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The NORMAND SERENADE anchored in Guanabare Bay
Photo : Capt Jan Plug Master Seven Rio ©
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The SILI GLAZ outbound from Rotterdam heading for Vlissingen - Oost.

Photo: Willem Holtkamp - http://fotomaker.jalbum.net/ FOTOMAKER/ ©
Shipping sector proposes USD 5 billion R&D board to cut emissions

The global maritime transport industry has submitted a proposal to form the world’s first collaborative shipping R&D programme to help eliminate CO2 emissions from international shipping. The proposal includes core funding from shipping companies across the world of about USD 5 billion over a 10-year period.

**The crew onboard the PUGNAX wishing all readers Merry Christmas and a Happy new year**

**Highlights of the proposal:**

- A new non-governmental Research & Development organisation to pave the way for decarbonisation of shipping.
- Core funding from shipping companies across the world of about USD 5 billion over a 10-year period.

To accelerate the development of commercially viable zero-carbon emission ships by the early 2030s. International maritime transport carries around 90 percent of global trade and is currently responsible for approximately 2 percent of the world's anthropogenic CO2 emissions. To achieve the Paris Agreement’s climate change goals, rapid decarbonisation is vital – also for international shipping.

**Season greeting from Capt Alan Reid in Cape Town- South Africa**

It is shipping’s global regulator, the UN International Maritime Organization (IMO), which has responsibility for regulating the reduction of CO2 emissions by international shipping. The industry-wide move to accelerate R&D is necessary to ensure the ambitious CO2 reduction targets agreed to by IMO Member States in 2018 are met.

These ambitious IMO targets include an absolute cut in the sector’s total greenhouse gas emissions of at least 50 percent by 2050, regardless of trade growth, with full decarbonisation shortly after. The 2050 target will require a carbon efficiency improvement of up to 90 percent, which is incompatible with a continued long-term use of fossil fuels by commercial shipping.

Meeting the IMO GHG reduction goals will require the deployment of new zero-carbon technologies and propulsion systems, such as green hydrogen and ammonia, fuel cells, batteries and synthetic fuels produced from renewable energy sources.

*From all of us on board the VENTA MAERSK to all of you, we wish you a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR!*

These do not yet exist in a form or scale that can be applied to large commercial ships, especially those engaged in transoceanic voyages and which are currently dependent on fossil fuels. The shipping industry is proposing the establishment of an International Maritime Research and Development Board (IMRB), a non-governmental R&D organisation that would be overseen by IMO Member States.

The IMRB will be financed by shipping companies worldwide via a mandatory R&D contribution of USD 2 per tonne of marine fuel purchased for consumption by shipping companies worldwide, which will generate about USD 5 billion in core funding over a 10-year period. This USD 5 billion in core funding over a 10-year period generated from the contributions is critical to accelerate the R&D effort required to decarbonise the shipping sector and to catalyse the deployment of commercially viable zero-carbon ships by the early 2030s. Although the R&D programme and its funding is an initiative of the leading international shipowners’ associations, additional stakeholders’ participation is welcomed. A global fund can be established quickly, and the shipping industry is confident that other stakeholders will also want to contribute, potentially generating substantial additional funding for...
R&D. In a proposal to the UN IMO, the industry has set out details for governance and funding of the coordinated R&D programme, which can be put in place by 2023 via amendments to the existing IMO Convention for the Prevention of Pollution from Ships (MARPOL). The shipping industry’s proposal will be discussed by governments in London at the next meeting of the IMO Marine Environment Protection Committee in March 2020. Source: BIMCO

The GEPKE III en MERWESTROOM enroute with a loaded barge
Photo: Willem Holtkamp - http://fotomaker.jalbum.net/ FOTOMAKER/ ©

APM Terminals Rotterdam to be sold to Hutchison

APM Terminals and Hutchison Ports have signed a letter of intent for the takeover of APM Terminals Rotterdam, the older of APMT’s two Rotterdam terminals. As previously surmised, the buyer for the terminal turns out to be Hutchison Ports. The conventional, straddle carrier-direct 2.5M TEU terminal will be acquired by Hutchison, subject to permission of the works council, trade unions and the Dutch merger and monopolies body.

Merry Christmas and a happy New Year from Bianca & Alain from the motoryacht.gaviota@gmail.com

The “heads of agreement” features a five-year volume guarantee from Maersk Line and a ban on compulsory dismissals over the next four years. Also the terminal must remain an “independent” organisation “for the time being,” meaning that it would not be incorporated into Hutchison’s subsidiary ECT directly. The 100-ha APMT-Rotterdam terminal is the facility with which ECT started operating on its Maasvlakte I Delta Peninsula in the early 1980s. The terminal had to be sold by ECT by order of the European Commission as a condition of the permit for ECT and its then partner P&O Nedlloyd to build Euromax. Source: worldcargonews

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Rederij Long Ships turns to Damen Maaskant for new beam trawler

Belgian family fishing company Rederij Long Ships has contracted Damen Maaskant Shipyards Stellendam to build a new 38-metre long Beam Trawler. The vessel will be a new Maaskant design – the BT3808 – that the shipyard has modified to realise a twelve per cent increase in bollard pull during trawling.

Damen Maaskant has designed the new vessel, Z-91 FRANSON, within the maximum length and gross tonnage permitted by the Belgian Maritime Inspectorate. Furthermore, the shipyard has carried out research with propeller developers and manufacturers SIP Marine with the aim to realise fuel consumption reductions in relation to current hull forms working in the Belgian fishing fleet. This study has resulted in a 12% increase in bollard pull used during trawling.
“A good time to invest”
For Rederij Long Ships owner Eddie Cattoor, the decision to invest in a new fishing vessel was based on numerous factors. “We had been looking forward to a new vessel for some time. And now the time is ripe. Fish prices and quotas are satisfactory, the oil price is reasonable and our current vessel is ready for replacement. In short, a good time to invest. “We have complete confidence in Maaskant and expect them to build a perfect vessel for us,” he continued.

85 years of family fishing
Founded in 1934 by the current owner’s grandfather, Rederij Long Ships has been family-owned ever since. The company has been fishing with beam trawlers for decades.

Merry Christmas and a happy new year from the crew onboard the CORAL PARENSIS
The new vessel is set to replace Rederij Long Ships’ current beam trawler, the Z-90 FRANCINE. Rederij Long Ships intends to continue their current operations, fishing year-round in North Sea and Skagerak waters, in addition to the summer season in the Bay of Biscay, with their new vessel. The contract signing was very much a family affair, with Long Ships owner Eddie Cattoor, his wife, daughter and son-in-law all present, thus reflecting their commitment to a long-lasting family company. Referring to what is actually the first new build contract between the two parties, Damen Maaskant Shipyards Stellendam commercial manager Jeroen van den Berg said: “We are honoured with the trust placed in us by the Cattoor family. With this new vessel, their company and its successors are ready for the future.”

