Number 254 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 11-09-2019
News reports received from readers and Internet News articles copied from various news sites.

The KASTEELBORG moored at the Nieuwediepkade in Den Helder. Photo : Roy Flem ©
I N MEMORIAM

Een zeeman is aan zijn laatste reis begonnen.
Vaarwel...

We nemen afscheid van

André Ligthart

* Schagerbrug
10 april 1953

† Alkmaar
8 september 2019

Tonny Ligthart-de Wit
Ilonka en Martin
Sem, Casper, Ferre
Margreet en Niels
Amy
Andrea en Bas
‘t Vierkant 14
1751 PB Schagerbrug

André is thuis, waar wij de laatste dagen graag in familiekring willen doorbrengen.

We nemen afscheid op vrijdag 13 september om 13.15 uur in het crematorium van Schagen, Haringhuizerweg 3. Na afloop is er in de koffiekamer gelegenheid om ons te condoleren.

*****ANDRE, RUST ZACHT *****
Port of Mobile receives federal authorization to deepen, widen harbor channel

The historic planned modernization of the Port of Mobile is moving forward.
The Alabama State Port Authority on Monday announced it has received federal authorization to upgrade Mobile Harbor to accommodate larger vessels and improve transit efficiencies at Alabama’s only deep-water seaport. This comes after the U.S. Army Corps of Engineers’ (USACE) South Atlantic Division signed the Record of Decision for the Mobile Harbor...
General Reevaluation Report (GRR) and Integrated Supplemental Environmental Impact Statement (SEIS) on Friday. The proposed harbor improvement project would deepen the existing bar, bay and river channels to 52 feet (15.84m), 50 feet (15.24m) and 50 feet (15.24m), respectively. The project also includes widening the bay channel by 100 feet (328.08m) for three nautical miles to accommodate two-way vessel traffic, expanding the current Post-Panamax sized turning basin and incorporating a minor bend easing in the lower bay channel. Shoreside, the Alabama State Port Authority and its partner, APM Terminals, have been expanding the terminal to meet year over year growth. A $50 million expansion finished in late 2017, and the following year, another $50 million expansion launched. In a statement, James K. Lyons, director and chief executive officer for the Port Authority, said, “With completion of the Phase 3 expansion, the port and its partner, APM Terminals, will have nearly $500 million in container intermodal assets to serve our customers. As demand dictates, we’re positioned to respond quickly to further expansion.” The Phase 3 expansion, when completed in February 2020, will extend the dock to allow for the simultaneous berth of two Post-Panamax sized vessels and bring annual throughput capacity to 650,000 TEUs. The dock extension will leverage operational efficiencies generated by newly constructed yard capacity, applied technology, additional outbound gates and two Super Post-Panamax and two Post-Panamax ship to shore container cranes. The deepening and widening of the harbor channel has been a long time coming, with the landmark leadership of Senator Richard Shelby (R-AL) and Governor Kay Ivey’s Rebuild Alabama Act paving the way for the necessary funding. In June 2014, the Port Authority requested that the Corps initiate the necessary studies to achieve justified improvements to support the seaport’s rapid growth in manufacturing, mining, retail/distribution and agribusiness markets.

The resulting Mobile Harbor GRR and SEIS underwent a $7.8 million, comprehensive four-year study to evaluate the benefits and potential impacts of the project. Throughout the study process, the Port Authority and the USACE jointly conducted public scoping meetings, general public meetings in both open house and town hall formats, numerous meetings with cooperating agencies and extensive focus group meetings with seafood interests, commercial fisherman, environmental non-governmental organizations, Dauphin Island property owners and interests and environmental justice communities. In May 2019, the Environmental Protection Agency released the Draft GRR/SEIS for public comment to be considered in the preparation of the Record of Decision.

During the study process, the Port Authority’s container carriers servicing Asia trade lanes added new market options and some have shifted to 7000-8500 TEU class ships. The U.S. Army Corps of Engineers will next execute a design agreement with the Port Authority to begin the preconstruction, engineering and design phase. Construction on the modifications could begin in late 2020. The Alabama State Port Authority represents the State of Alabama’s public, deep-water terminals serving general cargo, container, over-dimensional and bulk cargoes supporting over 134,600 jobs and $22.4 billion in economic impact to the Yellowhammer State. Source: yellowhammernews

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The 1971 built PAN flag ferry IONIAN STAR entering Bunkering Area 4, Malta on Sunday 8th September, 2019. She’s the former Norwegian ferry BOHUS and bound to Italy-Albania route. Most likely she will replace the old RED STAR I. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Damen Marine Components supplies steering system for versatile trawler Cape Arkona

Damen Marine Components (DMC) has won a contract to supply a steering system for the trawler CAPE ARKONA. Currently in build at the Baatbygg yard at Måløy in western Norway for Austral Fisheries, the 1,150 m³ vessel is capable of...
alternating between operating as a freezer trawler, long liner and a potter vessel, all within the period of a single trip. DMC will be supplying the 70-metre vessel with a Van der Velden® TIMON flap rudder with heel bearing and a Van der Velden COMMANDER™ rotary vane steering gear. The slim-profile TIMON flap rudder is a popular and proven system which delivers superior manoeuvring and course-keeping performance compared to conventional rudders. This model will have a surface area of 6.7m², capable of generating torque of up to 73kNm. The heel bearing is especially designed to take substantial radial forces and to be removable for easy mounting and dismounting of the rudder blade without the need to remove the rudder stock and the steering gear. The heel bearing bush is fabricated using a synthetic material that makes it self-lubricating and eliminates any electrical conductivity. The steering gear forms part of the overall propulsion system being delivered by Brunvoll. This features a hybrid twin-in single-out gearbox with a father and son diesel engine configuration, and electric motor for diesel-electric mode.

The system provides great flexibility and a high level of redundancy with operation possible from three individual engine solutions. The plant is prepared for the future installation of a battery pack if required, for additional flexibility. “We are very happy with the rudder package being included in Brunvoll’s system supply. This consists of the gear and CP propeller plant with nozzle, tunnel thruster, rudder and steering gear, emergency telegraph system and complete control system, including control and alarms for the steering gear”, says Geir Arne Kaspersen, VP Sales of BrunvollVolda AS. The CAPE ARKONA is the result of a contract between leading Australian operator Austral Fisheries and the Norwegian ship design and engineering company Skipskompetanse for the delivery of a highly innovative new fishing vessel capable of alternating between three different fishing methods without having to return to port. The design is based on the Skipskompetanse SK-4260 series which has a focus on minimising its impact on the environment with features including diesel-electric propulsion. The accommodation is for 40 people across 26 cabins. The vessel will be operating around the Heard & McDonald Islands and will have an ICE-1C notation. “This is yet another achievement in the fishery vessel segment of the demanding Norwegian market, which was possible due to close cooperation between Brunvoll and our sales representative in Norway, Ulmatec. With more than 150 references for all types of fishing vessels, this order came right on time,” said Bogdan Mocanu, Area Sales Manager of Damen Marine Components.
Fourth and Final Crewman Pulled Alive From Capsized Ship

By Jeff Amy and Stephen Morton

Coast Guard rescuers pulled four trapped men alive from a capsized cargo ship Monday, drilling into the hull's steel plates to extract the crew members more than a day after their vessel overturned while leaving a Georgia port. All four were described as alert and in relatively good condition and were taken to a hospital for further evaluation. "Best day of my 16-year career," Lt. Lloyd Heflin, who was coordinating the effort, wrote in a text message to The Associated Press A video posted online by the Coast Guard showed responders clapping and cheering as the final man, wearing only shorts, climbed out of a hole in the hull and stood up. Three of the South Korean crew members came out in the midafternoon. The fourth man, who was trapped in a separate compartment, emerged three hours later. The rescues followed nearly 36 hours of work after the GOLDEN RAY, a giant ship that carries automobiles, rolled onto its side early Sunday as it was leaving Brunswick, bound for Baltimore. "All crew members are accounted for," Coast Guard Southeast wrote on Twitter. "Operations will now shift fully to environmental protection, removing the vessel and resuming commerce." South Korean President Moon Jae-in sent a letter to President
Donald Trump to express gratitude over the successful rescue of the men, saying that the news brought “huge relief and joy” to South Koreans. The presidential Blue House said Moon also sent a letter to U.S. Coast Guard Commandant Karl Schultz and praised the “courage and dedication” of Coast Guard members involved in the rescue. In the hours immediately after the accident, the Coast Guard lifted 20 crew members into helicopters before determining that smoke and flames and unstable cargo made it too risky to venture further inside the vessel. Officials were concerned that some of the 4,000 vehicles aboard may have broken loose. That left responders looking for the remaining four crew members. At first, rescuers thought the noises they were hearing inside could be some of the vehicles crashing around. But by dawn Monday, they were confident that the taps were responses to their own taps, indicating someone was alive inside.

