Last Monday the new dredger MIDDELBURG of Van Ouwerkerk departed from her homeport Middelburg for the Westerschelde to start her seatrials.

Photo: Wim Kosten Sr  www.maritimephoto.com ©
IN MEMORIAM

Wednesday around 2140 hrs at Manila Doctor’s hospital, Philippines the offshore world lost a great Captain

NEIL M JOHNSTON
Shipsmaster with POSH-TERASEA
And contributor to this newsletter

.... Thank you so much for everything.

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

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EVENTS, INCIDENTS & OPERATIONS

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

Allseas FORTITUDE inbound between the IJmuiden breakwaters heading for the IJmondhaven in IJmuiden.

Photo: Peter Herweijer Fotoservice IJmond ©

Trump to strip Mauritania of US trade privileges unless it ends slavery

US PRESIDENT Donald Trump plans to end Mauritania’s US trade privileges under the African Growth and Opportunity Act (AGOA) on January 1 because the north African state condones slavery, reports American Shipper. The Office of the US
Trade Representative said Mauritania has the highest prevalence of hereditary slavery in the world and restricts the ability of civil society to freely work to address antislavery issues. “Forced or compulsory labour practices like hereditary slavery have no place in the 21st century,” said deputy US Trade Representative CJ Mahoney. “This action underscores this administration’s commitment to ending modern slavery and enforcing labour provisions in our trade laws and trade agreements. We hope Mauritania will work with us to eradicate forced labour and hereditary slavery so that its AGOA eligibility may be restored in the future,” he said. President Trump determined Mauritania isn’t making sufficient progress toward establishing the protection of internationally recognised worker rights during the executive branch’s annual AGOA eligibility review. Source: schednet

The ATLANTIC KESTREL inbound for Aberdeen Photo: George Saunders ©

Lagos eyes LNG imports to launch private power plan

Nigeria’s most economically successful state wants to go it alone, improving gas feedstock supply in a bid to woo private power project investor Lagos State is attempting to rewrite the rules of Nigeria’s power sector by developing an independent power project (IPP) programme, based on both pipeline gas and liquefied natural gas (LNG), that would also lead to the creation of its own mini grid within the national grid structure. The state envisages some 3 gigawatts (GW) of new gas-fired power capacity being deployed in the next three-to-five years, building on the 900 megawatts it already takes from the national grid. To achieve this, it wants to sanction the construction of 10 IPPs at strategic locations around the state, selling on the power at what will be “cost-reflective” tariffs, according to Wale Oluwo, the state’s commissioner for energy and mineral resources. Aside from well-financed commercial consumers, this could present a challenge for the many Nigerian consumers who have grown accustomed to subsidised power—and even more so for those paying less or nothing via illegal connections. But Oluwo is confident that Lagos can make private power investments work, despite the failure of a nationwide electricity sector privatisation launched earlier this decade to improve power provision in many parts of the country. "We want to get the effects of cross-subsidy, so those that are poor pay a reasonable price, while richer customers pay much more," he told Petroleum Economist at an Africa Power Roundtable held by DLO Energy in London last month. Lagos plans to crack down harder on electricity theft by securing more prosecutions and imposing heavier fines. Lagos is attempting to assuage investors by providing three-month rolling letters of credit to support the power purchase agreements. These would be signed between the distribution companies, the state government and embedded power providers. Nigeria is Africa's most populous nation, with a population of close to 200 million, but can only count on around 4GW of functioning power capacity, following years of underinvestment and mismanagement. Ghana has a similar capacity but a population of only 30 million, while South Africa has a capacity of 50GW for a population of around 56 million. Lagos differs from much of the rest of Nigeria in its high population density—some 22 million are crammed into the smallest state—and its role as the Nigeria's main economic hub. Oluwo said the state's relatively developed transmission network and the presence of a large pool of commercial customers able to pay for an enlarged and reliable network puts Lagos is in a better position to attract private sector investment. The national power privatisation programme may have foundered, but it has at least put in place structures to allow Lagos to attempt its own version. Stability in gas supply will be key to the plan, and at present Nigeria relies on gas piped largely from the Niger Delta region for its feedstock - pipelines that are regular targets for militants or vandals. Because investors will look
unfavourably on IPPs that could suffer periodic feedstock shortages, Oluwo wants to import LNG to smooth out supply when pipelines are out of action or can't match demand. Lagos State is in talks to secure one of two floating storage and regasification units (FSRUs) from Golar. The largest, the Golar Tundra, can carry out regasification at 750m cubic feet a day. The Tundra was destined for use in Ghana, but is being redeployed after the surrounding infrastructure there wasn't completed on time. Oluwo hopes an FSRU will be operational off the Lagos coast within two years, but hopes 1GW of the planned 3GW will be in place before then, based on improved pipeline supply. The overall plan's pricing structure depends on securing the LNG at prices fixed for two or three years to offer power price guarantees likely to be acceptable to IPPs and their customers. "For the LNG suppliers it is in their interest, because the prognosis for the LNG markets is that the price will tend to trend downwards globally, and if that is the case, it is in the interest of the suppliers to lock down on the price now," Oluwo said. He concedes that not everyone sees it like that, and that talks with international LNG traders have often been protracted. While Lagos says it has entered into "an understanding" with suppliers for LNG provision, no final agreements have been announced. Lagos is also in talks with the country's own LNG export facility, Nigeria LNG, which Oluwo hopes can be persuaded to provide long-term LNG supply at controlled prices. NLNG is currently being expanded from its current 22m tonnes a year (t/y) capacity to 30m t/y. The Federal government seems to be on board with Lagos's overall plan—the Nigerian Electricity Regulatory Commission said in 2017 it had no objection to it. So, Lagos wants the government to persuade its fellow NLNG shareholders Shell, Total and Eni to cut a supply deal. The government owns 49% of NLNG via the Nigerian National Petroleum Corporation and has in the past suggested some gas from the facility might be directed to the domestic market. The facility on Bonny Island already supplies liquefied petroleum gas domestically. Lagos also wants to develop supplementary waste-to-power projects, which would have the added benefit of helping to tackle the state's growing waste disposal problem. With the LNG supply and IPP deals yet to be signed, Lagos state could struggle to achieve its goals in the timeframe it envisages. The plan's chances of becoming a blueprint for other Nigerian states is undermined by the fact that few have the same advantages in terms of latent demand from relatively affluent commercial customers, and the reach of existing electricity transmission infrastructure.

Source: petroleum-economist
CONTECON Guayaquil SA (CGSA), the Ecuadorian subsidiary of International Container Terminal Services Inc (ICTSI), has lauded the decision by the Guayaquil government to dredge and maintain the 95-kilometre main access channel leading to the port of Guayaquil. Through an international tender, the Technical Commission of the municipality of Guayaquil awarded a 25-year concession to Luxembourg-based Jan De Nul Group, which will undertake the project. Once the dredging works are completed within the first year of the concession, mega containerships will be able to enter the port even with a 12.5-metre draft at high tide, a significant improvement on the present access channel depth of 9.6 metres. CGSA chief executive officer Jose Antonio Contreras said: "This landmark undertaking of the Guayaquil municipality to dredge and maintain the main access channel - the first in 60 years - is truly laudable. It will help ensure the progress not only of Guayaquil, whose ports will be directly benefited, but of the entire Ecuador." He added: "We can now look forward to the arrival of neopanamax box ships since the terminal is ready to handle these new generation vessels." CGSA has received the government's nod to simultaneously handle larger vessels at its berths two and three. This follows the inauguration of the terminal's expanded logistics support area, capable of handling 6,000 reefer containers per month. Currently, the terminal has an annual container handling capacity of 1.4 million TEU. Eighty-five per cent of goods imported and exported from the country pass through the port of Guayaquil given its close proximity to export zones and agricultural areas.

