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QR Code for
NOTI Course
Schedule



• For details of courses refer Page No. 7

In 1963, National Union of Seafarers of India (NUSI) led an agitation of merchant navy seafarers and protested outside the Indian Parliament in New Delhi. Merchant navy seafarers were angry as they were kept out of

13

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- **JUNIOR OFFICERS** (with relevant VLCC experience may also apply)

REQUIREMENTS FOR SHORE BASED POSITIONS IN OUR MUMBAI OFFICE

- **ASSISTANT MARINE PERSONNEL MANAGER**
Minimum 5 years' experience in Vessel Manning and handling Seafarers documentation.
- **DEPUTY TRAINING MANAGER**
Master with previous Training experience & familiarity with Simulators is preferred.
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Minimum 3 years purchasing experience in the Ship Management Industry.
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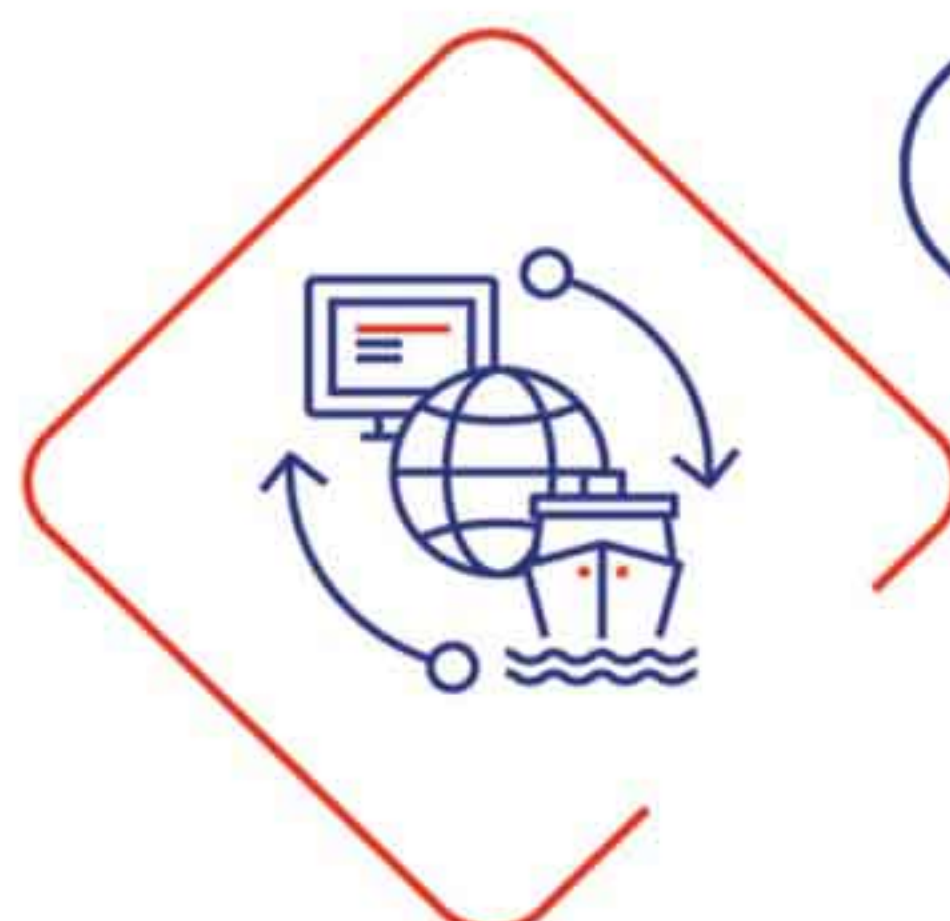


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URGENTLY REQUIRED FOR

DIVING SUPPORT VESSEL (2 Years Exp. on Similar type of vessel)

- | | | |
|---|----------------------|------------------------|
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| * MEDICAL OFFICER (MBBS CERTIFICATE) | | * RADIO OFFICER |
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| * BOSUN /ABLE SEAMAN WITH COP II/5 | | |

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- | | | |
|---|------------------------|--------------------|
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| * SECOND ENGINEER | * SDPO / DPO | * RADIO OFFICER |
| * PUMP HAND & FLOOR HAND | * SUBSEA SUPERVISOR | * TOOLPUSHER |
| * CHIEF ELECTRONIC TECHNICIAN / ELECTRICIAN | | * DRILLER |
| * DECKPUSHER | * CRANE OPERATOR | * DERRICK HAND |
| * ROUSTABOUT | * MATERIAL COORDINATOR | |
| * MEDIC WITH MBBS CERTIFICATE | * WELDER | |

AHTS / PSV DP II VESSELS (2 Years Exp. on Similar type of vessel)

- | | | |
|-------------------|-----------------------|--------------------|
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| * SECOND ENGINEER | * CHIEF COOK with COC | |

Contact: Vishal Bhagat: 09870843340 | Hardik Joshi: 09769367768
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RPSL - MUM-045 | DOI : 02.02.2016 – DOE : 12.03.2021

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RANK EXPERIENCE ON CRUDE AND PRODUCT TANKER



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P-540, RAJA BASANTA ROY ROAD,
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91-9830700577
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Dear All,

Please note The Marex Bulletin Monday edition will not appear in print until the lifting of the lockdown in Mumbai.

