 2017 edition makes clear that the ship owner cannot reject the fuel simply because of the presence of these substances, it does not provide an answer to the problem as there is still no specified limit as to what ‘concentration’ would be considered unacceptable.
Ship owners should look out for

Given the ambiguity of the ISO guidelines, the Club advises Members to:

- Avoid mixing supplied bunkers with fuel already on board the vessel. In the event of any problems, the ship owner would not have the additional hurdle of proving that the problem was not caused by mixing.
- Conduct additional tests for bunkers before utilising them. If not practicable, monitor the vessel’s filters and fuel consumption when commencing use of fresh bunkers in order to identify any problem at the earliest opportunity.
- Be aware of the contractual terms of the supply agreed to, in particular:
  - Time bar clauses which may range from 7 to 30 days for the ship owner to give notice of quality disputes, failing which the claim may be deemed waived and barred.
  - Quality determination clauses which may require the ship owner to respond within a short time to the supplier’s proposals for joint testing, failing which the ship owner would be bound by the results even if conducted in their absence.
- Limitation clauses, which are often tied to the supplier's invoice amount, and exclusion clauses.
- Requirements for ship owners to consume the bunkers if possible, even with requirements to treat the fuel on board the vessel.

Additionally, prior to the supply, ship owners may wish to negotiate specific terms on quantity or quality determination methods, which would minimise the potential areas of dispute.

While there have been reports of bunker suppliers attempting to exclude clause 5, such exclusion is unlikely in Singapore given the requirement for suppliers to provide ISO compliant fuel under their bunker supplier licences issued by MPA.

Vroon's livestock carrier **GIROLANDO EXPRESS** receiving bunkers from the **CLAVON ONE** at Singapore Eastern anchorage before heading East in the Strait

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

Looking ahead

While there has been widespread concern about the ‘contamination’ problem, the Club has been involved in several cases which have been resolved practically with the nominal costs of replacing engine filters or additives to the fuel, where deemed suitable. Nevertheless, there will continue to be uncertainty for ship owners and suppliers while the source of the contaminants remains unknown and there are no standardised limits and tests to determine whether the bunkers are acceptable for use. With the reduced sulphur cap being implemented in 2020 and the risk of separate problems arising from mixing incompatible bunkers, ship owners and suppliers will have to work closely to ensure that compliant and compatible bunkers are supplied to the ships. Source: Shipowners’ Club

**ClassNK participates in a Working Group for Zero Emission**

**Alternative Fuels**

Leading Classification Society ClassNK is participating in the “Cross-Industrial Working Group Related to Zero Emission Alternative Ship Fuels” established by the CCR Study Group (*). This working group which ClassNK acts as secretariat to
aims to reduce CO2 emissions in the international value chain by use of methane synthesized through methanation technology which combines CO2 and hydrogen produced from renewable energy sources.

In the international shipping sector, the IMO is carrying out initiatives to counter the global emission of greenhouse gas (GHG). In 2018, the Initial IMO Strategy on Reduction of GHG Emissions from Ships was adopted, aiming to improve carbon intensity of the sector by at least 40% in 2030 and reduce annual GHG emissions by at least 50% in 2050, both compared to 2008 levels, and eventually phase out GHG emissions as early as possible within the century. In order to reach these goals, it is essential to make the transition over to alternative fuels which can be used with the existing power plants on ships.

Fuel methanation has gathered global attention as a highly expected technology for the realization of GHG zero emission. The working group aims to implement fuel methanation for ships and construct its supply chain by collaborating with other industries, companies, and administrations, and will hold discussions/deploy initiatives for the widespread use of methanation.

(*) “CCR (Carbon Capture & Reuse) Study Group” was established with the aim of supplying alternative energy like synthetic methane or methanol by combining industrial carbon emissions with hydrogen produced from renewable energy sources toward achieving effective carbon neutrality that reduces use of fossil fuels, and contributing to the creation of a new energy supply system for 2050.
Suez Canal makes all-time traffic record

Traffic passing through Egypt’s Suez Canal on Friday reached an all-time record registering the highest tonnage per day in the waterway’s history, Chairman of the Suez Canal Authority Mohab Mamish said in a statement. “Altogether 81 ships carrying 6.1 million tons of load passed through the canal,” the statement said. Among them, 43 ships came from the north with a total load of 3.01 million tons, while 38 ships came from the south, according to the statement. The Danish giant container Manchester Maersk crossed the canal with 221,000 tons in its journey from Morocco to Singapore. Mamish said the unprecedented record in the canal’s traffic in terms of the number and tonnage indicated confidence in the waterway capabilities. Some 12 percent of the world trade volume passes through the Suez Canal which is considered the most important and fastest navigation passage connecting Africa, Asia and Europe by bridging the Red Sea and the Mediterranean Sea. The canal’s revenues reached 104.2 billion Egyptian pounds (6.2 billion U.S. dollars) for the fiscal year 2018-2019 compared with 74.2 billion pounds in 2016-2017, a 40.4-percent increase, according to official statistics.

