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The P 8 of the Rotterdam Port police patrolling the Nieuwe Waterweg off Hoek van Holland Photo: Piet Sinke (c) CLICK on the photo and hyperlink in the txt
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EVENTS, INCIDENTS & OPERATIONS

Sunrise over Rotterdam-Maasvlakte last Monday morning with the APL SENTOSA arriving assisted by KOTUG’s SD SHARK (bow) and the SD SEAL on the stern

Photo : Piet Sinke (c) CLICK on the photo and hyperlinks in the text!

RNLI receives training for new lifeboat which is now on service

The new lifeboat - My Lady Anne - arrived last week at the Portishead base and is now ready to be used Paul Eastment, the RNLI divisional operations manager, said he was “proud” for it to go on service. “I have been very impressed with the way all the volunteers have committed so much time and effort to training this week, they have been so enthusiastic and I thank them for their dedication,” he added. The Atlantic 85 class lifeboat carries four crew members, is powered by two 115hp engines and has a stronger hull and greater top speed. It also has on board a full suite of
communication and electronic navigation aids, and an added radar to help the crew to operate more effectively in poor visibility. A donation from Bill Wraith helped fund the lifeboat. It was named after his late wife. He said: “The lifeboat is a fitting tribute to both my late wife Anne and to the people who will crew her. I am proud to be associated with the RNLI and this lifeboat is a true demonstration that out of sadness, comes a wonderful lasting memory of Anne’s life.”

Source: bristolpost.

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From tendering through execution, customers expect a seamless delivery and an integrated management of their shipping projects. The higher the transport project’s value impact, the higher the risk exposure for customers and hence the need for proper, integrated management. This requires logistic activities to be organized around the customer’s project procurement plan. At **BBC Chartering**, the customer will have a single point of contact as a dedicated project manager who coordinates vessel specific operations, transport engineering, cargo operations, and HSEQ matters. **BBC Chartering** customers benefit from a dedicated “competence center” for projects, which ensures the customer’s integrated needs are properly addressed, risks and value impacts are recognized, and a direct line of communication is established to resolve any issue which may arise during the project. Since starting out, **BBC Chartering** have worked to establish a company culture where looking after each other is a natural way of thinking, and where a risk assessment of our operations is instinctive both for crew onboard our chartered fleet as it is for our onshore staff. In our HSEQ strategy we commit ourselves to:

- demonstrate excellence in health, safety and quality, gaining recognition
- as the project carrier of choice to our clients;
- ensure that our company-wide conduct is ethical, responsible and lawful;
- reduce environmental impacts, meeting both regulatory requirements and stakeholder expectations;

In this spirit, **BBC Chartering GmbH** is certified by **DNV GL** for its ISO 9001 quality management, ISO 14001 environmental management and OHSAS 18001 for occupational health and safety management. **CLICK on the photo’s !**
The 2015 built NLD flag PX121 type platform supply vessel VOS PARADISE off Grand Harbour, Malta on Wednesday 16th September, 2015 during her maiden delivery voyage.

Photo: Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Carnival on track for record year from Port of New Orleans

New Orleans' number one cruise operator, Carnival Cruise Line, continues to expand its presence in New Orleans anticipating a record 400,000 passengers from the city this year. And, Carnival expects to set another record next year. The cruise line estimates that it will welcome its three millionth passenger at the Port of New Orleans since Hurricane Katrina hit in 2005. Don Allee, Director of Cruise Operations at the port, says that's quite a feat."New Orleans has, really, only been in the cruise business for a couple of decades, compared to our friends in South Florida. They've been around for fifty, sixty years." Carnival pioneered year-round cruising from New Orleans in 1994, and currently has two ships cruising from the city, offering more than 125 four- to seven-day departures on an annual basis. But, Allee says the cruise operator plans to expand its service from the Crescent City next year."Spring of 2016, it's already been announced that the Carnival Elation will be replaced by the larger and the more modern Carnival"
Triumph. So, that growth in vessel size is going to bring another 50,000 passengers to the Port of New Orleans. "That'll mean another record for Carnival...450,000 passengers from New Orleans. Currently, the 3,646-passenger Carnival Dream offers seven-day Caribbean cruises, and the 2,052-passenger Carnival Elation sails four- and five-day cruises to Mexico. The arrival of the 2,758-passenger Carnival Triumph will increase capacity on those short cruises by 34 percent. Allee expects New Orleans' cruise industry will continue to expand well into the future. "There's still a huge number of folks out there that have never taken a cruise," he says. "And, that number of people who have never cruised before goes up exponentially every year." He also sees new travel itineraries coming to New Orleans in the future. "The hot topic, right now, is the Republic of Cuba," says Allee. "And, of course, all of the cruise lines coming into and out of the United States have some sort of strategy that involves Cuba." But, he says no other port can match what New Orleans offers. "It's the ability for cruise passengers to combine a cruise with a New Orleans experience. That's unique. You don't see that anywhere else in North America."

source: WWL
Spotted in Spain the famous salvage vessel **BUFFEL** at the breakers *photo: via Adri Lokker*

### Bumi Armada up by 3.1% on links to Indian billionaire

Global floating production, storage and offloading (FPSO) player Bumi Armada Bhd (Valuation: 1.20, Fundamental: 0.55) saw its share price rise as much as 3 sen or 3.1% this morning to RM1.01, on news Indian billionaire Shapoor Pallonji Mistry could be buying into the company. According to a report in digitaledge Weekly's Sept 21-27, 2015 edition, the presence of Shapoor who has been a non-independent, non-executive director of Bumi Armada since October last year, has led to speculation the billionaire could be buying into the company. The report stated that Shapoor, 50, is the son of India's fourth richest individual, Pallonji Mistry, and is the chairman of Forbes &Co Ltd — a publicly traded counter on the Bombay Stock Exchange, as well as the chairman of Eureka Forbes Ltd and Shapoorji Pallonji and Co Pte Ltd — the flagship of the Shapoorji Pallonji Group. The diversified Indian business group has interests in construction, real estate, textiles, engineering goods, home appliances, shipping, publications, power and biotechnology, to name a few, and has operations across India, West Asia and Africa. “Talk of Shapoor taking control of Bumi Armada from Malaysian tycoon T Ananda Krishnan, who has a 34.9% equity interest in the group via Usaha Tegas Sdn Bhd, has been going around for about a year now, and it was known in the market that Ananda had approached several local and foreign oil and gas companies to sell Bumi Armada, but to no avail,” reported the digitaledge Weekly. At 11.13 a.m, Bumi Armada shares fell to a low of 96.5 sen, 1.5% lower than its close yesterday, and was the fourth most actively-traded counter on Bursa Malaysia, with 26.88 million shares traded. *Source: theedgemarkets*