"It was outstanding when I heard the news this morning that we had taps back throughout the night," Capt. John Reed said. Those sounds helped lead rescuers to the right place on the 656-foot (200 meter) vessel and provided motivation. "They were charged up knowing the people were alive," Reed said. On Monday morning, rescuers landed on the side of the GOLDEN RAY and rappelled down the hull. Heflin, who was coordinating the search, said they found three men in a room close to the propeller shaft, near the bottom of the stern. Responders began drilling, starting with a 3-inch (7.5-centimeter) hole. Coast Guard officials brought the ship’s chief engineer, who was rescued Sunday, out to the ship to translate, and found the three men were "on board and OK," as Heflin put it. Reed said rescuers passed food and water through the hole to the men. They also provided fresh air to the propeller room, which Reed said was even hotter than outside, where the high was 93 degrees (34 Celsius). Responders set up a tent on the hull and began drilling additional holes, eventually making an opening large enough to insert a ladder and help the men climb out. "It was like connect the dots," Reed said of the hole, which grew to 2 feet by 3 feet (0.6 meters by 1 meter). The fourth rescue was a greater challenge. That crewman was behind glass in a separate engineering compartment on another deck, Reed said. The GOLDEN RAY is now stuck in the shipping channel, closing one of the busiest U.S. seaports for shipping automobiles. One ship is unable to leave port and four more are lined up outside waiting to come in, according to ship-tracking website Marine Traffic. A statement issued Monday by the South Korea foreign ministry said the crew members were isolated in an engine room. It said 10 South Koreans and 13 Filipinos had been on board, along with a U.S. harbor pilot, when the ship began tilting. Position records for the GOLDEN RAY show the ship arrived in port in Brunswick Saturday evening after making the short sail from a prior stop in Jacksonville, Florida. The ship then departed the dock in Brunswick shortly after midnight and was underway only 23 minutes before its movement stopped in the mouth of the harbor where it capsized, according to satellite data recorded by Marine Traffic. Port officials were "working closely with the Coast Guard to reopen the channel," Georgia Ports Authority Executive Director Griff Lynch said in a statement after the final man was rescued. The cause of the capsizing remains under investigation. Marine Traffic shows the Golden Ray...
overturned as it was passed by another car carrier entering St. Simons Sound. At the time, the skies were clear and the weather calm, with a southerly breeze of only 5 miles per hour, according to National Weather Service records. Many of those rescued were taken to the International Seafarers’ Center in Brunswick. Sailors arrived with only what they were wearing when rescued. A restaurant donated a meal, and the volunteer-run center provided the seamen with clothes, toiletries and Bibles. The vessel is owned by Hyundai Glovis, which carries cars for automakers Hyundai and Kia as well as others. In a statement, the company thanked the Coast Guard for saving the crew and sought to assure the public that it would now focus on “mitigating damage to property and the environment.”

Source: Associated Press Writer Michael Biesecker contributed from Washington.

Vestdavit equips Norwegian Coast Guard’s next generation for Polar boat launch and recovery

Boat launch and recovery specialist Vestdavit has secured an order to supply three new Norwegian Coast Guard vessels with davits equipped for polar conditions, in a project which also calls for installation of a deck-mounted transfer system for rapid deployment. The ships are being built by Vard Group within the P6615 project to replace Nordkapp-class ships with a new generation of search-and-rescue, surveillance, and oil recovery vessels. The 136m length newbuildings have been developed for worldwide operations including arctic areas and will feature ice-strengthened hulls and ice-class notation on their delivery from Vard Langsten, Norway, one apiece in 2022, 2023 and 2024.
Each vessel will come complete with one telescopic TBD-10000L davit system plus two PLR-5003KV units, built to Vestdavit standards for minimum availability of 330 days a year up to upper Sea State 5, based on actual North Sea conditions 1958-2018. In line with the areas of operation envisaged, the davits will be winterized for full functionality in temperatures as low as -25deg C, as required in the Polar Code.

“This contract continues an unbroken run of davit system orders from the Norwegian Coast Guard but the project merits special attention as the customer continues to push forward davit performance requirements,” says Bjørnar Dahle, Business Development Director, Vestdavit. The Vestdavit TDB -10000L is a hydraulically-operated 10 T SWL single point telescopic davit suitable for handling auxiliary boats at hoisting and lowering speeds of 40 m/min. Project specifications include a dynamic shock absorber system, Vestdavit’s constant tension solution and hydraulic boat-guiding arms. In addition, the Norwegian Coast Guard has opted for a wagon-based boat transfer system operating on deck-mounted rails. Featuring a pair of wagons, or cradles, the solution includes elements of Vestdavit’s leading-edge and patent-protected MissionEase multi-boat transfer system, in that it can present two boats to the davit in quick succession for rapid deployment. The Vestdavit PLR-5003KV units also specified within the contract are A-frame, all-steel davits with a 5 ton SWL, which will feature Vestdavit’s wave-compensation system and shock absorber system. The solution will feature 50m/min lifting and lowering speeds. The units installed are designed to handle FRBs of up to 8.5m in length. The complete order also includes telescopic painter booms to run parallel to the ship and pick up the painter line to keep auxiliary boats at a safe distance to the ship’s side, controlled from the boat launching operators station.

MarAd weighs social case versus efficiency plea in port automation ruling

THE US Maritime Administration (MarAd) having received petitions on automation of cargo handling in American harbours must weigh social costs against dockside efficiency, reports New York's FreightWeek. "What is at stake is the future nature of work and how the benefits of the enormous productivity produced by automation is distributed between capital and labour," say the dockers unions in a joint submission with eight other labour organisations. "The automated..."
technology industry and its proponents have a view of the future with robots manufacturing products, driverless trucks and unmanned ships transporting the products to Amazon-type warehouses managed by robots and the last-mile distribution of the product by drones," said the brief. Said Automated Terminal Systems (ATS) president Daniel Reiss: "Already ports in Canada and Mexico are siphoning off cargo, adopt advanced automation and integrate intermodal rail." Mr Reiss said it was foolish to introduce gradually. "Experience in the automotive and steel industry has demonstrated that such an approach is not only inefficient it is counterproductive," Mr Reiss said. "Those industries virtually died in the US. It was not until management ‘bit the bullet’ and implemented full automation systems that those sectors revived," he said. Source: Schednet

China's first domestically-produced polar expedition cruise ship delivered

Officially named Greg Mortimer, the first made-in-China polar expedition cruise ship was delivered to Sunstone Ships Inc., the world's leading provider of expedition vessels, on Sept. 6. After its delivery in Haimen in east China's Jiangsu Province, the vessel will be transferred to Aurora Expeditions, an Australian operator that organizes Antarctic and Arctic cruises and other trips, and soon conduct a 12-day maiden voyage to the Antarctic region. Manufactured by China Merchants Industry Holdings Co. Ltd., the ship has a total tonnage capacity of 8,035 tons. It is 104.4 meters in length and 18.4 meters in width, with a capacity to hold 254 people on board. The boat’s construction started in March last year at the company's Haimen base. The vessel combines the functions of adventures and tourism, providing recreational activities for passengers like maritime adventures and water sports. It meets high safety standards under extreme weather conditions and is designed to be able to return to the nearest port in emergencies, said Zheng Hehui, vice president of the company. Source: [http://en.people.cn](http://en.people.cn)

Liebherr opens new subsidiary in Hamburg Port

Liebherr-MCCtec Vertriebs- und Service GmbH is investing approximately 20 million euros in a new subsidiary in Hamburg Port. The official handover took place on 6th September 2019.
The new Liebherr sales and service centre, comprising an area of 44,000 m² in the Kuhwerder Harbour, was officially opened beginning September 2019. The location offers a good and wide-ranging infrastructure: easy access to motorways and railways, a public transport network and direct water access via three quays. The new subsidiary is responsible for supporting mobile harbour, ship and offshore cranes as well as construction machinery from the product areas crawler cranes, deep foundation machines and duty cycle crawler cranes. The new location also serves as a hub for rental and buy-back machines. A further important function is the overhauling of components as well as the execution of complex repairs on machines that in some cases can be transported by sea directly to Hamburg. “We are investing in a location which offers long-term potential for growth in several directions. Due to the logistic requirements, the harbour in Hamburg is our central hub for rental and buy-back machines, as well as for all kinds of repairs for the European area,” explains Jörg Schmidt, Managing Director of Liebherr-MCCtec Vertriebs- und Service GmbH. “I am proud that such a traditional and yet future-orientated company as Liebherr has chosen this location for long-term engagement. The establishment here also fits in with the senate’s port strategy,” adds Michael Westhagemann, Minister for Economics, Transport and Innovation. “As the Hamburg Port Authority, we are extremely proud when we see today what an attractive location the company Liebherr has constructed in the heart of our Hamburg Port within such a short period of time,” says Jens Meier, CEO of HPA. “With its industrial products Liebherr stands not only for innovation in the maritime economy but also literally for real greatness. Therefore, the establishment is perfectly suited to Hamburg Port.” A workshop (2,160 m²), a store (1,080 m²), open storage (10,000 m²) and a four-storey office building (3,750 m²) have been erected on the new site. Most of the construction work was completed within one year. During the official handover and opening a multitude of solutions from the product and service programmes were presented. In addition to the classic services such as repair, overhaul and logistics, stock and parts supply, this included numerous digital solutions: real-time simulators for training purposes, online services, fleet management, augmented & virtual reality, and much more. Currently, the Hamburg facility has approximately 100 employees.
Van Wijngaarden Marine Services places order for its first Damen Multi Cat DP1

Van Wijngaarden Marine Services has placed an order with Damen Shipyards Hardinxveld for a Damen Multi Cat 3013, to be named KILSTROOM. This latest order represents a new step for the family-owned company.

