The UK flagged 287 mtr long 170.024 DWT bulker **PREMIERSHIP** transited the Singapore straits last Sunday in the Eastbound TSS

*Photo: Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com) (c)*

[CLICK at the photo & hyperlink in text to view and/or download the photo(s) !]
I was saddened to read in News Clippings that Jack Gaston had passed away. Back in 2013 when I was still editing “The Pilot” magazine I wrote a feature detailing the various types of tug, their advantages and limitations. (http://www.pilotmag.co.uk/2013/02/24/whither-towage-john-clandillon-baker/) Jack Gaston kindly gave me permission to use information from a presentation that he given on the subject and also to include the above picture that he sent me as a light hearted addition to the feature! As well as an expert and author on tugs, Jack was a skilled model maker and he explained that his daughter had presented him with the, originally static, duck display model as a challenge to transform it into a remote controlled model. As you can see, the transformation was achieved without problem much to the delight and amusement of his grandsons and, no doubt, all the onlookers at the local pond!

John Clandillon-Baker FNI (Retired Port of London pilot)
EVENTS, INCIDENTS & OPERATIONS

The MPV EVEREST navigating the Singapore straits passing Kusu Island as spotted last Sunday

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

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

Prepare fuel tanks to meet IMO 2020, says Intertek's technical chief

MYSTERY will continue to shroud the availability of quality and stable compliant 0.5 per cent sulphur fuel blends even after IMO 2020 comes into force in January, reports London's Vessel Performance Optimisation (VPO) journal. Uncertainty is exacerbated by the current lack of compliant fuel blends, said Hong Kong's quality assurance agency Intertek's global technical manager Michael Green. Mr Green said that it is unlikely that a clear direction will be found until such fuel blends
have been operating in the market for several months. But shipowners and operators should prepare their fuel management systems now to reduce contamination, incompatibility, and operational issues, he said. To prepare for bunkering new fuels, shipowners and operators must ensure that their ships’ tanks are fully cleaned and free from any traces of non-compliant fuel. If a new 0.5 per cent fuel blend is contaminated with remnants of HFO, a shipowner could find itself inadvertently not complying with IMO 2020. Furthermore, the contamination could lead to fuel instability and a clogging of the filters and separators with sludge, he said. Exacerbating this issue is the fact that each 0.5 per cent fuel blend will come from multiple refinery streams, meaning that a 0.5 per cent sulphur fuel bunkered at one port will be of a different chemical composition to a 0.5 per cent sulphur fuel bunkered at another port. Source: Schednet

As mentioned yesterday in this newslippings the **BLACK MARLIN** arrived in Rotterdam earlier this week loaded with 1 crane barge and several other inland water barges/hulls including the brandnew Damen shipyards built **H-401 pontoon** for HAPO Photo’s : Flying Focus Aerial Photography **www.flyingfocus.nl** ©

**AGS conducts ‘record-breaking’ seismic program off Norway**
Axxis Geo Solutions (AGS), a Norwegian ocean bottom node seismic company, has achieved several seismic production records during an Utsira multi-client ocean-bottom node (OBN) seismic program. AGS said on Thursday that this season’s Utsira multi-client ocean-bottom node (OBN) program, conducted in conjunction with TGS, began on Saturday, July 3. The crew achieved a company record regarding a one-day single marine source count which recorded more than 50,000 marine sources. The company added that this milestone was only one element of what was a record seven-day acquisition window in all areas on the Utsira OBN program in the North Sea. The crew has acquired over 300,000 marine sources in the trailing seven days, an average nearing 43,000 marine sources per day. The record source production was made possible by a record number of nodes being moved within the same period, enabled by the Constant Velocity handling system AGS accurately positioned and moved over 14,000 ocean bottom nodes and deployed over 700 kilometers of receiver line during the same period. It is worth reminding that AGS signed a global master service agreement with an unnamed international oil company in mid-June covering marine services, OBN acquisition, and other methods. In connection with this agreement, AGS received its first call-off for provision of services in the North Sea, and it expects to execute the work program during 2019 or 2020 North Sea seasons. New contract awards from this customer will be under the agreement and will be given as call-offs.

Members of the Clean Shipping Alliance 2020 have welcomed a new addition to the canon of scientific literature relating to exhaust gas cleaning systems (EGCS), the latest of which indicates that continued use of residual fuels with a scrubber can help towards global CO2 reduction. In a study published in June by Norway’s SINTEF, one of Europe’s largest independent research organisations, Chief Scientist Dr Elizabeth Lindstad concluded that from well-to-wake the continued use of HSFO or HFO (heavy fuel oil) with an EGCS is the most environmentally beneficial means of meeting global Greenhouse gas (GHG) emissions targets. After detailing findings from research involving full scale testing on a number of newbuild vessels, Dr Lindstad told CSA 2020 that: “[Studies] indicate that two-stroke engines with Exhaust Gas Recirculation (EGR) and scrubbers represent the most cost- and GHG-effective way of meeting both IMO Tier 3 NOx rules and the 2020 sulphur cap.” Dr Lindstad stated that based on the energy consumed during the global production of distillate fuels, the continued use of residual fuel will have a positive impact on global GHG emissions, given the energy required to produce distillates would result in higher levels of CO2 being released into the atmosphere. “With new modern refineries set up to convert crude into higher priced products, HSFO will, from 2020, be delivered from existing refineries where its share of energy consumption can be considered to be next to nothing. The explanation is that the heavy bunker oil coming out from the refinery is the bottom of the barrel. If we acknowledge the lower energy consumption in delivering HSFO and deduct the refining we get 9 to 10g of CO2 equivalent per MJ for HFO, rather than 13 to 15 of CO2 equivalent per MJ for LSFO/MGO.”

Dr Lindstad also believes that emissions abatement rules need to be reviewed to consider pollution problems in different areas. “To meet climate targets, i.e. reduce global GHG emissions, we can no longer afford to have standards that are strict in areas where we do not have local pollution problems, while areas with high pollution may need even stricter rules than today,” Dr Lindstad told CSA 2020. Ian Adams, CSA2020 Executive Director, said the industry has long realised that there is an energy penalty differential in the production of fuels. “Using higher sulphur fuels with an exhaust gas cleaning system will have a beneficial impact on the global reduction of sulphur and nitrogen...
oxides emissions, and also on greenhouse gas (GHG) emissions,” said Adams. But that’s not all: according to Adams there is also a significant benefit from reduced particulates in emissions. “With reduced particulates in exhaust emissions of 75% or more, the combination of dramatically reduced SOx and particulates makes a big difference in improved air quality and lower health risks,” he said. “This study provides further scientific evidence that both local SOx and NOx to air and global CO2 emissions will be reduced by the expanded use of HFO with exhaust gas cleaning systems in the marine fleet, with benefits to the marine and port environments and, of course, human health.” Source: CSA 2020
British Frigates Heads for Tanker Escort Mission in Persian Gulf

Portsmouth-based warships **HMS KENT** depart her homeport to embark on operations in the Gulf, August 12, 2019.

