



Number 248 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 04-09-2015**
News reports received from readers and Internet News articles copied from various news sites.



The tug CUNCO operating in Meljilones (Chile) – Photo : Cors Tromp (c)

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EVENTS, INCIDENTS & OPERATIONS

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	1 Commonwealth Lane #09-19, ONE Commonwealth Singapore 149544 Tel: +65 6327 4606		www.m3marine.com.sg

see also : <https://www.youtube.com/watch?v=1R4Hb0S7Ik#t=101>



The 1976 built 196 mtr long and 46 mtr width 55.517 DWT semisubmersible transportbarge **ELITE PROSPERITY** (ex **GAVEA LIFTER**) seen moored at the Mega yard in Singapore-Tuas **photo : Piet Sinke (c) CLICK on the photo !**

MODEC's FPSO Cidade de Itaguai MV26 achieves first oil; 5 months early delivery

MODEC, Inc. ("MODEC") announced that the FPSO **Cidade de Itaguai MV26** ("the FPSO"), operating in the Iracema Norte area of Lula field, in the Pre-Salt layer of Santos Basin offshore Brazil, has achieved First Oil production on 31st July, 2015, 5 months ahead of the schedule anticipated under the contract. The FPSO is chartered by Tupi B.V., a subsidiary of Petróleo Brasileiro S.A. ("Petrobras"), under a 20 year lease and operation contract. Moored 240 km off the coast of Rio de Janeiro at a water depth of around 2,240 meters, the FPSO is capable of processing 150,000 barrels of oil per day and 280 MM standard cubic feet of gas per day, and has storage capacity of about 1,600,000 barrels of crude oil. This is the 10th FPSO/FSO vessel which MODEC has provided in Brazil, as well as MODEC's 4th FPSO in the Pre-Salt after the FPSO Cidade de Angra dos Reis MV22, the FPSO Cidade de São Paulo MV23 and the FPSO Cidade de Mangaratiba MV24. Similar to previous MODEC's FPSOs for Pre-Salt, the FPSO had its process modules assembled, installed and integrated by the company in Brazil. The completion of the FPSO, which began with the conversion of the VLCC tanker carried out in China, demonstrates the commitment of MODEC to conform to the Brazilian policy of enhancing local content, involving two module construction sites in the state of Rio de Janeiro and another one in state of São Paulo. For more information, please visit : <http://www.modec.com>

OHT'S FALCON DISCHARGED DREDGING MATERIALS IN SINGAPORE



The **ENSCO DS-8** arriving at Singapore Jurong as seen OHT's **FALCON** prior ballasting down for discharging of the dredging materials, as the above seen **CSD AL MAHAAR** (ex **AMAZONE**) **photo : Piet Sinke (c) CLICK on the photo !**



Overnight the **FALCON** ballasted down to the required draft to be ready at first daylight to discharge the cargo, at sunrise



the most of the



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2015 – 248

assisting tugs arrived on location as seen at the photo above, [the client's discharging crew](#) arrived by tugboat [ORION 801](#) and first the boosting station [DI 642](#) was afloat (weight approx 1300 tons and was moved off by using the winches and tugs whilst the [FALCON](#) had an 13,4 mtr draft



after continuing ballasting until 14.4 mtr draft the 500 tons [PARAKEET](#) started floating as well and was safely



taken off by one of the local tugs and in continuation the [FALCON](#) ballasted more down to 16,1 mtr draft to let the [AL MAHAAR](#), the largest part of the cargo of the [FALCON](#) with a weight of 6134 tons float as well, in the mean time the crew of the [FALCON](#) attached the mooring lines to the [AL MAHAAR](#) using the [workboat](#) and when the [AL MAHAAR](#) was afloat the dredger was turned using the [FALCON](#)'s winches and taken over by the tugs and pulled away off the submerged deck of the [FALCON](#) under the professional guidance of loadmaster [Capt Arild](#) and [Capt Valentin](#) of the [FALCON](#)



Herewith i would like to thank **OHT** loadmaster [Capt Arild](#) and [Capt Valentin](#) and crew of the **FALCON** for their hospitality whilst onboard the vessel all [photo's Piet Sinke \(c\)](#) **CLICK on the photos and hyperlinks in text to view the hires photos !**



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Cunard ship to circle globe in 120 days



Cunard is planning another epic around-the-world cruise that will include stops in 39 ports in 25 countries. The 120-day voyage on the 2,068-passenger [Queen Elizabeth](#) will kick off in Jan. 7, 2017 in Southampton, England and end in the same port on May 8, 2017.

The [Queen Elizabeth](#) will follow a westerly route around the globe that starts with a trans-Atlantic sailing to New York and Fort Lauderdale before a transit through the Panama Canal to the Pacific Ocean. From there, the ship will sail along the West Coast of Mexico to San Francisco and then cross the Pacific to Hawaii, Samoa, Tonga, New Zealand and Australia. Additional calls will explore parts of Asia including Japan, China, Vietnam, Singapore and Malaysia as well

as Sri Lanka and the Seychelles. Following visits to South Africa and Namibia, the ship will head north to Cape Verde, the Canary Islands and Madeira before returning to Southampton. The voyage will include a visit to Alotau, Papua New Guinea – a first for the Cunard fleet. Overnight stays are planned for New York, San Francisco, Sydney and Cape Town. The trip will open for bookings on Sept. 10, with fares for the full voyage starting at \$19,999 per person, based on double occupancy. Fares for passengers who board in New York will start at \$18,499. Cunard this year is celebrating its 175th anniversary. Scroll through the carousel below for photos of a historic anniversary meet-up in May between the [Queen Elizabeth](#) and its two sister vessels, [Queen Victoria](#) and [Queen Mary 2](#). Source : USA TODAY

Publieksweekend 12 & 13 september 2015

Nadat op 8 september Hare Koninklijke Hoogheid Prinses Beatrix het [Nationaal Reddingmuseum Dorus Rijkers](#) officieel heeft heropend, zal het weekend erop het museum gratis geopend zijn voor alle bezoekers. Op zaterdag 12 en zondag 13 september is het museum geopend van 10.00u tot 17.00u, en is de toegang gratis. Daarnaast zijn er nog vele andere activiteiten zoals een luchtkussen, kinderactiviteiten tegen een kleine vergoeding, demonstraties in het water van de KNRM, muzikale aankleding en nog veel meer! Ook kunt u tussen 13.00u en 16.00u een rondvaart maken met de [Johan de Witt](#), de historische reddingboot uit 1941 die dagelijks een korte rondvaart door de binnenhaven maakt. Een kaartje kunt u tegen een klein prijsje bij de kassa kopen. Het vernieuwde Reddingmuseum zet zijn deuren weer open na een sluiting van bijna een jaar. Dit was noodzakelijk i.v.m. alle verbouwwerkzaamheden die buiten en binnen het pand plaats vonden vanwege de komst van de nieuwe schouwburg in de aangrenzende panden. Op 8 september zal Prinses Beatrix in besloten kring het museum openen, waarna het op 9, 10 en 11 september 'normaal' geopend is voor wie niet kan wachten om het nieuwe museum te bezoeken. In het weekend, 12 & 13 september is het museum dus gratis geopend. Daarna zal het museum het gehele jaar open blijven, met uitzondering van de maandagen. Ook eerste kerstdag en nieuwjaarsdag zal het museum gesloten blijven, verder bent u op alle dagen welkom. Het vernieuwde museum biedt allerlei nieuwe belevingen aan, u krijgt bijvoorbeeld een gratis audiotour, die verkrijgbaar is in meerdere talen, en ook een aparte versie voor kinderen heeft! Daarnaast zit u middels vier grote schermen midden in een aanzwellende storm, de storm op haar hoogtepunt, de dreiging van scheepsbreuk en de opluchting van de geredden. Daarnaast kunt u in de windtunnel ervaren wat windkracht 10 is en kunt u op diverse plaatsen veel doen, aanraken, zien en beleven. Wist u ook dat het museum hele leuke kinderfeestjes heeft? Kijk op de website voor meer informatie! [Tot ziens in het Nationaal Reddingmuseum Dorus Rijkers!](#)