3 Korean Shipbuilders Scrambling to Land This Year’s Final LNG Carrier Orders

The CEOs of Korea’s three major shipbuilders will attend Gastech 2019 to be held in Houston Sept. 17-19 to land orders for LNG carriers. The CEOs of Korea’s three major shipbuilders — Hyundai Heavy Industries, Daewoo Shipbuilding & Marine Engineering (DSME) and Samsung Heavy Industries -- are rolling up their sleeves to land orders for LNG carriers. They will attend Gastech 2019, which will run in Houston, the United States, from Sept. 17-19, to receive this year’s final LNG carrier orders. The event is the world’s three largest gas exposition held with the participation of the movers and shakers of the global oil and shipping industries. During the fair, which is held every year and a half, shipbuilders compete fiercely to land orders for LNG carriers and offshore plants. The Korean shipbuilding industry is on high alert before its participation in this year’s Gastech show. Although they were expected to win large LNG carrier orders this year, their performance has been actually below expectations due to a drop in new orders stemming from global trade disputes. The Korean shipbuilder’s order receipts in the first seven months of this year were only half of last year’s 6.45 million CGT. Global shipbuilding orders during the period added up to 11.82 million CGT, down 43 percent from the same period last
year. By company, Samsung Heavy Industries came up with a relatively good scorecard, with its order receipts totaling US$4.2 billion, 54 percent of its annual target of US$7.8 billion. The company is highly likely to build 15 icebreaking LNG carriers jointly with a Russian shipyard as it has recently won a design contract for the Russian icebreaking LNG carrier construction project. Hyundai Heavy Industries, on the other hand, has reached about 31 percent (US$4.99 billion) of its target of US$15.9 billion, while DSME has achieved 36 percent of its target by landing new orders worth US$3 billion. Earlier, Korean shipbuilders were expected to sweep Qatar’s orders for 40 LNG carriers, but the huge orders may not be placed within this year. Therefore, Hyundai Heavy Industries and DSME are unlikely to attain their goals for this year. This is why their CEOs and sales forces are under pressure to win new orders in the upcoming Gastech event in the United States. Source: Business Korea

The RET fast ferry **DE NI EUWE PRI NS** enroute from the Maasvlakte to Hoek van Holland approaching the Breediep with in the background seen the **STENA HOLLANDICA** moored at the Stena terminal in Hoek van Holland

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

A Chartering Team for dship Carriers in China

dship Carriers is expanding its global team with two new Chartering Managers in Shanghai, China. This will ensure further availability and enhanced services to dship Carriers’ clients in Asia. dship Carriers continues to strengthen its organization with two dedicated Chartering Managers in Shanghai, China. Alex Wang and Garon Jiang will further develop the Chinese market on behalf of dship Carriers. “China is still considered to be the world’s fastest-growing economy. With Alex and Garon on board, we can now offer our services directly to our Chinese clients. We are looking forward to a successful collaboration,” says Lars Feller, Global Vice President of dship Carriers.
Growing Demand for Shipping Bodes Well for Future, As Tonnage Supply is Kept at Moderate Levels

Shipping’s future prospects seem to justify the current optimism, as it’s reflected in the freight rate market over the past couple of months. In its latest weekly report, shipbroker Intermodal said that “for yet another time, the market seems to have its own drivers. After a very disappointing first half, the recent recovery in the shipping market in the second half of this year has buoyed optimism amongst the people in the industry. Yet if you are to ask most shipowners if they are optimistic you will get a “yes…but…” reply”. According to Theodore Ntalakos, Intermodal’s SnP Broker, “on the dry bulk ship supply side (>20,000dwt), the world fleet has increased by 241 vessels year-on-year corresponding to a growth of about 2.4%, while one year earlier it was below 2%. Nonetheless, it’s still a moderate fleet increase versus 4.4% percent real GDP growth of the emerging market and developing economies. For example, Bangladesh has 7.3% GDP Growth in 2019 and has also secured the top position in the world in achieving the highest GDP during the last 10 years. The current dry bulk orderbook – not including slippage/cancellations – stands at 8.7% of the world fleet. Whilst there has been little order replenishment of bulk carriers in 2019, the orderbook is today merely bigger than what it was a year ago by about 50 vessels. Furthermore, we are amidst of environmental regulations coming into force, with water ballast management systems being retrofitted (or not) and the bunkers already transitioning to comply with the 2020 sulphur cap. Compared to the same time last year we have about 80 more vessels over 20years old, and all the bulk carriers older than 20 years represent 9.5% of the dry bulk fleet”.

Ntalakos added that “on the tanker segment, things aren’t less complicated. So far in 2019 there is less demolition activity, but also less new orders, while more ships have been delivered from the builders. The tanker fleet (>25,000dwt) has increased by about 3.5% led by MR tankers which increased by about 70 vessels, VLCCs followed with 55 vessels, 37 Aframaxes and just 15 Suezmaxes. The orderbook has not been replenished and is actually about 25% smaller than before, it represents about 7.7% of the trading fleet down from 10% same time last year. This rationalization of the orderbook, lays the foundation for a better future for the segment from the supply side alone”. Meanwhile, “on the other side of the equation for both dry and wet segments, there still is a growing demand for seaborne transportation. And while previously there were production disruptions, economic concerns, as well as political reasons that combined were suppressing the market, now there seems to be another combination that allows the freight rates to improve and drive the real demand for seaborne trade. The population continues to expand, emerging countries continue to absorb shipping goods and raw materials, so - still being the most fuel efficient and environmental friendly form of commercial transport - seaborne trade will continue to grow”, Intermodal’s analyst noted. He added that “although nobody can foresee if the current freight market is sustainable or not, the fundamentals suggest so, at least for the short term. We will continue to have supply disruptions, limited ordering and fleet expansion on the one side, and solid growth from the developing and emerging economies on the other. So, as we have many times argued that shipping is an infinite game and the objective of the players is to perpetuate the game, as we enter a new era with higher environmental awareness, it’s a good entry point for investments and the upside is there as long as shipowners are patient and avoid overreactions”, Ntalakos concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Newbuilding Energy Efficiency: Totally Worth It

With a little careful planning, you can adopt some surprisingly effective energy-efficiency measures for your newbuilds, saving a lot of money in the long run, while also greening up operations.

A changing marinetech climate

New regulatory guidelines in recent years have progressed innovations in marine technology. Both vessel and equipment manufacturers alike have introduced solutions that answer the call of the IMO and EEDI (Energy Efficiency Design Index for new ships) to decrease energy consumption and emissions. Additionally, organisations such as the Danish-born Green Ship of the Future (GSF) are promoting the idea that emission-free maritime transport is an achievable near future for the industry, and financially sustainable, through the use of both existing, energy-efficient technology and also R&D into new digital technologies.

Efficiency solutions are win-win

When they hear the word regulation, people inevitably start wondering what it’s going to cost to fall in line. It’s important, however, to understand that, in this case, green initiatives can actually create powerful opportunities for savings, while also protecting the environment. That’s because when it comes to regulatory changes in the marine industry, a lot of the impact falls onto fuel consumption. Fuel is the most expensive component of the maritime business model, representing up to 60-70% of total ship operating costs in times when fuel prices are higher. That means that an investment in energy-saving solutions can actually help shipowners improve their bottom line by lowering fuel consumption annually. As the American author and commentator Bill Vaughan mused, “improving efficiency is not only a risk-reduction strategy, it’s a profitability strategy.”

Intimidation factors

There are a lot of choices! Whether you’re from a marine background or totally new to the shipbuilding experience, because the development of new equipment is constant, it can be difficult to weigh the options when outfitting a new ship. Shipowners are often presented with a small list of potential manufacturers, in a sort of “package deal” arrangement, representing a range of prices. Not often are equipment choices presented in an “a la carte” style. And with good reason - comparing the pros and cons for an inclusive list of shipbuilding elements would be both intimidating and time intensive, for anyone. So, what options do we have to make the biggest efficiency savings?