However, the Online edition will be duly published and be made available on time.

Inconvenience Regretted.

MD

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EDITORIAL

EDITOR KAMAL CHADHA, CAPT
EXECUTIVE EDITOR M MAHAJAN, CAPT
ASSISTANT EDITOR DELPHINE ESTIBEIRO delphine@marexmedia.com
REPORTERS SRITI ROY correspondent@marexmedia.com
PRISILLA NADAR reports@marexmedia.com

CONTRIBUTORS

S PULLAT, CAPT | NARESH NANDA | VIKRAM GOKHALE | PS RATH, CAPT | B VENUGOPAL | MAHENDRA SINGH

MARKETING

SR MANAGER MARKETING SONIA PARMAR sonia@marexmedia.com
CIRCULATION MANAGER BHAVNA PIMPALE bhavna@marexmedia.com

PRODUCTION

ADVERTISING CO-ORDINATOR BHAVNA PIMPALE advert@marexmedia.com
LAYOUT DESIGNERS SHIRISH KIRTANE SANTOSH NIVALKAR
PRASHANT VARTAK MANISH MALVE
MANGESH SHELAR

ACCOUNTS

KAVITHA V

PHOTOGRAPHY

JAGJIVAN PURABIYA

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URGENT REQUIREMENTS

LNG TANKERS

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(24 months rank exp. on LNG)
FIRST ASSISTANT ENGINEER
(24 months rank exp. on LNG)

OIL-CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

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FIRST ASSISTANT ENGINEER

LARGE CONTAINER VESSELS

CHIEF ENGINEER (either with ME Engine or RT Flex Exp)
SECOND ENGINEER (either with ME Engine or RT Flex Exp)

LARGE CRUDE TANKERS (VLCC)

CHIEF OFFICER
FIRST ASSISTANT ENGINEER

VERY LARGE GAS CARRIERS (VLGC)

CHIEF OFFICER
SECOND ASSISTANT ENGINEER

CHEMICAL TANKERS (Parcel Tankers)

MASTER
CHIEF ENGINEER
CHIEF OFFICER
FIRST ASSISTANT ENGINEER

Application as above to be sent to
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MARITIME CASUALTY DATA

January 2019 onwards

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This is a Public Service by
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The monthly casualty list update is published in
 The Marex Bulletin - first Thursday of every month

NUSI Training Initiatives
NUSI Offshore Training Institute (NOTI), Panvel
Mohamed Ebrahim Serang Centre (MESC), Valsad

For DP & Offshore course bookings contact us at notibooking@isfgroup.in
AND For NUSI SAKSHAM courses contact us at nusisaksham@outlook.com
For all queries by phone call us on +91 22 42951727/ 42951728
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SN	Courses at NOTI	Duration (in Days)	Course Fees* (INR)
I. DP Courses (Simulator Based)			
1	DP Induction (Basic)	5	37000
2	DP Revalidation Course	5	38000
3	DP Simulator (Advanced)	5	35000
II. Offshore Vessel Courses (Simulator Based)			
1	Offshore Vessel Maneuvering & Ship Handling	3	20000
2	Anchor Handling & Towing	4	28000
3	Offshore Supply, Support and Cargo operations	2	14000
III. Offshore Crane Operations (Simulator Based)			
1	Offshore Crane Operations - Induction	5	30000
2	Offshore Crane Operations - Refresher	3	18000
IV. Offshore Vessel Engine Room Operations (Simulator Based) (Including Power Management Systems And Cargo Operations)			
1	Offshore Vessel Engine Room Operations	3	18000
V. Offshore Emergency & Safety Courses			
1	Helicopter Landing Officer (Basic)	2	10000
2	Safe Packing & Cargo Handling from & to Offshore (Officers / Ratings)	1	6000
3	Offshore Safety Induction Training	3	18000
4	Offshore Scaffolding (Basic)	4	30000
VI. Skill Enhancement Training Under NUSI SAKSHAM Scheme			
1	Lathe and Welding Skill Training (Also available at MESC Valsad)	6	Free
2	Deck Rating Skill Enhancement Training (Also available at MESC Valsad)	6	Free
3	Engine Rating Skill Enhancement Training (Also available at MESC Valsad)	6	Free
4	Pumpman Skill Enhancement Training	10	Free
5	Hydraulically-driven Submerged Pumps Course-Basic	2	Free
6	Hydraulically-driven Submerged Pumps Course-Advanced	3	Free
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* Course Fee includes taxes and superior AC accommodation on twin sharing basis (INR).
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QR Code for NOTI Course Schedule:






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LIAISON OFFICES

DELHI

Tel: +91 11 6568 6995, MOB: +91 9810846392
E-mail: delhicrewing@pentagonmarine.com
PIC: Dr. Anil Kumar Pandey

KOLKATA

Tel: +91-33-2498 8398, 2498 8417
E-mail: kolkatacrewing@pentagonmarine.com
PIC: Ms. Priyanka

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E-mail: chennaicrewing@pentagonmarine.com

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CONFEDERATION OF INDIAN MARITIME INDUSTRY

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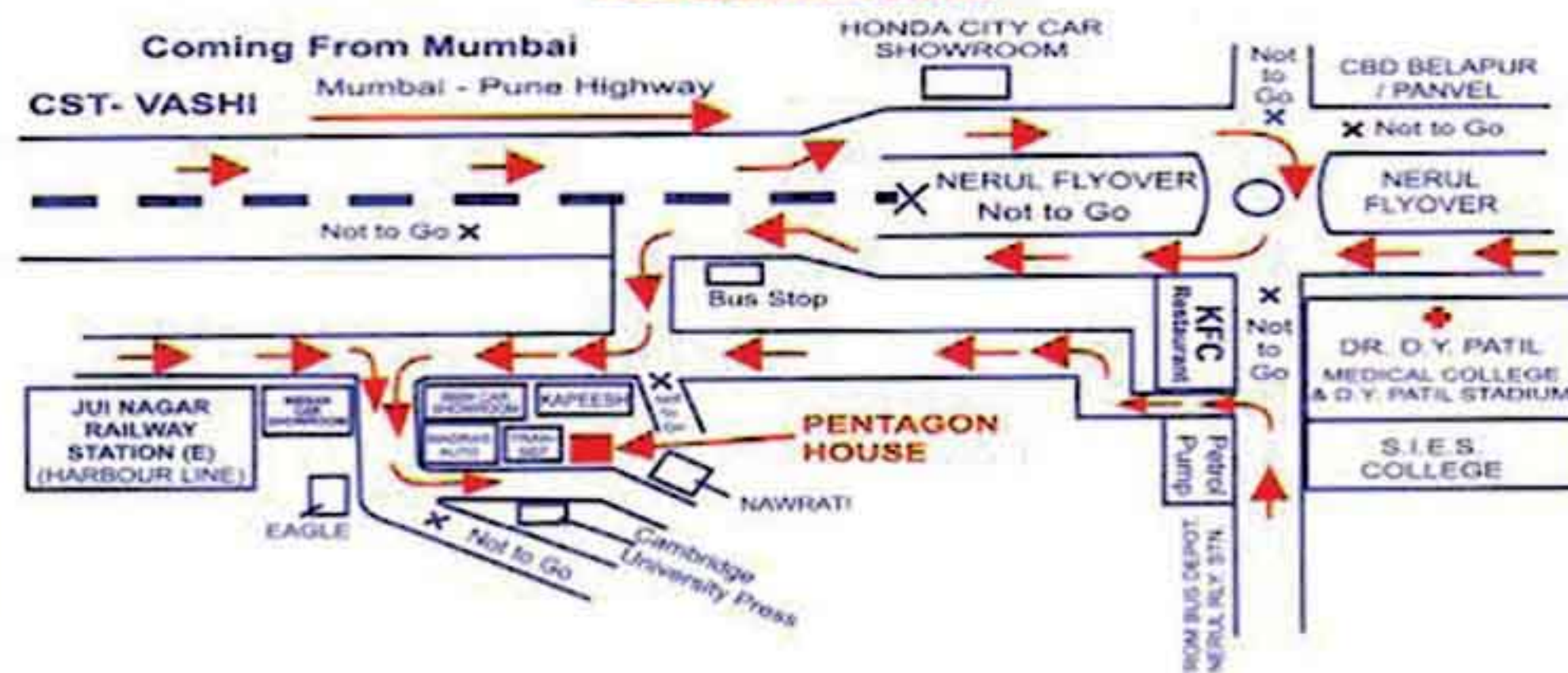
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For Jui Nagar(East) Railway Station.
(400 meters from Jui Nagar Station)

APPROACH MAP



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3. Bridge Team Management (BTM)	03 Days
4. Bridge Team Resource management (BTRM)	05 Days
5. Engine Room Resources Management (ERM)	03 Days
6. Engine Room Team Management (ETM)	03 Days
7. H2S (Hydrogen Sulfide)	01 Day
8. IILP (Incident Investigation & Loss Prevention)	01 Day
9. RAM (Risk Assessment & Management)	01 Day
10. Shipboard Safety Officer (SBSO)	02 Days
11. Crew Safety	01 Day
12. Engine Room Familiarization	01 Day
13. HAZMAT	01 Day
14. FRAMO	02 Days
15. Crane Operator Course	01 Day
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Finland launches world's largest innovative hybrid motorized icebreaker vessel



The Finnish Transport Infrastructure Agency has launched the Calypso, a new icebreaker concept boat equipped with an innovative hybrid motorized removable bow powered by Danfoss Editron. The icebreaker vessel is currently moored in Mustola harbor in Lappeenranta and has begun operating on Lake Saimaa and the deep waterways of the surrounding area this winter.