BSI and TT Club Issue Semi-Annual Global Cargo Theft Intelligence Report

First edition of a new regular report reveals violent truck hijackings account for 24% of cargo theft incidents globally; food and beverage sector most targeted at 27%. Other detailed trends and risk mitigation advice included BSI Supply Chain Services and Solutions and leading international transport and logistics insurer, TT Club launch the first joint 2018 Semi-Annual Global Cargo Theft Intelligence and Advisory Report. The report brings together threat and intelligence data from BSI’s supply chain security country risk intelligence tool, SCREEN and TT Club’s insurance risk management and loss prevention insights. Several key findings from the TT Club/BSI report highlight the severe impact which cargo theft has on global supply chains. As highlighted in the report, the Food and Beverage sector suffers from the highest rates of cargo crime across the globe, accounting for 27 percent of all incidents; whilst Consumer Products and Hi-Tech Electronics industries suffer high rates of cargo theft as well. Transport by road is the most often targeted mode for cargo crime across the globe, attributed to over 75% of all cargo theft incidents, with warehousing being the second most vulnerable target 19 percent. BSI and TT Club have authored this report to demonstrate their shared goal of educating the transport and manufacturing sectors about the dynamic cargo theft risks present across the globe. With the enhanced awareness of...
cargo crime trends across the globe, industry will be able to engage in a proactive approach in preventing cargo crime and also minimising the financial loss and brand reputation damage that results from cargo crime. The report highlights key risk insights into the trends in the following cargo disruption-related topics, including:

- Regional Breakdown
- Countries of concern
- Tactics and Trends
  - Targeted modes
  - Targeted Commodities
  - Top Locations of Thefts
  - Prevalence of hijackings
- Incident Highlight and Analysis article

Furthermore, the report includes several pieces of loss prevention advice to counter the identified threats presented in the report. The risk mitigation advisory sections have been co-authored by BSI’s Advisory Supply Chain Security team and the TT Club’s claims and loss prevention team. To download the BSI/TT Club Semi-Annual Global Cargo Theft Intelligence Report –2018, please click on this link:


The PAC LOMBOK inbound for the Singapore Brani terminal assisted by the tugs NOBLE GUARD and APEX

Photo : Piet Sinke www.maasmondmaritime.com  (c) CLICK at the photo !
The **YM INSTRUCTION** spotted westbound in the Singapore straits last Wednesday

**Photo : Piet Sinke** [www.maasmondmaritime.com](http://www.maasmondmaritime.com)  (c) CLICK at the photo !

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**Smit Lamnalco takes delivery of final two Damen ASD Tugs 3212 in four vessel order**

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**Damen** has delivered the third and fourth units in a four-vessel contract to leading towage company **Smit Lamnalco**. All four vessels are Damen’s popular and powerful ASD Tug 3212 class with a bollard pull of 80 tonnes. The order was placed in November 2017 and, with stock boats available, the first two were delivered in June and these latest arrivals in October. The **SL Thunggun** and **SL Irronghave** arrived at Darwin in Australia’s Northern Territory and will shortly be heading east to the Weipa bauxite mine on the Cape York Peninsular, Queensland. Owned and operated by mining giant Rio Tinto, the mining complex exports around 30 million tonnes of bauxite each year via its own port. Currently a third site, the Amrun mine, is being constructed in an A$2.6bn project due for completion in 2019. The new infrastructure being built to support the mine includes a processing plant and a second terminal. Around ten, very large bulk carriers currently enter the existing port facilities each week to take on
The SLThunggun and SLIrrong have been finished to meet Australian standards including AS 3000 electrical compliance and are certified Asbestos Free. With the tugs being kept on offshore moorings in a remote location Damen will be supplying a comprehensive support package to ensure maximum reliability. Rotterdam-based Smit Lamnalco is a long-standing client of Damen, with nearly 60 Damen vessels in its fleet. Damen also has a long history of providing tugs supporting other Rio Tinto terminals in Australia, including a number of ASD Tugs 3111 in Dampier, WA, plus a Stan Tug 2207 at Cape Cuvier, WA, and three additional ASD Tugs 3111 at Dalrymple Bay Coal Terminal, Queensland. “The success of this project is based on Damen’s long-lasting relationships with both Rio Tinto and Smit Lamnalco,” said Vincent Maes, Area Sales Manager for Benelux. These are built on trust, reliability and quality. We are confident that these new tugs will be effective and efficient in their role.” “The 3212 class was an obvious choice given the exposed location and strong currents,” said David Fethers, Regional Managing Director for Smit Lamnalco in Australia/PNG. “The fit and finish of these vessels is testament to Damen’s outstanding attention to detail. We are very pleased to be continuing our long relationship.”

The POLAR ONYX alongside the tena Forth offshore Ghana 08/11/18 Photo: Alan Soutar ©

Matson Opt for Scrubbers on China-Long Beach Service

On Monday, American shipping firm Matson announced in its third quarter earnings call that it will install scrubbers on most of its container ships on the China-Long Beach Express service (CLX). The CLX rotation serves Long Beach, Honolulu, Guam, Xiamen, Ningbo and Shanghai using Jones Act-qualified vessels, and it offers a guaranteed expedited service for full container loads. In the third quarter, every sailing was full, and the service commanded rates at a “sizeable premium” over the Shanghai Composite Freight Index. The rate premium pays for the fastest transit time in the industry on the busy Shanghai-San Pedro Bay route. Loads departing Shanghai are guaranteed to arrive on the U.S. West Coast within 10 days. Relative to its competitors, Matson says, CLX shaves 3-6 days off of the combined transit and discharge. CLX operates with five U.S.-built, U.S.-crewed sub-Panamax vessels - the Maunalei, Manulani, Maunawili, Manukai and R.J. Pfeiffer - making it one of a very small number of transoceanic services deploying Jones Act ships. The vessels' cabotage qualifications allow them to serve multiple domestic ports in California, Hawaii and Guam on their way to China. Earlier this year, Matson announced that it would install a scrubber on one of these ships and would consider installing two more. As of Monday, Matson has committed to installing all three in fiscal 2019 at a cost of about $9 million per vessel. Matson has already installed scrubbers on the Matson Anchorage, Matson Kodiak and Matson Tacoma, three vessels dedicated to its Alaska service area. The units are used to comply with North American ECA zone requirements. Source: MAREX
Radio Zeeland DMP partners up with Raytheon Anschütz