The [BUXLINK](#) handling boxes at the [DP World terminal](#) in Caucedo Dominican Republic

Photo : [Dietmar van Zwieten](#) ©

Indonesia arrests alleged mastermind behind Orkim Harmony tanker hijack

Indonesian authorities on Tuesday said they had arrested the alleged financier and mastermind behind the hijacking of oil tanker [Orkim Harmony](#) in June, as well as two suspects in other piracy attacks. Indonesia is stepping up its efforts against piracy, including the deployment of rapid reaction teams with neighbouring Malaysia, to combat a soaring number of attacks on merchant vessels in one of the world's busiest shipping choke points. The navy said authorities in Jakarta last week arrested a man identified only as "AJ", who was suspected to be involved in the Orkim Harmony hijacking. "He admits to being the donor of operational funds and giving orders to take gasoline," it said in a statement. Pirates reportedly armed with pistols and machetes seized the [Orkim Harmony](#), which was carrying around 50,000 barrels of gasoline, near the Malaysian port of Tanjung Sedili. The ship, along with its 22 crew, was released a week later. The navy said the suspect also admitted to having been behind four other pirate attacks, including those on the [Everton](#) and [Danai-2](#) in 2012, besides two Vietnamese tankers. In a separate raid, authorities

arrested two individuals on the Indonesian island of Batam, as suspects in pirate attacks. More than 70 ships have been attacked this year in the straits of Malacca and Singapore, on the western side of the Malay peninsula, the highest number since at least 2008, security and anti-piracy groups say. **Source: Reuters (Reporting by Fransiska Nangoy; Writing by Randy Fabi; Editing by Clarence Fernandez)**



The image shows the logo for Dutch Offshore Contractors, featuring a stylized 'DOC' in orange and blue. To the right of the logo, the text reads 'dutch offshore contractors' in a bold, sans-serif font. Below the logo, the website address 'www.dutchoffshorecontractors.com' is displayed in orange. To the right of the text, there is a photograph of an offshore oil rig at sea, with several tall chimneys and a blue hull. Above the rig, the slogan 'We Think, Know and Act Offshore' is written in white text against a blue sky background.

Sovcomflot's Zaliv Aniva delivers to Japan 400th cargo of oil

Sovcomflot's tanker **Zaliv Aniva** has delivered to Japan the 400th cargo of oil starting from the year-round production in 2008, say press center of PAO Sovcomflot.



Three tankers of Sovcomflot (**Zaliv Aniva**, **Gubernotor Farhutdinov** and **Ostrov Sakhalin**) are engaged in crude shipment from Prigorodnoye production complex (Sakhalin-II project operated by Sakhalin Energy). Every five-six days oil tankers come to the tanker loading unit connected with the oil export terminal by offshore pipelines. It takes two weeks to deliver oil loaded at Prigorodnoye. All in all, Sovcomflot tankers have shipped over 37 mln t of oil to the markets of APR countries. **Sovcomflot Group (SCF)** is Russia's largest shipping company and a world leader in the maritime transportation of hydrocarbons as well as the servicing and support of offshore exploration and oil & gas production. SCF is the largest operator of ice class LNG gas carriers in the world. The company's fleet (owned & chartered) specialises in hydrocarbon transportation from regions with challenging icy conditions and includes 153 vessels with a combined deadweight of about 12.6 million tonnes. A third of these vessels have a high ice class. Sovcomflot supports large-scale offshore energy projects in Russia and overseas, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, and Peregrino. The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, Yuzhno-Sakhalinsk, London, Limassol, Madrid, Singapore and Dubai. **Source : PortNews**

BMO Offshore wins tender for vessel motion monitoring systems on Greater Gabbard

BMO Offshore has won the competitive tender for providing vessel motion monitoring systems for Greater Gabbard offshore wind farm. SSE issued a Request for Information in April 2015 for **Vessel Motion Monitoring Systems** on Greater Gabbard offshore wind farm which it jointly owns with RWE. Vessel motion monitoring systems allow Marine

Coordinators to ascertain vessel performance against a set range of metrics. The ultimate aim of these systems is threefold: to enhance safety, to monitor asset integrity and to increase workability.

Enhance safety

Monitoring passenger comfort and assessing transfer safety is paramount for conduction offshore operations. During transit, passengers often experience motion sickness and whole body vibrations. Recording of the vessel motions and its effects on passengers as well as issuing notifications when thresholds are exceeded are an important step to improving conditions during transit. During transfers, the monitoring of dockings, fender push-on stability and vessel station-keeping allow to gain insight in potential high-risk situations. Having monitoring in place enables the operator to ensure that policies are accurately in place as well as effectively conducted.

Asset integrity

During dockings, the BMO system provides instant feedback to the captain on whether a docking was conducted within limits. This allows both the crew as well as the maintenance teams onshore to monitor asset integrity and to limit any structural damages.

Increase workability

Optimising the performance of contracted vessels is key for effective workability on the offshore wind farm. Conditions offshore are challenging and different vessels with different capabilities could be contracted with this aim in mind. Vessel motion monitoring systems enable the fact-based assessment of vessel utilisation and help to quantify the added value of innovative solutions (e.g. access systems). BMO's founder **Gijs Hulscher**: "We are exceptionally proud to have won this tender and we look forward to achieving great results together with SSE and RWE on Greater Gabbard. We pride ourselves in that increasing workability is not just a matter of assessing data, but our analysis facilitates the discussion and enables an effective dialogue between all stakeholders involved (e.g. skipper, marine control and HSE)". BMO Offshore differentiates itself by having calibrated sensors, DNV approved calculation methods and by providing instant feedback to crew, thereby creating buy-in from the vessel operators.