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BW Pavilion LNG attains funds for new LNG tankers

Recently, BW Pavilion LNG – a joint venture between BW Group and Pavilion Energy – announced that it has secured a loan of US$360 million, which it will use to fund its two new LNG vessels: BW Pavilion Vanda and BW Pavilion Leeara. The vessels will be built at Hyundai Heavy Industries. The CFO of BW Group, Nicholas Gleeson, stated: “With an expanding fleet of well-built and well-maintained vessels, BW continues to provide outstanding service to customers. We have strong ambitions in the LNG sector and through our joint venture with Pavilion Energy, these vessels will continue our steady growth in the sector.”

Serving a syndicate of banks, Ince & Co. Singapore acted as the main legal counsel, advising on two non-recourse term loan facilities totalling US$360 million. Other banks in the syndicate included OBC, SMBC, DBS, CIC, Clifford Capital and Société Générale. Ince has also added that both of the LNG vessels will be on long-term charters to the Pavilion Energy subsidiary – Pavilion Gas. Martin Brown, the Lead Partner of Ince, claimed: “We are delighted to be involved in this significant transaction, and to be part of the team putting together the deal that will enable BW Pavilion LNG to expand its fleet in the LNG sector. We are also pleased to have the opportunity to work with SMBC, one of the leading arrangers of syndicated shipping transactions. It was a great opportunity for the team to demonstrate once again, our strong and efficient commercial approach to deal execution in Singapore.” Edited from various sources by David Rowlands

Navigation Accidents and their Causes

The Nautical Institute’s latest book looks at major casualties and the lessons that can be learned, setting out good practice to avoid them in future. The book, launched today (Monday), examines nearly 30 casualties and the problems of fatigue, bridge resource management, Colregs and other issues where human factors contributed to the accidents. In his Foreword to the book, Koji Sekimizu, Secretary-General, International Maritime Organization, said: “This timely publication from The Nautical Institute should provide a crucial guide for every mariner serving at sea and serve to assist in reducing collisions and groundings. “The publication is written in maritime English for international mariners. Each chapter can be read individually, thus forming a valuable onboard resource.” An international group of authors, including accident investigators, Master Mariners, navigation specialists and university lecturers, used their experience and knowledge to look at the mistakes that have led to collisions and groundings. Previous casualties have been used to illustrate where failures have occurred and lessons which can be learned. The need for risk assessment in advance of a voyage is highlighted in many ways, including bridge resource management and passage planning. The authors looked into the future, to identify trends that may impact on navigational risk and suggest ways to mitigate them. This innovative approach goes beyond the scope of Collisions and their Causes and Strandings and their Causes, both
previously published by The Nautical Institute and written by the late Captain Richard Cahill MBA FNI. While Navigation Accidents and their Causes examines failings that Cahill identified so clearly, it goes further by suggesting onboard training and mentoring as the way to learn from accidents. Technical Editor, David Pockett BSc FNI, explained that navigation aids are only “as good as the user” and need an alert observer who understands the input and output, can assess the data provided and identify faults. In the future he said “the navigator will still play an important role but the job specification will be wider and more sophisticated than before. “Spatial issues too will become ever more of a challenge,” continued Mr Pockett, a leading casualty investigator and a member of the panel of Special Casualty Representatives at Lloyd’s. “The continued exploration for hydrocarbons offshore and implementation of renewable energy systems will have an impact on navigation, particularly in coastal areas,” he explained. New exclusive economic zones, reduced sea room, greater regulatory measures and the need for yet tighter control all suggest a leaning towards a ‘Big Brother’ approach in the future. He said that with the prospect of autonomous ships and increased involvement of VTS it might be a case of “the navigator navigating or being navigated, or perhaps moving from active to passive navigation.” The book launch coincided with a seminar organised by the Institute on Manning and Fatigue. Captain Nick Nash FNI, an Institute Vice-President, said: “We have been informing the world about the dangers of fatigue and lobbying for change for decades. The danger of operating a Master/mate six on/six off system is that the ship cannot comply with the ISM Code and its own SMS. Or at best, has great difficulty in complying. Extreme fatigue in all watchkeepers is bound to result. “We will continue our campaign as fatigue is a factor in many accidents and near misses, minor and major. We hope that is the start of a new phase in our work towards reducing, if not removing, the threat that crews face from fatigue.” Captain Nash, who serves with Carnival Cruises, added: “The overall message from the book and the seminar is that everyone can learn from the mistakes of others and everyone has a part to play in ensuring that training and experience are used effectively to keep vessels safe. Onboard training and mentoring may hold the key, and the navigation bridge is an ideal place for this to take place.” Navigation Accidents and their Causes is available from The Nautical Institute price: £40; ISBN: 978 1 906915 32 2

www.nautinst.org/ pubs

The Nautical Institute is the international professional body for qualified seafarers and others with an interest in nautical matters. It provides a wide range of services to enhance the professional standing and knowledge of members who are drawn from all sectors of the maritime world. Founded in 1972, it has nearly 50 branches world-wide and some 7,000 members in over 110 countries. In 2015, the Institute was the proud recipient of the Investment in People award for its Navigator magazine at the Seatrade Awards. Please note: The Nautical Institute takes a capital T on The David Pockett takes a double t on his surname For more information and review copies please contact Bridget Hogan, Director of Publishing and Marketing, The Nautical Institute +44 (0)20 7928 1351, bh@nautinst.org

Another Singapore owned tanker in Sydney recently the BW FALCON

Photo : Ian Edwards- www.shipphoto.com.au (c)