**Photo courtesy UK Royal Navy**

British warship **HMS Kent** set sail for the Gulf on Monday to join a U.S.-led mission protecting commercial shipping vessels in the region amid heightened political tension between the West and Iran. Britain has joined the United States in a maritime security mission in the Gulf to protect merchant vessels. That comes after Iran seized a British oil tanker in the Strait of Hormuz. On July 4 British marines seized an Iranian vessel, which is suspected of smuggling oil to Syria, off the coast of Gibraltar. “Our focus in the Gulf remains firmly one of de-escalating the current tensions,” said Andy Brown, the ship’s commanding officer “But we are committed to upholding freedom of navigation and reassuring international shipping, which this deployment on operations aims to do. The deployment was first announced last month and will see the Kent relieve another British ship, the Duncan, already working in the region. Source: Reuters (Reporting by William James; Editing by Toby Chopra)
Tuna fishing harbour coming soon in Chennai

“The facility is intended principally to ease out the congested Chennai fishing harbour as it is overflowing with more traffic and fishing activities. The proposed harbour will be about 3.5 km north of Chennai fishing harbour which will provide location advantage and flexibility in harbour operation and fishing activities.” He said the department was already in the final stages of taking over the administrative control of Chennai fishing harbour, which is currently managed by Chennai Port Trust. Once approved, Chennai fishing harbour and proposed tuna fishing harbour can complement each other and pay rich dividends to fishermen of the region. “As per the Detailed Project Report (DPR), the proposed harbour will have fish handling halls, auction hall, cold storage, ice factory, fuelling station, power-back up centres and dormitory for workers. To provide suitable berthing facilities for deep sea fishing boats and reduce fishing pressure in Palk Bay, construction of a fishing harbour at Mookaiyur, a deep sea fishing infrastructure facility at Kunthukal in Ramanathapuram and construction of a fishing harbour at Poompuhar in Nagapattinam were undertaken. I tried for two years and now
have converted vessels to gillnet. “Deep sea fishing vs Trawling Generally, deep sea fishing voyages last 10 to 15 days based on fish yield. Source nyoooz

DNV GL supplies ShipManager Hull software to realize Saipem 7000’s digital twin

Saipem, the energy and infrastructure solution provider, is implementing DNV GL’s hull planned maintenance system, ShipManager Hull, based on 3D digital twins of crane and pipelaying vessels. DNV GL will supply its advanced software, ShipManager Hull, for implementation on five vessels of the Saipem fleet. It will start with SAIPEM 7000, one of the world's largest crane vessels with a lifting capability of 14,000 tonnes at 42 meters. Indeed, crane vessels are exposed to high stresses during lifting, demanding particular attention to structural integrity. The frequent ballasting of the vessel increases the need for efficient monitoring of ballast tank corrosion. Saipem will be able to use a digital twin of the entire structure for optimal planning of periodic inspections and dry-dock repairs. With ShipManager Hull, owners can use 3D digital twins for full lifecycle management of the hull structure. All data is centralized and easily accessible for steel and coating calculations and predictive analytics, enabling significant cost savings, especially in dry-dock. ShipManager Hull, installed on more than 500 vessels worldwide, is part of DNV GL’s maritime software portfolio for ship management and operations, used on 6500 vessels. ShipManager covers modules for technical management, procurement, hull integrity management, QHSE, crewing and business intelligence.
Lessons from Alaska: How an oil spill decimated a once thriving orca population

Thirty years ago, the tanker ship Exxon Valdez spilled thousands of metric tons of crude oil into Alaska’s Prince William Sound, and the local killer whale population was literally swimming in the thick of it. The AB pod was a group of 35 orcas before the spill and afterwards it lost 14 whales in the space of two years. Three decades later, the population is still struggling to recover, as many of the whales who died were breeding matriarchs. It is a situation opponents of the Trans Mountain pipeline expansion, with its subsequent tanker traffic increase, fear could happen to the already struggling southern resident orcas in British Columbia. Craig Matkin, marine biologist and executive director of the North Gulf Oceanic Society, said there is a lesson that can be learned from what happened in Alaska. “The real reminder with what’s happening with killer whales is that this is unnecessary,” said Matkin. “We can see how we are impacting them and change our behaviour.” A recent report from Fisheries and Oceans Canada did not bode well for the southern residents. Threats to their survival include marine noise, boat traffic, lack of food sources and contaminants in the ocean. The report projects the local orcas have a 26 per cent chance of extinction over the next 75 to 100 years. Making changes But the federal government has introduced measures to help B.C.’s resident whales. In 2018, the government announced a $1.5 billion Oceans Protection Plan that mandates lower vessel speeds and beefs up funding for spill response action. Fisheries and Oceans Canada classifies a catastrophic oil spill as a low probability. Federal Fisheries Minister Jonathan Wilkinson said the government is taking “significant measures” informed by environmental organizations, the shipping and fishing industry and First Nations to ensure that the probability of a spill “shrinks and shrinks.” Matkin offers words of encouragement three decades after the AB pod was decimated by human activity: “We can alter our behaviours and hopefully, collectively, we can look at these animals and identify with them,” said Matkin. “I hope we can turn the southern resident situation around.” Source: CBC

Seafarers working on cruise ships and ferries rank among the unhappiest in the industry, new reports shows

The SEVEN SEAS NAVIGATOR inbound between the IJmuiden breakwaters
Photo: Flying Focus Aerial Photography www.flyingfocus.nl ©
association with leading mutual P&I insurer the Shipowners’ Club, is based on the responses of thousands of seafarers across the global maritime industry. The latest report showed that cruise and ferry crews had an average score of 5.3/10 on their general happiness level – 15 per cent less than the global average across all vessel types, which stands at 6.27 this quarter.

Happiness levels for those working on tankers, bulk carriers and container ships were all close to the global average, coming in at around 6.3/10. Seafarers on dredgers were the most satisfied, according to the data. However, the percentage of respondents serving on this vessel type was relatively low.

Across all vessel types, four key issues emerged from the survey responses in this three-month period: delayed payment of wages; decreased shore leave; workload stress caused by smaller crews onboard; and a lack of understanding from shore staff with regard to seafarer welfare issues. At the same time, concern around seafarer abandonment continues to grow, with many seafarers expressing a sense of vulnerability following a number of recent incidents around the globe. The Mission also received a number of troubling reports of aggression, violence and bullying against female seafarers.

On the positive side, seafarers’ happiness levels with their ability to keep in contact with their family when at sea rose this quarter. This is an encouraging indication of the benefits to seafarers from improved connectivity at sea, as well as the importance of further improvements in both the availability and cost of communications to seafarers. In other welcome news, happiness levels among seafarers with their ability to keep fit and healthy onboard also rose. In responding to the survey, a number of seafarers also highlighted the importance of physical exercise as a factor in mental wellbeing.

