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Chairman of National Shipping Board, Former Director General of Shipping Member, Board of Governors, World Maritime University, Malmö, Sweden

EXCLUSIVE INTERVIEW



COVID-19

Looming Havoc over Maritime industry .



QUALITY MANAGEMENT SYSTEM CERTIFIED ISO 9001 : 2015
ENVIRONMENTAL MANAGEMENT SYSTEM CERTIFIED ISO 14001 : 2015

MARITIME



08



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10



Mr. Vijay Arora, Joint Managing Director Indian Register of Shipping.

12



Contship Italia Group

EXCLUSIVE COLUMN

14



Amit Kumar Editor-In- Chief

15



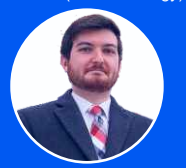
Captain Ricardo Caballero Vega panama canal pilot for over 25 years

17



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18



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Content

NEWS

20



Capt. Mohamed Zaid (AFNI, AFRIN)

21



MURAT BAKAL, MBA (Business Administration) Rana Shipping Technical Manager, Marmara University Mechanical Engineering Dept. Lecturer, Writer, Oceangoing Chief Eng.

22



Jeannette Pérez Fernandez Specialist in Law and Maritime Business

25



Capt Prabhath Ranjan Master Mariner 8 th Feb 2019

NEWS

Chemical tanker quarantined in Brazil for over a month.

Major IMO-industry alliance broadens scope of action to cut ship emissions.

IMO issues COVID-19 guidance for personal protective equipment and for interactions between ship and shore-based personnel.

Shri Mansukh Mandaviya welcomes the slew of measures announced under Aatmanirbhar Bharat Abhiyaan to support Indian economy in fight against COVID-19.

INTERVENTION BY THE PRIME MINISTER AT VIDEO CONFERENCE OF NAM CONTACT GROUP IN RESPONSE TO COVID-19.

COMMISSIONING OF SEVENTH SHIP OF LANDING CRAFT UTILITY MK-IV 'LCU L57' (GRSE YARD 2098) AT PORT BLAIR – 15 MAY 2020

THAILAND AND THE "PANDEMIC" SOME PRELIMINARY RESULTS

CARGO SHIP CONTACTED LOCK GATE, BOTH DAMAGED, KIEL CANAL

- 31 Hapag-Lloyd container ship hit by positive tests, stuck in Durban.
- 31 Container ship dangerous approach at Vlissingen VIDEO.
- 31 One more mysterious attack in Gulf of Aden.
- 32 Three kidnapped from= tanker off Nigeria coast
- 32 Bibby WaveMaster chart zero-emissions course
- 33 Nippon Paint Marine As new coating gaining in popularity among dry bulk owners
- 33 ICS: Non-conformity incidents dropped by 25% over the past year
- 33 BSH awards geophysical survey contract for German offshore wind zone
- 34 Chartwell Marine and BAR Technologies unveil next-gen CTV design
- 34 OPSB okays Icebreaker offshore wind project, list 33 conditions
- 35 Finnish offshore wind developer probing up to 500 MW extension project
- 35 More red ink for Mermaid
- 36 MISSION SAGAR - INS KESARI AT PORT LOUIS, MAURITIUS
- 36 Ferry grounding, Italy, Adriatic sea
- 36 Disabled Vietnamese freighter taken to safety UPDATE
- 37 Better be criminal than seaman
- 37 search under way, Spain UPDATE no drugs found
- 38 Thailand ports counting "pandemic" damages
- 38 IMO industry alliance intensifies efforts to cut ship emissions COLLABORATION

international News

- 39 Petronas books smaller profit after being hit by lower prices
- Inside the SuperStar Gemini cruise ship for foreign workers who've recovered from COVID-19
- 41 Ship Recycling Could Receive a Boost from Recent Developments in the UAE
- 42 Operation Samudra Setu: INS Jalashwa to repatriate 700 stranded Indians from Sri Lanka on June.
- Last chance for US to counter China's rise.
- 44 Iranian fuel heads towards Venezuela port, more tankers to come –data.
- Italy Starts Easing Lockdown, Rebooting Its Stricken Economy.
- 45 Record number of people claim unemployment benefits in Spain amid COVID-19