Source: Xinhua
Growing wave of North Sea activity during 2019

Data from maritime and offshore focused VesselsValue is revealing green shoots of growth, according to the firm’s chief commercial officer, Matthew Freeman. Here at London-based VesselsValue, an independent shipping intelligence platform providing valuations, data and trade information, we have identified improved sentiment in the North Sea since the beginning of 2019. Companies are relocating to Aberdeen and, in turn, creating jobs and employing more workers. Vessels that were previously out of work due to the oil price downturn are starting to win new contracts. We found that out of the current North Sea offshore fleet, only 16.4 per cent are currently not working, or “laid up”, compared to the global average of 26.6 per cent.

Since 1 March this year, 16 vessels have been registered as out of layup. The earning rates in the North Sea are also above their two-year seasonal averages, meaning more money for each project. Many owners are keen to capitalise on
this and are switching on the engines again. We are able to monitor the utility of the world fleet daily via our mapping and tracking platform using recency of Automatic Identification System signal. We deem a vessel that has not signalled in more than eight weeks to be likely laid up. Likewise, if a vessel suddenly signals after a long period of time, it is an indicator that it may potentially be under reactivation. This technique can be applied to individual vessels, owners, or the fleet as a whole. Interestingly, subsea vessels, which are involved in construction work on the sea floor, have the best utilisation rate out of all vessels currently operating in the area. These assets have suffered in value, however there remains a forward workbook of subsea projects and several new high-profile contracts have been awarded in the area since the beginning of 2019. Earlier this year, Dutch subsea giant Boskalis moved into a purpose-built office in Westhill Business Park in Aberdeen, known as a hotbed for leading offshore owners. The company has taken a ten-year lease and now employs close to 100 people to support its expanding operations in the North Sea. One major contract awarded in the area over the past six months is the cable and installation contract in the Hornsea 2 offshore windfarm that is worth more than €100 million (£92m). The project workscope includes the preparation of the offshore export cable route (geophysical survey, boulder clearance and seabed levelling through dredging) and the installation and protection of the cables. Work is expected to extend through 2021.

Boskalis is also supporting the global community by chartering in vessels to operate in the area and support a growing need for decommissioning work in the North Sea. Recent examples include the 2011-built Dive Support Vessel Boka Da Vinci that mobilised recently from Freeport in the Bahamas, and is scheduled to remain in the North Sea through 2021. Likewise, Super Large Anchor Handler GO PEGASUS has been taken in on long-term bareboat charter by Boskalis until 2022. According to VesselsValue, the BOKA DA VINCI is worth $47.1m (£38.9m) and the Go Pegasus has a value in excess of $13m today. Decommissioning old platforms and rigs is a growing trend in the North Sea. 2017 saw the establishment of Scotland’s first self-financed outfit Well-Safe Solutions, aided by secured funding from Scottish Enterprise, Scottish Investment Bank and a regional selective assistance grant. In March 2019, Well-Safe acquired its first asset, a stalwart North Sea drilling rig, OCEAN GUARDIAN. Built for BP as the SEA EXPLORER in 1985, it exists as one of the few Scottish-built rigs and was purchased by the company for a price reported to be between £10m and £15m. VesselsValue prices the rig today at $11m, however this price does not include an estimated $100m to be ploughed into conversion and upgrade work for a whole new dedicated well plug and abandon role commencing in early 2020. “One might argue [offshore support vessel] values and rates have bottomed out for the time being,” says VesselsValue’s head of offshore, Robert Day. “[Platform supply vessels] have suffered during the downturn but when traded on the spot market can experience very healthy returns. Once these earning stabilise, they will result in higher term rates, which will in turn cause asset values to rise.” Source: Scotsman

China's yuan goes through 7 to the dollar to an 11-year low

By: Tommy Wilkes
China let its yuan weaken below 7 yuan per dollar on Monday, an 11-year low, as the escalation in the U.S.-China trade war shook currency markets. Fearful of the impact on global growth, investors dumped export-oriented Asian currencies and rushed into safe havens, with the Japanese yen surging to a seven-month high. Chinese authorities, who had been expected to defend the psychologically important level of 7 per dollar CNY=CFXS, allowed the currency break thought the floor to its lowest in the onshore market since the 2008 global financial crisis.

In offshore markets, the yuan CNH=EBS fell to its weakest since international trading of the Chinese currency began. The currency was headed for its biggest one-day drop in four years. It was last down 1.4% at 7.0744 in offshore markets. The fall came after Beijing vowed on Friday to fight back against U.S. President Donald Trump's decision to impose 10% tariffs on $300 billion of Chinese imports, ending a month-long trade truce. “The fallout has been most evident in the Asia region,” MUFG analyst Derek Halpenny said. “We certainly expect to see general FX volatility increase in the coming days with daily PBOC (People's Bank of China) CNY fixes an important focus each day.” The currencies of other Asian economies are closely linked with China's growth prospects also dropped. The Korean won KRW= fell 1.4% against the dollar, on course for its biggest one-day loss since August 2016. The new Taiwan dollar fell more than 0.7% TWD=. The Australian dollar, often used as a proxy bet on China, shed as much as 0.5% to $0.6748 AUD=D4, a seven-month low. Japan's yen, which investors buy in times of risk aversion, rose 0.7% to its highest since a January flash crash. The yen was last up 0.7% at 105.89 JPY=EBS, after hitting 105.78 earlier. Japan's top currency diplomat, Yoshiki Takeuchi, warned that Tokyo was ready to intervene if yen gains threatened its export-reliant economy. The U.S. dollar edged lower against a basket of currencies, down 0.1% at 98.032 DXY. Against the euro the dollar slipped to $1.111 EUR=EBS. Analysts said Trump, who has repeatedly called for a weaker dollar in 2019, was unlikely to ignore the yuan’s depreciation. “There is also a risk later that President Trump responds to 7+ levels in $/CNY by claiming that China is playing a ‘big currency manipulation game’. This may extend to a threat to weaken the dollar, which will only encourage short positions in USD/JPY and a pick-up in traded volatility prices,” ING analysts said. The Swiss franc, another safe-haven currency, strengthened 0.2% to 1.0883 francs per euro EURCHF=EBS, a two-year high. Sterling fell again after media speculation over the weekend that Prime Minister Boris Johnson was preparing for a general election. The pound shed 0.5% to $1.2105 GBP=D3, not far from its two-year low of $1.2080 touched last week. It was 0.5% weaker against the euro at 91.84 pence EURGBP=D3. Source: Reuters Additional reporting by Hideyuki Sano in Tokyo, editing by Larry King

