



Sagar Sandesh

Guiding Spirit to Shipping Industry

Maritime Tabloid English Weekly Thrice E - Paper

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Published & Released on Every Monday, Wednesday and Friday



PAGE - 5

Students Corner
219



PAGE - 9

Container
excess dwell
fee at Los
Angeles....



PAGE - 13

WCI seen rising:
Drewry



PAGE - 14

Shri Nitin
Gadkari
calls for
cooperation
....

From 2022 onwards, Sagar Sandesh Bi-Weekly Edition has been transformed as a
"Weekly Thrice E-Paper"
and is Released On Every Monday, Wednesday & Friday



Mr. Surjit Chanda, Vice President
Technical, Hafnia

ADERCO interviewed Mr. Surajit Chanda, Vice President Technical of Hafnia, considered the largest product tanker fleet in the world, another important client of Aderco.

1) Your company has used Aderco's products for several years, could you please tell us how you became aware of our products and how satisfied you have been with them?

"At Hafnia, previously BW Tankers, we started using Aderco first in 2004. We were offered a "No cure, no pay" trial and, at that time, I was the Technical Superintendent of the vessel "Noto," where we conducted this trial. It was successful and the results good; after this, we started using Aderco for the rest of the Fleet."

2) Are you using Aderco's products in all your vessels (owned and chartered, all ages), or only in some of them?

"We use Aderco on all our Hafnia vessels, both internally and externally managed. External vessels were included before the Sulphur 2020 Cap came in because Aderco helped clean the bunker tanks in preparation for the change to VLSFO, saving costs and downtime for manual cleaning. Our Hafnia Bunker Team has also recommended usage of Aderco to

ADERCO leading company in fuel treatment technology - Interview with Mr. Surjit Chanda, Vice President Technical, Hafnia

their non-Hafnia clients, and I have often been approached for advice regarding Aderco from technical managers who are our bunker clients".

3) What were some of the problems that your vessels suffered before you started using Aderco's products? Could you mention two or three of the issues that were corrected by using our products?

"We have used Aderco for so long that it is difficult to remember the problems faced before we started with Aderco. However, I recall we had major costs involved cleaning sludge from bunker tanks during dry dockings, piston ring packs got dirty soon, exhaust gas boilers had to be soot blown three times a day, causing the poop decks to be covered with soot always. Frequent filter cleaning, dirtier scavenge spaces and exhaust manifolds, etc., etc."

4) Could you please describe how the logistics and use of Aderco's products operate?

"Normally we stock enough Aderco for six months of bunkering, this way we can plan deliveries at convenient ports where Aderco has stock points like Singapore, Fujairah, Rotterdam and Houston. Aderco is stored in the Steering Gear Room along with other chemicals in the designated Chemical store. The 4th Engineer is in charge of dosing as he is the designated assistant to the Chief Engineer during bunkering."

5) Is there anything else that you would like to mention regarding your company and our products?

"Hafnia has used Aderco for over 17 years, including for our Externally Managed vessels. I am particularly proud

to be the first to use Aderco in Hafnia, and happy we have had such a fruitful relationship over all these years."

We thank Mr. Chanda for all his valuable insights!

Hafnia, Member of BW Group the world leading product tanker

Turn to page -3

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ADERCO leading company in fuel treatment technology..... FROM PAGE : 1

company— putting people first and challenging the industry standard through innovation. Hafnia is the story of two complementary forces coming together. It was combining the unique strengths of Hafnia Tankers and BW Tankers that set a course for creating the world's leading product tanker company. As part of BW Group, BW Tankers came with over 80 years of maritime know how. Complementing this solid experience, Hafnia Tankers brought with them an

entrepreneurial mindset and a drive to do things differently. This winning combination is what defines the Hafnia of today. <http://www.hafniabw.com>

