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The **CARNIVAL VISTA** seen fitting out at the Fincantieri Yard in Monfalcone
Photo : Capt Bert Boutsma – Master Dolfijngracht (c)

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ALP DEFENDER LAUNCHED AT NIIGATA



January 23rd in Niigata the **ALP DEFENDER** was launched left on the dock door seen **Mr. Michiyuki Takahashi**, CEO of **Niigata Ship Building and Repair**, **Mr Leo Leusink**, COO of **ALP Maritime Services BV** and **Mr. Rob Strijland**, Project manager of the **ALP Future project**. At the photo below , seen from the **Hotel Nikko** observation room (**Bandajima building**), still in dock the **ALP DEFENDER** and moored alongside the **ALP STRIKER** photo's : Ernest Timmerman (c)



Chevron expects Gorgon to start shipments in coming weeks



After missing its planned 2015 start-up, Chevron Corp said it expects to commence first production of liquefied natural gas (LNG) at the giant Gorgon project off Western Australia, in the next few weeks, with the initial export shipments to commence by the end of the March quarter. Additionally, first shipments from the Wheatstone project, which is also off western Australia, are expected by mid-2017. Initial shipments from the \$US54 billion (\$76 billion) Gorgon project had been expected by the end of 2015, although a series of delays had pushed that back into the new year. Addressing analysts at the end of last week with the release of the groups last quarter results, Chevron said commissioning of the first

train is underway, with the completion to result in a fall in capital spending as it continues to cut costs amid the slump in the crude oil price. "Commissioning from train 1 is in the final stages with key process units starting up, a cooldown cargo delivered and system cooling under way," the chairman and chief executive, John Watson, told analysts. "The first LNG production is expected within the next few weeks with first cargo anticipated soon after that. We'll be ramping up train 1 in the months ahead. "On trains 2 and 3, all modules have been delivered to site and construction is progressing. Lessons learned from train 1 are being applied and key milestones are being achieved on schedule, with startups expected at approximately six-month intervals after train 1." The other large local project the group is constructing, Wheatstone will see export shipments commence in mid-2017. "Hookup and commissioning of the offshore platform is progressing," Mr Watson told the analysts of the progress with Wheatstone. "The trunkline is ready for service, and final tie-in work is ongoing." "Six of nine wells are drilled and completed offering sufficient well capacity for the first train. At the plant site, the operations centre and LNG loading jetty are complete, and tank hydro testing is ongoing." The group is seeking to sell 85 per cent of its share of the gas from the project under long term contract, and it expects to exceed 80 per cent on present indications, he said, although volumes are available for sale during the initial 'ramp-up' phase, as production is rising towards planned maximum levels. But thanks to the low oil price, the LNG market is "lousy", he told the analysts. "When you look at spot cargos and prices, and I expect, as an industry, we're going to go through a challenging period for any volumes that will be sold spot into the marketplace." Along with the rest of the oil and gas industry, Chevron is aggressively cutting costs, warning that it expects to see its credit rating cut due to the tougher stance being adopted by credit ratings agencies. It has also dumped unwanted assets, including its stake in Caltex Australia, its stake in NZ Refining along with its network of service stations there. "If a downgrade does occur, and I think they're moving in that direction, but if that were to occur, we would not be the only one that that would happen to," the group's chief financial officer, Patricia Yarrington told the analysts. Acquisitions are also on the radar, with Mr Watson saying the group is "mindful of the opportunities that are out there". "There are opportunities that could present themselves in the current market. So we'll be mindful of that," he said. Source : Sydney Morning Herald

www.fairplay-towage.com





Posh Terasea's [SALVANGUARD](#) inbound for Rotterdam – Passing Rozenburg / Maassluis
Photo : Arie van Oudheusden (c) [CLICK at the photo to see Kees Torn's movie !](#)

Weston rescue workers saved more lives than any other RNLB station in the UK and Ireland

By Michael_Yong



Rescue workers at Weston-super-Mare's RNLB have saved more lives than any other coastal station in the last year. Statistics released by the organisation showed that the Weston crew had saved 13 lives in 2015, more than any other station in the UK and Ireland. In Weston, the lifeboat was launched 48 times, assisting 29 people and saving 13 lives. In total, the charity's lifeboats launched 8,228 times and rescued 7,973, of which 348 were lives saved. Lives saved are defined as immediate risks to life, which means if the lifeboat hadn't arrived on scene the person would not have survived. Southend-on-Sea Lifeboat Station was the RNLB's busiest coastal station, launching 142 times and assisting 120 people saving 9 lives. A spokesman for the organisation said: "The

peculiar environment of the Bristol Channel with its second highest range of tide in the world and fierce raging currents means anyone getting into difficulties at sea there is at major risk. Thus the lifeboat stations here are very busy and lives are easily put in jeopardy. Weston-super-Mare RNLB is operating from a temporary container while it waits for a new station to be built. Charlotte Conroy, lifeboat operations manager at Weston-super-Mare said: "What is remarkable is that my crew saved so many lives despite working in difficult conditions in our temporary station. I am very proud of them. We would wish that more people paid attention to the warning notices along the sea front so they could enjoy the sea safely."

Source : Bristolpost





The banner features the Dutch Offshore Contractors logo on the left, which consists of the letters 'DOC' in a stylized, interlocking font with orange and blue colors. To the right of the logo, the text 'dutch offshore contractors' is written in a bold, dark blue font. Below the logo, the website address 'www.dutchoffshorecontractors.com' is displayed in orange. On the right side of the banner, there is a photograph of a large blue offshore supply vessel with several tall, black chimneys, sailing on the water. Above the photograph, the slogan 'We Think, Know and Act Offshore' is written in white text against a blue background.



The [FUGRO FRONTIER](#) in the [Maasmond](#) enroute [Damen Hardinxveld](#) Photo : Jan Oosterboer (c)

Shippers cut earnings outlooks as market runs aground

Three major Japanese marine transport companies all downgraded full-year earnings forecasts Friday as they embark on streamlining efforts to combat a slumping market. **Mitsui O.S.K. Lines** revised its 17 billion yen (\$140 million) net profit projection for the fiscal year ending March 31 to a 175 billion yen net loss. The market for bulk cargo ships transporting raw materials has become more anemic than expected. Shipping charges for containerships have also been slow to recover. Nippon Yusen will book impairment losses of 33.5 billion yen stemming from unprofitable ships. As a result, the liner downgraded its full-year net profit forecast to 25 billion yen, down 47% from a year earlier. Kawasaki Kisen Kaisha's net profit will likely tumble 81% to 5 billion yen. Shipping prices are hitting historic lows. The Baltic Dry Index, a benchmark for bulk vessel shipping charges, is currently hovering just above 300, down more than 70% from the latest peak last summer. For containerships, transport fees for some European routes have dropped by nearly 60% compared with the same time last year. With market conditions not expected to improve for the time being, shipping companies are restructuring and the associated costs will put pressure on profits. Mitsui O.S.K. expects as much as 180 billion yen in costs for shedding ships. Expenses will include fees for canceling contracts on borrowed vessels. Mitsui O.S.K. will instead focus on stable operations, such as transporting coal used in power generation. Nippon Yusen will reduce unprofitable vessels. Kawasaki Kisen will embark on streamlining efforts, including reorganizing shipping routes, especially for its container vessels. The trio previously underwent restructuring when Chinese demand softened in 2012-13. Back then, Mitsui O.S.K. suffered a net loss of 178.8 billion yen for fiscal 2012 in part due to costs for offloading ships. **Source : Nikkei**



