

OFFSHORE C.S. NEWS “THE TIP” MARITIME



Message from the Executive Director

This has been another exciting quarter as there have been some new exciting business developments.

There has been a new takeover of an AHTS vessel in Dubai Maritime City where CSO team was in attendance and managed the DD/SS of the vessel. The assigned project was completed satisfactorily and added there was flag change requirement. All was completed within the record time to the much satisfaction of the Client. The vessel is currently heading towards Nigeria.

Due to 2020 global Compliance with 0.5%, there seems to be greater shift towards LPG vessels as in 2019 alone seven new LPG carriers have been placed under new build orders and four under retrofit activity.

It is noteworthy that now in the maritime environment, drones are being increasingly used for security, environmental surveillance, to supply vessels with spare parts, for emergency missions, such as search and rescue, as well as for ship and cargo inspection.

Most of the classification societies have now in-house facilities to use drones to carry out class related inspection of vessels especially for cargo tanks, rigs, underwater installations and installations at heights, which were hitherto being done under close up inspections. The next advancement would be to survey class items remotely using specific sensors in place which can replicate visuals and close up assessment.

CSO would like to place on record that inhouse team performed exceptionally to complete DD /SS of a managed vessel in record time of 8 days and return vessel to Charterers to resume services to the much satisfaction and commendation of the stake holders. This was possible by meticulous project planning and cohesive team work to achieve the budgetary parameters and targeted completion time.

CSO would be pleased to extend such expertise to our esteemed clients for ensuing vessels DD/SS etc., whereby client can greatly benefit by overall cost savings and maintaining the timeline in project completion target.

In order to protect machinery against improper lubes – it is highly recommended to sincerely adhere to three monthly testing regimes by a certified oil testing firm. Poor grade Lubes can cause severe machinery damage and consequent high costs for reactivation.

In Africa, lubes and specially refrigerants available with some vendors, upon close scrutiny were found to be spurious. Needless to say, what detrimental effect such lubes / gases can have on machinery using such products. It is advised to monitor all supplies closely and thoroughly check them against any flaws before they can be accepted for use.

We appreciate the confidence that all of our clients, owners, vendors, associates and employees have placed in us and in our work & sincerely thank all our clients and the maritime interests for the continued confidence and support bestowed in us.

Mr. Balbir Singh Nagi



Maritime News

Essar Ports: Green Ports Are the Future of the Industry



Source: Shipping World Maritime News

Maritime industry stakeholders all over the world are increasing their contribution to the reduction of carbon footprint. While shipping companies decided to modify their vessels in order to comply with the upcoming 2020 Sulphur Cap regulation, the port industry took their own measures to cut pollution.

Nigeria Introduces New Bill to Tackle Rampant Piracy

Nigeria has introduced a new anti-piracy bill in a bid to improve security in its territorial and exclusive economic zone waters.

Source: Shipping World Maritime News



Challenging Macroenvironment Affects DP World's Volumes



Dubai-based port operator DP World handled 17.5 million TEU across its global portfolio of container terminals in the first quarter of 2019, recording a decline of 0.6% year-on-year on a reported basis.

Source: Shipping World Maritime News

South Africa Green-Lights Use of Scrubbers in Its Waters

South Africa has decided to allow the use of exhaust gas cleaning systems (EGCS) in its territorial waters and ports ahead of the IMO 2020 regulation.

Source: Shipping World Maritime News



Offshore News

Up to 500 supply vessels ought to be scrapped



Source: Shipping Watch

Of a global fleet of 4,000 PSV and AHTS vessels, upwards of 500 should be scrapped, according to Fearnley Offshore Supply. Severe overcapacity of supply ships remains an obstacle to an upturn in the sector, where Norwegian players in particular are plagued by towering debt.

New report says oil consumption will peak in three years



Oil consumption will peak in 2022, according to a new analysis by classification firm DNV GL. After that, it will slowly but surely be a downward journey for oil, which in a short span of years will be overtaken by gas.

Source: Shipping Watch

Bimco predicts "disturbing picture" for container lines



Shipping organization Bimco expects low growth in transported containers for the rest of 2019. This will worsen the balance and paint a "disturbing picture" for the industry this year and the next.