Radio Zeeland DMP, manufacturer and integrator of qualitative, innovative and aesthetic maritime electronics is happy to announce the formal confirmation of an existing long-term collaboration with Raytheon Anschütz. Raytheon Anschütz delivers advanced navigation and bridge systems, in full compliance with highest-class notations and IMO standards. Both companies have traditionally been positioning themselves in the top of the yachting industry with integrated and customized navigation solutions. The partnership distinguishes itself from normal collaborations by the fact that Radio Zeeland DMP is appointed as a certified integration partner of Raytheon Anschütz. This allows for the use of the Raytheon Anschütz products as an integral part of the Radio Zeeland DMP custom wheelhouse solutions, whilst maintaining quality, serviceability and warranty. By collaborating the best of both worlds will enable both companies to serve the global maritime industry even more. “We have always been happy to work with Raytheon Anschütz products, as they are part of the small group of premium brands in this market. This partnership confirms the confidence that Raytheon Anschütz have in us addressing this market with the highest technical and design standards. After all, we are unique in bringing their
equipment under foil or even glass, whilst maintaining Wheelmark Type Approval and manufacturers warranty,” according to Willem Blommaart, CEO of Radio Zeeland DMP. Raytheon Anschütz designs, supplies and services a broad range of navigational sensors, systems, and software, up to tailored integrated navigation system solutions for mega yachts, commercial ships, naval surface ships and submarines. Radio Zeeland DMP For several decades Radio Zeeland DMP has been creating some of the most beautiful bridges in the world. Their unparalleled aesthetics has been recognized numerous times by the world's most respected yards and industry professionals. Radio Zeeland DMP was the first ever to ever make a true glass bridge. Originating more than 40 years ago as a manufacturer of commercial navigation products and being an Original Equipment Manufacturer Radio Zeeland DMP has accumulated a tremendous amount of technical and electronic experience.

Hapag-Lloyd profit doubles, backs guidance

German shipping company Hapag-Lloyd AG on Thursday reported a more-than-doubled third-quarter net profit after booking lower interest costs, and it backed its full-year guidance. The company made a net profit of 112.4 million euros ($128.5 million) in the quarter ended Sept. 30, compared with EUR51.6 million a year earlier, on revenue that rose 8.6% to EUR3.04 billion. Earnings before interest and taxes rose to EUR212.1 million, from EUR178.1 million for the year-earlier period, while earnings before interest, taxes, depreciation and amortization rose 8% to EUR388.5 million. Hapag-Lloyd said it still expects full-year EBIT to be between EUR200 million and EUR450 million, and forecasts Ebitda in a range of EUR900 million to EUR1.15 billion. Source: marketwatch

Reederei Nord and Nissen Kaiun launch aframax tanker pool
Reederei Nord and Nissen Kaiun have launched the N2Tankers aframax pool with ship manager Synergy Group. The joint venture pools a fleet of 13 aframaxes from the two shipowners. Singapore-based ship manager Synergy Group will be in charge of commercial management for N2Tankers east of Suez and provide technical management worldwide for Nissen Kaiun’s vessels in the joint venture. Rajesh Unni, CEO and Founder of Synergy Group, said: “N2Tankers brings together two of the most renowned owners in world shipping in a sector of the tanker market that has seen a lot of consolidation in recent years. “This is recognition of our unique ability to meet the commercial and technical ship management requirements under one roof for the most demanding owners.” Reederei Nord and Nissen Kaiun are seeking like-minded owners to expand the pool to a maximum of 20 – 30 vessels. Katsuya Abe, President of Nissen Kaiun, “We are confident that managing the pool as a joint venture with commercial and technical ship management clearly aligned in the most cost-effective and efficient manner possible will help attract in additional ships to further bolster the effectiveness and competitiveness of N2Tankers.”

Source: Seatrade Maritime News

The Aberdeen pilot boat SEA SHEPHERD outbound from the port of Aberdeen. Photo: George Saunders ©

Orkney teenager becomes a fourth generation lifesaver as she takes part in her first emergency call-out with the RNLI

For the past 140 years, Stella Kirkpatrick’s family have been risking and ultimately sacrificing their lives to save others from the dangerous waters around Orkney.

Both her grandfathers and both her great grandfathers died in service with the RNLI, while her father is the current coxswain of RNLI Longhope Lifeboat on the Orcadian island of Hoy. Now the 17-year-old Kirkwall Grammar School has joined the same crew as her father and brother and swiftly took part in her first call-out on Sunday. The crew were undertaking a pre-exercise briefing when they were requested to launch by the coastguard and within minutes were heading out of Longhope, which has been a lifeboat community since 1874. They were tasked to attend a dive boat in Scapa Flow where a diver was in difficulties. The situation was soon under control, the dive boat at Houton pier and medical teams on the scene. Back at the station, Miss Kilpatrick said: “It has always been my ambition since a child to serve on the Longhope lifeboat. “It was very exciting to be on my first exercise, which then suddenly turned into a shout. Her mother, Karen, said: “Stella boards away at school Monday to Friday, but is available for call outs at
weekends and during school holidays. “She was very keen to join the lifeboat because of the family tradition and because she really wanted to do it. She has spent a lot of time in boats.” Miss Kilpatrick is the daughter of coxswain Kevin Kirkpatrick and sister of one of the deputy mechanics, Jack Kirkpatrick. But she also has a strong family connection with the lifeboat which can be traced back nearly one-and-a-half centuries. Her great-grandfather was lifeboat coxswain Dan Kirkpatrick who was lost along with the entire crew of his boat almost 50 years ago in what was one of Britain’s worst lifeboat disasters. She also lost her paternal grandfather Jack Kirkpatrick, maternal great-grandfather Robert Johnston sr and grandfather Robert Johnston, as well as her great uncles. They were among eight men who died when the lifeboat TGB capsized after setting out to help a cargo ship adrift in a storm. On the night of the tragedy, the Liberian-registered Irene had sent out a mayday reporting it was in trouble in a Force 9 gale, coupled with a spring tide, which led to 60ft waves. The TGB, a 47ft Watson-class lifeboat constructed of wood, went to its aid. Radio contact was later lost and the lifeboat is believed to have been overturned by a freak wave, possibly as much as 100ft high. When the boat was recovered, the bodies of all but one of the crew were inside the hull. The coxswain Daniel Kirkpatrick was still at the helm. His sons Ray and Jack were also aboard. The tragedy led to research into the development of new self-righting boats. In the run up to the 50th anniversary of the tragedy, the Longhope Lifeboat Museum Trust has launched a fundraising appeal for essential maintenance and repairs to the former lifeboat shed and slipway. The trust hopes to raise a total of £30,000. Donations can be made at www.gofundme.com/longhope-lifeboat-museum. Source: pressandjournal
New Flying Focus Calendars 2019

At your service beyond the horizon and up to Beaufort 10!
www.flyingfocus.nl

Flying Focus’ maritime aerial photographer Herman IJsseling conquered the elements of nature under the toughest circumstances to do the work he does best; taking photographs of ships in heavy weather on the North Sea. The heavy duty Cessna Skymaster demonstrated its use during a number of spectacular flights enduring gale force winds. These heavy weather flights come as a pleasant change for the normal routine photo flights that are executed by the team of Flying Focus almost daily. A selection of 13 impressive heavy weather photos is published in the 2019 edition of the “Gale warning calendar”. The size of the calendars is 30 by 38 cm. The price of the calendars is €18.50 excluding post/package. Also available are books and calendar about Fishery, Offshore Oil & Gaz, Offshore Wind Energy, Shipping, Inland Shipping, Tug& workboats and European Lighthouses. All products can be ordered through the Flying Focus website www.flyingfocus.nl
The two new ferries for the Woolwich Ferry Service arrived from Poland 06/11/2018 passing Gravesend for Tilbury Dock. They are not scheduled to start working the service till end of December while changes are made to the old berths.