Queen Mary 2 2017 Australian cruises to include Kangaroo Island and Tasmania for the first time
CUNARD flagship QUEEN MARY 2 will sail on two historic cruises from Sydney and Melbourne in 2017, giving Australians an opportunity to experience the liner’s legendary style as it makes maiden visits to Tasmania and South Australia’s Kangaroo Island. Releasing details of its latest world voyage program, Cunard revealed that Queen Victoria will also make history in 2017, claiming the title of the largest ship ever to sail on the Amazon River with a five-night cruise as part of its global circumnavigation. QUEEN MARY 2 will sail on its first round-trip cruise from Melbourne on February 18, 2017, and call at Kangaroo Island on February 20 before returning to the Victorian capital. Fares for the four-day cruise start from $1169 a person, twin-share. Source: Herald Sun

Silversea Moves Silver Cloud to Expedition Fleet for Polar Cruises

--By Chris Gray Faust, Senior Editor

SILVER CLOUD, the first ship in Silversea Cruises' fleet, will be adapted to sail the polar regions in November 2017, becoming the line's fourth luxury expedition ship. During the refurb, scheduled to start August 2017, the 296-passenger
ship will be refit for 260 passengers and be converted into an ice-class ship. **SILVER CLOUD** will carry only 200 cruisers on Arctic and Antarctic itineraries, allowing the ship to land at a broader range of sites. On non-polar sailings, the ship will sail at the full 260-passenger capacity. Dining options will remain the same: The Dining Room, the Relais & Chateaux restaurant (Le Champagne), La Terrazza, The Grill and ensuite dining. **SILVER CLOUD** joins **Silver Explorer**, **Silver Discoverer** and **Silver Galapagos** in the line's fleet of expedition ships sailing more unusual itineraries. The expedition cruises have destination lectures, photo presentations and complimentary excursions. The ship will add a fleet of 18 Zodiac watercraft for exploration, as well as expedition staff. Other hallmarks of Silversea, such as butler service, complimentary beverages (including wine and spirits), a stocked ensuite bar and complimentary Wi-Fi are included on expedition sailings. Source: cruisecritics

**Enforcing the Maritime Labour Convention - first employment case leads the way**

A recent application for judicial review of the Maritime & Coastal Agency’s (MCA’s) alleged failure to enforce a key provision of the Maritime Labour Convention (MLC) brings sharply into focus how the MLC can lead to criminal proceedings against the owner of UK flagged vessels and its master in his personal capacity. By way of reminder, UK flagged vessels became subject to the terms of the MLC by regulations made in 20131 (the Regulations) after the MLC came into force. The MLC does not enable seafarers to claim compensation for breach of MLC obligations. Therefore, unless a seafarer can establish jurisdiction in the UK, which is very often not possible, that seafarer is not able to bring an Employment Tribunal claim here. This leads many to wonder whether the MLC has real “teeth”. Such MLC-deniers may start to see how its impact is being felt following a recent case brought in the UK’s High Court which started with a complaint to the MCA by a seafarer who alleged he had been dismissed because his employer had breached the MLC. Shipowners and their masters who breach the MLC could be liable to fines and/or imprisonment under the Regulations. So, if an UK flagged ship covered by the MLC proceeds to sea without a valid MLC certificate, or a person tampers with or falsifies an MLC certificate, they will be guilty of an offence. If copies of key MLC documents are not onboard the ship, they will be guilty of an offence. Finally, and most interestingly from an employment perspective, if a shipowner does not operate an MLC-compliant onboard complaints procedure, or the seafarer is subjected to a “detriment” on the grounds of lodging a complaint which concerns alleged breaches of the MLC, they will be guilty of an offence bearing a maximum penalty of a fine and/or imprisonment up to 2 years. Examples of a detriment might be dismissing the seafarer, bullying or harassment, giving menial or unpleasant tasks or reducing overtime. Therefore, whilst through this mechanism seafarers cannot initiate proceedings for compensation against the shipowner directly, they can trigger an investigation by the MCA into whether a complaint has been properly handled, and whether a seafarer has been subjected to a detriment. The only defence available to a shipowner or master is to show that all reasonable steps were taken to ensure compliance with the Regulations. If the shipowner/master is found to be in breach, the MCA can prosecute. If the seafarer is dissatisfied with the MCA’s treatment of their complaint, they can apply to the UK Courts for a judicial review to establish whether the MCA has properly carried out its enforcement powers. Whilst again this is not a direct claim against the shipowner, any finding that the MCA did not properly deal with the matter will inevitably result in another more detailed investigation of the underlying issue. All amounting to considerable management time and costs for the shipowner, as well as potential fines and imprisonment for individuals and possibly detention of the ship. The recent case of Wilson v Secretary of State for Transport (2015), which concerned such a judicial review, gives us an interesting insight into how the MCA are handling the enforcement of the obligations under the Regulations. It would appear that Mr Wilson’s complaint was the first of its kind and that the MCA was very much “feeling its way” through the process, developing a clearer understanding of its obligations, as...
was particularly evident by the time the case reached the appeal stage. Whether a person has suffered a “detriment” is a concept very familiar to British employment lawyers but not so much for a maritime regulator.

In this case, the seafarer, Mr Wilson, was a Fleet Trainer on board a cruise vessel. In the first months of his employment, he became unhappy about the way his employer operated in a number of respects and decided to complain. He escalated that complaint to several senior figures including the company’s President. Shortly thereafter, Mr Wilson was sent home from the voyage and dismissed. He protested to the MCA that he had suffered a detriment because he had raised grievances about breaches of the MLC. When that course of action failed, he brought judicial review proceedings before the High Court. This was also unsuccessful because the Court decided that the complaints were not about breaches of the MLC at all. Rather, they were around his annoyance at his berth being moved, clerical errors with his pay and his view that the company did not comply with its own “values” which included respect for employees. None of these are covered by the MLC.

