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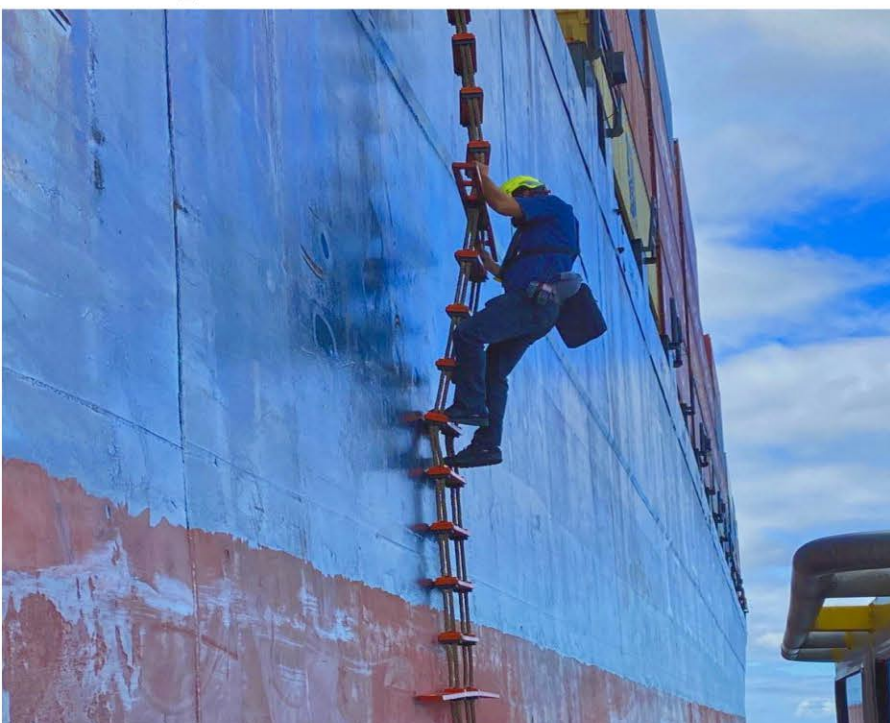
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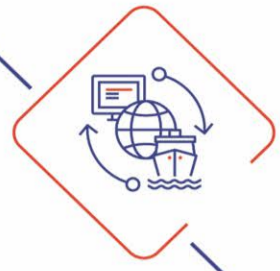
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Americas clean tanker freight posts 32%-60% loss

An armada of European and West African ballasters coupled with improved replenishment of tonnage on the Americas short-haul routes forced freight for Medium Range tankers down 32%-60% on the US Gulf Coast-loading clean tanker benchmark routes to Brazil, Chile and the Caribbean.

Mabanaft placed a Norient Medium Range tanker on subjects at \$1.5 million April 20, \$750,000 lower than last-assessed for the USGC-West Coast Central America route.

"I thought it was an error in the type," said a market source, noting the shock-factor of each trade seen.

Another source said that freight continues to weaken with each additional tanker booked.

"Everything is on a case-by-case basis, nothing will [trade] on parity with last-done trades," the source said.

The benchmark 38,000 mt USGC-Chile route was assessed at \$1.8 million April 21, down 55% from its record set on April 8. Rates for the USGC-Brazil long-haul run also saw similar declines. The Joyce was placed on subjects April 6 by Unipec at Worldscale 500, with a \$65,000/d price tag on demurrage. That route has since fallen 55% to w225 by April 21.



The short-haul 38,000 mt USGC-Caribbean saw the most volatility, falling from \$2.05 million on April 8 to \$800,000 on April 21, a plunge of 60%.

Laycan dates pushed back

According to position lists seen by S&P Global Commodity Insights, 26 MRs are in ballast, set to arrive on the USGC between April 22-May 5. Additionally, 8-12 MRs are ready for prompt loading on the USGC April 21, as compared to a depleted prompt list seen day-on-day since April 1. Skewing the fixing balance as six to 15 cargoes posted for the market for week ended April 8 despite tonnage dwindling.