Steven Jones, Founder of the Seafarers Happiness Index, commented: “As ever, we would like to thank all of the seafarers who have taken the time to share their views with us. Your feedback is essential to us in our aim to create a more transparent industry, where best practice is lauded and shared, and any shortcomings, or indeed harmful incidents, are flagged and addressed accordingly. “We are already starting to see tangible results across the industry, as evidenced by the growing number of shipping companies expressing an interest in running their own version of the Happiness Index, as well as our recent nomination for the Best Crew Wellbeing Programme at this year’s Safety at Sea Awards.” “However, we urgently need more data and to hear the stories of more seafarers, including those who have already taken the survey, if we are to build up this good work. To support this, we are building new online capabilities and applications to process the data, and working hard to communicate the results of each survey on a global scale.” Louise Hall, Director – Loss Prevention at the Shipowners’ Club commented: “As the scale and global reach of the survey continues to grow, we are now able to identify trends in results for particular demographics. In sharing this information, we can help educate
operators in implementing initiatives that are most pertinent for their crew.” The latest survey was completed by thousands of respondents from all regions, with seafarers from the Indian subcontinent, Eastern Europe, Southeast Asia and Western Europe best represented. When measured by age, happiness levels were highest among the youngest seafarers (aged 16-25). This is reinforced when measured by rank, with cadets recording the highest levels of happiness; an encouraging sign among those commencing their careers at sea. Source: The Shipowners’ Club

The MARCO POLO moored at the Holland America Kade in Rotterdam with the museum tug VARNEBANK testing her engines Photo : Ernst Lohmann ©

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The EIKEVIKEN moored at MOT at Rotterdam-Maasvlakte – Photo : Rik van Marle ©
Indonesia, Malaysia intensify cooperation against drug smuggling

The Balerang Police in Batam have seized 38.66 kg of methamphetamine from a courier aboard a speedboat in Kasem Island waters. (ANTARA/Naim/sh)

Police officials in Indonesia and Malaysia have intensified their cooperation against cross-border drug trafficking in the two countries, a senior Riau Islands police official said here Tuesday. "There must be cooperation between the two police forces," Riau Islands Police Director of Drug Case Investigation Unit Senior Commissioner K Yani Sudarto said. The Riau Islands Police has thwarted numerous attempts to smuggle drugs from Malaysia, which are for distribution in some regions in Indonesia, he said. Malaysia is used as a transit point for the illicit drugs produced in a third country, before it can be smuggled into Indonesia and Australia, according to Sudarto. Earlier, Barelang police in Batam seized 38.666 kg of methamphetamine from a drug courier aboard a speedboat in Kasem Island waters of Batam. The police arrested the courier after a two-month investigation into the case, Barelang police chief Senior Commissioner Hengki said. The meth was concealed in a suitcase and a backpack. The suitcase contained 24 packs of methamphetamine, while 13 other packets of the drugs were hidden in a backpack. "With the seizure of the drugs, we assume that we have saved 115,982 people, with average use of one mg of drug per 3 to 4 users," he added. The drugs were allegedly smuggled from Malaysia to Jakarta from the sea. The police are still investigating the case, he said. Source: antaranews

Christening of CSD J.R. Chatry

A christening ceremony of the 30-inch hydraulic cutter suction dredger (CSD) J.R. CHATRY, the Weeks Marine’s newest member of its dredging fleet, took place earlier this week, the Louisiana Coastal Protection and Restoration Authority
(CPRA) informs. The new $60 million dredger - the most highly automated and multifunctional ocean-going vessel in its category - will assist CPRA in its efforts to rebuild marsh and restore the coastal Louisiana. The CSD, built in Belle Chase, LA, at C&C Marine and Repair, is 310 feet long, 72 feet wide. Her pumps are powered by GE's Tier IV diesel electric engines. Those engines and others provide 23,269 total installed horsepower, with 3,000 hp on the cutterhead. The dredger was named after Senior Vice President and Manager of Weeks Marine's Dredging Division, J. Stephen Chatry. Source: dredgingtoday

The 2018 delivered 250 mtr long 109.991 DWT NAVIG8 PRI DE LHJ enroute from Onsan (Korea) to Sokhna (Egypt)

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

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

Construction begins on newest Washington Island Ferry in Sturgeon Bay
Crews at Fincantieri Bay Shipbuilding fabrication shop in Sturgeon Bay start construction on the newest Washington Island Ferry, August 12, 2019. (Photo courtesy of Fincantieri Bay Shipbuilding)

Construction on the newest Washington Island Ferry started this week. Workers in the Fincantieri Bay Shipbuilding fabrication shop in Sturgeon Bay completed the first burn of steel material for the vessel Monday. The 124-foot, 28-vehicle and 150-passenger ferry, named MADONNA, will be the largest in the ferry line fleet to-date. Crews at Fincantieri Bay Shipbuilding fabrication shop in Sturgeon Bay start construction on the newest Washington Island Ferry, August 12, 2019. (Video courtesy of Fincantieri Bay Shipbuilding) This is the third Washington Island Ferry to be built by Fincantieri and all current ferry vessels were built in Sturgeon Bay. “This opportunity to build yet another ferry vessel in a Door County shipyard is something we’re extremely proud of,” says Washington Island Ferry Line President Hoyt Purinton. “Built locally, this ferry - like our other vessels - will operate exclusively in Door County waters between Washington Island and the tip of the Door Peninsula.” The MADONNA is set to be delivered in late May 2020. source: Fox 11

Spotted in Vung Tau - Vietnam The new green line ferry gone are the days of the Russian Hydrofoils

Photo: Capt Jelle de Vries Marine Manager www.aqualisbraemar.com/

GTMaritime adds regional expertise to drive growth in Asia-Pacific
Leading maritime software specialist GTMaritime appoints satellite connectivity expert Keng Teen Phang (KT) as Head of Sales for Asia-Pacific to drive business development as the region forges ahead in maritime digitalisation and faces up to fast-emerging disruptive cyber threats. Keng Teen (KT) brings more than 15 years’ experience of delivering satellite communications and maritime software platform solutions to clients across Asia Pacific Region to GTMaritime, accumulated across terrestrial and maritime segments. Beginning his career as a provider of internet backbone solutions combining satellite and terrestrial pipes to serve remote regions in Asia, he went on to join Marlink Singapore. Initially tasked with identifying opportunities for expanding Marlink’s mobile satellite services to local and regional broadcasters, Keng Teen gained his first exposure to the maritime sector by promoting Inmarsat fleet services to Singaporean luxury yacht owners. From that point on, the shipping and offshore energy sectors became one of the key focuses for Keng Teen’s career. He became Regional Sales Manager for a maritime software platform designed to optimise ship-shore data transmissions, building a deep understanding of the issues and challenges of connectivity at sea, before taking up a senior role at Eutelsat and drive efforts to develop business across Asia in both maritime and terrestrial verticals.

