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APM Terminals launches global customer alerts solution

In response to customer requests for real-time information about exceptional circumstances or disruptions affecting a terminal, APM Terminals has launched a global customer alert system. The system enables customers to subscribe for
terminal alerts via SMS or email, the company said in its release. Terminals will only use the alerts function for severe issues that have clear implications for customers, including labour shortages, bad weather warnings, congestion at the port or delays with customs clearance.

Where possible, the terminal will provide an estimated resolution time, links to further information sources – such as gate cameras or live vessel schedules – or when available, alternative solutions, such as extended free storage limits or longer gate opening times. Customers who register for the service will be the first to know of any issues at the terminal, with emails and SMS messages being delivered to them directly, within a few minutes of the message being published on the website. This real-time information will give customers as much notice as possible to help them adjust their schedules or take any additional action. The service is available for most APM Terminals’ locations and forms one part of a broad range of online services, such as real-time container track and trace information, being developed to provide more visibility and proactive communication to APM Terminals’ customers via the company’s website. **Source : portnews**

**Could IMO 2020 prompt box lines to speed up?**

By : Mike King

Calls for mandatory slow steaming and new marine fuel oil taxes to cut shipping’s carbon footprint are gathering steam. But so too, it seems, might be the ships – and, if so, the catalyst will be the introduction of environmentally friendly, low-sulfur IMO 2020 fuels, according to one box shipping analyst. French President Emmanuel Macron recently called for mandated slow steaming and, earlier this week, one of his ministers called on the European Union to tax shipping bunkers. Yet new research from Alphaliner claims some container vessels could soon speed up as operators seek marginal gains on vessel speeds through fuel pricing plays. The container shipping consultant believes the fitting of scrubbers on container ships to abate sulfur emissions and avoid using the low-sulfur IMO 2020 fuel that becomes mandatory Jan. 1 could induce some lines to offer faster services. “Carriers that deploy scrubber-fitted ships could take advantage of cheaper bunker prices in 2020 and speed up services,” argued Alphaliner in its latest report. The price of the heavy fuel oil currently in wide use in shipping is forecast to be heavily discounted from the end of this year because ships that are not fitted with scrubbers — the vast majority — have to switch to the more expensive 0.5% very-low-sulphur fuel oil (VLSFO) that complies with IMO 2020 regulations. With heavy fuel oil currently available in forward markets at prices of less than $300 per ton — around $200 per ton lower than current prices for VLSFO — Alphaliner believes container lines with scrubber-fitted vessels could take advantage of the bunker price differential.

The number of containerships fitted with scrubbers reached 142 units with combined capacity of 1.14 million TEUs on Oct. 15, with a long line of ships currently being retrofitted or waiting to enter yards for retrofitting over the coming months.
“By January 2020, the headcount of scrubber-fitted containerships is expected to reach more than 260 vessels for a total capacity of over 2.30 million TEU,” said the analyst. “This number represents some 10% of the global container ship fleet in capacity terms and it will continue to rise in 2020.” Alphaliner expects overall capacity of the “scrubber-fitted world fleet” to hit 5 million TEUs by the end of 2020, creating more opportunities for lines to accelerate services assuming, of course, that bunker price differentials still offer an advantage to those with scrubber-fitted fleets.

“The 2M partners, Maersk and MSC, will have more than 35 scrubber-fitted ships of over 18,000 TEU by January 2020, with all 62 of their megamax vessels of capacity 18,000-23,600 TEU expected to be equipped with scrubbers by 2021,” it reported. “This will allow the carriers to run some six Asia-Europe strings at higher speeds than currently, giving them a competitive edge over their rivals. “Maersk and MSC are expected to operate a combined fleet of over 350 ships that will be equipped with scrubbers across all size segments by 2021,” Alphaliner said. Of the other carriers, the OCEAN Alliance partners will have 20 scrubber-fitted units of 15,000-21,000 TEUs by January. These ships will, however, initially operate on mixed loops alongside conventional megamax units that are not equipped with scrubbers, according to Alphaliner. Of the carriers in THE Alliance, Hapag-Lloyd has so far confirmed orders for 20 scrubber-fitted units, while Yang Ming will have 30 units. THE Alliance’s scrubber-equipped fleet will be boosted in April next year when HMM joins, adding its fleet of 53 scrubber-fitted ships, including 12 23,600-TEU newbuilds to be delivered from the second quarter of 2020, as well as a further eight new ships of 15,000 TEUs due in 2021.
MV BEAUTRIUMPH discharging an oil-water separation skid onto a modular trailer in Ras Laffan, Qatar.

Photo: Wagenborg Nedlift (c)

Thome Group Wins Excellence in Maritime Services/Ship Management

The Thome Group is delighted to announce that it has won the award for Excellence in Maritime Services/Ship Management at the Lloyd’s List Asia Pacific Awards ceremony at the Shangri-La Hotel in Singapore. Reviewed by an independent panel of judges, the award recognised that the Thome Group had “demonstrated best ongoing commitment to the industry and had raised the standards of ship management and support in the region.” The judges carefully considered a range of performance indicators including crew welfare, overall safety record, environmental initiatives, ship security, training, operational efficiency, cost control and a proven record of client satisfaction.

Accepting the award on behalf of the Thome Group was the company’s CEO Mr Olav Nortun who commented; “Winning this award is the icing on the cake for all the dedication and hard work of our employees around the world. It is a great
endorsement of our crew welfare programmes, training courses, environmental initiatives and cost efficiency drives to make sure our services offer the best value for money for our clients without compromising on safety. I would also like to sincerely thank our principals and close partners for their continued trust and close collaboration.” He was also grateful for the hard work of the independent panel of judges and recognised the tough decisions they had to make in choosing the winners. He felt humbled in receiving the award among such a strong list of nominees.

Transocean secures three new contracts

By: Jason Jiang

Offshore drilling rig operator Transocean has clinched new contracts for a drillship and two semi-submersible rigs. The 1990-built drilling rig PAUL B. LOYD. Jr has been awarded a 255 day contract by Hurricane Energy in the UK North Sea, commencing from April 2020. The 2000-built drilling rig DEEPWATER NAUTILUS was awarded a 45 day contract in Brunei by Shell starting from January 2020. Additionally, Burullus exercised a one-well option with drillship DISCOVERER INDIA in Egypt, extending the contract to April 2020. The new contracts have added $75m in backlog, bringing the company’s total backlog to $10.8bn.

source: Splash 247

Delta Marine’s VOE VANGUARD leaving Lowestoft for sea trials.

Why is she always photographed proceeding stern first, she has her name on the obviously shaped bow and with the exhausts flared conventionally towards the stern. Is the bow for “heavy weather” only

Photo: John Soanes ©

“K” LINE, MOL, & NYK Share Data with ONE through the Common Data Platform “IoS-OP”

Kawasaki Kisen Kaisha, Ltd. (“K” LINE), Mitsui O.S.K Lines, Ltd. (MOL), and Nippon Yusen Kabushiki Kaisha (NYK) have begun sharing of operational data acquired from the monitoring system installed in their container ships with their charter, Ocean Network Express Pte. Ltd. (ONE), through the IoS-Open Platform (IoS-OP) promoted by Ship Data Center Ltd. (ShipDC).

As “K” LINE, MOL, and NYK have managed the data by different frameworks, ONE needed to carry out data conversion. With the IoS-OP’s automatic conversion function to the standard names in line with ISO19848, which is provided by ShipDC, data conversion burden is mitigated resulting in simplifying analysis and management of integrated operational data of ONE’s fleet. ONE aims to use this data to improve the accuracy of performance evaluations of individual vessel and machinery, and to achieve safer and more efficient vessel operations. This data sharing will significantly increase the volume of ship operational data distributed through IoS-OP, and further contribute to acceleration of data collection, distribution, and utilization through IoS-OP within the maritime industry.
The old timer POSTIRA, spotted in Dubrovnik. She was built during 1963 and appears to be working well today. *Photo: Jim Prentice (c)*


### Shipping bids farewell to the gut feel freight market

Nearly two thirds of Splash voters in an ongoing poll believe shipping is at the the end of the ‘gut feel’ freight market and the start of the data-driven one. With more than 500 votes cast in just 10 days, 64% of readers to date feel shipping is finally casting aside its famed penchant for instinctive market decisions in favour of what computers are telling them to do. “Classic Greek asset players will still exist and thrive, but the shipping markets will become more digital, closer to stock markets over the next decade,” one reader commented. The level to which shipowners are harnessing data to make market decisions varies tremendously. Among the leaders in this field hail from Japan where Nippon Yusen Kaisha (NYK), for instance, is developing machine learning systems to read the shipping markets. Shipping is having to play catch-up in how it reads data to deploy its fleet as many of its clients, the big name shippers, have been ahead of the curve in adopting data to inform market-orientated decisions.