The MACEDON moored in Lavrion Photo: Jan van Vuuren Ch. Eng Schokland ©
Two brand new Post Panamax cranes have departed Shanghai bound for Patrick Terminals in Melbourne. These cranes will raise the capacity of Patrick Terminals capabilities to unprecedented levels. They are expected to arrive in early January 2020.

**Stenainvests in 7 Seas | Innovative Jetty-Less LNG Solutions**

We are pleased to inform that 7 Seas LNG & Power AS in Norway is joining forces with Stena AB group (Stena) in Sweden. Stena has acquired a 75% stake in 7 Seas LNG & Power AS, and welcomes the company into its Sphere, as part of Northern Marine Group (NMG), under its new operating name of Stena Power& LNG Solutions AS. Based in Grimstad, Norway; Stena Power& LNG Solutions will offer to the market unique and proprietary Jetty-Less LNG to power solutions, built on flexible commercial structures. With the strength of Stena (more than 19,000 employees, 160 ships plus the operational experience and
A company can offer turn-key deliveries of its patented LNG and power technology, including complete technical management. Svein B. Hellesmark, founder of 7 Seas LNG & Power AS, and Chief Technology Officer (CTO) of Stena Power & LNG Solutions AS, said: “We are very pleased with the partnership and the strength and credibility that Stena is bringing to our company, including its technical and operational experience in LNG. During our discussions with key interested clients over the last years, it had become clear that the Jetty-Less solutions would be even more attractive to our customers if the solutions could be offered on a turn-key or lease structure.” “The alliance with Stena will indeed form a unique platform for such new attractive commercial offerings. We firmly believe that our technology - combined with the new flexible commercial structure - will add value to our key clients.”

Philip Fullerton, Managing Director, Northern Marine Group, said: “We continue to invest in new technology within the LNG space. This investment supplements our innovative small-scale LNG designs developed by our subsidiary TritecMarine. Our overall offering to the LNG space, whether through new building support, ship management, concept designs and now Jetty-Less solutions, places us in a unique position.”

Göran Hermansson, General Manager Stena LNG and board member, added: “We are very excited about the Jetty-Less LNG to power technology for two main reasons. Firstly, it offers significant CAPEX savings, and with a low LNG price, a competitive value chain could be an enabler for new projects. Secondly, a Jetty-Less solution also offers a reduced environmental footprint in comparison to fixed infrastructure. In addition, the technology is proven, quick to deploy, modular and scalable, so it works for mid/small scale LNG as well.”

Maersk Drilling awarded three-well contract offshore Trinidad by BP

Maersk Drilling has secured a three-well contract for the semi-submersible rig Maersk Discoverer with BP for development drilling at the Matapal project offshore Trinidad and Tobago. The contract has an estimated duration of 322 days and is expected to commence in July 2020. The value of the firm contract is approximately USD 78m, including a mobilisation fee. The contract contains an additional one-well option. “It is obviously exciting for us to see MAERSK DISCOVERER go to Trinidad for BP, for whom the rig has performed successful operations offshore Egypt for the last six years, including the shallowest water well ever drilled in dynamic positioning mode for both BP and Maersk Drilling which delivered significant cost savings to the customer. We are very pleased that BP is recognising Maersk Discoverer’s qualities by re-signing the rig for this new campaign,” says COO Hans Reints wens alle nieuwsbrieflezers een prettige kerst en een goed 2020
Morten Kelstrup of Maersk Drilling. The **MAERSK DISCOVERER** is a DSS-21 column-stabilised dynamically positioned semi-submersible drilling rig, able to operate in water depths up to 10,000 ft. It is currently operating offshore Egypt. **Source:** Maersk Drilling

The **SEAHORSE** inbound for Rotterdam passing Maassluis

**Photo:** Cees Kloppenburg maritime Photo Maassluis © CLICK at the photo!

The Jack up rig **LEMAN 27BC**, (ex **PARAGON C461**) under tow of the tugs **BRENT**, **MULTRATUG 24**, **MULTRATUG 3** and **FAIRPLAY 35** passing Maassluis outbound **Photo:** Monique Davis-Mulder ©
China lowers 2020 growth target to 6pc, cranks up state spending

China switches gear to lower economic growth target to six per cent in 2020, down from this year’s 6-6.5 per cent, relying on greater state infrastructure spending to prevent a more marked slowdown, policy sources said, reported Reuters. Chinese heads of state are battling to support growth to limit job losses that could derail social stability, but are facing pressure to tackle debt risks. The proposed target, to be unveiled at China’s annual parliamentary session in early March 2020, was endorsed by top leaders at the annual closed-door Central Economic Work Conference this month, according to three sources with knowledge of the meeting’s outcome. Top leaders pledged to keep economic policies stable while making them more effective to achieve growth targets in 2020, state media said. Next year will be crucial for the ruling Communist Party to fulfil its goal of doubling gross domestic product (GDP) and incomes in the decade to 2020. The government aims to boost infrastructure investment by allowing local governments to issue more special bonds next year, but there is less room for tax cuts, the sources said. The annual budget deficit could rise from this year’s 2.8 per cent of GDP, but is likely to be kept within three per cent, they said. Local governments could be allowed to issue special bonds worth CNY3 trillion (US$426.20 billion) in 2020 to fund infrastructure projects, including CNY1 trillion front-loaded to this year, they said. “Fiscal policy will provide a key support for the economy,” said one source. The central bank is likely to ease policy further to encourage lending and lower corporate funding costs, but it wants to avoid fanning property speculation and inflation expectations after consumer inflation hit a near eight-year high in November, the sources said. A trade deal with the United States could ease pressure on Chinese exporters, but more policy steps are needed to underpin weak demand at home and abroad, policy insiders said.

California ports collaborate to fight the threat posed by rising sea levels

The majority of California ports are uniting to improve their combined defenses against rising sea levels, recognising that climate change poses a serious threat to US ports and coastal communities. The “Storms, Flooding and Sea Level Defense” conference was coordinated by the Propeller Club of northern California and was held at Scott’s Seafood in Oakland. California Port of Oakland executive director Danny Wan urged heightened awareness of the challenges posed by climate change. Port of San Francisco executive director Elaine Forbes highlighted increased flooding in downtown San Francisco. She championed passage of a bond issue in 2018 that allocates US$425 million to rebuild the existing seawall protecting downtown and port property. The total projected replacement cost is $5 billion Port of Long Beach executive director Mario Cordero cited the port’s collaboration with the port of Los Angeles on the Clean Air Action Plan to reduce...
emissions at terminals and by trucks picking up and delivering freight. Port of Los Angeles deputy executive director Michael DiBernardo said that climate change adaptation was a top priority and that higher sea levels and storm surges would pose growing challenges for ports. Propeller Club International president Niels Aalund told conferees that Texas has been experiencing growing disruptions from storms such as Hurricane Harvey, which caused $125 billion in damage to Houston and nearby communities in 2017. Storms pose a growing threat to Texas ports, communities, commerce and the petrochemical industry in Galveston Bay. As a result, plans are under way to build a huge storm surge barrier to protect Galveston Bay that is projected to cost $40 billion. Port of Long Beach environmental specialist Justin Luedy expressed concerns about the vulnerability of the breakwaters that protect the ports of Long Beach and Los Angeles. A growing incidence of storms coming from the south including Hurricane Marie in 2014 caused breaches in the breakwaters that disrupted vessel arrivals and departures at the two ports. Port of Rotterdam project engineer flood risk management Joost de Nooijer said in an interview: “As a result of the acceleration in the rise of sea levels, the port of Rotterdam is developing strategies for the port area and facilities to anticipate for long-term risks. This is based on the theory that it is better to make the investment now rather than pay the costs of a disaster later.” The port of Rotterdam has “worked out strategies together with companies like Shell, Exxon Mobil and British Petroleum and will begin working with container terminals in the Maasvlakte complex,” Mr De Nooijer noted. The US Geological Survey (USGS) projects a “likely” 0.25 metre sea level rise by 2040. The impact to California factoring “an extreme storm?would cause substantial flooding that would directly affect over 150,000 residents and $30 billion in property damage.” Local, state and federal emergency services agencies need to upgrade their planning to take into account intensifying damage from sea level rise beginning in 2040 and not 2100. The sea level rise threat is a worldwide threat given that 600 million people live in coastal zones around the world today and one billion will live in these coastal zones by 2050.”