The latest addition to the fleet of UASC is [AL ZUBARA](#) – representing the fourth unit of the present series of six “A18” **18.800 TEU** vessels. Hyundai Samho delivered her on Dec. 17th 2015 as yard no. 748. She just completed her maiden voyage and is seen Jan 31st ready to depart from [Hamburg](#) for the return voyage to Asia. Interestingly even such a large freighter is subject to rough weather, as [AL ZUBARA](#) experienced damage to the containers in the front row in the Mediterranean and had to divert to [Malaga](#). Photo : [Martin Lochte-Holtgreven \(c\)](#)

Oil Rig Count Drops by 12, Hedge Funds Add Short Positions

By Paul Ausick

In the week ended January 29, the number of rigs drilling for oil in the United States totaled 498, compared with 510 in the prior week and 1,223 a year ago. Including 121 other rigs drilling for natural gas, there are a total of 619 working rigs in the country, down 18 week over week and down 996 year over year. The data come from the latest Baker Hughes Inc. (NYSE: BHI) North American Rotary Rig Count released on Friday. Benchmark West Texas Intermediate (WTI) crude oil for March delivery traded up about 1.5% on Friday to settle at \$33.74, a rise of about 4.6% for the week. The U.S. Energy Information Administration (EIA) reported last Wednesday that crude supplies had increased by 8.4 million barrels in the week ended January 15, and that gasoline supplies had risen by 3.5 million barrels. Traders pushed crude prices up this past week, following reports that the OPEC policy of maintaining market share no matter the cost may be negotiable after all. In our view, that's wishful thinking. Iran has said it wants no part of a production cut, and that is likely enough to keep Saudi Arabia pumping full out. As for Russia, the country has never cut production to drive prices higher; its choice has always been to grab market share, and with Iran likely to be eyeing crude sales in Europe, Russia can't allow itself to be undercut. The number of rigs drilling for oil in the United States is down by 725 year over year and down by 12 week over week. The natural gas rig count dropped by six, from 127 to 121. The count for natural gas rigs is down by 198 year over year. Natural gas for March delivery closed the week at \$2.31 per million BTUs, up 17 cents from \$2.14 at the end of the prior week. U.S. refineries ran at 87.4% of capacity, a week-over-week decrease of about 551,000 barrels a day. Imports fell to 7.6 million barrels a day in the week, a week-over-week decline of 170,000 barrels a day. Hedge funds — under the Managed Money heading in the Commodity Futures Trading Commission (CFTC) weekly Commitments of Traders report — added 7,081 short contracts last week and 27,502 long contracts. The movement reflects changes as of the January 26 settlement date. Managed money holds 268,202 long positions, compared with 191,118 short positions. Open interest totaled 1,761,883. There were 70 hedge funds with large short positions last week, an increase of four compared with the prior week. Among the producers themselves, short positions outnumber longs 442,026 to 189,269. The number of

short positions rose by 43,315 contracts last week, and longs rose by 20,646 positions. Positions among swaps dealers show 191,388 shorts versus 235,095 longs. Swaps dealers dropped 2,260 contracts from their short positions last week and added 2,406 long contracts. Among the states, Texas dropped 13 rigs last week, New Mexico dropped four, Louisiana dropped three and Kansas and North Dakota lost one each. Alaska and Colorado each added two rigs while Oklahoma added one. In the Permian Basin of west Texas and southeastern New Mexico, the rig count fell by 17 to a total of 182. The count in Eagle Ford Basin in south Texas remained unchanged at 64, and the Williston Basin (Bakken) in North Dakota and Montana now has 44 working rigs, down one from the prior week. Enterprise Products Partners L.P. lists a posted price of \$30.07 per barrel for WTI and a January 30 price of \$22.00 a barrel for North Dakota Light Sweet. The posted price for a barrel of Eagle Ford crude is \$30.02. The price for WTI and Eagle Ford crude rose by about \$4 a barrel in the past week, and North Dakota Light Sweet rose about \$2 a barrel. The pump price of gasoline fell by about 1.8% week over week. Saturday morning's average price in the United States was \$1.804 a gallon, down from \$1.837 a week ago. Source : 247wallst.



The MINERVA entering Valparaiso harbour Photo : Willem J.M. Kappert
Chief Electrician (35 years) © MS Zaandam (c)

Balearia orders giant LNG fueled smart ferry at LaNaval



Denia, Spain, headquartered ferry giant Baleària is to build a 232.2 m x 30.4 m LNG fueled "smart ship" at Spain's LaNaval shipyard. It will be the largest ferry operating in the Mediterranean and among the largest in the world and is scheduled to start operations in 2019. It will have a capacity for 1,600 passengers (70% of whom can be accommodated in cabins), plus 340 vehicles. The EUR 175 million shipbuilding contract, signed yesterday, includes an

option for a second ship. Baleària decided to use liquefied natural gas and solar power as energy sources to "reinforce the idea of the pleasure of traveling compatible with the respect for the environment," said Baleària Chairman Adolfo Utor. "The signing of the contract, after months of working together, confirms our strategy of working closely with our customers from the earliest conceptual stages, it's a milestone that consolidates LaNaval's positioning in the passenger ship market and, in general, in the design and construction of ships with high technological content," said Jose Ignacio Irasuegui, Managing Director of LaNaval. "We are convinced that this agreement will be the start of a long-term relationship between LaNaval and Baleària, one of Europe's largest shipping companies in the field of freight and passenger transport. "The ship will reach a speed of 23 knots and will have three dual fuel engines, which can be used either with natural gas or liquid fuel, allowing the company to reduce CO2 and NOx emissions by more than 40% and avoid emissions of sulfur and other particular matters. Baleària says the ferry will be a "smart ship, where customers, with their smartphones or mobile devices, can access the accommodation, have tracking systems, access to a wide audiovisual technology in entertainment and cuisine on board, information and booking destinations, data navigation, meteorology, and the "endless possibilities that the option to interact with the system and tointercom with the rest of the passengers adds."The ferry will have many open interior and exterior public spaces, incorporating the latest innovations in the cruise market. Services for passengers including two restaurants, four bars (one outside), a playground, two multipurpose theaters, one outside and one inside, two pools and two hot tubs, gym, hairdresser and lounge, library and cinema. The ship will have a capacity of 3,300 lane meters for trucks. During the loading and unloading operations, the vessel will have an automatic anti-heeling system.

Eco-efficiency measures will include:

- Installation of solar panels to power all onboard services.
- Design of the hull and appendages to improve the performance and reduce the required power.
- Use of propulsion systems that reduce fuel consumption, such as high efficiency propellers, number of shaft lines, types of rudders, etc.
- Applying coatings for the outside of the ship to reduce its resistance.
- Lighting with LED technology.
- Regulation of air conditioning units, adapting to the needs of each space.
- Monitoring of the different parameters of the vessel to allow their correct and instantly adjustment to conditions of minimum consumption.
- Installation of variable frequency PTOs to allow ship propellers to work close to their optimum design point.