Photo's : David Berg [http://ukshippinglog.blogspot.co.uk/](http://ukshippinglog.blogspot.co.uk/) ©

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**Norwegian oil, gas plants restart after tanker and frigate collision**

By: Terje Solsvik, Ole Petter Skonnord
The frigate, which recently took part in a major NATO military exercise, was aground and tilting on one side, live television pictures showed. The Norwegian military was attempting to save the ship. We are working on stabilizing the vessel,” Norwegian Navy Counter-Admiral Nils Andreas Stensoenes told a news conference, adding that the eight injured were all Navy crew. Some 137 crew were on board at the time of the accident. “We are very glad that no lives got lost and that the injuries are not more serious than they are,” he added. Police and the national Accident Investigation Board were investigating the accident, which took place at 0326 GMT. The tanker had left Equinor’s Sture oil shipment terminal with a cargo of crude, and the facility was shut for several hours on Thursday as a result. The Kollsnes gas plant, with a processing capacity of 144.5 million cubic meters per day, was also shut for several hours. Both the Sture terminal and the Kollsnes plant were restarting on Thursday afternoon, Equinor said in a statement. Kollsnes processes gas from the Troll, Kvitbjørn and Visund fields for Britain and the rest of Europe. The Troll A platform was also restarting operations after its earlier temporary shutdown, Equinor said. UK wholesale gas prices were up ahead of news of the incident and increased further afterwards. Gas for immediate delivery was up 6.2 percent at 66.50 pence per therm at 1136 GMT. Norway is a major supplier of gas to Britain so big outages can impact UK gas prices. Flows from Norway to Britain were down by 14-15 million cubic meters due to the Kollsnes outage. “Norwegian outages due to the collision have prompted extra buying. The market was already quite bullish due to lower temperatures,” a British gas trader said. There was no sign of a leak from the oil tanker, although it would return to port for inspection, the Joint Rescue Coordination Centre for southern Norway told Reuters. The Sture terminal receives oil via pipelines from North Sea fields, including Oseberg, Grane, Svalin, Edvard Grieg and Ivar Aasen, which in turn is exported to global markets on tankers. Oseberg, Grane and Ivar Aasen were restarting output after being shut, their operators said. Oil output from the fields delivering to the Sture terminal was around 350,000 barrels per day in August, the latest data available from the Norwegian Petroleum Directorate showed. The Sture terminal has a capacity to store one million cubic meters of crude oil and 60,000 cubic meters of liquefied petroleum gas in rock chambers. LPG mix and naphtha are also exported from the terminal via the Vestprosess pipeline to the Mongstad oil terminal. Oseberg is one of the crude streams underpinning the global Brent oil benchmark. Brent crude futures were down 21 cents at $71.86 a barrel by 1249 GMT. Production at the Edvard Grieg field was shut on Thursday, a source with knowledge of its operations said. It was not immediately clear whether output had restarted there too. The Sola TS, an Aframax class vessel built in 2017, belongs to Tsakos Energy Navigation, the company’s website says. Source: Reuters Additional reporting by Camilla Knudsen, Nerijus Adomaitis and Nina Chestney, writing by Gwladys Fouche, editing by Raissa Kasolowsky, David Evans and Alexandra Hudson.
The global sulphur cap is about attitude, not technology

By: Richard Clayton

COPENHAGEN is either the best place to hold the International Bunker Industry Association annual convention, or the worst. It’s the best place because the local shipping community is convinced that sticking to January 1, 2020, for the change from high- to low-sulphur fuel is the right thing to do. And it is convinced there should be no delay in ending the practice of ships carrying heavy fuel oil unless they also carry abatement technology. There is an air of wonder among IBIA members that the issues are continuing to drag on. But it might be the worst place because much of the maritime community has real misgivings on several levels. These have been well rehearsed and won’t be repeated here. The one that came up several times at the convention was the need to invest in training, both of ships’ crews and onshore teams, to ensure that all procedures should be carried out to the letter. This is not a technology issue, it was argued, it’s about attitude. So whether or not owners should invest in scrubbers, whether compliant fuel will be available, what price that fuel will be, and who should pick up the bill for the extra expense are subsidiary questions.

The main issue is simple: should shipping do all it can to clean up its environmental footprint?

If the answer is yes, then start to prepare for a low-sulphur future. If no, or not yet, or only when the industry can afford to do so, then there’s an ethical dilemma to be reasoned out. To be sure, there are concerns even for the major players with the right attitude, however none of these appear beyond the capability of a well-resourced technical team. Shipowners with minimal technical resources, struggling to stay financially stable and facing the likelihood of switching from high-sulphur fuel oil to very low-sulphur fuel oil, are probably not sleeping at night. It would have been interesting to hold IBIA 2018 in a city where the maritime community is just about managing. There, the inevitability of 2020 would not be so clear. Source: lloydslist

Repeat offender fined $3.2 million for 'magic pipe' pollution in Maine

The following is text of a news release from the U.S. Justice Department:

A German shipping company, MST Mineralien Schiffahrt Spedition und Transport GmbH (MST), pleaded guilty and was sentenced Friday in Portland, Maine, for obstruction of justice and for maintaining false official records to conceal deliberate pollution from one of its ships, M/V Marguerita, announced Assistant Attorney General Jeffrey B. Clark for the Justice Department’s Environment and Natural Resources Division and United States Attorney Halsey B. Frank for the District of Maine. MST pleaded guilty to one count of violating the Act to Prevent Pollution from Ships and one count of obstruction of justice for using falsified log books to hide intentional discharges of oily bilge waste occurring over a nine-month period during which the ship regularly made port calls in Portland, Maine. U.S. District Court Judge Nancy Torresen sentenced the company pursuant to a plea agreement and ordered it to pay a $3.2 million criminal fine and serve a four-year term of probation during which vessels operated by the company will be required to implement an environmental compliance plan, including inspections by an independent auditor. “Today’s action demonstrates that the Coast Guard and the Justice Department will not stand by while foreign vessels intentionally pollute our oceans and then try to cover up their criminal acts by lying to the U.S. Coast Guard,” said Clark. “This company is a repeat offender, which makes plain that it has shown contempt for the rule of law. I applaud the investigators and prosecutors who obtained this result.” MST, a vessel operator based in Bavaria, Germany, was convicted of similar environmental crimes in the District of
Minnesota in 2016. That federal case involved the falsification of the oil record book for M/V Cornelia, which concealed deliberate discharges of oil-contaminated bilge waste, including discharges into the Great Lakes. MST was on probation in the District of Minnesota when it committed the crimes charged in Maine. According to documents filed in court, MST discharged oily bilge waste from Marguerita through the use of a so-called “magic pipe” that bypasses required pollution prevention equipment. The discharges violated MARPOL, an international treaty and were not recorded in the vessel’s oil record book, a required ship log regularly inspected by the Coast Guard to assure compliance. The case was investigated by the Coast Guard Investigative Service with assistance from the Coast Guard Sector Northern New England which conducted the inspection of the ship. The prosecution was handled by trial attorney John Cashman and senior litigation counsel Richard Udell of the Environmental Crimes Section of the U.S. Department of Justice, with assistance from the U.S. Attorney’s Office for the District of Maine. Source: professionalmariner