Source: Shipping Watch

Airborne gets order to supply TCP flowlines for project in West Africa



Airborne Oil & Gas has been awarded a large contract from an unnamed super-major through Oceaneering to supply Thermoplastic Composite Pipe (TCP) flowlines for deployment in West Africa.

Source: Offshore Energy Today

Oldendorff Vessel Suffers Catastrophic Scrubber Failure – Narrowly Avoids...



The EPA has received reports that Oldendorff Carriers' ship (MV Helena Oldendorff) narrowly avoided a collision recently near Singapore due to a catastrophic failure in its scrubber systems.

The incident occurred due to a fault in the scrubber system which caused a catastrophic failure and flooded the exhaust lines and main engine of the ship with tons of seawater being dumped into the ocean. The scrubber failure and its flooded engine room caused the ship to lose propulsion in one of the busiest areas for maritime traffic in the world, and it was a miracle that a tragic incident did not occur.

Reports indicate that the scrubber failure [an open-loop scrubber system made by scrubber manufacturer Yara], was so bad that the ship has been immobilized since August 26th and is unable to sail with its cargo of Iron Ore loaded in Guaíba Island, Brazil in July by Vale. Vale's cargo remains trapped onboard the Helena Oldendorff in Singapore as of the date of this report. It is unclear whether this is a fault common in Yara's scrubbers or caused by the onerous maintenance demands by the system.

This incident is another example of why greedy ship owner's trying to save a few dollars on fuel by "cheating the system" and using scrubbers are dangerous to us all. Not only do these unreliable scrubber systems break down and cost ship owner's additional money, but in addition, and more importantly, the scrubbers require more fuel to run AND dump a significant amount of pollution into the world's oceans.

As these scrubber systems frequently break down, the danger presented by these ships grows ever present. The Helena Oldendorff should serve as a reminder that in addition to the ongoing pollution caused by scrubbers (*this is if/when they actually function*) a failure of these polluting scrubbers may cause a collision, releasing tons of toxic fuel/water washing into the ocean and costing crew members and others their lives.

We call upon the cargo owners (many of whom have strict green policies) that are utilizing these ships in our oceans to be very wary of their actions in aiding and abetting the continued use of scrubbers. It is unsurprising that Vale is involved in this incident as Vale has had its fair share of environmental disasters with dire consequences and loss of life in the same area this cargo was shipped from.

(Source: Bloomberg Environment)

Our Laurels



2019 – Award Recognition from TOTAL



2018 – Winner
 "Outstanding Performance in Maritime Services 2018" at Transport & Logistics Middle East Excellence Awards



FINALIST
 Offshore Marine Award for Owners And Operators
 2018

2016 – Winner
 Mr. Balbir Singh Nagi, Executive Director of CS Group was awarded "Maritime Excellence Award".



2016 – Winner
 "Offshore Marine Development – Africa" at Seatrade Maritime Awards



FINALIST
 Offshore Marine Award for Owners And Operators
 2015



2014 – Winner
 "Offshore Marine Development – Africa" at Seatrade Maritime Awards

2012 – Award Recognition from Exxon Mobil



2012 – Award Recognition from ENI (Nigeria Agip Exploration)

BRAIN TEASER

What are the next 3 letters in the following sequence?
 J, F, M, A, M, J, J, A, _ , _ , _

*** Answer on page 13

Marine Environment

What is the Most Common Form of Ocean Litter?

Broken bottles, plastic toys, food wrappers ... during a walk along the coast one finds any of these items, and more. In all that litter, there is one item more common than any other: cigarette butts !



Cigarette and cigarette filter found on the beach

Cigarette butts are a pervasive, long-lasting, and a toxic form of marine debris. They primarily reach our waterways through improper disposal on beaches, rivers, and anywhere on land, transported to our coasts by runoff and stormwater. Once butts reach the beach, they may impact marine organisms and habitats.

Most cigarette filters are made out of cellulose acetate, a plastic-like material that's easy to manufacture, but not easy to degrade. The fibres in cigarette filters behave just like plastics in our oceans, the UV rays from our sun may break the fibres down into smaller pieces, but they don't disappear. One solid filter ends up being thousands of tiny microplastics.