Asia-Europe rates up 7pc to US$806/ TEU, USWC surge 11pc to $1,589/ FEU
SPOT rates for shipping containers from Asia to northern Europe in the week ending Friday increased 6.9 per cent to US$806 per TEU, while the Shanghai-Mediterranean rates soared 18.4 per cent to $850 per TEU, according to the Shanghai Containerised Freight Index (SCFI).

The APL OAKLAND navigating the Westbound TSS in the Singapore Straits

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

The SCFI recorded a 10.9 per cent hike on the Shanghai-US west coast leg to $1,589 per FEU while China-US east coast rates remained unchanged at $2,801 per FEU. Source: Schednet

Oosterbaai Maritime & Offshore

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

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

It was an easy inside crossing from Roberts Bank (Canada) to Seattle (US) for the container ship OOCL ANTWERP.

Photo: Aart van Essen ©
Kraken secures $1.8m funding for mooring chain inspection system

Kraken Robotic Systems, a subsidiary of Canadian marine technology company Kraken Robotics, has secured $1.8m funding to develop a mooring chain laser inspection sensor that can be used in offshore oil and gas applications. The company secured the funding for Kraken’s SeaVision 3D underwater laser imaging system after completing trials of the sensor with Canadian company Husky Energy. Husky will provide $1.26m in cash and in-kind services, and the Government of Newfoundland and Labrador will provide $540,000 through the Innovation and Business Investment Corporation. The cash component of the project will be $720,000. Kraken and Husky jointly tested the system to inspect mooring chains at the SeaRose Floating Production, Storage and Offloading (FPSO) vessel in October 2018. The results showed that the SeaVision technology can inspect a mooring chain and provide the specifications needed by the regulators. Under the 16-month project, Kraken and Husky will work to address identified technology gaps. The objective is to commercialise SeaVision as a contactless inspection tool for the offshore oil and gas industry. Kraken president and CEO Karl Kenny said: “Kraken is developing a SeaVision 3D laser scanning service that has the potential to reduce overall operational risk and costs. “The service will provide an efficient contactless measurement process that produces the required class measurement and the 3D digitalization of the FPSO mooring chains. “SeaVision can address the local and global mooring chain inspection market needs for both the oil and gas and offshore floating wind power industries. “Upon project conclusion we expect to have an effective, underwater 3D laser scanning service, qualified with international classification society standards (i.e., DNV), that adds significant value for subsea asset integrity inspections.” The laser scanning sensor solution will carry out contactless mooring chain inspection from a two-metre stand-off distance. SeaVision will be able to measure a single link in a few seconds, and also reduces environmental concerns as it is a piece of electro-optical equipment. The scanner sensor technology is expected to reduce the duration of a mooring chain inspection from approximately 10 days to two days. The technology can also be used for floating wind farms, as each floating wind farm is expected to have more than 50 mooring legs per farm.  

Source: offshore-technology

The 1998 delivered 188 mtr long car carrier COSMOS ACE navigating the Westbound TSS in the Singapore Straits

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

China Unloads Iranian Oil Tankers In Defiance Of US Sanctions

By Nicholas Sakelaris
Iranian tankers continue to unload crude oil in Chinese ports in defiance of U.S. sanctions, a move that could disrupt world oil markets. China imported 12 million to 14 million barrels from January to May but the oil is kept in bonded storage, meaning the oil hasn’t gone through Chinese customs. The oil isn’t being used so it’s not violating U.S. sanctions, which prohibit Tehran from exporting crude. “If China were to aggressively purchase Iranian crude oil and/or draw down on these stored volumes, oil prices would likely fall by $5 to $7 per barrel,” Again Capital founding partner John Kilduff. “It would be a meaningful outlet for Iranian supplies that have been severely crimped by the sanctions.”