Amendments to the Performance Standards for EGC and NAVTEX Equipment

IMO has published Resolutions MSC.430(98) and MSC.431(98), relating to amendments to the performance standards for Enhanced Group Call (EGC) and NAVTEX receiving equipment. Equipment installed on or after 1 July 2019 should be type approved to the amended performance standards. GMDSS radio equipment for receiving NAVTEX broadcasts and EGC equipment for receiving maritime safety information broadcasts are required by SOLAS regulation IV/7. The equipment is required, by SOLAS regulation IV/14, to be type approved to the appropriate performance standards. Designers, shipbuilders and owners should ensure EGC and NAVTEX equipment installed on or after 1 July 2019 are appropriately type approved. Source: LR
Took ferry from Hakodate to Aomori (BLUE DOLPHIN 2) and spotted a hewing line shooting device. Remember the typical Japanese style of throwing a hewing line seems now to be replaced by an air driven shooting canon. The result was marvelous. Photo: Capt. Ronald R. Jansen ©

Happy anniversary Sr. Staff Captain Andrew Barker!

Cheers and all the best wishes from your many friends!
Four fishermen have been safely rescued after their fishing vessel capsized in the English Channel, 14nm south east of Eastbourne

Just before 4pm 7 November HM Coastguard received a call from a merchant vessel reporting that they could see a capsized fishing vessel with two people sitting on the hull and two people in the water in the south west lane of the English Channel. HM Coastguard also received a distress alert transmitted from the fishing vessel’s EPIRB. The HM Coastguard Lydd search and rescue helicopter was immediately launched, as well as the RNLI Eastbourne and Newhaven Lifeboats to the scene. A Mayday relay broadcast was also issued by HM Coastguard asking all vessels in the area to assist if they were nearby. Many vessels responded to the broadcast and also made their way to the scene. The merchant vessel, who reported the incident, picked up two persons from the water and the two people on the hull were picked up by the HM Coastguard helicopter. Kaimes Beasley, Duty Controller for HM Coastguard said: ‘This was a very successful outcome to what could have been a tragic one. There was a huge effort to rescue these four men in near gale force conditions in the English Channel. Thankfully, all four fishermen have been picked up and despite being cold and wet are otherwise safe and well.’ Safety advice - when heading out to sea you should always make sure you have a means of alerting us if you get into difficulty. We can never get time back, speed is of the utmost importance – don’t wait for things to improve. You need to inform us as soon as a potentially difficult situation is developing - once things start to go wrong, they can develop rapidly. Always carry a means of alerting the coastguard if you get into difficulty. We recommend your vessel has an EPIRB and a fitted Digital Selective Calling (DSC) VHF radio, a fully charged mobile phone, flares, powerful torch, a personal locator beacon and appropriate personal floatation devices such as a lifejacket or buoyancy aid at all times whilst on deck. VHF coverage along the coast is generally much better. If you get into difficulty use channel 16 to alert the coastguard to your position. When you make an emergency call to the coastguard from VHF radio you will tell everyone within range what your situation is even if you cannot see them – there might be someone nearby who can help you more quickly. If you are at sea and only have a mobile phone you will only be able to speak to the person you are making the call to. If mobile network coverage is poor then you might not be able to make a mobile call at all. If you have...
got a signal call 999 and ask for the Coastguard. For remote locations, consider carrying a 406 personal locator beacon to raise the alarm. Maintain your safety equipment, cutting costs will not help you in an emergency. HM Coastguard is also happy to receive radio checks from vessels if they wish to check their equipment before heading out to sea. You should always have a plan on board for ‘what if?’ and make sure everybody on board knows their part within the plan. In this case, a passing merchant vessel alerted HM Coastguard and we received an EPIRB distress alert which means we were able to respond quickly and get these four casualties safely rescued.

SALVAGE CHAMPION seen on mooring buoys Kaohsiung Taiwan Photo : Westerdam@BridgeTeam (C)

U.K. May Revive Belgian Truck Ferry Route to Ease Brexit Snags

By Ellen Milligan and Kitty Donaldson

The U.K. government plans to reopen an old sea route to move freight between southern England and Belgium if bottlenecks develop after Brexit, according to people familiar with the matter. Department for Transport officials are in talks with ship brokers to charter so-called roll-on roll-off truck ferries to run between Ramsgate, England, and Ostend, Belgium, according to the people, who asked not to be named because the conversations aren’t public. The route could potentially extend to Rotterdam, in the Netherlands, the people said. The flotilla plan would take effect in case of a chaotic no-deal divorce from the European Union, or under any scenario that involves delays at the border such as customs checks after March 29, the people said. The DfT has acknowledged making contingency plans in recent weeks, without providing details. Ramsgate would help alleviate pressure on nearby Dover, Europe’s busiest ferry port, and lower the risk of road backups as long as 17 miles. Lorries are now carried between Dover and Calais, France, 25 miles across the English Channel, with minimal delay. But customs checks, if required, could take up to 45 minutes per vehicle. The U.K. government has said it fears France could impose extra delays on its side -- which French officials have denied. “We also need to prepare for the worst-case scenario, whereby the authorities at Calais are deliberately directing a go-slow approach, by supporting a diversion of the flow to more amenable ports in other countries,” Brexit Secretary Dominic Raab told Parliament on Oct. 25. The 65-mile strait between Ramsgate and Ostend has been inactive since a commercial ferry operator shut down several years ago. Local officials have sought to revive the route for truck cargo since before the 2016 Brexit vote, however that plan hasn’t borne fruit. The government’s initiative also faces the challenge of getting the boats on a short-notice timeline. A spokesman for the Port of Ramsgate, about 20 miles north of Dover, said he couldn’t comment because officials there are restricted by a non-disclosure agreement with the U.K. government. The DfT declined to comment. Ostend port officials said discussions are ongoing with various parties, without providing details. Operator TransEuropa collapsed in 2013, ending passenger service between Ramsgate and Ostend. The council of Thanet, which controls the U.K. port, said it’s been keen to re-establish the link since before the Brexit vote, and is currently in discussions with a separate company, Seaborne Freight, for a truck-ferry route to Ostend. The government’s initiative is separate from that of Seaborne, which is promoting a potential route on its website, according to the people.
Seaborne declined to comment, citing a non-disclosure agreement it wouldn’t specify. Thanet said it’s not in discussions with the U.K. regarding the port and or potential operations, and its talks with Seaborne aren’t Brexit-related. “We recognize that Ramsgate could play a role in supporting post-Brexit resilience by offering an alternative route for some cross-Channel traffic, to ensure at least some movement of goods should there be significant delays in Dover,” the council said in an email. For its part, Dover has been keen to defend its territory. The port, which operates 120 ferries a day carrying 10,000 trucks, accounts for 17 percent of the U.K.’s trade in goods. It placed a full-page ad in the London-based Times claiming other so-called short-sea routes would be too long, require ferries that don’t currently exist and need “massive investment.” Source: Bloomberg