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The Containervessel **SONCHE TRADER** handling boxes at the **DP World terminal** in Caucedo (Dominican Republic)
Photo : Dietmar van Zwieten ©

Subsea 7 awarded contract offshore UK

Subsea 7 S.A. announced the award of a subsea, umbilical, riser and flowline (SURF) contract by Maersk Oil with a value in excess of USD 150 million for the Culzean development. The ultra-high pressure, high temperature field, one of the largest gas discoveries offshore UK, is located in Block 22/25 of the Central North Sea at a water depth of approximately 90 metres. The contract scope includes project management, engineering, procurement, construction and installation of a 22" diameter 52 km gas export pipeline connected to the Central Area Transmission System

(CATS), and a 3.6 km pipe-in-pipe (10" outer pipe and 6" inner pipe) providing insulation for the transportation of the condensate to the in- field Floating, Storage and Offloading facility (FSO). The pipe-in-pipe will be laid with a 4" piggy-back line that will transport fuel gas to the FSO. Subsea 7 will also provide subsea structures, tie-ins to the Culzean platform facilities and pre- commissioning expertise. Project management and engineering work will commence immediately from Subsea 7's Aberdeen office. Offshore activities will utilise a number of Subsea 7 vessels including the highly versatile pipelay and heavy-lift vessel, Seven Borealis. Offshore operations are scheduled to commence in 2017. Phil Simons, Vice President UK and Canada, said: "This large project awarded by Maersk Oil for their Culzean field development, confirms our reputation as a world-class provider of reliable and cost-effective SURF solutions. The Seven Borealis has the ability to deliver fit-for-purpose performance demonstrating the optimum balance of cost-efficiency and capability. We look forward to collaborating with Maersk to ensure the safe and timely delivery of this significant gas production development." Subsea 7 S.A. is a leading global contractor in seabed-to-surface engineering, construction and services to the offshore energy industry. We provide technical solutions to enable the delivery of complex projects in all water depths and challenging environments. For more information, please visit: www.subsea7.com



The tug **WALRUS III** with a newbuilding hull outbound from Rotterdam-passing Hoek van Holland **Photo : Jan van der Klooster ©**

Island Offshore to postpone deliveries of three Vard newbuildings

By : Kari Reinikainen

Island Offshore Group, the privately owned Norwegian offshore services vessel owner, and Vard Brevik, the Norwegian unit of the Italian Fincantieri shipbuilding group, have agreed to postpone the delivery of three newbuildings due to weak markets. Island Offshore has ordered three platform supply vessels and a deep water installation vessel from Vard. It has since agreed with Vard to delay delivery of all the newbuildings with the exception of Island Defender, a UT 717 CDX type PSV, which will be delivered in January 2016 as planned. The postponed deliveries are two more UT 717 CDX type PSVs, to be known as Island Discoverer and Island Diligence, and a deepwater installation vessel, Island Victory, which is a UT 979 CX design. The company also has a UT 777-type subsea installation services vessel on order from Kawasaki in Japan in 2017. "The agreement to defer the newbuilding programme is important to mitigate the negative implications of a weaker market and will improve the short-term cash flow for the group," Island Offshore said. The group reported a second quarter 2015 (2Q15) net profit of NOK121 million (USD14.5 million), up from NOK90 million in the same period last year. Revenues rose to NOK693 million from NOK593 million. In the first half 2015, profit fell to NOK30 million from NOK329 million a year earlier, partly due to rise in net financing costs that leapt to NOK271 million from NOK153 million. Revenues fell slightly, to NOK1.24 billion from NOK1.26 billion. "Island Offshore has secured additional term contracts for the fleet in 2Q15 adding to the order backlog for the fleet. We expect the spot market for PSV and AHTS to remain soft and volatile in coming months," said the company. It had three PSVs laid up in the second quarter and a fourth one joined them at the end of the review period. Island Offshore, which has a fleet of 29 ships, said its strategy would focus on securing long-term commitment with strategically preferred clients. "The flow of tenders is significantly reduced, however there are still chartering opportunities to explore, especially internationally," it said. The company's order backlog excluding charterer's options totals NOK5.7 billion at 30 June. "Contract coverage for the remainder of 2015 is approximately 89% [of budgeted revenue] and 58% for 2016," the company said. **Source : ihsmaritime360**

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The **SMIT BUFFALO** moored in the Suez Canal by-pass note that the Boskalis logo is already removed from the vessel
Photo : Jacob Versteeg ©

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Over 2 weken is weer het begin van het nieuwe lezingenseizoen van de KNVTS. Om sterk van start te gaan hebben we een zeer bijzondere lezing voor U georganiseerd en gezien de aanmeldingen tot nu toe vinden velen dat met ons. Graag verwelkomen we U dan ook voor weer een interessante en gezellige avond.

Onderwerp: Nexus, nieuwe kabellegger in 15 maanden

Spreker: **Jelle Brantsma** manager van dit project bij **Damen Shipyards**

<https://nl.linkedin.com/in/jellebrantsma/nl>

Datum: Woensdag 16 September 2015.

Locatie: Aan boord van de **Kapitein Anna** (de gerestaureerde Kapitein Kok). www.kapiteinanna.nl

NDSM-pier 6 1033 RA Amsterdam (100 m. lopen op de pier)

Aanvang maaltijd : 17.30 uur.

Kosten voor de maaltijd: Leden : € 10,- Niet leden : 12,-
Aanvang lezing : 19:15 uur
Aanvang borrel : 20.30 uur



Photo : Kees Torn © CLICK on the Photo !

In december 2014 heeft **Damen Shipyards** m.v. **NEXUS** opgeleverd aan **Van Oord**. Deze zeer geavanceerde kabellegger is gebaseerd op een nieuw offshore platform van **Damen Shipyard** en is ontworpen, gebouwd en geleverd binnen 15 maanden tijd. Een enorme prestatie wat enkel mogelijk is gebleken door een nauwe samenwerking tussen zowel **Van Oord** en **Damen**, alsook tussen Damen en al haar co-makers en leveranciers. Tijdens de lezing zal **Jelle Brantsma** een beeld schetsen hoe dit project verlopen is. Hoe kan je een dergelijk lastige opdracht verwezenlijken, is het méér dan "alleen snel" en zou Damen dit ooit weer doen? U wordt verzocht zich uiterlijk 11 September 2015 aan te melden voor de maaltijd, voor alleen de lezing kunt U zich tot 15 September aanmelden. Via knvts.afd.amsterdam@gmail.com Met vriendelijke groet, Bestuur KNVTS Amsterdam

SeaBird Exploration Plc: Aquila Explorer mobilizing for TGS Gigante survey



Photo : Piet Sinke © – CLICK op de photo & hyperlink in the text

SeaBird Exploration is mobilizing [AQUILA EXPLORER](#) for the TGS Gigante survey in Gulf of Mexico. The vessel is expected to arrive in the area during October and will be the fifth SeaBird vessel on the project. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). Main success criteria for the company are an unrelenting focus on Health, Safety, Security, Environment and Quality (HSSEQ), combined with efficient collection of high quality seismic data. All statements in this press release other than statements of historical fact are forward-looking statements and are subject to a number of

risks, uncertainties and assumptions that are difficult to predict, and are based upon assumptions as to future events that may not prove accurate. These factors include SeaBird`s reliance on a cyclical industry and the utilization of the company's vessels. Actual results may differ substantially from those expected or projected in the forward-looking statements. This information is subject of the disclosure requirements pursuant to section 5-12 of the Norwegian Securities Trading Act. For more information, please visit : <http://www.sbexp.com>