**Not everyone is convinced however.**

“People unable to produce added value will try to make you believe that data, blockchain and all that stuff is the Holy Grail. It just helps to hide the vacuity of their business,” one Splash reader wrote. The gut feel question is one of nine posed in our latest quarterly survey, MarPoll. Other topics covered look at which sectors are poised to perform best next year, maritime recruitment, and the potential re-emergence of national shipping lines. MarPoll results will be released in
Port of Tanjung Pelepas to Expand Free Trade Zone

Malaysia’s Port of Tanjung Pelepas (PTP) plans to double the size of its Free Trade Zone with the addition of 350 acres of land being opened for development. PTP is also planning to increase terminal infrastructure to deal with increases in shipping traffic. The current free trade zone is occupied by 41 businesses which have created about 10,000 jobs. Earlier this year, the port when live with Navis' N4 terminal operating system to facilitate expansion. PTP, a joint venture between MMC Group and APM Terminals, is Malaysia’s most advanced container terminal, with capacity to handle up to 12.5 million TEUs annually. PTP is situated on the eastern side of the mouth of the Pulai River in South-West Johor, a mere 45 minutes from the confluence of the world’s busiest shipping lanes. PTP has 14 linear berths totaling 5.04 kilometers. The terminal is equipped with 58 Super Post Panamax cranes, 16 of which have a 24-box outreach catering for the next generation of Triple E size vessels. These cranes also have twin-lift capability to further enhance productivity. PTP’s current average berth productivity for mainliner vessels stands at 100 moves per hour minimum. The port set a record for vessel utilization after the MSC Gulsun, the largest container ship in the world, departed with 19,574 TEU in July 2019. This milestone means PTP has broken the record three times in a row and has become the first port in the world to set back-to-back records for container vessel utilization. Source: MAREX

MSC Rejects Northern Sea Route

By Max Schwerdtfeger

Mediterranean Shipping Company (MSC), the world’s second-biggest container shipping line, has joined CMA CGM and Hapag-Lloyd in announcing it will not use the Northern Sea Route (NSR). In a statement, MSC said it will instead focus on improving the environmental impact of its current routes as it believes a surge in container traffic in the Arctic could “damage air quality and endanger the biodiversity of untouched marine habitats.”
Furthermore, MSC claims its decision to avoid the NSR is consistent with its broader strategic approach to sustainability. Diego Aponte, President and CEO, MSC Group, explained the decision: “As a responsible company with a longstanding nautical heritage and passion for the sea, MSC finds the disappearance of Arctic ice to be profoundly disturbing. “Every drop in the oceans is precious and our industry should focus its efforts on limiting environmental emissions and protecting the marine environment across existing trade routes.” To fight climate change, MSC has completed a program to retrofit more than 250 ships in its existing fleet with the latest green technologies, which will cut approximately two million tons of CO2 emissions every year. The latest and best example of this is the above seen MSC GULSUN, the largest container ship in the world, which began its maiden voyage last month. The MSC GULSUN has the lowest carbon footprint by design at 7.49 grams of CO2 emissions to move one ton of cargo one nautical mile. Source: porttechnology

Spotted at Bernkastel Keus along the river Mosel (Germany) ongoing dredging/maintenance works

Photo: Kees Boodt ©

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Ship Financing Down to Its Lowest Level Since 2008 as Banks Continue to Exit the Sector

Ship financing has continued to retreat, now at its lowest level since the global financial crisis of 2008, said Petrofin Bank Research, in its latest annual survey. Some of its highlights are the following:
- The Petrofin Index for Global Ship Finance continues to decline, down from 75 to 65.
- Top 40 Banks’ lending to shipping now stands at $300.7bn, the lowest level since Petrofin started monitoring the global portfolio in 2008.
- European portfolios continue their steep decline.
- The Far East also marks a small decline during 2018.
- US portfolios are cautiously on the rise.
- Among European banks, Greece is gradually lending more to shipping, as is France.
- Continuous advance of non-banking finance and, especially, leasing.

According to Petrofin’s research a significant $44.3bn has been knocked off the portfolios of the top 40 banks over the last year. Global bank finance stands at the lowest level of the last 12 years. Banks are well underway in addressing their non performing loan portfolios and some, like Nord LB are progressing rapidly with the sale of their portfolios. Others are
concluding the process that started years ago. Compared to 2010, the European share of the global ship finance market has dropped from 83% to 58.7%. Far Eastern share stood at 34.8% in 2018 compared to 35.07% in 2017, still representing a significant rise since 2010 of approx. 140%. Regarding the American banks, they now occupy 6.48% of the market.

The growth of the global fleet continues to be funded from non-banking sources. For example, during 2018, Chinese Leasing to shipping stood at $51.3bn, compared to $47bn in 2017. The Petrofin Index has fallen by 13% since last year, whereas the global fleet is up by 3.12% for the same period. As the vast majority of vessels are acquired with finance, the shift from banking to non-banking sources is quite prominent.

Bearing in mind the previous year’s reduction of $10bn, it would appear that the rate of decline has picked up momentum. It is yet early days to conclude if banks will continue reducing their exposure in the sector and a great deal will depend on the overall available lending resources of banks and their commercial strategy, as well as the competition by unregulated non-banking funds, leasing companies and other providers.

The outlook for 2020 and beyond

“The decline of Western bank ship finance has assumed dramatic proportions. In just 11 years and despite the rise in the global fleet, about $160bn has been shed via natural repayments, provisions or loan portfolio sales. The trend seems to be continuing, however, the absolute number of candidate banks for exit or reduction has reduced to very few. Those remaining are successfully combining ship lending with other bank services and thus remain in the industry.

The onrush to bridge the gap was initially taken up in part by Far Eastern banks, but this seems to be abating as credit conditions and volumes in China have come under enhanced central bank scrutiny and leasing has become a preferable way of lending with vessel ownership being under the lessor’s name. All in all, global ship lending by the top 40 shipping banks has fallen almost 35% since 2011. The Petrofin Global Index marks an uninterrupted fall since 2015, from 86 points to 65 to 2018 year end and a drop from 98 points reached in 2011.

The new ship finance protagonists are Far Eastern Leasing companies, which are largely unregulated compared to banks. They offer long term finance option for often higher percentage loans and at a fixed rate. This, in today’s low US$ interest rate environment, is quite attractive. Additionally, although leasing companies in China, Japan, Korea and the West are relying on the underlying client’s quality, the emphasis is more on ‘commodity’ financing where volumes and standard terms leasing are the norm. Although leasing has not replaced bank finance, it has gained both in popularity and volume and is often, especially for the medium to small owners, the only available and affordable source of finance. Financing by funds and increasingly by family houses has also developed well with a plethora of providers albeit at a higher cost. Some have sought to use a retail investor base, e.g. Yield Street and this has gathered momentum. Export finance has slowed down in line with the slowdown of newbuilding orders. The Scandinavian combination of investment and finance via the Oslo market has developed strongly and it uses either Scandinavian investors or funds or family houses to invest in shipping projects with banks providing low senior finance. In general, the shipping markets have been supportive for lenders as all sectors are performing well and are recovering. Although the shipping conditions have been helpful to banks, the international banking environment remains challenging with higher capital ratio criteria and other central bank regulatory requirements. In addition, the availability of loanable funds by western banks remains restricted and this is not supportive for a capital intensive industry, such as shipping.
All western banks have conducted reviews, as to their future shipping exposure and whether ship finance should remain a separately run activity. Some banks have concluded that their continued presence in shipping would benefit by their shipping departments becoming part of a bigger internal corporate structure e.g. DNB, ABN AMRO, BNP and others. Others, like Societe Generale, have formed a strategic alliance with a Far Eastern leasing procurer to develop shipping business. This process is continuing. Increasingly, banks have sought to emphasise fees, non-risk assets and services and de-emphasise loan volumes to a level they deem strictly necessary to satisfy their core clients. This process of re-orientation and restructuring is still ongoing and, as such, may well adversely impact further on western banks' loan exposures, in the next few years. Despite the less than attractive banking conditions for banks, there are some fresh entrants, which have developed their own ‘niche’ approach. These tend to consist of smaller local banks, whether in Europe or the Middle or Far East. Their loan portfolios are not high, but collectively they do support both local clients, as well as smaller owners.