South Korea’s city of Pohang and Russia’s Vladivostok may be linked by a ferry in the near future, Pohang Mayor Lee Kang-Deok said on Thursday at the first Russian-Korean Forum of Interregional Cooperation. “A direct ferry line is to open soon between Pohang and Vladivostok. It will link these two cities with North Korea’s ports in the future, which will help ease tensions on the Korean Peninsula and help all countries develop mutually beneficial economic cooperation,” the city mayor stressed. South Korean president plans to meet with Putin during summit in Singapore. He noted that the Korean side considers the organization of transport communication between these two ports a major item of interregional cooperation. In particular, it will make it possible to deliver Russian coal for the steel works POSCO, which is located in Pohang, and link the South Korean city with the Northeast Passage Lee Kang-Deok called on the South Korean and
Russian authorities to create a bilateral platform for constant communication, for example in the form of a secretariat which would make it possible to quickly solve arising issues and problems. The Pohang mayor also noted the necessity to change from raw material trading, which prevails in the bilateral trade turnover, to the joint processing and exports of finished products. Pohang, a city of 530,000, is located in the south-east of the Republic of Korea. It is the largest steel production center in the country. The city's commercial seaport provides cargo turnover of 50 million tonnes. The official part of the forum was launched on November 8. It involves nine entities of the Russian Far Eastern Federal District and 17 regions of the Republic of Korea. At the event representatives for regional governments, experts and businessmen are discussing prospects for the development of bilateral economic cooperation. Source: Tass

The container Ship **ELISABETH-S** making her trip into the Port Chalmers container terminal. Photo: Ross Walker (c)

**Nigeria Leads in Piracy Attacks in Gulf of Guinea**

Despite efforts by the federal government to reduce the cases of piracy and banditry in Nigeria's territorial waters, the country still leads in pirates attack in the Gulf of Guinea in the first nine months of 2018, a report by the International Maritime Bureau (IMB) has revealed. IMB in its latest quarterly report said a total of 156 incidents of piracy and armed robbery against ships were reported to its Piracy Reporting Centre in the first nine months of 2018 compared to 121 for the same period in 2017. According to the IMB, “A total of 156 incidents of piracy and armed robbery against ships were reported to the IMB Piracy Reporting Centre (PRC) in the first nine months of 2018 compared to 121 for the same period in 2017. The 2018 figure is broken down as 107 vessels boarded, 32 attempted attacks, 13 vessels fired upon and four vessels hijacked -although no vessels were reported as hijacked in Q3 2018. This is first time since 1994when no vessel hijackings have been reported in two consecutive quarters. “The number of crew held hostage (112) for the duration of the incident has increased in comparison to the same period in 2016 (110) and 2017 (80). The number of crew
kidnappings has reduced from 49 in 2017 to 39 in 2018. It is noticeable that 37 of the 39-crew kidnapped for ransom globally, have occurred in the Gulf of Guinea region in seven separate incidents. Twenty-nine crew were kidnapped in four separate incidents off Nigeria – including 12 crew kidnapped from a bulk carrier underway 51nm SW of Bonny Island, Nigeria in September 2018.”

It added: “Statistically, the Gulf of Guinea accounts for 57 of the 156 reported incidents. While most of these incidents have been reported in and around Nigeria (41), the Nigerian Navy has actively responded and dispatched patrol boats when incidents have been reported promptly. There has also been a noticeable increase in the number of vessels boarded at Takoradi anchorage, Ghana. No new incidents have been reported off the coast of Somalia in the third quarter. With the retreating of the SW monsoons this lull may change, and vessels are encouraged to continue to comply with all BMP5 recommendations.”

The 2018 figures can be further broken down to 107 vessels boarded, 32 attempted attacks, 13 vessels fired upon and four vessels hijacked, although no vessels were reported as hijacked in the second or third quarter of 2018. This marks the first time since 1994 when no vessel hijackings have been reported in two consecutive quarters. Despite this statistic, the number of crew members held hostage increased compared to the same period in 2017, from 80 incidents to 112 by the third quarter of 2018. Commenting on the report, Director of IMB, Pottengal Mukundan said: “While the record low number of hijackings in the second and third quarters of 2018 is of course to be celebrated, incidents of maritime piracy and armed robbery remain common. ICC urges governments to leverage the timely data available from the IMB Piracy Reporting Centre to concentrate resources in these hotspots.” The IMB noted that 37 of the 39 crew kidnappings for ransom taking place around the world have occurred in the Gulf of Guinea region, in seven separate incidents. The reports revealed that a total of 29 crew members were kidnapped in four separate incidents off Nigeria – including a 12-crew kidnapping from a bulk carrier off Bonny Island, Nigeria in September 2018. “In other world regions, incidents of piracy and armed robbery are comparatively low. No new incidents were reported off the coast of Somalia in the third quarter of 2018, while two fishermen were reported kidnapped off Semporna, Malaysia in September 2018. “Incidents other regions, including some Latin America countries, border on low-level opportunistic theft. Nevertheless, the IMB continues to encourage all masters and crew members to be aware of these risks and report all incidents to the 24-hour manned PRC,” it stated. Source: This Day
BAE Systems in Australia announced it has installed a new mast on the Anzac-class frigate HMAS Arunta, which has been undergoing modernization and upgrades since 2017. Photo courtesy of the Royal Australia Navy

HMAS ARUNTA has completed the installation of its new mast as part of the ship's Mid Life Capability Assurance Program at BAE Systems Australia's Henderson site, the company announced on Wednesday. The mast was manufactured by BAE under the Warship Asset Management Agreement between SAAB Australia, Naval Ship Management and the Commonwealth of Australia. The program is part a of a wider modernization effort aimed at Australia's Anzac-class frigates in their surface combatant fleet. The mast is some of the last major work on the ship before it leaves dock by the end of the year. Upon launch, the ARUNTA will undertake sea trials and is expected to return to active service in 2019.