The removable bow, the world's largest motorized of its kind, has been delivered by Turku Repair Yard as part of the Winter Navigation Motorways of the Sea II project. The €7.6 million scheme, co-funded by the EU Connecting Europe Facility programme, aims to develop and enhance the maritime winter navigation system and its safety during the winter. One of its key targets was the creation of a motorized icebreaking removable bow concept, which would enable ice-strengthened vessels to be used as icebreakers during the winter. This specific bow is capable of breaking ice up to 70cm thick.

Danfoss Editron's hybrid-electric system is powering the removable bow with two generators, built as a DC system, and two propulsion systems. The company has also provided a front supercapacitor so that peak powers can be efficiently controlled. The EDITRON software also cuts fuel and delivers high efficiencies as the diesel generators in the

DC system can be driven at variable speeds. The power plan and propulsion system of the removable bow have been designed to be operated from the pusher tug wheelhouse, while the machinery can operate unmanned.

Kari Savolainen, Project Manager at Danfoss Editron, commented:

"We have operations in Lappeenranta, so we can see first-hand how harsh winter conditions directly impact shipping transport. This new kind of removable bow will make the whole industry more efficient and sustainable, as it will enable virtually any kind of tug to become an icebreaker ship. Our EDITRON system is easily adaptable for future optimizations and we are eager to learn more about our supercapacitor's ability to control the peak powers."

Juuso Kummala, Industry Line Director at Vöylä, added:

"Lake Saimaa's ice is more solid than sea ice and can reach up to 80cm thick. Developing this innovative design concept for the removable bow and equipping it with its own propulsion system will achieve savings in capital costs, as we will charter the pusher for only part of the year. We are also expecting to see savings in fuel consumption thanks to Danfoss Editron's hybrid propulsion system."

As winter temperatures in Finland can plummet to -30°C, icebreakers are a necessity even during mild winters. Introducing hybrid electric power in icebreaking operations will help the country meet its target to lower emissions by 40% by 2030 compared to 1990 levels.

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Catch the views of our Top Industry Influencers

Every Monday



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Dr Malini Shankar



Mr Amitabh Kumar



Mr Shantanu Bhadkamkar



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the purview of the Employees Provident Fund, Act, 1952. The agitation resulted in the enactment of the exclusive Seamen's Provident Fund Act, 1966 for merchant navy seafarers.

While the provident fund for seafarers is in the statute for Indian flag ships, the gratuity and pension is still a bilateral arrangement between NUSI and the shipowners as per the Collective Bargaining Agreement. For nearly two decades, NUSI has been demanding three benefits of provident fund, gratuity and pension to become statute for all ranks of seafarers i.e. officers, petty officers, ratings, others serving on both Indian and Foreign flag ships.

On the instructions of NUSI, more than 25,000 seafarers petitioned the Hon'ble Prime Minister during the Covid 19 pandemic last year. "We are very pleased to inform you that today, 11th January in the 137th Meeting of the Board of Trustees of the Seamen's Provident Fund under the Chairmanship of Mr Amitabh Kumar, Director General of Shipping, it was finally agreed to extend the benefit of provident fund, gratuity and pension to all ranks of more than four lakh merchant



navy seafarers working on both Indian and foreign flag ships," said Mr Abdulgani Y Serang, General Secretary –cum- Treasurer, NUSI.

We appreciate Mr Mansukh Mandaviya, Hon'ble Minister of Shipping and the Hon'ble Prime Minister to agree to the long pending demand of NUSI in the benefit of all ranks of seafarers on Indian flag and foreign flag and their families. "Seafarers and their family members are very happy at this great development which will take care of them when they are not working on ships," Mr Serang concluded.

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Global rice market is grappling with logistical disruptions at major ports



The global rice market is grappling with logistical disruptions at major supply ports caused by a lack of shipping containers at the same time a worldwide rush to stockpile food is spurring demand for the staple grain.

The logistics difficulties illustrate the way the COVID-19 pandemic has upended the global trade in finished goods and raw commodities.

As the pull of goods to Europe and the United States has left Asia short of the shipping containers needed to move materials, rice shipments from both India, the world's biggest rice exporter, and Thailand, the world's second-biggest supplier, are facing delays.