Americas charterers have started to post laycans back a few days further into the normal fixing windows so that tonnage competition can bring prices down. For example, Valero April 21 posted a cargo to primarily discharge in Europe, with options to disport in Brazil and Northeast Asia with an April 27 laycan, six days out and yet left uncovered despite tonnage availability.

"It's like leaving money on the table in a falling market, if you fix at \$2.8 million on a Monday but come Wednesday it's at \$1.5 million then charterers miss out on a lot," said a market source.

Exports pressure refinery utilization

US refined product exports have risen sharply in April, according to US Energy Information Administration data, but they are likely primed for correction. Exports rose 14% week on week to a record 6.81 million b/d for the week ended April 8, EIA data showed. The most recent data shows exports have since slipped to 6.33 million b/d for the week ended April 15.

"The bottom for this correction is hard to say, as there aren't any more cargoes out to test," said a charterer. "If Europe bans Russian oil, depending on the timeline, it will be bullish for a certain part of the freight curve," noting that the US Gulf Coast still has a strong position to play on the world stage in trade.

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FOSMA honors the saviors of shipping industry during pandemic

- Prisilla Nadar



The shipping industry had faced very tough times in 2 years due to COVID pandemic. The major challenge was crew change. Because of the unprecedented rise in Covid cases around the globe, the seafarers were trapped onboard the ships and were unable to sign in and sign off.

Several people from Indian Shipping industry came together and worked round the clock to help those seafarers stuck onboard. Such personalities were honoured by The Foreign Ship-owners Representatives and Ship Managers Association (FOSMA) at their AGM followed by Cocktails and Dinner party held at Taj SantaCruz on 19th April. "This is to recognize the people who contributed towards Indian Shipping during difficult time," said Capt Sankalp Shukla, Chairman FOSMA.

Capt Prashant S Rangnekar, COO- India Operations, Elegant Marine Services; Capt Kisan Karnad, General Manager, Wilhelmsen Ship Management; the entire ATPI Team, Capt Shiv Halbe, CEO, MASSA and Mr and Mrs Rustom R Cassinath, General Manager, FOSMA were honored during the event.





Capt Karnad expressed his happiness and stated that he is privileged to receive this honor from FOSMA. "MASSA and FOSMA worked together in last 3 years like never before," said Capt Rangnekar. Capt AS Khuman, Chairman ATPI India opined, "All the work was done together, and each one of us actually helped each other." Capt Halbe and Mr Cassinath were overwhelmed to receive a recognition for all the selfless and sleepless nights.

Mr Abdulgani Serang, General Secretary - cum - Treasurer at National Union of Seafarers of India (NUSI) whose union has done a remarkable job of bringing the seafarers back to India during the crises said, "The Indian shipping industry is fortunate to have such a collaboration, no other industry can think about it." During the crises the world followed India's techniques to get their seafarers back to land; adding to it, Capt Shukla said, "We have become the example to the world for what India can do."

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Late last year the IMO instituted the 'International Day of Women in Maritime' the very first edition of which falls on the 18th of May 22.

Taking this brilliant opportunity, Marex Media is hosting on this opportune day



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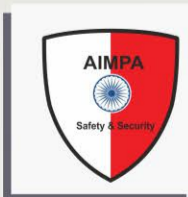