The new mast is taller and wider than its predecessor to accommodate the CEA L-Band radar, alongside the existing Anti-Ship Missile Defence radar. The L-Band radar capability will be integrated with the Combat Management Systems of the ship by SAAB Australia. HMAS ARUNTA has been undergoing refitting and upgrades since 2017, including engines, communications, sensors and other systems like ventilation and sanitation. The Control and Monitoring System of the ship, which still used analog technology, has been replaced with a digital version. Leonardo has overseen the integration of the new communications systems into the ship. The HMAS ARUNTA is a 3,600-ton Anzac-class frigate -- the Anzac class is operated by both the Australian and New Zealand navies. They were built as a replacement for 60's era River-class destroyer escorts and are based on the German-designed MEKO 200 frigate. The ANZAC-class carries surface-to-air missiles in an 8-cell Mk-41 vertical launch system, a 5-inch radar guided gun and torpedoes. It can be fitted with additional VLS cells and Harpoon anti-ship missiles depending on the mission and carries one helicopter, such as the MH-60R Sea Hawk, a naval derivative of the UH-60 Black Hawk medium-lift helicopter. Source: UPI

Saudi Arabia Signs Deal to Build Navy Vessel in Joint Venture With Spanish Shipbuilder

The deal is the first military contract signed by the kingdom with a foreign country since the murder of Saudi journalist Jamal Khashoggi

Saudi Arabian Military Industries (SAMI) tweeted on Wednesday that it has signed an agreement with Spanish shipbuilder Navantia to jointly manufacture five corvettes for the Saudi navy. The deal, announced earlier this year, is the first military contract signed by the kingdom with a foreign country since the murder of journalist Jamal Khashoggi, which caused a global outcry. The signing ceremony was held on Tuesday in Riyadh, said the state-run Saudi Press Agency, which carried photographs of the event. Khashoggi, a Washington Post columnist critical of the Saudi government and its de facto ruler Crown Prince Mohammed bin Salman, disappeared at the Saudi consulate in Istanbul on October 2. Saudi officials initially insisted Khashoggi had left the consulate, then said he died in an unplanned "rogue operation." The kingdom's public prosecutor Saud al-Mojeb later said he was killed in a premeditated attack. The Spanish defense industry has come under fire for supplying weapons to Saudi Arabia because of concerns their use is causing civilian casualties in Yemen. Source: haaretz
Badly Damaged Norwegian Frigate Intentionally Ran Aground After Tanker Collision

We still don't know many details surrounding what appears to be a particularly desperate incident that occurred near Bergen, Norway overnight, but in this case, a picture is worth a thousand words. The Aegis combat system equipped Norwegian frigate HELGE INGSTAD had a collision with the oil tanker SOLA TS and suffered significant damage. According to reports and the photo in the embedded tweet below, the damage was so bad that the captain ordered the ship's crew to run the vessel aground near the entry to a fjord to keep it from sinking. The photo shows the vessel grounded and listing badly with its stern sitting very low in the water and a giant gash running down the starboard side of its hull. Helge Ingstad had been participating in the massive Trident Juncture wargames taking place primarily off the coast of Norway. Some accounts state it the frigate was returning to port when the incident occurred.

At this time we have no information as to how many sailors were injured or worse as a result of the accident and we still don't know the status of the oil tanker aside from the fact that its transponder shows it sitting idle across from where the grounding occurred. The Malta flagged tanker is a monster at roughly 820 feet in length. The 440 foot long HELGE INGSTAD displaces 5,290 tons and is one of five in the Fridtjof Nansen class that serve with the Royal Norwegian Navy. They are considered the most advanced combat vessels in the service's inventory and are equipped with an eight-cell
Mk41 vertical launch system (VLS) that can hold up to 32 RIM-162 Evolved Sea Sparrow Missiles (ESSMs), eight Naval Strike Missiles in their own launchers, four torpedo tubes armed with Stingray torpedoes, a 76mm deck gun, as well as other smaller caliber weapons. An NH-90 helicopter is also commonly embarked. These ships were designed with expansion in mind and have space for multiple types of additional armaments, like another eight cell Mk41 VLS. Regardless of the ship’s combat capabilities, something went horrifically wrong here, but sadly these types of collisions have become all too familiar as of late. Still, the tough decision to ground the vessel—literally something a commanding officer avoids at all costs—may have saved the ship and many of the lives aboard it. Source: The Drive

SHIPYARD NEWS

Japan to Take Korea to WTO Over Shipbuilding Bailout

The Japanese government has decided to sue Korea at the World Trade Organization over a massive bailout of ailing shipbuilders here Japan’s Minister of Land, Infrastructure, Transport and Tourism Keichi Ishii told reporters on Tuesday that the Korean government’s support for shipbuilders could “distort the market and delay the rectification of oversupply problems.” Tokyo believes that some W12 trillion the government here gave to Daewoo Shipbuilding and Marine Engineering allowed the shipbuilder to win vessel orders at cheap prices, causing the market rate to go down (US$1=W1,125). The Mainichi Shimbun daily said the issue emerged amid protests from Japan over the Korean Supreme Court’s recent decision ordering Japanese companies to compensate Koreans who were forced into labor during World War II. Some Japanese officials now want to exert economic pressure on Seoul to void the court decision. It has also decided to sue Korea at the International Court of Justice over the Supreme Court ruling, according to Japanese media, but the case can only be reviewed if the Korean government agrees. But Tokyo decided against recalling its ambassador to Korea, Yasumasa Nagamine, as a sign of protest because it wants to see whether Seoul agrees to negotiations over the ruling. Meanwhile, Japanese Foreign Minister Taro Kono said in an interview with Bloomberg that no foreign country would want to work with the Korean government if the country’s Supreme Court could overturn an agreement made with a foreign country based on international law. He denounced the Supreme Court’s decision a “serious challenge” to relations. Japan believes that all compensation claims for its colonial and World War II atrocities were settled with a lump sum payment in the 1960s that spurred Korea’s rapid economic development, but the court held that a treaty between states cannot void individual claims. The Foreign Ministry expressed “serious regret” at Japan’s “overreaction” to the ruling and said Japan’s attempt to politicize the issue “does not help bilateral relations.” Source: Chosun

Damen holds keel-laying ceremony for ‘CEMEX Go Innovation’ at Damen Shipyards Mangalia

Damen Shipyards Group recently held a keel-laying ceremony for the CEMEX Go Innovation at Damen Shipyards Mangalia in Romania. The vessel is the first Damen MAD – the next generation of marine aggregate dredgers. The construction of the new vessel is drawing upon collaboration with multiple companies within the Damen Group, as well was with external partners, working together towards the development of a new standard in marine aggregate dredging.
Kurt Cowdery (right) Director CEMEX Marine Aggregates and colleagues at Damen Shipyards Mangalia for the keel-laying ceremony of CEMEX Go Innovation.

Damen has designed the future-proof vessel for long-lasting durability for operations in North Sea conditions over the coming decades. Particular attention has been paid to sustainability, safety and performance. The MAD will extract sand and gravel from the seabed at up to -55 metres. During the ceremony, CEMEX Marine Fleet Engineering Manager Mark Williams undertook the traditional role of welding the coins. On this occasion the coins used were a British Pound, a Dutch Guilder and a Romanian Leu, commemorating respectively the regional base of the client, the home country of the shipbuilder and the location of the shipyard. Kurt Cowdery, Director CEMEX Marine Aggregates said, “This is a fantastic investment for the future, allowing us to safely source the materials we need and enabling us to develop and grow in the UK and Europe.” Damen Area Director Frank de Lange said, “This is an important milestone in the construction of this, the first new Marine Aggregate Dredger. We are very much looking forward to the coming construction and to delivering the vessel to CEMEX next year – and also to seeing CEMEX Go Innovation in action, demonstrating her strong credentials.”