NEWS

- 25 46 COSCO container ship cargo fire, probably containers lost overboard.
- 26 UN agencies call for urgent action on crew changes and key worker designation for sea and air workers.
- 26 47 Capesize bulk carrier collision with Chinese bulk carrier off Shanghai, details and pics.
- 26 Ship Recycling Industry Should Restart in the Next Few Days.
- 27 48 Neptune pushes back several project start-up dates despite 'strong quarter'
- 49 Merchant ships are facing imbroglio in case of migrant rescue.
- 27 OLDENDORFF bulk carrier contact pier at Port Lincoln, Australia.
- 28 Ro-ro cargo ship stuck under the bridge, Volga river, Russia
- 29 50 Allseas vessel up and running on Karish pipeline offshore Israel
- 30 Chevron plans to reduce workforce by up to 15 per cent this year



Mr. Vijay Arora,
Joint Managing Director
Indian Register of Shipping.



Amit Kumar
Editor in Chief

We appreciate the diligence and the hard work of all the professionals who have been involved from designing to commissioning phase of the ship it is always been our honour to bring the best practices which is followed by Indian shipbuilding industry, so in that direction we as a maritime media wants to ask some questions.

IRS ON NEW RESEARCH VESSEL.

Question-1) As the pandemic which had obstructed all the process globally, commissioning of research vessel "SAGAR ANVESHKA" was inspiring, how its been went successful in odd time?

The vessel was delivered during February much before the Coronavirus outbreak was officially declared a pandemic by WHO

Question-2) Last year in August 2019 "SAGAR TARA" Vessel was commissioned and this year "SAGAR ANVESHKA", so what are the similarities and differences between the two research vessel ?

The vessels, "SAGAR TARA" and "SAGAR ANVESHKA" are sister vessels, i.e., both the vessels are built to the same design in the same yard. Hence there are no significant differences between the two referred vessels.

Question-3) What type of researches will be conducted by these vessels in the oceans?

The vessels, among others, are capable of conducting the following research:

- Survey, sampling and data collection of air, surface, midwater and sea floor parameters using modern scientific instrumentation.
- Launch, towing and recovery of scientific packages, both tethered and autonomous in shallow waters; and
- Handling, monitoring and testing of small remotely operated vehicles (ROVs) and autonomous underwater vehicles (AUVs) upto 500 meters depth.

The vessels are equipped with labs for analysing the collected data.

Question-4) As the ship technology is continuously evolving, what upgrades and surveys procedure IRCLASS need to keep in their books for the quality inspections which inclusive of all regulations and conventions?

IRClass is a member of International Association of Classification Societies and is audited by IACS for compliance to the quality standards and implementation of procedures. IRClass develops its Rules for Construction and Classification of Ships. These rules are prepared and/or updated based on the industry developments, internal research and IACS Resolutions. Prior to implementation of these Rules, IRClass surveyors are trained & qualified and checklists & survey procedures are developed. Depending on the impact, IRClass conducts awareness programs for relevant stakeholders.

Questions-5) As the shipping industry mostly involve the large amount steel to build a ship, so what is approx. quantified steel is needed to build a tug type vessel and what type of steel grade mostly IRClass recommend to shipyards?

The quantity, type and grade of steel depends on the type of the vessel, its design and with respect to the location of the plates. In any case the steel used needs to meet the IRClass Rule requirements

Question-6) How long it would take to build a research vessels and what tests usually recommended before the ship launch?

The project comprising of both these vessels have been completed within 36 months, the first vessel was delivered in 30 months from the date of keel laying.

Question-6) How much involvement of NIOT had been seen to bring up this research vessel?