The appointment at GTMaritime coincides with escalating demand for effective cyber-security solutions and a mounting regional maritime appetite for digitalisation and data-centric vessel operation, according to GTMaritime Sales & Marketing Director Mike McNally. “More than 40% of the world’s merchant fleet is operated and owned by shipping companies in APAC, while six of the 10 biggest liner shipping companies are based in APAC,” said Mr McNally. “KT has extensive technical understanding of satellite connectivity and digital platforms managing ship-shore data communications, networking, storage and integration of software solutions. Combined with his ability to build customer loyalty and his eye for detail, this skillset makes him the perfect fit for GTMaritime’s next phase of growth.” “Maritime digitalization is today driving the exponential growth of data being generated onboard vessels,” said Keng Teen. “GTMaritime delivers a solution that secures, protects and optimizes all critical ship-shore data exchange. It’s an exciting period for the company’s suite of innovative solutions and I look forward to supporting ship owners and managers based across Asia in enhancing the resilience of their operations.”

The HELENA SCHEPERS moored at Rotterdam-Maasvlakte – Photo : Rik van Marle ©

Cruise Lines Monitor Developing Situation in Hong Kong as Protests increase

By: Aaron Saunders

Currently no cruise calls have been canceled in Hong Kong, but cruise lines are monitoring the political situation carefully as it evolves. Over the weekend, police in Hong Kong fired tear gas and non-lethal ammunition at protesters at two of the city’s train stations, and Hong Kong International Airport canceled all departures today as more than 5,000 protesters gathered in the airport’s public areas. These events follow nearly five months of protests in Hong Kong over the suspected revocation of freedoms of Hong Kong citizens by the Chinese government. While the prime fall/winter Hong Kong cruise season is still months away, several vessels are scheduled to call on the city in the next few weeks, including Royal Caribbean’s VOYAGER OF THE SEAS (August 14, 21 and 25); Princess Cruises’ MAJESTIC PRINCESS (August 31); and Viking Cruises’ VIKING ORION (September 19 through 21). Royal Caribbean’s VOYAGER OF THE SEAS turned around in Hong Kong on Friday morning (August 9) as scheduled, and without incident. A multi-day protest kicked off on August 9 in the airport’s arrivals hall, fresh on the heels of a similar protest earlier in the week that saw more than 200 flights canceled and transportation throughout the city ground to a halt. That same day, the Chinese government demanded that Hong Kong-based airline Cathay Pacific immediately suspend all employees suspected of supporting the pro-democracy protests. Cathay Pacific has publicly stated it has seen a “significant fall-off” in bookings for inbound
travel. Recent protests have seen demonstrations and disruptions to service at Hong Kong International Airport, public buses, Hong Kong’s MTR (Mass Transit Railway), the Airport Express and the Hong Kong-Macau Ferry Terminal. A Royal Caribbean spokesperson told Cruise Critic, "We are currently monitoring the situation in Hong Kong and will make sure to inform our guests of any itinerary changes if necessary."

The **GENTING DREAM** moored at the Kai Tek cruise terminal in Hong Kong  
*Photo: Hermann Hazenberg ©*

The Hong Kong Tourism Board issued a statement, advising travelers that, "The Hong Kong Tourism Board (HKTB) continues to monitor the airport situation closely, and visitors are advised to check DiscoverHongKong.com or Hong Kong Tourism Board's Visitor Service Centre and Hotline for the latest information. Hotels and tourism operators are also monitoring the situation, and are prepared to provide necessary assistance to minimise disruption to travelers in the event that unforeseen circumstances arise. Regarding the upcoming calls in September of **VIKING ORION**, a Viking Cruises spokesperson said the line remained vigilant about the ship's scheduled visits. "Viking is not currently sailing to Hong Kong and is not scheduled to call there until late September. At this point we have not altered any sailings, but we are monitoring the political climate closely and will continue to do so in the coming weeks. The safety and security of our guests and crew is always our top priority; should we deem a sailing modification needed, Viking Customer Relations will communicate directly with any impacted guests or their travel agents about the change." Cruise Critic is still awaiting comment from Princess Cruises on its upcoming call. The United States and Canadian governments have both recently raised their travel warnings to “exercise increased caution” for Hong Kong, joining a list of over 20 countries that have also warned citizens to exercise caution as protests have turned larger and more violent. Both governments cautioned that demonstrations can be unplanned and have occurred on major infrastructure and transportation segments that tourists would be likely to utilize and could continue for the foreseeable future. Cruisers booked to sail out of Hong Kong in the upcoming weeks and months should continue to monitor events and communicate with airlines, hotels and cruise lines on social media and other channels.  
*Source: cruisecritic*

Finnlines **FINNSUN** outbound from Antwerp passing Kruiningen Kruse veer  
*Photo: Rob van den Houten ©*
C-Job Naval Architects ammonia as marine fuel research nominated for Maritime Designer Award

C-Job Naval Architects Niels de Vries has been nominated for the Dutch Maritime Designer Award with his research ‘Safe and effective application of ammonia as a marine fuel’. The Maritime Designer Award will be awarded during the Maritime Awards Gala on 4 November 2019.

Niels de Vries, Lead Naval Architect at C-Job, recently published his research which showed that ammonia can be safely and effectively applied as a marine fuel to reduce harmful emissions in the maritime industry. Niels de Vries says “I’m honored my research has been nominated for the prestigious Maritime Designer Award. Also, I’m grateful renewable fuels for the maritime industry receives additional attention this way as it’s an important issue.” The Maritime Designer Award is awarded to individual designers, promovendi, recent graduates and start-ups who want to highlight their work and approach. The winner will receive a maximum of €24,000 to invest in further development of their design method or solution.
ONE month on from the seizure of the Stena Impero by Iranian authorities, concern about the welfare of the 23 crew aboard is growing as efforts by the ship’s owners to secure their release continue to be met with a wall of silence from Tehran and limited information from governments seeking a diplomatic resolution behind closed doors.

For the past 26 days Erik Hanell, president and chief executive of Stena Bulk, owner of the detained product tanker at the centre of diplomatic the stand-off between Iran and UK, has been seeking every possible channel to get access to his crew, with very limited success. While Mr Hanell is managing to keep up limited communication with the crew via family members who have been allowed some phone access, daily discussions with government contacts, diplomatic sources and industry experts has got him no closer to getting access to the crew than he was a month ago.

“We’re working through the various embassies trying to get help,” Mr Hanell told Lloyd’s List. “But so far we’ve had no results in that respect… in fact, we’ve had very little feedback from all sides. Unfortunately, the situation is pretty much unchanged since this first happened a month ago”. Stena Bulk has been working with UK and Swedish government agencies as well as all other national governments with crew members on board in a bid to secure their release. India, Russia and Philippines Embassy officials have all managed to get on board the Stena Impero, which is being held at anchor in Bandar Abbas. They have met with crew members from their respective countries and the limited contact suggests they remain physically in good health, but as Mr Hanell explains “we continue to be concerned about their welfare given the amount of time they have been in confinement”. Despite the regular face to face meetings with senior government representation, Stena is yet to receive an official answer from the Iranian authorities regarding their request to visit the crew on board the vessel. Their requests to replace the crew have been similarly met with no response.