The Trump administration wants to use those sanctions to choke the leadership in Tehran. But this could be a way for Iran to circumvent the sanctions and still generate revenue. Also, Iran benefits “because it gets its oil pre-positioned in the key Asian, ready for sale, if sanctions get eased, a financial work-around is struck, or via barter transactions, where the oil is traded for goods,” Kilduff said. Officially, Iran is exporting 100,000 barrels per day of crude oil, down 95 percent from the peak just two years ago. Brent crude oil prices, the international benchmark, fell 7 percent after President Donald Trump announced new tariffs on $300 billion worth of Chinese imports. Source: eurasiareview

Source: eurasiareview

'BLUE MASTER II' proceeding to Antwerp from Hamburg passing Kruiningen Kruse Veer.
Photo : Alexander Hoogstrate ©

Engine Monitoring & Predictive Maintenance: A cost saving solution
Insight in the over-all status of your engine and specific parts such as cylinders, bearings and nozzles.

- Prevent ship downtime
- Decrease fuel consumption
- 24/7 engine monitoring
- Online availability of measurement data
- Optimize your maintenance workflow
- A sustainable solution

More information?
W www.ruysch.nl/reds-maritime
E info@ruysch.nl
T +31 78 673 2544
Guiqin Shipping handymax sold at auction

By: Jason Jiang

Xiamen Maritime Court has sold the 2011-built 32,900 dwt handymax bulker Sheng An Da 69 in an online auction today. The vessel was owned by Guangxi-based Guiqin Shipping, and the auction was requested by the company’s creditor PLA 4807 Shipyard, a Chinese army-owned naval yard in Fujian. Fujian-based Fuqing Lianyida Industries, a company mainly engaged in the business of construction materials, bought the vessel at the auction for a price of RMB76m ($10.8m). MSI’s valuation of the vessel is $9.4m. Guiqin Shipping, a domestic dry bulk operator, has been under court-led restructuring since 2015. Following the sale, the company’s fleet is left with one handy bulker. Source: Splash 247

Allseas acquires Japanese handy bulker

By: Jason Jiang

Greek handy bulker operator Allseas Inc has acquired the 2011-built 28,400 dwt handy bulker Haruka from Japanese owner Fukusei Sangyo. According to shipbroking sources, the Japanese-built vessel was sold for a price of $7m. MSI values the vessel at $11.1m while VesselsValue places it at $9.43m. Allseas Inc currently operates a fleet of five handy bulkers with an average age of 17 years. Source: Splash 247
The THEO T moored in the port of Sohar (Oman)  Photo : 24/7 port of Sohar pilot Rik van Marle ©

Pacific Basin Hopeful on Dry Bulkers

The dry bulk freight market is expected to benefit in the second half of 2019 and early 2020 from many larger ships being taken out of service for several weeks for scrubber installation, said Hong Kong-based Pacific Basin Shipping Limited. The maritime transport company engaged in international dry bulk shipping through the operation of a fleet of vessels to carry diverse cargoes for many of the world's leading commodity groups said: "We believe the market for smaller dry bulk ships like ours will benefit also over the longer term, as they will consume more expensive low-sulphur fuel and therefore be incentivized to operate at slower speeds which reduces supply." Clarksons Research estimates combined Handysize and Supramax net fleet growth of around 2.3% for 2019 and 1.3% for 2020 despite limited scrapping, while minor bulk tonne-mile demand is expected to grow more than 4% in 2019 and 2020. "We expect to see seasonally stronger freight market conditions in the second half of 2019, although with continued volatility influenced by further uncertainty about the US-China trade war, slower economic growth than in recent years and the impact of African Swine Fever on soybean imports to China," the owner of 115 dry bulk ships said. Key catalysts for improvement on the demand side are expected to include the onset of the Black Sea grain export season and a return to normal levels of grain traffic out of the Mississippi River and iron ore exports from Brazil. Market rates have been firming, especially in the Atlantic. "Uncertainty over new environmental regulations and the gap between newbuilding and secondhand prices continue to discourage new ship ordering, and the small Handysize orderbook continues to be a positive factor for the health of our segments in the medium term," it added. Source : Marinelink

A beautiful morning in the port of Sohar, 30 degrees C, Sunrise , what else do you want in life ?  
24/7 pilot Rik van Marle onboard the PACIFIC QUARTZ enjoyed the daybreak with SVITZER HORMUZ seen pulling
Finnlines calculated passenger-specific route CO2 emissions

Finnlines calculated passenger-specific route CO2 emissions and says its vessels are an eco-friendly choice for passengers. Passenger-specific carbon-dioxide figures for 2018 have been calculated on Finnlines’ passenger routes, Naantali-Kapellskär, Malmö-Travemünde and Helsinki-Travemünde. The figures will be updated on a yearly basis and this will be the base for future calculations.

The EU regulation on the monitoring, reporting and verification of CO2 emissions (MRV, EU 2015/757, EN 16258) became fully effective in 2018. Globally, IMO’s similar Data Collection System will start in 2019.

The Finnlines’ passenger-specific route figures are calculated on the basis of MRV data for 2018 verified by the authorities. Finnlines’ figures have been verified by official certification society. Finnlines’ ro-pax vessels carry both passengers and freight, and thus the total annual fuel and emission data is divided between these categories. The MRV standard (EN 16258) allows to select between two methods: the mass and area method. Since Finnlines’ operations are mostly concentrated in cargo and freight, it is logical that Finnlines uses the mass method where the freight / passenger ratio is allocated annually according to carried freight and passenger.