In India, ships are waiting up to four weeks to load rice, according to a Singapore-based executive at one of the world's leading rice trading companies. Thai exporters expect 2021 shipments should stay depressed after falling by 28% in the first 11 months

of 2020 because of the container issues and the high price of Thai rice relative to other growers.

But the COVID-19 pandemic has sparked a global surge in purchases of agricultural products from rice to soybeans, corn and meat. China, the world's biggest rice consumer, bought Indian rice in December for the first time, while Vietnam, the world's No. 3 exporter, has also purchased Indian rice.

"Global food hoarding is one thing that we have been seeing since late last year but now it shows how delicate the supply chain is when there was a surprise move by Vietnam to buy Indian rice," said Stephen Innes, chief global market strategist at brokerage Axi.

Still, world rice stockpiles are forecast to climb to an all-time high of 178.2 million tonnes in 2020/21, according to estimates from the U.S. Department of Agriculture, underscoring how the issues are around logistics and consumers seeking lower-priced grains.

"As far as world rice inventories are concerned there are no major issues. But there is shortage of containers to ship rice and port delays in India, that are causing concerns," Innes said.

Thai rice prices surged to their highest since 2013 in April after top exporter India went into a lockdown to halt the coronavirus spread and remain 19% higher than a year ago at \$513 a tonne.

Vietnamese prices RI-VNBKN5-P1 surged to a nine-year high last week of \$502.50 a tonne on concerns of falling exports because of tightening supply ahead of the harvest that peaks in February.

That has left buyers with little choice but to seek Indian rice that sells about \$384 per tonne.

"There is huge export demand, we are competitive on the price front, but we are unable to fulfil due to congestion," said B.V. Krishna Rao, president of the Rice Exporters Association of India, who said nearly 20 ships are waiting to load off the southeast Indian port of Kakinada.

Without containers to move shipments, some exporters are turning to break bulk ships, but with limited space at ports this is causing most of the congestion at Kakinada, said Himanshu Agarwal, executive director at Satyam Balajee, India's biggest rice exporter.

African rice buyers will likely face the biggest impact from the rising shipping costs and resultant increase in grain prices.

"They are mainly small buyers, taking rice in containers. Container freight from India to Africa, depending on which country you are looking at, has jumped to \$150 a tonne, from \$50 a tonne in November," said the Singapore-based rice trader.

Even countries that typically meet their own rice consumption are importing, adding to the demand pull.

Bangladesh's rice imports may climb to 2 million tonnes in the year to June, the highest in three years, as local prices jumped to an all-time high on tight supplies, a senior government official said on Tuesday.

Bangladesh is the world's third-biggest rice producer at about 35 million tonnes of output, but most of that is used to feed its population of more than 160 million.

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No. 850

LEARN-O-WIN QUIZ?

- What standard mathematical formula is commonly used to calculate a vessels water plane area for stability purposes?
A) Reynolds Number Rule
B) Simpsons Rule
C) Pythagorean Rule
D) Standard Logarithmic Rule
- A flat block placed under the end of a shore for the purpose of distributing pressure is referred to as a
A) Strong back
B) Shole
C) Shore foot
D) Butt piece
- When pumping sour crude, which gas should be tested for prior to entering the cargo pump room to repair a leaking pump?
A) Benzene
B) Carbon monoxide
C) Hydrogen sulfide
D) Tetraethyl lead

- Which of the following conditions would prevent a steam reciprocating pump from delivering its rated capacity?
A) A leaking snifter valve allowing air to enter the suction side of the pump
B) Excessive suction lift
C) Air trapped in the discharge expansion chamber
D) All of the above
- Large size pipe can be easily rotated with a
A) Strong back
B) Chain pipe wrench
C) Basin wrench
D) Monkey wrench
- When replacing ball bearings on an electric motor shaft, you should
A) Apply even pressure to the outer race
B) Apply pressure evenly to both the inner and outer races
C) Apply even force to the inner race
D) tap the outer race with a mallet
- If you were uncertain as to what type of gasket material to install in a pipeline, you should
A) Make up the joint without a gasket until you can check with the chief
B) Check the ship's plans or manufacturer's instructions
C) Turn the old gasket over and install it again
D) Leave the old gasket in and cover it with Permatex

- A hydraulic fluid flow control circuit, controlling linear actuator speed during extension, with the pump operating at system pressure, is known as a
A) metered-out circuit
B) bleed-in circuit
C) bleed-off circuit
D) metered-in circuit
- What type of eye protection affords the best protection from severe exposure to airborne impact hazards?
A) Full-face shield
B) Side-shielded safety glasses
C) Eyecup or cover-type safety goggles
D) Full-face shield and safety goggles
- Why is the discharge pressure of a herringbone gear pump steadier than the discharge pressure of a simple spur gear pump?
A) One discharge phase begins before the previous discharge phase has been completed.
B) The herringbone gear pump has four spur gears instead of two.
C) Clearance between the gear teeth and casing is smaller.
D) The gear teeth are smaller than those of the simple spur gear pump