This case should focus shipowners’ minds since it highlights how they might be exposed to a complaint under the Regulations and therefore to a fine and/or imprisonment. The MLC is so widely drawn that there are a myriad of ways in which a complaint could fall within the obligations in the Regulations. Say, for example, a crew member raises a complaint about something he believes amounts to a breach of health and safety regulations, or argues that she is being paid less than her male colleagues for the same work. If those seafarers subsequently find themselves treated more poorly or ostracized by the master or sent home, then there are grounds for an MCA investigation, and depending on the facts, a prosecution. The MCA are probably now well prepared for the next complaint it receives. So what can a shipowner or master do to protect itself? They will need to show that all reasonable steps were taken to comply with the obligation, such as properly training its masters to manage complaints and to avoid detriments being applied to those who complain. Of course, in this case, the shipowner’s defence was that it was not the complaint itself that caused the dismissal, it was the manner in which he raised the complaint at an inappropriately senior level which led to the detriment. This is an often cited defence in whistleblowing detriment cases in the UK Employment Tribunals and one which has had mixed success. It is often very difficult to draw the line between the manner and the substance of the complaint, and taking such action without investigating the complaint is certainly high risk.

Whilst this regime is limited to ships flagged in the UK, the case also referred to the right of seafarers to make a similar complaint when a ship enters a UK port, regardless of the flag, which would add an additional circumstance when such obligations might arise. And finally, it can be assumed that other jurisdictions have enacted the MLC in a similar way so that vessels flagged in those states may be subject to similar sanctions. The International Labour Organisation (ILO), which developed the MLC was joined as an “interested party” to this case, making it clear they are watching closely how far the MLC is being applied. The seafarer unions will also be watching with interest. We can safely assume that we will see more and more complaints as seafarers and their representatives seek to test the limit of their rights under this legislation. Shipowners and masters take note: manage complaints properly onboard and ensure no retaliatory action to avoid prosecution under the MLC. Source: Clyde & Co.

Indonesia is reactivating its membership of the Organization of the Petroleum Exporting Countries in December, OPEC said last week, which would add almost three percent to the group’s oil output already close to a record high. The Southeast Asian country would be the fourth-smallest producer in OPEC ahead of Libya, Ecuador and Qatar, and bring the number of participants to 13 countries. Indonesia was the only Asian OPEC member for nearly 50 years before leaving the group at the start of 2009 as oil prices hit a record high, and rising domestic demand and falling production turned it into a net oil importer. In a statement, OPEC said Indonesia’s request to reactivate its full membership was circulated to OPEC members and following their feedback, OPEC’s next meeting on December 4 will include the formalities of reactivating its membership. “Indonesia has contributed much to OPEC’s history,” the statement from the group’s Vienna headquarters said. “We welcome its return to the Organization.” Indonesia’s Energy Minister, who
OPEC said will be invited to December’s meeting, said the country would return as a full member. The development is no great surprise as in OPEC terms Indonesia never really left. OPEC termed its departure a “suspension.” Ecuador, which rejoined in 2007, set a precedent for a return from suspension. OPEC sources made clear the door was always open. Indonesia's status as a net importer had raised the question of whether it would return as a full member given that OPEC's Statute says any country with a “substantial net export of crude petroleum” may become a full member.

OPEC pumps more than a third of the world's oil and is engaged in a defense of market share, having dropped its long-standing policy of cutting output to support prices in November 2014. The addition of Indonesia's output will boost OPEC's production by about 2.6 percent based on July output figures towards 33 million barrels per day (bpd) - far in excess of OPEC's 30 million bpd official target. OPEC output has not been above 32 million bpd since 2008, before Indonesia's exit. Indonesia produced 840,000 bpd in July, according to the International Energy Agency, and OPEC pumped 31.88 million bpd in July according to a Reuters survey - the highest monthly rate on record from the current 12 members. Source: Reuters

INTERTANKO Releases Version 4 of Its Questionnaire 88

Including information for assessing vessel suitability and risk when chartering tankers

The Questionnaire 88 (Q88), first issued in 1988 by INTERTANKO, has been revised to include the most up-to-date information for assessing vessel suitability and risk when chartering tankers. The Questionnaire, now in its 4th version, is the established industry standard for information on ships for commercial screening (vetting) purposes. INTERTANKO's Vetting Committee re-established its "Questionnaire 88 Working Group" under the chairmanship of Capt. Ashley Cooper (Scorpio Ship Management S.A.M) which has worked to ensure that the Questionnaire is kept topical. Captain Cooper, Marine Director at Scorpio Ship Management s.a.m., commented that "This latest revision incorporates all the necessary information currently required for making a ship assessment and will ensure that the Questionnaire remains the industry standard for vetting/screening assessments". The Q88 was last revised in 2008 and this revision takes into account new questions and brings in changes which address new regulations and industry requirements such as MLC and EEDI certification. The Questionnaire will continue to be transferable between various parties' internal systems by publishing an XML version. All existing Q88 data will automatically be migrated to the new format; however, owners/operators are urged to check their ships' data to ensure that it is correct and up to date. This revision has been carried out with the invaluable assistance of Q88 LLC which operates the website www.Q88.com. Fritz Heidenreich, President of Q88 LLC, says, "This revision incorporates recommendations and feedback that we have had from our subscribers since the last revision in 2008, demonstrating that the revised Q88 is a collaborative effort.
Jan De Nul Group acquires jack-up heavy lift vessel

On September 15, 2015, Jan De Nul Group signed the taking-over of the offshore jack-up crane vessel VIDAR, formerly operating for the German company Hochtief, the Group says in its press release. “With the Vidar in our fleet we considerably extend our specialized services for the installation of offshore windparks,” says Peter De Pooter, Manager Offshore Renewable at Jan De Nul Group. The jack-up vessel VIDAR is less than two years old and was specifically built to install offshore windparks. The vessel is one of the largest of its kind in the world. The large cargo deck space and payload and the lifting capacity of its crane up to 1,200 tonnes enable swift and safe installation of the heaviest foundations and other components of offshore windparks. The vessel is 140 m long and is equipped with four legs to lift itself above the sea level for stable working without impact of the waves. The vessel can install all kinds of foundations, as well as the latest generation of wind turbines, in water depths up to 50 m. Clients worldwide are increasingly seeking an all-in solution for their projects with an integrated approach of design and execution. Jan De Nul Group recognises this trend and offers clients complete packages. The group was already well equipped for the installation of cables and Gravity Based Foundations, as well as for the installation of scour protection and other seabed preparation services. For the design and fabrication of the various components, Jan De Nul has its own in-house design and engineering and quality control departments. The investment in a jack-up installation vessel like the Vidar is a logical step forward thanks to which Jan De Nul Group can now offer a unique all-in solution to the offshore market. Although specifically built with the offshore wind industry in mind, the Vidar is also suitable to install other offshore facilities such as tidal current turbines, wave energy generators, met masts and Oil & Gas infrastructure. And since all infrastructures, especially exposed to offshore conditions, have a limited life cycle decommissioning is also a service for which Vidar can assist our worldwide clients. Besides this new acquisition, Jan De Nul Group currently builds three specialized multipurpose vessels for its offshore activities. The multipurpose cable laying and rock installation vessel Isaac Newton was launched in March 2015 and will start executing its maiden project by the end of this year. The other two multipurpose vessels will also be used for the installation of rock and cables on the sea bed and are currently under construction. Source: portnews