The total CO2 emissions of the Finnlines’ fleet have reduced by approximately 30% in 2018 compared to 2008. Route-specific reductions can even be more due to better capacity utilisation.

In 2018, CO2 emissions per passenger on routes:
- Naantali–Kapellskär was 13–14 kg CO2/passenger (MS Finnswan, MS Finnfellow)
- Malmö–Travemünde was 15–16 kg CO2/passenger (MS Europalink, MS Finnpartner, MS Finntrader)
- Helsinki–Travemünde was 69–79 kg CO2/passenger (MS Finnlady, MS Finnmaid, MS Finnstar).

Differences are due to passenger numbers and, for example, weather conditions and route choices.

Finnlines supports the IMO’s (International Maritime Organization) GHG strategy and its goal to reduce CO2 emissions by at least 50% by 2050 compared to 2008.

Finnlines is committed to long-term efforts for the environment. Environmental responsibility is part of the daily operations of the Company and includes everyday actions - like timetable and route planning or running on optimal speed, load and trim. In addition, Finnlines will have up to five new vessels which have been designed taking all environmental factors into account. And thus, overall Finnlines’ fleet carbon footprint can be reduced further. Three of the vessels are green battery-hybrid ro-ro vessels which, for example, will be equipped with lithium-ion batteries that will recharge during sea voyage. The stored electricity can be used while in port, making the port stay emission-free. Two of the vessels are next generation Superstar ro-pax vessels which will use modern emission-reducing technology and other advanced systems, thus resulting in less emissions. The first vessels in both series are expected to start in traffic in 2021–2022. Approximately 90% of Finland’s exports and 80% of imports is transported via seaways and particularly for processed goods frequent liner traffic is important. Finnlines’ ro-pax service combines cargo and passenger traffic in an eco-efficient way and the high utilisation rate in routes and vessels guarantees the possibility to travel in a sustainable and responsible way. Source: Portnews
The Norwegian flag cruise vessel **VIKING JUPITER** alongside at Liverpool about to take bunkers from the **MERSEY SPIRIT**. Photo: Dennis Oliver ©

**Record Drug Bust at Port of Hamburg**

German authorities on Friday said they had seized 4.5 tonnes of cocaine worth 1 billion euros ($1.11 billion) in the northern port city of Hamburg - the nation's biggest drugs haul to date. The Hamburg customs office said it had examined a suspicious shipping container two weeks ago that came from the Uruguayan capital Montevideo and was bound for the Belgian city of Antwerp. The container's description said it was loaded with soybeans but authorities instead found 221 black sport bags containing 4,200 packets of pressed cocaine, the office said in a statement. “This enormous amount represents the largest single seizure of cocaine in Germany,” it said, adding that the Hamburg prosecutor’s office was investigating who was destined to receive the contents of the container. “The confiscated cocaine was destroyed under strict and extensive security measures,” it added. Source: Reuters (Reporting by Riham Alkousaa; Editing by Andrew Cawthorne)

**AAL introduces its plan on IMO 2020 sulphur cap**

AAL, a global multipurpose operator that serves the breakbulk, heavy lift and project cargo industry, has published its official statement on its plans to become fully compliant with new IMO 2020 low sulphur regulation by end of 2019. “With widespread discussion and reporting about the IMO 2020 ‘Sulphur Cap’ regulation, coming into effect January 1st 2020, we would like to clarify our position and how we plan to move forward over the coming weeks and months to fully prepare ourselves and our customers for this important and long-awaited milestone in our sector's history,” the AAL management team said in a media release.

"The purpose of the new regulation is to reduce Sulphur Oxide (SOx) levels produced across the entire shipping industry, resulting in more sustainable air quality conditions for those environments in which we operate every day, particularly coastal and port communities. AAL has served the multipurpose heavy lift sector for 25 years and we welcome the positive global impact it will have on our environment and the health of current and future generations.

"Over the past year, we've been researching the options available and decided that migration to the use of low sulphur fuel (fuel with sulphur content of 0.5% or less and fully compliant with the IMO legislation) will best meet the interests of the customers, trades and industries we service globally. This fuel comprises variants such as Low Sulphur Fuel Oil
(LSFO), Ultra Low Sulphur Fuel Oil (ULSFO) and Low Sulphur Marine Gasoil (LS-MGO), all currently more expensive than standard marine fuel. In this respect, not only will adoption of same have profound implications for our planet, but also on the economics of our daily operations. "In the multipurpose shipping sector, we know well that one size does not fit all. Therefore, in consideration of the wide variety of cargo and trades that we handle and manage worldwide, we will be implementing various calculation methodologies to fairly share the increased cost of low sulphur fuel usage with our customers. These measures will come into effect from September 1st 2019, as we start the arduous task of preparing our fleet for low sulphur fuel and begin bunkering same with the intent of being fully compliant with the IMO regulation by year’s end," AAL said in its statement. Founded in the Netherlands in 1995 and since 2009 headquartered in Singapore, AAL is a global multipurpose operator that serves the breakbulk, heavy lift and project cargo industry. We have grown into one of the world’s largest and most trusted multipurpose operators. Its customers represent industries like energy, oil & gas, mining, forestry, leisure, agriculture and construction and our vision is to be the best at what we do and to create sustainable growth and an unparalleled reputation, built on trust and service. 