Engine room opportunities

By far, the greatest opportunity for improving fuel efficiency is in the engine room. While in some ways, one engine room pump may appear to be much like another in overall specifications, efficiency performance can, nevertheless, vary by as
much as 10 percent. Down the line, a decision to use the most efficient pump on the market can translate to as much as a 25 percent fuel reduction. So, it is important to consider what the manufacturer can deliver in terms of state-of-the-art pump design. Additionally, while there is always a premium around onboard space, prioritizing efficiency in piping design and other engine room infrastructure can greatly offset upfront sacrifices with savings down the road. Too often, we see corners cut in piping design, and it can seem easy to save money by choosing cheaper, smaller diameter pipes for your newbuild. But, over time, higher pressure in the pipes reduces the lifetime of both the piping and the associated equipment, resulting in much higher longer-term costs by way of unnecessary maintenance or even loss of equipment. Cavitation, for example, can demand early replacements, which could be avoided by choosing the optimal pipes sizes during installation.

**Reuse and recycle**

By choosing equipment that is systemically useful in the ship, it is possible to reuse and recycle some of the heat generated by the engine room equipment and reduce fuel consumption. Reusing engine room waste heat to keep a stable temperature in the cargo tanks for tankers can greatly improve total ship efficiency. Implementing a system like this onboard needs to be carefully planned, but in the long road, an increased efficiency of up to 82 percent and big gains on the bottom line make thinking ahead well worth the effort! For example, installing a pump/fan control system, such as DESMI’s OptiSave™, can reduce the overall power consumption to a level where other power-consuming equipment and systems can be operated without increasing the overall fuel consumption of the vessel’s auxiliary engines. This means significant savings in the power normally needed to operate the vessel in accordance with the required operational profile.

**Working smarter**

Automation also has an impact on fuel efficiency, which is another area in which DESMI’s OptiSave™ has proven its worth. Installing programmatic technologies onboard ensures that your pumps will never work harder than they have to. This is made possible by optimising pump and fan speeds to the current conditions in order to save fuel, for example, up to 300 tonnes a year for a bulk carrier of approximately 60,000 DWT.

**Maintenance delivers results**

It cannot be understated that it pays to invest in quality. Whether you are buying for your newbuild or retrofitting a ship that is already on the seas (it’s never too late), choosing your manufacturer carefully can avoid a lot of unnecessary costs in terms of maintenance and replacement of parts and equipment, not to mention losses due to service docking. While it’s intimidating to undertake, choosing a more a la carte approach to equipment selection for your newbuild can really pay off in the end. And while we all know that it’s worthwhile to think about total cost of ownership when choosing equipment, it can also be hugely economical to think about the ship as a total system. From the engine room to the ballast cooling system and cargo hold, how can the separate components function together to create the best potential for fuel savings? Efforts like these, which green up your shipping operations, will also weave nicely into your company’s sustainability story. And that’s good for the environment and your bottom line! Source: DESMI

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The Dutch bouytender **ROTTERDAM** with a dead whale alongside in the Maasmond area Photo : Ane Ree ©
Panama Canal Signs Agreement with Port of Rotterdam

The Panama Canal and the Port of Rotterdam signed a Memorandum Understanding (MOU) to promote international trade between Europe and the West Coast of South America. Through this agreement, the two organizations will work closely to optimize operations while encouraging economic growth and the exchange of information on new business development opportunities, including logistics parks and port development projects.

“The Expanded Canal continues to reshape global trade routes today, reinforcing our position as the logistics hub of the Americas,” said Vice President for Complementary Businesses Rafael Pirro. “We are proud to be partnering with the Port of Rotterdam to ensure our customers experience the most efficient, consistent service and develop new business opportunities.”

The agreement, comes at a period of continued growth for both the Panama Canal and Port of Rotterdam. Last month, the Port celebrated a new transshipment record for the first six months of 2019 with 240.7 million tons handled, marking a 3.4% increase compared to 2018. During the same month, the Canal set a new daily tonnage record of 1.706 million Panama Canal tons (PC/UMS) on August 16, not long before welcoming the 7,000th Neopanamax transit since the inauguration of the Expanded Canal in 2016. The MOU is renewable after two years and will allow for both parties to share information on their technological capabilities, including the implementation of digital tools and applications aimed
at improving transport efficiency and cost reduction. Also, the MOU includes the exchange of market studies, transit data and modernizations plans, as well as joint training programs, studies and marketing activities between the two parties.

In addition to their roles as regional logistics hubs, the Port of Rotterdam and the Panama Canal share a commitment to sustainable shipping. They have already collaborated closely through their work as members of the Global Industry Alliance (GIA), a public-private partnership initiative of the International Maritime Organization (IMO). The GIA, comprised of maritime industry leaders, works to improve energy efficiency and reduce greenhouse gas emissions in international shipping.

Located in the Netherlands, the Port of Rotterdam is not only an important transshipment hub, but also Europe’s largest port—in 2018, the Port handled 468 million tons of cargo in Rotterdam alone. Source: Panama Canal Authority

What a multi-million dollar ‘bribe’ for oil supertanker says about Trump’s Iran policy

The Trump administration has used diplomatic pressure, legal action, economic sanctions – and even cold, hard cash – to try to get its hands on a hulking Iranian oil tanker that has been spinning its way around Africa and the Middle East for months. The extraordinary effort to seize the vessel has come to naught – so far. Even a curious State Department offer to make the ship’s captain a multi-millionaire fell flat. But the cat-and-mouse game between Iran and the Trump administration over the vessel – called the Adrian Darya 1 and laden with 2.1 million barrels of oil – is emblematic of an increasingly confrontational relationship. And like the fate of the supertanker and its crew, the outcome of the U.S.-Iran tensions remains unclear. The Trump administration’s efforts to capture the Adrian Darya is a small part of its “maximum pressure” campaign – aimed at reducing Iran’s oil exports to zero, strangling its economy, and forcing its leaders into negotiations with President Donald Trump. Trump withdrew the U.S. from the 2015 nuclear deal between Iran and other world powers, saying it did not do enough to curb the Islamic Republic’s ballistic missile program and support for terrorism.

Experts say Iran’s ability to keep the Darya out of the U.S. government’s long reach illustrates the shortfalls of the U.S. strategy. And it comes as Iran leaders once again rejected negotiations with Washington, saying Trump must lift U.S. sanctions first. On Saturday, Iran further reduced its compliance with the nuclear deal, saying it has begun injecting uranium gas into advanced centrifuges and that the country will no longer abide by the deal’s limits on its nuclear research and development. “The Iranians are not capitulating,” said Barbara Slavin, director of the Future of Iran Initiative at the Atlantic Council, a foreign policy think tank in Washington. “They’re not saying … Please, Mr. Trump, can we have a meeting with you?”

Instead, Iran has launched its own aggressive strategy, downing an American drone, allegedly sabotaging other ships passing through the Strait of Hormuz, and using circuitous shipping routes and cloaked transponders to move its own oil. The Adrian Darya – previously named Grace 1 – began its current journey in mid-April, starting in Iran’s main export terminal where it apparently was loaded up with light crude oil, said Samir Madani, co-founder of TankerTrackers.com, a company that uses satellite imagery and other tools to track crude oil shipments. The ship’s transponder was “cloaked” at the time, he said, and his firm couldn't get any images of it because of bad weather. “She resurfaced then, heading back out of the Iran area but waited around in the Persian Gulf until around May,” he said. “Then she left, sailing all the way
around Africa” and apparently heading to the Mediterranean. The two nations’ competing playbooks collided in July near Gibraltar, when the British Royal Navy seized the Adrian Darya, previously called the Grace 1. British and American officials suspected the ship was headed to Syria, in violation of European sanctions on oil sales to the brutal Assad regime in that war-torn country. The Trump administration tried to seize the vessel from Gibraltar, saying the ship and its oil were subject to U.S. forfeiture based on alleged violations of bank fraud and money laundering statutes, and other crimes.

But officials in Gibraltar defied the U.S. legal move and released the oil tanker on Aug. 16. The ship’s captain, a 43-year-old Indian man named Akhilesh Kumar, steered the supertanker slowly away from Gibraltar and into international waters, according to Madani About a week later, as the Adrian Darya meandered toward the east Mediterranean, Kumar received a remarkable email. “This is Brian Hook … I work for secretary of state Mike Pompeo and serve as the US Representative for Iran,” the Aug. 26 missive read. “I am writing with good news.” Hook confirmed to USA TODAY that he sent the email, which was first reported by the Financial Times. Hook proceeded to offer the ship’s captain several million dollars, if he agreed to steer the vessel to a port where the U.S. could seize it.