Mr Hanell is acutely aware that he is stepping a fine diplomatic line in making any public statements about the crew given the political sensitivities surrounding the vessel’s detention. “We are aware of the politics and we don’t want to put ourselves in a worse situation by upsetting people, but we are focusing on getting access to the crew or changing the crew as quickly as possible,” said Mr Hanell. Earlier this week, Mr Hanell wrote directly to Narendra Modi, asking the Indian prime minister to personally intervene in negotiations with Tehran. Eighteen of the 23 crew detained on the STENA IMPERO are Indian nationals —and there are several other Indians detained from two other smaller tankers in Iran, as well as on the GRACE 1 currently being held in Gibraltar, so India’s diplomatic heft is important in adding pressure. India was also a significant customer of Iranian oil prior to sanctions kicking in taking 1.7bn barrels of oil from Iran in 2018, so financially it has some leverage in such discussions.
“Before the situation with those on board and with their families becomes more distressing, I would request you to personally intervene and ask for the release of the crew back to their families, who anxiously await their safe return,” Mr Hanell wrote in his letter to Mr Modi. The reality is that such diplomacy was already under way, but adding a little public pressure is one of the few avenues left open to Mr Hanell right now. An official from the External Affairs Ministry in India told Lloyd's List that the Indian embassy in Tehran has been in constant contact with the Iranian authorities for the release and repatriation of the Indian crew members on board Stena Impero even before Stena Bulk's appeal to Mr Modi. “India is pushing for their early release,” said the spokesperson. While Mr Hanell's access to details of the various diplomatic channels currently open with Tehran are limited, he remains confident that everything that can be done to release the crew is being done. “Is there anything not being done that should be done? I genuinely don't know,” said Mr Hanell. “We know there is diplomatic work happening, but we don't know the details of what's being done. There are clearly reasons for that, but we don't know if there's anything we have been missing out on. It's very difficult to tell… all I can say is that we are doing everything we can to help the crew – that's my priority”. Given the length of time the crew have now been held captive, there is growing industry concern about the impact the ordeal is having on them. “We are extremely disappointed to see this incident drawn out to such an extent. While it is our understanding that the crew of Stena Impero are safe, this prolonged detention will undoubtedly be impacting the health and wellbeing of these innocent seafarers being held captive in Iranian waters,” said Bob Sanguinetti, chief executive of the UK Chamber of Shipping. “The safe return of the crew is a key priority, and can be best achieved by finding a diplomatic solution between both parties as soon as possible. We call on all relevant authorities to continue to do everything possible through diplomatic means to bring this sad incident to a swift and successful conclusion” he continued.

Source: Lloyd's List

Evergreen commits to eleven new 23,000 teu ships

The board at Evergreen Marine, Taiwan’s largest shipping line, has approved plans to bring in its largest ships, orders that could see the Chang family-controlled line leapfrog Ocean Network Express (ONE) and Hapag-Lloyd into fifth spot in the global liner rankings. Evergreen said it is looking to add eleven 23,000 teu ships, five or six of which it will order and the remainder will be chartered in. The company has set aside $1.76bn for this significant fleet addition. The new ships will add to Evergreen’s existing 1.3m teu fleet. No yards have yet been mentioned although tradition would suggest Japan’s
Imabari is in poll for a good portion of the new tonnage. As far as Evergreen’s existing owned tonnage goes, its largest ships are in the 12,000 teu range, but it also has a slew of much larger ships in the 20,000 teu bracket that have delivered in the last couple of years. Source: splash247

The SAFMARINE MAFADI outbound from Antwerp passing Breskens in the pouring rain Photo: Henk de Winde ©

U.S. DoT awards $32.8 million to improve passenger ferry service

Written by Kevin Fuhrman

The U.S. Department of Transportation’s Federal Transit Administration (FTA) recently announced approximately $32.8 million in project selections to improve the safety and reliability of America’s passenger ferries and enhance mobility for ferry users across the United States. A total of nine projects in nine states will receive funding from FTA’s Passenger Ferry Grant Program. “These federal grants invest in marine infrastructure to improve mobility and enhance safety for passenger ferry services across our nation,” said U.S. Transportation Secretary Elaine L. Chao. FTPassenger Ferry Grant Program funds projects to purchase, replace or rehabilitate passenger ferries, terminals and related infrastructure and equipment. “America’s waterways are a priceless asset, and the PassengerFerry Grant Program partners with local communities to leverage those assets to improve mobility for millions of Americans,” said FTA Acting AdministratorK. Jane Williams at an event in Portland, Maine, where she announced a $3.4 million ferry grant to the Casco Bay Island Transit District. Casco Bay Island Transit provides year-round ferry service between the islands of Casco Bay and Portland, Maine, transporting residents to services on the mainland and supporting the islands’ economies. The grant will help upgrade a ferry terminal built in 1988 that was designed to serve 500,000 passengers a year. Since then, passenger traffic has increased to 1.1 million passengers annually. The renovations will expand passenger queuing and boarding areas, improving safety and efficiency. Among the other projects selected to receive funding:

- Rock Island County Metropolitan Mass Transit District (MetroLINK), serving the Quad Cities metropolitan area in Illinois and Iowa, will receive $1.2 million to construct a new ferry terminal at the Village of East Davenport that will enhance service for passengers;
The New Jersey Department of Environmental Protection will receive $5.9 million to upgrade passenger ferry slips at Liberty State Park in Jersey City, N.J., to maintain safety and enhance service reliability for its passengers; and
The Chatham Area Transit Authority in Savannah, Ga., will receive close to $1.3 million to acquire a new passenger ferry vessel to expand service and enhance service reliability for its passengers. FTA received 20 proposals totaling approximately $99.3 million in funding requests from nine states. Project proposals were evaluated based on criteria outlined in the Notice of Funding Opportunity. The selected projects will receive $30 million in Fiscal Year 2019 funding and $2.8 million in prior year funding. Source: Marinelog

**MDL returns to North Sea with i-Tech 7**

Maritime Developments has completed a flexible installation project in the North Sea with i-Tech 7, Subsea 7’s Life of Field business unit – marking a return to the field two years after the original award. The work scope – part of i-Tech 7’s inspection, repair and maintenance (IRM) campaign West of Shetland - consisted of a deployment of a jumper using an MDL horizontal spread. The 2-track pipelay tensioner, second generation reel drive system, deck deflectors and an overboarding chute were mobilised on the same offshore supply vessel (OSV) as in 2017. Greig May, MDL Rental Projects Manager, said: “This project is a great example of how a partnership approach between the different parties involved in a campaign can benefit the mission. Both i-Tech 7 and the end client were keen to replicate the MDL solution from two years prior, to reduce the costs associated with sea-fastening design, as the same vessel was being deployed on both projects. ”

Prior experience and familiarity with the vessel, mobilisation port and project teams also facilitated efficient execution on MDL’s side, in terms of equipment and personnel scheduling, logistics and mobilisation. “We hope to support i-Tech 7 on more projects in the future to further maximise the above benefits.

