



Number 051 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 20-02-2015
News reports received from readers and Internet News articles copied from various news sites.

The advertisement for ANTWERP TOWAGE features a blue star logo on the left and a yellow and blue logo on the right. The main text "ANTWERP TOWAGE" is in large, bold, blue letters. Below the text is a photograph of a large Hapag-Lloyd container ship docked at a port, surrounded by stacks of colorful shipping containers and cranes. At the bottom of the advertisement, the website "WWW.ANTWERP-TOWAGE.COM" is on the left and the phone number "+32-3-2121000 (24/7)" is on the right.



What a sorry sight she looks as in the Wednesday's Newsclippings the former STENA DISCOVERY , awaiting her fate in Curacao. Above seen in Belfast, Northern Ireland in happier times, 29.04.2008 with her moored and her "sister" STENA VOYAGER turning in front of her. Photo : John Soanes ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS

Avoid accidents: keep cables & hoses out of harms way



safetyhooks | cableguards | safetygates www.cablesafe.com



The **SYMPHONY** in Rio Grande – photo : Marcelo Vieira ©

Cirebon Maritime Academy purchases VSTEP DNV Class A simulator

Leading Indonesian Maritime School purchases DNV certified class A Full Mission Bridge Simulator to enhance its training curriculum.

VSTEP will deliver and install a **NAUTIS DNV Class A Full Mission Bridge Simulator** at the Maritime Academy of Cirebon in Indonesia. The new simulator will be used to provide certified maritime training and education in accordance with the latest international standards. The Full Mission Bridge simulator is compliant with the Class A DNV Standards for Certification No. 2.14 for Maritime Simulator Systems and IMO model courses 1.22 and 1.32 and

provides a 240° horizontal field of view. Following installation of the simulator, the academy instructors will receive extensive simulator instructor and maintenance training from VSTEP.



Robin Lim, Business Development Manager, VSTEP Asia Pacific: "We are proud to be working with one of the leading official maritime academies in the region. The new NAUTIS DNV Class A simulators will provide the academy students with a realistic, highly efficient training solution that allows them to immerse, prepare and learn in full compliance with maritime regulations. Our engineers will deliver and install the simulator in April 2015 and will be working closely together with the Cirebon Academy Staff." The Maritime Academy of Cirebon, also known in the region as AMC, is the national higher education institution founded in 1986 by the Decree of the Minister of Education and Culture of Indonesia. The principal task of the AMC is to educate and train high school graduates to be officers and harbor cruise professionals. The AMC assists the government in meeting the need for highly qualified seafarers. The NAUTIS Full Mission Bridge Simulator will allow the academy to expand its training curriculum with IMO and DNV certified simulator training courses.



The **BRAVERY ACE** outbound from Rotterdam – Photo : Cees van der Kooij ©

Coast Guard Rescues Four from Grounded Vessel near Kodiak



A Coast Guard Air Station Kodiak MH-60 Jayhawk helicopter crew rescued four fishermen from the fishing vessel **SAVANNAH RAY** after they ran aground in Chiniak Bay near Kodiak Island, Alaska, Monday morning.

The helicopter crew hoisted the four fishermen from their grounded vessel and transferred them to awaiting emergency medical services in Kodiak. Coast Guard 17th District command center watchstanders received a

406 Emergency Position Indicating Radio Beacon alert from the **SAVANNAH RAY** early Monday morning. Coast

Guard Sector Anchorage watchstanders began making callouts for the vessel to determine if they were in need of assistance and received a broken MAYDAY from crewmembers aboard **SAVANNAH RAY** stating they had run aground with four people aboard and were donning their survival suits and had deployed their liferaft. Coast Guard Air Station Kodiak launched the Jayhawk helicopter crew to the grounded vessel, where they were able to safely hoist the fishermen. "This rescue highlights how critical it is to have a registered 406 EPIRB onboard when operating a vessel of any size," said Petty Officer 1st Class Andrew Sheean, watchstander, Sector Anchorage. "During an emergency, especially in the cold waters of Alaska, it's important for responders to immediately know that an event has occurred and the location of your vessel." The weather at the time of the rescue was reported as 51 mph winds with 11-foot seas. source : USCG



The THSD **WATERWAY** operating in Douala – Photo : Jacob Hogendorp ©

Stricken Astrid 'should not have been at sea'

The **Marine Casualty Investigation Board (MCIB)** report, published on 21 January 2015, highlights poor route planning before the Dutch registered sail training passenger ship set sail past the Sovereign islands with more than 30 people on board. The 'immediate cause of the ship grounding and subsequent sinking' on July 24 2013 was attributed to the loss of power from the main engine. The main engine stopped as a result of fresh water contamination of the fuel.

This was due to 'human error' when taking on fresh water in Brighton on 12 July 2013 and then 'insufficient action' to remove the fresh water from the fuel system. The report states that 'passage planning of the voyage from Oysterhaven to Kinsale was inadequate' for the Force 6 wind and was 'influenced by the desire for photograph opportunities for Ireland's 2013 Gathering initiative. The hard-hitting report criticised the ineffectual Mayday call, which cost rescuers 10 minutes, and concluded: 'The ship was not certified as a passenger ship for either EU or international voyages nor were the crew appropriately certified and the ship should not have been at sea. On board there were 24 trainee sailors aged 15 to 24 from Ireland, Holland, the UK, France, Belgium and Spain, a mentor and five crew. The

42-metre former cargo ship, built in 1924, was one of 50 vessels taking part in a five mile journey as part of the Gathering sailing festival.



The ship set off at 11.00 hrs on 24 July 2013. Half an hour later its sails had been hauled but the engine was still being used. At 11.40 hrs the engine failed and the ship was unable to sail out of the situation. The Marine Rescue Coordination Centre (MRCC) received 'a blind call' from the "STV ASTRID" at 11.44 hrs with no position or Mayday. No further information was received, despite the Marine Rescue Sub Centre (MRSC) Valentia making repeated calls on VHF Channel 16. At 11.54 hrs the yacht ADASTRA relayed Mayday information from ASTRID – "on rocks with 30 persons on-board – 0.5 nautical miles west of Oysterhaven Bay". After an unsuccessful

attempt by an Irish Sailing Association Rigid Inflatable Boat (RIB) to assist ASTRID, the tall ship was blown onto the rocks. No attempt was made to drop either anchor and possibly prevent the vessel going aground. Twelve passengers were transferred to the RNLI Kinsale Inshore Lifeboat RIB and transferred to the yacht SPIRIT of Oysterhaven.

The remaining 18 passengers and crew jumped into a liferaft and were towed away from the sailing ship by the RIB. They were transferred onto the RNLI lifeboat from Courtmacsherry. By 13.33 hrs everyone was safely ashore Kinsale.

Astrid sank and was later salvaged in September 2013 but scrapped due to the 'extent of the damages. The MCIB report (which can be read in full at www.mcib.ie) found that SOLAS Chapter V Regulation 34 was not complied with.

MCIB investigators made several safety recommendations within the report, including that the master of a ship must retain over-riding authority when taking part in promotional activities and they must not compromise good passage planning or the safety of a ship, crew or passengers. Source : Practical boat owner





**CONQUEST
OFFSHORE**
www.conquestoffshore.com
t: +31 85 7822 700
e: info@conquestoffshore.com



From Challenge to Conquest
Heavy lift crane barge

**Heavy Lift Crane Barge
Conquest MB1:**

- 1400 metric ton lifting capacity
- 136 x 36 x 8 meter
- Free deck space 3700 m2
- Up to 9000 ton cargo
- 20 ton/m2 deck strength
- Automatic heeling system



The tug **MTS VICTORY** seen departing with the barge **NP 440** from Brest bound for Rotterdam

Photo : Jacques Carney ©

Dry bulk market's demise can be a blessing in disguise for cash-rich ship owners

With the dry bulk market facing its worst crisis in decades, a crisis poised to get even worse over the coming days, ship owners are pondering their hedging options, to minimize their risk. Although there are many choices, cash-rich



ship owners know that the only viable way to profit from the current market conditions in the long term, is to cash in on investment opportunities, i.e. invest in new vessels, which are fast becoming rather attractive.

According to the latest weekly report from shipbroker Allied Shipbroking, in the Capesize market, "with transatlantic cargoes dropping during the second half of the week, the market lost the little support it had pushing overall rates further down, while optimism reached an almost all time low. Things are now looking likely to turn further south, as the Chinese start to head off in preparation of their New Year festivities over the coming days, leaving the Pacific market as such with ever more limited interest from charterers, while traders in the Atlantic will likely take up this opportunity to push things further down", Allied noted.

The low levels of the Baltic Dry Index which is now trading below its historical lows, is a stark indicator of



the dire conditions which prevail in the dry bulk market. As Mr. George Lazaridis, Head of Market Research & Asset Valuations with Allied Shipbroking warned, "things are set to get even worse this week as the Chinese are off for the most part, starting their New Year festivities and at the same time draining the Pacific basin of its much needed inquiries. As all this unfolds many are pondering what are the true investment possibilities within the shipping industry and where should investors find safe refuge during these troubled times?", he wondered.