Source: Schednet
International Registries, Inc. (IRI) hosted a prestigious panel discussion at the Piraeus Marine Club in Piraeus, Greece on 6 December, with nearly 200 attendees hearing presentations on marine casualty investigations on the sea floor, port State control (PSC), and 2020 Low Sulphur Fuel. Moderator Rear Admiral (RADM) Kevin Cook and his panelists, Andrew D. Bowen, Sean Payne, Andy Sherrell, and Captain Morgan J. Turrell, emphasized that the primary function of investigations is to determine the cause of very serious marine casualties and prevent them from occurring again. Such investigations are not intended to apportion blame or determine liability. IRI’s Brian Poskaitis, Senior Vice President, Fleet Operations and Nick Makar, Senior Vice President, Maritime Administration/Regulatory Affairs, also presented updates on PSC and the IMO 2020 Low Sulphur Fuel. As is always the case with so many dedicated maritime professionals, an informative question-and-answer discussion followed the presentations. Maritime safety is paramount for IRI, and hosting these panels for our clients, colleagues, and the maritime community improves the understanding and best practices for the entire community, creating a safer environment for all. The panelists at the Piraeus seminar were highly experienced and competent maritime professionals.

Moderator RADM Kevin Cook retired in 2015 after 36 years of service in the United States Coast Guard (USCG), where he regulated maritime industries and facilitated maritime commerce in the nation’s most intense region for shipping, petrochemical production, and offshore exploration and production. In 2016, he joined IRI as a maritime consultant, where he is responsible for many international and domestic regulations in support of safety, security, and environmental protection. Andrew D. Bowen, Director of the National Deep Submergence Facility at Woods Hole Oceanographic Institution, champions robotic systems in seafloor technology development, including the next generation of tethered
vehicles for seafloor intervention, exploration, and investigations. Sean Payne joined the National Transportation Safety Board (NTSB) in 2013 as an engineer responsible for the recovery of voice and flight data from “black boxes.” He has participated in hundreds of investigations. Andy Sherrell works with Ocean Infinity who currently operate the largest and most advanced fleet of autonomous underwater and surface vehicles aboard three fully mobilized vessels. He specializes in search and salvage operations, organizing expeditions and underwater investigations. Capt. Morgan J. Turrell is Deputy Director of the Office of Marine Safety at the NTSB. He is responsible for investigating major marine and aircraft casualties both in the United States and on US vessels worldwide. The Piraeus seminar was widely attended by the Greek shipping community, with some audience members spilling over into additional rooms at the Piraeus Marine Club. Source: International Registries, Inc. (IRI)

The Damen Ship yards group built GREEN WIND inbound for Rotterdam passing Maassluis

Photo: Cees Kloppenburg maritime Photo Maassluis © CLICK at the photo!

The NS HOLLAND entering Valletta. Photo: Jim Prentice ©

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Cargo Ship Data Offer Real-Time Pulse of Global Trade, IMF Says

New sources of data on worldwide ship traffic could help governments introduce new real-time trade statistics that in turn detect economic turning points more quickly, according to new International Monetary Fund research on how technology can improve official statistics.

‘Gerrie and Nico Peeters wish all readers a blessed Christmas and prosperous 2020!'

Such an approach could be extended to “create a real-time worldwide indicator of global trade activity,” IMF researchers wrote in a working paper published Friday. The findings have important implications for policy making because trade is an important share of gross domestic product in many countries, particularly small, open economies, and real-time tracking “may offer prompt and valuable insights into economic health,” they said. It’s an enticing prospect for economists and policy makers around the world who have been trying to track how trade tensions are rippling through the global economy by using data that often lag behind the activity they measure by weeks or months. The World Trade Monitor by the Dutch Bureau for Economic Policy Analysis, for example, tracks shipments by 81 nations that account for about 99% of international trade, but the figures lag activity by about two months.

Close Gaps

More granular data on each ship and port could show emerging trade patterns, including those linked to global trade tensions, according to the paper by researchers Serkan Arslanalp, Marco Marini and Patrizia Tumbarello. That could also help close data gaps, especially for countries such as small island states where most trade is seaborne and statistical measurement is weak. The researchers said they developed indicators of trade and maritime activity using Automatic Identification System vessel traffic data and using port calls in Malta as a benchmark. The small island nation of about 500,000 is very open to international trade, with both imports and exports consistently above the level of its gross domestic product, and depends heavily on imports for industrial and consumption needs, they said. Government statistical authorities around the world are increasingly using AIS data to track trade, and statistical officials in the Netherlands, Singapore, and the U.K. are exploring the use of the information to complement official maritime statistics, according to the paper. In addition, the European Statistical System has looked at using AIS data to improve existing statistics and potentially build new ones, and its work by several nations “suggest that AIS data can be a promising source for nowcasting trade.” Source: Bloomberg

Baltimore port to start upgrade of 14,000-TEU berth in early 2020

THE port of Baltimore's container terminal operator will launch work early next year on upgrading a US$120 million berth to enable the port to handle two 14,000 TEU box ships simultaneously when the project is finished in 2021. Ports America Chesapeake (PAC) will start underwater substructure work at berth three at the Seagirt Marine Terminal in the first quarter, followed by construction of a steel-sheet pile wall in the second quarter that will enable dredging of the berth to 50 feet from an existing 45 feet, said Ports America vice president Joe Greco. Seagirte has four berths, including one that can already handle 14,000-TEU vessels and three berths that can handle vessels of 8,000 to 9,000 TEU, a spokeswoman for Ports America said. One of the smaller berths will be upgraded to 14,000 TEU, reported IHS Media. The berth upgrade is part of an ongoing project to free up space in the terminal and raise its capacity from 900,000 TEU to 1.1 million TEU. In the first phase, the terminal moved its chassis depot to an off-terminal location at the start of 2019 and upgraded the empty container operation.