Eastern Navigation takes delivery of the ENA Habitat

Eastern Navigation is proud to welcome their new DP-2 Multi-purpose Work Boat, ENA HABITAT, to the fleet of 40 Offshore Support Vessels. Fitted with DP-2 and 4 point mooring station keeping, a 100MT crane, heli-deck and a large, flexible back deck, she is uniquely positioned to conduct Offshore Accommodation, Well Intervention, IMR and diving activities. She is fitted with accommodation for 238 Special Purpose Personnel in en-suite 1, 2 and 4 man cabins, and comes with dining, recreation and exercise facilities. Said Tan Ser Giam, Managing Director, “We are proud to welcome
our newest vessel into the fleet. This vessel incorporates our over 50 years of experience in the Offshore and Marine industry, and we look forward to supporting our Oil & Gas customers worldwide with this unique ship”. Measuring 85 meters long and 23 meters wide, and fitted with over 10,000bhp of installed power, the ENA HABITAT is designed to maintain position safely in some of the roughest weather offshore, a hallmark of the Eastern Navigation series of Offshore Accommodation Barges and Vessels.

Eastern Navigation is a leading Owner and Operator of DP2 AHTS, Accommodation Work Barges, DP Accommodation Vessels, Anchor Handling Tugs and Offshore Barges to the Offshore Oil and Gas Industry. ENA has provided services to Field Operators, Service Companies and EPCI Contractors worldwide for over 50 years. The ENA HABITAT joins our 300 man Accommodation/Work Barge, the EASTERN WB300, and our 400 man Accommodation/Work Barge, the EASTERN WB400, in meeting the demanding requirements of our IOC, NOC and Contractor Customers. The ship has just completed her maiden voyage into Singapore, and will soon be available for Charter. To find out more, visit www.easternnavigation.com or contact marketing@easternnavigation.com

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NAVY NEWS

The Dutch OPV Zr.Ms. FRIESLAND - P 842 arriving in Willemstad - Curacao - Photo : Kees Bustraan (c)
Cuts To Zumwalt Destroyer Won’t Save Much

By SYDNEY J. FREEDBERG JR.

Under intense budget pressure, a Pentagon cost-cutting team is pushing the Navy to cancel its third and last Zumwalt-class destroyer, the Lyndon Johnson (DDG-1002). But two sources familiar with the program say this cost-cutting measure just doesn’t add up. The DDG-1000 Zumwalts are expensive; three ships will cost almost $13 billion. About $9 billion of that was spent on research and development alone. As a result, they’re the most sophisticated surface combatants in the Navy, with a radar-baffling hull and enough electrical power to run high-tech weapons like lasers and rail guns. To pack in all that technology, they’re also 60 percent larger than the standard Arleigh Burke (DDG-51) design. Originally intended as the follow-on to the Burkes, they grew so expensive that, in a classic death spiral, the Navy cut the production run repeatedly: from 32 to 24 to 16 to seven to three. Now, according to a Pentagon memo, first reported by Bloomberg’s Tony Capaccio, the Defense Department’s independent Cost Assessment & Program Evaluation office (CAPE) is considering cutting the third ship — which is in large part already built and paid for. “If they wanted to kill the third ship, they’re about two years late,” said Loren Thompson, a defense industry analyst and consultant — and member of BD’s Board of Contributors — who’s criticized the Navy’s handling of the Zumwalt program. “You will lose an entire warship, but you will only reclaim a fraction of the cost. So, given the likely political fallout, why would you do it?”

Counting the current fiscal year (which ends nine days from now), Congress will have appropriated $11.8 billion for the DDG-1000 program, out of a projected total of $12.8 billion. So the maximum possible amount left to save is $979 million, less than 8 percent of the total. (It might be more if the Pentagon somehow recouped funds spent in prior years, which is theoretically possible but awfully unlikely). But that figure assumes you somehow manage to cancel the program immediately as of October 1st and you don’t spend another penny. That is legally and administratively impossible. The more likely scenario is that the requested figure for 2016 is appropriated too — there’s strong support for that in Congress — and the cut only takes effect with the fiscal 2017 budget, which is the one the Pentagon is currently working on. That means another $520 million gets spent and potential savings drop to a maximum of $458 million. And you can’t save all of that, either. First, some of that half-billion is to complete the first two ships. They are not being canceled. Second, you would need to pay program shutdown costs and contract termination penalties. Considering how prolonged and expensive cancelling a program can be, with the infamous A-12 case taking 23 years, there may be no net savings at all. It’s possible the cancellation would end up costing the taxpayers more. In brief, you’re forgoing a $3.5 billion ship — as third in the class, Johnson costs less than the first two — to save at most $1 billion and more likely less than half a billion (possibly zero). The marginal cost of just finishing the damn thing already is not high, in Pentagon terms. There are of course years of operations and maintenance costs to consider, which would be higher for a Zumwalt than for a smaller, less complex destroyer like an Arleigh Burke. But the money saved by cancelling the last Zumwalt isn’t enough to buy you that smaller, less complex destroyer in its place, so you end up short a ship. That is extremely unlikely to go over well with a Congress increasingly concerned about the Pacific and China. The Maine delegation has led the charge so far, since the Zumwalts are being built in their homestate’s Bath Iron Works (a General Dynamics subsidiary). But walking away from a mostly bought-and-built destroyer would also infuriate powerful chairman like Senate Armed Services Committee’s John McCain, a retired Navy officer himself, and the House seapower subcommittee’s Randy Forbes. “It’s unlikely that the third Zumwalt will be canceled because the amount of money saved isn’t commensurate with the political capital expended,” Thompson told me. That said, the Navy had better find money somewhere, soon, and in quantities much larger than any fiddling with the Zumwalt class will get it. ‘I would view Zumwalt as just the bow of a ship.”
much bigger crunch in shipbuilding.” Thompson said. “The Navy is coming to a crisis in its shipbuilding account. “At $15 billion a year, a small fraction of the Pentagon’s $500-plus billion budget, “there’s no way it can fit its modernization requirements,” Thompson said. The near-term problem is the Budget Control Act caps, but in the long term it’s the Ohio Replacement Program to build a new nuclear-missile submarine. “Realistically, the Navy needs $20 billion a year for shipbuilding by the end of this decade,” Thompson said. Is that politically possible? “I think in the end, the Navy will get the money it needs, but nobody understands how to get from here to there.” Source: breakingdefense