Amongst the newer banks are M&M, Berenberg, Warburg, ATB, Bank of Cyprus, Hellenic Bank, Astrobank and others, which have increased their lending, enjoying both low LTVs and satisfactory loan yields. However, their overall contribution to ship finance remains relatively modest. Looking into the future, we anticipate continued growth by leasing companies. The same should be said of investment and family offices, which have grown enormously over the last decade, most of which, however, focus primarily on the equity side of the business, whilst the remainder focus on the ship finance side. Where lending is offered, their target yields are often very high (in excess of 12% p.a.), that only few owners can accept, despite the presence of grace periods and longer loan profiles. However, if the timing is right, aggressive owners may well benefit from such higher leverage but expensive schemes. The US equity and bond markets have been relatively quiet, with few IPOs. Overall, an increase, though not dynamic, in IPO activity is expected in the US but it is unclear if it will happen in 2020. There is also steady development of the shipping bond market for medium to large companies. Returning to the banking ship finance market, it is essential for western banks to be able to attract fresh capital at a low cost, in order to compete with their Far Eastern competitors. It is anticipated that western banks will regain some of their lost competitiveness and appetite in time, but a great deal would depend on their overall lending capabilities and to the extent that shipping is attractive compared to other industries. The stability of the global financial economy as it addresses the extremely high levels of global debt, will also have a bearing on the ability of all banks to lend substantial funds to the shipping industry. The development of a trade tariff’s war between the US and China and recently between the US and the EU is worrisome, as it adversely affects demand for shipping and trade flows and is destabilising. Generally, the turn to trade protectionism has a heavy negative impact on shipping. Recently, geopolitical problems have grown primarily in the Middle East and Near East as well as in other areas as the period of ‘detente’ seems to have been replaced by populist aggressive leaders minded primarily for their own re-election and / or country. Thus far, in the last year, the ship finance industry has been able to continue to perform and in many cases, clear up old problems via loan portfolio sales. This cleansing process is healthy for the industry and allows for fresher lenders to
develop their own approach and policy towards ship finance”, Petrofin Bank Research concluded. \(\text{Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide}\)

The Van Oord TSHD \textit{VOLVOX OLYMPIA} inbound for Rotterdam passing Maassluis
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The \textbf{PANAREA M} bow down for repairs on her stern in Rotterdam Waalhaven with 2 Chinook helicopters flying over Rotterdam \textit{Photo: Michel Kodde ©}
SHELL MARINE WHITE PAPER OFFERS CRITICAL CYLINDER OIL GUIDANCE TO SUPPORT CUSTOMER PREPAREDNESS FOR IMO 2020

Shell Marine has published a new White Paper that offers ship owners and operators the critical guidance they need on cylinder oils and engine care to transition successfully through the IMO global cap on fuel sulphur content from January 1, 2020.

‘IMO 2020 Ready’ from Shell Marine sets out the commercial, operational and technical challenges faced by customers before, during and after the regulatory deadline. The publication gives in-depth guidance on the cylinder oils best suited to support owners whether they are shifting to lower sulphur fuels or sticking with >0.5% HSFO in combination with exhaust gas scrubbing, as well as technical services and supply chain options to ensure that ship engine performance is protected and optimised through the transition period.

“Engines running on lower sulphur fuels are in general best served by lower base number (BN) cylinder oils, although recommendations depend on engine type and operating conditions. As a trusted partner delivering to over 700 ports, we will help our customers to have the right lubricants in the right place at the right time,” said Joris van Brussel, Shell Marine Global General Manager.

IMO 2020 Ready documents how Shell Alexia 40 (BN40) has been developed as the mainstay cylinder oil for 0.1%/0.5% sulphur content fuels, while the Alexia two-stroke engine portfolio offers solutions optimised for all fuel types, with base numbers ranging between 25 to 140. The White Paper also offers critical guidance for four-stroke engines, detailing how lower BN Shell Argina or a switch to Shell Gadinia is likely to be necessary for low sulphur fuels, with Shell Argina S4 or Shell Argina S5 recommended for HSFO. The White Paper delivers a timely reminder of the risks posed to engine performance by fuel switching, stressing the need for intense focus on condition monitoring in equipment management. It introduces the vital role Shell LubeMonitor and Shell LubeAnalyst will play in controlling maintenance expenses through the IMO 2020 transition, and as ‘early-warning’ tools to avert equipment failure. Shell Marine has also developed Shell LubeAdvisor to include a transition planning service for both fuels and lubricants, available at the individual ship level, offering changeover guidelines to understand and monitor fuel and lubricant selection and stock management.

Shell Alexia 40, alongside Shell’s suite of fuel solutions, provides customers with access to a full range of choices as January 1, 2020 approaches. To view the Shell Marine White Paper ‘IMO Ready’ online or to download your free copy, click HERE.

World first for Boskalis by operating a dredging vessel on 100% bio-fuel oil

Royal Boskalis Westminster N.V. (Boskalis) and biofuels supplier GoodFuels are set to take the next key step in the ‘Boskalis on Bio’ program for the testing of sustainable bio-fuel oil. Following earlier successful tests with ‘drop-in’ blends of light biofuel and marine gas oil, Boskalis’ WILLEM VAN ORANJE will be the first dredging vessel in the world to operate on 100% bio-fuel oil. The sulphur-free sustainable residual fuel consists wholly of used cooking oil and contains no fossil fuels. This allows a substantial carbon reduction of 90% thereby contributing to a reduction of Boskalis’ carbon footprint. This world first for Boskalis is the result of the ‘Boskalis on Bio’ pilot program launched in 2015 in cooperation with engine manufacturer Wärtsilä and GoodFuels. With this program Boskalis aims to realize a substantial reduction in carbon emissions from both its vessels and its dry earthmoving equipment and trucks. Since the launch of the program Boskalis has successfully used various biofuel blends on both dredging and offshore installation vessels and on dry earthmoving equipment as an alternative to fossil fuels. For example on the projects to create the Marker Wadden nature area and to install the export cable to the Borssele offshore wind farm, both in the Netherlands. The 143-meter long trailing suction hopper dredger WILLEM VAN ORANJE, which was taken into service in 2010, has a hopper capacity of 12,000 cubic meters and total installed power of 13,870 kW. The versatile dredging vessel can dredge to a depth of up to 62 meters and is deployed on the most diverse maritime infrastructure projects around the world.
The TSHD **WILLEM VAN ORANJE** operating at Rotterdam-Maasvlakte

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) !**

This is an English translation of the Dutch press release. In the event of any disparity between the Dutch original and this translation, the Dutch text will prevail. Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world. With core activities such as coastal defense, riverbank protection and land reclamation Boskalis is able to provide adaptive and mitigating solutions to combat the effects of climate change, such as extreme weather conditions and rising sea levels, as well as delivering solutions for the increasing need for space in coastal and delta regions across the world. The company facilitates the development of offshore energy infrastructure, including renewable wind energy. Boskalis is furthermore active in the construction and maintenance of ports, waterways, access channels and civil infrastructure, thus helping to facilitate trade flows and regional socio-economic development. In addition, Boskalis is a global marine salvage expert and has a number of strategic partnerships in harbor towage and terminal services (Keppel Smit Towage, Saam Smit Towage and Smit Lamnalco). With a versatile fleet of more than 800 vessels and floating equipment and 10,500 employees, including associates, Boskalis is creating new horizons around the world.