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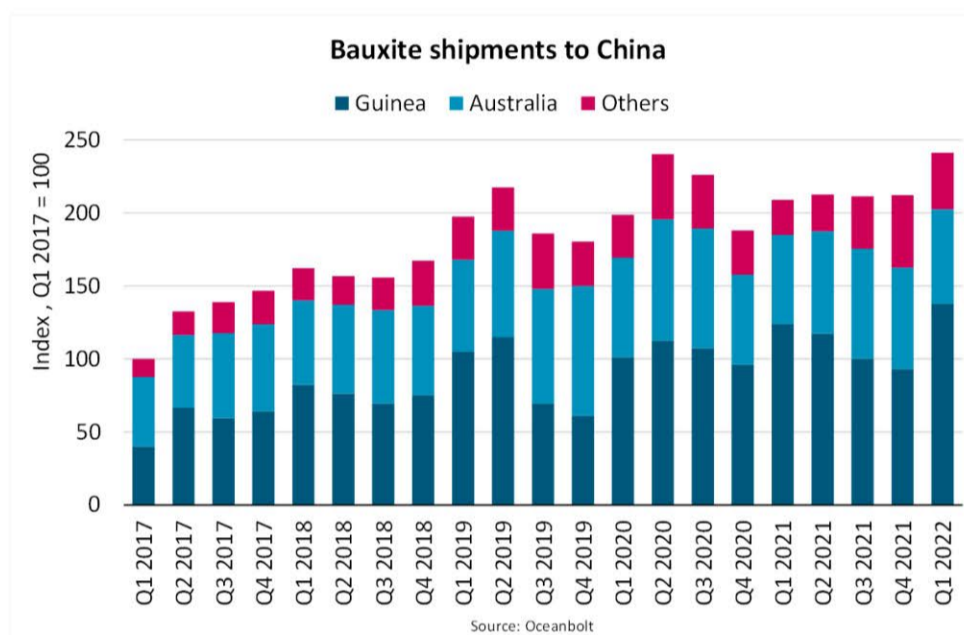
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China's appetite for bauxite hits new record



Bauxite shipments arriving in China hit new record levels in the first quarter of 2022 and grew at an average annual rate of 12.8% between 2017 and 2021, significantly outpacing all other commodities which combined grew at an average of just 4.3% per year. So far in 2022, the appetite for bauxite imports has remained high and the price of aluminium has reached its highest level in 14 years.

The Russia-Ukraine war has caused aluminium prices to surpass USD 3,000/tonne for the first time since 2008, which is expected to lead to an increase in domestic aluminium production.

“In the first quarter of 2022, China's bauxite imports hit record levels, increasing 15.4% y/y. This is in stark contrast to China's total bulk imports which, excluding bauxite, dropped by 10.5% y/y,” says Niels Rasmussen, Chief Shipping Analyst at BIMCO.

Compared to the last quarter of 2021 bauxite arrivals increased 13.6% and particularly shipments from Guinea drove the increase as they contributed 57% of overall volumes.

“Despite being named for the Guinean port, Kamsarmaxes play only a very small role in the Guinea-China shipments and Capesizes are the main beneficiary of China's demand for the commodity, carrying a little more than 70% of all volumes,” says Rasmussen.

In the long run, the aluminium supply chain may alter once again, as Guinea's interim government has challenged international companies mining in the country. The military junta has demanded mining companies to present investment plans for alumina refining plants by May 2022.

“If the government succeeds in establishing large alumina refineries in Guinea, bulk shipping patterns will change. It takes four tonnes of bauxite to produce one tonne of alumina, which would cause a decline in the number of shipments between Guinea and China,” says Rasmussen.

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today's vessels, came under close scrutiny by speakers and delegates attending the latest industry webinar presented by The Nautical Institute (NI).

The 'Pilot Ladder Safety' Webinar, which was attended by over 1,000 maritime professionals, raised a series of serious issues such as how important is it to preserve life, and is the relative low cost of a ladder something that can be overlooked when the repercussions of a vessel potentially being detained for port state

control infringements or the cost of a ship being refused to be boarded by a Pilot potentially so punitive?

Members of The NI and the International Maritime Pilots' Association (IMPA) have been concerned for many years at the needlessly high rate of Pilot Ladder casualties, and resulting deaths and injuries.

The NI is continuously reminded of the problem with boarding arrangements from its Members and through its Mariners' Alerting and Reporting Scheme (MARS).