According to Lazaridis, the dry bulk market has had a strong "slap across the face", with earnings dwindling to below OPEX levels and reports already circulating of several owners "tying up" their vessels in wait for better levels to be seen. "This has had its positive side effects as has been mentioned. Asset values have plummeted to levels that make any investment endeavour with a long-term perspective, highly lucrative. Purchases made at these levels feel as if they can't go wrong, though it does seem to be the case were it might be better to wait rather than rush in just yet. At the same time the almost non-existent new ordering volume and the following of several cancellations and swapping of contracts to other sectors of the shipping market, have all helped to minimise the orderbook considerably allowing for a breather down the line as the fleet development starts to reach at growth levels better suited for the growth in dry bulk seaborne trade. This all might just be enough to make those who chose to act in the current market more likely in turning a good return on their investment (even if this entails a period of subsidising the vessel during the current loss making freight rates)", Lazaridis noted.

But what of the other sectors within the shipping industry? According to Allied's analyst, "many feel that they might have "missed the boat" in the tanker and gas markets, where rates have reached highly promising levels but inevitably this has also attracted enough buying interest to also make asset prices reach levels were it would be more risky of not achieving an interesting enough return in the case that current hire rates start to slide back to the levels we had been used to during the past 5 years. The containership market however seems to hold more promise than this, as after a long period of being an underperforming market faced with the difficulties of over capacity with cascading effects making sure that this was felt throughout all vessel sizes, has now started to see glimpses of hope. The number of laid-up vessels has been drawn back to minimal levels, while the emergence of new trade routes with highly dynamic growth has helped propel earnings in some size groups. In particular the Sub-Panamax sizes have been some of the big winners witnessing a strong growth in demand which seems set to continue for some time. Beyond this there seems to be some promise for the Post-Panamax (between 5,200 and 10,000 TEU) have found their way around the problems caused by the larger Super-Post-Panamaxes and ULCVs, and are now ready to make a minor come back. What makes all this more promising is the fact that this has yet to be reflected entirely in their asset prices, while with

the possible re-spark of U.S. consumer consumption under way and an ever hopeful scenario of a growth stimulating policy being adopted in Europe, things might just start to heat up quicker than would have otherwise been anticipated", Lazaridis concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

TANJUNG OFFSHORE APPOINTS NEW CEO

Tanjung Offshore Bhd has announced the appointment of Rahmandin Md Shamsudin as Executive Director and Chief Executive Officer, effective immediately. "Rahmandin brings with him years of business and corporate experiences which will be invaluable in guiding Tanjung Offshore and its units forward," said Tanjung in a statement. In particular, his years in the oil and gas sector will serve to broaden opportunities for Tanjung Offshore, it said. His previous experience included internal control and audit at Esso Production (M) Inc (EPMI) in internal control and audit and, later, procurement for EPMI's upstream operations. **Source : offshore Shipping Online**



The **LADY NOVA** enroute from Amsterdam to Slite **photo : Lourens Visser www.navcom.org ©**

BIMCO and CSO Alliance offer free maritime security workshops in South East Asia

Events to be held in Singapore, Hong Kong and Shanghai

CSO Alliance, the secure, online risk management platform which is helping to drive best practice for all shipping sector company security officers, has announced a series of free workshops for CSOs in the region.

In conjunction with Giles Noakes, Chief Maritime Security Officer for BIMCO and Captain William Nault, US Navy Chief of Staff for the Combined Maritime Forces in Bahrain, CSO Alliance will host free workshops in Singapore, Hong Kong and Shanghai. The workshops will cover current maritime security issues, best practice and counter-piracy in the Indian Ocean, Asia and West Africa.

The workshops will cover:

- Insight from the hard-earned experiences of BIMCO's 1,000 ship owner members.
- A military brief with a detailed overview of the current situation of the counter-piracy mission off the Horn of Africa.
- A demonstration from CSO Alliance of its web platform* with information from over 100 CSOs responsible for the security of 5,000 ships, 10% of the world fleet, including Cruise, Super Yacht, Offshore platform and supply craft and fishing fleets.
- Discussion and debate routed in seafarer needs – lead by a PMSC team leader who has completed many transits and handled several pirate attacks.

For more details, please contact Gemma Wilkie, Communications Director at BIMCO on (Direct) +45 4436 6836, (Mobile) +45 2442 9781 or gw@bimco.org.



SEMCO

Marine Salvage and Oil Spill Response

SEMCO Salvage and towage / SOSRC oil spill response T +65 6265 6917 (24hr hotline) E posh.er@paccoffshore.com.sg www.posh.com.sg



The **E.R.PUSAN** off Haifa – Photo : Peter Szamosi ©

A Crackdown on Somali Pirates Has Made Illegal Fishing Safe Again

The skinny Somali fisherman in his mid-20s throws his head back and rolls his eyes when he recalls better times thanks to pirates. “There were way too many fish,” he says, laughing. Five years ago, Somali pirates were attacking foreign ships on a near-daily basis, which scared off the unlicensed European and Asian fishing vessels that for years ravaged Somalia’s seas. Somalis felt safe to fish anywhere, and marine stocks grew. Hassan started fishing in 2000 at the age of 10—it is all he knows. But last month, he quit. Piracy is dead, thanks to the multilateral effort to stamp it out, and the unlicensed foreign fishing vessels are back. Just as piracy was good to the fishermen of Somalia, Hassan says, NATO’s \$75 million anti-piracy task force has been good to those looking to plunder her seas.



The conditions Hassan describes today are almost exactly the same as those 10 years ago that drove some Somalis to attack foreign fishing vessels in an attempt to recoup their losses, which in turn led to the multibillion-dollar piracy industry. By 2005, according to the U.N., Somalia was losing \$300 million to illegal fishing every year. The Federal Republic of Somalia has the longest coastline on mainland Africa, but now artisanal fishing is not viable, according to residents in the semi-autonomous state of Puntland. “I’m jobless,” Hassan says, “and I’m not the only one. Our options are either to become a charcoal maker, a pirate, to join al-Shabab [the extremist military group] or to starve or beg.” I ask if the rebirth of piracy is really an option, and he looks glum. “As long as NATO is there, it’s a dead end. If they’re not, then it becomes an option. NATO? We can’t take on that.”

Piracy got the Hollywood treatment in 2013, when director Paul Greengrass depicted the 2009 hijacking of the U.S.-flagged Maersk Alabama in the film *Captain Phillips*, starring Tom Hanks and Barkhad Abdi. Abdi played a real-life pirate named Abduwali Muse. While Abdi walked the red carpets picking up a BAFTA award and an Oscar nomination, Muse

languished in a U.S. prison cell, the first person charged with piracy in an American court in over a century. The fates of these two Somali men, both infants when the ongoing civil war started in 1991, diverged the day Abdi escaped Somalia to Yemen and then Minnesota. Muse remained in Somalia as it descended into anarchy. Seventeen years later, he turned to piracy to survive. Last year, Abdi became a Goodwill Ambassador for a Somali development agency called Adeso. Its Somali founder, Fatima Jibrell, says the organization is focused on long-term programs addressing policy, encouraging civil rights movements, providing vocational training and paying communities to rehabilitate their ecosystems. In January, Adeso facilitated Abdi's first trip back to Somalia. I first met Abdi in Nairobi, Kenya, the headquarters of many humanitarian aid missions in Somalia. He was full of hope, with "a vision of a peaceful country, with schools, hospitals, libraries, where I can raise my children and live in peace." Piracy has gone, for now. The Islamic militia al-Shabab has been weakened by U.S. and African Union operations, and Somalis are returning.

Puntland, where Abdi's family hails from, was synonymous with piracy. Its economic capital, Bosaso, crowns the Horn of Africa on Somalia's northeastern point, where the Gulf of Aden widens into the Arabian Sea, one of the world's busiest shipping lanes, linking Europe to India and the Middle East via the Suez Canal. Its waters are among the world's most fecund fishing grounds. And for nearly a decade it had no government.

Abdi and his family left Somalia in 1992, initially for Yemen, where they spent seven years before moving to the United States. Back in Somalia, rule of law evaporated, both on land and at sea. Warlords filled the vacuum. Along the country's 2,000-mile coastline, foreign fishing vessels pillaged waters that teemed with fish. Warlords tolerated the over-fishing in exchange for weapons. As locals tell it, Somalia's struggling fishermen eventually armed themselves to fight the foreign fishing boats. What began as an operation became a thriving hijack and ransom business that took in nearly half a billion dollars between 2005 and 2012.

Abdi now lives in Los Angeles, the first Somali to make it in Hollywood. Since Captain Phillips, he has played Joseph Kony, the Ugandan warlord, in Hawaii Five-0, and a double agent in the 2015 film Eye in the Sky, alongside Helen Mirren and Alan Rickman. But for all his success, he is delightfully true to his roots. He is more expressive in the guttural tones of his mother tongue. At mealtimes, he hunches low over his food and shovels it in with his right hand in the local tradition. And, like any true Somali, he adores camels and barter gamely for fresh camel's milk on the roadside. He hangs out of the car window and sings in Somali to the puzzled-looking dromedaries we pass. At a vocational school supported by Adeso in the town of Badhan, the teacher finds out who Abdi is and howls with laughter. "The film should have shown more of the drivers [of piracy], because it's not just a one-dimensional perspective," he says. "We're real people, and we have real problems." At the port in Bosaso, fishermen are landing the daily catch on a small beach by the dock. A 20-foot motorboat cuts its engine 20 yards from the shore. Women race out and fight over the few fish, arms aloft and bright robes dilated on the water's surface. On the beach, a smartly dressed female fish trader carrying a shiny black handbag calls out, "Where are the fish?" She used to sell to international charities, but not anymore because of high prices and poor availability. "This is the way it is now," a fisherman tells her. Twenty years ago, \$10 would have bought 22 pounds of tuna, he adds. Now it's \$40 for the same.