PAC will move its maintenance and repair facility off the terminal in the first quarter of 2020, Mr Greco said. Ports America will also add four super-post-Panamax cranes of 165 feet in height, with a reach of 23 containers, bringing the port's total to eight. The port has seen a 3.8 per cent increase in container volumes handled in the first nine months of the year, to 558,238 loaded TEU, compared to the same period in 2018 While port officials expect cargo to rise across the board in the future, they see gains in discretionary cargo moving to and from the Midwest by rail as a key driver. The port
announced it has secured commitments to cover all of the $466 million needed to raise the Howard Street Tunnel that would enable double-stacked trains to go in and out of the port. 

Source: Schednet

Zeamarine enters restructuring

By: Sam Chambers

The ZEA KELANI transiting the Singapore Strait

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo to view and/ or download the photo !

Zeamarine, the Bremen-based MPP operator, has entered restructuring, a spokesperson for the company has confirmed to Splash. Zeamarine is part of the Zeaborn Group, the fastest growing shipping company in Germany this decade. Zeamarine’s fleet of 75 ships makes it one of the largest names in the heavylift sector. Jan Többe, one of the founders of the group, has quit and Sven Lundehn, a restructuring specialist, has been brought in to lead Zeamarine at the behest of main shareholder, Kurt Zech. A number of other executives have left the company recently, including Dominik Stehle, who had been Zeamarine’s chief commercial officer for just 11 months. Zeamarine was created last year through the merger of Zeaborn Chartering and the US shipping company Intermarine. The MPP sector as a whole has been suffering from dire rates all year, while for Zeamarine in particular US tariffs are thought to have hit volumes hard. 

Source: Splash 247

Swire Shipping to offer joint Pacific service with Matson

By: Vincent Wee

CHINA Navigation Co’s Swire Shipping unit is tying up with Hawaii-based Matson to provide a new Pacific service.

The new vessel-sharing partnership will create a service from New Zealand to Tonga, Samoa (Apia), Cook Islands and Fiji that departs every 10 days from Auckland. The service, which starts in January 2020, will expand global coverage into the Pacific islands, as well as specifically provide New Zealand customers with a new direct service alternative, Swire Shipping said in a statement. “Swire Shipping has built up a strong reputation for itself as a market leader connecting the Pacific islands to the world,” said general manager Jeremy Sutton. “Our aim is to offer best in class and reliable services from all key trading countries and regions importing and exporting to the Pacific islands.” Swire Shipping would also be looking to explore opportunities for landside delivery in the region and offer innovative digital solutions, he said. The service will be
run with 8,000 dwt vessels. Swire Shipping will charter and deploy one vessel on the service while Matson will contribute two vessels. It currently runs the 630 teu vessels IMUA II and OLOMANA on the route. Source: Lloydslist

The Port Towage Amsterdam operated tug TRITON at the bowline of the arriving ROS 171 MAARTJE THEODORA in the port of IJmuiden Photo: Marcel Coster ©

Orkney tug boats named through public vote

by Michelle Henderson

Odin of Scapa and Thor of Scapa are currently under construction in Turkey ahead of their introduction next year. Two new tug boats bound for Orkney waters have been named by local residents. The 104ft vessels for Orkney Islands Council’s Marine Services are currently under construction 4,000 miles away at a specialist tug building facility in Altinova in Turkey, an hour south of Istanbul. The works – which are said to be progressing well – are being carried out by contractors Sanmar Shipyards. The boats – worth £6.1 million – are set to replace two of the three tugs currently in operation through the service. Ahead of their scheduled introduction next year, local residents have now opted to name the tugs Odin of Scapa and Thor of Scapa. The names, which will now grace the hulls of the vessels, were chosen via a public vote launched by Orkney Islands Council last month. Voters were urged to choose one of four groups shortlisted by the local authority, each containing three names. A total of 566 votes were cast during the month-long survey, with 315 votes opting for the group containing the names Odin, Thor and Vale. Odin is the Norse god of wisdom, poetry,
death, divination, and magic - and father of Thor, the god of thunder and lightning. The name Vale of Scapa is currently being held in reserve to be used in the future if plans to replace the third tug arise.

Graham Sinclair, Chair of the Council’s Development and Infrastructure Committee, said: “As names that strongly reflect Orkney’s Norse heritage, these are an excellent choice for the new tugs. “Tugs operated by first class crews play a vital role at the heart of our harbour operations and have helped support the welcome growth in maritime activity we’ve seen in local waters in recent years.” The new tugs are being introduced as the existing vessels reach the end of their life expectancy on the islands. During their 30 year existence, the tugs have undertaken a broad range of operations during their 30 year existence, including assisting in cruise ship berthing’s and complex charter operations for oil-related vessels and platforms. The new tugs will each have up to 80 tons of bollard pull and will be powered through two Rolls Royce azimuth stern drives with controllable pitch propellers. Odin of Scapa will be the first to be delivered and is expected to arrive in Orkney towards the end of May, just weeks ahead of the arrival of Thor of Scapa in the summer of 2020. Mr Sinclair added: “I am pleased we are investing in even more capable vessels, which will ensure the continuation of 40 years of support for the Flotta Terminal and allow us to make the most of current and future marine business opportunities, greatly benefiting the economy of the islands.”

Source: pressandjournal

Dangerously defective new fuels detected across Europe

By: Sam Chambers

Europe is grappling with multiple cases of defective low sulphur fuel oil with the IMO 2020 regulation less than two weeks away FOBAS, the fuel verification company owned by class society Lloyd’s Register, has issued alerts this week about non-compliant fuels cropping up across the continent. In Estonia, one ship using VLSFO made from shale oil encountered
sludging, particularly during purification and around its filters. FOBAS warned there is historic evidence of fuel containing Estonian shale oil creating sludging issues and that other vessels are likely to face similar issues. In Western Europe, meanwhile, FOBAS warned it had detected a number of cases of high and off-spec sediment fuels being sold at the port of Antwerp as well as at Rotterdam and Amsterdam. These defective types of fuel could result in excessive sludge deposition leading to engine and turbocharger damage. Source: Splash 247

A Russian spy-ship has returned to international waters off the southeastern coast of the United States and is operating in what two US officials told CNN is an “unsafe manner.” The VIKTOR LEONOV a Russian surveillance ship, has been sailing off the coast of South Carolina and Florida in the last few days, officials tell CNN, adding that the ship's actions were determined to be unsafe because it is not using running lights in low visibility weather and it is not responding to commercial vessels' attempts to communicate to avoid potential accidents. The official said the Vishnya-class spy ship was also engaged in “other erratic maneuvers.” A spokesperson for the US Coast Guard confirmed to CNN that the Coast Guard was broadcasting a “Marine Safety Information Bulletin” to alert mariners in the area to the Russian ship's presence and its behavior. "Vessels transiting these waters should maintain a sharp lookout and use extreme caution when navigating in proximity to this vessel. Mariners should make
A defense official told CNN that the US Navy’s USS MAHAN, an Arleigh Burke-class destroyer, was operating close to the Russian ship. The VIKTOR LEONOV regularly patrols in international waters along the eastern coast of the US, having done so every year since 2015. The Russian vessel also routinely operates in the Caribbean, including Cuba and Trinidad and Tobago. The Russian ship’s presence off the US coast comes as the US Navy’s Arleigh Burke-class guided-missile destroyer the USS ROSS visited Constanta, Romania, Monday for what the Navy called “a scheduled port visit,” part of the US effort to bolster its presence in the Black Sea and support regional partners such as NATO ally Romania.