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International organizations unite at IMO

IMO is the only United Nations agency based in London but the city itself is home to the headquarters and country offices of many other international organizations. Together, these form a group called the All London Based International Organizations. Although they deal with a host of different topics, ranging from maritime safety to molecular biology, there are many issues that unite them – for example, a high proportion of overseas staff and their families, living away from their home countries. The member organizations meet annually to discuss these and other matters and this year it was the turn of IMO to host (17 October). IMO says twenty-seven London-based organizations took part in the annual meeting, which featured as guest speaker Mr. Alistair Harrison CMG CVO, Marshal of Her Majesty's Diplomatic Corps. He raised the importance of so-called ‘multi multilateralism’, in which organizations proactively engage with each other and the local diplomatic corps. Speaking at the opening of the meeting, IMO Secretary-General Kitack Lim said it was a privilege to be the only United Nations agency to have its headquarters in London and called for continued cooperation and sharing of best practices among the participants. Source: Portnews

Damen partners with Maris to consider seaweed solution
Consortium weighs viability of harvesting, preprocessing and transportation of Sargassum
Damen Shipyards Group and Maris Projects have joined forces to tackle the issue of invasive Sargassum seaweed in the Caribbean region - including the Dutch Caribbean Islands. The partners are working towards the developments of a holistic solution. The work of the two companies is expected to greatly increase knowledge of bioprocessing, leading to the design of efficient and scalable technologies with the capability to deliver both environmental and socio-economic benefits.

A significant - and to date, inexplicable - rise in the quantity of Sargassum in Caribbean waters and along its shores, has been recorded in recent years. The weed is causing considerable problems in the region. Aside from the stench it gives off when decomposing, which has led to beach closures, the seaweed also clogs the engines and nets of fishing vessels. Additionally it is also smothering sea grasses and coral reefs as well as releasing greenhouse gases as it decomposes.

To attempt to find a solution, Damen Green Solutions has partnered with Maris. Damen's role in the partnership is to develop a dedicated solution based on a specially developed MultiCatfor harvesting, preprocessing and transportation of Sargassum. Maris brings experience in scalable preprocessing and anaerobic conversion technology. With this, the consortium is assessing the viability of turning the Sargassum into methane for energy purposes.

The two partners have identified a local operating partner - CMC - that can harvest the seaweed in Martinique and Guadeloupe. Currently, the partners are discussing a contract that will create the consortium to be known as Blue Caribbean Energy Solutions. The consortium aims to collect and purify Sargassum, then turn it into biogas via a two-step process using low temperature anaerobic digestion as the first step. The residues of this process will then be fed into a high temperature anaerobic thermal reactor to turn them into usable methane.

Damen Green Solutions director Marcel Karsjins explains: “Currently, the solutions to the Sargassum challenge only go as far as removing the weed from the sea. Often it is brought onto land and left to decompose, where it gives off damaging greenhouse emissions. What we are attempting to do is develop a holistic, circular solution that turns a negative into a positive. As well as offering clean energy, the aim of the project is also to deliver sustainable benefit to local economies.”

As well as the short term aim of turning Sargassum into energy, the partnership will consider the economic viability of turning the harvest into fertiliser and/or feedstock for the agriculture industry. The consortium will present the developments of their solution thus far at the forthcoming The Decade SARG EXPO between 24 and 26 October in Guadeloupe.

Total Expands its LNG Footprint in India
Total has expanded its partnership with the Adani Group to further develop Indian natural gas market.

The LNG tanker NORTHWEST SNIPE receiving bunkers off Singapore
Photo : Piet Sinke www.maasmondmaritime.com (c)
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The Indian natural gas market is currently only seven percent of the energy consumption but has grown over the last three years by more than five percent per annum, supported by an active policy of the Indian Government that aims to diversify its energy mix and develop domestic use of gas in cities and as fuel for vehicles. India has set the ambitious target of increasing the share of natural gas in its energy mix to 15 percent by 2030. The 50-50 partnership between Adani and Total includes two import and regasification LNG terminals: Dhamra in East India and potentially Mundra in the West, as well as Adani Gas Limited, one of the four main distributors of city gas in India of which Adani holds 74.8 percent and of which Total will acquire 37.4 percent.

As part of this partnership, Total will bring its LNG and retail expertise and will supply LNG to Adani Gas Limited. Total and Adani will also establish a joint venture to market LNG in India and Bangladesh.

Taking into account the divestiture of the Group’s interest in Hazira terminal early 2019, the establishment of this partnership on gas in India represents a net acquisition cost for Total of approximately $600 million over 2019-2020.

Wood Mackenzie research director Nicholas Browne said: "Total’s investment in Adani is undoubtedly a show of faith in India’s gas demand growth. Gas currently accounts for just under six percent of energy demand in India. The government has a target to increase this to 15 percent by 2030. While we don’t consider this likely, gas demand is set to grow considerably. Wood Mackenzie forecasts LNG demand will double from some 37 billion cubic metres (bcm) in 2018 to reach 75 bcm by 2030, equivalent to seven percent of the energy mix. LNG will meet approximately 50 percent of this demand growth, providing a major growth opportunity for Total." Adani is attractive to Total for several reasons. Firstly, the development of the Mundra and Dhamra regasification terminals provides Total with market access for LNG. These terminals are also on the east coast where there is less competition from other terminals. Secondly, Adani Gas was an active bidder in the recent distribution auction rounds. It is planning to expand the pipeline network. In turn, this will provide Total with firm demand for gas. Lastly, developing a standalone gas marketing and distribution business in India would take several years. Working with Adani will accelerate the process for Total. "Total has been aggressively expanding its LNG footprint. It took over Engie’s LNG portfolio in 2018 and recently sanctioned investment in Arctic-2 and the takeover of Anadarko led Mozambique project. It has access to competitive supply that it can provide Adani. However, the global LNG market is already competitive currently to place LNG volumes. So Adani would not have been short of alternative competitive suppliers. As such, for Adani this is likely to be more about de-risking an investment in expansion while also bringing in a global leader in gas and LNG to support this." Source: MAREX

The Port Towage Amsterdam operated tug PHOENIX assisting the ENGLISH BAY into the IJmuiden lock enroute Amsterdam Photo: Leo van der Wel ©
The TSHD AMELAND maintaining the depth of channel so the KNRM lifeboat ANNA MARGARETHA based at Ameland-Ballum is having enough waterdepth to leave the port

Photo : Willard Molenaar - Coxswain lifeboat ANNA MARGARETHA ©

**Total launches its first LNG bunker vessel**

Total announces that its first large liquefied natural gas (LNG) bunker vessel has been launched, following the signature of a long-term charter contract between Total and Mitsui O.S.K Lines (MOL) in February 2018. After delivery in 2020, the bunker vessel will operate in Northern Europe, where it will supply LNG to commercial vessels, including 300,000 tons per year for CMA CGM’s nine ultra-large newbuild containerships in Europe-Asia trade, for a period of at least 10 years. The LNG bunker vessel’s construction is in line with the International Maritime Organization (IMO) decision to drastically limit the sulfur content of marine fuels as of 2020. In this context, the transition from heavy fuel oil to LNG is a competitive, efficient and immediately available solution for maritime transportation.

Used as a marine fuel, LNG sharply reduces emissions from ships, resulting in a significant improvement in air quality, particularly for communities in coastal areas and port cities. LNG helps to cut:

- **Sulfur emissions by 99%**,
- **Fine particle emissions by 99%**,
Nitrogen oxide emissions by 85%.
Greenhouse gases emissions by around 20%.

Built by Hudong-Zhonghua Shipbuilding at their shipyard near Shanghai, the bunker vessel is fitted with innovative tank technologies, with a capacity of 18,600 cubic meters, provided by the French company GTT. Designed to be highly maneuverable, the 135-meter-long vessel will be able to operate safely in the ports and terminals considered. Lastly, she meets the highest environmental standards thanks to the use of LNG as fuel and complete reliquefaction of boil-off gas.

Total, Second-Largest Private Global LNG Player:
Total is the second-largest private global LNG player, with an overall portfolio of around 40 million tons per year by 2020 and a global market share of 10%. With 22 million tons of LNG sold in 2018, the Group has solid, diversified positions across the LNG value chain. Through its stakes in liquefaction plants in Qatar, Nigeria, Russia, Norway, Oman, Egypt, the United Arab Emirates, the United States, Australia and Angola, Total sells LNG in markets worldwide.

Total Marine Fuels Global Solutions: Total Marine Fuels Global Solutions is Total’s dedicated business unit in charge of worldwide bunkering activities. Total Marine Fuels Global Solutions is the single point of contact for a full spectrum of solutions with innovative and efficient bunkering services. Total is a major energy player that produces and markets fuels, natural gas and low-carbon electricity. Source: Portnews

The 2019 Incat built (Hull 089) MLT flag and owned 110.6 metres long High Speed Craft SAINT JOHN PAUL II underway offshore Pozzallo, Sicily on Friday 11th October, 2019.
Photo: Capt. Lawrence Dalli - www.maltashipphotos.com ©
Llandudno lifeboat gets another cox'n

By Allan George

A LLANDUDNO lifeboat crew member has qualified as a cox'n for the new Shannon class all weather boat.