The **VOS PACE** arriving in Ijmuiden – Photo : Willem Koper ©

BIMCO launches award nominations in search of shipping industry excellence

BIMCO, the world's largest international shipping association is now calling for nominations for its prestigious awards, to be presented in Hamburg in November 2015. Angus Frew, Secretary General at BIMCO, said:

"We are looking forward to receiving nominations from across the industry for the BIMCO Awards this year. "The awards are focused on the quality and innovation shown by the companies and individuals who have made significant contributions to the industry, and entry is not restricted to members of BIMCO."The first BIMCO Awards were launched last year at the association's annual conference in Dubai. This year, the awards will be presented during a celebratory dinner at BIMCO's 2015 annual conference in Hamburg. Nominations for appropriate companies or individuals can be made online and the deadline is 25 September 2015. The award categories are:

1. BIMCO Shipping Company of the Year - for a shipping company which has recently demonstrated:
 - innovative customer service
 - business profitability and
 - solid service reliability.
2. BIMCO Contracts and Clauses Award – for a company or person which/who:
 - has produced the best recent publication on international maritime contractual issues
 - has been a prolific user of BIMCO forms in the past 12 months
 - has promoted harmonisation in the contractual area of shipping based on BIMCO's contracts and clauses.
3. BIMCO Education and Training Award - for a company which has:
 - invested in new facilities and/or courses
 - delivered growth in number of students/graduates
 - demonstrated innovative teaching methods/techniques

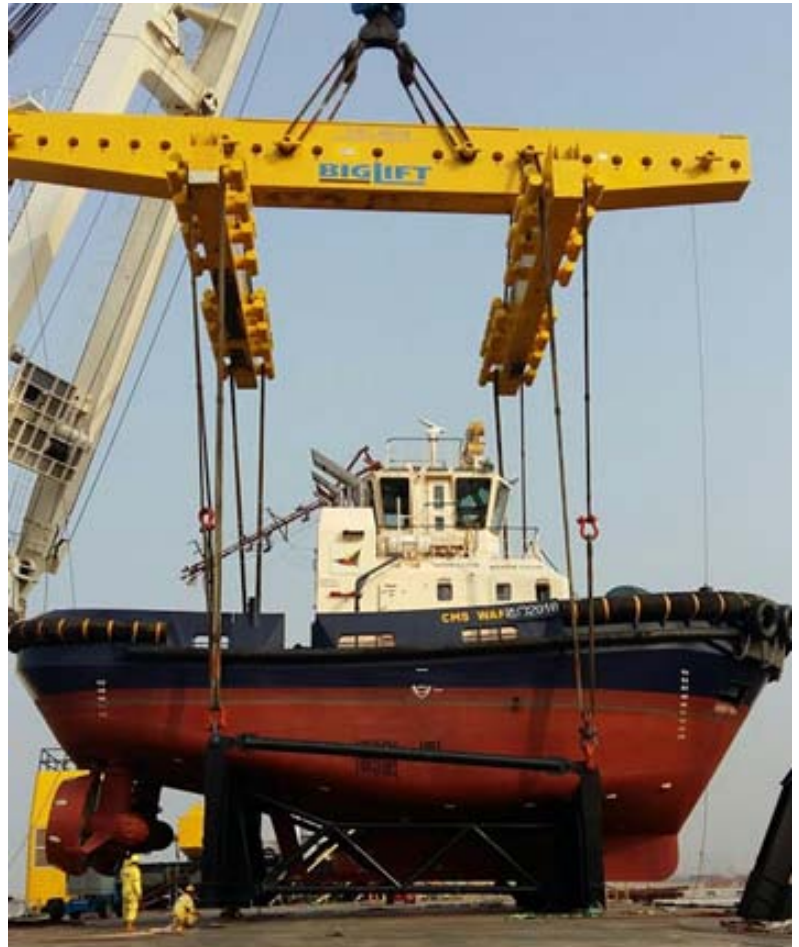
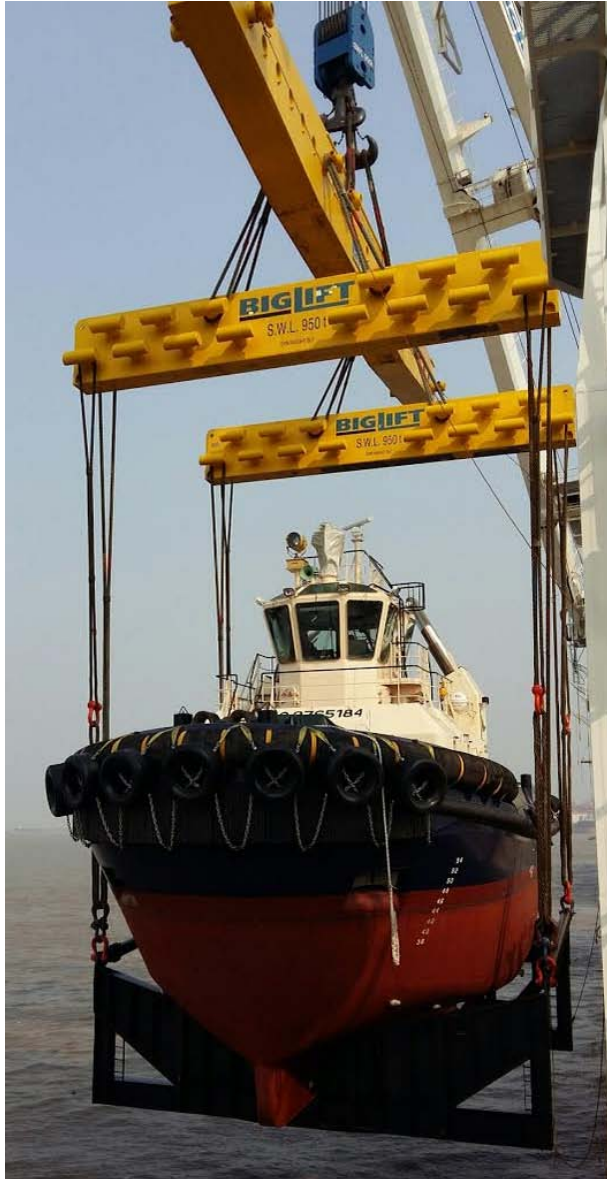
4. BIMCO Regional Shipping Personality of the Year - for an individual who has made an exceptional personal contribution to the shipping industry in Europe* in the past 12 months. For example, this can be a demonstration of their:

- contribution to outstanding commercial success for their company
- contribution to the profile of their company or to the shipping industry in the region
- innovative approach or dedication to the industry's success.

*This year's region is Europe, owing to the location of the BIMCO Awards ceremony.

BIMCO's President Philippe Louis-Dreyfus will also present a special award during the event. Full details on BIMCO's awards and the Hamburg conference are available at hamburg2015.bimco.org.