SHIPYARD NEWS

COSCO Guangdong Shipyard launches livestock carrier for Vroon

The launching took place at COSCO Guangdong Shipyard, P.R. China of GREYMAN EXPRESS, GREYMAN EXPRESS is the sixth newbuilding livestock carrier to be built for Vroon at this Shipyard, the company said in its press release. Four newbuilding livestock carriers have already been delivered to the company and are trading successfully. The fifth vessel, GLOUCESTER EXPRESS, will be delivered later this year, with the final two vessels - GREYMAN EXPRESS and GUDALI EXPRESS - joining the fleet in 2016. These revolutionary livestock carriers are “next-generation” livestock vessels, boasting a cargo capacity of approximately 4,500 sqm and a cruising range of around 18,000 NM. They are fitted with animal-welfare facilities exceeding Australian (AMSA) regulations and incorporate a revolutionary bow design that will ensure fuel savings while maintaining high speeds and maximum comfort for cargo and crew.

Maersk Tankers places $300 mln ship order with Samsung

Maersk Tankers, a subsidiary of Danish firm A.P. Moller-Maersk, has ordered nine medium-range tankers, underlining its commitment to the tanker business even though it no longer ships crude oil Maersk Tanker placed the
$300 million order for the vessels, which will be able to carry refined products such as gasoline and diesel, from Samsung Heavy Industries’ Ningbo shipyard in China. “The investment … is a clear indication of Maersk Tankers commitment to remain at the very top of the product tanker industry,” the shipping company said in a statement. Maersk Tankers last year stopped transporting crude oil when it sold its 15 supertankers, known as Very Large Crude Carriers (VLCCs), to Belgium’s Euronav. The sale fuelled speculation that A.P. Moller-Maersk might leave the tanker business altogether. The nine new vessels, whose flag states have yet to be determined, will join the Maersk Tankers fleet during 2017 and 2018, the company said on Friday. Maersk Tankers also placed an order for eight tankers from the SungDong shipyard in South Korea last year and they are due to be delivered this year and next. With 100 vessels Maersk Tankers is one of the world’s largest operator of product tankers.

Source: Reuters (Reporting by Ole Mikkelsen; editing by David Clarke)

**AHTS NOORDSTROOM, Construction on schedule.**

Damen on schedule, with construction of the latest and one of the largest model yet in its popular, shallow draft Shoalbuster range. Ordered by Van Wijngaarden Marine Services, the Shoalbuster **3512** is 35 metres in length, has a min. draft of 2.9 metres and GRT of 498 tonnes. The completely new design brings a range of benefits including a larger bridge, an extensive working deck of 145m² and accommodation for up to 11 personnel. The propulsion system is based on three engines delivering 2.910 kW at 1800 rpm, with the middle engine configured to supplement the twin gensets when additional power is required by hydraulic deck gear such as the crane and winch, and also the bow thruster. The new 3512 will be available for deployment wherever it is required. A bollard pull of 55 tonnes yet a draft of less the three metres will make it invaluable for heavy towage in shallow waters, as well its ability to carry up to seven (7x 20 ft.) standard containers, facilitate diving, survey and dredging operations and much more besides. The propulsion system will integrate three 970 kW Caterpillar C32 ACERT 4-stroke diesel marine engines, which deliver a total power output of 2.910 kW at 1.800 rpm. The middle engine will be configured to complement twin gensets to supply additional power to the crane, winch and bow thrusters when required. The vessel will also integrate three REINTJES reverse reduction gearboxes with built-in hydraulically-operated clutch, three Promarin fixed pitch propellers in Van der Giessen Optima Nozzle, and an electrical driven bow thruster of 300 bhp. The two Caterpillar C7.1 main generators aboard the vessel will be capable of generating 187.5 kVA of power each. In addition, one 600 EkW emergency power generator coupled with centre C32 main engine will be provided. Other auxiliary equipment of the vessel will include transfer pumps for freshwater and fuel oil, Westfalia OTC-2 fuel oil separator, and an electrical-driven hydraulic set with two E-motors of 110 kW and 52 kW. At the end of October, the NOORDSTROOM will be towed from Gdansk (Poland) to The Netherlands for fitting out at the yard of Damen Shipyards Hardinxveld. The delivery date for the NOORDSTROOM is scheduled for the end of March, 2016.

**Shanghai North Sea Shipping orders three new tankers**
Shanghai North Sea Shipping has ordered three 55,000-dwt MR crude tankers from China’s Guangzhou Shipyard International shipyard. The three tankers are set for delivery in 2017 in March, June and September respectively, yard records show. The Chinese owner currently operates a fleet of seven tankers, consisting of four aframaxes, an LR1 product tanker, and two MR tankers for dirty petroleum products. The fleet has an average age of six years. Shanghai North Sea Shipping is owned by CNOOC Chemical Import and Export Co (30% ownership); China Offshore Oil Services (Hong Kong) (10%), Shanghai Shipping (Group) Company (20%), Sinochem International Corporation (20%), and Yinbang Overseas Investment Company (20%). Source: Splash 24/7