Source: Marinelog



The [STENA CONCERT](#) at the IJmuiden locks outbound for Nouadhibou (Mauritania) – Photo : Patrick Deenik (c)

Iran's tanker fleet poses little threat to the VLCC market, oil supply cut agreement seems unlikely says shipbroker

There's a lot going on in the tanker market lately, but as it turns out, there are few parameters capable of altering the buoyant state of freight rates, despite recent correction. In its latest weekly report, shipbroker Charles R. Weber noted that "the VLCC market commenced with a slower pace of activity ahead of a concerted progression into the second-decade of the February program, which was accompanied by an early lull in rates. However, as the week

continued, the progressing on dates materialized and elevated the week's Middle East fixture tally to 38 fixtures, the loftiest weekly tally since early October and a 27% w/w jump". CR Weber added that "meanwhile, demand in the West Africa market remained elevated despite a 36% w/w decline from last week's three-month high with seven fixtures reported (the four-week moving average stands at its highest level since early December). Rate erosion continued through to mid-week with owners noting an uncertain February Middle East program and competing aggressively for cargoes; thereafter, as the extent of this week's demand and the market's fundamentals positioning became better known, resistance to lower rates reappeared and facilitated a modest paring of the week's rate losses. The AG-China route concluded last week at ws70 and dropped to a low assessment of ws57 at midweek before rebounding to a closing assessment of ws62". According to CR Weber, "though the extent of Saudi and other gulf producer's February VLCC programs is (characteristically) somewhat uncertain, we note that the Basrah program shows incremental demand gains through the month and remains expected to support balance in the market. This appears to have borne fruit this week while the surprising extent of West Africa demand which has followed a Saudi OSP hike for Asian buyers has provided a further contribution to a supply/demand rebalancing. As strong late West Africa purchases by Asian buyers developed, the region has drawn heavily on Middle East positions and maintained a low Middle East tonnage surplus. At present, 67 February Middle East fixtures have materialized including 39 during the first decade and 27 through the second-decade (while one third-decade cargo has been fixed further forward than usual)". CR Weber added that it expects "a further 12 second decade cargoes will materialize against a pool of available units which stands at 20. Additional draws from the West Africa market should consume a further seven units, which would imply one surplus unit at the end of the Middle East's second decade. Given earlier market weakness, we expect that there remain a number of "hidden" positions which should elevate the surplus tally and thus prevent a significant spike in rates which would accompany the low surplus tally, but nevertheless we expect that the market is poised for further and more aggressive strength once participants progress into the February program's third decade", the shipbroker noted in its extensive and thorough analysis of the current tanker market trends.

No coordinated OPEC + Russia supply cut seen

Meanwhile, according to CR Weber, "despite market chatter Thursday indicating a possible agreement between Saudi Arabia and Russia to coordinate a 5% crude supply cut following indications by Russia's energy minister, no firm reports from Saudi or other key OPEC members indicate such an agreement and we believe that such a development remains unlikely. On this basis, near-term forward Middle East supply appears set to remain at least stable with fresh net gains being contributed by Iraq, where supply during February is targeting a 9% m/m gain to 3.61 Mb/d.

NITC fleet poses little near-term risk to VLCC market The shipbroker added that "while the issue of a full return by Iran's NITC VLCC fleet to active trading has been raised as a potential risk to VLCC demand by preceding an accompanying Iranian supply hike, we note that the number of NITC units actively trading cargo to market has risen by just three units as compared with just prior to the Joint Comprehensive Plan of Action agreement reached by Iran and the P5+1 in July '15, when 28 of NITC's 41 units were so deployed. Moreover, at least one VLCC fixture this week was reported with an option for loading at Kharg Island, which would imply a positive net contribution to the VLCC market by expanding the region's monthly cargo program above levels which would have otherwise materialized, with no immediately visible implication of displacement elsewhere".

Large scale floating storage has not yet become a reality

CR Weber also mentioned that "reports indicating a recent surge in the number of units chartered on storage contracts are somewhat misleading. One charterer was reported to have taken seven units for storage: Data shows that one unit was chartered to replace via STS transfer another unit presently holding a cargo at a high demurrage rate linked to a spot voyage contract concluded during a stronger market (because the replacement unit will discharge a cargo under a present spot voyage and subsequently undertake dry dock before delivering for the STS transfer, it does seem that storage cargo could remain on the water for some time. Another unit linked to this charterer is on a spot voyage with a storage option (a routine feature of spot contracts) for the same charterer and it is unclear if this option has been exercised. Meanwhile, an additional VLCC has been holding a cargo since December for the same charterer. Thus we note that the tally of storage units attributed to this charterer is two with the possibility of a third joining; it is unclear if these storage contracts are linked to contango plays or are simply due to ullage and/or cargo distribution issues. A separate charterer has reportedly taken a new building unit for a structured 6-month charter of gasoil (the unit is suitable for CPP storage given its lack of prior trades). No additional fresh or structured storage contracts have been observed", the shipbroker concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Dry-dock leaves Guam for Philippines

A rusty, floating dry-dock almost the size of two football fields has been towed off [Apra Harbor](#) where it's been based for almost half a century. The [RICHLAND](#) dry-dock, once used to repair military ships and submarines in Guam, is on

a journey to the [Philippines](#), where it was stationed for repairs of U.S. and allied ships during the final stages of World War II, according to the Navy.



U.S. Navy photo : Jeff Landis, Major (USMC, Ret.) The Philippines hosts a thriving ship repair industry at the former U.S. Navy base at [Subic Bay](#). Subic transformed into a commercial shipping and trade hub after the Philippine government banned U.S. military bases from continuing their presence in the country in the early 1990s. Once owned by the U.S. military, the floating dry-dock's previous owner, the [Guam Shipyard](#), sold the property to an undisclosed buyer. The sale is confidential and the buyer couldn't be named, according to a Guam Shipyard executive, Mathew Pothen. Above seen the Dry-dock Richland getting towed out of Apra Harbor, Jan. 28, with the help of several local tug boats and the large tug boat "[RHOCAS](#)," from the Philippines. The Richland will be towed to the Philippines over the next several days. The Navy and U.S. Coast Guard did confirm the dry-dock began its voyage across the Philippine Sea on Jan. 28. The Coast Guard established a 500-yard safety zone, advising other ships to keep a distance, while the floating dry-dock was transiting through Guam waters. It has been located in Guam's Apra Harbor since 1968, according to the Navy. Richland was put into U.S. Navy commission in 1944. The Navy ended its ship repair operations in Guam and outsourced ship repairs to private contractors. After it was commissioned as part of Navy assets in 1944, Richland was first towed to Pearl Harbor, then to Enewetak and Ulithi Atolls in the Marshall Islands before making its way to San Pedro Bay in the Philippines to service U.S. and allied ships involved in the closing stages of World War II, according to the Navy. **Source : Guam Pacific Daily news**

Reed Smith continues its expansion in South East Asia



Global law firm [Reed Smith](#) has announced the arrival of market-leading admiralty and casualty response lawyer, Richard Lovell, as a partner in the firm's Singapore office. Richard joins [Reed Smith](#) from [Ince & Co](#), where he was head of shipping and managing partner of the firm's Singapore office. Richard has almost 30 years' experience as an admiralty and marine insurance practitioner in Asia. He joins Reed Smith to head a highly experienced Singapore team of casualty lawyers (including two senior ex-mariners) handling a wide range of marine casualties and offshore oil and gas matters. The team advises ship owners, clubs, underwriters, charterers, offshore oil and gas producers and commodities traders. Typical matters include vessel and cargo loss or damage, collisions, pollution, groundings, ship fires, main engine breakdowns, salvage incidents, wreck removal, oil rig incidents and spillages and liquefaction cases.

NO INJURIES REPORTED AFTER FERRY GROUNDS IN HATTERAS INLET

Officials say no one was injured when a ferry ran aground on its way from [Ocracoke](#) to [Hatteras](#). The U.S. Coast Guard says the incident with the [ROANOKE](#) ferry happened when the watercraft was maneuvering around a dredge pipe late Saturday morning in Hatteras Inlet. Officials say the crew confirmed that none of the five passengers or six crew members were hurt. After several failed attempts to free the ferry, a Coast Guard crew came out in a boat and transported passengers to Hatteras. Late Saturday night, crews were able to free the ferry, which went to Hatteras

under its own power. No damage was reported to the vessel, and the Coast Guard is doing a full inspection before the ferry returns to service. Source : abc11news

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'Dredgers were responsible for the mishap,' captain of ill-fated boats claims

Balogun disclosed that the accident, which occurred three minutes after departure, has left seven dead and many injured.

There are reports that the recent boat mishap that claimed at least seven lives in Lagos on Saturday, January 30, 2016, was as a result of an impact from dredgers on the waterways.