Aderco, if your business depends on petroleum-based fuels, we will measurably improve your business sustainability. At Aderco we are working hard to help our customers save costs, maximise uptime and reduce emissions. Aderco was founded in 1981 in Montreal, Canada. The first application for our

innovative fuel treatment was to improve the fuel efficiency and operational reliability of the icebreaker fleet. Today, with over 40 million tonnes of fuel treated annually, our fuel treatments deliver results and peace of mind in the global marine, mining, power generation and transportation sectors. The way we combine continuous R&D with dedicated and proactive customer service has made Aderco a trusted brand. For over 40 years, we have maintained

a sterling reputation as professionals when it comes to problem-solving and prevention with residual and distillate fuels. With offices in strategic locations around the world, Aderco is able to respond quickly and effectively to evolving customer and market demands. In addition, we work through a network of agents in over 50 countries to ensure outstanding technical, sales and customer support. <http://www.aderco.com> Phone +41(0)223623904

European LNG shortage pulls more tankers away from Asia

supply in the short-term," Seduski said.

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As of Thursday afternoon, 13 Jan, there were 41 U.S. LNG cargoes with either declared destinations in Europe or on a likely path to the natural gas-starved continent, compared with 24 heading to Asia, ship-tracking data compiled by Bloomberg show.

The difference of 17



Higher natural gas prices and lower shipping rates are increasing the draw of U.S. liquefied natural gas cargoes to Europe over more traditional winter markets in Asia.

cargoes is the widest so far this winter

The difference of 17 cargoes is the widest so far this winter, which has been marked by volatile gas prices in Europe, where storage inventories are low and major supplier Russia has not delivered as promised.

Last month, benchmark European gas futures were as much as \$24 per million British thermal units higher than those in Asia.

The gap has since narrowed significantly, but volatile winter spot prices and shipping rates have tipped to the point in favor of Europe, said David Seduski, an LNG industry analyst with the New York office of Energy Aspects. The firm forecasts that Asia will not begin to draw more U.S. LNG cargoes from Europe until the second quarter of 2022.

"LNG imports have been the saving grace for European

U.S. LNG cargoes to Asia can take more than a month compared to the two-week voyage for most destinations in Europe, shipping data compiled by Bloomberg show. Those shorter distances also result in increased tanker availability.

Spot LNG carrier rates west of the Suez Canal of \$42,000 a day are 79% lower than the December peak of \$200,000 and 75% lower than a year ago, according to shipping data firm Fearnleys.

Rubbish building up in many ships as ports bar garbage disposal during the pandemic



Seafarers have had to put up with a huge amount during the pandemic.

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To add to their woes, many ships are getting stinky as ports refuse to allow rubbish to be offloaded.

Writing on LinkedIn, Graeme Somerville-Ryan, the founder of Eyesea, a global rubbish mapping project, posted the photo above.

"This is a makeshift

garbage room (midship storeroom), completely full," Somerville-Ryan explained. The image was sent to him by a vessel that has been unable to fully offload rubbish and waste in nearly a year due to port and country regulations.

"These same ports are happy to sell stores – and fine vessels for sanitation failings – but will not offload rubbish," Somerville-Ryan argued.

The issue was an often neglected part of the maritime supply chain

Reacting to the post, Peter Schellenberger, vice president at Thome Group, said that the issue was an often neglected part of the maritime supply chain.

Mike Powell, strategy director at British tech firm StratumFive, commented: "At a time when shipping's environmental impact is under a lot of scrutiny it is timely to point out coastal state failures to provide the support required."

It is timely to point out coastal state failures to provide the support required

The issue is most keenly felt for ships trading in Asia. In Europe, most ports include offloading rubbish in their harbour fees.

Ship masters can report inadequate port reception

facilities to the International Maritime Organization (IMO).

What seafarers can do to minimize rubbish...

To minimise rubbish and for efficient storage, seafarers can utilise compactors,

incinerators where permitted, and mini refrigerators for storing food wastes. However, when denied the possibility of offloading this waste for many months on end even the largest ships struggle to handle such a rubbish buildup.



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