German Dry Docks acquires shares of Rotterdam Ship Repair

Bremerhaven-based German Dry Docks (GDD) has bought shares of Rotterdam Ship Repair BV (RSR) to establish a complete service network for harbour and voyage repairs along the Dutch and German coastlines. “We have been working together for a long time. That formed the starting point for the idea of the acquisition,” said Guido Försterling, managing director of GDD. Leo Baks, CEO of RSR, added: “Together we can organise all possible repairs on ships, engines, machines and installations within the shortest time. This saves time as well as money, which - above all - is the most valuable asset for our customers. In regard to engines and governor techniques our customers profit from the cooperation of the two companies with MWB Motorenwerke Bremerhaven AG.” The complete takeover of shares will be realised in two steps of 50% each. Source: shipandoffshore
Dutch export credit agency can finance Russia’s shipbuilding projects in spite of sanctions, Damen says

Dutch export credit agency is ready to finance shipbuilding projects in Russia in spite of sanctions, Jan Fijnekam, Customer Finance Manager at Damen Shipyards, has said September 21, at the International Conference “Advanced port fleet - the basis of safety” organized by media-group PortNews. According to him, customers coming to Damen with the projects on construction of vessels are proposed different financing mechanisms including those involving Russian banks. Damen Shipyards Group (with its Head Office in Gorinchem, the Netherlands) operates 32 ship- and repair yards (15 - in the Netherlands and 17 - in other countries) employing 8,000 people worldwide (including 3,000 employees in the Netherlands). The Group's annual turnover is EUR 1.7 bln. Since 1969 Damen Shipyards has delivered more than 5,000 vessels and delivers approximately 180 vessels annually to customers worldwide. Damen specializes in construction of tugs, boats, patrol vessels, high-speed crafts, cargo ships, dredgers, platforms service vessels, oil spill response ships, frigates and mega-yachts. Source: portnews

ROUTE, PORTS & SERVICES

Bolloré plans to octuple Freetown terminal capacity

Andrew Spurrier, Special Correspondent

The Bolloré Group plans to spend $120 million to octuple the annual capacity of its container terminal in the port of Freetown, Sierra Leone, to 750,000 twenty-foot equivalents after volume rose 30 percent over the last four years. In addition to boosting annual capacity of the terminal from 90,000 TEUs, the three-year project is also aimed at increasing port productivity at the facility that handled 75,000 TEUs last year. The group, which has been managing the existing terminal since 2011, plans to build a 885-foot quay to accommodate vessels drawing up to 34 feet and a nine-acre storage yard equipped with ship-to-shore and other gantry cranes. The company has previously invested $37 million on rehabilitation work and new equipment. Bolloré is expected to use the terminal as a transhipment hub for traffic between Europe and the Americas, and a range of West African ports stretching from Nouakchott in Mauritania to San Pedro in Ivory Coast. Bolloré’s announcement of more investment in Sierra Leone comes on the heels of APM Terminals’ announcement last week of its plan to boost terminal capacity in neighboring Liberia. APMT will double capacity at its facility in Monrovia, Liberia, as the global terminal expects volume there to increase nearly 30 percent this year compared to 2014. Carriers are boosting their service to growing west Africa, which is home to the continent’s largest economy, Nigeria. The country’s GDP is expected to grow 4.5 percent this year, while Liberia’s GDP is forecast to rise 7.8 percent, and Sierra Leone’s is predicted to fall 12.8 percent this year before growing 8.4 percent in 2016, according to the World Bank. CMA CGM has added services in West Africa while also working to expand its logistics capabilities and Mediterranean Shipping Co. recently announced the addition of calls to its Angola Express Service. Source: Journal of Commerce
Transas announce new Chief Executive Officer

Transas, a global leader in high-tech equipment, software and system integration for the maritime industry, today announces the appointment of Frank Coles as its Chief Executive Officer and member of the Board of Directors for Transas Marine. Mr. Coles is a maritime business professional with extensive leadership experience in maritime operations and technology. Recently he has been advising a number of blue chip private equity companies on maritime opportunities. Before that he was the President of Inmarsat Maritime, leading the unit through a return to growth and integration of several acquisitions. Mr. Coles was also CEO of Globe Wireless during a period of significant growth in the development of innovative hardware and software solutions. After 12 years at sea he spent 5 years as a maritime lawyer, and then as Operations Director for Pacific Basin Bulk Shipping in Hong Kong. Mr. Coles is a Master Mariner, and holds a Masters Degree in Maritime Law from the University of Wales, Cardiff. Frank Coles said “Transas Marine is an agile, innovative, market leading organization and this is an extremely exciting opportunity to participate in the integration and consolidation of technology, efficiency and operations of the maritime industry.”

OptaSense named finalist in Global Pipeline Awards

Unique use of acoustic sensing by world leader provides effective leak and intrusion detection OptaSense, a QinetiQ company and the global leader in Distributed Acoustic Sensing (DAS) has been recognised for its unique contribution to effective pipeline leak and intrusion detection by being shortlisted for a prestigious international award. The company has been recognised in the ASME Pipeline Systems Division Global Pipeline Awards for the innovative use of its award-winning DAS system on Columbia’s Bicentennial oil pipeline. The judging panel recognised OptaSense’s unique use of a single fibre system to provide both leak detection and intrusion detection on the country’s largest pipeline. The 235Km first phase of the pipeline was completed in 2012 and has a diameter of 36-42 inches with the capacity of 450,000 barrels per day (bpd) of crude.

The integrated DAS solution works across multiple functions via a single fibre-optic cable that effectively “listens” to the pipeline in order to provide detailed data about its current status. Any changes to the condition of the pipe are fed back through an interrogator unit in real time, allowing users to identify and address issues early and maintain the highest level of pipeline integrity and product throughput. Leak and intrusion detection are vital to maintaining pipeline integrity and production maximisation in the oil and gas industry. The pipeline was closed last year due to third party attacks on it, costing the Columbian economy thousands of barrels per day in lost deliveries. OptaSense executive director Magnus McEwen-King said: “This award not only recognises the innovative use of fibre but also the engineers of Ecopetrol and OptaSense who have jointly worked to deliver real improvements to the integrity management process of the Bicentennial pipeline.” This nomination is a further acknowledgment of our leading position in South America, and highlights our commitment to continued growth in the region. Our award-winning technology has a proven record of reducing the costs of asset ownership and providing life-long intelligence through highly effective monitoring, thereby reducing incidents and extending asset life.” The annual awards ceremony aims to recognise pipeline technology innovation processes in phases such as: research laboratory, field applications, technology incubators, and development of markets for new products, and is open to all companies. The winners will be announced at the awards ceremony held on Thursday 24 September 2015. The four other finalists are: Rosen Group, GMC Inc., Subsea 7, and LABMETRO, CENPES Petrobas Research Center.