Source: portnews

Chinese independent refineries' July crude imports slip 2.3% on month

Crude oil imports by China's independent refineries fell by a further 2.3% month on month to around 10.34 million mt in July, from a four-month high of 10.94 million mt in May, a monthly survey by S&P Global Platts showed Monday. On a barrel per day basis, the July import of 2.4 million b/d, was 5.4% lower compared with June, taking into account that July had 31 days compared with 30 days in June. This was one percentage point lower than the 3.3% decline in June, as refining margins have been improving a little throughout the month. The July imports were more or less in line with market participants' expectations as some Shandong refineries were still suffering from losses. However, the pace of the month-on-month decline, was slowed down by imports from the two new greenfield refineries -- Hengli Petrochemical (Dalian) refinery, and Zhejiang Petrochemical. Imports by the two new refineries increased by 37.9% month on month in July to around 1.88 million mt. About 79% of those imports, or 1.48 million mt were brought in by Hengli, while the remaining 400,000 mt were imported by Zhejiang. Crude imports by independent refineries in Shandong, as well as Henan Fengli Petrochemical, Hebei Xinhai Petrochemical and Jiangsu Xinhai Petrochemical in neighboring provinces, fell by a further 8.2% month on month to around 8.46 million mt in July. Looking ahead, crude imports by Shandong refineries in August are likely to be flat to slightly higher given the weak demand in June when refining margins were quite thin, according to refinery sources. "Many refineries have skipped booking cargoes for August arrival due to the weak margins in June," a refinery source said. Shandong port sources also revealed that expected arrivals for August are
likely to be a bit higher, or steady from July. Platts' survey covers barrels imported by 38 refineries with quotas, as well as refineries without quotas, through most ports in Shandong province, as well as Tianjin, Zhoushan and Dalian for the sector. These refiners were awarded a combined 123.32 million mt of quotas so far this year up till early July, accounting for 84% of the country's total allocation for independent refineries in the batch and supplemental volumes. The barrels include those imported directly by refineries and trading companies that will be used by the independent sector. Only cargoes discharged over the month -- including those that arrived in previous months -- were counted as imports for the month. Hengli Petrochemical, ChemChina, Hongrun Petrochemical, Qingyuan Petrochemical and Wonfull Petrochemical were the top five importers in July, taking a combined 4.57 million mt of crude, or about 44% of July imports. Overtaking ChemChina at the top was Hengli Petrochemical, who imported 1.48 million mt in July, up 8.5% month on month. ChemChina had imported 14.7% lesser crude in July than June, at 1.24 million mt. Crude imports by Hongrun was broadly steady month on month at 680,000 mt in July, compared with 674,000 mt last month. However, imports by Qingyuan Petrochemical and Wonfull Petrochemical had increased substantially. Qingyuan more than doubled its July imports by 104.4% to 646,000 mt, while Wonfull imported 521,000 mt in July compared with zero in June. In July, 26 independent refineries and one trading company imported 32 crude grades from 16 countries, compared with 30 buyers importing 35 grades from 16 countries. Zhejiang Petrochemical is scheduled to receive at least three cargoes of crudes in August, totaling 676,000 mt, up from 402,000 mt which arrived in July. This will be the second month of increase since no cargoes arrived at the refinery in June. A refinery source said Zhejiang has been operating a 10 million mt/year CDU at around 10,000 mt/day during the trial phase, which started from late May. "We target to start up the petrochemical units in September," another source at the refinery said. The refinery is scheduled to receive a VLCC of Oman crude, half a VLCC of Djeno crude, as well as a VLCC of Brazilian crudes, comprising Lula and Sapinhoa in August. In July, the refinery received 130,000 mt of Oman crude, and 272,000 mt of Arab Light. So far, the 38 independent refineries which were surveyed still have a total 64 million mt of unused quotas, accounting for half of the total allocations. Source: SPGlobal

The SA AMANDLA returning home after delivering the MELBOURNE to Cape Town and then proceeding to her berth in the V&A Waterfront to resume salvage station. The rust streaks on her transom indicating a very busy period of activity with three major towing operations having been carried out in the last few months. Photo: Capt Toralf Grapow Master SA Amandla ©

Royal Navy ship shadows Chinese destroyer in English Channel

Britain’s Royal Navy says one of its ships shadowed a Chinese destroyer as it sailed through the English Channel. A navy statement said the HMS Westminster met up with the guided-missile destroyer Xian as it entered Dover Strait on Saturday. The Xian was returning from Russia’s annual Navy Days in St. Petersburg. The U.K. navy says another frigate

Photo: Capt Toralf Grapow Master SA Amandla ©
accompanied the Chinese ship up the channel three weeks ago on its way to the event. The Westminster’s commanding officer, Will Paston, says the Royal Navy “routinely monitors other country’s warships through territorial waters” and the “Xian conducted herself in a safe and professional manner throughout.” The Westminster has been attached to a NATO task group since March and training for anti-submarine warfare off the west coast of Norway. Source: wwlp

Irish naval vessel involved in the rescue of two people off Donegal

Two people were rescued off the coast of Donegal at the weekend after the small pleasure craft they were in began taking on water.