Russia has boosted its military presence in that area since it seized Crimea from Ukraine in 2014 and it regularly shadows American warships while they operate in the Black Sea. “Crimea has really more or less, according to our civil society folks, has become an armed camp,” the US State Department’s Assistant Secretary for Democracy, Human Rights, and Labor Rob Destro, told reporters Monday as he discussed “the militarization of Crimea.” Tensions between Moscow and Washington remain high. Just days ago Russian Foreign Minister Sergey Lavrov visited the White House and repeatedly raised Russian concerns about the US potentially dismantling the last remaining nuclear arms treaty between the two powers, a move that could reignite a US-Russia arms race.

Guilhem ISAAC GEORGES appointed Sustainability Director of the CMA CGM Group

The CMA CGM Group, a world leader in shipping and logistics, announces the appointment of Guilhem ISAAC GEORGES as Sustainability Director. This specialist will head the new Sustainable Development & Environment department reporting to the CMA CGM Group’s Executive Office, the company said in release. Guilhem ISAAC GEORGES graduated in 2005 from the Institut d’Etudes Politiques de Toulouse and in 2018 from Columbia University’s Executive Education Program in Conservation and Environmental Sustainability. He began his career in 2006 as Deputy Chief of Staff of the President of the Midi Pyrénées Region, where he was in charge of Sustainable Development and European Affairs, before moving on to become Sustainable Development Advisor within the Régions de France association between 2011 and 2015. In 2015, he joined the office of the French Minister of Environment, Energy and Sea as Senior Political Advisor. Before joining the CMA CGM Group, he was Public Affairs Director at CITEO, a role he held since 2017.

Tug Training & Consultancy signs MoU with Abu Dhabi Maritime Academy to develop strategic partnership

Tug Training & Consultancy (TTC) and Abu Dhabi Maritime Academy (ADMA), signed a Memorandum of Understanding (MoU) to establish a long term strategic partnership. The MoU encompasses exclusive training of hundreds of (tug) masters and captains in the Middle East Region by certified trainers of TTC at ADMA’s state of the art facilities. Facing the increasing demand for qualified maritime professionals, ADMA is seeking ways to safeguard its best-in-class training for which the organization is renowned. TTC fulfil this requirement being able to offer first-class trainers to tutor staff on the spot. As the only ISO 9001 certified Tug Training Company in the world, TTC sets exceedingly high standards for the training facilities it uses and ADMA perfectly meets these standards in its use of a fully equipped and exclusive Maritime Simulator Centre. Not only offering real-world insights into the challenges faced in the maritime industry, it also equips students with the right tools for mitigating risk and overcoming odds through an in-depth understanding of situations they may face. Joint Pilot Tug Master training is requested more and more by various ports in the world to increase port safety and efficiency, therefore effective and efficient teamwork between Pilot and Tug Masters is one of the key training
programmes of TTC that will now be conducted at ADMA. Patrick Everts, General Manager of Tug Training & Consultancy said “We are extremely happy with this strategic partnership. The Middle East is one of the key growth markets and we only want to work with training facilities that match the quality we stand for. This encompasses combined classroom and simulator training on state-of-the-art simulators. ADMA meets these requirements with their modern facilities very well. We are looking forward to starting our training and providing the students with our highly regarded TTC Certificate, ensuring more safety and efficiency to the maritime industry.” “We are very pleased that we can continue to offer the highest standards of training in our facilities and are confident that together we will provide a large number of well-trained professionals to the Middle East maritime industry” added Hamad Al Maghrabi, Managing Director of ADMA.

Boskalis contracted for new pipeline

**Boskalis has been awarded a contract to construct a new subsea gas pipeline in Denmark.**

The Danish Energinet Gas-TSO has enlisted Boskalis for the laying of a new 4 km, 36 inch (915 mm) gas pipeline from Jutland to Funen in the Lillebaelt of Denmark. The scope of Boskalis’ contract includes the pre-trenching, pipe-pull, cofferdam construction and post-lay rock installation to protect the pipeline, while the pipeline will be required to have a bend for which a guiding roller system will be applied. Boskalis will require a trailing suction hopper dredger, fallpipe vessel and backhoe dredger for the works. The exact value of the contract has not been disclosed; however, Boskalis said the contract combined with a recently awarded offshore windfarm award carried a value of €850 million (US$948 million).

Source: pipelinesinternational

**NAVY NEWS**

**RUSSIAN LANDING SHIP PYOTR MORGUNOV BEGINS SEA TRIALS**

United Shipbuilding Corporation’s (USC) Yantar Baltic Shipbuilding Plant has begun conducting sea trials of **PYOTR MORGUNOV**, the second Project 11711 or Ivan Gren-class landing ship. USC said in a statement that, as requested by the Russian Ministry of Defence, the trials being carried out in the Baltic Sea will include both builder’s trials and state/acceptance tests by the Russian Navy. Delivery of **PYOTR MORGUNOV** is scheduled for the first quarter of 2020.

Source: Baird Maritime
As scrap, retired Naval aircraft carrier Viraat finds no takers

The e-auction followed the Navy’s decision to sell the oldest aircraft carrier as scrap as plans to convert the iconic ship into maritime museum-cum-marine adventure centre didn’t find any takers.

By Rashmi Rajput,

The ship holds the Guinness Books of record for being the longest serving warship of the world.

Retired Indian Naval Ship (INS) VIRAAT remained unsold at the e-auction here on Tuesday. The e-auction followed the Navy’s decision to sell the oldest aircraft carrier as scrap as plans to convert the iconic ship into maritime museum-cum-marine adventure centre didn’t find any takers. “Since the ship remained unsold as the bids were not on the expected rates, fresh e-auction will be conducted again,” said an official privy to the developments. Interested bidders were required to pay a pre-bid earnest money deposit of Rs 5.30 crore. The e-auction commenced at noon, continued till late evening before being called off.

Last November, the Maharashtra government cleared a proposal to convert the longest-serving aircraft carrier into a commercial business complex. According to the proposal submitted by the state government to the Union Defence Ministry, the planned Viraat museum would be constructed by laying a concrete foundation in the sea and the location is around seven nautical miles from the shore at Nivti rocks in Sindhudurg district.