China could boost tanker rates on increased crude oil imports from “teapot” refineries
China's small refineries could offer more opportunities for growth in the tanker market, after the recent decision by the Chinese authorities to permit them to import crude oil, as an alternative feedstock to the more expensive domestic crude grades. As per the latest weekly report from shipbroker Gibson, “teapot refineries include the smaller privately owned facilities with capacities typically ranging between 20,000-100,000 b/d, compared with the 200,000+ b/d capacities at Sinopec and CNPC plants”. The London-based shipbroker noted that “many of these teapot refineries have had difficulty in sourcing sufficient feedstock from domestic producers, so lifting the restriction would allow them to take advantage of lower international oil prices. Also, the teapot refineries prefer to process imported crude rather than discounted fuel oil due to better product yields and margins from crude as opposed to fuel oil. This also accounts why fuel oil imports will continue to slow following these reforms. According to recent Chinese customs data, the nation imported 1.1 million tonnes of fuel oil in July, the lowest volumes in a year, while exports of fuel oil nearly doubled from June”. Gibson mentioned that “Eastern China's Shandong Province is the centre of the teapot world, with 80% of these refineries located in this region. The total capacity of the sector in this province is just over 4 million b/d, and the utilization usually averages below 40%. In early 2015, the Chinese National Development and Reform Commission (NDRC), which is the top economic planner of China, set out a policy allowing teapot refineries to process imported crude. A refiner must have a crude distillation capacity of 2 million tonnes per annum (around 40,000 b/d) or above in order to qualify for a crude import quota from the government. According to one Chinese oil trader, so far Chinese teapot refineries (including Dongming -7.5m, Beifang Asphalt – 7m, Sinochem Hongrun – 5.3m, Kenli – 2.52m, Lihuayi – 3.5m and Chemchina – 10m tonnes per annum) have nearly reached their import quota of 40 million tonnes and by end of this year, it is expected this will be increased to 50 million tonnes per annum”. According to the shipbroker, “there are three Chinese oil majors in an advanced position to trade with those teapot refineries, though, all Chinese oil trading arms want to be suppliers. Regular suppliers in the past have included Petrochina and CNOOC so a connection is already established. Chemchina have purchased several local teapot refineries and will be natural supplier for them. On the oil trading side, Dongming has set a Singapore trading office and have 5 oil traders in place. The impact on the shipping side is thought to be extra crude import requirements to replace fuel oil as a feedstock and potentially a refining utilisation increase”. It concluded by noting that “assuming that independent refineries utilise the full 700,000 b/d crude import quota, there would be potential for a reasonable increase in crude tanker fixtures with cargoes being sourced from diverse producing regions. Furthermore, with lower fuel oil demand in the Far East, traders may find it increasingly difficult to place the surplus fuel oil in Northern Europe and the US to eastern destinations- impacting upon fuel oil arbitrage to the East”. Meanwhile, in the crude tanker market this week, in the Middle East, Gibson said that “the VLCCs were all poised in the starter’s blocks at the beginning of the week with the fuller first decade of the Basrah programme apparent to all and sundry. There was a feeling that the market would push on from the high ws 40s to go East, and Owners capitalised on the firmer sentiment to finish this week at 280 x ws 34 West and 270 x ws 65 to Singapore. There is a feeling that we might plateau at this level with Suezmaxes now coming into play as a split, but with ullage delays in North China still persisting, the VLCCs are unlikely to soften in the short term. Suezmaxes, on their own, are likely to only be able to sustain rates with a reasonable amount of tonnage against thin enquiry. However, if the VLCCs start to split, then rates could move from 130 x ws 65 East and 140 x ws 42.5 West. With the Eid holiday upcoming next week, Aframaxes are expecting very little change on the current soft levels being achieved in the Arabian Gulf and next week will offer little change with 80 x ws 85 being on the cards”, the shipbroker concluded. Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

**Upturn in coal vessel demand for Australia’s Newcastle port fizzes out this week**

Twenty-two ships are set to call at Newcastle port in eastern Australia this week to load coal exports and down from 31 ship arrivals a week ago, according to an operating report from the New South Wales port authority Monday. Last week’s upturn in Newcastle port’s shipping queue seemed to herald a burst of marginal demand for Australian coal exports, but the increased demand has not been sustained and buyers for spot cargoes have retreated this week, said market sources. Prices of Newcastle 6,300 kcal/kg GAR thermal coal also slipped, falling to $55.15/mt on a FOB basis on September 18, from $57.15/mt assessed on September 14, Platts data showed. In a report Monday, Newcastle’s port authority said 22 ships were on their way to the Australian port to load coal exports, and would join nine ships currently waiting off the port, while another six ships were loading cargo from its three coal terminals. A total of 31 ships loaded coal exports at Newcastle port in the week period ended Monday, compared with 33 ships for the week period ended September 14, said the NSW port authority in its report. The port authority did not disclose in its report the amount of coal exports shipped by Newcastle port. For the two coal terminals operated by the Port Waratah Coal Services group, a total of 16 ships were registered in its vessel queue, and up from eight ships a week ago, said the logistics coordinator for the Hunter Valley coal supply chain in a report Sunday. PWCS' shipping queue is...
expected to remain in single figures for the next two months, said the logistics coordinator. “Based on terminal demand the PWCS queue is estimated to be less than 10 [ships] at the end of September and October,” said the Hunter Valley Coal Chain Coordinator’s report. The PWCS terminals combined shipped 2 million mt of coal exports on 21 arriving ships in the seven-day period ended Sunday, and less than the preceding week to September 13 when 24 ships left the terminals loaded with 2.3 million mt of coal exports, said the report. Coal exports data was unavailable for the BHP Billiton-operated Newcastle Coal Infrastructure Group terminal for last week. Railings into Newcastle port remained at a healthy rate of 3.1 million mt for last week, though they were down slightly on 3.3 million mt for the week period to September 13, said HVCCC. Source: Platts

Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven

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