The keel-laying is the first to take place since Damen began the operational management of the shipyard now known as Damen Shipyards Mangalia in July this year. The yard, on the Black Sea coast, has three drydocks with a total length of 982 metres and 1.6 kilometres of berthing space. The 48 and 60 metre wide docks provide Damen with the capacity to cater for larger maritime vessels and structures. Source: Damen

S. Korea: Shipbuilders struggle despite wave of orders

Korean shipbuilders continued to struggle in the third quarter, despite hopes of the market recovering after they started inking orders earlier this year. Samsung Heavy Industries posted 127.3 billion won ($113.2 million) of operating losses in the third quarter, still in the red for the fourth consecutive quarter, according to company filings last week. Considering it had posted 100.5 billion won of losses in the second quarter, the situation for Samsung has continued to deteriorate. Its revenue tumbled by 25 percent on year to 1.31 trillion won. A spokesperson from Samsung Heavy said the company was burdened with high fixed costs like sales and administrative expenses as well as increased material costs. One-off cost of around 90 billion won incurred due to recent wage negotiations also hurt the bottom line, according to the shipbuilder. The company has inked orders to build 41 ships worth roughly $4.9 billion this year as of October, but that does little to help as it takes one to two years before orders are reflected on the balance sheet. Shipbuilders get most of their payments when ships are delivered. Hyundai Heavy Industries also reported its earnings for the third quarter on Wednesday. The company posted 3.24 trillion won in consolidated earnings, down 5.4 percent year on year. Its operating profit plummeted by a whopping 57 percent to 28.9 billion won. Compared to the previous quarter, when the company posted 175.7 billion won of operating losses, it has managed to turn around and make a profit. Hyundai owed the turnaround to a newly-signed change order contract in its offshore plant business. Its shipbuilding division continued to struggle, posting 304.6 billion won in losses. It is a steeper fall compared to the 144 billion won loss it posted in the quarter that ended in June.
Despite inking orders to build 135 ships worth $11.1 billion until the end of October, achieving 84 percent of its annual sales target, the company cited rising material costs, high fixed-costs and one-off costs to reserve compensation for construction losses as major reasons that pulled down earnings.

Daewoo Shipbuilding and Marine Engineering is expected to report its third-quarter earnings in mid-November. Analysts project that the shipbuilder will post a profit, but about 30 percent less compared to a year earlier. Shipbuilders are desperately looking for ways to cut costs as the industry continues to see poor results. DSME, for instance, is reducing its workforce according to a turnaround measure it submitted to creditors in 2016. Under the measure, the shipbuilder cut the number of employees from 13,199 at the end of 2015 to 9,960 in June. The original plan was to cut the number to below 9,000 by the end of this year, but it hasn't made an announcement on it yet. It is likely that the company will unveil its plan in a press conference scheduled next week. Samsung also needs to let roughly 2,000 more employees go by the end of this year based on the original turnaround plan it submitted to creditors in 2016. Hyundai has been taking voluntary retirements since 2015. Still, with all three shipbuilders inking considerable orders this year, including DSME that won orders to build 35 ships worth $4.6 billion, the future is not so dim. “Ship prices are rising with slow increase in demand,” a spokesperson from Hyundai Heavy said. “As the market is showing some recovery, we will put best our efforts into improving our profits by focusing on winning orders for high-value added ships like liquefied natural gas carriers.” Source: Korea JoongAng Daily
Carnival Corp. has officially named its Chinese cruise brand under a partnership with the China State Shipbuilding Corporation (CSSC). The brand, which was initially announced in 2015 and is expected to start welcoming guests by the end of 2019, will operate under the name CSSC Carnival Cruise Shipping Limited. "The official launch of our cruise joint venture in China is a significant milestone in the strategic development of a strong and sustainable cruise industry in China," said Arnold Donald, CEO of Carnival Corporation. "Together with our partners, we are excited about our ability to launch a new cruise line in China based on existing ships and new China-built cruise ships tailored for Chinese travelers." The line will purchase two ships from another Carnival brand, Costa Cruises. **COSTA ATLANTICA** will be transferred to the new brand by the end of 2019 and **COSTA MEDITERRANEAN** is expected to join it soon after. The brand will then add two more new ships built in China, the first being delivered in 2023, with four more possibly to come as part of an option in the contract. The new ships will all be built specifically with the Chinese guest in mind.

"China represents a tremendous opportunity for the entire cruise industry," said Giuseppe Bono, CEO of Fincantieri, the shipbuilding company that is a partner in the new venture. "We look forward to working together with our partners to leverage our collective expertise and leadership in the cruise sector to support China's goal of developing its cruise shipbuilding capabilities and becoming a leading global cruise market." While some cruise lines have pulled ships from the region — Norwegian Cruise Lines notably moved *Joy*, a ship built for the Chinese guest, to Alaska earlier this year — statistics seem to show that there is still room for growth in the region. Last year was a record for Asia, according to CLIA, with 4.052 million Asian passengers having taken an ocean cruise — a record high for the industry and up about 20 percent compared to 2016. That number is 15 percent of the total global ocean passenger volume in 2017.

Source: travelmarketreport

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**Port of Hamburg's 5G Applications Pass Field Test**

The Hamburg Port Authority, Deutsche Telekom and Nokia have had success in field testing a 5G application at the Port of Hamburg in Germany.

5G is a new network concept that integrates fixed-line and mobile communications. It is not solely about making bandwidths ever larger or speeds ever faster and will be used for many diverse applications with very different requirements in terms of speed, response time, security and capacity. It will play a key role in new applications emerging from the Internet of Things and Industry 4.0. Both the manufacturing and logistics industries in particular are expected to benefit from 5G mobile communications. The 5G trial at the Port of Hamburg is part of a two-year research project entitled 5G MoNArch (5G Mobile Network Architecture for diverse services, use cases, and applications in 5G and beyond).

The field test is set to run for two years and will establish a basis for defining further aspects of the 5G standard. The port covers around 8,000 hectares, and three case studies using real-life applications are being used to demonstrate the reliability of the new standard. In the first, the partners have installed sensors on ships belonging to HPA's subsidiary, Flotte Hamburg GmbH & Co. KG. These sensors transmit movement and environmental data in real time from across large swathes of the Port. In another example, a traffic light has been linked to the mobile network and can be operated remotely by the HPA control center to control traffic as it flows through the Port. Trucks, for example, are guided quickly and safely around the site.

In the third example, the new standard makes high data volumes available quickly outside of existing networks, transmitting 3D data to an augmented reality application. Smart glasses use the information to show wearers building data relating to future or former structures in a real environment. In future, this technology will help engineers to monitor or optimize construction planning directly on site at the Port. The project participants are looking to gain evidence that complex mobile applications with many different requirements can work reliably over one single network, particularly high data rates or a high volume of sensors. In order to cope with these demands, the mobile network in the test environment is split into special virtual networks known as network slices. Each slice supports a specific requirement. The result is separate virtual networks that can be used for managing, for example, the traffic light system. The new architecture is the first of its kind to allow networks to be adapted dynamically and flexibly to the demands of a broad spectrum of applications. The technological basis for the testing ground is provided by a transmitter installed at a height of over 150
meters (500 feet) on Hamburg's television tower in January 2018. The stability of the mobile signal is monitored and verified by numerous measurement runs on land and the River Elbe. Industrial applications require a telecommunications network that is particularly reliable and highly secure. **Source**: MAREX

#### .... PHOTO OF THE DAY .....####

The **MSC SEAVIEW** moored in Malta **Photo**: Malta pilot Anthony Chetcuti ©

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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