Fishermen all attribute the drop in fish stocks to unlicensed foreign fishing vessels. They are "pretty nasty," one maritime security expert says. They obscure or change their boats' names and numbers, swap their flags and turn off transponders. "They'll breach the law all the time to get business, and that extends from the South Koreans to the Chinese and Taiwanese. Other major players are Spanish and French," he says, speaking on condition of anonymity.

Coast Guard officials and fishing associations in Puntland say they have repeatedly requested support from NATO to combat illicit fishing, but to no avail. International anti-piracy vessels are equipped with sophisticated surveillance equipment, "but there is no information sharing," the security professional says. It doesn't help, he adds, that different Somali states are issuing different licenses for what is, under international law, one zone. Mohamed Abdirahman Osman, chairman of the Puntland Fishery Association, is irate at NATO. "We've been asking them for two years!" he says. "Why can they get a mandate to deal with piracy in one month, when our people are dying and we're losing our livelihoods? They only care about their own interests." A NATO official said, "Actions to counter illegal fishing would breach the scope and capabilities of the mission." But its members are aware of the issue, the official added, and are working with the United Nations and the European Union to combat it.

Fishermen in Puntland say the majority of illicit fishing vessels in Somali waters are Yemeni or Iranian. Others say the trawlers, which damage breeding grounds by scraping the ocean floor, are largely South Korean. Huge mother ships hover on the edge of an Economic Exclusion Zone, which extends 200 miles offshore, while smaller boats venture in three miles from the shore, using dragnets to encircle schooling fish. The Fishery Association's Osman shows me a video. In it, men on eight small skiffs surround a net they are pulling in. Meter-long milkfish burst out of the water in arcs, some making good on their bid for freedom by jumping over the boats. The men struggle to contain the catch, batting fish back whenever they fly past. Osman claims the video shows Yemenis fishing illegally in Somalia's waters, but that is impossible to verify. Some Somalis are finding work as guards on the foreign vessels. Hassan, the former

fisherman, says he was fishing in Gaan, a natural port with diverse marine life, when a 50-foot fishing vessel drew near. Gunmen onboard shouted, "Move or you're dead!" while pointing guns at him. They were Somalis from Hassan's community. "We see each other at restaurants, we drink tea together. I'm full of anger," he says. "That's why I ran away." Fishermen allege the problem is fueled by corruption—illegal licensing agreements, protection rackets, facilitation of unlicensed fishing through graft—that starts at the top, with government ministers and clan elders. Colonel Mohamed Ali Hashi, commander of the port police, denies this. He admits, however, that unlicensed vessels are employing armed Somalis to protect them. NATO stopped piracy but promoted illegal fishing, he agrees. He is fighting a multimillion-dollar unregulated fishing industry with an annual budget of less than \$10,000 and speedboats with a 12-mile range. Asked whether piracy could return, he says "yes," without hesitation—a concern NATO shares. On our last morning, Abdi and I stand at the same docks from which he left aboard a livestock carrier more than 20 years ago. We share the realization that Somalia's maritime security is back to where it was before piracy began. Could Abdi's life have been more like Muse's, had he not left? It's difficult to know. "If your environment is bad," he says, "it's really hard to be good." *Source : Newsweek*



Teras Offshore
A subsidiary of Ezion Holdings Limited



www.terasoffshore.com

commercial@terasoffshore.com



The **ABERDEEN** passing Fawley outbound for Rotterdam **photo : Chris Bancroft ©**

Wheatstone pipeline completed

A small but significant component of Chevron's \$US29 billion (\$37.2 billion) Wheatstone venture near Onslow has been completed, on time and on budget. The 109km pipeline hook-up of Wheatstone's processing plant with the Dampier-to-Bunbury pipeline also signals another significant step forward as WA gradually weans itself off the North West Shelf as the State's dominant supplier.

Chevron does not expect Wheatstone, principally an LNG export operation, to be up and running until late next year and is yet to sign up domestic customers for up to 200 terajoules a day. DBP Development Group, a subsidiary of Duet Group which owns 80 per cent of the Dampier-Bunbury line, signed a 30-year build, own and operate deal with Chevron 18 months ago and set about construction of the \$95 million project. It links the Wheatstone processing operation with Compressor Station 2 on the Dampier-to-Bunbury gas pipeline, via the existing Ashburton West link.

DBP says practical completion of the Wheatstone Ashburton West pipeline was achieved on time and below the budget cap under which it earns a return on capital spent. **Source : Yahoo**

Toll in Brazil oil rig blast rises to six

Brasília: The death toll from a blast which ripped through a Petrobras oil rig off Brazil last week has risen to six after the discovery of another body, local media said Tuesday. Five people remain in stable condition in a hospital, the rig's Norwegian owner BW Offshore told Brazilian media, after the February 11 explosion that the oil workers' union said was caused by a gas leak, although investigations are ongoing. The rig operates in the Camarupim field around 120 kilometers (75 miles) off Brazil's southeastern coast and had daily average production of 2.25 million cubic meters of natural gas and 2,200 barrels of oil in December. **Source : AFP**

Vroon's newest vessel VOS Glamour arrives in Aberdeen



One of Vroon's newest vessels, **VOS GLAMOUR**, arrived safely in Aberdeen, following her long journey from Fujian Shipbuilding Trading in Fuzhou, China, the company said in its press release. **VOS GLAMOUR** is a 60-m ERRV-FSV (emergency response and rescue vessel/field-support vessel) and the first in a series of four such FSVs being built for Vroon. The vessels feature a revolutionary, wave-piercing bow shape and a 300m² cargo deck. The remaining three vessels will be operational in

the coming months. **VOS GLAMOUR** will operate in the North Sea out of Aberdeen for Vroon Offshore Services. She is now being prepared for duties and will commence a long-term charter on 25 February. **Source : Portnews**

Oil Spill Response Contract Requirements – Uruguay

On 20 February 2015, Disposición Marítima N° 149 (the "Regulation") 1 will take effect in Uruguay with the aim of establishing a set of rules governing the requirement for owners to contract with an oil spill response company (OSRO) approved by the Uruguayan Coast Guard, amongst other requirements. The Regulation has been established under the scope of Uruguayan Law N° 19.012 of 23 November 2012. The intention of this Notice to Members is to summarise the key provisions of this Regulation.

Overview

The Regulation requires the local agent for any of the following vessels (unless Uruguayan flagged) to conclude an oil spill response clean-up contract with a Uruguayan Coast Guard approved OSRO at least 24 hours before entering a Uruguayan port or an anchorage in Uruguayan waters:

1. All tank vessels or barges regardless of size;
2. All vessels where the Uruguayan authorities have determined that the vessel has a deficiency which could result in her grounding or sinking;
3. All vessels at anchorage in Uruguayan waters for a period of more than 24 hours;

4. All vessels engaged in exploration or exploitation of resources in the Uruguayan Exclusive Economic Zone (EEZ). In case of vessels under the Uruguayan Flag, owners may contract direct with the OSROs.

It is the International Group's understanding that there are currently two approved OSROs for the purposes of the Regulation, namely Marine Environmental Care Lasimar S.A. and CINTRA Golantex S.A. A certificate of coverage provided by one of the two approved OSROs must be submitted to the local authorities where a vessel falls within the scope of 1 – 4 above.

The International Group has reviewed both the Lasimar and CINTRA contract certificates that the vessel's local agent (or owner where the vessel is Uruguayan flagged) will need to sign where vessels fall within the scope of 1 – 4 above. The terms of both contracts conform with the International Group vessel response plan guidelines and the liabilities arising therein fall within the scope of Members' P&I cover. **Source: West of England P&I Club**



CASHMAN EQUIPMENT CORP
MARINE EQUIPMENT RENTAL & SALES

A global company with fleets of vessels and marine equipment positioned around the world. ABS/Inland Barges (40'x10'x5' to 400'x120'x25')
• Tugs (10TBP to 100TBP) Cranes (Up to 600 Ton Lifting Capacity)

Offices Worldwide
North America and Europe: +1-225-216-7694 | Mexico, Central and South America: +52 938 381 4534
Asia Pacific/Singapore: +65 6221 8711 | Middle East: +971 504 639 002 | Africa: +237 7854 1809

www.4barges.com

Liebherr cranes boost Belgian activity



Liebherr Maritime Cranes has delivered two of its strongest ever new mobile harbour cranes (LHM to Katoen Natie NV, which, as a result, has set a new benchmark in terms of lifting capacity at Antwerp.

The two LHM 600 cranes each provide a maximum lifting capacity of 208 tonnes and an outreach of up to 58m, and enable Katoen Natie to now offer high-capacity tandem lifts to its customers. The installation of Sycratronic means one crane operator can safely handle heavy loads of up to 416 tonnes in tandem operation.