According to Hakeem Balogun, the General Manager (Operations) of Tarzan Boats, the captain of the ill-fated boat, who was among those rescued, said the accident was caused by the activities of the dredgers. In his words, "He said they heard a loud noise on impact, before the boat capsized, very close to the spot where a mechanised dredger was working." "It was when we got there that we saw that the boat actually hit a heap of sand left there by the mechanised dredgers. 'This is what we have been experiencing since the dredgers came here; the same route you plied on your way going, without any incident, could have had

a heap of sand on your return journey. 'A similar incident almost happened about four weeks ago, but we lost our engine and the boat was damaged,' Balogun disclosed. However, Abisola Kamson, the Managing Director, Lagos State Waterways Authority (LASWA), who visited the scene, said it was too early to give accurate information about the cause of the incident. **Source : Pulse Nigeria**



Moored at [Franklin Offshore Europe](#) in Rotterdam-Heyseharbour the [KARADENIZ ONE](#), ex- [Normand Skarven](#)

Photo : R & F vd Hoek (c)

What if shippers miss weight rule deadline?

It seems increasingly unlikely that all shippers will be ready to meet their new verified gross mass obligation in July. What impact will this have on supply chains? Drewry has previously alerted exporters and importers of the lack of progress and the many uncertainties left before they are ready to comply with the mandatory regulation of the International Maritime Organisation (IMO) on container weights, which becomes effective in July 2016 (see October 2015 Logistics Executive Briefing). Three months on, we are seeing some progress, but equally it is becoming clear that not all shippers will be ready to comply with the new IMO rule. A poll of 410 customers of booking portal Intra in October 2015 found that 66% expected "a moderate or major disruption in the industry". On the plus side, major exporters have assessed whether their internal systems (typically ERP) can produce the required added-up weight. INTTRA has worked on an electronic solution. Large companies which export the same products on a regular basis with the same stowage pattern will not have difficulties identifying the weight of the products in the container but still need to find a way to capture the tare weight of the empty container.

- However it is important to realise that there are high risk areas and cases.
- If your supply chains fall in any or several of these categories, then beware.

Risk areas to watch

In Drewry's opinion, the highest risks of non-compliance will be for:

1. Inbound supply chains from more exotic origin countries, due to the lack of process, IT, infrastructure and weighing machinery.
2. Shipments of smaller exporters and exporters shipping various combinations of packaged products with various securing equipment or loose products in containers.
3. For companies importing under FCA or FOB terms who rely on smaller Asian or African suppliers to provide accurate container packing weights (the onus of declaring verified weights will be on the importer shown as the shipper on the B/L, not on the suppliers, in these cases).
4. Shipments from already congested ports, where any container rolls and delays will make a bad situation worse.

The impact on supply chains of the new regulation in July will include:

- Many importers will build safety stocks during the transition process and there could be a late June surge in shipment volume.
- Supply chain managers are unlikely to switch mode from ocean transport to air across the board but, for emergencies, they will use air more after 1 July. (We note that the International Air Transport Association notified its member airlines about possible disruptions to the ocean freight sector that could lead to spikes in airfreight volume.)
- There will be delays, cargo rolls, operational disruption and extra costs for shippers at origin ports, particularly in Asia and in Africa.
- Following from these, some shipments will arrive late and some ships will sail with empty slots.
- There will be demand for emergency services by forwarders and inland transport operators to have the containers trucked back and forth when there are mismatches between the declared weight and the checked weight, which can become particularly tedious when a cold chain has to be maintained.

The impact on supply chains of the new regulation will depend on the delay in complying and the extent of non-compliance. There is still time to minimise and mitigate the negative impact. **Source: Drewry Logistics**

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Iran, France sign shipping agreement



Paris and his meeting with **François Hollande**, his French counterpart. **Source: mehrnews**

Head of Islamic Republic of Iran Shipping Line (IRISL) has said it has signed an agreement accord with French CMA-CGM Shipping. **Mohammad Saeidi** told reporters on Saturday that he and **Mr. Jacques Saadé**, the head of board of directors and directing manager of CMA-CGM Shipping signed the agreement extending cooperation into areas of exchange of container space, organizing joint services in international shipping lines, and trade of containers in lines which would benefit both sides' mutual interests. The agreement also provisions terminal and port cooperation in global scale for IRISL and CMA-CGM. The agreement had been signed during **President Rouhani's** recent visit to

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Guangzhou Port, Svitzer sign agreement to form joint venture

By Lee Hong Liang from Singapore

Guangzhou Port Group and **Svitzer** have inked a memorandum of understanding to set up a joint venture providing towage and related marine services at the southeastern Chinese port. The joint venture is expected to offer towage and related marine services within Guangzhou port with three tugs ranging from 5,200 horsepower to 6,800 horsepower. "Signing an MOU with the intention of forming a joint venture is an important step towards providing advanced towage solutions at Guangzhou port. With out increasing business development focus on the large and fast growing towage markets like Asia, it is clearly a step in the right direction towards our strategic objective of profitable growth," said Kasper Friis Nilaus, chief commercial officer of Svitzer. Guangzhou port is the world's fifth largest port with more than 100 vessel calls a day and a large towage market. **Source: seatrade-maritime**



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A-E off 14pc to US\$469/TEU, Asia-Med dropped 22pc to \$488/TEU

SPOT rates for shipping containers from Asia to Northern Europe fell 14 per cent to US\$469 per TEU in the week ending Friday, according to the Shanghai Containerised Freight Index (SCFI). The Asia-Med component of the SCFI fell 22pc to \$488 per TEU, Reuters reported. Rates were up by one per cent to \$1,388 per FEU to ports on the US west coast and rose two per cent to \$2,466 per FEU to ports on the US east coast. Surplus capacity undermines the efforts from container lines to push rate increases. According to BIMCO, global container shipping fleet was up 8.1 per cent to 1.67 million TEU in 2015. Average rates are at their lowest levels since 2009, and further decline in the first quarter of 2016 is estimated, reported Alphaliner. **Source : Schednet**

Near extinct, low oil puts old gas-guzzling reefer ships back in business

LOW oil prices have saved old time reefer ships from extinction, reveals Dynamor's exhaustive study on refrigerated cargo trends and development. "Because of the sharp decline of oil and the associated bunker prices - via US\$300 per ton at the start of 2015 to \$130 twelve months later - many elderly, fuel-guzzling dedicated reefer vessels all of a sudden became competitive again," said Frans Waals author of the Dynamar study, "Reefer Analysis: Market Structure." "As a first consequence, demolition fell back to just five units, of which three in the first half. This constitutes the lowest scrapping activity since 2007 (five as well) and is totally paled by the 65 units super scrapping of

2011," he said. "Albeit temporarily, one fruit trader switched back from container to conventional. The number of reefer-heavy containerships serving the Southern Hemisphere perishable trades came down, even though slightly," Mr Waals said. This translated in more than half of all conventional reefer vessels scrapped since the turn of the century with barely any ships ordered, along with increasing liner connections operated with reefer heavy containerships. This caused the share of the conventional reefer segment falling back from 60 per cent in 2000 to an estimated 26 per cent in 2014, the study said. The trend over recent years has been the refrigerated containers taking over from the conventional reefer ship. It was reckoned that conventional reefer capacity was to decline by 41 per cent to 120 million cubic feet by 2025. "But last year showed an almost complete reversal of what reefer shipping had grown accustomed to: barely any scrapping along with a confirmed orderbook of 11 smaller, up to around 350,000 cubic feet, conventional reefer vessels plus four (perhaps six) full reefer 2,200 TEU containerships," he said. Antwerp-based, but Dutch owned Seatrade is the largest conventional reefer ship operator: fifty-seven 526,000 cubic feet average ships. Maersk Line has 103,000 installed container plugs on its South/North routes. **Source : Schednet**