The Ocean Conservancy's 2018 International Coastal Clean-up Report stated that 2,412,151 cigarette butts were collected worldwide in 2017. This is an increase from the 1,863,838 butts collected around the world in 2016.

Here's what you can do about keeping those cigarette butts, lighters and cigar tips from spoiling our ocean:

FIRSTLY...



- ⇒ If you smoke, don't flick your butt! Place it in a proper receptacle.
- ⇒ Organize clean-ups in your local community.
- ⇒ Be an environmental steward in your own community. Spread awareness about cigarette butt litter.
- ⇒ Worried about the smell from cigarettes in your pocket? Purchase a pocket ashtray! These trays can come in the form of metal boxes or vinyl pouches, fit in your pocket, purse, or backpack, and extinguish cigarettes until they can be properly disposed of in the trash.

(Source: NOAA's National Ocean Service)



Learn, build relationships and connect with your industry colleagues as the most critical assembly for offshore vessel players comes to life across two days at

Seatrade Offshore Marine and Workboats Middle East 2019

Visit Madinat Arena Conference Centre, Dubai on 23rd Sept – 24th Sept 2019

Cyber Security in the maritime industry

Maritime cyber security services and solutions



Benefit from tailored DNV GL solutions for maritime cyber security addressing systems, software, procedures and human factors.

Cyber security threats have grown in reach and complexity. As a consequence, cyber security has become a concern and should be considered as an integral part of the overall safety management in shipping and offshore operations. With multifaceted vulnerabilities and cyber-attack scenarios (intended or unintended), the answer to cyber security lies in a multifaceted approach to manage risks.

DNV GL uses a systematic approach to assess the cyber security of vessels and their interaction with land-based management. Best practices from risk management in oil & gas, maritime and energy applications come together to identify threats and build counter-strategies, looking at both technical and behavioural aspects.

Proven cyber security management approaches look at:

- ⇒ Raising the awareness of all stakeholders, including onshore personnel and offshore crews
- ⇒ Assessing and implementing defensive and reactive countermeasures
- ⇒ Monitoring and reviewing effectiveness and robustness of barriers, emphasizing continuous improvement

Our approaches address information technology (IT) as well as the industry-specific operational technology (OT) systems. Our range of services and solutions include:

- 1) **Recommended practice "Cyber security Resilience Management (for ships and mobile offshore units in operation)":** To guide owners, managers and operators of ships or mobile offshore units towards enhanced cyber security of their assets.
- 2) **Cyber security assessment:** Our interdisciplinary teams engage with your onshore personnel and offshore crews to identify and address your cyber security risks via various levels of assessment; starting with a high-level self-assessment through an App on MyDNVGL, to more detailed assessments tailored to your specific business risks.
- 3) **Cyber security enhancement** – Based on a systematic assessment, we help you efficiently close cyber security gaps by supporting the development of improvement plans, looking at systems, the human factor and management procedures.
- 4) **Penetration testing** – Testing the robustness of your barriers is essential to ensure that your assets are secure. Our penetration testing offers comprehensive and effective validation of your systems and procedures.
- 5) **Verification for newbuilds** - We provide third-party verification of cyber security requirements throughout the newbuild project life cycle and issue a letter of compliance (LOC).

- 6) **Verification for ships in operation** - We provide an assessment of your vessel's on-board cyber security and issue a LOC.
- 7) **Training** – Our classroom training covers management, technical and hacking lessons. Our e-learning solution can be performed on board or in the office, so your crews can address pivotal aspects of any cyber security system – covering the human factor.
- 8) **ISO/IEC 27001 preparedness** – DNV GL Maritime assesses the existing documentation to help you prepare for certification.
- 9) **Certification** – DNV GL Business Assurance certify against ISO/IEC 27001 and ISO 22301.