As owners, NIOT had a large role in deciding the Scientific Mission Requirements (SMR), ergonomic designing and layout of the labs and sample storage facilities. NIOT's team of scientists and officers were real time interacting with the designers and monitoring the construction, ensuring that the SMRs are not compromised. Research Vessels being complex, a complete hands-on approach by NIOT has evolved a concept into a reality by satisfactory completion of the vessels. During the whole process, IRClass had a dedicated team which was assisting in smooth integration of SMR, equipment and other scientific requirements into the vessels construction without compromising the applicable Rules and Regulations.

Question-8) Building a ship requires a lot of hot works what safety aspects usually preferred by IRClass to welders and shipbuilders?

Prior to commencement of construction a meeting is held with all the stakeholders, where in all aspects of the ship construction are discussed in detail, including the safety training of the yard personnel and verified. The shipyard's safety manuals are reviewed, as required. Safety audits are conducted. Patrol Inspections are also undertaken to ensure that the safety procedures are adhered, apart from quality and other requirements. Regular meetings are held with the yard personnel and owner's representatives wherein besides many other issues safety aspects and its implementation is also discussed. All IRClass Surveyors undergo safety training related to hot work and enclosed space entry at the time of joining and periodically updated.

Question-9) It have been very often seen the ship owners involves dual classification of vessel, does it is needful?

Dual classification is an owners prerogative and hence it is at their discretion. IRClass as a class Society is fully qualified and capable of single classing vessels.

Question-10) As India contributes very less share of shipbuilding activities, so what is your views in that regards to boost the shipbuilding scenario in India?

As cargo movement across the country is ever increasing, shifting of cargo movement from road transport to River-Sea Transport will boost the shipbuilding scenario in the country. This will not only reduce the cost of transportation, but also will help in reduction of the GHG emissions. We see efforts are being made in this direction. To boost shipbuilding scenario in our country we need to ensure that all machinery and equipment required should be manufactured in the country itself and these manufacturing unit could be located at close proximity to the yard facility thereby ensuring easy and timely availability required machinery and equipment. To ensure that we are productive and reliable in our quality we may tie up initially with reputed yards to develop and acquire skills and once skilled to deal with the construction activity in qualitative and timely manner we may start working on our own.

The construction yards may also handle repair of the facilities so that at times when construction order are thin the yard/repair facility can engage in repairs as vessels require periodic underwater inspections. The aim is to at-least serve all the existing Indian vessels needing dry dock and repairs while also looking into the enhanced new tonnage requirement. I due course of time yards can engage in construction of specialised vessels which will not only improve shipbuilding design & techniques but also improve the exports.

IRClass actively contributes to the Ministry of Shipping, Government of India's initiative – Maritime India Vision (MIV) 2030, through participation in a working group which focuses on development of Indian shipbuilding, repair and recycling industry to world class level. Our Head of Operations – Mr. P K Mishra is an IRClass nominee in this working group.

Question-11) How will modernisation which is inclusive of digitalisation and automation will change the shipbuilding aspect in India?

Automation will ensure consistency in quality, while improving the time and cost effectiveness.

Indian shipyards use automation from cutting of plates to employing welding and other available technologies. Leveraging these technologies, Indian yards are now moving to building more sophisticated vessels with complex designs. The adoption of these technologies will assist in reducing the cost and time of construction. The extent of utilising these depends on the shipyards and the type of vessels they intend to construct.

Question -12) what are the steps taken by the Indian Register of Shipping to become most preferable and best classification society globally?

Ships trade around the world and hence to cater to the requirements of the vessels, IRClass has improved its global presence and operates from East to West with offices located in China, United States, Middle East and Europe, apart from South Asia. Further IRClass is recognised by 45 flag states so as to be able to provide services in the respective local markets and class the vessels either existing or new constructions. With more than 26 offices in India and an equal number worldwide, IRClass is well positioned to cater to the requirements of the industry globally.



IRCLASS
Indian Register of Shipping