A naval service vessel was involved in the rescue of the craft on Saturday evening. LÉ CIARA, which was on a maritime defence and security operations patrol in the area, responded to a distress call from the vessel after it began to take on water about nine nautical miles north of Fanad Head. The naval vessel located the small craft and maintained station until the Lough Swilly RNLI lifeboat took it under tow. Lough Swilly RNLI launched just before 5pm and towed the small pleasure craft to Buncrana pier. The two people on board the small craft were reported to be safe. LÉ CIARA, was stood down from the search and rescue operation and resumed her patrol in the area. Source: donegaldemocrat.
Two Japanese naval ships to arrive in Suva this month for training of newly commissioned naval officers

By Navitalai Naivalurua

Two Japanese Naval Ship, the JS Kashima and JS Inazuma is expected to make port in Suva on the 23rd to the 27th of this month to conduct training to the newly commissioned naval officers in the practical maritime environment and the study of foreign naval forces. The purpose of this visit is to develop the naval officers on their global awareness and build additional friendly relations with visiting nations. The Training Squadron from Japan is led by Commander Rear Admiral Daisuke Kajimoto who is currently conducting the training with approximately 580 crew members including 190 newly commissioned naval officers. The Japanese Maritime Self-Defense Force has conducted the training the overseas training cruise annually since 1957 and their last port call to Suva was in 2013. The Training Squadron and the Embassy of Japan in promoting friendship will be conducting several exchange programme such as a reception on board the JS Kashima, donations to Fiji Sports organisations, Mangrove Plantating, Cultural Exchange at the Suva Library, Military Exchange at the Stanley Brown Naval Base and Joint Musical Concert at the Japan ICT Centre at the Laucala USP Campus. Source: fijivillage

SHIPYARD NEWS

South Africa’s first woman shipbuilder is making waves

By GCIS VUK’UZENELE

Candra Shanice Pedro from the Cape Flats suburb of Bonteheuwel in the Western Cape made national news after becoming South Africa’s first qualified female shipbuilder. Pedro (26) recently completed an apprenticeship in shipbuilding she started in 2013 at the Armscor Dockyard, stamping her mark on a field dominated by men. During her apprenticeship, Pedro would work alongside qualified shipbuilders, learning how to carry out various jobs. “This trade is vast. What you do depends on the job at hand and which workshop you are at. If it’s metalwork, you deal with gas cutting, welding and fabrication. Or you maybe decking or carry out engineering changes made to a vessel.” Pedro faced some challenges along the way. “Having half the stature, half the strength and also being half their age, I came to understand why this is such a male-dominated field. It also gave me great respect for the artisans working in this field. I used to compare myself to them but at a later stage, I found out that I have my own strengths,” she says. Pedro said as part of her journey of becoming a shipbuilder she completed matric at Spes
Bona Secondary School which is a technical school. She did subjects such as technical drawing, pure mathematics and physical sciences. After completing matric she went on to study multi-disciplinary drawing office practice. Pedro explained that this is a draughtsman qualification that only goes up to N5. "This covers mechanical engineering in its theory and every type of drawings possible such as technical illustration, structural steel development and auto Cad 3D." She added that being a artisan is exciting. "I am a TVET college student and a recently qualified shipbuilder who worked on our Naval Vessels for our South African Navy, working amongst many other artisans to physically keep our vessels and the Navy functional and afloat... Our trade might not be fancy but we keep things functioning," she said. Did you know? If you want to become a shipbuilder you need to do subjects such as mathematics, physical science and technical drawing at matric level. 

Source: GCIS Vuk'uzenzele/ sowetanlive

Titanic shipyard to go into administration

The iconic Belfast shipyard Harland and Wolff, which built the Titanic, is going into administration on Monday. "There has been a series of board meetings the result of which is that administrators will be appointed over the course of the day," said a spokesman for the shipbuilder. Democratic Unionist Party lawmaker Gavin Robinson earlier told BBC Radio Ulster that a short-term solution "seems increasingly unlikely" and that "we've pulled all the political levers that we can." The shipyard is due to formally cease trading at 5.15pm (1615 GMT) on Monday. Dolphin Drilling, the Norwegian parent of Harland and Wolff, is struggling to find a buyer for the giant of Northern Ireland's industrial past, whose huge yellow cranes have towered over the Belfast skyline for decades. The shipbuilder employed more than 30,000 people in the early 20th century, but now has only 130 workers. Many of them have protested at the site since last week in a bid to save the yard, calling for the government to intervene amid rumours of last-minute buyouts. "It's a waiting game today, we are waiting to hear news," said Barry Reid, shop steward with the GMB union. As well as building the doomed Titanic, which sank in 1912, Harland and Wolff supplied almost 150 warships during World War II. It has since moved away from shipbuilding and was until recently working mostly on wind energy and marine engineering projects. Source: AFP