Llandudno lifeboat WILLIAM F. YATES getting launched Photo: Dennis Oliver ©

Andy Jones has qualified after completing a period of intense training which included a three hour long assessment at sea under pressurised conditions. He has been a voluntary member of crew since 2005. He is also a full time master of workboats operating around off Europe and the UK including the Gwynt Y Mor windfarm off the North Wales Coast. On successful completion of his assessment Andy said: “After nearly three hours at sea it had been a tough pass out with some pressurised challenges, the crew worked fantastically throughout the exercises, it is always very reassuring to know you are working alongside such skilled and experienced colleagues”. Captain Marcus Elliot Lifeboat Operations Manager was waiting back at the boathouse to offer his congratulations, he said: “Andy Jones is a very longstanding crewman on Llandudno Lifeboats. After a lot of training and dedicated personal effort, he has now passed out and has been appointed as an assistant coxswain and he is a welcome addition to our senior crew.”

Learning as we go: challenges with the use of exhaust gas scrubbers

The ULSAN EXPRESS inbound at the Elbe passing Cuxhaven Photo: Gosse Nonkes Chubb Fire & Security B.V ©

IMO 2020 is fast approaching and it is estimated that nearly 3,000 vessels will have scrubbers installed by 2020. For the majority of owners and their crew members, scrubber systems are new technology and, as with any new system, teething problems can be expected. Compliant fuels too, would bring about their own challenges. Gard has handled a few scrubber related claims and in this article we look back at cases where there has been a breakdown of or damage to or by the scrubber.

Fire during retrofitting of scrubber
Scrubber installation requires extensive hot work to facilitate the extension of the funnel area and attaching the scrubber tower to the vessel's structure. Gard has seen a few fire incidents where sparks from welding, metal cutting, and other hot work activities fell into the inner chamber of the scrubber through uncovered openings, and in one case the fire also spread to the engine room through glass reinforced epoxy (GRE) piping. Heat generated from the steel cutting for the supporting brackets, also contributed to the build up of heat inside the scrubber. In all these cases the yard fire fighting team responded and extinguished the fire with vital assistance from crew. Later investigations revealed that crew had requested that the yard to cover the openings but this was not done. The fire risk to scrubber packing during the hot work activity had not been identified by yard personnel, and many of them were not aware that internal components of the scrubber were combustible. These fire incidents arising from shortcomings in hotwork safety procedures are not peculiar to scrubbers and can occur in any location onboard a ship where welding, cutting or grinding works are undertaken.

**Sea water ingress due to corrosion**

Scrubber waste is corrosive, and we have seen a few incidents where within 10-15 months of the open loop scrubber being installed, corrosion of overboard distance piece or in its immediate vicinity has resulted in water ingress into areas such as the engine room, ballast tanks and cargo holds. Absence of or poor application of protective coatings on the inside of the pipe and at the welds, along with poor application of paint on hull plating near the washwater discharge were identified as the causes of accelerated corrosion. In all these cases, temporary repairs to plug the leak were carried out by divers followed by permanent repairs at a yard.

**Scrubber damage due to poor workmanship and thermal shock**

A vessel was regularly trading in Northern Europe and had installed an open loop scrubber. It had to changeover to low sulphur fuel when visiting a port that had regulations in place banning discharge of washwater from open loop scrubbers. It was still required to run the scrubber in dry mode, i.e. with washwater supply pumps turned off, to allow for the passage of hot exhaust gasses with a temperature of nearly 400° C. After departure from port, washwater pumps would be started and cold sea water sprayed through the nozzles inside the scrubber. During inspection of the scrubber by crew, damage was noticed to the nozzles, demister housing and the drains. A survey was carried out and indicated a variety of concurrent causes, such as thermal shock, poor workmanship by the yard, for example, only spot welding done on demister supporting plates; and poor design. The scrubber had been in service for nearly two years.

**Recommendations**

As any other equipment or machinery onboard the ship, scrubbers are not immune from breakdown and damage. For the incidents discussed above, our recommendations would be:

- **Fires during retrofitting:** Fire risks can be mitigated if hot work safety procedures are followed. The risk assessments carried out prior to the work should cover which parts of the scrubbers are flammable. These should be protected during the hot work by covering any openings to prevent sparks from finding their way to these parts. Measures should also be put in place to prevent transfer of any heat generated during metal cutting, welding, grinding, and other hot work activities. Owners should ensure that yard workers, who will ultimately be undertaking these hotwork activities are aware of these risks and appropriate barriers are put in place to shield these areas. Crew members are advised to not rely solely on the yard safety watchman, but to monitor the hot work activities themselves. Fire fighting equipment should be maintained in a ready to use state and crew should be familiar with how to use them.

- **Ingress of water due to corrosion:** The metallic distance piece is normally coated for enhanced protection. There should be a regime to measure the wall thickness. For many classification societies, such as DNV-GL (Class rules, Part 7, Ch. 1, Section 2, pt.3.1.9) this is a survey item. Any reduction in thickness is indicative of a breakdown of the coating. For leakages from welded joints and holes or cracks in the hull, the quality of workmanship and the paint application should be scrutinised. Also, the bilge alarm and pumping arrangements should be checked regularly so that the crew is alerted of and can respond to any water ingress.

- **Damage due to poor workmanship and thermal shock:** When in operation, the scrubber unit will be subject to different types of stresses, which will test the quality of the welding and housing structure. Supervision by owners during the time of installation can help mitigate this risk. With regards to design related issues, owners are recommended to have a dialogue with manufacturers to mitigate such risks. In this particular case of thermal shock, as preventive action, shipowners changed the design and installed a water cooling system for the scrubber which will continuously run in a closed loop when the scrubber is operating in dry mode.

As a general note, owners should also consider approaching their scrubber manufacturers and request them to regularly share technical failure related scrubber incidents occurring on ships belonging to other owners. In time, managers, their crew, and the manufacturers gain more experience in such matters and the frequency of such incidents will decrease. Until that time, it is important for the industry to share the lessons learned from scrubber related breakdowns to benefit the industry overall. An example would be the recent scrubber advisory published by Maritime and Port Authority of Singapore. **Source: Gard**
USGC crude exports flowing despite 128% VLCC freight spike

Total volumes of US-origin crude exports are expected to see minimal impacts from spike in US Gulf Coast-loading VLCC freight rates of more than 128% since September 25, as a combination of geopolitical and pre-IMO 2020 factors reduced the VLCCs' fleet capacity by 15%. Marginalized VLCC tonnage includes 42 COSCO units following US sanctions on two affiliates of COSCO Shipping Co. and 38 VLCCs owned by the National Iranian Tanker Company, an S&P Global Platts Analytics Spotlight report showed Monday. It also includes 24 VLCCs currently used for floating storage of low-sulfur bunkers or low-sulfur blending components to facilitate the switchover from 3.5% sulfur to 0.5% sulfur bunkers by January 2020, and 20 units currently dry docked for scrubber installations ahead of the IMO 2020 deadline. Yet, the initial spark that fueled the pre-IMO 2020 storm were the US sanctions on tonnage of COSCO Shipping Tanker (Dalian) and COSCO Shipping Tanker (Dalian) Seaman & Ship Management Co., which sent the cost of taking VLCCs out of the USGC to unprecedented highs over the past two weeks. S&P Global Platts on Tuesday assessed freight for the key VLCC 270,000 mt USGC-China route at lump sum $18 million, up 128% from September 25 — the day before the sanctions news emerged — after peaking at $21 million on Monday.

The arbitrage window for bringing US-origin crude into Asia Pacific markets remains adamantly shut since VLCC freight hit $20 million on October 11, Platts Analytics data showed. Arbitrage opportunities for other key crude grades such as West Africa-loading Bonny Light and Persian Gulf-loading Murban also remain firmly shut.

“If freight rates stay this high then US crude prices will have to fall,” Sandy Fielden, Director, Oil Research, Morningstar Commodity Research, said last Thursday at the Crude Oil Quality Association conference in Dallas. “No one is going to buy crude that is more expensive than what is available in their immediate region. It’s a world market and the only way for us to compete is through price.”