Be on the safe side of cyber security with DNV GL:

- ⇒ Combining traditional IT security best practices with in-depth understanding of maritime operations and industrial automated control systems
 - ⇒ Local and international experts draw on extensive knowledge and experience in cyber security risk management, maritime operations and the human factor
 - ⇒ All testing and recommended mitigation measures are tailored to specific maritime needs
- (Source: Maritime Cyber security services and solutions, DNV GL)

The rise of cyber threats and GPS-jamming on OSVs

OSV owners need to protect DP systems from failures and the spoofing of GPS signals, while preparing crew to identify cyber threats

Offshore support vessel owners need to ensure their bridge teams, especially dynamic positioning (DP) operators, are aware of cyber threats, particularly from global positioning jamming and malware. Although there has been no direct attack on DP vessels, they are still being impacted by jamming or spoofing of GPS in regions exposed to state players.

According to International Marine Contractors Association (IMCA), jamming signals from satellites to vessels' position reference systems helped cause a 50% jump in DP events reported in 2018. IMCA received 147 event reports in 2018, up from around 95 in 2017 and 80 in both 2015 and 2016.

IMCA technical adviser Capt. Andy Goldsmith said part of the jump was due to improved reporting by vessel owners, but not all of it could be explained that way. Addressing the offshore vessel owners, operators and managers at Riviera's Asian Offshore Support Journal Conference in Singapore on 18 September, Capt Goldsmith said: "A big part of this in 2018 was reference system signal jamming in the Middle East."

Of the 147 events reported in 2018, 24 incidents involved a loss of automatic DP control, said Capt Goldsmith, 82 were labelled 'undesired events' and 41 came in under the heading 'observations'. He said the most frequent causes for DP events were electrical and human factors. The electrical issues were due to "poor design, component selection and lack of maintenance and testing" he said. Human factors included lack of knowledge, training or experience of DP functionality, operator error or insufficient processing and procedures.

To protect OSVs from the impact of a GPS jamming and spoofing, DP systems should have differential GPS with connectivity to various Global Navigation Satellite Systems (GNSS), such as Glonass, Galileo and Beidou where they are available. DP systems should also source data from multiple position reference sensors.

Veripos provides Apex high-accuracy GNSS services with Precise Point Positioning (PPP), an absolute positioning technique that corrects all GNSS error sources such as: satellite orbit and clocks; tropospheric; ionospheric; and multipath errors. PPP is not dependent on the location of reference stations and provides position accuracy regardless of location.

Veripos operates its own Orbit and Clock Determination System (OCDS) which derives real-time corrections for all available satellite constellations using proprietary algorithms. The OCDS uses data from Veripos' reference station network. Apex can be complimented by Veripos' Ultra service that provides real-time corrections using JPL's OCDS and reference stations.

Increased spoofing and jamming

In addition, DP operators should be equipped to identify any GPS signal issues, cross check with other position reference sensors and be prepared to take control of the vessel. However, Naval Dome chief executive and cyber security expert Itai Sela thinks if there is a DP issue because of GPS spoofing and jamming, owners should not blame this on human error.

"There is an increase in spoofing and jamming of DP systems," he tells OSJ. "But, it is not enough to apportion blame on individuals or consider the breach of a critical system simply as a technical failure unless a cyber event has been ruled out."

He warns owners to have greater awareness of other cyber threats to OSV bridge systems, including DP computers and controls. This comes after an offshore drilling unit in the Gulf of Mexico lost control of its DP system due to malware incursion. A report into the incident indicated viruses entered the system after crew members plugged in mobile devices on the bridge. "Would this have been considered human error if the DP and associated operating technology were adequately protected and the hack thwarted," asks Mr Sela. "I doubt it. If cyber-crime continues to be designated a human factor event, then the industry does not fully grasp the cyber problem."

OSV crew should be aware they can be the unwitting assistance to a cyber-criminal by accidentally spreading a virus on board. "We should be careful not to attribute blame to the crews or individuals when systems malfunction due to a cyber incident," says Mr Sela.

"After all, the hacker will always be able to penetrate systems unless a technical solution has been established to protect these systems."



Albwardy Damen has started construction of a DMB 8020 Multibuster vessel with DP2

Another cyber expert, SoftImpact maritime consultant Alexandros Theofilou, thinks OSV bridge systems, including DP are vulnerable to malware, viruses and hacking programs, through unauthorised use of USB memory devices.