IMPA recently published its annual Safety Campaign results 2021 indicating that non-compliance with long established SOLAS regulations remains regrettably high – with little change from previous surveys. Progress is not happening. Still pilots are being injured and still lives are being lost during pilot transfer operations.

Nick Cutmore, Secretary General of IMPA and Capt John Pearn, AFNI, Chair of the IMPA Safety Committee, used the webinar to report on their findings and discuss how good seamanship can literally save lives. The

Safety Campaign results and guidance on correct Boarding Arrangements are freely available on the IMPA website (www.impahq.org).

A recording of this safety critical webinar is available to the public on The NI's YouTube Channel and all maritime professionals are encouraged to view and share it in order to save lives and reduce injury.

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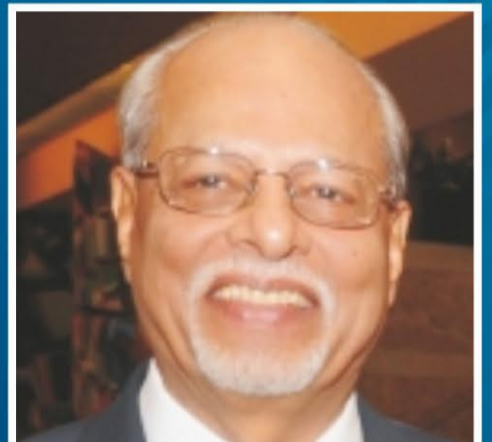
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News



Several shipping lanes closed due to floating mines at Danube River

Ukrainian border guards last week closed several shipping lanes at the mouth of the Danube river due to drifting mines in Black Sea, analyst APK-Inform said on Monday.

Ukrainian Danube ports of Izmail and Reni last week remained the only sea routes for Ukrainian grain exports after seaports were blocked due to the Russian invasion.

Ukraine, a major agricultural producer, used to export most of its goods through seaports but since Russia's invasion in February has been forced to export by train via its western border or via its small Danube river ports.

APK-Inform said that the traffic along the Danube was significantly limited "because of the danger of blowing up ships on laid in the Black Sea by Russian troops."



Ukraine has previously accused the Russian Federation of mining shipping lanes in the Black Sea, which makes it impossible for ships to pass in the northwestern part of the Black Sea.

The guard is unavailable for immediate comments.

"Only ports in the Ukrainian waters of the Danube region were fully operated. But they have rather limited bandwidth, leading to accumulation of transport on suitable roads," APK-Inform consultancy said in a report.

Ukrainian agriculture and transport officials have said the

country is seeking to boost export capacity of Danube river ports which allow to ship grain through Danube to Romanian Black Sea ports.

The government gave no data on grain exports through the Danube ports.

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No. 923



LEARN-O-WIN QUIZ?

- In attempting to start the hydraulic pump drive motor of a horizontal electro-hydraulic anchor windlass, what condition would prevent the electric motor from starting?
A) Failure to start could be the result of an electrical interlock associated with the hydraulic pump stroke control being in other than the neutral position.
B) Failure to start could be the result of an electrical interlock associated with the wildcat clutches being disengaged.
C) Failure to start could be the result of an electrical interlock associated with hand wheel operated wildcat band brakes being set.
D) Failure to start could be the result of an electrical interlock associated with the hydraulic pump stroke control being in the neutral position.
- In accordance with international MARPOL Annex V regulations and federal regulations under 33CFR Subchapter O, the prohibition of the discharge of dunnage, lining, and packing materials that float applies to a vessel operating within how many nautical miles of the nearest land?
A) 3 nautical miles
B) 12 nautical miles
C) 25 nautical miles
D) 200 nautical miles
- What is the BEST indication that the membrane module is damaged and is no longer semi-permeable and allowing the solute to pass through?
A) Lower than normal fresh water production.
B) Higher than normal brine overboard back pressure.
C) High fresh water outlet salinity.
D) Low fresh water outlet salinity.