The economics of taking US-origin crude will have to adjust to keep export barrels moving, likely leaving FOB prices to absorb the increase in freight, according to Platts Analytics. “Likely you won’t see traders coming to the market to take ships but the SK Energy, Oxy [Occidental], and HOB [Hyundai Oilbank] system guys will still need to take ships,” a shipbroker said. Volatility in the freight market has impacted most exported crudes around the world and the US grades are no exception. WTI FOB cargoes along the US Gulf Coast have plunged lower during the past week and were assessed Tuesday at a $2.83/b discount to the Dated Brent strip and a $2.40/b premium to the WTI NYMEX strip, which reflects a 15-45 day loading window. That is compared with the differential’s high this year of WTI NYMEX strip plus $8.80/b, which was reached on May 28.

A majority of the exports that occurred last week were booked more than a month ago, when freight rates were much lower. New long-haul pipelines are bringing more light sweet crude from the Permian Basin to the US Gulf Coast and many of those barrels must be exported, which puts added pressure on the export market. US crude oil exports rose by nearly 535,000 b/d for the week ended October 4, to reach over 3.4 million b/d, which was their highest level in about eight months, according to data released October 9 by the US Energy Information Administration. Some crude traders expect to see some decline in US crude export volume as spot FOB cargoes are facing difficult pricing dynamics. However, delivered cargoes and contract deals will continue to keep exports flowing.

FREIGHT OUTLOOK

Industry participants are left questioning the sustainability of the rally, attempting to predict the day when market fundamentals will take a bearish turn. “It’s going to take a while I think,” a shipbroker said. A cocktail of events have driven bullish sentiment in the VLCC market heading into the third quarter and the fourth quarter of 2019, including a reduction in fleet utilization in the spot market from Iran sanctions and IMO 2020 preparations as well as an overall uptick in crude exports moving out of the USGC on VLCCs. Looking at the overall global VLCC fleet, which contains 792 ships...
worldwide, according to Platts Analytics, the combined events of the past year have led to a reduction of about 124 units or 15% of the fleet size available to the spot market, not counting the ships that could be affected by potential secondary sanctions on Venezuela. The Forward Freight Agreement market would suggest rates for the USGC-China route to stay in the double digits at least moving into the next month, with the November contract for the 270,000 mt USGC-China route last traded at $44/mt, or a lump-sum equivalent of $11.88 million.

**TRICKLE DOWN TO SUEZMAX AND AFRAMAX SEGMENTS**

There is a possibility of an increased number of US-origin crude exports being diverted to Europe to avoid major costs on the typically Asia-destined VLCCs, however firming in the VLCC segments has begun to trickle down into smaller tonnaged ships. The arbitrage for bringing WTI crude into Europe is open at 82 cents/b compared to UK origin Forties crude. Long-haul Suezmax rates have reached rates seen by VLCCs less than two weeks ago, with the 130,000 mt USGC-Singapore route last assessed Tuesday at lump sum $9 million. On the trans-Atlantic front, rates have been slower to rise with the times as owners are more willing to make the shorter voyage to Europe, with anticipation of capitalizing on a bullish market instead of taking their ships out of the market for extended periods of time. The cost of taking a Suezmax on a 145,000 mt USGC-UK Continent run was last assessed Tuesday at w180, or $32.18/mt, up 177% from the average rate for September. Source: Platts

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**Oil Tankers Hoarding Fuel Are Anchored Off Singapore Ahead of New Shipping Rules**

More than 30 oil tankers have anchored in the Malacca Strait off Singapore and Malaysia, according to Kpler SAS, as traders stockpile fuel ahead of the biggest shake-up to the shipping industry in a generation. The flotilla has been expanding for months as traders amass supplies of fuel that comply with new shipping standards — known as IMO 2020 — that take effect January 1. In April, Kpler estimated that at least five vessels laden with low-sulfur fuel oil and blending components were sitting off Singapore, one of the world's busiest ship re-fueling ports.

IMO 2020 rules require ships to be powered by cleaner-burning fuel with less than 0.5% sulfur, compared with current industry norms of over 3%. Traders and bunker oil suppliers have been scrambling to secure fuels that can meet the new specifications, or create a blend comprising oil such as gasoil, low-sulfur fuel oil, low-sulfur crude oil, high-sulfur fuel oil and other components. Crude oil grades such as Australia's Pyrenees, Vincent, Stag and Barrow Island, Brazil's Atlantic and Ostra Blend, Congo's Emeraude Blend, North Sea's Clair and Thailand's Wassana are also being hoarded on tankers in the Strait, according to data-intelligence firm Kpler. Almost 4.5 million tonnes of fuels that comply with IMO 2020 were floating off the Malaysian ports of Tanjung Pelepas and Sunggai Linggi as of October 16, making up three-quarters of total ship-fuels floating in the strait, according to Kpler. That's a 16% rise from October 4. Source: Bloomberg
Leakage from targeted Iran tanker halted as it heads for Gulf

The tanker Sabiti was targeted last week Friday, Iranian media reported earlier, an incident that if confirmed will stoke friction in a region rattled by attacks on tankers and oil installations since May. Leakage of cargo from an Iranian-owned oil tanker apparently hit by missiles in Red Sea waters off Saudi Arabia has been stopped as it heads for the Gulf, the semi-official Iranian news agency Mehr reported on Saturday. The tanker SABITI was targeted on Friday, Iranian media reported earlier, an incident that if confirmed will stoke friction in a region rattled by attacks on tankers and oil installations since May. “The tanker is heading for Persian Gulf waters and we hope it will enter Iranian waters safely,” Mehr quoted an unnamed official as saying. “The cargo leakage has stopped.” The incident, yet to be independently confirmed, is the latest involving oil tankers in the Red Sea and Gulf region, and may ratchet up tensions between Iran and Saudi Arabia, long-time regional adversaries fighting a proxy war in Yemen, which lies at the southern end of the Red Sea. The United States, embroiled in a dispute with Iran over its nuclear plans, has blamed Iran for attacks on tankers in the Gulf in May and June and as well as strikes on Saudi oil sites in September. Tehran has denied having a role in any of them. Saudi Arabia had no immediate comment on Friday’s reported attack on the Iranian-owned tanker. The U.S. Navy’s Fifth Fleet, which operates in the region, said it was aware of the reports but had no further information. Political risk consultancy Eurasia Group said it did not have firm evidence about who may have been behind the incident. “The proximity of the tanker at the time of the attack to Saudi Arabia’s Jeddah port might imply that the missiles could possibly have been launched from the kingdom “Another plausible theory is that it was an Israeli sabotage operation...The purpose would be to disrupt Iranian tanker activity in the Red Sea corridor as it heads towards the Suez Canal. A third possibility would be that the attack was conducted by a terrorist group,” Eurasia said in a statement. The reports offered sometimes diverging accounts. Iranian state-run television, citing the national oil company, said the tanker was hit by missiles while denying a report they came from Saudi Arabia. Iran’s Foreign Ministry said the ship was hit twice, without saying what struck it. State television broadcast images from the Sabiti’s deck saying they were taken after the attack but showing no visible damage. The ship’s hull was not in view. The Red Sea is a major global shipping route for oil and other trade, linking the Indian Ocean with the Mediterranean via the Suez Canal. Crude prices jumped briefly on the news of the alleged attack and industry sources said it could drive up already high shipping costs. There was no claim of responsibility for the reported incident, which follows attacks on tankers in the Gulf in May and June, as well as strikes on Saudi oil sites in September. Source: hindustantimes.
Asian LNG spot prices jump to eight-month high ahead of winter