A high power committee, headed by the chief secretary was formed to finalise the terms and conditions for tenders to select a private entrepreneur. “The project was supposed to be developed along with a private partner but there were no takers, hence the proposal was scrapped and the same was communicate to the defence ministry, following which it decided to scrap the ship was taken,” added the official from the state secretariat privy to the details. The Grand Old Lady
as its fondly called, **VI RAAT** has served both the Indian Navy and the Royal Navy. In April, 1986, the then Congress government entered into an agreement with Britain to acquire **HMS HERMES** for 63 million dollars. After refits and new equipments being fitted on **HERMES** it was commissioned at Plymouth as **INS VI RAAT** in 1987. The ship holds the Guinness Books of record for being the longest serving warship of the world. Under the Indian flag, the ship clocked more than 22,622 flying hours by various aircraft and spent nearly 2252 days at sea sailing and 5,88,287 NM (10,94,215 KM). This implies **VI RAAT** has spent seven years at sea, covering the entire globe 27 times. Since her inception she has a total of 80,715 hours of boiler running. She had played a major role in the Operation Jupiter in 1989 in Sri Lanka, after which she was affiliated with Garhwal Rifles and Scouts of the Indian Army in 1990. Her major participation was seen during operation Parkham in 2001-02 where India and Pakistan were engaged in a standoff after terror attack on the Parliament. source: Indiatimes

**SHIPYARD NEWS**

Keppel delivers fourth dredger to Jan De Nul

Keppel Offshore & Marine Ltd (Keppel O&M) has delivered the 6000m3 Trailing Suction Hopper Dredger (TSHD) **SANDERUS** to Jan De Nul Group safely with zero lost time incidents. The Ultra-Low Emission vessel (ULEv) is the fourth dredger that Keppel O&M has delivered to Jan De Nul Group, the company said in its release. This follows the delivery of three 3500m3 TSHDs earlier this year, all ULEvs and the world’s first European Union (EU) Stage V dredgers. Keppel O&M is also currently building **ORTELIUS**, a 6000m3 dredger which is identical to the **SANDERUS**, for Jan De Nul Group, with delivery expected in 1Q 2020. **SANDERUS** is fitted with a two-stage filtering technique for exhaust gases. It complies
with the EU Stage V and International Maritime Organisation’s (IMO) Tier III regulations. **SANDERUS** will immediately sail to Belgium for maintenance dredging works on the river Scheldt and alongside the coast. Built to the requirements of classification society, Bureau Veritas, **SANDERUS** is diesel-electric driven and is able to dredge to a maximum depth of 35m. Featuring a shallow draught and high manoeuvrability, it is also suitable for working in confined areas. TSHDs are mainly used for dredging loose and soft soils such as sand, gravel, silt or clay. The dredged material can be deposited on the seabed through bottom doors or discharged through a floating pipeline to shore and used for land reclamation.

Keppel Offshore & Marine (Keppel O&M) is a world leader in providing total solutions to the offshore, marine and energy industries. Bolstered by a global network of yards and offices, it has extensive know-how across a wide range of capabilities - design & engineering, new builds, conversions & repairs, and support services. A pioneer in offshore solutions, Keppel O&M has a strong track record in designing and building high-performance offshore drilling rigs, production platforms and specialised ships. It is a trusted partner in the conversion, repair and modification of diverse and complex rigs and vessels, and is also a developer of integrated solutions for the offshore renewable and infrastructure industries. **Source : portnews**

**Jianglong launches new command boat for Chongqing Fire Brigade**

Jianglong Shipbuilding has launched a new command and control (C&C) boat slated for the municipal fire brigade of the southwestern Chinese city of Chongqing. The vessel has an LOA of 39.2 metres, a beam of 6.5 metres, and a design speed of 20 knots. Once completed, it will have a command centre and an electric-powered water/foam firefighting pump. The C&C boat was designed by China Shipbuilding Industry Corporation’s (CSIC) 701 Research Institute. **Source: Baird Maritime**

**Avance Gas orders VLGC pair at DSME**

Norwegian pure-play VLGC owner Avance Gas Holding has ordered two 91,000 cu m LPG dual-fuel VLGCs at South Korea’s DSME. The vessels have the latest dual-fuel propulsion systems which the company says will significantly lower fuel consumption, reduce fuel costs and reduce emissions compared to any other VLGC on the water. Ulrik Uhrenfeldt Andersen, chief executive officer of Avance Gas, commented: “Signing the contracts is a milestone for Avance Gas. The new vessels offer larger intake, lower daily consumption and, naturally, the possibility of burning LPG, which is much cheaper and cleaner than compliant fuel. Together, these features translate into unrivalled levels of operational efficiency. “The investment also means we are delivering on our sustainability agenda. By reducing SOx emission with 97-100%, particulate pollution with 90% and significantly reduce CO2 emissions compared to modern conventional VLGC tonnage, we are taking the first steps towards a low-carbon future.”Andersen said the vessels were ordered at a very attractive
price, with a tail-heavy payment structure. Delivery is scheduled for the fourth quarter of 2021 and first quarter of 2022. Avance Gas currently has 14 VLGCs in its fleet. *Source: Splash 247*

**ROUTE, PORTS & SERVICES**

**DME Completes SeaMade Export Cable Pull-In**

DME’s cable-laying vessel **LIVING STONE** picked up the export cables for the 487MW project from Hellenic Cables’ facility in Soussaki, Greece, in mid-November. SeaMade will have two offshore substations, which will collect the electricity produced by the turbines, convert it from 33kV to 220kV, and export it into the grid via Elia’s Modular Offshore Grid (MOG). In a consortium with Hellenic Cables, Tideway, part of DME Offshore, is responsible for the export cable design, manufacturing and installation operations, and for connecting the wind farm’s high voltage substations to the MOG. SeaMade comprises the 252MW Seastar and the 235MW Mermaid offshore wind projects which will feature 58 Siemens Gamesa 8.0-167 DD turbines installed some 40-50km off the coast of Ostend. It will be Belgium’s largest offshore wind farm once commissioned in 2020. *Source: Offshore WIND*

**CSA 2020 advises on scrubber installations**

Members of the Clean Shipping Alliance (CSA) 2020 are advising those shipowners looking to install marine exhaust gas cleaning systems as way of meeting global sulphur cap requirements to ensure that manufacturers, shipyards and installers are using quality, high-end materials. Based on the collective experience gained from more than 1500 EGCS
installations, CSA 2020 members found the quality of materials and coatings used is the most important factor in optimising EGCS safety and averting any corrosion problems during operation.