“With this money you can have any life you wish and be well-off in old age,” Hook wrote in a second email. “If you choose not to take this easy path, life will be much harder for you.” The captain apparently did not respond to Hook’s email. And on Aug. 30, the U.S. Treasury Department sanctioned the ship and Kumar. USA TODAY was unable to contact Kumar for comment or to confirm that he read the emails. Iran’s semi-official news agency labeled the move an attempted “bribe” and the country’s foreign minister, Javad Zarif, derided it as desperate. “Having failed at piracy, the US resorts to outright blackmail—deliver us Iran’s oil and receive several million dollars or be sanctioned yourself,” Zarif tweeted on Wednesday. Hook’s offer of U.S. taxpayer funds is allowed under a State Department program called Rewards for Justice, which provides money to individuals who help the U.S. prevent terrorist attacks or catch perpetrators. Hook publicly announced this week that the State Department would award up to $15 million to anyone who helped the U.S. disrupt the financial operations of Iran’s Revolutionary Guards Corps, an elite military unit that the Trump administration has designated as a terrorist group. “It’s the first time that the United States has offered a reward for information that disrupts a government entity’s financial operations,” Hook told reporters. “We have taken this step because the IRGC operates more like a terrorist organization than it does a government.” Slavin said Hook’s email to Kumar was “amateurish” and unprecedented. “I have never seen anything like that in my life,” she said. “I really did read like a Nigerian come-on: Send me your bank account information and you will become a millionaire tomorrow,” Slavin added, referring to the notorious foreign email scams. “Whose idea it was, I can’t even imagine.” As of Sept. 4, the Adrian Darya was approximately 60 miles off the Syrian coast, according to TankerTrackers.com. Satellite imagery tweeted out Friday by Trump’s National Security Advisor John Bolton appeared to show the ship just a few miles off the coast of Syria. It was not clear if its oil cargo had been unloaded. Madani, the company’s co-founder, said the crew may be planning to offload some or all of its oil, either via a Syrian port or a ship-to-ship transfer, and then head through the Suez Canal and back to Iran. He said he’s not sure why the Trump administration seems so focused on this particular ship, but its pressure has not stopped Iran from sending oil to Syria via other ships and other routes.

The U.S. is unlikely to be in a position to impound the vessel any time soon, said Andrew Serdy, an expert on maritime law at the University of Southampton in southern England. “The boat can’t be seized in a foreign nation’s territorial sea,” he said. The only place that the U.S. could realistically seize the Iran-flagged Adrian Darya1 would be in its own territorial waters several thousand miles away: the U.S. East Coast. In the meantime, Iran on Saturday said that it seized a separate tugboat near the Strait of Hormuz, a key waterway for oil transportation. It said 12 Filipinos were aboard the boat. It was not immediately clear what national flag the boat was sailing under. Source: USA Today
The SEABOURN OVATION outbound from Rotterdam passing Maassluis heading for Antwerp

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

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Underwater bow thruster repairs around the world

Hydrex diver/technicians can perform a wide range of repair or maintenance work on bow thrusters. An entire unit can be overhauled, propeller blades and seals can be replaced or repair work on another specific part of a thruster can be performed on-site. These repairs are performed in cooperation with all OEMs and can be carried out while the ship stays afloat with minimum impact on its schedule. The company’s goal is to offer shipowners the most efficient solution while maintaining the highest safety and quality standards. This article gives an overview of some of the more important recent bow thruster repairs carried out by Hydrex teams.

Underwater reinstallation avoids delay for container vessel

A month after Hydrex divers removed the bow thruster of a 300-meter container ship they once again mobilized to Italy. They reinstalled the overhauled unit underwater with the use of the company’s flexible mobdock technique. The available time window for the removal of the bow thruster had been very short because of the tight schedule of the vessel. For this
reason the job was split in parts, performed in different ports. The time frame for the reinstallation was slightly larger, allowing the team to carry out the job during a single stop of the vessel. The divers used the flexible mobdocks to close off the thruster tunnel once the overhauled bow thruster had been brought into the tunnel. All water was removed from the tunnel. This created drydock-like conditions for the divers while the vessel stayed afloat. The team then secured the unit and connected it. Once this was done the thruster propeller blades were installed one by one. With these in position the ship was ready to sail. The Hydrex team worked in shifts around the clock to finish all tasks as fast as possible. As a result the charterer did not have to worry about his vessel’s schedule.

**Replacement in stages keeps cruise ship on schedule**

A 208-meter cruise vessel sailing in the Caribbean suffered steering problems after one of its two bow thrusters malfunctioned. Having to depend on assistance every time the ship berthed would quickly become very expensive. Going off-schedule, however, to have the bow thruster replaced would cost the owner both in finance and reputation. A solution was therefore needed that could be carried out on-site without interrupting the vessel’s schedule. Enter the Hydrex tried and tested flexible mobdock technique and experienced diver/technicians. There was only a time frame of eight hours at each port of call during the ship’s cruise in the Caribbean. It was therefore important that the operation was split up in parts that could be finished before the vessel had to leave again. A perfect planning and constant communication between the Hydrex technical department in the office and the team on location was essential in achieving this.

**Underwater bow thruster operation on Ferry in Oslo**

Recently a team of Hydrex diver/technicians mobilized to Oslo, Norway for an underwater bow thruster operation on a large ferry. A seal in the gearbox was leaking and needed to be replaced. A small window was made available for the operation, but the repair had to be finished before the next scheduled trip. The Hydrex technical department proposed to replace the defective seal underwater with a tailor-made cofferdam. The cofferdam was designed by their R&D department and fabricated at the Hydrex headquarters in Antwerp. This allowed the divers to remove the damaged seal ring and replace it with a new one in a dry environment. Flexibility is an important element of every job Hydrex carries out, but in this case it was crucial that the repair was finished before the ferry needed to depart with its passengers.

*Photo: Dirk Nootenboom ©*
NAVTOR and ScanReach sign agreement to connect ships and shore

NAVTOR says it has signed with ScanReach a landmark agreement that paves the way for shipowners to have a connected, comprehensive and real-time view of vessel and fleet operations. The collaboration will connect a revolutionary onboard wireless IoT platform to a secure channel for sharing data between ship and shore. The result is a seamless stream of information running from onboard sensors (which can be fixed to almost any piece of equipment, system, or individual) to land-based facilities, and back, enabling optimal decision-making, 24/7.

Complete connection
NAVTOR is a world leader within e-navigation, providing innovative digital solutions that make life simpler, safer and more efficient for both navigators and entire shipping businesses. ScanReach officially launched to the industry at Nor-Shipping 2019, having devised and thoroughly tested a plug and play solution that, for the first time, creates a robust onboard network capable of transmitting data throughout complex and confined steel environments, with no need for expensive cabling. Their collaboration makes, according to NAVTOR Chief Commercial Officer Børge Hetland, perfect sense.

Unique awareness
“Both ScanReach and NAVTOR share the vision of utilizing technology to enable smarter shipping, and by that I mean safer, more efficient, more environmentally friendly and, at the end of the day, more cost effective maritime operations for shipowners and society itself,” he explains.

“With our advanced ENC-based services as the foundation we have built an infrastructure that allows the seamless sharing of data between vessels and shore, giving bridge officers the very latest information (for example, up to date charts, weather data and regulatory alerts) while owners and operators access vital fleet management information. ScanReach have created a breakthrough onboard infrastructure whereby sensors share real-time information from equipment, systems and even personnel with the bridge, giving the crew genuine insight of current vessel operations.

“This agreement puts those two infrastructures together. So suddenly it’s not just the bridge officer that knows the latest performance data from ‘sensor x’ in the engine room, it’s the team in the office on shore. This gives close to real-time 360-degree awareness like never before. The potential is really only limited by the ambition and imagination of this industry. This is the definition of a game changer.”

Addressing industry demand
The technology is currently undergoing full scale testing onboard North Sea Shipping’s North Sea Giant subsea construction vessel, with a view of launching to market later this year. ScanReach’s system will connect with NAVTOR’s communication and pre-processing hub, NavBox, with all information relayed to land securely through this DNV GL certified cyber secure gateway. Jacob Greg Eide, Chief Business Development Officer, ScanReach, believes the agreement will fire the starting gun for a new age of maritime service innovation. “When you have two breakthrough technologies coming together in this way the possibilities are huge,” he states. “Suddenly we have the ability to develop a wide range of services, and quickly, directly addressing client needs and effectively switching vessels from ‘analogue’ to smart, connected, digital empowered ships – without having to install expensive cabling.”

Unlimited potential
Eide mentions numerous possibilities. In terms of performance, efficiency and cost control he talks of the ability of ship and land-based teams to see real-time vessel operational data, combining it with other data streams to fine-tune performance for optimal results. In this way immediate action can be enabled – for example saving fuel and reducing green house gases (in line with IMO targets) – rather than waiting for the results of office-based analysis potentially months later. In addition, automated and on demand reports of emissions and fuel consumption could be produced for complete regulatory compliance. Weather data could also be captured from weather stations on each ship (NAVTOR services a fleet of several thousand vessels) and streamed to land, providing real-time weather reports from exact vessel locations – calibrating existing weather models and helping other ships adjust routes and optimize performance and safety.

On the subject of safety, Eide sees immediate gains.
“We’ve already launched In:Range, allowing those on vessel bridges to see the exact location of all personnel onboard in emergency situations,” he says. “With NAVTOR’s infrastructure that information can be combined with their data, for example on routing, weather and navigation, to enable a new generation of emergency response services, both onboard and onshore. “Everything becomes connected – ship visibility is brought to shore,” he concludes, adding: “The implications of that for the industry are truly staggering.”