ABB technology to help vessels operate safely 5 kilometers below sea level

Marine software and hardware to assist multi-purpose diving support vessels in complex deep-water projects



ABB, the leading power and automation technology group, will provide the technology that will help three vessels safely carry out construction and maintenance tasks up to 5 kilometers under water. The vessels will be equipped with ABB's OCTOPUS software that uses sensors and the Internet of Things, Services and People (IoTSP) to interpret weather conditions,

allowing the crew to make informed decisions during sensitive operations. The ships will be built for Ultra Deep Solutions at CSIC Huangpu Wuchang Shipbuilding Company Limited and China Merchants Heavy Industry. The largest vessel's apparatus will include two remotely operated underwater vessels (ROVs), that will dive up to 3000 meters, and a 400 ton crane that can drop 5 200 meters. It will measure 142 meters in length. The OCTOPUS suite of products is a powerful tool that provides onboard decision support and operational advice during weather-sensitive offshore operations by monitoring and forecasting vessel motions. When working in deep-water without mooring or anchoring lines, an important part of the set-up is the **OCTOPUS-Operational** forecast function. This extension within OCTOPUS makes it possible to define an optimal operational window during weather sensitive operations on DP. Juha Koskela, Managing Director of ABB's Marine and Ports business, said, "The broad scope of supply we have on these vessels is a demonstration of the wide range of solutions we have to offer the maritime sector. These vessels will benefit from some of the most established software and hardware technologies in the shipping industry." The vessels also will feature ABB generators, motors, drives and switchboards. Jithu Sukumaran Nair, General Manager of Shipbuilding at Ultradeep Solutions said, "We are proud to be the first offshore vessel operator in the world to install the OCTOPUS weather monitoring system on board high tech dive vessels"

Third New Horizon vessel named Höegh Tracer

29 January the third vessel in Höegh Autoliners' **New Horizon class** was successfully named **HOEGH TRACER**, at a naming ceremony at Xiamen Shipbuilding Industries in China. Mrs Hiromi Oe, wife of Mr Akio Oe, President of Nissan Motor Car Carrier (NMCC), successfully named the vessel "**HOEGH TRACER**" through the traditional ceremony. Höegh Tracer is the third in a series of six Post Panamax vessels under the New Horizon design that Höegh Autoliners will take delivery of within this year. With its deck space of 71 400 square meters and carrying capacity of 8 500 car equivalent units, the vessel is one of the world's largest Pure Car and Truck Carrier (PCTC). Steinar Løvdal, Head of Capacity Management in Höegh Autoliners says, "It is with great pride that we name the third New Horizon vessel. The first two New Horizon vessels, **HOEGH TARGET** and **HOEGH TRIGGER** are already a valuable addition to our fleet. With our focus on customer satisfaction, the added flexibility these vessels provide, enable us to offer an enhanced service offering to our customers." The vessel also has a higher door opening than Höegh Autoliners' current vessels, enabling cargo up to 6.5 metres high and 12 metres wide to be loaded. Extra ramp strength allows for cargo weighing

up to 375 tonnes to be loaded over the stern ramp and 22 tonnes over the side ramp. Höegh Tracer is together with its sister vessels designed to minimise its impact on the environment. Energy efficiency principles have been followed throughout the ship design process and the latest technology in the market has been implemented. Attention has also been paid on optimising the hull form in order to combine high cargo capacity and low fuel consumption. Extensive model testing has been carried out to achieve outstanding performance. In addition to calm water performance, special focus has been paid on added resistance in heavy seas and wind resistance. Furthermore, the New Horizon vessels are estimated to emit 50 per cent less CO₂ per car transported than a standard car carrier. **HOEGH TRACER**, will begin its Maiden Voyage from East Asia to Europe in March, and will thereafter sail from Europe back to East Asia via Africa and Oceania. **HOEGH TRACER** and its sister vessels are given DNV-GL's class notification "CLEAN" for its cleaner design. Höegh Autoliners is a leading global provider of Ro/Ro transportation services. The company operates 15 trade routes in global trade systems alone or in partnerships, with about 3,000 port calls annually. In addition, Höegh Autoliners is engaged in regional trade directly and through Joint Ventures in Europe, East Asia and Caribbean, engaging 17 vessels in 7 regional trade routes. The company is managed from a global network of around 20 offices, owner's representatives and agents and has approximately 400 employees ashore and 1200 seafarers. **Source:** Höegh Autoliners



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Ice navigation season underway in Ukrainian and Russian ports

Winter navigation has reportedly been announced in the ports of **Nikolaev, Dnepro-Bugskiy, Mariupol, Taganrog, Rostov-on-Don, Yeysk, Azov** and **Kherson**. Navigation with an ice-breaker convoy is a compulsory requirement for ships without ice class. The application is made to the relevant Harbour Master, and the decision to permit the ship for navigation is taken on a case-by-case basis. A combination of factors are taken into account in the application process, such as:

- Year built
- Tonnage
- Classification Society
- Main engine power
- Type of propeller – e.g. fixed or controllable pitched
- Radio navigation equipment
- Actual draft
- Type and quantity of cargo on board
- Bunkering and stores on board

Several additional considerations for members to make:

- Masters are usually asked to provide written confirmation that they are familiar with ice conditions and will follow the ice-breaker at their own risk
- There may be a period of days waiting time for the convoy

Ships on departure must have bunkering and stores for a set minimum number of days, depending on the port. Ships planning to call at these ports should seek local advice on the requirements for ice navigation. **Source:** Standard Club

China says U.S. seeks "hegemony" after South China Sea sailing

China accused the United States on Monday of seeking maritime hegemony in the name of freedom of navigation after a U.S. Navy destroyer sailed within 12 nautical miles of a disputed island in the South China Sea. China claims most of the South China Sea, through which more than \$5 trillion of world trade is shipped every year. Vietnam, Malaysia, Brunei, the Philippines and Taiwan have rival claims. The guided-missile destroyer **USS Curtis Wilbur** passed near Triton Island in the Paracel Islands, in what the Pentagon said was a challenge to attempts by China, Taiwan and Vietnam to restrict navigation rights and freedoms. The Chinese government, which moved swiftly to condemn the sailing on Saturday, said the United States was acting dangerously and irresponsibly. "The so-called freedom of navigation plans and acts that the United States has upheld for many years in reality do not accord with generally recognised international law," Chinese Foreign Ministry spokesman Lu Kang told a daily news briefing. It also "ignores numerous littoral states' sovereignty and security and maritime rights, seriously harming relevant regional peace and stability", he added. "Its essence is to push the United States' maritime hegemony in the name of freedom of navigation, which has always been resolutely opposed by most of the international community, especially certain developing nations. What the United States has done is dangerous and irresponsible." One of the main causes of the militarisation of the South China Sea is the United States' playing the freedom of navigation card and "creating tensions", Lu said. The U.S. Navy conducted a similar exercise in October in which the guided-missile destroyer **Lassen** sailed close to one of China's man-made islands, also drawing a rebuke from Beijing. In an editorial on Monday, the influential state-run Chinese tabloid the *Global Times* said the latest move by the United States showed how Washington was "circling to contain" China and that China's military had few ways of stopping such patrols. China thus needs to spend more on its armed forces, the paper added. "There is a long way to go before China can have an equal footing with the U.S. Such equality can only be achieved with the build-up of strategic strength," it said. **source: Reuters (Reporting by Ben Blanchard; Editing by Michael Perry)**

Captain in Jail! It can happen in Canada.