Echoing Spliethoff’s experience is Wallenius Wilhelmsen, a shipowner operating a fleet of more than 130 deep sea ro-ro vessels. Wallenius Wilhelmsen installed its first EGCS in 2014 knowing that, like any first-of-type-installation, there would be the inevitable teething troubles. Over 200 exhaust gas cleaning systems aboard 83 ships operating under the Carnival Corporation umbrella have also been largely reliable, with Mike Kaczmarek, Sr. Vice-President Marine Technology, Carnival Corp, citing over 90% current system availability. Grimaldi Group, which operates four different EGCS over 50 ships and also reports more than 90% reliability, also flags up the bellows as requiring special attention. In November, Danish ferry operator DFDS reported that the downtime experienced with the EGCS installed onboard the 37,939gt roro Ficaria Seaways was less than 0.002% during the 12-month period to 1st July 2019. Source: Portnews

BC Ferries adds more than 170 extra sailings for the holidays

The BC Ferries SALISH EAGLE services the route Powell River <> Comox, BC
Photo: Capt Gijs Dijkdrenth ©

BC Ferries says it is adding 171 extra sailings to make travel easier for customers sailing between Metro Vancouver, Vancouver Island and the Sunshine Coast. Historically, the most popular travel times over the holidays are between Dec. 20 and 23 for traffic moving from the Tsawwassen and Horseshoe Bay terminals to Vancouver Island and the Sunshine Coast. The most popular travel days over the holidays will be Dec. 26 and 27, with traffic returning from the Departure Bay, Swartz Bay and Langdale terminals. Source: Portnews

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Rig Values Under Pressure
The semi submersible rigs **ENSCO 8501-8502** and **8506** laid up at **Galveston Island (Texas)**

*Photo : Piet Sinke www.maasmonddmaritime.com (c)*

CLICK at the photo & hyperlink in text to view and/or download the photo(s)!

VesselsValue sounds the alert on MODU values following 2 sales of modern premium jack up units to separate buyers at historic lows. Ravi Mehrota backed Foresight Drilling has picked up the 2013 blt 350 foot Keppel super B design Dynamic Vision from creditors for a knock down price of 56 million against a VV value of usd 65 mill. “This is a benchmark sale at a historically low level” says Robert Day, Head of Offshore at the firm. He suggests the same rig would have commanded in excess of usd 80 mill 6 months ago. At the same time Shelf Drilling have announced the purchase of 2007 blt Baker Marine Pacific 375 design Maersk Completer at usd 38 mill against a VV value of usd 38.8. “We are seeing day rates for premium units not far above operating costs and charterers and oil majors can afford to be selective and this is having a knock on effect on asset values” Day said

“There are now a number of units for sale either by auction or on the open market and this is not helping the situation. There are, however, some positive moves being made and we have seen a healthy level of scrapping over the past 2 years”.VesselsValue data shows that 22 MODU’s (10 jack ups, 6 semi subs and 6 drill ships) have been sent to the breakers in 2019 compared to 39 the year before (17 jack ups, 15 semi subs and 7 drill ships). “This healthy level of scrapping is exactly the kind of responsible action that we need to see from the major owners and operators to facilitate a recovery going forward to aid a future recovery.” Drillships have been the worst affected with 2 x vessels under 10 years old going for demolition in recent months one further unit 7 years of age looking to go the same way. “This is significant” says Day “especially considering these units were contracted in the boom years between 600 - 800 million excluding upgrades for field work” source : vesselValue

**Shippers: Liner low-sulfur surcharges are not ethical or transparent**

*By : Mike King*

Shippers are furious that low-sulfur IMO 2020 fuel surcharges introduced by lines vary so widely, even between carriers offering the same service within an alliance. Container lines are acting with “opacity,” using “hidden formulas and no data backup” to calculate surcharges which they are using as an “opportunity to recover from low freight rates,” according to Jordi Espin, maritime policy manager at the European Shippers’ Council. The surcharges have been introduced as carriers seek to recoup from customers the estimated $11 billion bill in higher fuel costs due next year because of the introduction of low-sulfur fuels that become mandatory under International Maritime Organization rules Jan. 1 (IMO 2020). However, shippers and forwarders have consistently stated their bewilderment with the manner in which the fees have been levied.

High price fits all, claim shippers

Espin argues that IMO 2020 surcharges should trigger different, transparent charges for each customer based on the tailor-made services each receives. “What it is not acceptable is that, once more, customers have to adapt to shipping lines’ requirements,” he told FreightWaves. “Customers receive a warning notice about newer and higher costs but that doesn’t explain why the same service from the same alliance delivers different charges. “There is no explanation why the shipping industry is behaving like this and why this new opportunity to build trust is again lost. “This behavior may be legal, but it is not ethical and does not comply with a healthy code of conduct where partners with shared objectives and goals play on a common playing field.”
Espin was reacting to a survey by Alphaliner which found that low-sulfur surcharges (LSS) on the Far East to North Europe route applied by lines Dec. 1 ranged from $71 per twenty-foot equivalent unit (TEU) to $135 per TEU (see below). The analyst claimed carriers were failing to provide details of how the individual surcharges were calculated. Alphaliner also failed to find any correlation between the relative efficiency of the various carriers based on the average size of vessels deployed and the surcharge applied by carriers. “The wide variations in the new fuel surcharge and lack of complete transparency on their calculations is bound to fuel shipper concerns of overcharging by carriers to compensate for lower freight rates,” Alphaliner correctly predicted.

Illustrating its point, Alphaliner said Ocean Network Express (ONE) was applying a surcharge of $92 per TEU – a figure lower than nine out of the 10 carriers on the Far East-North Europe trade, even though the company currently deploys the smallest ships on this route. Even within the same alliances that operate similar size ships, the analyst said there were significant variations in the charges applied. “For example, MSC (Mediterranean Shipping Company) applies a Global Fuel Surcharge of $71 per TEU while [2M Alliance partner] Maersk’s Environmental Fuel Fee is 63% higher at $116 per TEU,” said Alphaliner. “Maersk’s surcharge is also higher than HMM’s Environmental Compliance Charge (ECC) of $112 per TEU, even though HMM does not currently operate any of its own ships on the trade.” Source: freightwaves

A shoregang of eight efficiently loads the MV MARFAAM (Visser Shipping Company, Lemmer / Boomsma Shipping) on a windy day in Liepaja, Latvia. Two loaders constantly keep up the woodchips supply for the two hydraulic cranes and the tractors in the holds press the cargo while pushing it into the far corners. The 10.500 m³ holds are thus filled with almost 4.000 tons of woodchips with destination the Copenhagen municipal powerplant. One shipload is barely enough to keep the power plant in service for a day. Photo: Rudolf E. Roozendaal, master MV Marfaam ©