- Which of the following guidelines is considered to reflect good design practices for shipboard steam heating systems?
A) Provide a dirt pocket and strainer ahead of the steam trap on a unit heater return.
B) Provide all units with a dirt trap and gate valve in the supply and a check valve on the return.
C) Wherever possible install vertical runs for condensate piping.
D) Provide orifice-type bypasses for all traps and automatic valves.
- Leadership style sometimes must change with the readiness level of the employees. Which of the following employee readiness level scenarios would be best suited for adopting a structuring and telling leadership style?
A) Where the employees are able but unwilling or insecure.
B) Where the employees are unable and unwilling or insecure.
C) Where the employees are unable but willing or confident.
D) Where the employees are able and willing or confident.
- Air leakage between the shaft and stuffing box packing in a centrifugal pump is prevented by
A) lantern rings between the packing rings
B) a compressed packing gland
C) a liquid seal
D) the stuffing box gland
- Failing to decrease the feed pressure on a drill as its point begins to break through the bottom of the work piece will cause the drill to
A) break cleanly through the bottom of the work piece
B) form a tapered hole in the bottom of the work piece
C) cut an elongated hole in the bottom of the work piece
D) jam in the work piece and tend to whirl it around

- Under normal operating conditions, the highest temperature and pressure conditions existing for flash-type evaporators will occur in the
A) second stage
B) first stage
C) brine pump discharge
D) salt water feed heater
- If a bolt or stud were to break off flush at the surface, which of the listed actions would probably be the best first step to begin the process of its removal?
A) Use a tapered screw extractor only.
B) Heat the bolt with an oxyacetylene torch.
C) Drill a hole in the center of the broken stud.
D) Tap the bolt with a starting punch extractor.
- Which of the listed devices is used to control the admission of steam to the steam cylinder of a reciprocating pump?
A) Pump rod
B) Valve operating differential
C) Crosshead arm
D) Pilot valve and operating rod

For Answers See BELOW

ANSWERS TO THE Learn-O-Win Quiz

Q1	A	EXCELLENT - 8-10 points	Q8	D	GOOD - 5-7 points
Q2	B	EXCELLENT - 8-10 points	Q9	C	GOOD - 5-7 points
Q3	C	EXCELLENT - 8-10 points	Q10	D	POOR - 1-4 points
Q4	A	EXCELLENT - 8-10 points	Q5	B	POOR - 1-4 points
Q5	B	EXCELLENT - 8-10 points	Q6	C	POOR - 1-4 points
Q6	C	EXCELLENT - 8-10 points	Q7	D	POOR - 1-4 points
Q7	D	EXCELLENT - 8-10 points	Q8	D	POOR - 1-4 points

CHECK YOUR SCORE

Capesize shows upward trend

A large red and black Capesize cargo ship is shown from an elevated perspective, sailing on a blue sea. The ship's deck is visible, showing several large rectangular cargo holds. The ship's hull is painted red, and the superstructure is black. In the background, other smaller ships are visible on the horizon.

Capesize

After several weeks of relatively flat price movement, the Capesize 5TC market has started to show a little positive sentiment with levels pushed to \$15,299. Fixture activity on the whole has not been very eventful, yet the Pacific C5 West Australia to Qingdao route was up +0.773 today to \$10.741 and has steadily improved over the week. Meanwhile, the cargo to vessel ratio in the Atlantic is said to have tightened – especially for prompt positions. The transatlantic C8 has risen +2250 week on week, to settle now at \$11,625. Further south in the Atlantic from Brazil, the voyage route C3 Brazil to China currently prices at \$26.04 as activity is ticking over although is largely underwhelming. The Capesize market is definitely improving in sentiment, which is a welcome sight for many. However, with the dark shadow of the lockdown situation in Shanghai hanging over all the shipping markets, the Capesize main destination market is unable to fire on all cylinders placing somewhat of a cap on trade at this time.