HAPPY STAR LOADS ASD 2310 IN SHANGHAI



As mentioned in previous newsletters earlier this week Biglift's **HAPPY STAR** loaded **Damen Shipyard Group** built units in Shanghai, as mentioned yesterday, the last units to be loaded were 2 tugs, in the meantime the Damen ASD 2310 **CMS WARRIOR** built for Clyde-Marine was loaded on deck to be followed by the last unit an **ASD 2411 Photo : Rimmert Berlijn ©**

MPR en MPS ISO-9001 certified

Maritime Propeller Repairs BV succeeded, together with its sister company **Maritime Propulsion Services BV**, in getting the ISO-9001 certificate. During a thorough audit by Bureau Veritas both companies proved to have their affairs well arranged. 'It was rather intense to get both companies certified at the same time', according to director **Gert Hendriksen**, 'but it was a worthwhile project'. July 2nd **Marcel Arends**, senior lead auditor at **Bureau Veritas**, came to MPR's workshop in Drunen. He had been at the main office in Zutphen a month earlier. Now it was time for the MPR-workers. By his motto 'severe but sincere' he submitted the heart of MPR, its workforce, to a rigorous

inspection. His conclusion was clear: passed without areas of concern! A well-earned reward for the staff of MPR and MPS. After the main office audit, it took a risk by changing the design of their ISO-system drastically. 'It was not obligatory, but the system got more transparent and easier to work with', Gert Hendriksen comments on this step. 'The auditor advised us to do so and we immediately saw the benefits of it. He helped us to keep it practical and workable. Before you know it you are creating paper tigers and that benefits nobody.' 'The repair-activities have always been submitted to strict procedures. MPR is certified worldwide by all relevant class-organisations. ISO-9001 pushes us one step further. Not only the repairs, but also the organization surrounding and enabling it, has been described and recorded clearly now. I wanted that done properly because I think it is important. Customers more and more appreciate it when their suppliers have this ISO-9001 certificate. That is a nice advantage on the side. Whether this certificate is reason enough for a party? Yes, we will celebrate eventually', **Gert Hendriksen** admits with a smile. 'But the work has to be finished first. Business is active and customers do not like to wait.'



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The **BALTIC HEATHER** seen moored in Meljilones (Chile) – Photo : Cors Tromp (c)

Experts meet to tackle increasing maritime threats in West Africa

Increasing maritime threats in West Africa has brought together nine African countries in Accra to discuss ways to address the issue with special focus on auditing. This is in respect to the International Maritime Organisations (IMO) instrument that has been ratified by member countries. Speaking at the opening of a five day workshop for maritime experts in Accra, Deputy Minister of Transport, Mrs Joyce Mogtari said until the IMO'S instruments are turned into laws, challenges such as piracy across the sub region will continue to hinder progress. She said lack of resources for the sector has overshadowed the effect of the instrument. Source: gbcghana

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The 2010 built Singapore registered 86 mtr long & 29 mtr width 4289 DWT Heavy load carrier **TONGBAO WORLD** anchored off Singapore [photo : Piet Sinke \(c\) CLICK on the photo !](#)

Singapore Navy disrupts sea robbery, 3 arrested

The Republic of Singapore Navy worked with the Indonesian and Malaysian navies to apprehend the suspects, who had fled to Indonesian waters after sighting the RSN's **RSS Resilience**.

The Republic of Singapore Navy (RSN) disrupted a sea robbery on a Malaysian-flagged tugboat in the Singapore Strait on Tuesday (Sep 1). In a press release, the Ministry of Defence (MINDEF) said that the Maritime and Port Authority of Singapore's Port Operations Control Centre had received a report from the boat, called **Permata 1**, at about 9am. Those on the boat had sighted robbers boarding their barge while they were transiting the eastern approaches of the Singapore Strait, MINDEF added. The RSN's



Maritime Security Task Force (MSTF) immediately deployed its Fearless-class patrol vessel the **RSS Resilience**, which arrived in the vicinity at about 9.20am. Upon seeing the warship, the robbers fled towards Indonesian waters, according to MINDEF. The RSN's Information Fusion Centre (IFC) then shared information on the incident and suspects with the Indonesian Navy's (TNI AL) Western Fleet Sea Security Group, as well as the Malaysian Maritime Enforcement Agency, which deployed assets to assist in searching for the robbers. Through the description shared by IFC, the TNI AL successfully apprehended the three robbers and recovered the stolen cargo. MINDEF stated that the **RSS Resilience** then accompanied **Permata 1** safely to Singapore waters, where the Police Coast Guard boarded the tugboat for investigation. "I am heartened to see the good cooperation between Singaporean, Indonesian and

Malaysian enforcement agencies in disrupting the sea robbery attempt on **Permata 1**," said Rear-Admiral Frederick Chew, commander of the MSTF. "In particular, the close cooperation between the RSN and TNI AL is a reflection of the strong ties between our navies. We need to continue working closely together to keep up the pressure on sea robbers and to bring sea robbery incidents down," he added. **Source : Channel News asia**



The **CAP ANDREAS** seen moored in Meljilones (Chile) – **Photo : Cors Tromp (c)**

THE CHARTERERS P&I CLUB

Circular 2015 002 - Iranian Sanctions - JCPOA

Subject: Sanctions – Joint Comprehensive Plan of Action

Introduction

After many months of negotiation, an agreement was reached on 14 July 2015 between the E3/EU+3 and Iran (the so-called Joint Comprehensive Plan of Action or JCPOA). If all goes well, this could result in a substantial easing of the sanctions against Iran in the future, in return for Iran agreeing the exclusively peaceful nature of its nuclear programme. This Circular provides an overview of the key principles arising from the JCPOA, but Assureds with an interest in trading to Iran now or in the future should proceed with extreme caution and should consider carefully whether they need to obtain independent legal advice before proceeding.

Overview of the key issues

As expected, there has been no immediate lifting of any sanctions, and the sanctions landscape remains unchanged for now, with the limited sanctions relief which was granted under the Joint Plan of Action or JPOA being extended to 14 January 2016. The Club's position in respect of cover remains unchanged and, in common with the IG P&I Clubs, our Terms and Conditions contain exclusion clauses with regard to sanctions. The agreement does provide the framework for many of the trade, energy, shipping, insurance and banking restrictions to be lifted in due course, but a number of hurdles need to be overcome before any sanctions are lifted. The first stage is for a United Nations Security Council Resolution (UNSCR) to be adopted endorsing the JCPOA, and this took place in New York on 20 July 2015. The JCPOA now needs to receive US Congressional approval and – provided this is obtained - the JCPOA will formally come into effect in 90 days (i.e. on 18 October 2015) on "Adoption Day". Iran will then begin implementing the key nuclear-related measures outlined in the JCPOA and, once the International Atomic Energy Agency (IAEA) verifies that Iran has implemented those measures (so-called "Implementation Day"), the EU and US will grant the sanctions relief in the JCPOA. The relief under the JCPOA only applies to EU sanctions and US sanctions with extraterritorial effect, not US domestic measures, and detailed legislation will be required to set out the precise terms of the sanctions relief.