**PAO Shipbuilding: Keel Laying Ceremony for New Dredger**

A keel laying ceremony for a non-self-propelled cutter suction dredger (CSD) – Project 4395 – took place at PAO Shipbuilding-Ship Repair Corporation (Gorodets, Nizhny Novgorod region), reports press center of Federal Marine and River Transport Agency (Rosmorrechflot). The dredger will be built as part of the Maritime and Inland Transport Subprogram of ‘Development of the Transport System’ – the State Program of the Russian Federation. The new 700 m³ CSD was ordered by the Federal State Institution RechVodput
for the FSI Authority of the Kama Basin of Inland Waterways. The dredger is scheduled for completion and delivery in 2021.

The vessel specifications
- length – 54m;
- beam – 10.5m;
- draft fully laden – 1.3m;
- dredging depth – 10m;

According to Rosmorrechflot, the vessel is designed for dredging of sand, silt, sand and gravel mix, maintenance dredging in harbor basins and access channels and fairways, or for filling dams. Source: Dredging Today (c)

Indonesia ships back tonnes of Australian waste

Indonesia has shipped tonnes of Australian garbage out of the country, an official said Tuesday (Aug 13), as Southeast Asian nations push back against serving as dumping grounds for foreign trash. Eight containers of trash - weighing some 210 tonnes - left Indonesia's second-biggest city Surabaya on Monday aboard a cargo ship bound for Singapore, the local customs agency said.

The move comes less than a week after Australia pledged to stop exporting recyclable waste amid global concerns about plastic polluting the oceans and increasing pushback from Asian nations against accepting trash.

Last month, Indonesia said it would return the Australian rubbish after authorities found hazardous material and household trash, including used diapers and electronic waste, in containers meant to hold only waste paper. "Six containers contaminated with (hazardous) waste and two containers mixed with household rubbish" left Indonesia on Monday, said Alvina Christine Zebua, a spokeswoman for the East Java customs agency. She could not confirm when the containers might arrive back in Australia.

In a photo taken on July 29, an Indonesian officer opens a container full with illegal imported plastics waste in Batam.

Last month Indonesia returned seven shipping containers of illegally imported waste to France and Hong Kong that were seized in Batam Island near Singapore. Those containers were loaded with a combination of garbage, plastic waste and
hazardous materials in violation of import rules. Batam authorities were also preparing to return another 42 containers of waste, including shipments from the United States, Australia and Germany. China used to receive the bulk of scrap plastic from around the world but closed its doors to foreign refuse last year in an effort to clean up its environment. Huge quantities of waste have since been redirected to Southeast Asia, including Malaysia, Indonesia and to a lesser degree the Philippines. Around 300 million tonnes of plastic are produced every year, according to the Worldwide Fund for Nature (WWF), with much of it ending up in landfills or polluting the seas, in what has become a growing international crisis. A particular environmental concern are microplastics - tiny pieces of degraded waste that absorb harmful chemicals and accumulate inside fish, birds and other animals. 

Source: Asiaone

SEABOURN QUEST in Ilulissat (Jakobshavn) Greenland  
Photo: Etienne Woerdman 1st Officer Seabourn Quest ©

US seaports record surging volumes on back of robust economy

MANY US sea ports achieved record or near-record cargo volumes in the first half of this year, building on the high benchmark set in 2018 for import and export volumes, thanks to an expanding and resilient US economy. Port Authority of New York & New Jersey deputy director Beth Rooney was quoted as saying in a report by Washington's DC Velocity: "Year-to-date container volume is up seven per cent over 2018, and that was a record year as well." The port is continuing to roll out expansion projects. Its latest achievement was the opening of the new ExpressRail Port Jersey facility that marked the completion of a major upgrade of the port's intermodal rail network. Farther down the coast, South Carolina Ports Authority chief executive Jim Newsome said the robust US economy is fuelling regional manufacturing and driving exports of automobiles, chemicals, forest products and auto parts through the port of Charleston Like other ports, South Carolina is in the midst of extensive port infrastructure improvements and expansions. It is optimising the Wando Welch terminal, a 400-acre complex that moves 1.1 million TEU annually. "At the end of our fiscal year in June, we were up 10 per cent," Mr Newsome said. With port capacity expansion plans well under way and local developers proposing new warehousing capacity to handle e-commerce-driven distribution, Mr Newsome believes opportunities in South Carolina and neighbouring southern states abound. The Port of Oakland on the west coast saw total import/export container volume in the first six months of 2019 rise 3.6 per cent from last year's record. Among the improvements at Oakland have been deepening harbour channels to 50 feet, introducing night gates and appointments to improve capacity and throughput, and heightening existing cranes and purchasing new cranes that can accommodate 18,000-TEU ships. The Port of Long Beach is ranked as the second-busiest seaport in the country. Served by 175 shipping lines, the port processed a record 8,091,023 TEU in 2018. This June's volume of 677,167 TEU was the second-highest June total in the port's history. While total container throughput in the first half of 2019 was 6.7 per cent off last year's record pace, executive director Mario Cordero likes his port's prospects. "The only question for the future is, is it all going to be about China or will it include Vietnam, Cambodia, and India?" he said. One project is expanding and improving on-dock rail capability. The port commission has given the nod to the Pier B On-Dock Rail Support Facility, a rail infrastructure project that will "enhance [the way] we stage longer trains and accelerate the movement and number of trains in and out of the port," Mr Cordero explained. Business is brisk over on the Gulf coast as well. Cargo volumes at the port of Houston rose 9.5 per cent year on year to 2.21 million TEU in 2018. Its number-one priority is widening and deepening the 52-mile-long Houston ship channel. The port is nearing completion of a study with the Army Corps of Engineers of a widening project, for which it hopes to receive congressional approval in 2020. Yet for US ports, continued growth is not without challenges. According to the American Association of Port Authorities (AAPA), issues today and in the foreseeable future include finding innovations to develop and pay for landside and waterside infrastructure improvements. The Trump administration's seemingly ever-evolving China tariff policies, and on-again, off-again trade negotiations sparked a warning by the port of Oakland's outgoing executive director Chris Lytle. He called on the Trump administration to avoid tariffs on cargo-handling equipment produced in China. The Oakland port's largest maritime
terminal is awaiting delivery in 2020 of three new ship-to-shore cranes from Shanghai-based ZPMC. “Tariffs could severely impede and/or prevent our marine terminal partners from making critical infrastructure investments needed to [compete in] the changing international trade landscape,” said Mr Lytle. Source: Schednet

The **MSC DARDANELLES** (ex NYK Dardanelles) inbound for Antwerp passing Hansweert  
Photo: Jaap Jans ©

