

Ship Managers' Survey 2020

PHOTO: WILHELMSEN SHIP MANAGEMENT



Early experiences of IMO 2020 implementation, the most promising future fuels and the likely evolution of operating costs (opex) were among this year's Seatrade Ship Managers' Survey questions, once again kindly compiled by **Dr. Malcolm Willingale**.

Q: What are your primary concerns regarding the risks surrounding successful IMO 2020 compliance across your managed fleet?

A common theme running through replied here was how ship managers had worked hard with their clients to understand and prepare for risks involved with the new global sulphur cap. That having been said, a number of concerns remain.

'Now that the new low-sulphur fuels are in use, we've had to be careful with blends, sedimentation and getting the quality right,' relates Capt. Rajesh Unni, founder and ceo of Synergy Group. 'We have protocols in place for managing this but a lot of this comes down to workforce quality and using technology to make sure machinery is protected and reliability is maintained.' Other 'risks' include management of client scrubber installations with makers and yards, he says, and the opex implications of non-optimised fuel vessel fuel consumption and performance.

'Fuel husbandry, in particular in relation to possible compatibility issues,' is indeed a primary concern, agrees Columbia

Shipmanagement (CSM) ceo Mark O'Neil. 'We have not seen compatibility problems arising yet, where analysis results have highlighted potential problems before the fuels are burned, but the fear is that existing analysis parameters will not capture and highlight all potential compatibility issues. Likewise he notes: 'high sediment content from certain sources of low sulphur fuel,' adding 'but these have been managed and the fuels either debunkered or burned under controlled conditions. Enhanced vigilance is the name of the game for the foreseeable future in relation to all fuel-related matters.'

'The quality of fuel that is delivered and its availability are the two primary concerns,' states Fleet Management Ltd md Kishore Rajvanshy. Vessels burning new fuels have

encountered 'blocked filters and purifiers,' he reports, 'creating a risk on the safe propulsion of ships' since 'shipboard fuel systems are not designed to handle such different bunkers in storage.' At the same time clients' vessels fitted with scrubbers are facing 'issues with the sensors and automation,' he says, as well as with the 'very tight' time limit of just one hour given to change over to compliant fuel if the need arises.

PTC (Philippine Transmarine Carriers) ceo Gerardo Borromeo echoes that the root concern, from which others may flow, is 'the assurance of a consistent and available supply of [suitable] fuels across all key ports called on.' He also notes the challenge for those ships fitted with open loop scrubbers of 'knowing well in advance where such

systems are accepted and where they are not,' as well as 'how and where to discharge.'

Frank Coles, ceo of Wallem Group, identifies 'elements that we are not able



Capt. Rajesh Unni



Mark O'Neil



Kishore Rajvanshy