For Answers See
B E L O W

01	B	02	B	03	C	04	B	05	B
06	C	07	B	08	D	09	D	10	A
CHECK YOUR SCORE									
EXCELLENT - 10-8 points									
GOOD - 5-7 points									
POOR - 1-4 points									
ANSWERS TO THE Learn-O-Win Quiz									

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Challenges in administering storage-sensitive vaccines



As two historic vaccines undergo distribution to slow the spread of COVID-19, the maritime industry must confront the unique operational obstacles we face in administering them. Our sector is a vital pillar of the global economy. Our mariners are essential to supply chains in critical products like food and energy. Good work is already being done to ensure our workforce is included in Phase 1B and 1C. As we advocate for appropriate classification in the tiered phases of distribution, we must also carefully consider the logistical details involved with handling and administering these storage-sensitive vaccines.

Pfizer and Moderna are the pharmaceutical companies manufacturing the two COVID-19 vaccines available as of early 2021. Both immunizations require two doses of the vaccine. The second dose of Pfizer's medicine should be administered 21 days after the first dose. The second dose of Moderna's should be administered 28 days after the first dose. We are learning more about the flexibility and timing of the second dose.

"This is a significant operational challenge," explains Dr. Ann Jarris, CEO of Discovery Health MD, a medical risk

management firm based in Seattle. "You have to schedule people carefully, they have to show up for their appointments, it has to be done on that day, and you have a very narrow window during which you can have the vaccine ready to be given. There is no room for slop."

If you are administering the first shot, you must be prepared to commit to giving the second shot. This may necessitate either pulling your vessel into port just weeks after your last departure. Storing or administering the vaccine on board is not currently recommended due to the possibility of temperature excursions, the need to protect vaccines from vibration and the limitations of treating significant reactions at sea. Developing an understanding with your local port medical providers on vaccine administration will be critical. States are recommending the first and second dose be given at the same location, but that may not be logistically possible.

Dr. Jarris emphasizes that both vaccines appear to be very safe. Common reactions include soreness or rash at the injection site, fatigue, fever and muscle aches. These may start immediately after the vaccine or become apparent a few days

later. Allergic reactions have been reported and appear to be caused by other ingredients found in the vaccines, potentially polyethylene glycol. That being said, individuals with a history of allergic reactions should be observed for 30 minutes after the shot. Individuals without such a history should be observed for 15 minutes. The CDC has released an app called "V-safe" for people to report reactions after vaccination.

Two more pharmaceutical companies, Johnson & Johnson and AstraZeneca, are in the process of developing other COVID-19 immunizations but they aren't expected to be widely available until later in 2021. These may come in single-dose formulations. Some maritime outfits may choose to wait for that option, but some may need the security and peace of mind that come with a fully immunized workforce as soon as possible. If this is the case, start considering the logistics of your crew's immunization schedule and work with your local medical providers to coordinate vaccine availability and appointments.

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Global spot dirty tanker fixtures fall 16%



Global spot dirty tankers' fixtures declined 16% year on year to 8,101 in 2020 but Unipet, Shell and Vitol have retained their positions as the top three charterers, according to data collated by global shipping brokerage and consultancy, Poten and Partners.

Unipet had an estimated 966 dirty tankers spot fixtures in 2020, or an 18% share in the total number of cargoes, followed by Shell and Vitol, which had 478 and 417 fixtures, respectively, Poten said in a report released over the weekend. Last year, Unipet's share was 17%.

Poten recorded 2,266 VLCC spot fixtures in 2020, down 7% year on year. Despite a lower fixture count, Unipet has strengthened its position on the top because China was less impacted by coronavirus compared with Europe and the Americas, Poten said.

In VLCCs, it remains lonely at the top for Unipet, which has more spot fixtures than the next dozen supertanker charterers combined, it said.

The report also mentions about the entry of Bahri in the top 20 dirty tankers' charterers, with an estimated 50 fixtures last year. This was attributed to unusually high spot chartering activity in Saudi Arabia during March-April last year.

In VLCCs, Equinor has moved into the top 10, while Petrobras and IOC were the third and fourth largest charterers by number of fixtures. "It is a testament to the continued growth in Brazilian crude output and exports," Poten said.

Suezmaxes and Aframax

Petrobras has also entered among the top seven Suezmax charterers. Overall Suezmax fixtures declined 23% to 2055. Around 620 less Suezmax fixtures took place in the spot market, the Poten data

showed. Market participants cite this as the primary reason for the decline in freight.