"Thanks to our two new LHM 600s we have expanded our portfolio and are now capable of lifting loads as heavy as 416 tonnes, which is unique in

Belgium," said Joos Melis, commercial director of Katoen Natie. In addition, Liebherr delivered an LHM 550 – the most in-demand Liebherr crane – for Antwerp. The new machine is equipped with Pactronic hybrid power booster, which is said to boost turnover capacity by 30%. The hybrid drive is also said to reduce fuel consumption and CO2 and exhaust emissions by around 30%, depending on the operation. Liebherr also delivered a new LHM 420 for Katoen's operations in Radicatel, France. The all-purpose crane will be used for general cargo operation, container and bulk handling. Liebherr's latest model, it provides an outreach of 48m and a maximum lifting capacity of 124 tonnes. Katoen says these new cranes will increase its competitiveness in break bulk cargo, including steel and forest products. "We are very optimistic that these state-of-the-art giants in combination with our long-term experience in safe and efficient

cargo handling will attract new customers. Our existing customers will also highly benefit from this significant investment as we have speeded up our vessel turnaround times," added Mr Melis. **Source : portstrategy**

Eleven Ships Built by Daewoo Shipbuilding Selected as Best of 2014

DSME's three purpose-built ships for marine plants and deepwater applications were also praised as the best ships of 2014.

Daewoo Shipbuilding & Marine Engineering (DSME), the second largest shipbuilder in the world, has had eleven of its vessels selected as the best ships of 2014 by several magazines exclusively dedicated to shipbuilding and shipping, including Naval Architect, Maritime Reporter and Marine Log, said the company on January 21.

Three container ships and two oil tankers built by DSME were selected as the best marine vessels of 2014, while one LNG carrier, one LNG Floating Storage & Regasification Unit (FSRU), and one car-shipping vessel were also acknowledged as featuring the world's best technology.



The **PIONEERING SPIRIT** – Photo : Cees van der Kooij ©

DSME's three purpose-built ships for marine plants and deepwater applications were also praised as the best ships of 2014. **Pieter Schelte**, or **Pioneering Spirit**, the world's largest platform installation vessel built, was one of the three. Two ships built by Daewoo Mangalia Heavy Industries (DMHI), DSME's overseas subsidiary, also featured on the lists of 2014's best ships by the influential magazines. **Source : koreabizwire**

India: 'We let our liner shipping sink'

His eyes sparkle as he reminisces the days he commanded India's largest shipping line nearly four decades ago. "Those were different days," recalled Trikamdass Mathuradas Gokuldas, who toasted his 100th birthday last Friday. "The role of merchant navy in nation building was well recognised. Operating an Indian shipping line with services to ports across the world was something to be proud of." The centenarian had steered Scindia Steam Navigation Company – the first Indian-owned shipping company to start an international service – for nearly two decades when it ruled the high seas.

Official apathy

Alas, shipping has fallen on bad times in India, swamped by government indifference and adverse business cycles. It saddens the doyen who played a pivotal role in making Scindia a name to reckon with.

"It is a pity that today our ships carry less than 10 per cent of our own cargo. Even the government-owned Shipping Corporation of India (the only Indian company operating liner service) does not own large vessels," he said ruefully. Gokuldas, who ordered ships for Scindia from across the world at really competitive prices, laments the lack of passion today for people to get into shipping.

"In India there is no innovation (in shipping). We're not trying to get the best out of even what's available...We let our liner shipping sink. Scindia, which was launched in 1919 and played a role in Indian Independence, is no longer in operation. A government-owned lender that took over the company in the late 1980s after Scindia defaulted on a loan repayment messed up to undo the hard work that went into building the shipping line.

Many in shipping believe that the company could have been saved but for the indifference of the so-called development bankers who were entrusted with the task of rescuing the ailing carrier.

Venture into shipping Gokuldas, whose modesty is legion, wouldn't like to blame anybody. Scindia is remembered at least once a year – the National Maritime Day on April 5 commemorates the maiden sailing of Scindia's ship SS Loyalty from Mumbai to London in 1919. It was a twist of fate that brought Gokuldas into shipping. By the time he got his law degree, his father had died and the family lost its large textile business, forcing the young man to take up a job. His brother-in-law, who belonged to one of the promoter families of Scindia, helped the 23-year-old join the company. After a year of doing clerical works, Gokuldas was sent to shipyards to supervise construction of new ships. This gave him a lot of exposure to the technical side of ships which stood him in good stead in the later part of his career. "Five years in London was a great opportunity," he noted. He became the CEO of the company by the late 1960s after being head of operations for more than a decade. "We expanded the fleet, taking advantage of the government-level bilateral agreements (rupee trade) such as Indo-Soviet shipping alliance," he said, recalling how he introduced OBO vessels that can carry oil, bulk and other cargoes. Gokuldas was loved by his colleagues. A former employee of Scindia said Gokuldas never allowed a captain of a ship to wait outside his cabin. "His door was always open." **Source: The Hindu Business Line**



Maritime Manpower

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.

TOS 
Energy & Maritime Manpower



Contact us: +31 10 436 62 93 • www.tos.nl Your source for Manpower



The **YUHENG XIANGFENG** outbound from Antwerp - **Photo : Walter de Groot ©**

Who Is Going Where and When in the Shipping, Logistics and Supply Chain Sectors

Our weekly round-up of staff changes in the shipping and logistics sectors starts with the death of veteran shipowner Jacob Stolt Nielsson, who passed away over the weekend, at the age of 83. Stolt Nielsen served as Chairman of the Board of Directors of Stolt-Nielsen Limited since he founded the Company in 1959 until December 15, 2009 when he stepped down as Chairman, but remained as a Director until his retirement on December 15, 2014, formally concluding his career at the company 55 years from the day of its founding. He continued as Honorary Chairman until he passed away surrounded by loved ones at his home in Oslo. A biography of his remarkable career can be read here.

SWITZERLAND – Transocean has announced Steven Newman has stepped down as President and CEO. Ian Strachan, Chairman of the Board of Transocean, has been named as interim CEO, until a permanent replacement has been found.

FRANCE – Emmanuel Kesler has been named as the Director of Finance and Performance at Gefco France.

UK – HONG KONG – Virgin Atlantic Cargo has announced two new senior management appointments and as part of these changes to the sales structure, Marie Epstein, Regional Vice President Sales Americas, will be leaving the airline. Steve Hughes will transition from his role of Regional Vice President Sales for Europe, Middle East and Africa (EMEA) to the newly-created post of Vice President Sales Transatlantic. In his new role he will be responsible for the airline's sales in the UK, US, Canada and Mexico. In Hong Kong, Neil Vernon becomes Vice President Sales International, a role that includes his current Asia and Australasia focus and is now extended to incorporate additional responsibility for sales in Dubai, Nigeria and South Africa.

INDIA – Geodis India has announced Martijn Tasma as National Sales Manager.

US – CSX has announced the appointments of two railroad veterans to key leadership positions in support of newly-named Executive Vice President-Operations Cindy Sanborn: Mike Pendergrass is promoted to Vice President-Transportation; and Jermaine Swafford is promoted to Vice President Regional Transportation-Southern Region.

US – Kimberly-Clark Corporation has appointed Sandra MacQuillan to the newly created position of Senior Vice President, Global Supply Chain. She will join K-C in the second quarter. MacQuillan will report to Thomas Falk, Chairman and CEO, and become a member of K-C's global senior leadership team.

US – NETHERLANDS – MNX Global Logistics has announced several key Executives moves that will bolster account management and business development in North America and the Global Aviation Services Teams. Lori Mildren joins MNX as Vice President Sales and Marketing, Larry Glasscock assumes the role of Senior Vice President Global Accounts, both based in the US. Netherlands based Jan Willem van 't Riet undertakes increased responsibility as Senior Vice President EMEA Region and Global Aviation. [source :.handyshippingguide](#)



The **GO PEGASUS** moored at **Damen shiprepair** in Vlissingen – **Photo : Arie Boer ©**

Cosco cans cape

Brokers on both sides of the Atlantic claim Cosco Shanghai Ship Management sold the 152,100-dwt **Fu Yuan** (ex-China Fortune, built 1992) for recycling in Bangladesh. According to report published by Lion Shipbrokers of Greece the vessel commanded approximately \$390 per ldt, which amounts to a payday of roughly \$7.2m. The claim is also supported by VesselsValue.com, which believes the unit's market and demolition values have been equal for the better part of the past three years. Industry observers note a growing number of capesize bulkers have been sold for recycling in recent weeks due to lacklustre freight rates.