Panamax

It was a limited week of trading due to Easter holidays in many regions. A gradual decline across all rates in the Atlantic this week was caused by minimal fresh demand with wide disparity between the bid/offer spread throughout the week. Those owners forced to fix prior to the weekend reluctantly reduced offers with Charterers seemingly holding firm. Typically, the transatlantic round trips hovered around the \$27,000 mark with several deals concluded at or around this level. Asia similarly returned a lethargic week overall, with something of a split two-tier market. The Southern region was largely under pressure, with many smaller/overage ships discounting rates for the limited Indonesia coal trips. Further North, there were glimpses of support found ex NoPac as well as the coal trips ex Australia to India, highlighted by an 82,000-dwt delivery China agreeing a rate of \$25,000 for a NoPac trip and a 74,000-dwt delivery China fixing \$15,500 for a trip via Indonesia redelivery Vietnam.



Ultramax/Supramax

With many countries enjoying Easter celebrations, the information flow was rather slow. However, key areas saw increased positive sentiment with demand returning from the US Gulf and Asia. Period cover was sought and an Ultramax open China was fixed for four to six months trading at around \$34,000. In the Atlantic, the main focus was from the US Gulf which saw increased fresh enquiry. A 63,000-dwt fixed Delivery SW Pass trip to Egypt at \$45,000. Elsewhere, a 55,000-dwt open West Africa was fixed via South Africa redelivery China at \$28,750. Stronger demand in Asia helped rates. A 61,000-dwt fixed delivery Kosichang trip via Indonesia redelivery Cambodia at \$32,000. Brokers said further north there had been an increased level of NoPac business. However, fixtures were kept under wraps. A rather flat week in the Indian Ocean, but a 56,000-dwt was fixed delivery Fujairah trip via Arabian Gulf redelivery Bangladesh at \$38,000.

Handysize

It was a short week for many, but the BHSI made some positive gains after a period of negativity. Brokers spoke of more enquiry in East Coast South America in recent days. A 33,000-dwt fixed from Vitoria to East Coast Mexico at \$35,000 and a 40,000-dwt was rumoured to have been placed on subjects for a trip from Recalada to Algeria at \$40,000. In the US Gulf a 38,000-dwt was fixed from the US Gulf to Spain in the upper \$20,000s. In Asia, a 28,000-dwt open in North China was rumoured to have been placed on subjects for a trip to South East Asia with an intended cargo of steels at \$21,000. A 35,000-dwt open in South East Asia fixed a trip to US West Coast in the Low \$30,000s. Period was also active with a 28,000-dwt open in Japan in early May fixing four to six months at \$25,000.

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Transtech 2022

All India Technical Seminar TRANSTECH 2022, the 15th edition, was organized by Tolani Maritime Institute (TMI), in association with The Institute of Marine Engineers (India), Pune Branch and The Institution of Engineers (India), Pune Local Centre from 24th to 26th March.

TRANSTECH provides a platform to students from maritime as well as other engineering colleges to present their technical papers and showcase their ideas as models on the specified theme. Poster display and Marine Quiz were new additions to the event this year.

The main theme of the event was "Future Trends in Shipping Industry" and the 8 subthemes were: Blue Economy, Industry 4.0 in Maritime Sector, Alternative

Propulsion Systems, New Techniques and Advancements in Fire Fighting, IMO's GHG Strategy: How to Meet 2030 and 2050 Goals, Innovative Solutions for Ship-Shore Data Link for Real Time Monitoring, Maritime Education & Training Framework for Autonomous Vessel Operations and Technological Advancements in Navigation, Communications and Search & Rescue in Maritime Industry.

Transtech welcomed a multitude of eminent personalities from shipping, education and other fields who shared their knowledge and experience with the young cadets, faculty and guests.

Dr Sanjeet Kanungo, Principal, TMI Pune, welcomed the gathering and emphasised on the relevance of themes and subthemes of Transtech 2022 for future trends in shipping.