It is envisaged that, provided Iran complies with its obligations, the bulk of the "nuclear-related" (as opposed to "proliferation-related") restrictions will be lifted and, depending on the speed of Iranian implementation and IAEA verification, sanctions relief could begin towards the end of 2015. It is important to note that sanctions will "snap back" in the event of a breach by Iran of its commitments under the JCPOA, so Assureds need to consider carefully how they protect themselves against the risk of sanctions being re-imposed.


More information can be found at the following law firm alerts:

[Freehill Client Alert](#)
[Freehill Client Alert](#)
[HFW Client Alert](#)

If an Assured has any questions arising from this circular they should get in touch with their usual contacts in the Club's claims department, either in London or Shanghai. **Source: Michael Else and Company Limited, as Managers**



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Chinese, French companies partner on biggest container terminal in Cameroon



A Chinese-French consortium have won the contract to develop and operate the biggest container terminal in Cameroon's deep-water port of Kribi. In a recent interview with Xinhua, Xu Jiang Hua, regional manager for central Africa of China Harbour Engineering Company said the consortium is made of two French companies, CMA CGM and Bolloré Africa Logistics, and China Harbour.

Xu said the first phase of Kribi terminal project, constructed by China Harbour, has been completed in 2014 at a contract value of near 500 million U.S. dollars, and construction of the second phase is ongoing with a contract value of over 700 million dollars. Place reserved for Liquefied Natural Gas storage facility at the container terminal of Kribi port in southwestern Cameroon. (Xinhua/Huang Yanan) The first phase is composed of a 700 meter length wharf and a 32 hectare platform made for 16 meters draught. A first 350 meter length wharf will be operational within a few

months. A senior Cameroon government official told Xinhua earlier this year the long-term vision is to expand Kribi port to the biggest deepwater port in the region by 2040 with 24 berths and a cargo handling capacity of over 100 million tonnes. Vessels up to 8,000 teu capacity would be able to call the container terminal. Kribi is expected to become a regional hub for the African Atlantic coast, from Senegal to Gabon. "China Harbour and its partners will make Kribi container terminal an international terminal which will bring dynamism to the Cameroonian economy, and create more jobs," Xu said. Kribi is located around 120 kilometers south of Cameroon's main existing port, Douala, known as the Douala International Terminal, which is run jointly by Bolloré Africa Logistics and APM Terminals. Douala terminal has a 660 meter length wharf and a 26 hectare container yard. Xu said China Harbour expects a successful cooperation with its French partners in the project, so as to set an example of China-West cooperation for the benefits of African countries. **Source: New China**

UK freight association sets date for conference to discuss two major issues set to impact international trade

The trade association that represents companies responsible for handling much of the UK's visible trade is organising a one day conference to address two of the most pressing issues facing its members and international trade in general.

On November 26th, the British International Freight Association (BIFA) will bring together its members, HMRC and other appropriate stakeholders to discuss the impending changes in customs legislation emerging from the introduction of the Union Customs Code in May 2016, together with an assessment of the current situation concerning the EU's Authorised Economic Operator (AEO) programme. A second session on the same day will address the issues surrounding new IMO regulations requiring verification of a container's gross mass, which will become mandatory from July 1st, 2016. BIFA members, other organisations and national authorities are now making preparations for this significant change to global container operations. Robert Keen, BIFA Director General said: "Many of our members have expressed their uncertainty on how to properly implement the new procedures and regulations, and how changes to European Customs procedures and container weight verification, may affect their business activities. "BIFA is already delivering regional briefings on the expected outcomes of the UCC, but in November our members, and others in the international supply chain will have the opportunity to hear from HMRC and BIFA on the changes planned and be brought up-to-date on the new procedures that become law in May and July next year." "With participation and discussions from freight forwarders, shippers, regulators, insurance and legal specialists, this should be a truly cross-party occasion, which is only right as these are major legislative developments that will affect many players in international trade." The BIFA conference will take place on November 26, 2015 at 1 Great George Street, London between 09:30 and 15:30. Further information can be found here:

<http://www.bifa.org/events/articles/2015/bifa-national-seminar-london?l=y>

Aker Solutions lays off another 500 staff

Aker Solutions is letting go of more staff. The Norwegian subsea firm announced another 500 people are to be let go as the low global oil price hits its bottom line. The news follows on from an earlier announcement this year of an initial 900 redundancies. "Activity in the Norwegian offshore services market has declined considerably," said Per Harald Kongelf, head of Aker Solutions' Norwegian operations. Redundancies in the Norwegian offshore sector have been in their tens of thousands in the past year, yet when interviewed for this site in early June, the Norwegian prime minister, Erna Solberg, insisted the sector was not in crisis. "It is not a crisis," Solberg insisted, claiming the Norwegian offshore sector was going through a "structural change". Source : [Splash 24/7](#)

Hulpdiensten massaal op zoek naar vermiste kitesurfer op Maasvlaktestrand

HOEK VAN HOLLAND - In de Noordzee bij het Maasvlaktestrand werd dinsdagavond een kitesurfer vermist. De hulpdiensten zijn massaal op zoek naar de vermiste. Ook de KNRM-stations Stellendam en Hoek van Holland en een reddingshelikopter zoeken mee. De kitesurfer werd vooralsnog niet gevonden. De KNRM bleef doorzoeken zolang dat zin heeft, meldt een woordvoerder. De vermissing werd gemeld door een aantal andere kitesurfers. Om 23.00 uur is de kitesurfer is weer gezond aangetroffen. Zijn zeil werd echter ver op zee gevonden. Bron : [Dichtbij](#)

Albanese warns foreign crewing will lead to more 'Pasha Bulker-style' mishaps

Opposition frontbencher Anthony Albanese is warning of more maritime mishaps, like the **Pasha Bulker's** grounding in Newcastle if shipping companies engage foreign crews. Western Australian company North Star Cruises claims a senior Federal Government bureaucrat told it to consider sacking its workforce and replacing it with foreign labour. The claim is in a submission from the company to a Senate inquiry looking at the Government's proposed deregulation of the shipping industry. Mr Albanese told the ABC's AM program it's in the national interest to have Australian crews. "We know there are major problems with some of the foreign shipping companies in terms of their practices and their

standards," he said. "When there have been environmental issues created with ships such as the **Shen Neng 1**, the Pasha Bulker off Newcastle, they've all been foreign flagged ships." Source: abc.net

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Damage from Hit off Bosphorus Revealed

The latest series of photos published by Turkey's General Directorate of Coastal Safety shows the extent of damage



the product tanker **Paros Wind** and the bulk carrier **CS Jaden** suffered after they collided Monday night near the northern entrance to the Bosphorus Strait. The images show extensive damage to the bow of the 1988-built, 17,060 dwt **Paros Wind**, which apparently rammed into the port side of the 2013-built **CS Jaden**, causing a significant indentation. The hull of the 38,101 dwt bulker was reportedly not breached by the hit. As World Maritime News reported earlier, **Paros Wind** was carrying fuel oil from Tuapse to a location yet to be disclosed when it collided with **CS Jaden**, which was reportedly carrying wheat to Port Said, in the Black Sea, some eight nautical miles off the northern entrance to the