Philly Shipyard Begins Work on Dry Docking Contract for MARAD Ship

Philly Shipyard, Inc., the sole operating subsidiary of Philly Shipyard ASA (PHLY.OL), has commenced work on its first contract to perform modernization, repair and maintenance work on a government ship, the SS Antares. The SS Antares is an Algol class vehicle cargo ship, owned by the U.S. Department of Transportation's Maritime Administration (MARAD) and managed by TOTE Services, and undergoes routine repair and maintenance during its scheduled dry docking every five years. "I am thrilled and honored that Philly Shipyard has been selected for the Antares repair," said Philly Shipyard President and CEO Steinar Nerbovik. "It is an important milestone for the yard as we transition into a mix of commercial and government work, and it has been exciting to recall some of our skilled men and women for this opportunity. We are confident that we will be able to deliver on our commitments to MARAD and TOTE and are thankful for this opportunity to serve." Work on the SS Antares is expected to last approximately two months. Philly Shipyard’s objective is to win similar repair and maintenance contracts going forward in order to continuously utilize its drydocks as part of its plan to reconstitute its workforce. Source: Philly Shipyard

ROUTE, PORTS & SERVICES

AEGIR Marine
QUALIFIED STERN SEAL & PROPULSION SERVICE
info@aegirmarine.com www.aegirmarine.com +31 343 432 509
Blumenthal ship detained for nine days in Belgium port finally released

The Liberian-flagged bulk carrier the MV LITA was detained by for nine days after Belgian authorities inspected the ship and found dozens of safety breaches and deficiencies relating to the working conditions of the crew. “The proper maintenance of ships’ equipment is just as important as the proper treatment of seafarers - a failure in either system can lead to serious accidents. Again, we’ve seen Blumenthal’s standards fail to stack up, with another Blumenthal vessel detained this time for serious safety breaches,” said ITF inspector, Sven Hemme. Port State Control boarded the vessel at the Port of Ghent on July 1, 2019, following a complaint from a seafarer. Inspectors found 36 deficiencies, including major defects that resulted in the detention of the vessel. Serious breaches included: non-functioning emergency lighting, batteries and switches; unusable life-saving appliances; incorrectly maintained lifeboats; inadequate fire extinguishers; insufficient fire training for the crew; and issues with the general safety policy and procedures on board. Inspectors also found a number of structural problems including insufficient electrical maintenance, rust and unsafe, damaged doors. The MV LITA remained under detention by Port State Control Belgium until critical deficiencies were rectified, and was released from its arrest on July 9, 2019. The MV LITA was also the target of protests at the Port of Ghent by ITF affiliated dockers unions ACV-Transcom and BTB who delivered drinking water to the crew on board the LITA following claims that seafarers on board the ship were being forced to collect rain water with tarpaulins to survive while the vessel was off the coast of Brazil in May. “We’ve seen breaches time and time again on Blumenthal’s ships, symptomatic of the FoC system that allows for exploitation and labour abuse of international seafarers,” said Hemme. “We’ve repeatedly called on Blumenthal to be part of the change to help improve the world’s maritime industry, and to bring all their FoC vessels under ITF Agreements and agree to a transparent compliance process that ensures seafarers’ rights, freedoms and working conditions are protected.

Ensuring compliance with ISPM 15

The club has come across a few cases where the ships on a voyage from South Africa to the USA were refused entry in the port on the grounds of non-compliance of wood packaging materials with the ISPM 15. The financial losses arising from such non-compliance and refusal of entry were substantial. ISPM 15 is the acronym used for ‘International Standards for Phytosanitary Measures Publication No. 15: Guidelines for Regulating Wood Packaging Material in International Trade’. The full text of this standard is available from the International Phytosanitary Portal. Under the ISPM 15, the wood packaging used in international trade needs to be treated prior exporting. Its main purpose is to prevent the international transport and spread of disease and insects that could negatively affect plants or ecosystems.

The ISPM 15 standard allows for two treatment options of wood products:

**Heat Treatment (HT):** Wood packaging material should be heated in a schedule that achieves a minimum core temperature of 56 degrees celsius for a minimum of 30 minutes. The American Lumber Standards Committee (ALSC) administers the US certification program for heat treatment.

**Methyl Bromide (MB) Fumigation:** The wood packaging material should be fumigated with methyl bromide. The National Wooden Pallet and Container Association (NWPCA) has been tasked by the US Animal and Plant Health Inspection Service to administer the fumigation program.
ISPM 15 affects all wood packaging material (pallets, crates, dunnages, etc.) requiring that they be debarked and then heat treated or fumigated with methyl bromide and stamped or branded, with a mark of compliance. The presence of an ISPM 15 compliant stamp or mark on dunnage certifies that the timber bearing the mark has been subjected to an ISPM 15 approved measure (or treatment). Products exempt from the ISPM 15 are made from alternative material, like paper, plastic or wood panel products (ie OSB, hardboard, and plywood). In South Africa, the Department of Agriculture, Forestry and Fisheries (DAFF) through Directorate: Inspection Services is responsible for the registration and auditing of treatment providers and manufacturers of wood packaging materials. The DAFF has invited the members of the South African Association of Freight Forwarders to work with them to ensure that all wood packaging materials destined for export comply with the ISPM 15 standard. A copy of the invitation containing the Directorate: Inspection Services’ contact details is attached. As dunnage plays an integral role during the loading, transportation and discharging of several cargoes, members are recommended to ensure that the wood packaging of the consignment is under ISPM 15 regulations. Source: The Standard Club

…. PHOTO OF THE DAY .....