Capt M. Sairaj, Director, Synergy Navis Marine Pte Ltd, Pune was the Chief Guest on the first day. He delivered inaugural speech on 'The Innovative Smart Ship Solutions' which was well received by student fraternity and



professionals alike. He released the 'Book of Proceedings' for Transtech '22 and the Institute's Annual 'Bulletin of Maritime Science & Technology'.

Mr Chirag Bahri, Director of Regions at International Seafarers' Welfare & Assistance Network (ISWAN) and a TMI alumnus spoke on "Pre-departure awareness for seafarers".

Mr Praful Kalankar, Director, SP Auto Engineering, Pune shared his insights on "Total Quality Management".

Prof Tanuja Sachin Khatavkar, Regional Coordinator (Pune), Virtual Labs Regional Centre, IIT Bombay" and "Prof Pushpdeep Mishra, Senior Project Manager, Virtual Labs-IIT Bombay" shared their cognizance on "Introduction to virtual labs" on the second day of the event.



Capt Nikunj Parashar, CEO & Director, Sagar Defence, Pune was the guest speaker on the 3rd day. He delivered a talk on Remote Operation of vessels and his journey and involvement in the build-up of such vessels and establishment of his venture.

Dr (Mrs) Malini V Shankar, IAS (Retd), Vice Chancellor, Indian Maritime University was the chief guest on the 3rd and final day. She delivered a keynote address on "Challenges in Maritime Education and Training to Deal with Future Trends in Shipping." She inaugurated the newly installed state of the art Simulators for Navigation, Cargo Handling, Engine Room and Welding.





24 full length papers were received on the given subthemes from 5 institutes across the country and finally 12 papers were selected for presentation. Seven technical models were also there. A team of three judges selected deserving participants for the prizes. Top three prizes for technical papers were sponsored by The Institute of Marine Engineers (India), Pune branch and the remaining by Tolani Maritime Institute itself.

Transtech 2022 was held in hybrid mode. Distant participants presented papers online while many presented in physical mode. All model makers were present with their respective model. The papers which were not selected, were given a chance to present the same as Poster. The best poster was awarded cash prize Marine quiz was a new addition to Transtech this year and it captured the attention of the audience. Marine quiz prizes were sponsored by Amazeng Nautical Association, Pune.

Overall it was a very interesting, informative and successful webinar which benefitted students, faculty, guests and online viewers.

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Winners of Transtech 2022

Technical Papers Presentation

First prize – A Sharma, C Mahajrab and C Yesudas, TMI Pune for their technical paper titled 'Hybrid Energy Regenerating System'

Second prize – A Chauhan, R Dutta, R Mishra, GEIMS, Lonavla for their technical paper titled 'Smart fire extinguishing device (SFED)'

Third prize – A Ratha, E Anto, and R Nair, IMU Vishakhapatnam for their technical paper titled 'Review Analysis on Advancements in NCSR Technologies'

Technical Models – All 7 models were from TMI Pune

Bhavesh Kumar Sendh won the first prize for his technical model titled 'Safety and Efficiency Improving Technologies in Autonomous Ships'

Bendre Shardulshantanu, Shaurya Sharma and Vipul Kumar Dubey won the 2nd prize for their technical model titled 'Thermoelectric Cooler- Waste Heat Recovery System on Ships'

Aryadeep Bharadwaj, Arpit Raj and Harshvardhan Bhati won the 3rd prize for their technical model 'Green Energy Power Generation on Ship Using VAWT'

Technical Poster Display

Sandrana Nandini, Aditi Wadekar and Adarsh Ranjan, IMU Visakhapatnam won prize for the best technical poster

Marine Quiz

Kartik Thakur and Hriseeka Nayak, TMI Pune won the 1st prize in Marine Quiz Competition

Ojasvi Saxena and Karan Maliya, GEIMS Lonavala won the 2nd prize in Marine Quiz Competition

Shashikant Mishra and Sudeep Ray, HIMT College Chennai won the 3rd prize in Marine Quiz Competition





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