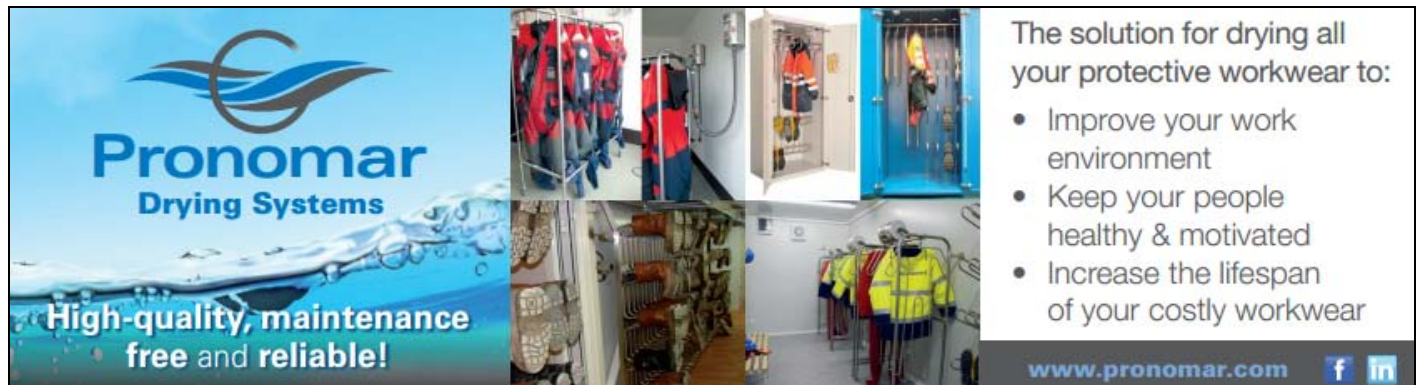
While many believe this trend will continue going forward, some are quick to point out that scrap prices in Bangladesh and other markets are starting to soften. Today, capes trading in the spot market are commanding \$5,700 per day on average, which is 3.4% lower than yesterday and represents a weekly decline of roughly 17%.

According to Clarkson Capital Markets, this same class of tonnage was seeing day rates of approximately \$15,100 on average just one year ago. On Friday Compass Maritime Services reported that 15 bulkers with individual carrying

capacities of more than 80,000-dwt have been binned thus far this year, which is ten less than the year-end total for 2014.

A few days prior Athena Wu, the managing director of a consultancy called Wenz & Associates, predicated that more Chinese operators will scrap ageing tonnage in the coming months if Beijing continues to offer financial incentives.

At a conference in New York she argued that government subsidies for domestic owners that sell elderly vessels for demolition will likely continue, at least in the near term. Today, attempts to reach Cosco Shanghai Ship Management for comment about speculation surrounding the Fu Yuan were not immediately successful. According to Clarksons the ship is the operator's lone cape, which means the sale will mark its departure from this sector if rumours about the disposal are on point. **Source : tradewinds**



The solution for drying all your protective workwear to:

- Improve your work environment
- Keep your people healthy & motivated
- Increase the lifespan of your costly workwear

www.pronomar.com

Click [HERE](#) to see [Pronomar](#) latest newsletter

Crowley Accord Marine Management adds Five Tankers to its International Ship Management Portfolio



Three More Planned for Coming Weeks
Crowley Accord Management Pvt. Ltd., the international ship management venture managed globally by **Crowley Maritime Corp.**'s ship management group, was awarded full technical management contracts for five new tankers. These tankers will be joined in the coming weeks by three more, bringing Crowley's international ship management fleet to more than 70. The five products tankers brought under Crowley Accord management are the MT **Dawn Haridwar**, MT **Dawn Mansarovar**, MT **Dawn Mathura**, MT **Dawn Madurai** and MT **Portland Pearl**. The first four are owned by

Arya Tankers and will operate along the Indian Coast, while the fifth is owned by Union Maritime Limited and will operate in the Europe-to-Nigeria trade. Combined, these tankers represent over 130,000 gross tons in the market.

"The Crowley Accord partnership continues to be a successful one and this latest onboarding of additional vessels is testament to that," said Mike Golonka, vice president, ship management. "Vessel owners are seeking us out because we provide honesty and transparency in our operations and adaptable, safe and professional solutions for all of our customers." "Crowley Accord draws on its pool of experienced resources, which are at its disposal both ashore and afloat," said Sanjay Shesh, managing director, Crowley Accord. "We utilize proven systems based on internationally recognized quality management principles and have the flexibility to meet all owners' needs for periodic technical and accounting reports – all things our new customers indicated were of importance to them." The Crowley Accord acquisition, which took place in April 2014, immediately increased the size and scope of Crowley's technical ship management group and supported the company's expansion into the international ship management market with a

foreign crewing presence. The acquisition also made Crowley a rare U.S. company – one that provides third-party international crewing and technical ship management. Crowley, founded 1892 and headquartered in Jacksonville, Fla., is one of the oldest ship owning and managing companies in the U.S., providing marine solutions, transportation, logistics and technical services in the domestic and international markets. Accord is a third party ship management company providing technical services and crew management as well as a broad range of back office services. With offices throughout the U.S., Mumbai, Goa, Hong Kong and Amsterdam, Crowley's international ship management group including Crowley Accord manages over 70 vessels of every type and variety. The company shows a strong focus on value added management models and safe, operational efficiency. To learn more about Crowley Accord and the various technical management services it provides visit www.crowleyaccord.com.



The 2014 built bulker **TR NIKLAS** enroute Amsterdam – Photo : Erwin Willemse ©

Oil Workers Threaten to Expand Strike to Long Beach Port

United Steelworkers members who help run crude terminals at a California port are threatening to join a national oil workers' strike at U.S. refineries. Union members at the Port of Long Beach are negotiating their own contract with Tesoro Logistics LP, said Dave Campbell, secretary-treasurer of the local representing the laborers. The group will meet with members of the International Longshore and Warehouse Union on Wednesday to discuss whether they would honor a walkout, he said. "We're all dealing with employers that seem to think they can push unions off the cliff, and we're fighting back," Campbell said by phone Tuesday. "We might have a big labor confrontation at the Los Angeles and Long Beach harbor." The USW members at Tesoro's Long Beach terminals would join the biggest oil workers' strike since 1980, when a work stoppage lasted three months. The union has walked out of nine refineries in the U.S. that account for 13 percent of the country's fuel capacity since Feb. 1. A combined oil and port workers' strike at Long Beach would threaten to exacerbate slowdowns that have already stranded cargo ships off of West Coast ports and forced manufacturers to fly products to retailers. "We'd encourage both labor and management to come to an agreement on that contract for the oil terminal workers," Lee Peterson, a spokesman for the harbor in Long Beach, the busiest U.S. container port except for Los Angeles, said by phone on Tuesday. "It's obviously very important for the region's economy and several refiners in the area."

Vessels Waiting

Thirty-two vessels were waiting to dock at the ports of Los Angeles and Long Beach at 7 a.m. local time on Tuesday, according to Peterson. "Things are pretty slowed down as it is at this point," he said. Craig Merrilees, a spokesman for the longshore union, declined by phone to comment. Tesoro Logistics, a San Antonio-based limited partnership formed by Tesoro Corp., unloads oil at marine terminals in Long Beach for delivery to Tesoro's Carson and Wilmington refineries in Southern California. Its Pier B berths can discharge 32,000 barrels an hour through a 24-inch line to tanks,

the harbor's website shows. Another terminal, Berth 121, is capable of unloading tankers carrying 2 million barrels, according to regulatory filings.

Tesoro Plans

Tina Barbee, a spokeswoman at Tesoro's headquarters in San Antonio, said the company has a contingency plan that would allow it to "safely operate our facilities with trained and qualified staff" should a strike occur. USW workers have walked out of three of Tesoro's refineries, in Martinez and Carson, California, and Anacortes, Washington. "We've not received any further notices of intent to strike," Barbee said. "We have been and will continue to bargain in good faith." USW leaders and Royal Dutch Shell Plc, bargaining on behalf of oil companies, are scheduled to meet Wednesday to resume negotiations on a national agreement, Lynne Hancock, a union spokeswoman based in Nashville, Tennessee, said by phone Tuesday. "Should negotiations continue to go sour," they will be the ones to decide whether members working for Tesoro Logistics will join the strike, she said. The national union has called strikes at: Tesoro's three plants; Marathon Petroleum Corp.'s Catlettsburg complex in Kentucky and Galveston Bay site in Texas; Shell's Deer Park complex; LyondellBasell Industries NV's Houston facility; and BP Plc's Whiting and Toledo refineries in the Midwest. More than 5,200 workers have walked out, USW statements show. Tesoro Logistics workers in Southern California would add about 100 workers to the total on strike should they be called on, Campbell said. USW told members in a text message late Tuesday to "be ready to do whatever it takes" to reach a fair agreement.

Source: Bloomberg



The outbound **MAERSK NIAMEY** passing the inbound **CMA CGM JAMAICA** off Hoek van Holland – Photo : Kees Torn ©

Methanol-powered Stena Germanica to resume operations

The world's first methanol-powered sea vessel is to resume operations after the fire risk assessment by Sweden's SP Fire Research was approved. Operated by Stena Line, the Ro-pax ferry **STENA GERMANICA** will now use methanol propulsion, complying with stricter regulations for minimising emissions. Stena Germanica will sail the route from Kiel in Germany to Gothenburg in Sweden, across the Baltic Sea. Compared with existing fuels, switching to methanol will help reduce the emissions of sulphur (99%), nitrogen (60%), particles (95%) and carbon dioxide (25%). It will also provide simpler transportation and storage, as the fuel is liquid at room temperature. SP Technical Research Institute fire researcher Franz Evegren said: "Another great benefit is that methanol may be produced from biomass, which opens up for the possibility to run on a renewable fuel in the future." "Methanol may be produced from biomass, which opens up for the possibility to run on a renewable fuel in the future." "Therefore Stena chose methanol for the **STENA GERMANICA** when it came to complying with the new regulations." Swedish Flag approved the new fire safety design of the **STENA GERMANICA** in January. The fire risk assessment was based on SOLAS regulation 17 'Alternative design and arrangements'. "The findings in this project and planned future research will facilitate for safer conversions to alternative and more environmentally friendly ship fuels," Evegren added. For the conversion project, Stena Line collaborated with Wärtsilä, the Port of Gothenburg, the Port of Kiel and Methanex Corporation. The €22m fuel

conversion was carried out by Remontowa Shipyard in Poland, and classification society Lloyd's Register and ship designer ScandiNaos were also involved in the project. [source : ship-technology](#)



The **MASARRAH** anchored /moored in Hurghada, Egypt the ferry is built in 1977 at the Aalborg Vaerft A/S - Aalborg under yard number 214 and named **St. Columba**, renamed **Stena Hibernia** in 1991 followed by **Stena Adventurer** in January 1996 in May 1997 the 129.2 mtr long ferry was sold to Agapitos Express Ferries and renamed **Express Afroditi** and got her present name **MASARRAH** in January 2007 - [Photo : Jacco van Nieuwenhuyzen ©](#)

Queen Mary 2 to make first call in Saguenay in October 2016

Cunard Line's **Queen Mary 2** is to make her maiden call at the port of Saguenay in Québec, Canada, next year. The 2,620-passenger ship, which was the largest cruise ship in the world until 2009, will dock at the port all day on 6 October 2016.