In Suezmaxes, ExxonMobil jumped to the top slot from fourth last year, recording more than 120 fixtures and exchanging its position with Shell which also has more than 100 fixtures.

Other charterers with more than 100 Suezmax fixtures in 2020 include IOC, Unipet and Repsol.

In Aframax, total spot fixtures declined 20% on the year to just under 3,000 in 2020, with Vitol, Shell and BP being the top three charterers in terms of the number of fixtures, Trafigura entering the top 10 and Chevron going down a few notches, the report said.

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Risk mitigating measures for operations in the Persian Gulf

On 5 January 2021, the Round Table of Industry Associations and OCIMF jointly published a set of recommended risk mitigating measures for vessels operating in the Persian (Arabian) Gulf, Gulf of Oman, Gulf of Aden and Red Sea. This was done in response to the 31 December 2020 incident, where a Liberian-

flagged tanker identified the presence of a suspicious object, later reported to be a limpet mine, attached to its hull whilst conducting STS operations off Iraq. There is apparently no indication where or when the device was attached to the vessel's hull or who did this. It is also understood that officials from Iraq safely removed the device.



Their “Industry Guidance” following this incident is outlined below.

Risk mitigating measures

Ship operators are recommended to review the “Best Management Practices (BMP5)” and consider sending the following guidance to vessels operating in the abovementioned region:

- Undertake a new ship and voyage specific threat risk assessment before entering any region where there has been an incident, or the threat has changed.
- After the risk assessment, review the Ship's Security Plan.
- Review section 2 of BMP5, which outlines non-piracy threats.

- Maintain a full and vigilant bridge watch. At night, slow small boats with no wake are difficult to spot on a radar.
- Maintain a strict communication watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night.
- Ensure that strict boarding controls are in place.
- Only lower accommodation gangways or ladders when necessary.
- Rig outboard lighting where possible provided they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.
- Report any suspicious activity or objects immediately to both the port and UKMTO, see detailed “Reporting Guidance” for the region.
- Monitor relevant VHF and other communication channels.
- Check that all fire-fighting equipment is available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
- Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.
- Conduct visual checks of the hull:
 - Undertake a visual search from the deck, all around the vessel to check for anything attached to the hull of the vessel. Particular attention should be paid to the hull at the waterline.
 - Conduct regular rounds and search the upper deck.
- If a vessel detects anything unusual attached to the hull, then the Master should contact the UKMTO and Flag State immediately. All crew should be evacuated from the immediate area and mustered in a safe place. No attempt should be made to remove it. The vessel should follow the advice of the military authorities.
- If a vessel is alerted to suspicious activity whilst at anchor, the following additional measures should be considered:
 - Rotate the propeller continuously or at short, irregular intervals.
 - Operate bow and stern thrusters at zero (0) thrust at irregular intervals.
 - Turn the rudder frequently.
- Switch the echo sounder to transmit counter/combat swimmer/diver threat.

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Asia-UK shipping rates increase fourfold

The cost of importing containers filled with consumer goods from Asia into the UK has reached a record high after a surge in demand in the weeks before Christmas and the UK's exit from the EU.

Shipping experts believe the UK has been dealt a double blow by the impact of the coronavirus, which has disrupted global shipping supply chains, and the end of the Brexit transition period, which caused a large increase in imports in the last months of 2020.

Container freight rates from Asia have increased almost fourfold since November to reach \$10,000 for a 40ft unit for the first time, amid a global rebound in demand for consumer goods and materials, and congestion across UK ports, where many empty containers have been left stranded.

Vincent Clerc, chief commercial officer for Maersk, the world's biggest shipping company, said on Wednesday there were "simply not enough containers in the world to cope with the current demand". He said that recent

lockdowns in the UK and across Europe may even spur further online purchases of consumer goods such as home exercise equipment and furniture for "at least for some weeks ... It is really crazy how much we are moving at the moment, huge amounts," he said.

Giant container carriers left off the coast of Singapore during the most stringent coronavirus measures last spring have already re-entered the shipping market to help ship containers to Europe, according to Simon Sundboell, boss of maritime intelligence company eeSea. "Demand is back to pre-coronavirus levels, it may be even stronger. Perhaps people are buying TV screens rather than going on holiday to Thailand," he said.

However, the shipping slowdown in the early months of 2020 had made filling empty shipping containers with goods more difficult, because it had upended the complex global shipping sector, he said.

Simon Wolfson, the boss of fashion retailer Next, said earlier this week that the company's clothing stock was





down 10% compared with last year owing to shipment delays of two to three weeks from Asia. "It is not getting it into the country that's the problem; it's getting it into a container at the other end," he said.

George Griffiths, the head of global container freight markets at S&P Global Platts, said the lack of empty containers in Asian ports was at the root of soaring container prices. The S&P Global Platts index for container freight prices, which reached a record \$10,000 earlier this week, was likely to rise further and may push up the cost of consumer goods, he said.