The deplorable injustice of the Spanish courts in sentencing 81 year old **Captain Apostolos Mangouras** to two years in jail for negligence in the 14 year old case where the Spanish Government refused a request for "Place of Refuge" that precipitated the break-up of the tanker "**PRESTIGE**" is worrisome to Canadian mariners because the same thing could happen in Canada.

Just what the Court expects to punish by this ruling is a mystery. If someone should be in jail, it should be the Spanish who turned a crisis into a disaster by their idiotic decision to order the ship AWAY from the coast into the teeth of a gathering storm, when they were downwind of the storm! A classic example of the dangers of allowing non-mariners to make such decisions.

Canada's expert panel on Tanker Safety has recommended the formation of "a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia."

RECOMMENDATION 3-1: The Government of Canada should improve the timeliness of decision-making for marine casualties by establishing a centralized marine casualty decision-making authority acting in the public interest, similar to those authorities established in the United Kingdom and Australia.

<https://www.tc.gc.ca/media/documents/mospr/TC-Tanker-E-P2.pdf>

The Company of Master Mariners of Canada deplores the criminalisation of mariners who, in the process of obeying their employer and the law of coastal states, find themselves the innocent victim by professional default.

In Canada, the Migratory Birds Act administered by Environment Canada rather than the Canada Shipping Act 2001, has the power to incarcerate mariners first and ask questions later. This is great encouragement for young mariners seeking a career in the world's greenest and most efficient mode of transportation. Welcome aboard but read the disclaimer that you may be prosecuted in Canada if we experience a marine emergency and someone else on board violates the Migratory Birds Act – if we survive. Turkey has just announced that it will prosecute the master whether he personally had anything whatsoever to do with a case of pollution. The Spanish court has just proven the old adage that "the law is an ass" and sentenced 81 years old Captain Apostolos Mangouras to two years for a crime committed by the Spanish government some 14 years ago! They accused him of negligence for obeying their orders.

The **Company of Master Mariners of Canada** encourages the Government of Canada to act of the Tanker Safety Recommendation to establish a centralized marine casualty decision-making authority who is GUARANTEED freedom from political interference once the crisis is declared. Ships in search of places of refuge and ships in need of assistance to make a port of refuge are nothing new to Canada and in most cases we are successful in saving lives, property and the environment. We need to keep doing it without the mariner having to think: "If I save your life, I might go to jail for it."

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Secretary, THE COMPANY OF MASTER MARINERS OF CANADA



Underwater propeller blade cropping in Uruguay restores efficiency

In November one of our diver/technician teams performed a successful propeller blade cropping operation on a 229-meter bulk carrier under difficult weather circumstances while the vessel was at anchorage in Punta Del Este. Because of the high swell, cropping was the only option. When the propeller blades of the bulk carrier got damaged, a fast on-site solution was needed to restore the propeller's balance with a minimal loss of efficiency. This would avoid an extended off-hire period to go to drydock. A **Hydrex team** was therefore rapidly mobilized to the ship's location in Uruguay. Here they met up with our local support base. At the time of the repair there was a fast current. This meant that there was only a limited window available for our divers to safely perform the operation. **Hydrex** diver/technicians have experience with dealing with difficult circumstances while keeping to the highest safety and quality standards. They can carry out underwater repairs in the shortest possible time frame. Their expertise and experience allowed them to easily divide the operation in parts so that the cropping of the blades could be spread out over two days. After the team arrived at the vessel's location, they started the underwater operation with a detailed survey of the affected propeller blades. This underwater inspection revealed that three of the four blades were bent severely. This kind of repair is carried out with the propeller blade cutting equipment developed by the **Hydrex** research department. The equipment is lightweight and can be mobilized together with the divers. The team used the information acquired during the inspection to calculate and determine the correct measurements needed to modify the tip of the propeller blades. The repair proposal was then discussed with the class and the owner. After it was accepted, the divers cropped the damaged blades and ground their edges to give them the correct shape. The fourth blade, which had not been damaged, was also cropped to keep the propeller's balance. When the cropping was complete the Hydrex technicians polished the blades to make sure that any remaining loss of efficiency would be minimal. During the cropping a class surveyor was present. He gave his approval for the operation after a final inspection was performed.

Conclusion

Damaged propeller blades will have a performance below average and cause vibrations. The engine will have a higher work load. This results in increased fuel consumption and added stress. If straightening is not an option, the affected area on the blade will be cropped. By doing this the greatest possible efficiency is achieved for the vessel. This type of repairs can be performed on-site and underwater, allowing a ship to return to commercial operations without the need to drydock.

NAVY NEWS



This week in the Gulf of Aden, **Operation Atalanta's** flagship **ITS CARABINIERE** and Spanish warship **ESPS VICTORIA** met with **USNS LARAMIE** and carried out a combined replenishment at sea (RAS). The two warships positioned themselves at the same time on either side of the USNS oiler, in order to receive fuel to enable them to continue their counter-piracy patrols in the high risk area. The US supply ships which are deployed in region are a great support to **Operation Atalanta** enabling warships to maintain their presence at sea, and in turn, strengthening the maritime security in the region. RAS is a highly complex procedure, and refueling two warships at the same time increases the close coordination required to ensure a safe delivery of vital fuel. **Photo : eunavfor**

Royal Thai Naval Ship arrives in Sri Lanka port on a goodwill visit

Sri Lanka Navy, in accordance with naval traditions, ceremonially welcomed the Royal Thai naval ship **HTMS PATTANI** arrived at the Port of Colombo on Friday on a goodwill visit. The **Pattani-class** offshore patrol vessel (OPV) is 95.5 meters of length and has a displacement of 1,460 tons. The ship carries a complement of 84. The ship is scheduled to leave Sri Lanka on 03rd February 2016.

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Crew of Canadian warship adapting to life at sea on NATO reassurance mission

With a couple of days of rough weather and a little seasickness along the way, the Canadian warship HMCS Fredericton and its crew have joined their allies in Turkish waters to participate in NATO measures in Central and Eastern Europe. There, according to its commanding officer, the Canadian frigate and its crew of 260 will spend the next months patrolling, communicating with and sometimes visiting other ships, and making NATO's presence known in the area. The ship sailed from Halifax January 5 as part of Operation REASSURANCE, the Canadian Armed Forces' contribution to a NATO effort to counter Russian-backed unrest in Ukraine. The vessel will also conduct counter-terrorism patrols and generally be ready to take on any mission required, "from search and rescue to anti-air or anti-submarine warfare and everything in between," Cmdr. Trevor MacLean said in an interview. Since joining a German-led NATO task group, the focus has been on 'integration training,' or making sure the vessels from different countries will communicate well in the event of a threat. "Our ability to operate with each other at sea is something we really focus on whenever we get together," MacLean said. MacLean said the toughest part of training for the deployment was

mentally preparing to spend six to seven months at sea in an enclosed space with 260 other people. "But once you get away and get into a routine at sea and get into the day-to-day of doing something we're all proud of doing, it gets a little easier every day," he said. The routine for crew members at sea consists of 12-hour shifts, with the rest of the time dedicated to meals, administrative work, fitness and sleep. A civilian from the personal support program is on board to organize fitness classes and activities that stave off boredom. Every few weeks, the NATO ships stop in different ports, which means the crew can go ashore, and sometimes can get together with crews from different ships for sporting events and social activities. "After a few weeks at sea we can go a little stir crazy but you always have that next port of call to look forward to," MacLean said. Last June, the Fredericton and its previous crew made headlines when the vessel was shadowed by two Russian frigates during a visit by then-Prime Minister Stephen Harper and his wife, Laureen. This time, MacLean says that although the crew has seen some Russian ships at sea, there have been only "standard, cordial encounters." Nevertheless, he describes the eastern Mediterranean as a "busy spot." "This part of the world is at a critical point in its history with the events in Syria, with the Russia's involvement and of course the human side of that are the refugees and migrants blowing across the land and using the sea as well," MacLean said. "So it's a very interesting place in the world right now." He said the toughest part of deployment is the separation from friends and family, although technology has made it much easier to stay in touch by internet and phone. The best part of being at sea, according to MacLean, is representing Canada on the global stage. "You forge yourselves into a team over a few months and then you take that team to the far side of the world underneath the Canadians flag, and you get to show on a world stage what 260 well-trained, motivated, dedicated Canadians can do," he said. "It's amazing, it's an amazing experience." **Source: newskamloops**