"This announcement is the result of ten years of hard work by the Promotion Saguenay team through the continued regional development of the international cruise market," said Jean Tremblay, mayor of Saguenay and president of Promotion Saguenay. "The arrival of **Queen Mary 2** in Saguenay is the ultimate affirmation for the destination, a vote of confidence and a phenomenal recognition." News of the inaugural call comes after a senior executive from Cunard visited Saguenay in collaboration with Cruise The Saint Lawrence association last summer. During the visit, the Cunard representative was impressed by the port's welcome reception, the wharf services and facilities, Saguenay's fjord and its numerous attractions, and the town itself. "This will be a huge celebration for Saguenay residents and the entire region to have the privilege to welcome this magnificent ship," said Tremblay. "There will be many celebrations for the occasion and the public will be asked to join in for n the festivities." [Source : cruiseandferry](#)

Gerda Maersk Make Maiden Call at Slovenia's Koper

Slovenia's Luka Koper port welcomed its largest container ship to date, as the 367 metre **GERDA MAERSK** moored on Tuesday, just weeks after completing a long-awaited deepening of its seabed to allow larger ships to dock. The **GERDA MAERSK** weighing 10,150 TEU - berthed there on Tuesday after another container ship - of China's Alliance Ocean 3 - weighing 5,668 TEU, arrived in the port two days ago. Koper is currently the largest container port in the northern Adriatic.

"Both alliances chose Koper for the first Adriatic port in their route, which is of utmost importance for partners in need of short transit times for their cargo travelling between Asia and Europe," Luka Koper said. Vessels of the third new container service - of Taiwan-based Evergreens - are also expected to arrive in Koper. In early February, Chinese shipping company COSCO started a weekly container service connecting Koper with Greek and Turkish ports. The service, called Adriatic Greece Turkey (AGT) will be served by three container vessels with capacity ranging from 600 to 800 TEU. The Mediterranean Car-Carrier Line (MCCL) has also announced a weekly Ro-Ro service connecting Koper to the Black Sea with the following rotation: Koper – Piraeus – Derince – Poti – Constanta – Derince – Piraeus – Koper with possibility for inland deliveries to Tbilisi and Baku. Meanwhile, container-train operator BalticRail reshaped its container block train service from Koper to Wroclaw, Poland, by starting a new container terminal in Wroclaw.

Siechnice and added a second weekly train at Ostrava Paskov terminal on its south-bound journey. Source : MarineLink

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

WWW.MULTRASHIP.COM
+31 (0) 115 645000 (24/7)

© Jan Plug

Cargo ship runs aground near Ardnamurchan

A cargo ship that ran aground near Ardnamurchan Point in the West Highlands is likely to be stuck there for some



time, the coastguard has said. The 120m-long **LYSBLINK SEAWAYS** got into difficulty at Kilchoan, No-one was injured and the ship, which is believed to be carrying paper waste, is not thought to be in any immediate danger.

It did not refloat at high tide, and tugs are expected to be used to try to free it. The Tobermory RNLi Lifeboat is standing by at the scene. The **LYSBLINK SEAWAYS** was bound from Belfast to Skogn in Norway when it ran aground.

The nine-person crew has remained on board waiting for tugs to arrive at the scene. There have been no reports of pollution. The Maritime and Coastguard Agency (MCA) has tasked emergency towing vessel **HERACLES** to sail to the scene from the Orkney area, while the vessel's owners have appointed a salvage company and a commercial tug. Source : BBC

NAVY NEWS

The Pakistan and Turkish navies will held a bilateral exercise on February 19, for which a Turkish ship '**TCG BUYUKADA**' arrived at the Karachi port on Tuesday. The visiting ship was received by Turkish Naval Attaché in Pakistan and senior PN officials. The exercise, which includes an elaborate 'Harbour and Sea' phase, is seen as the first of a series joint practices aimed at promoting maritime security and stability in the region. The Pakistan Navy and

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2015 – 051

Turkish Navy have long been working on improving coordination, inter-operability and training, and the latest bilateral naval exercise would provide a sound base for subsequent efforts.



"Maritime security has assumed a greater significance in the face of changing global scenario and the activities of non-state actors, transnational threats and challenges of piracy and terrorism, smuggling and exploitation of natural resources, besides lack of capacity to mitigate the effects of natural disasters which require thorough deliberations on national and international forums," said Joint Chiefs of Staff Committee chairman, General Rashid Mehmood, at the concluding session on Monday of the Sixth International Maritime Conference. It was -organised by the National Centre for Maritime Policy Research (NCMPR) in collaboration with the Pakistan Navy and was titled "Maritime Economy, Environment, and Security co-operation: Bringing the West Pacific and the Indian Ocean Closer".

The event concluded today after three-day-long deliberations by experts of maritime security, environment and economy. Around 17 speakers from eight countries exchanged ideas for bringing the maritime region of Indian Ocean and West Pacific closer. The NCMPR provides a seat of excellence for maritime policy research and a 'think-tank' for multi-disciplinary studies and analysis of maritime affairs to address challenges in the maritime domain, it was said.

Addressing the audience, the chief guest on the occasion, General Mehmood said the challenges in Indo-Pacific region had increased because of the changing socio-political dynamics. "In this scenario, the mitigation of maritime risks and vulnerabilities require coordinated efforts. The littoral states of the region, therefore, need to focus on collaborative maritime security with a spirit of cooperation rather than competition," he said. "Especially, building military capabilities, deployment of navies and exploitation of resources should not lead to an increase in regional tensions." Later in the day, General Mehmood gave away prizes to students who had won essay and poster competitions held during the conference. Chief of the Naval Staff Admiral Muhammad Zakauallah and Director-General NCMPR Vice Admiral (ret'd) Asaf Humayun commended the creativity and hard work of students. **Source : via Imran Farooq**



The **P 283 HMS MERSEY** enroute Amsterdam – **Photo : Cor van Niekerken ©**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
CLICK [HERE](#) AND REGISTER FOR FREE !

SHIPYARD NEWS



ANY SHIP OR DESTINATION...
WE DELIVER

SHIP DELIVERY
CREW MANAGEMENT
MARITIME RECRUITMENT



www.redwise.com



The **ARKLOW BREEZE** getting ready for her launch
photo : Kor Heidinga www.scheepvaart.macalro.nl ©

Yangzijiang wins first order to build LNG carriers for Evergas

China's Yangzijiang Shipbuilding has ventured into the LNG sector with an order win to construct two LNG carriers for JHW Engineering & Contracting Limited, a subsidiary of Jaccar Holdings that owns Evergas.

The two 27,500 cu m LNG carriers, worth \$135m in total, are scheduled to be delivered in 2017 to Evergas, which specialises in ethylene and ethane gas transportation. Ren Yuanlin, executive chairman of Yangzijiang, said the group has entered a relatively mature stage in building bulk carriers and containerships, and it has been on the management's agenda to formulate a sustainable product strategy. "Related research shows that global LNG market will grow from 238m tonnes per annum (mtpa) in 2014, to 420 mtpa in 2020, and is expected to further increase to 500 mtpa in 2025. The strategy to grow LNG vessel business aims to capture the stable medium to long term demand with its promising outlook," Ren commented. Privately-owned Yangzijiang said it has received the downpayments for the newbuildings. "We understand that LNG carriers are technically more demanding than bulk carriers and containerships; we will take necessary steps to ensure timely delivery and maintain the highest quality, make a solid launch in the new segment, and gradually grow it stronger," Ren said. **Source: Seatrade Global**

ROUTE, PORTS & SERVICES



Wärtsilä exhaust scrubber systems to achieve emissions compliance for two Stena Line ferries

Two Ro-Ro vessels owned and operated by Stena Line, the Sweden based transport and ferry company, are to be retrofitted with Wärtsilä in-line closed-loop scrubber systems. The scrubbers will be installed on the '**STENA TRANSIT**' and '**STENA TRANSPORTER**' ferries operating between Hoek van Holland in the Netherlands and Killingholme in the U.K. The order was placed with Wärtsilä in December 2014 and the retrofitting is scheduled to take place in Q4 2015 and Q1 2016.