Established expertise
ScanReach’s low power, plug and play microsensor technology is simple to install while ships are operating, with no need for cabling. NAVTOR is the market leader in e-navigation innovation. The firm was the first to introduce Pay as You Sail (PAYS) ENC services to the market, launched the first digital chart table and currently offers a unique Passage Planning (PP) module, slashing average PP administration time from three hours to under 30 minutes (per voyage, per vessel). Both businesses are based in Norway with global client bases. NAVTOR also has offices in Sweden, Japan, UK, Singapore and the US. Source: portnews

BBC RUSSIA passes Port Huron, Michigan with a load of windmill turbine blades bound for Duluth, Minnesota on Sept 7, 2019. Photo: Lorraine Morrill Sarnia, Ontario, Canada ©

The WESTERN MOSCOW outbound from Damen Shiprepair Photo: Marcel Coster ©
Growing Demand for Shipping Bodes Well for Future, As Tonnage Supply is Kept at Moderate Levels

Shipping’s future prospects seem to justify the current optimism, as it’s reflected in the freight rate market over the past couple of months. In its latest weekly report, shipbroker Intermodal said that “for yet another time, the market seems to have its own drivers. After a very disappointing first half, the recent recovery in the shipping market in the second half of this year has buoyed optimism amongst the people in the industry. Yet if you are to ask most shipowners if they are optimistic you will get a “yes…but…” reply”.

According to Theodore Ntalakos, Intermodal’s SnP Broker, “on the dry bulk ship supply side (>20,000dwt), the world fleet has increased by 241 vessels year-on-year corresponding to a growth of about 2.4%, while one year earlier it was below 2%. Nonetheless, it’s still a moderate fleet increase versus 4.4% percent real GDP growth of the emerging market and developing economies. For example, Bangladesh has 7.3% GDP Growth in 2019 and has also secured the top position in the world in achieving the highest GDP during the last 10 years. The current dry bulk orderbook – not including slippage/cancellations – stands at 8.7% of the world fleet. Whilst there has been little order replenishment of bulk carriers in 2019, the orderbook is today merely bigger than what it was a year ago by about 50 vessels. Furthermore, we are amidst of environmental regulations coming into force, with water ballast management systems being retrofitted (or not) and the bunkers already transitioning to comply with the 2020 sulphur cap. Compared to the same time last year we have about 80 more vessels over 20years old, and all the bulk carriers older than 20 years represent 9,5% of the dry bulk fleet”.

Ntalakos added that “on the tanker segment, things aren’t less complicated. So far in 2019 there is less demolition activity, but also less new orders, while more ships have been delivered from the builders. The tanker fleet (>25,000dwt) has increased by about 3.5% led by MR tankers which increased by about 70 vessels, VLCCs followed with 55 vessels, 37 Aframaxes and just 15 Suezmaxes. The orderbook has not been replenished and is actually about 25% smaller than before, it represents about 7.7% of the trading fleet down from 10% same time last year. This rationalization of the orderbook, lays the foundation for a better future for the segment from the supply side alone”.

Meanwhile, “on the other side of the equation for both dry and wet segments, there still is a growing demand for seaborne transportation. And while previously there were production disruptions, economic concerns, as well as political reasons that combined were suppressing the market, now there seems to be another combination that allows the freight rates to improve and drive the real demand for seaborne trade. The population continues to expand, emerging countries continue to absorb shipping goods and raw materials, so - still being the most fuel efficient and environmental friendly form of commercial transport - seaborne trade will continue to grow”, Intermodal’s analyst noted. He added that “although nobody can foresee if the current freight market is sustainable or not, the fundamentals suggest so, at least for the short term. We will continue to have supply disruptions, limited ordering and fleet expansion on the one side, and solid growth from the developing and emerging economies on the other. So, as we have many times argued that shipping is an infinite game and the objective of the players is to perpetuate the game, as we enter a new era with higher environmental awareness, it’s a good entry point for investments and the upside is there as long as shipowners are patient and avoid overreactions”, Ntalakos concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

Zeamarine and Rhenus sign contract during the Project Cargo Summit in Rotterdam

The ZEA KALANI navigating the Singapore Strait  Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/or download the photo !
On Wednesday the 11th during the Project Cargo Summit in Rotterdam the breakbulk & heavy lift carrier Zeamarine and Rhenus Logistics B.V. in Rotterdam signed a contract on stevedoring and shipping agencies after some successful trial shipments earlier this year. Vice President, Global Operations & Engineering of Zeamarine, Mr. Kjell Kottkamp, declares. “The Rhenus Deep Sea Terminal in Rotterdam is ideally located to best serve our client’s needs. With its strategic location and proximity to the North Sea, it allows our vessels to reduce turnaround times and offers our clients smooth and cost efficient handling for all kinds of cargo including direct loading / discharging from and into the water. Rhenus terminal facilities paired with their skilled team & ‘can do’ mentality made our decision easy to appoint Rhenus Maasvlakte as preferred carriers berth in Rotterdam”.

Head of the Agency and Marine Department of Rhenus in Rotterdam, Mr. Stefan Venema, says: “We warmly welcome Zeamarine as a new customer and we are very glad to provide them our Agency services in all Dutch ports”. Bremen based carrier Zeamarine is one of the leading providers of global tramp and liner services for the ocean transportation of heavy lift, breakbulk and project cargoes. Zeamarine is operating a fleet of about 85 multipurpose heavy lift vessels with capacities ranging between 6,300 and 30,000 dwt and a combined lifting capacity of up to 1,400 metric tons. For more information please check: www.zeamarine.com. Rhenus Logistics B.V. in Rotterdam is an independent breakbulk and heavy lift stevedoring company with 2 terminals in Rotterdam. The Agency department is a top 10 agent in Rotterdam and provides services in all ports in the Netherlands. As part of the worldwide operating logistical company, Rhenus will support the regular calls by Zeamarine by promoting the new semi-liner service. For more information please check: www.projectcargorotterdam.com. Mr. Twan Romeijn, the Port of Rotterdam’s new Business Manager for the Breakbulk sector adds: “The Port of Rotterdam is pleased to welcome Zeamarine as a regular customer to the port of Rotterdam. This co-operation affirms our strong ambition to be Europe’s leading breakbulk hub. We wish Zeamarine many preserved sailings to Rotterdam and that it will benefit from the existing facilities, knowledge and expertise the port of Rotterdam has to offer!” For more info please check: www.portofrotterdam.com.
IMO plans to validate new Model Course on Safe Handling and Transport of Solid Bulk Cargoes

The safety of ships carrying bulk cargoes depends on proper implementation of IMO rules - and training is crucial. A new IMO Model Course on Safe Handling and Transport of Solid Bulk Cargoes is expected to be validated by IMO's Sub-Committee on Carriage of Cargoes and Containers when it meets this week (CCC 6, 9-13 September). The course will focus on the mandatory measures for handling and transport of solid bulk cargoes outlined in the International Maritime Solid Bulk Cargoes (IMSBC) Code, which is the industry rulebook on how to deal with such cargoes. IMO model courses are designed to facilitate access to knowledge and skills. The course will cover all solid bulk cargoes, including those which may liquefy when moisture limits are reached and cause instability of the ship. These cargoes require that particular attention is paid to testing and recording moisture limits before loading.

Given the new fuels and/or fuel blends being developed to ensure compliance with the 0.50% sulphur limit (from 1 January 2020) and IMO 2030 and 2050 CO₂ emission targets, as outlined in the IMO GHG strategy, the work of the Sub-Committee on the safety provisions for ships using low-flashpoint fuels, will be considered as a high priority. The Sub-Committee will be looking at matters related to newer types of fuel, under the agenda item on the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).

Draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel are expected to be finalised. Another set of draft interim guidelines being developed covers the safety of ships using fuel cell power installations.

Under its ongoing work on containers, the Sub-Committee will consider proposed amendments to the inspection programmes for cargo transport units carrying dangerous goods. The session is also expected to finalise the work to develop draft amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) related to weather-dependent lashing, aimed at ensuring the highest level of cargo securing, taking into account expected weather and other factors. The meeting was opened by IMO Secretary-General Kitack Lim and is being chaired by Ms. Maryanne Adams of the Marshall Islands. Source: Portnews

Finnlines announces changes in its management
Finnlines announces that as from 1 September 2019 Mrs Merja Kallio-Mannila has been appointed as Deputy Head of Group Sales, Marketing & Customer Service and Mr Torkel Saarnio has been appointed as Deputy Line Manager of HansaLink, Hanko–Rostock & Helsinki–Rostock.

In these new positions Mrs Kallio-Mannila reports to Mr Staffan Herlin and Mr Saarnio reports to Mrs Kielo Vesikko. Mrs Kallio-Mannila also continues to work on with her present responsibilities as Head of Sales & Customer Service, Finland and Mr Saarnio in his present responsibilities as Head of Truck & Trailer Segment.