**ICTSI H1 profit soars 42pc to US$128.5 million as sales rise 14pc**

MANILA's International Container Terminal Services Inc (ICTSI) first half profit soared 42 per cent year on year to US$128.5 million, drawn on revenues $751.8 million, up 14 per cent. First half operating profit (EBITDA) increased 19 per cent year on year to $424.4 million. "The group's focus on generating high quality earnings from our ports, ramping up activities at our newer terminals and strong cost control enabled us deliver on objectives," said ICTSI chairman and president Enrique Razon. "Our business remains relatively unscathed by current geopolitical headwinds, but we remain vigilant and continue to monitor the situation closely. ICTSI is a robust business, strongly placed for the second half," said Mr Razon. A big contributor was improved operating income contribution from the terminals in Iraq, Australia, Democratic Republic of Congo and Subic in the Philippines, said the company. The increase was partially tapered by a non-recurring gain from the interest rate swap related to the pre-payment of the project finance loan at its terminal operations in Manzanillo, Mexico in 2018. Excluding the non-recurring gain in 2018, consolidated net income attributable to equity holders would have increased by 47 per cent in 2019. For the quarter ended June 30, revenue from port operations increased nine per cent from $336.4 million to $368.0 million; EBITDA was 13 per cent higher at $201.9 million from $178.5 million; and net profit was up 14 per cent year on year to $56.1 million. ICTSI handled a total of 5,041,91 TEU in the first six months of 2019, up seven per ICTSI is a leading global developer, manager and operator of container terminals in the 50,000 to three million TEU/year range. ICTSI operates in 19 countries across six continents and continues to pursue container terminal opportunities around the world. Source: Schednet

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**Crew Transfer Services**
**Member Focus: Autonomous Vessels**

In 2018, the Club proudly launched a dedicated autonomous vessel P&I policy, the first of its kind in the world. The Club consulted owners, operators and manufacturers of autonomous vessels to ensure Members had the right cover in place so that they can focus on their operations knowing they are appropriately covered if anything should go wrong. Since then, we’ve gained several new Members who are doing exciting and innovative things with autonomous technology. This article features two of those Members and their recent achievements.

**Hushcraft**

One of the Club’s first Members to operate an autonomous vessel is the UK based firm Hushcraft. They designed and built the SEA-KIT vessel (registered as USV Maxlimer). SEA-KIT is an autonomous surface vessel that can deploy and recover an autonomous underwater vehicle. Hushcraft’s website features videos of the craft in action. Representatives of the Club have met with Hushcraft several times to ascertain their cover needs and our Loss Prevention Director, Louise Hall, has been onboard SEA-KIT to carry out an inspection. SEA-KIT recently completed an unmanned voyage from the UK to Belgium carrying a cargo of oysters. The vessel departed from West Mersea in Essex and arrived at Oostende port in Belgium on 7 May. It was welcomed by Belgian customs officers who took delivery of a box of oysters caught around Mersea Island. The box represented just a fraction of the vessel’s maximum payload of up to 2.5 tonnes. The voyage, which lasted 22 hours, represents the first commercial crossing of the North Sea by an autonomous vessel, and marks a significant breakthrough in unmanned ocean transit. Its success showcased un-crewed navigation capabilities through GPS and satellite communication, including marine traffic avoidance in what is one of the world’s busiest shipping routes. Ben Simpson, Managing Director of SEA-KIT International Ltd commented: “This voyage has been months in the making, and to see it all come together today is amazing…It demonstrates not only the capacity of SEA-KIT and the robustness of the design, but the value and effectiveness of the cloud based communications technologies involved in un-crewed transit.” This achievement was widely reported in both the trade and national press including an article by the BBC. The vessel and her operating team have since won the prestigious Shell Ocean Discovery X Prize competition for demonstrating the vessels capability to map the ocean bed in high resolution via deployment of an autonomous underwater vehicle that recorded the data. The competition took place over several rounds, each with a new challenge. The final round involved teams deploying their vessels 15 nautical miles (Nm) from the Greek port of Kalamata. They had just 24 hours to generate an extensive, high-resolution bathymetric (depth) map; and take a series of photos of the seabed. The GEBCO-NF Alumni team that operated SEA-KIT mapped an area of 278 square kilometres and returned more than 10 images of identifiable geological features. The seabed which they were mapping was over 4km deep at certain points. The vessel has a range of up to 12,000 Nm and can fit inside a shipping container for easy deployment anywhere in the world. It can be used for applications such as:

- Environmental Protection
- Bathymetry
- Sea-bed Surveying
- Mine Clearance
- Intelligence Gathering
- AUV Launch and Recovery
- ROV Operations
- Ocean Science

So, what does the future hold for SEA-KIT? The team are currently planning more missions to test and demonstrate the vessels capabilities under different scenarios, including an offshore mapping project around the UK in the next six months, followed by a transatlantic crossing within the next twelve months.

**Soil Machine Dynamics**

Another of the Club’s Members, Soil Machine Dynamics, also competed in the XPrize and reached the final stage of the competition. Competing under the name Team Tao, the team was comprised of subsea engineering firm Soil Machine Dynamics Ltd and Newcastle University.

Team Tao used an autonomous surface vessel to deploy and recover underwater autonomous vehicles. These vehicles were small torpedo like drones referred to as Bathypelagic Excursion Modules (BEMs). The BEMs descend and ascend in the water using echo-sounders to map the seafloor as they move in a grid formation. The way in which the BEMs manoeuvre up and down enables them to sample the water column as they go. Team Tao was awarded a surprise bonus prize called the Moonshot award. This was awarded by the competition judges for showcasing disruptive technology – the judges felt that the highly innovative approach should be given special recognition. Mike Jones, CEO of Soil Machine Dynamics (SMD) commented: “I am delighted that Team Tao have received this Moonshot Award... We began this journey with an ambitious dream on a minimal budget and secured a fantastic partner in Newcastle University to create Team Tao. Solving engineering problems by looking at them from a different angle is the essence of what we do at SMD,
and together with Newcastle University, we have engineered a truly pioneering and cost-effective method of rapidly mapping the ocean floor and water column”. The surface vessel and the sub-sea drones are all designed to be relatively low cost - the concept is for a system whereby several lower cost assets are deployed working in tandem to create a complex survey ecosystem.

**The Future**

These exciting achievements from two of our autonomous Members demonstrate that autonomous shipping is steadily moving into the realms of commercial applications. As the only P&I Club dedicated to small and specialist vessels, we will always remain at the forefront of this trend and are on hand to support our Members as they take up this new technology and opportunities it presents. Source: The Shipowners’ Club

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**NAVY NEWS**

**Chinese second aircraft carrier can carry 36 J-15 fighter jets**

China’s second aircraft carrier can carry at least 36 domestically developed J-15 fighter jets, some 50 percent more than the country’s first, China’s state broadcaster reported on August 13. The **LIAONING**, China’s first aircraft carrier, can carry 24 J-15 fighter jets, China Central Television (CCTV) reported. Although the second carrier known as the Type 001A is similar to the Liaoning, it has an optimized flight deck, reduced weapon areas and a smaller superstructure with added deck areas, Li Jie, a Beijing-based naval expert, told the Global Times, noting that it also has an enlarged hanger, but reduced space for missile storage compared to the Liaoning. The 24 J-15s of the Liaoning could be a limit factor as a regional combat might require about 40 aircraft in order to seize air supremacy, according to Li. The 36 fighter jets on the Type 001A would greatly expand its combat capability,
he said. In addition to the 36 J-15 fighter jets, the medium-sized Type 001A can carry other types of aircraft including helicopters. The Type 001A was launched in April 2017 and has undertaken six sea trials since May 2018. 