By installing Wärtsilä scrubber systems, the ferries will comply with the regulations covering emissions of sulphur oxides (SOx) while using conventional residual marine fuel (HFO). The operating routes of these two ferries fall within the North Sea's Sulphur Emission Control Area (SECA).

This is the first ever order for an in-line closed loop scrubber system, as the in-line option has earlier only been available with open loop systems. The compact design of the inline system saves space and it also facilitates easier and faster installation, thereby reducing the length of time that the vessel needs to be out of service for retrofitting.

The Wärtsilä closed loop scrubber system operates so that the wash water is being circulated within the scrubber. Exhaust gas enters the scrubber and is sprayed with fresh water that has been mixed with caustic soda (NaOH). The sulphur oxides in the exhaust react with this mixture and are thereby neutralised. The cleaned effluents can be safely discharged overboard without causing harm to the environment.

"Wärtsilä was the first company to be awarded certification for marine scrubber technology, and we are the clear market leaders in this field. Our in-house know-how of engines, scrubber systems and marine applications is backed by our extensive resources and global reach. Furthermore, our extensive experience in retrofitting projects added considerable value to our engineering preparations for the project, and has thus helped the customer in their discussions with the yard. With the latest restrictions to sulphur emissions affecting more and more of the global fleet, our scrubber systems offer a competitive alternative to low sulphur fuels," says Mr Juha Kytölä, Vice President, Environmental Solutions, Wärtsilä Ship Power.

"Stena Line takes environmental issues very seriously and the retrofitting of Wärtsilä scrubber systems to these vessels will significantly lower their environmental footprint. We are also, in cooperation with Wärtsilä and other partners, converting the Stena Germanica on the route Göteborg-Kiel to be run on Methanol, another step in our strive to achieve sustainable shipping. In the scrubber retrofit we are especially happy with the in-line option, which means that the retrofitting will take less time and allow the ships to be back in service with a minimum of delay," says Mr Bjarne Koitrand, Technical Director, Stena Line. As part of this contract Wärtsilä will, in addition to the scrubbers, also supply engineering support, technical advisor services, and commissioning of the systems. For more information, please visit : <http://www.wartsila.com>

Maersk Line returns to Southampton

The first Maersk Line vessel to call at Southampton in five years arrived in port yesterday. The **SUSAN MAERSK** berthed at 00:29 as part of the container shipping company's new East West Network, a global shipping service that connects Europe, North America and Asia. The vessel, 347 metres long and capable of carrying over 10,000 twenty foot containers, is calling in Southampton as part of a voyage that saw her leave Ningbo in China on 17 January. After discharging cargo including electronics, chemicals and auto parts, she will continue to Le Havre, Antwerp and Felixstowe before heading back out to the Far East. Brian Godsafe, Managing Director of Maersk Line UK and Ireland, said: "We're pleased to be able to offer businesses on the South coast of the UK an alternative mainline port. Our new network provides our UK customers with more services to and from the markets that matter in the Far East and having a call in Southampton offers flexibility to local businesses."

The new call has been designed to service businesses based in the South West of the UK. Felixstowe will continue to be the major focus for customers based in the rest of the UK. Maersk Line is the world's largest container shipping company. It provides ocean transportation in all parts of the world. Maersk Line is part of the Maersk Group, headquartered in Copenhagen, Denmark. It markets its services through the following brands: Maersk Line, Safmarine, MCC Transport (Intra-Asia), Seago Line (Intra-Europe), Mercosul (Brazil), and SeaLand (From 2015 Intra- Americas). The Group employs about 88,900 people in 135 countries in total. 2013 revenue: \$47 billion. **Source :** [supplychaindigital](#)

\$200-M new port in Cebu pushed; location under study

A \$200-million new port will rise in Cebu to help decongest Cebu City port, but authorities are yet to determine the exact location of the new maritime facility. Transportation Undersecretary for Project Implementation Julianito Bucayan said the final site for the new port in Cebu will depend on the outcome of the feasibility study that is still being conducted. The Japan International Cooperation Agency is helping the Philippine government conduct the feasibility study for the new port planned for Cebu. "I cannot say yet the specific location. There are several candidates but it depends on the outcome of the feasibility study," said Bucayan, who sits as alternate chair of the Philippine Ports Authority (PPA) Board. Bucayan likewise clarified that the tag price for the project may still adjust depending on the final location of the facility. "It's hard to give a figure now on the cost because it will depend on where the location will be because the location will define how much work is needed to be done. It can be in the ballpark figure of \$200 million but again it depends on the location. It can be much lower or higher," he pointed out.

"If you go out to the sea, you have to reclaim and that will make the development cost higher unlike if you have a natural deep draft and you don't have to reclaim. It will be cheaper and more efficient," he added. Earlier, Transportation Secretary Joseph Emilio Abaya disclosed a plan to build a new port in Northern Cebu that will cater exclusively to container traffic. In an interview last year, Abaya said the preferred site is Tayud, Consolacion, which he said is suited for container traffic considering its natural depth of around 16 meters. Tayud is eight kilometers away from Cebu International Port. Tayud reportedly has a 14-meter draft while Cebu International Port's draft is under 8.5 meters while the domestic port zone is even shallower at under 6.5 meters. But citing latest information on the plan, Bucayan said government remains open to designing the port for both container and passenger traffic. "What we're looking at is a container terminal but it will still depend on the recommendation of the feasibility study. We're keeping all options open and we're not closing our doors to anything yet. The best is to approach it with an open mind," he pointed out. Bucayan said the feasibility study for the new Cebu port will be completed by the second quarter of the year and the project roll out targeted within the year. "Target completion of the feasibility study is by the second quarter but we want to fast track it. The Cebu Ports Authority (CPA) is helping out in doing the feasibility study. We expect to do the tender within the year," he added. The Cebu International Port is designed to handle 250,000 twenty equivalent units (TEU) but it is currently handling around 300,000 TEUs. The new port facility will have a design capacity of 500,000 TEUs. The DOTC and the CPA target to conduct the groundbreaking of the new port project before the end of the term of President Benigno S. Aquino, III by mid 2016. **Source:** [Manila Bulletin](#)

ISS confirms reduced UK Light Dues from 1 April 2015

Inchcape Shipping Services (ISS) advises ship owners and managers that the rate governing the collection of UK Light Dues is set to reduce from 1 April 2015. As advised by Trinity House in Circular No 533, for vessels other than those where periodic payments apply, the charge will be 39p per Net Registered Tonne (NRT). Rates for the coming

year (2015/16) have been reduced from 40p in 2014/15, which is a further penny less per NRT than the previous year. The reduction follows efficiency savings by the GLAs and reflect a UK Government commitment to "create the right conditions to support one of the UK's most important industries".*

The 39p rate applies up to a cap of 40,000 NRT (i.e. a maximum charge of £15,600) for vessels with and International Tonnage Certificate. Where an ITC is not produced, the cap will not apply, possibly leading to a greater charge. An exemption applies from the 10th voyage in the taxation year. Light Dues are applicable to most commercial vessels making port calls in the British Isles. The revenue is allocated to the General Lighthouse Fund, which is administered by the Department for Transport and is used to finance the three General Lighthouse Authorities (GLAs), including Trinity House which covers England, Wales, Gibraltar and the Channel Islands. For more information, please visit : <http://www.iss-shipping.com>

Pressure mounts on shippers, union to settle West Coast ports dispute

The U.S. labor secretary joined congressional leaders and three governors on Wednesday in pressing shipping lines and the dockworkers' union to settle a contract dispute that has led to months of turmoil clogging cargo traffic at 29 West Coast ports.

Tom Perez, the labor secretary, was sent to San Francisco as an emissary of President Barack Obama, who has come under mounting pressure to intervene in a conflict that has reverberated through the trans-Pacific commercial supply chain and could, by some estimates, cost the U.S. economy billions of dollars. Worsening cargo congestion that the union and shippers blame on each other has slowed freight traffic since October at the ports, which handle nearly half of all U.S. maritime trade and more than 70 percent of the country's imports from Asia.

More recently, the shipping companies have sharply curtailed operations at the terminals, suspending the loading and unloading of cargo vessels for night shifts, holidays and weekends at the five busiest ports. Works has continued around the clock in the dockyards, rail yards and terminal gates for most of the ports. Some smaller ports remained open to nighttime vessel operations as well. The union and shipping companies each accuse the other side of instigating the disruptions to gain leverage in contract negotiations that have dragged on for nine months, appearing to hit a roadblock in the last two weeks.

The bargaining agent for the shippers and terminal operators, the Pacific Maritime Association, has said talks hit a snag over a union demand for changes in the system of binding arbitration of contract disputes. The International Longshore and Warehouse Union, representing 20,000 dockworkers, has insisted that an accord was near in the negotiations, which a federal mediator was assigned to oversee last month.

Perez joined the talks for the first time on Tuesday, meeting separately with each party, then briefly with both sides together, sources familiar with the situation told Reuters. "Secretary Perez made clear that the dispute has led to a very negative impact on the U.S. economy, and further delay risks tens of thousands of jobs and will cost American businesses hundreds of millions of dollars," Labor Department spokeswoman Xochitl Hinojosa said in a statement at day's end.