Bosphorus. No injuries to both crews and no pollution have been reported thus far. The authorities sent ten tugboats to aid the vessels and tow them to Kumkoy road where they still lay at anchor, some 2 nautical miles apart, according to the latest AIS data. Source : World Maritime News Staff

Meratus Line containership goes down in Java Sea, two missing

Indonesian containership **Meratus Banjar 2** (7,761dwt, built 1998) sank in the Java Sea northeast of Surabaya, Indonesia. The vessel, owned and operated by Indonesia's Meratus Line, was on the way from Surabaya to Makassar, South Sulawesi when the incident occurred. Two crew members are reportedly missing, both engine room crew with one of them a cadet, although it is not yet clear whether there were any other casualties. An Indonesian Navy spokesman told local press that the ship sank due to a leak in the engine room. Meratus Line has sent another vessel, **Meratus Spirit I**, to the scene to look for the missing crew. Source: Splash 24/7

SHIPYARD NEWS



Huntington Ingalls cites interest in building new U.S. icebreakers


Huntington Ingalls Industries Inc, which builds aircraft carriers and U.S. Navy warships, on Tuesday said it was keen to bid to build new icebreakers for the U.S. Coast Guard, after President Barack Obama pushed for quicker work on the program. The company's Ingalls shipbuilding unit, based in Pascagoula, Mississippi, built the newest U.S. icebreaker in the U.S. fleet, the **USCG Healy**, which was delivered in November 1999. Huntington Ingalls spokesman Bill Glenn said his company had responded to a request for information from the Coast Guard on icebreaker design and construction in January as the service began developing a formal acquisition plan for the program. "HII has the capability and capacity to build both heavy and medium icebreakers and welcomes the opportunity to expand discussion on that subject with the U.S. Coast Guard or other government agencies supporting an icebreaker requirement," Glenn said in a reply to a Reuters query. The Coast Guard had no immediate comment. Obama on Tuesday proposed a faster timetable for buying a new heavy icebreaker for the U.S. Arctic, where quickly melting sea ice has spurred more maritime traffic, and the United States has fallen far behind Russian resources. **Source** : Reuters (Reporting by Andrea Shalal; Editing by Tom Brown)

Construction starts at Halifax Shipyard on first Arctic patrol ship

HALIFAX – **Irving Shipbuilding** has started building Canada's first Arctic offshore patrol ship at the company's massive shipyard in Halifax. Hundreds of employees gathered Tuesday in the new assembly hall as a huge sheet of cut steel was hoisted into place and a special ceremony was held to mark the occasion. Kevin McCoy, president of Irving Shipbuilding, says welders, pipefitters, marine fabricators and ironworkers are involved in the project, which is on schedule. "Today is a milestone we have all been anticipating," McCoy said in a statement. "It is a great day to be a shipbuilder in Nova Scotia as we mark the beginning of this generational opportunity." The company says the ship will be the first of up to 21 vessels that will renew Canada's fleet of warships over the next 30 years. About 900 Irving employees are working on the project at two locations in the Halifax area, but that number is expected to jump to 1,600 over the next two years. The federal government's \$35-billion national shipbuilding strategy saw shipyards chosen to do the work in 2011. Last September, Prime Minister Stephen Harper announced that the first patrol vessel would be named after Vice-Admiral Harry DeWolf, a Nova Scotia native who was one of Canada's most distinguished sailors during the Second World War. DeWolf's lengthy naval career included command of **HMCS St. Laurent** and **HMCS Haida** from 1939 until 1944. In January, federal officials formally announced that Irving Shipbuilding had been awarded a \$2.3-billion build contract for a total six Arctic patrol vessels. The first patrol ship is expected to be completed in 2018. McCoy has said the final patrol ship will be delivered in 2022. Irving Shipbuilding says employment at the company is expected to grow to 2,500 when peak production is reached with construction of the larger surface combatant vessels, which will replace Canada's current fleet of Halifax-class frigates and Iroquois-class

destroyers. Irving Shipbuilding, under the name Saint John Shipbuilding, was the lead contractor on the construction of the existing frigates in the late 1980s and throughout the 1990s.

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The **MTS STATUM** under command of **Capt Bram van der Hout** arrived in Rotterdam with a double tow from Sierra Leone **Photo : R & F vd Hoek ©**

China Oilfield Services Limited awarded contract to drill for the Rosneft and Statoil Project in the Okhotsk Sea

Magadanmorneftegaz, Lisyanskorneftegaz (joint ventures of Rosneft and Statoil) and China Oilfield Services Limited (COSL) have signed a contract to drill two exploration wells in 2016. The wells will be drilled in the Magadan-1 and Lisyansky areas of the Okhotsk Sea. COSL offered its semi-submersible drilling rig Nanhai-9 and won the tender based on a combined score of technical and economic parameters. The rig was positively evaluated by an audit for compliance with Russian and international requirements. Participation of partners from Asia Pacific in the offshore operations is in line with Rosneft's development strategy for most efficient exploration and production of hydrocarbons. The use of COSL rig will facilitate optimized logistics for the project and continue the Company's cooperation with the actively developing Chinese drilling market. Commenting on the signed document, Igor Sechin, Rosneft Chairman of the Management Board, said: "The agreements reached open up new prospects for further cooperation between leaders of the oil and gas industry in Russia, Norway and China in the exploration of oil and gas resources." Rosneft and Statoil ASA signed a Cooperation Agreement in 2012 to jointly explore areas of the Russian shelf and for Rosneft to join in the exploration of the Norwegian shelf. Under this agreement, the companies set up joint ventures, completed a series of exploration operations, including 2D and 3D seismic and geotechnical surveys. In March 2015, Norwegian authorities gave Statoil the go-ahead to conduct joint projects with after determining they are in compliance with Western sanctions against Russia, which targeted Rosneft in 2014. Exploration in the Okhotsk Sea will reportedly be limited to acreage that is not subject to the sanctions. The Magadan-1 well will be at 100 km offshore, and the Lisyansky well will be about 90 km offshore. The Sea of Okhotsk is located south of the arctic circle and both wells are located in areas with water depths of less than 150 meters. **Source: oilandgastechology**