By: Jessica Jaganathan, Ekaterina Kravtsova

Asian spot prices for liquefied natural gas (LNG) rose to an eight-month high this week as demand for cargoes emerged ahead of winter. Spot prices for December delivery to Northeast Asia are estimated to be about $6.80 per million British thermal units (mmBtu), up 35 cents from last week, said several sources who are market participants. Prices for November delivery are estimated to be about $5.90 per mmBtu, up 10 cents from the previous week, they added. Commodities trader Vitol bought a cargo for delivery over Dec. 13 to 17 from Gunvor during the S&P Global Platts pricing process on Thursday, at $7.10 per mmBtu, according to data from Platts. Brunei LNG likely sold an early December loading cargo to Shell at $6.50 to $6.70 per mmBtu, industry sources said, although this could not immediately be confirmed. Maintenance in Australia and an issue at a U.S. LNG plant at a time when South Korean buyers are looking for spot cargoes ahead of winter helped boost prices, trade sources said. High freight rates are also supporting cargo prices, they added. Korea Gas Corp (KOGAS) is seeking LNG cargoes for December and January delivery after making a purchase for delivery in November, trade sources said. China’s Guangdong LNG is also importing cargoes for winter, a second source said. On the supply side, train 1 at the Chevron Corp-operated Gorgon LNG export plant is undergoing maintenance, a company spokesman said earlier this week. The work is expected to last until Nov. 29, which is expected to curb exports from Australia. In the United States, exports from the Corpus Christi export terminal in Texas may have reduced due to an unidentified issue, but they are expected to resume soon, industry sources said. “Feedgas has increased and flaring is indicating that it should be online soon,” one of the sources said. Still, supply is adequate and is likely to cap gains in prices, traders added. Several LNG tankers laden with LNG are currently floating globally, with traders anticipating winter demand to pick up. Nigeria LNG has offered a cargo for early November loading in a tender that is expected to be awarded on Friday, while Russia’s Novatek likely sold four Yamal cargoes for delivery over
December to March on a delivered ex-ship basis, an industry source said. Source: Reuters Reporting by Jessica Jaganathan and Ekaterina Kravtsova; editing by Richard Pullin

**NAVY NEWS**

The **USNS TRENTON T-EPF-5** moored at Rijeka shipyard Croatia. **USNS TRENTON** (T-EPF-5), (formerly JHSV-5), (ex-Resolute) is a Spearhead-class expeditionary fast transport vessel. Spearhead-class ships are used to support overseas operations, conduct humanitarian aid and disaster relief, and support special operations forces. This type of vessel also has an aviation flight deck and can operate in shallow waters. **TRENTON** completed acceptance trials on 13 March 2015 and was delivered to the United States Navy on 13 April 2015. **photo: Crew AHT Union Princess ©**

**Turkish Navy will Build Indigenous Submarine Project MILDEN**

As a result of self-reliance of this significant improvements, the Indigenous Submarine Project (MILDEN-Milli Denizalti), which has been planned to be launched for a long time with the aim of equipping Turkish Naval Forces with submarines produced with national means, has been officially launched. The growth of the Turkish defence industry continues to bear fruits. As shared before, they continue developing and building many naval equipments like corvettes, unmanned air vehicles etc. This project constitutes the second stage of the Air Independent Propulsion (AIP) submarines of the Turkish Navy. Speaking at the Ninth Naval Systems Seminar, Deputy General Director of Shipyards of the Ministry of National Defence, Rear Admiral Mehmet Sarı, made a presentation about the MİLDEN Project. According to Sari’s statement, the first cadres were appointed, and the first appointments were made.

**Turkish Navy will Build Indigenous Submarine 925 001**

After the completion of the design activities for the Indigenous Submarine, the planning period for construction will begin. The first submarine is expected to be completed in the second half of the 2030s. Design and development of this submarine will benefit from the technology and information package obtained from Germany during the construction of U-214 AIP-type Reis Class Submarines. It was decided to construct six U-214 AIP-type Reis Class Submarines, which were
signed by the Defence Industry Presidency (SSB) and German ThyssenKrupp Marine Systems on 22 June 2011, to Gölcük Shipyard Command. The submarines, which will have an Air-Independent Propulsion System developed with Hydrogen Fuel Cell technology, will have the opportunity and ability to perform operations immersed for weeks without going to the surface. With 1850 tons of displacement, this submarines will be equipped with advanced heavy torpedoes and guided-missile launch capabilities against sea and land targets. With the entry of submarines into service, which will also have the ability to make silent navigation, an important contribution will be made to the combat effectiveness of the Turkish Navy.

Source: navyrecognition

SHIPYARD NEWS

The SEVEN VEGA fitting out at Royal IHC Krimpen aan de IJssel Photo : Jan van Heteren ©

Shipbreaking yard owner, ex-banker sued

The Anti-Corruption Commission filed a case against an industrialist and a former manager of Mercantile Bank Ltd in Chattogram on charges of fraudulence, misuse of power and money laundering. The two allegedly misappropriated a Tk 141.13 crore-loan which was sanctioned for ship breaking purposes. Chattogram-1’s ACC Integrated District Office Assistant Director Mamunur Rashid Chowdhury filed the case with the office against industrialist and owner of Mishmak Ship Breaking Industry Ltd Mohammed Mizanur Rahman Shahin, and former manager of Mercantile Bank in the port city’s
Agrabad branch Nanda Dulal Bhattacharya for embezzling the loan money, said ACC Deputy Director Lutfar Kabir Chandon. He said the duo collaborated to embezzle the money taken as loan from the bank and the huge amount of money was sanctioned against the ship breaking company to import three scrap vessels from abroad. “Accused Mizanur Rahman took a Tk 141.13 crore loan from the bank through an L/C in 2012 for importing MV SPRING, MV GREEN, and MV AMBER STAR. Nanda Dulal helped him get the loan without verifying all the documents. “The industrialist sold out the scrapped ships in the local market through his ship breaking yard after importing but did not pay back the money of the bank against the loan,” said Lutfur. The ACC official further said that after the ACC took notice of the matter, it launched a probe in this regard in 2016 and found that the money loaned was misappropriated. **Source: The Daily Star**

**BERICHTE OVER BANENVERLIES KLOPT NIET:**
**GEEN VASTE MENSEN ERUIT**

Het bericht dat zo’n 200 vaste medewerkers bij scheepswerf IHC in Kinderdijk hun baan gaan verliezen of een andere baan gaan krijgen bij het bedrijf klopt niet. Dat meldt een woordvoerster van het bedrijf. “Dit stond op de uitnodiging van vakbond FNV. De FNV is hier door ons op aangesproken, want het klopt gewoon niet. Ik weet niet waar die aantallen vandaan komen, want wij hebben nooit aantallen genoemd,” vertelt Eveline Bos van Royal IHC.

**Kritisch kijken naar flexibele contracten**

Bos vervolgt: “Wat we gaan doen is dat we gaan kijken naar de indirecte kosten. Daarnaast gaan we kritisch kijken of het nog nodig is om de flexibele contracten te verlengen. Dat zegt niet dat er geen tijdelijke contracten verlengd worden, maar er wordt gekozen of we het op een aantal plekken met wat minder mensen kunnen. Het is echt een zorgvuldigere afweging dan wat er nu staat.”

**Standaardschepen in Kinderdijk**

In een bericht, gebaseerd op informatie van de vakbond, werd eerder gemeld dat 200 mensen in vaste dienst hun huidige baan zouden verliezen via ‘performance management’. Dit zou door directeur Dave Vander Heyde zijn verteld tijdens een presentatie over het businessplan van het bedrijf. Volgens woordvoerster Bos kan het wel zo zijn dat bijvoorbeeld medewerkers uit Kinderdijk, in Krimpen aan den IJssel aan de slag gaan. Bos vertelt: “In Kinderdijk gaan we ons meer focussen en toelopen op standaardoplossingen en in Krimpen blijven we de grotere en complexere schepen bouwen. En daarmee moeten we kijken welke vakmensen we daar inzetten en daar wordt zorgvuldig naar gekeken. Het kan dus zijn dat er mensen van Kinderdijk naar Krimpen gaan.”

**Geen reservehelling meer**

Een aantal jaar geleden meldde IHC dat de werf in Kinderdijk ingezet zou worden als reservehelling. Dat plan is nu iets anders geworden. In Kinderdijk zullen nog steeds schepen gebouwd worden. “Dat zullen de serieproducten en standaardproducten zijn. En in Krimpen bouwen we de grotere en complexere schepen.”

**Bron : alblasserdamsnieuws**

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VT Halter launches LNG ATB barge

By Ken Hocke

The 4,000-cubic meter, 324'x64'x32'6" liquid natural gas ATB barge was launched at VT Halter. VT Halter Marine photo

In November 2017, New Orleans-based Q-LNG Transport LLC awarded a contract to VT Halter Marine, Pascagoula, Miss., to build a first-of-its-kind (in the U.S.) liquid natural gas (LNG) articulated tug/barge (ATB) unit. Last week, the 4,000-cubic meter, 324'x64'x32'6" liquid natural gas ATB barge Q-LNG 4000, was launched from the docks of VT Halter. The ATB also consists of the 128'x42'x21' 5,100-hp tug, Q-Ocean Service.