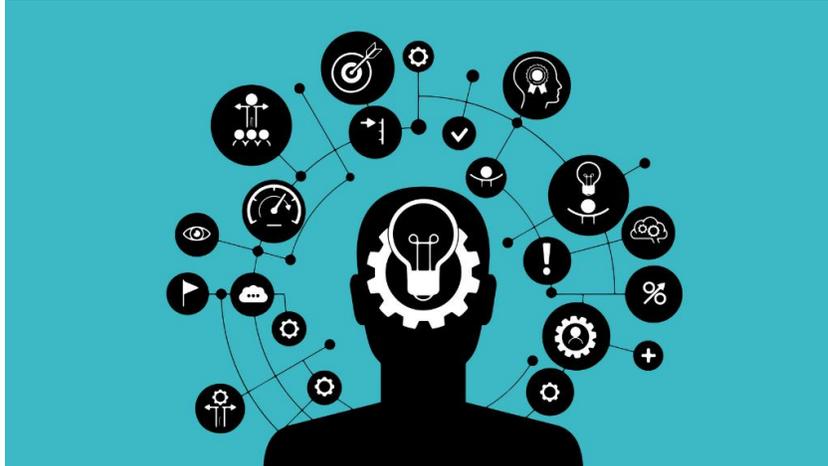
"USB are commonly used to transfer data to port authorities and by service engineers," he said at the Seatrade Offshore Marine & Workboats Middle East Conference in Dubai, in September.

"When the program can damage ECDIS or change the depth alarm or jam GPS, this could cause vessels to crash, leading to damage and pollution," he said.

(Source: Maritime Digitalisations & Communications)

News from HR desk

The Paradox of knowledge



I came across some posts on LinkedIn today about books, podcasts, the importance of Learning and how the average CEO reads 50 books a year. The misunderstanding of this notion is too great not to pause and think for a second.

Let's take music in parallel for the illustration. Listening to pieces on a daily basis will certainly improve your sense of rhythm and melody. You'll be able to follow a beat. This, however, does not turn you into a musician. Picking up an instrument, writing songs that are in tune, testing getting feedback from an audience and above all the discipline to repeat and adjust no matter how painful it gets is more likely to make you a musician.

Bring that back to business. Reading, watching videos and listening to podcasts will most certainly provide you with good material for a meaningful conversation. It will also give you a broad knowledge of the concepts you read about, but it will certainly not turn you into the expert you aspire to be. You're no different than a person enjoying a piece of music.

Applying, testing, failing, arguing, following up, working, testing again, working again and having the humility and discipline to persevere on those concepts is what will get you the results.

Bottom line, no pain no gain. If you are facing challenges, REAL challenges and dealing with them, you are certainly not growing and you are most likely becoming soft.

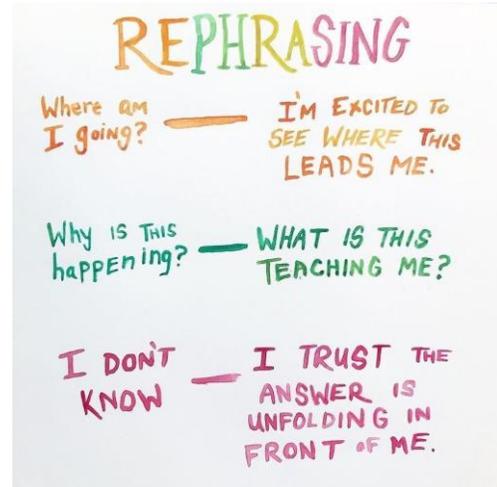
This is the Paradox of Knowledge: You read, and listen there for you assume you're learning and mastering. Knowledge without actions and results is pointless and extra mobilized brain power for nothing. Evolution kicked in when Humans started putting action against the knowledge they acquired.

(Source: LinkedIn)

Love this little bit of valuable wisdom...

While we can't control what happens, there are endless possible reactions to what happens, and we can control those reactions. And some are much more positive and productive than others.

#Mindfulness#Happiness#Creativity



THE ACHIEVEMENTS OF AN ORGANISATION ARE THE RESULTS OF COMBINED EFFORTS OF EVERY INDIVIDUAL

- Vince Lombardi



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*** S, O, N. The sequence is first letter of the months of the year. September, October, and November are the next in the sequence.