New Tanker Stena Imperial Named in Savannah

A new 50,000 DWT MR chemical and product tanker based on the IMOIIIMAX concept, **Stena Imperial**, was named



yesterday in Savannah, Ga. Built by Chinese shipyard Guangzhou Shipbuilding International (GSI) and delivered on July 1, **Stena Imperial** recently arrived in Savannah on the U.S. East Coast with a cargo of palm oil. The new ship is owned by a joint venture of which Stena Bulk and Indonesian Golden Agri Resources (GAR) each own 50 percent. She is the third of 10 vessels ordered by Stena Bulk for a total of \$400 million with delivery to be completed by 2017. The vessels are operated by Stena Weco and trade within the company's logistical systems, which now will include a fleet of some 60 tankers. The 183-meter-long, 32-meter-beam **Stena Imperial** offers high cargo flexibility and lower fuel consumption as a further development of the IMOIIIMAX tanker concept

designed to transport both vegetable oils, chemicals as well as clean and dirty petroleum products. "We are very pleased with the performance of the IMOIIIMAX tankers delivered so far," said Erik Hånell, CEO of Stena Bulk. "The configuration of several small tanks provides for considerable flexibility in regards of cargo combination, something that fits very well within our existing global logistical systems. Additionally, innovative technical solutions have, for example, resulted in lower fuel consumption and have also proved to be very effective in conjunction with discharging and tank cleaning." The IMOIIIMAX concept was developed by Stena Teknik together with GSI. The tanker has 18 tanks of the same size, each with a capacity of 3,000 cubic meters, which allows for greater cargo flexibility. A large number of innovative technical solutions have been implemented, which together, when sailing at service speed, result in 10-20 percent lower fuel consumption compared with other vessels of the same size. Kari McCormick, wife of Doug McCormick, Commercial Regional Manager, Chevron in Houston, was godmother at the Stena Imperial naming ceremony. The vessel's captain is Vinay Singh. The nine remaining IMOIIIMAX tankers are the Stena Impression (owned by Stena Bulk and GAR – delivered in January 2015), the **Stena Image** (owned by Concordia Maritime – delivered on April 8, 2015), the **Stena Important** (Concordia Maritime – delivery set for autumn 2015), the **Stena Imperative** (Stena Bulk), the **Stenaweco Impulse** (Stena Weco), the **Stena Imagination** (Stena Bulk and GAR), the **Stena Immortal** (Stena Bulk and GAR), the **Stena Immaculate** (Stena Bulk and GAR) and the **Stena Impeccable** (Stena Bulk and GAR). Source: Marinelink

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Evenementen zoals Sail Amsterdam 2015 en Werelthavendagen Rotterdam 2015 goede plekken voor promotie van de maritieme arbeidsmarkt

Nederland Maritiem Land was aanwezig tijdens Sail Amsterdam 2015 met een stand op de kade en een eigen boot in het water. Sail bleek een heel goede gelegenheid voor promotie van de maritieme arbeidsmarkt aan jongeren en bestaande en nieuwe relaties. Komend weekend zijn de Werelthavendagen in Rotterdam. Ook daar wordt ingezet op het enthousiasmeren van jongeren voor een maritieme toekomst.

Meer werkgelegenheid in Nederlandse Maritieme industrie

Nederland Maritiem Land heeft een positieve boodschap. De werkgelegenheid in de maritieme industrie is in 2013 gegroeid met 1300 nieuwe banen. Dit is een stijging van 1%, terwijl de Nederlandse economie juist een daling liet zien. In de maritieme industrie werkten in 2013 158.000 personen. Dit blijkt uit de jaarlijkse arbeidsmarktmonitor van **Nederland Maritiem Land**. De verwachting is dat de groei nog verder doorzet.

Meer flexibele arbeid

De Nederlandse maritieme industrie laat een stabiele en groeiende werkgelegenheid zien. Ingehuurd personeel en personeel in tijdelijke dienst maken ongeveer eenderde van het personeelsbestand uit. Dit is vergelijkbaar met het gemiddelde in Nederland. De maritieme industrie kent een trend naar meer flexibele arbeid in 2014. Dit kan duiden op economisch herstel. Het personeel is steeds hoger opgeleid. Er is een stijging van mbo niveau 2 naar niveau 3 en 4. Daarnaast is een stijging van mbo- naar hbo- en wo-niveau waarneembaar. Het personeel is niet bovengemiddeld vergrijsd, maar het aandeel jongere werknemers is laag.

Verwachting

Voor 2015 verwacht een meerderheid van de werkgevers in de Nederlandse maritieme industrie een stabiele of licht stijgende werkgelegenheid voor maritieme en technische functies. Een deel van de bedrijven verwacht een daling, ook door vergrijzing. Dit biedt mogelijkheden om vacatures te vervullen als de industrie er in slaagt de werknemers van de krimpbedrijven in de sector te behouden. Op dit moment (2015) is het percentage vacatures in de Nederlandse maritieme industrie laag, rond 1% van de werkgelegenheid. Dit zijn circa 1600 vacatures. Een deel van de vacatures is moeilijk vervulbaar. Dit betreft met name vacatures voor technische en maritieme functies. De interne doorstroom van medewerkers in- en tussen de sectoren is aanzienlijk. Dit wijst erop dat de industrie niet alleen een economisch cluster is, maar ook een competentiecluster. De maritieme sectoren hebben daarom een gemeenschappelijk belang om de arbeidsmarkt in de maritieme industrie met elkaar te optimaliseren. **Nederland Maritiem Land** (de netwerkorganisatie van de maritieme sector) heeft in 2014 een arbeidsmarktmonitor uitgevoerd in het gehele maritieme cluster. 3.735 bedrijven werden benaderd. 420 bedrijven hebben de monitor online ingevuld (overall response 11%). De uitkomsten geven een indicatie voor de ontwikkelingen in de arbeidsmarkt van het cluster als geheel én in de acht sectoren afzonderlijk. **Nederland Maritiem Land** verbindt twaalf maritieme sectoren: havens, offshore, maritieme toeleveranciers, scheepsbouw, zeevaart, waterbouw, maritieme dienstverlening en kennisinstituten, binnenvaart, Koninklijke Marine, watersportindustrie en visserij. Met 12.000 bedrijven die werkgelegenheid bieden aan zo'n 224.000 mensen, realiseert de sector een totale toegevoegde waarde van ruim 21 miljard euro. Voor informatie over de maritieme arbeidsmarktmonitor, de clusterrapportage en de acht afzonderlijke sectorrapportages kunt u contact opnemen met **Herbert van Oord**, coördinatie arbeidsmarktmonitor NML, T 020 – 705 14 28.

Another Chinese mega merger on the cards

The ongoing dramatic contraction in China's maritime universe sees China Merchants Energy Shipping (CMES) being tipped to merge with Sinotrans&CSC. Local media in Shanghai report that Beijing's State-owned Assets Supervision and Administration Commission (SASAC) has called for the two firms to merge. The move follows on from a decision taken in August last year by the pair to form a joint venture – China VLCC – to operate all their supertankers. The pair have also hooked up to buy up to 10 VLOCs together recently. Sinotrans&CSC is itself the product of a tricky merger dating back to 2009 between China National Foreign Trade Transportation (Group) Corp (Sinotrans) and Changjiang Shipping Co (CSC), while CMES is the shipping arm of China Merchants Group. This latest enforced Beijing betrothal follows on from the Cosco – China Shipping merger, more details of which are expected soon. All listed units of Cosco and China Shipping have been suspended pending a major announcement for the last four weeks. Throughout China's maritime landscape mergers are taking place – whether it be in ports, shipyards or lines as Beijing aims to take a more rational approach to expansion in the sector, which got out of hand in the past decade leading to heavy losses this decade. **Source : Splash 24/7**

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.... PHOTO OF THE DAY



Boskalis **UNION PRINCESS** in her new colour scheme outbound from Rotterdam – Photo : Willem Koper ©

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ORION 801	Coastal tug	Singapore	02-09-2015
ORION T 1202	Coastal Tug	Singapore	02-09-2015
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