“The Q-LNG 4000 is dedicated to delivering safe transit to all ships and ports it will serve,” Shane J. Guidry, chief executive officer of Q-LNG Transport, said during the launching ceremony. “Q-LNG Transport is committed to being a leader in developing LNG infrastructure in the United States and abroad. We are equally pleased that the ATB unit is Jones Act compliant, meaning she was constructed in America, owned by an American company, crewed by Americans under an American flag.” The Q-Ocean Service, which is powered by twin GE 6L250 MDC, Tier 4 main engines and connected to Wartsila Z-drive units, is scheduled to be launched in late October. The new ATB is scheduled for delivery in the first quarter next year and will work under a 15-year contract for Shell Trading (U.S.) Co., delivering LNG fuel to various ports in Florida and the Caribbean. Q-LNG 4000 and Q-Ocean Service are designed to provide ship-to-ship transfers of LNG to vessels that use LNG as a fuel source and also ship-to-shore transfers to small scale marine distribution infrastructure in the Gulf of Mexico and abroad. “We are proud of this successful launch,” said Ronald Baczkowski, president and CEO of VT Halter. “It marks a significant milestone in our role to deliver cleaner and more efficient fuels for the cruise and commercial ship industries. The professional and dedicated employees of VT Halter Marine have put their hearts and souls into building a vessel that will support environmentally friendly domestic commerce for decades to come.” The new ATB will bunker Carnival Cruise Line’s two new dual-fuel ships and two dual-fuel Siem Car Carrier’s pure car/truck carriers chartered by the Volkswagon Group to transport vehicles from Europe to North America. Source: workboat
Prosafe updates offshore support rig assignments

Prosafe has five offshore accommodation/support rigs in service at various projects in the North Sea and offshore Brazil.

The SAFE NOTOS is under a long-term contract with Petrobras offshore Brazil. Prosafe has five offshore accommodation/support rigs in service at various projects in the North Sea and offshore Brazil. The SAFE CALEDONIA, although currently laid up in the UK, will start a 162-day firm contract for Total next April at the Elgin complex in the UK central North Sea. In the northern UK sector, the SAFE BOREAS continues to work for Equinor alongside the recently onstream Mariner platform. The SAFE CONCORDIA is at a yard in Brazil for a Special Periodic Survey in preparation for a 120-day contract for Equinor that starts in mid-January 2020. The rig will support maintenance and safety services at the PEREGRINO FPSO in the Campos basin. Elsewhere off Brazil, the SAFE NOTOS continues to work for Petrobras under a long-term contract, while the SAFE EURUS is about to start a three-year assignment for the company providing safety and maintenance support.

Source: offshore-mag.

Port of Rotterdam strengthens presence in India

The Port of Rotterdam is intensifying its joint activities with parties in India by signing two agreements, appointing a representative office in India and supporting the establishment of a maritime university in collaboration with educational institutions in Rotterdam. Rene van der Plas, the head of Port of Rotterdam International, said: “As one of the fastest growing economies in the world, India is investing heavily in the development of seaports, industrial areas and hinterland connections. That makes India an interesting partner in the field of trade, maritime industry and education but also in the field of digital developments and innovations.” India ships about 95% of its trade volume overseas and its strategic location and long coastline with important international trade routes make India an important maritime country, noted the Port of Rotterdam Authority. Emile Hoogsteden, the director of Breakbulk and Logistics Containers, said: “Rotterdam already has a strong position in trade with India but we think there is still plenty of potential to enhance our profile in the market and increase our market share, particularly through growth in retail, fast-moving consumer goods (FMCG), automotive accessories, and chemicals and pharmaceuticals. The port will sign two MoUs during the trade mission and state visit to India: one with the Maharashtra Maritime Board and one with the state government of Kerala. Both agreements are for consultancy assignments relating to maritime and logistics and the digital transition. The MoUs will complement the existing agreement between the Port of Rotterdam Authority and the Gujarat Maritime Board. The Broekman Logistics has been appointed as the port’s representative team in India and its duties will involve consultancy assignments, selling of digital products, attracting investments and promoting maritime trade flows between India and Europe via Rotterdam. Its Indian subsidiary, which has been in operation since 2006, has started its activities as a representative in October 2019. With sixteen offices in India, it has a strong presence in all major ports and trading cities, including Mumbai, New Delhi, Chennai, Ahmedabad, Kochi and Kolkata. The port authority is also supporting the Erasmus
University Rotterdam and the Dutch Shipping & Transport College, for providing consultancy services related to the establishment of a maritime university in Gujarat.  

Shore power possible for visiting Victoria cruise ships: BC Hydro

City council votes on controversial cruise motion

Victoria city council has voted on a controversial cruise ship motion that would limit the number of vessels that come to the harbour. BC Hydro says Vancouver Island has the capacity to provide shore power to visiting cruise ships, a question that was being asked following Victoria city council’s decision to approve a motion pushing cruise ships to go green. The installation of shore power would allow ships to plug in, and stop idling while docked in Victoria. Part of the motion includes directing staff to look at the potential of installing shore power; something BC Hydro says is possible. “It’s not a question of capacity, we have the ability to meet the load,” says Ted Olynyk, BC Hydro spokesperson. The question is now where the power would come from, and how it would be carried to Ogden point. BC Hydro says potential options include the Esquimalt or Horsey substations, all details that would be discussed with the Greater Victoria Harbor Authority (GVHA). Olynyk says at this point, the plan is considered to be a customer driven program, meaning the GVHA would be responsible for covering costs. In 2009, Vancouver’s port became the first in Canada to install shore power, a project that cost nine-million dollars, and was subsidized by the federal government, BC Ministry of Transportation, BC Hydro, Port Metro Vancouver, and both Holland America Line and Princess Cruises. Since installation, Port of Vancouver says there has been a total of 556 shore power connections, which has saved ships over 65-hundred tonnes of fuel savings, reduced greenhouse gas emissions by more than 20,000 tonnes, and removed close to six hundred tonness of air pollutants. Port of Vancouver says BC Hydro bills cruise lines directly, and that the daily operations and maintenance of the infrastructure is managed by cruise lines.

China’s Q3 economy slumps to slowest rate in 27 years

China’s third-quarter gross domestic product (GDP) figures released showed that the mainland’s economy grew at the slowest rate in 27 years due to credit tightening and as the country grapples with a protracted trade war with the US. The GDP figures showed that the economy expanded 6.0 per cent in July-September, compared with 6.2 per cent in the second quarter. It marks the worst quarterly figure since 1992, although still within Beijing’s target range of 6.0-6.5 per cent for the whole year. In announcing the figures, spokesman for the National Bureau of Statistics, Mao Shengyong, said the country was “faced with mounting risks and challenges both at home and abroad”. However he said the “national economy maintained overall stability... and improved living standard”. China’s growth is likely to continue to slow in the next two quarters, according to the chief economist at TS Lombard, Bo Zhuang. He told CNBC that he expects China’s growth to slow to 5.8 per cent in the fourth-quarter of the year, with the country’s full-year growth target to be 6.1 per cent. The economy grew at 6.6 per cent in 2018.

Baltic Dry Index is down to 1,861 points

On 17 October 2019, the Baltic Dry Index fell to 1,861 points, down 36 points (-1.90%) versus the level of October 16. BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides “an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw
material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production.

OLDIE FROM THE SHOEBOX

As seen in Cozumel, Mexico in late 1992 when Willem the maker of this photo was working onboard the NI EUW AMSTERDAM the Former SS BRASIL, SS VOLENDAM, SS MONARCH SUN, SS LIBERTE, SS QUEEN OF BERMUDA, SS CANADA STAR, and at that time SS ENCHANTED SEAS and A few years later in 1998, Willem saw the same ship which was then the SS UNIVERSE EXPLORER in Ketchikan, Alaska as seen below

Photo’s : Willem Kappert (c)

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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The 1901 built 38.59 mtr long German flagged DIDE seen moored alongside a shipyard in Hamburg

Photo : Pieter van Vuuren ©