She said more talks with Perez were scheduled for Wednesday. The governors of the three West Coast states - California, Oregon and Washington - all Democrats, issued a statement on Wednesday welcoming Perez's involvement and calling on the parties to resolve their dispute quickly. Separately, eight congressional Republicans who chair House or Senate panels with jurisdiction over transportation and labor sent a letter to Obama on Wednesday urging him to take further unspecified action if a settlement is not reached by March 2 - two months from the date the federal mediator was appointed. A Senate Commerce Committee spokeswoman, Lauren Hammond, said the letter's reference to "exercising additional leadership to resolve the situation" could be interpreted to mean invoking the 1947 Taft-Hartley Act. Under that law, a president can seek a federal court order compelling the end to a work stoppage in a labor dispute if it poses a national emergency. But labor law experts have said it would be difficult to make such a case to a judge under current circumstances.

The union and the PMA have declined public comment since agreeing last Friday to honor a news blackout requested by the federal mediator. Effects of the port slowdowns have extended to agriculture, manufacturing, retail and transportation. The last time contract talks led to a full shutdown of the West Coast ports was in 2002, when the companies imposed a lockout that was lifted 10 days later under a court order sought by President George W. Bush under Taft-Hartley. (Reporting and writing by Steve Gorman in Los Angeles; source : Reuters Additional reporting by Krista Hughes in Washington; Editing by Will Dunham and Peter Cooney)

Maersk Line culls Chinese New Year sailings as forward bookings look weak

Maersk Line has advised customers of nine blanked sailings over the Chinese New Year (CNY) holiday period, between Asia and Europe in its 2M vessel sharing alliance with MSC. Starting from the end of this week with the cancellation of the **CARSTEN MAERSK** sailing, which is deployed on 2M's AE9/Condor service, the carrier said it would accommodate cargo previously booked on this vessel across a range of other 2M sailings – although for shippers wanting a Southampton call this will be subject to inducement only.

The changes are detailed in a customer advisory, and next week will see another five voyages skipped with 'contingency' arrangements made to cover cargo already booked, although some North European ports will again be served on an inducement basis.

Thereafter, week 10 will see a further two blanked sailings with another voided voyage planned for the following week and existing bookings again covered by a mixture of alternative voyages and inducement calls. At the time of writing there was no evidence of similar customer advisory advice to shippers from Maersk's 2M partner MSC, which prior to the formation of the alliance was not always prepared to declare its intentions on blanked sailings.

Meanwhile, the G6 partners have announced some voided sailings during CNY while so far The Loadstar has not seen any similar announcements from the Ocean Three or CKYHE alliances. The CNY holiday officially lasts until 5 March and factories are shuttered as workers return home in the world's largest human migration to enjoy family gatherings, although for some employees the holiday is shorter and production sometime resumed after a week.

In the past few years it has become the norm for carriers to blank sailings around the CNY period as demand for space dips substantially, but this comprehensive culling of sailings by the 2M alliance suggests there is also a weakness in forward bookings. Neil Dekker, head of container research at Drewry, commented: "I do hear that the cargo spike just before CNY was not quite as pronounced as in previous years and shippers moved product in a wider time frame.

"There are small rolled pools of cargo left in Asia for shipment after CNY but again not as much as in previous years and so load factors will be a little light just after the holidays." Blanking sailings is now the only instrument carriers have in their toolchest to mitigate a downward pressure on spot freight rates, and given that rates were softening in the build-up to CNY there is a fear that with an abundance of empty slots, rates post-CNY would spiral out of control unless supply was reduced. To make matters worse, Maersk and other carriers have announced early March general rate increases between Asia and North Europe that will have little or no chance of sticking if ships are less than 80% utilised.

The blanking of sailings at short notice is one of the biggest complaints about carriers heard by The Loadstar, and even the biggest forwarders such as Kuehne + Nagel report that supply chain planning can be thrown into chaos by the uncertainty of 'contingency' arrangements employed by shipping lines. Moreover, the blanking of sailings from Asia to North Europe will add to further worries about the realities of schedule reliability. According to Drewry's latest Carrier Performance Insight report ship on-time reliability slumped to just 54% in January, and worryingly for shippers that lowly figure does not take into account ships that did not sail – despite the fact that cargo booked on a blanked sailing is often delivered much later. **Source : The loadstar**

Bore plans to concentrate its shore organisation to Finland

As part of its restructuring program, **Bore** has announced its plan to close the shore office in Amsterdam, the Netherlands, and concentrate all shore functions to Finland. As a result the company plans to re-flag its two RoRo vessels currently under Dutch flag, **M/V NORSKY** and **M/V NORSTREAM**, to Finnish flag. Maximum 24 Dutch employees are estimated to be affected by the change. Since 2010 Bore has been unprofitable with a cumulative operating loss (EBIT) of about EUR 65 million. Therefore, Bore initiated an extensive restructuring program in 2014. As part of the restructure, Bore decided to permanently exit the unprofitable CoA business due to its relatively small CoA fleet and unsustainably poor result. Consequently, Bore is today focused on the RoRo (Roll on/Roll off) segment to secure its leading position in the tonnage providing business. In 2014, the shore office in Finland was streamlined to meet the new shipping business model of Bore. Furthermore, Bore intends to implement a mixed crew model on all its RoRo vessels in 2015. This is a logical step towards international manning of vessels and to meet the future availability of crew. Håkan Modig, Bore CEO, said: "Although, we have made good progress in turning the negative result trend,

further measures are needed in competitive markets. Bore intends to stay as Europe's leading RoRo tonnage provider with a sustainable and energy efficient fleet and I regret that our restructuring program impacts our employees in the Netherlands." **Source : Bore**

OLDIE – FROM THE SHOEBOX



Spotted in Montreal in 1962 the 173 mtr long 1959 Blythswood SB Co, under yard number 124 built, **NORD LORD**
The tanker was scrapped in Gandia in June 1978 **Photo : Harry Stott ©**

.... PHOTO OF THE DAY



FPSO BERTAM getting ready to be towed to location off Kuantan

Photo : Capt. Jelle de Vries – Sunshine Offshore services © CLICK on the photo !

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/en/unsubscribe/) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/en/unsubscribe/>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/nl/uitschrijven/) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/nl/uitschrijven/>

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS :

CLICK ON THE SHIPNAME TO VIEW AND / OR DOWNLOAD THE PHOTO

Shipsname	Type	Photo Location	Photo Date
VOLENDAM	Passengerliner	Singapore	16-02-2015
VOLENDAM	Passengerliner	Singapore	16-02-2015
ROTTERDAM	Passengerliner	Singapore	17-02-2015
ROTTERDAM	Passengerliner	Singapore	17-02-2015
SEABOURN SOJOURN	Passengerliner	Singapore	15-02-2015
SEABOURN SOJOURN	Passengerliner	Singapore	15-02-2015
EUROPA	Passengerliner	Singapore	15-02-2015
EUROPA	Passengerliner	Singapore	15-02-2015
LST 207 ENDURANCE	Singapore Navy LST	Singapore	12-02-2015
LST 207 ENDURANCE	Singapore Navy LST	Singapore	12-02-2015
LST 207 ENDURANCE	Singapore Navy LST	Singapore	12-02-2015
LST 207 ENDURANCE	Singapore Navy LST	Singapore	12-02-2015
MAERSK TRANSPORTER	AHTS	Singapore	29-01-2015
MAERSK TRANSPORTER	AHTS	Singapore	29-01-2015
MAERSK TRANSPORTER	AHTS	Singapore	29-01-2015
TRINITY LONDON	offshore support	Singapore	29-01-2015
TRINITY LONDON	offshore support	Singapore	29-01-2015
PACIFIC VULCAN	AHTS	Singapore	29-01-2015
PACIFIC WRESTLER	AHTS	Singapore	29-01-2015
PACIFIC WRESTLER	AHTS	Singapore	29-01-2015
ALLIED JANE	Offshore support	Singapore	29-01-2015
ALLIED JANE	Offshore support	Singapore	29-01-2015
PACIFIC LEGACY	PSV	Singapore	29-01-2015
PACIFIC LEGACY	PSV	Singapore	29-01-2015
JADE FISH	AHTS	Singapore	29-01-2015
LEWEK TEAL	AHTS	Singapore	29-01-2015
CREST ODYSSEY 2	Offshore support	Singapore	29-01-2015
CREST APACHE	AHT	Singapore	29-01-2015
CREST APACHE	AHT	Singapore	29-01-2015
TERAS BETHEL	AHT	Singapore	29-01-2015
CREST RADIANT 7	AHT	Singapore	29-01-2015
CREST SPARTAN 1	AHT	Singapore	29-01-2015
LADY SANDRA	AHTS	Singapore	29-01-2015
ARINA SAMURAI	Offshore support	Singapore	29-01-2015

VIEWERS OVERVIEW PHOTO ALBUM :

- 13 FEB 2015 16.483 views
- 14 FEB 2015 14.684 views
- 15 FEB 2015 20.872 views
- 16 FEB 2015 7.372 views
- 17 FEB 2015 5.581 views
- 18 FEB 2015 17.598 views
- 19 FEB 2015 16.993 views

The photos are **free to download for your own collection** just click on the right bottom on the arrow down symbol and click at **Original Size** the photo will be downloaded and you can save the photo in your files, if the photos are used for publication(s), please mention : **Photo Piet Sinke – www.maasmondmaritime.com** with the photo , thanks !

Total views / clicks as per today **4.577.246 !!** thank you for visiting and /or downloading the photo's ☺