"The ongoing problem is that there's just a lack of empty containers in key exporting hubs, specifically across Asia, so there aren't any available to export goods into the Europe and UK markets. This has created a real imbalance," he said.

The global rebound in shipping demand has been compounded by Britain's hurry to stock up on materials and goods before the Christmas season and the severing of ties with the EU. This left many shipping containers stranded by warehouses and on the quayside of ports across the UK and Europe, after the influx of freight at the end of last year.

In the past, it would have taken two to three days for a container arriving in the UK to be unloaded at the nearby warehouses and return to the port to begin the journey back to where it came from. But in recent months, in some cases it has taken the skeleton port staff, working under Covid-19 restrictions, two to three weeks to empty containers, Griffiths said.

The incoming cargoes, which included 11,000 containers of medical PPE, plunged the UK's ports into chaos, with mountains of containers piling up. Although the container stacks were

beginning to shrink, rebalancing the global supply chain was expected to take months, in part because of coronavirus working restrictions.

"Some container liners won't stop [in the UK] because it's not worth incurring the hours of delay and higher costs. Those liners which are willing to stop in the UK are charging a premium, given the limited supply," Griffiths said.

He said the "self-perpetuating cycle" posed a risk to UK exports, and also the much-needed return of empty containers to Asia, which could help to lower the cost of UK imports. The pattern was expected to last at least until after the lunar new year in the middle of next month, but could continue until the second quarter of this year.

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The market has surely surprised many this week after sparking into life and quickly surpassing levels seen in November and December 2020. The Capesize 5TC ended 2020 at \$16,633 and now closes out its opening week of 2021 at a resounding \$21,131. Activity heated up from the middle of the week before exploding higher on Friday off the back of a heated Brazilian market. While major charterer Vale was said to be absent, rates have climbed quickly on prompter requirements scrambling to cover. Brazil to China C3 settled at up \$1.645 to \$17.33 to end the week. The ballaster line-up is lean, but not overly so. Additional pressure is thought to have been exerted on the market by expectations for this year, manifesting in an

elevated derivatives forward curve. In the Pacific, fixing activity was heard to be mild ending out the week, yet rates still surged with poor weather in China cited to be affecting vessel schedules. The West Australia to China C5 settled at the end of the week up \$0.491 at \$9.336.

Panamax

Historically, the first working week back after holidays tended to be a passive affair - but this week has completely bucked that trend. EC South America led the drive in the Atlantic with robust demand for first half February arrivals with talk of well in excess of 30 vessels fixed from the market in recent days and likely more.

Healthy demand elsewhere in the Atlantic, pitched opposite a tight tonnage supply, compelled to add support to rates. In early week trading, 82,000-dwt delivery Singapore were achieving figures in the \$12,500 region for trips via EC South America to the Far east. This then improved closer to \$14,000. Trading early part of the week in Asia was slow, but by midweek had improved considerably with solid demand appearing. From Indonesia an 82,000-dwt delivery China fixed at \$10,750 for an Indonesian coal run. But by end of the week the mean rate was in excess of \$12,000.

Ultramax/Supramax

The first week of 2021 was a mixed bag with a

Renewed Optimism for Capesize



slow start. But as the week came to an end, activity levels were increasing. The Atlantic saw demand remain from the Continent, a 56,000-dwt fixing a trip from the Baltic to India in the low \$20,000s. As the week closed, the US Gulf was finely balanced with a 58,000-dwt fixing two laden legs with minimum duration of 70 days redelivery Singapore-Japan at \$20,000. Further south from south America, with demand seemingly increasing, a 58,000-dwt reached the upper \$13,000's plus upper \$300,000's ballast bonus for fronthaul trips. The Asian arena saw better levels, a 61,000-dwt open Vietnam fixing a trip via Indonesia redelivery Thailand at \$12,500. Whilst a 52,000-

dwt open China fixed a trip via Indonesia redelivery China at \$9,500. The Indian Ocean remained steady, a 61,000-dwt fixing delivery east coast India for a trip to China at \$14,000. All eyes are firmly fixed on the upcoming week.

Handysize

It was a slow week overall to begin the year with. Most of the Atlantic routes remained in the negative zone, with decline in the Continent being evident compared with the Christmas period. Meanwhile, east coast South America showed no signs of improvement whilst a large number of ships were reportedly stuck in Argentina due to the strike. In the US Gulf, the wide spread between owners and

charterers' ideas continued. But it was also suggested that more fresh cargoes were expected to come out to the Gulf market. Minimal changes were reported from the Pacific, with brokers expecting it to maintain a healthy cargo list with relatively tight tonnage supply. On the period front, a 38,000-dwt open Brownsville mid-January was fixed for three to five months at \$12,500 with redelivery in the Atlantic.

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