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Indian Company Mulls Joint Construction of Warships With Russia, UK

India's shipbuilding company **Bharatu Shipyard**, which has a license to build warships in India, has been discussing with Russian and British companies the joint construction of naval vessels, the Mumbai-based newspaper The Economic Times reported on Friday. "**Bharati Shipyard** has a license to build warships in India. The company is now looking to monetize that and is in talks with a couple of players," ET reported, citing a source with knowledge of the matter. According to the newspaper, taking part in the talks are a UK company and a firm affiliated with Russia's United Shipbuilding Corporation. According to another source, cited by the newspaper, Bharati Defence & Infrastructure could set up a subsidiary to build the warships at two of the six shipbuilding yards owned by the company. The exact investment needed for the project and the likely share of partners are being negotiated as are the exact investment needed for the project and the likely share of partners. The foreign partner could take 49% of a joint venture. The Indian Navy is expected to spend around \$18 billion on warships in the coming years, the newspaper added. **Source : Sputniknews**

US Navy pledges to 'expedite' ship repair contracts

Some possible good news for area shipyards.

The Navy has pledged to provide more stability and predictability on ship repair contracts. Under the plan, the Navy will "expedite" repair work on the **USS Gettysburg**, **USS Tortuga**, and **USS Winston Churchill** and will outsource two submarine maintenance availabilities to the private sector. The Churchill is going to MHI, and the subs would go to Newport News. The Tortuga and Gettysburg jobs haven't been awarded yet. In a letter to Senators Mark Warner and Tim Kaine, Assistant Secretary of the Navy Sean Stackley wrote, "The Navy shares your concerns about the reduction of Fiscal Year 2016 workload and resulting layoffs announced in the Hampton Roads area." The development comes at a critical time, with General Dynamics NASSCO looking at possibly 360 layoffs over the next several months. Newport News Shipbuilding announced in December it will lay off 738 workers on February 3rd, on top of the 480 jobs it eliminated in September. And BAE Systems is facing up to 530 job losses around March 18th. BAE did get some good news this week however, when it was awarded a \$14.1 million contract to repair the **USS Normandy**. Regarding the Navy's moves, BAE spokesman Karl Johnson told 13News Now, "It's good news for the industrial base in the Port of Norfolk. We applaud the Navy's efforts. We don't know what the impact will be." "The Virginia Ship Repair Association and its 250-member companies very much appreciate what the Navy attempted to do," said Bill Crow, President of the Virginia ship Repair Association. But he warned there will likely still be some pain to come. "Just for the short term, in regards to what we're going to experience over the next several months, it looks like there's still a heavy possibility of those layoffs," said Crow. Senators Warner and Kaine, in a joint response, said: "We appreciate the Navy's willingness to undertake the necessary planning to move the maintenance of three ships." The senators note that the changes won't stop all the layoffs, but they said they believe the Navy's action "is a testament to the value of the Hampton Roads shipyards and world-class shipyard workers."

NOORDSTROOM OUTFITTING

© Henk van Milligen
2016-01-18: DAMEN Shipyards Gorinchem



Last week was seen the Damen new building **Shoalbuster 3512 "NOORDSTROOM"** for Van Wijngaarden Marine Services BV. The shallow draft Shoalbuster 3512 is 35 mtrs in length and has a min. draft of 2.90 mtrs and a grt of 476 tonnes. This completely new design brings a range of benefits including a larger bridge / superstructure, an extensive working deck of 145m² and accommodation for up to 11 personnel (incl. a client-office). The propulsion system is based on three engines delivering 2.910 kW at 1800 rpm, with the middle engine configured with a generator to supply the required power for hydraulic deck gear such as the crane and winch, and also the bow thruster. See the difference with one of the older units ("**SCHELDESTROOM**" / 10.0 BP) of the company. Delivery is planned end April 2016. (Source: VWMS / Photo: Henk van Milligen)

Arson suspected in Nagasaki cruise ship fire

Arson is being investigated as the cause of a cruise ship fire at **Mitsubishi Heavy Industries Ltd.'s shipyard** in Nagasaki early Sunday, the third such incident to strike in January. According to local police and firefighters, a worker at the Koyagi plant of **MHI's Nagasaki Shipyard & Machinery Works**, found cardboard and insulation material ablaze aboard the 124,500-ton **AIDA PRIMA**, which is one of two ships it is building for German cruise line AIDA Cruises. Firefighters said workers quickly put out the fire and no injuries were reported. Sunday's incident follows an electrical wiring fire near a theater space on Jan. 11, and a cabin fire involving a piece of cloth on Jan. 13. The fires came after delivery of the ship, originally planned for March 2015, was repeatedly delayed amid design changes. The current delivery deadline is this April. Source : japantimes

HSL delivers second tug

Hindustan Shipyard Ltd (HSL) on Saturday handed over the second 25-tonne tug in the series of three to the Indian Navy to add to the auxiliary vessel requirement for International Fleet Review. HSL, a Ministry of Defence enterprise, had delivered the first tug recently and the third one is also expected to be handed over shortly. The three tugs are of a value of Rs.131 crore. The tug is fitted the state-of-the-art fire-fighting equipment with capability for ocean passage with speeds up to 12 knots. The delivery of tugs in a short duration of 10 months was made possible because of the wholehearted commitment of HSL and its employees as a whole, a release issued by the yard stated.
Source : The Hindu

ROUTE, PORTS & SERVICES



Upgrading works ?? ongoing in the **port of Valparaiso**
Photo : **Willem J.M. Kappert Chief Electrician (35 years) MS Zaandam**

Nadia Ribeiro returns to CEVA Logistics to head up South America cluster

CEVA Logistics, one of the world's largest supply chain management companies, announced that it has appointed Nadia Ribeiro to the position of Executive Vice President and head of the South America cluster. Ribeiro has extensive knowledge of the international freight and logistics market and global experience of many vertical markets in both commercial and operational roles. Ribeiro previously worked for CEVA for 13 years but spent the last three years at Kuehne and Nagel as Managing Director Brazil. Commenting on her new appointment which is effective February 1st 2016 she says: "I am delighted to return to CEVA. A major factor in my decision was the strength and solidity of its new operating model, the experienced management team driving it forward and the way those two things are differentiating the company in the industry." The current economic climate means the South American market is in a constant state of transition, but I welcome the opportunities this creates for the team I will lead - providing us with opportunities to grow the business here". She adds that Contract Logistics provides opportunities for CEVA across the cluster particularly in the countries outside Brazil. In Brazil she states that her team will create additional value-added

opportunities in full supply chain management for its customers. Says CEVA Logistics CEO, Xavier Urbain: "I am pleased to welcome Nadia back to the senior management team and am confident she will help us to develop the South America cluster and support our goal of creating strong added value services for our customers". Ribeiro has a degree in Social Communications and Advertising from Sao Paulo's Faculdade Anhembi Morumbi university and is currently studying for a Masters' degree. She succeeds Richard Vieites who has moved to the company's North American operations to become Executive Vice President of Contract Logistics.