Source: navyrecognition.

Up close with the Royal Navy’s newest ship **HMS MEDWAY** Photo: via Twitter

**SHIPYARD NEWS**

**Niestern Sander Is Committed To Build More Sustainable Work Vessels**

PW18

Earlier this year, Niestern Sander successfully built Utility Vessel PW18 to the province of Groningen. PW18 is the first fully electric-powered utility vessel built in the Netherlands. For the first time, a battery pack with such a large capacity has been installed on an inspection ship. In addition, the ship has the latest technical developments in the field of sustainability. For example, it can save energy through the use of residual heat. Sustainable wood and paint types have also been used and a ship has a silent electric motor.
Shipyard Royal Niestern Sander is committed to build more sustainable work vessels. This includes fully electric ships. Their latest order, yard number 864, is the construction of the hydrographic research vessel Geo Ranger for Geo Plus B.V. Once operational, this vessel will be available to charter by parties conducting hydrographic surveys, such as companies involved in dredging and the building and maintenance of offshore wind farms.

**ELECTRICAL INSTALLATION**
Niestern Sander has contracted Alewijnse Marine for the complete electrical installation on board of the Geo Ranger. The Geo Ranger, measuring 41 meters in length, has been designed by Niestern Sander in cooperation with Conoship International B.V. The vessel will be built under the supervision of Lloyd's Register and is scheduled to be delivered in April 2020. Meanwhile, the construction of yard number 864 is in full swing at the Delfzijl shipyard.

**SPECIAL PURPOSE VESSELS**
Niestern Sander has extensive expertise and experience in often complex (customer-oriented) ship conversions and ship building. The yard is a true trendsetter in the field of innovation in ship building and as a designer and builder of a variety of advanced and special purpose vessels, such as sustainable work vessels.

Source: Niestern Sander

**ROUTE, PORTS & SERVICES**

ScottishPower Renewables is undertaking one of the largest offshore windfarm developments in the world, called East Anglia ONE, 43km off the Suffolk coast.

**TT Talk - Review of top 10 risks for container terminals**
TT Club continually seeks to understand the risks faced in the transport and logistics industry, providing relevant and targeted loss prevention advice to operators as appropriate. This article focuses on the findings of recent analysis into the risks faced by container terminals.

TT Club provides insurance to port authorities, terminals and stevedores in almost half of the world’s top 100 ports globally. As a result, it is well placed to analyse incident data, providing commentary and advice on trends and loss prevention actions.

This particular analysis focuses on the top 10 risks in container terminals, based on experience over the period 2014 to 2018. The analysis of these top 10 risks account for 78% of the cost of container terminal insurance claims, covering both assets and liabilities. It is sobering that many incidents are preventable with better training, systems and procedures and/or technologies.

**This article looks at each risk in descending value order.**

**Top 10 Risks Categories by Insurance Claim Cost for Container Terminal Operators**

**# 1 risk – incidents related to quay cranes**

Inevitably, in container operations, the crane that is usually positioned near the edge of the quay is both a key asset and hugely vulnerable. It has remained for a number of years the single most costly insurance claim, with all-too-frequent incidents involving boom collisions, gantry collisions or stack collisions. Due to their importance it may be surprising that currently economically viable technologies are not more widely adopted. Such incident experience has educated TT Club’s joint initiative with ICHCA and PEMA to develop the Recommended Minimum Safety Specifications for Quay Container Cranes.

**# 2 risk – rain & flood damage**

It may be difficult to avoid the path of a storm, but much can be done to mitigate the potential and resultant damage. While it is critical to secure and tie assets, such as cranes, or revise container stacks in the yard, a key risk remains storm surge and floods in general. Marine terminals are necessarily low-lying, so positioning more valuable equipment or goods to higher ground mitigates the risks. Further guidance in relation to storm risks can be found in TT Club’s handbook, produced with ICHCA, Windstorm II: Practical risk management guidance for marine & inland terminals.

**# 3 risk – straddle carriers**

Manual straddle collisions and overturns, besides causing damage, usually result in serious bodily injuries. Like most incidents, these are commonly due to human error. While these are top-heavy items, with inevitable blind-spots, there are monitoring technologies available to ensure mechanical performance and also support user behaviour and training.

**# 4 risk – lift trucks**

This classification includes fork lifts, empty handlers, top picks, side picks, reach stackers etc. While risks are various, one that stands out is injuries to pedestrians. Keeping people away from machines is a simple mantra; where unavoidable procedures and technologies need to protect those at risk.

**# 5 risk – truck and vehicles**

Other smaller vehicles, including internal transfer vehicles, third party trucks and all other vehicle on the terminal require good traffic management procedures and enforcement. Collisions and overturns remain all too common.

**# 6 risk – ship in port**

While a most welcome visitor to a port, ships are sadly prone to collide with the berth and on many occasions the crane as well. This has happened at least twice in the last month! The terminal may have little control, although clear procedures and communications between all stakeholders (ship, port, terminal, pilot, tug etc) may reduce the likelihood of such incidents.

**# 7 risk – yard crane**

The main risk with yard cranes is stack collisions – the spreader or a container under the spreader colliding with another container in the stack. This can result in stack collapses causing crane, container and cargo damage. However, the greatest concern is the injuries often resulting when a container falls on a waiting truck. The analysis indicates that the introduction of technologies associated with automated stacking cranes may prevent such incidents; the same technology can also be installed on manual yard cranes.

**# 8 risk – fire**

Fires can be devastating and have various causes. Notably, some 44% of the fire cost in container terminals arises amongst lift trucks; these need detection and suppression systems in the engine compartments, as well as assiduous attention to proper maintenance (see TT Club’s The Importance of Maintenance – a handbook for non-engineers). Cargo related fires may be difficult to prevent on the limited information commonly available, but careful fire-fighting is critical in minimising the potential damage.

**# 9 risk – theft**

TT Club and BSI recently published their annual theft report; while generic, this highlighted the ‘insider’ risk, which is particularly prevalent in the terminal environment. Furthermore, the Club has previously highlighted the increasing use of
cybercrime to aid physical theft. Physical and system security is clearly paramount, alongside continuing awareness training and thorough checks for those allowed on site.

# 10 risk - bad handling

Cargo in the custody of the terminal may become damaged - such as an overturn where out of gauge cargo is moved without use of the requisite low loader. However, terminals also need to maintain robust records in order to defend claims that may be asserted erroneously for which evidence of condition at entry and exit is required. Inevitably there are occasions where incidents are fortuitous and unavoidable - and that is the key reason for buying insurance. However, TT Club continues to focus its attention with individual facilities and across the membership on ways to improve safety and strengthen risk management practices. It saves lives and improves operational profitability. Source: TT Club

OLDIE FROM THE SHOEBOX

The auld days as a deckhand
Photo: Patrick Mahoney via twitter

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…. PHOTO OF THE DAY ….
Allseas **LORELAY** moored at the dolphins in the Prinses Amalia haven at Rotterdam Maasvlakte II

*Photo: Cees van der Kooij ©*

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