Finnlines is a leading shipping operator of ro-ro and passenger services in the Baltic Sea, the North Sea and the Bay of Biscay. The Company is a part of the Grimaldi Group, one of the world’s largest operators of ro-ro vessels and the largest operator of the Motorways of the Sea in Europe for both passengers and freight. This affiliation enables Finnlines to offer liner services to and from any destination in the Mediterranean, West Africa as well as the Atlantic coast of both North and South America. Source: Portnews

**NAVY NEWS**

Unidentified very new looking USN Virginia class submarine on the Clyde recently. Photo : Tommy Bryceland Scotland

Admiral Nakhimov nuclear cruiser to return to Russian Navy in late 2022

Russia’s Admiral Nakhimov heavy nuclear cruiser of Project 1144 (Kirov-class battlecruiser) will return to the Navy after an overhaul and modernization in 2022, Russian Deputy Defense Minister Alexei Krivoruchko told reporters on Monday. “It will be the most powerful Navy warship. We inspected the project, the ship is now about 50% ready,” he said. According to Krivoruchko, the defense ministry allocated 29.5 billion rubles for the project this year alone. “As was agreed with the

The Finnmaster in IJmuiden Photo : Piet Sinke www.maasmondmaritime.com (c)

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Sevmash shipyard, we expect to receive the ship in late 2022," he said. "We have no doubts that this timeframe will be observed." "No doubt, it will be the most advanced cruiser, carrying high-precision long-range weaponry," the deputy defense minister said when asked to comment on what kind of weaponry the upgraded battlecruiser would carry. The cruiser was laid on May 17, 1983 as the Kalinin. It was floated on April 25 1986 and joined the Northern fleet on December 30, 1988. It was renamed into the Admiral Nakhimov on April 22, 1992. The cruiser has been overhauled by Sevmash since 1999, however real modernization began in 2013. The warship will be armed with Kalibr cruise missiles and Onix supersonic anti-ship cruise missiles, and in the future with the hypersonic Tsirkon antiship missile.

The Dutch LPD L 800 ROTTERDAM outbound form Rotterdam passing Vlaardingen

Photo : Piet Sinke www.maasmondmaritime.com (c)
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Russian Navy to get four nuclear subs next year — shipyard

The Russian Navy will get one nuclear submarine by the end of 2019 and four more - in 2020, Sevmash shipyard Director General Mikhail Budnichenko told reporters on Monday. "We will deliver one nuclear sub this year and four more - next year, strictly in line with the contract," he said. Russian Deputy Defense Minister Alexei Krivoruchko said that next year, Sevmash is to deliver the special-purpose Belgorod nuclear-powered submarine, Project-955A (Borei-A class) Knyaz Vladimir strategic submarine and two Project 885M (Yasen-M class) nuclear-powered cruise missile submarines, the Kazan and the Novosibirsk. In July, Budnichenko said that the Knyaz Vladimir strategic submarine will be delivered to the Russian Navy by the end of 2019. A defense industry source earlier told TASS that in 2020, for the first time since 1992, the Russian Navy would get six submarines: the four nuclear submarines mentioned by Krivoruchko plus two diesel electric subs: the Volkhov submarine of Project 636.3 (improved Kilo-class) and Project 677 (Lada-class) diesel-powered attack submarine, the Kronshtadt. Besides, the Russian Defense Ministry plans additional deliveries of two Project 885M (Yasen-M class) nuclear-powered cruise missile submarines and two Project 955A (Borei-A class) Knyaz Vladimir strategic submarines for the Russian Navy, Krivoruchko said. "During the Army-2010 forum, we signed a contract for an
additional delivery of two Yasen-M and - the decision in principle has already been made on that - will sign a contract for two Borei-A class subs," he said. In total, 10 Project 885M (Yasen-M class) and Project 955A (Borei-A class) nuclear-powered submarines will be delivered to the Russian Navy by 2024 in line with the state defense procurement program. "A decision has been made to increase the number of nuclear submarines to be delivered to the Russian Navy. We expect to get ten nuclear-powered submarines of Projects 955A and 885M by 2024," Krivoruchko said.

**Borei Project**

Project 955 and Project 955A underwater cruisers are referred to the fourth generation of nuclear-powered submarines and are part of Russia's nuclear triad. Borei submarines are armed with Bulava solid-propellant intercontinental ballistic missiles. Each submarine is capable of carrying up to 16 such ICBMs. The submarines will replace third-generation 667BDR strategic missile-carrying submarines in the Pacific Fleet and 667BDRM subs in the Northern Fleet. The Project 955 and 955A submarines have been developed by the Rubin Central Design Bureau for Marine Engineering. The Sevmash Shipyard continues building four Project 955A submarines (the **Knyaz Oleg**, the **Generalissimus Suvorov**, the Emperor Alexander III and the Knyaz Pozharsky). According to open sources, Borei-A submarines feature an upgraded hull, new electronics and better stealth technology compared to their predecessors.

**Yasen Project**

Russia’s Sevmash Shipyard has built and delivered the baseline Project 885 Yasen-class submarine Severodvinsk to the Navy. It has entered service with Russia’s Northern Fleet. The improved Project 885M Yasen-M lead submarine Kazan is currently undergoing trials. Five more Project 885M submarines are at various stages of their construction. The Project 885 and Project 885M submarines have been developed by the St. Petersburg-based Malakhit Marine Engineering Bureau.

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**Philippine Navy ship docks in Vietnam after Asean-US exercise**

*By: Frances Mangosing*

After joining the inaugural Asean-US joint maritime exercises in the Gulf of Thailand last week, the Philippine Navy’s **BRP RAMON ALCARAZ (PS-16)** docked in Vietnam for a four-day port visit. This marked the third goodwill visit of the Philippines to Vietnam after the bilateral ties of the two countries have been established, Naval Task Group 80.5 public affairs officer Lt. Ryan Luna said in a statement Tuesday. “Series of confidence-building engagements between the Philippine Navy and VPN (Vietnam People’s Navy) personnel were conducted such as shipboard tour, reception, and friendly games,” he said. The Philippine delegation led by NTG 80.5 commander Capt. Hilarion Cesista paid a courtesy call on VPN’s deputy commander Capt. Dinh Van Thang. The visit, which started Saturday, wrapped up on Tuesday morning. The ship is heading back to the Philippines, as of this posting. Before the Vietnam port call, BRP Ramon Alcaraz joined member-states of the Asean and the United States for a five-day joint maritime exercise, the first of its kind in the region.
“The Philippine Navy had achieved its goal in this exercise. We were able to enhance our maritime operational capability to multilateral level thereby increasing our readiness and interoperability while engaging our partner navies,” Cesista said.  
Source: globalnation.inquirer

**SHIPIYARD NEWS**

**Keppel shipyard bags Van Oord dredging contract**

*By : Joe Charlaff, correspondent*

Singapore-based shipyard Keppel Offshore & Marine has secured two contracts worth USD130 million, one for the construction of a trailing suction hopper dredger (TSHD) for Van Oord, and the other for the fast track modification and upgrading of a floating production storage and offloading unit (FPSO). The scope of the contract includes refurbishment and life-extension works, fabrication, and installation of a new riser balcony, spread mooring system, and helideck, as well as modification of the vessel’s topsides and marine systems. The contract between Keppel and Van Oord is in addition to two similar dredgers ordered in May 2018. Each of the three has a hopper capacity of approximately 10,500 m³ and measures 138 m in length and 28 m across the beam, said Van Oord in its latest release.

The vessels will each be equipped with a suction pipe with submerged e-driven dredge pump, two shore-discharge dredge pumps, five bottom doors, a total installed power of 14,500 kW, and will accommodate 22 persons. The first two vessels will be delivered in 2021 and the third in 2022. The TSHDs will also be equipped with climate control systems, which will utilize existing cooling and heating sources to recycle energy, as well as automation systems that send production data to the shore support centre for processing. The vessels will be LNG-ready, and built to the requirements of classification society Bureau Veritas (BV). The dredgers will thus also be certified with the BV Green Passport and Clean Ship notations.

The second contract, between Keppel Shipyard and Yinson Nepeta Production, a wholly owned subsidiary of Yinson Production, is for the fast-track modification and upgrading of FPSO Allan. Eirik Barclay, CEO of Yinson Offshore Production, said, “We have chosen to partner with Keppel Shipyard for this fast-track upgrade project just as the market is showing a positive trend with an increasing number of both project awards and tenders.” The project for Yinson is scheduled to commence in the third quarter of 2019 with delivery expected in the first quarter of 2020. Upon completion, the FPSO will have a storage capacity of 700,000 barrels of oil and a processing capacity of 60,000 barrels of oil per day. It will be deployed in the Anyala and Madu fields, offshore Nigeria, for First Exploration and Petroleum Development.  