BP Batam should not be dissolved: Former minister



It would be an incorrect measure if the government decides to dissolve the status of Batam from its current Free Trade Zone Authority (BP Batam), former Minister of Justice Prof Muladi has opined. Photo left : The **BRITOL POWER** and **BRITOL ENERGY** fitting out in Batam – Photo : **Jacco van Nieuwenhuyzen** ©

"BP Batam should not be dissolved. Do not abolish something which is already good," Muladi said here on Saturday. BP Batam should be

evaluated on its weaknesses, opportunities, constraints, and expectations imposed on the institution to make it better, according to him. "An organization should learn from its shortcomings in order to become better. But do not disband it, just evaluate any shortcomings in order to be better," he suggested. Regarding the overlapping authority between BP Batam and Batam City Administration on several things, including land management issues in Batam it can be coordinated by the two institutions, according to him. Meanwhile, chief of BP Batam Mustofa Widjaja expressed his readiness if President Joko Widodo (Jokowi) called him again in an effort to decide the BP Batam status. Previously, the home minister told the press in Riau Islands' city of Tanjungpinang about the governments plan to dissolve BP Batam. Apart from that, Public Relations officer of BP Batam Andiantono Purnomo said the representative of Singapore had come to Batam to ask about the latest information regarding clarity on the status of Batam area following press reports over the issue. (*) source : antaranews

Fewer technical issues for new ferry expected in 2016

THE technical problems which have plagued **CONDOR LIBERATION** since it came into operation almost a year ago should be significantly reduced in 2016, one of the firm's directors has said. The £50 million vessel is currently in dry dock in Falmouth undergoing standard annual maintenance as well as repairs after it was damaged while being buffeted by strong winds as it was berthed in Poole Harbour in December. On Friday, **Captain Fran Collins**, Condor's executive director of operations, said that the programme of work was on time and the vessel would be refloated between 6 and 8 February in time to return to service for the February half-term. The **CONDOR RAPIDE** which usually operates on the France route, is then due to go into dry dock. As well as receiving internal upgrades, including improvements to its air-conditioning system and changes to its layouts and positioning of TV screens, the ship has undergone a mechanical service. Source : jerseyeveningpost

Samskip Logistics acquires German logistics company Züst & Bachmeier

Samskip Logistics is pleased to announce that it has acquired German logistics company **Züst & Bachmeier (Bremen) GmbH**, taking full ownership of the company. All Bremen-based staff will continue to performing an extended range of dry and reefer forwarding activities such as full (FCL) and less (LCL) container loads, airfreight and warehousing. "With 25 years of experience and a clear understanding of customer needs, the acquisition is the next step into strengthening Samskip Logistics' presence in the forwarding industry and further enhancing efficiencies", said Mr. Ásbjörn Gíslason, CEO Samskip Logistics. In the near future **Züst & Bachmeier** will be merged into the forwarding activities of Samskip GmbH under the management of Mr. Harald Dönselmann.



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MSC Flamina Accident Helps In Setting Up New Guidelines For Ships In Need Of Assistance

European Commission presented the new EU operational guidelines for ships in need of assistance. The guidelines have been developed by an expert group composed of Member States' competent authorities, with the input and support of industry stakeholders, following an initiative of the Commission in the aftermath of the **MSC FLAMINIA** accident. Commissioner Bulc congratulated the stakeholders for taking part in this joint positive effort, in the interest of maritime safety and environmental protection: "It is a good example of proactive implementation of EU legislation, building on best practices and sharing experience, which is fully in line with President Juncker's strategic approach to Better Regulation." The EU operational guidelines were drafted to ensure better coordination and exchange of information amongst competent authorities and industry stakeholders involved in the response to an incident concerning a ship in need of assistance, such as the **MSC FLAMINIA** in July 2012. While the German-flagged container vessel was in international waters in the Atlantic Ocean, there was an explosion and a fire on board. The **MSC FLAMINIA** was severely damaged. Given the volatile situation the process of deciding where to accommodate the vessel resulted in the ship being finally accommodated in a place of refuge in Germany in September 2012.

Port of Den Helder chooses path of diversification

The current oil crisis has also had its impact on the Port of Den Helder's economic activities. The falling oil prices have caused the number of offshore (oil and gas) vessels entering the port to fall by 10%. The number of incoming vessels dropped from 2,776 to 2,522 between 2014 and 2015. This decrease was in part counteracted by an increasing amount of sea-going fishing vessels: 1,645 fishing vessels called at the Port of Den Helder in 2015 compared to 1,295 in 2014 (representing a 27% increase). Since early 2015, the primary offshore logistics hub for the southern North Sea has been steadily working with several key partners towards an intervention plan to counteract the impact of the oil crisis. The global oil crisis is expected to continue into the near future, forcing the port to commit to a substantial transition. The effects of the crisis can be seen in the fact that approximately 30% of North Sea drilling rigs are without a contract and 20% of the 180 production platforms in the Dutch part of the North Sea are standing idle. The new intervention plan focuses on market diversification, cost control, differential rates and increased cooperation.

Room for development

Crucial to the development of proposed activities is available space. With the recent delivery of the ready-for-construction Kooypunt IIIa and the waterfront development of the Kooyhaven business area, which is due to be finalized at the end of 2016, the **Port of Den Helder** is in a position to offer such space. Both of these locations are

situated in the immediate vicinity of Den Helder Airport. It is expected that Kooyhaven will provide a strong boost to the local economy of Den Helder. As the seaport has limited available space, harbour-related suppliers and other facilitating companies that will be attracted to the area by established companies can then locate themselves in Kooyhaven. Work is also underway to address the matter of 'parking' drilling rigs in the harbor with a study being carried out to investigate the feasibility of such a scheme. Despite the reduction of offshore oil and gas related activities in the port, the Port of Den Helder is still showing positive financial figures. The final annual figures for the 2015 fiscal year will be published this summer. "It is important to be aware of, and to react to, the effects of the oil crisis. We are dedicated to our position as a logistical knowledge and service hub for the offshore industry in the Southern North Sea. We are flexible herein – Den Helder is also ideally suited as an offshore logistics port for operation and maintenance activities for the emerging renewable energy market," stated Whitney Veen, CFO and interim CEO of Port of Den Helder. "The recent comprehensive developments around our port ensure that we can continue to expand economically and remain a significant employer in the region in the future."

[Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven](#)

Modern Terminals Announces Appointment of Keith Saunders as Managing Director – Hong Kong

Modern Terminals Limited, Hong Kong's longest established container terminal operator announced the appointment of **Mr. Keith Saunders** as its new Managing Director – Hong Kong, effective from 1st February 2016. Mr. Saunders will lead Modern Terminals' Brand Promises initiatives in Hong Kong, especially in the areas of operational excellence, innovation and infrastructure development. **Mr. Saunders** brings three decades of container terminal and operating systems experience to Modern Terminals. Prior to joining the company, Mr. Saunders held a number of senior management positions in **American President Lines (APL)** focusing on US West Coast terminal, rail and cargo management operations. Prior to APL, he was involved in the development of port security systems with Science Applications International Corporation (SAIC). **Mr. Saunders** holds a Bachelor of Science Degree in Business Administration from the University of the Pacific.

Woodside Petroleum says Wheatstone LNG delay covered

Woodside Petroleum says its recently flagged write-downs of up to \$US1.2 billion (\$A1.69 billion) had taken into account possible delays at the Wheatstone LNG project in Western Australia. Woodside holds a 13 per cent interest in the Wheatstone project, which it acquired from Apache Corp in 2015. It also holds a 65 per cent stake and is operator of the Julimar Project, which will supply gas to the Wheatstone onshore plant. Last week, Wheatstone's operator, US energy giant Chevron, said the project's start would be delayed by a further six months to mid-2017. **Source: Sydney morning Herald**

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.... PHOTO OF THE DAY



The **STI VENETO** inbound for Amsterdam **Photo: Simon Wolf ©**