**Heroic lifeboat crews save five from storm in 15-hour rescue**

**The stricken fishing vessel and its crew are rescued by the RNLI off Fanad Head**

Heroic lifeboat crews from Northern Ireland and the Republic have battled treacherous conditions and fought 50ft swells during the rescue of five fishermen who got into difficulty off the Co Donegal coast. RNLI volunteers from Portrush, Lough Swilly and Arranmore bases spent almost 15 hours at sea in challenging storm force conditions at the weekend during the operation off Fanad Head. The vessel issued a Mayday alert at around 2pm on Saturday. The five men, who had been
fishing for crab, sought help when the boat lost power and encountered steering difficulties while violent waves smashed the wheelhouse windows in, around 20 miles north of Fanad Head. Lough Swilly RNLI volunteers launched their all-weather lifeboat and started their 90-minute journey to the scene some 34 nautical miles from their station. Portrush RNLI meanwhile had 50 nautical miles to travel. Weather conditions at the time were said to be "extremely challenging", with the volunteers facing Force nine to 10 gales and sea swells of 50ft. RNLI video footage of the rescue showed the fishing vessel being tossed about by the waves. Arranmore RNLI was requested to launch to assist in the rescue shortly afterwards at 4pm. Once on the scene, Lough Swilly RNLI’s lifeboat crew assessed the situation and checked that the five fishing crew were safe and well. Due to the challenging conditions, however, the decision was taken to leave the crew on board their boat rather than transfer them to the lifeboat. Several attempts to hitch a tow-line proved unsuccessful until the arrival of the Arranmore lifeboat. The fishing boat was then towed to the Lough Swilly station in a three-and-a-half-hour trip. The fishermen were cold, tired and shaken from being rocked in the severity of the weather conditions but were otherwise in good health. Joe Joyce of Lough Swilly RNLI Lifeboat said: "This was an extremely challenging call out for all the RNLI volunteers involved and we are delighted that the five fishermen were brought safely back to shore."Our lifeboats launched in challenging weather conditions on Saturday afternoon and our volunteers, 20 in all, spent almost 15 hours at sea, most of it in the hours of darkness. "They faced gale force conditions and 50ft swells but with great courage, selflessness and teamwork they successfully met and overcame those challenges to bring the fishermen to safety."While challenging for our crews, this call out was a huge testament to the level of training RNLI volunteers undergo."Lifeboat crew members are highly trained and skilled to carry out such challenging work and thanks to the generosity of the public we are provided with the best of equipment and technology to save lives at sea." Source: Belfast Telegraph

Heading into Halifax Harbour during a wintry morning was the SIEM COMMANDER. Photo : René Serrao ©
Australia ready to supply Asian demand - Canavan

A new report by the International Energy Agency (IEA) has shown that growth in coal demand from India and other Asian countries would offset declining demand from European nations and from the US, with Australia poised to take up a greater share of coal supply. In its Coal 2019 report launched in Johannesburg, the IEA noted that the weakness in coal demand this year resulted mainly from coal-fired electricity generation, which is set to experience its largest ever decline, over 250 terawatt hours (TWh), or more than 2.5%. This drop is led by double-digit falls in the US and Europe, which was released today and contains forecasts through 2024. “It is too soon to say whether the expected global decrease in coal power generation this year will be the start of a lasting trend. The IEA forecasts that renewable sources will supply a major portion of the increase in global electricity demand over the next five years,” said Keisuke Sadamori, the IEA’s director of energy markets and security. “Electricity generation from coal will rise only marginally over that period, at less than 1% per year - and its share will decline from 38% in 2018 to 35% in 2024. This means coal remains by far the single largest source of power supply worldwide.”

Sadamori said that ultimately, global trends would depend largely on China, where half of the world’s coal is produced and consumed. “Wind and solar PV are growing rapidly in many parts of the world. With investment in new plants drying up, coal power capacity outside Asia is clearly declining and will continue to do so in the coming years,” said Sadamori. “But this is not the end of coal, since demand continues to expand in Asia. The region’s share of global coal power generation has climbed from just over 20% in 1990 to almost 80% in 2019, meaning coal’s fate is increasingly tied to decisions made in Asian capitals.”

In 2019, global coal power generation will experience the biggest drop ever and coal power generation in India will probably decline for the first time in 45 years,” Sadamori said. “The global picture, however, has not changed much. Coal is disappearing in many advanced economies, but it remains resilient and is even continuing to grow in developing Asia. The low coal power generation in India this year was due to unusually low growth in electricity demand and exceptionally high hydropower output. It is not at all clear that it will be repeated.”

Australia’s Resources Minister Matt Canavan on Tuesday said that Australia was well placed to supply Asia’s demand for coal, with the IEA report forecasting increasing demand for Australian coal and a growing share of global coal trade from 2018 to 2024. “We have some of the highest quality thermal coal in the world, and the International Energy Agency report shows Australian coal will be in strong demand around the world for many years to come, particularly in India and other Asian nations,” Canavan said. The IEA report said Australia’s coal exports were 382-million tonnes in 2018, an increase of about 3-million tonnes or 0.8% on the previous year. The higher volumes and prices meant export revenues totalled $67-billion, making coal the country’s most valuable export commodity. Australia’s coal production is forecast to reach 444-million tonnes of coal in 2024 to meet export demand, up 35-million tonnes compared to 2018. Output for metallurgical coal, used for steelmaking, is forecast to rise 1.8 per cent per year from 174-million tonnes in 2018 to 194-million tonnes in 2024. Output for thermal coal, used for electricity generation, is forecast to rise 1.1 per cent per year from 219-million tonnes to 234-million tonnes.

“In August this year, I released the Coal in India report and visited India to promote Australia as a reliable energy supplier and to encourage investment in Australian resources,” Canavan said. “The IEA report shows Australia is well placed to take advantage of the shifts in international demand, and to supply markets in Southeast Asia and India as new coal-based electricity generation comes on line over the coming years. “For the sake of Aussie jobs and our dynamic regional communities we need to grasp the opportunities that coal presents, both here and overseas.”

Source: Mining Weekly
Iron ore arrivals at Chinese ports rose by 3.65 million mt on week

SMM estimates that there were 108 vessels carrying 16.26 million mt of iron ore arrived at major Chinese ports during December 8-14, 3.65 million mt higher from the week ended December 7. Iron ore arrivals shrank 3.47 million mt in the week of December 7. Iron ore deliveries leaving Australian ports fell 530,000 mt from the prior week to 14.45 million mt. Shipments that departed Brazilian ports were estimated to increase after three straight weeks of decline, increasing 1.15 million mt on the week, to 6.15 million mt. The combined shipments of iron ore from Australian and Brazilian ports remained lower from the same period a year earlier. Source: SMM
BIMCO restructures committees to balance safety and environment

BIMCO says it will have a Marine Environment Committee and a Maritime Safety and Security Committee in the future. “The new setup reflects the meeting structure at the International Maritime Organization (IMO), and will facilitate a better handling of the many important topics on the environment, safety and security agendas,” says Angus Frew, BIMCO Secretary General & CEO. In the existing committee structure the safety and environment agendas were covered by the Marine Committee. In the new structure, typical agenda items for the Marine Environment Committee will include reduction of greenhouse gas emissions, biofouling management and ballast water management. The safety and security agenda will include topics such as: piracy, drug smuggling, container fires and cyber risk management. The two committees will have up to 15 members, excluding the Chair. The people in the committees are recruited from BIMCO’s member-companies drawn from small, medium sized and large shipowners. In the cases where the environment issues overlap with safety issues, for example in the case of fuel oil, it will be discussed by both committees. BIMCO has a lean committee structure. The three main committees, Documentary, Marine Environment and Maritime Safety and Security meet twice per year. Source: portnews

The CAP SAN RAPHAEL outbound from Antwerp passing Kruiningen-Kruseveer

Photo: Rob van den Houten ©

…. PHOTO OF THE DAY ….
The SCHOKLAND passing the Corinth canal Photo : Jan van Vuuren Ch. Eng Schokland ©

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

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