Source : dredgingandports

**2,700-tonne shiplift delivered to RMK Merrill-Stevens Shipyard**

Further to its mid-August delivery, RMK Merrill-Stevens shipyard (RMK MS) is now home to the largest shiplift in South Florida. The 2,700-tonne shiplift was engineered by Miami-based Pearlson Shiplift Corporation (PSC). RMK MS commissioned PSC for the design of the shiplift as one component of the complete redevelopment of the shipyard. The installation of the new shiplift and the broader renovation of the shipyard, reportedly costing over $30 million, arguably signals the resurgence of the marine industry in Miami, Florida. Following the delivery of the shiplift, the team at RMK MS will install support equipment and begin commissioning to achieve Lloyd’s Register certification. RMK MS will have the
capacity to haul yachts up to 72m long out of the water, and perform in-water service for vessels exceeding 72m. RMK MS’ President and CEO Aaron Leatherwood said, “this shiplift is a game-changer for Miami and the US superyacht industry, adding much-needed capacity to the region and aiding in our effort to become Miami’s home for superyacht refit.” According to Leatherwood, “there couldn’t be a better time to invest in the marine industry in Miami,” as they continue on their voyage to become one of the top yacht refit destinations in the world.

As recently reported by SuperyachtNews, we have seen a slowdown in the new build market in recent years, and some clients are turning to refit shipyards as a means of receiving a quality product in a timely manner. The refit market is arguably the long-term future for our industry as the foundational sector, and the investment that shipyards such as RMK MS are putting in to their refit infrastructure illustrates this. At The Superyacht Forum this November, we will be discussing the foundations required to future-proof our industry, and the refit market is, predictably, going to be the topic of many conversations. RMK MS will also reportedly bring roughly 100 new jobs to downtown Miami, split between the North and South yards which will operate as separate business units servicing all types of vessel, and a new 100-ton travel lift, recently acquired for the South Yard, brings additional capacity to the shipyard, enhancing the facilities capabilities to attract new clientele. The North Yard will now serve as the exclusive superyacht operation. As a United States Coast Guard-qualified Pollution Prevention Officer, Leatherwood has been a keen advocate of environmental protection legislation, resulting in the utilisation of a state-of-the-art water filtration system at RMK MS. The system filters and recycles runoff water, preventing pollution to local waterways and improving conservation efforts. RMK MS is now preparing for FLIBS, where the company will showcase its new Electronics Systems Division. Merrill-Stevens was the first registered shipyard in Florida, with origins dating back to 1885, and now, RMK MS is becoming updated with a focus on new technology. In our upcoming edition of The Pacific Superyacht Report, we will look closely at the varying factors behind the region’s renaissance. Source: Superyacht News - The Superyacht Report

Two fatal accidents at Indian yards under EU scrutiny
According to local media, two workers recently died on the shipbreaking beach of Alang, India. Two separate accidents took place at well-known scrapping yards that have applied to be included in the EU list of approved ship recycling facilities. On July 29, 50 years old Subash Vishwakarma lost his life at Priya Blue yard – Plot V1. He was working on a ship when a metal plate fell on his head. He was transferred to the nearest hospital in bad condition and pronounced dead at arrival. On September 3, due to an explosion during cutting operations, one worker lost his life and one got severely injured at Shree Ram yard – Plot 78/81. Fellow workers that witnessed the tragic event were unwilling to share information with journalists. The accident is under police investigation. “We expect transparency on the causes of these fatalities, and that both the yards and owners of the vessels upon which the accidents occurred are held to account,” says Ingvild Jønssen, Executive Director of the NGO Shipbreaking Platform. Last year, at least 14 workers lost their life at the Indian Alang shipbreaking yards. The exact number of fatalities is not available as local authorities do not share information — serious injuries are moreover rarely recorded, and occupational diseases, such as cancer, respiratory and skin diseases, are not documented at all.

Both Priya Blue and Shree Ram plots [1] were amongst the first yards to obtain so-called “Statements of Compliance with the Hong Kong Convention” from Japanese ClassNK. Recently, they have been inspected by the European Commission to assess whether they comply with the requirements set in the EU Ship Recycling Regulation. Site inspection reports highlighting a series of deficiencies related to the cutting operations in the intertidal zone, downstream waste management, medical facilities and labour laws were published earlier this year. As a consequence, the yards, despite significant pressure from industry stakeholders, were not included in the EU list of approved ship recycling facilities. New inspections, also of additional yards, are expected to take place in the coming weeks. The negative environmental impacts of the scrapping activities in Alang are now under scrutiny also in India. In August, the Indian Courts directed an environmental audit of the shipbreaking activities in Alang with a specific focus on the impacts of the beaching method. The directions were given in an appeal filed by Indian environmental group Conservation Action Trust (CAT), following an initial approval to expand the Alang shipbreaking area. The approval was issued despite government reports identifying the beaching method as the most polluting method. Operating a heavy and hazardous industry on a tidal mudflat would never be allowed in the largest ship owning countries, including the EU. The many risks involved in taking large vessels apart need to be managed at sites that can safely use heavy lifting cranes, contain pollutants and dispose of hazardous materials in line with international waste laws. The beaching yards in Alang fail on all accounts. Source: NGO Shipbreaking Platform

Hundreds attend job fair held by Mississippi shipbuilder

A job fair at Ingalls Shipbuilding in Mississippi drew hundreds of people interested in the work. Ingalls Vice President of Operations George Jones called Saturday's turnout tremendous. WLOX-TV reports that Jones says the Pascagoula
The shipyard is hiring mainly in pipe welding and pipe fitting positions at the moment. Ingalls is looking to fill 500 jobs by the end of the year. More hiring events are planned, particularly as the company ramps up work on new and upcoming contracts in 2020. Jones says Ingalls will need painters, electricians and many other people with skills needed for shipbuilding to fill the need as they progress.

**ROUTE, PORTS & SERVICES**

![Image of a ship](image1)

The new Cobelfret ferry **SIXTINE** sailing from Rozenburg last Saturday evening bound for Killingholme U.K.

Photo: Martin Penwright ©

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ClassNK establishes cross-sectional cyber security team

Leading Classification Society ClassNK has established a cross-sectional cyber security project team made up of ship and security experts of the Society in order to accelerate its cyber security service in response to the expanding needs of clients.

Cyber security for ships is entering a practical stage, including the Maritime Safety Committee (MSC) resolution encouraging administrations to ensure that cyber risks are appropriately addressed in existing safety management systems no later than the first annual verification of the company’s Document of Compliance after 1 January 2021. At the same time, consideration of more high level countermeasures envisaging the future of autonomous ships is also required of the industry.

To date, ClassNK has continued developing its basic approach and various related guidelines in order to support the industry with cyber security as shown below.

1. ClassNK Cyber Security Approach (February 2019)
2. Guidelines for Designing Cyber Security Onboard Ships (February)
3. Cyber Security Management System for Ships (March)
4. Guidelines for Software Security (June)

To efficiently and swiftly carry out certification services based on these standards, ClassNK established its cross-sectional cyber security project team made up of ship and security experts of the Society (Team leader: Senior Executive Vice President Hiroaki Sakashita). The establishing of this team will enable the Society to provide better and faster cyber security services in response to the expanding needs of clients including cyber security class notation for ships, ship/company management system certification and more. The Cyber Security Project Team is handled by the Maritime Education and Training Certification Team at ClassNK. (Phone: +81-3-5227-2177, E-mail: met@classnk.or.jp).

DEME Offshore makes strong progress on the installation of pin piles at the Moray East wind farm in the UK

DEME Offshore is making strong progress on the installation of pin piles at the Moray East wind farm in the UK. Having started offshore construction works with the jack-up installation vessel ‘Apollo’ in May 2019, piling activities have now passed the halfway mark, with more than 156 pin piles out of a total of 309 installed. The piles are part of the jacket-based foundations on which the turbines will later be installed.

With meticulous engineering and planning, combined with carefully thought-out logistics operations which link onshore handling facilities at Invergordon with a spread of offshore vessels, the piling materials have been brought to site and smoothly hammered into their designated location. A high degree of positional accuracy has been achieved through the use of DEME Offshore’s patented piling template, which integrates with the jack-up legs of ‘Apollo’.

Subject to the weather and any other operational conditions, DEME Offshore hopes to be able to complete the remaining piling operations by the end of 2019, in readiness for jacket installation works in 2020. DEME is a world leader in the highly specialised fields of dredging, marine engineering and environmental remediation. The company can build on more than 140 years of know-how and experience and has fostered a pioneering approach throughout its history, being a front runner in innovation and new technologies. DEME’s vision is to work towards a sustainable future by offering solutions for global challenges: a rising sea level, a growing population, reduction of CO2 emissions, polluted rivers and soils and the...
scarcity of natural resources. Although DEME’s activities originated with the core dredging business, the portfolio diversified substantially over the decades, including dredging and land reclamation, solutions for the offshore energy market, infra marine solutions and environmental solutions. While the company’s roots are in Belgium, DEME has built a strong presence in all of the world’s seas and continents, operating in more than 90 countries worldwide. DEME can rely on 5,200 highly skilled professionals across the globe. With a versatile and modern fleet of over 100 vessels, backed by a broad range of auxiliary equipment, the company can provide solutions for even the most complex projects. DEME achieved a turnover of 2.65 billion euros in 2018.

Fortunately the biker could avoid a catastrophic collision...

EBBA MAERSK 158.200 DWT outbound Antwerp for London Gateway passing Kruiningen Kruse Veer.

Photo: Alexander Hoogstrate.(c)
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