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FROM CHALLENGE TO CONQUEST



**The ATLANTIC CHALLENGER arriving in Willemstad (Curacao) –
Photo : Kees Bustraan ©**

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The **HELENE** anchored off Setubal (Portugal) – Photo : Piet de Nijs ©

St Ives welcome in new lifeboat; Nora Stachura

The Shannon class lifeboat arrived in St Ives and was welcomed by an impressive amount of people, considering the wet and windy weather. **Coxswain, Rob Cocking**, led volunteer lifeboat crew members as they brought the Shannon class lifeboat **Nora Stachura**, home. The crew of the £2.1 million **Nora Stachura** demonstrated the new lifeboat capabilities just outside the harbour, and she was recovered on the slipway before being moved into the boathouse for the first time by her new launch and recovery system. Derek Hall, lifeboat operations manager, said: "Everyone here at St Ives RNLI is so excited to welcome the Shannon." There has already been a lot of interest at the station since the arrival of the Shannon Launch and Recovery System. "Paul Lebas, who is a crew member of the lifeboat team, has been involved with the RNLI for five years. "I joined as I wanted to help and give something back to the community," he said. "This new boat will help save lives as it's so much faster, so we can get to



casualties quicker. Our old boat goes at 16 knots, where as our new one can go up to 25 knots. It will cut our response time by almost half and our recovery time will also be so much quicker as it can go straight in the boathouse." "It was a big day getting the boat, which takes five crew members and a doctor." The crew will complete a training schedule and the boat will be in operation from November 23. **Source : cornishman**

POSH DONATES S \$ 48.000 FOR CHARITY



Yesterday early (Sunday) morning over 400 persons reported at the **100 plus gallery** at the **Sports Hub** in Singapore to participate in the **POSH Charity walk 2015** the registration started at 8 am, at the counters pre-registered participants

received their **goodie bag** and non registered people could still register and donate for the charity , at 08:30 **Capt Gerald Seow** Chief Executive Officer & Executive Director of POSH climbed the stage and welcomed everybody at the event



And handed over a cheque with a value of **S\$ 23.750** to the representative of the **Children's Cancer Foundation** and a



cheque with the same value to the **Community Chest** in Singapore in continuation Capt Gerald wished all participants a fine walk and to meet more friends followed by the Start Signal



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2015 – 321



Which signal made the human-caravan moving towards the Marina bay area.



via the Tanjung Rhu Estate we walked all together along **Marina East park** towards the Marina barrage which bridge was crossed towards the **Gardens by the bay** , a walk of 4,8 km in length with a beautiful views along the trip where the walk ended at the Cloud Forest Dome entrance, My wife **Elizabeth** and myself participated this year again in this Charity walk and like to thank the organizers and marshals' along the route for the perfect organization of the event **PACC Offshore Services Holdings Limited (POSH)** is the largest Asia-based international operator of offshore support vessels, and one of the top five globally. With a young and diverse fleet of over 100 offshore vessels servicing multiple segments of the offshore oil and gas value chain, we are known as a best-in-class service provider with a well-earned reputation for operational excellence, teamwork, integrity,

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STAY WELL

Veth Propulsion delivers Veth Z-drives to Eddy Tug 24-75



At the exhibition Europort Rotterdam **Veth Propulsion** has signed a contract with **Holland Shipyard** for the delivery of two VZ-1800 Hybrid Drives, executed with an inline E-motor opposite from the Mitsubishi diesel engine for maximum performance, and generator sets for the new build **Eddy tug 24-75**.



This Hybrid HarbourTug will be named after a soccer club in IJmuiden, **Telstar Jim Iskes'** (Telstar's new owner) favorite club. **Iskes Towing & Salvage** and **Veth Propulsion** are no strangers to each other. **Martin van der Jagt** indicates that he is pleased that **Jim Iskes** is the one who ordered this tug, because of the already constructive cooperation between Veth and Iskes. Telstar will be the fourth Iskes tug, which will be equipped with Veth Z-drives. It is a completely new concept design with a slender hull form and thrusters in the centre for high stability and fuel efficiency. It is built on the concept of **EddyTug 1**, but will have more Bollard Pull. With regards to the tug market, Veth Propulsion developed an optimized nozzle, the so called VOB-50, which allows the **Telstar** to realize 75 tonnes Bollard Pull. **Telstar** is an environmentally friendly tug with a hybrid propulsion system, which is due to be delivered in May 2016.

Gravesend RNLI lifeboat crew save drifting vessel from disaster during storm Abigail



In rough seas and nearly 50mph hour winds, volunteers from Gravesend's lifeboat station saved a cruiser from disaster after it drifted from its mooring during Storm Abigail. The RNLI lifeboat was launched after London Coastguard received reports from the National Coast Watch of a vessel drifting within sight of their lookout tower. The boat was being slammed against the sea wall near Holehaven Creek and it was not known if anyone was on board

The vessel secured by the tow line to the RNLI launch. **Picture: RNLI/Alan Carr**

When the lifeboat reached the vessel, one member of the crew managed to get on board and secure a tow line and it was towed to safety away from the sea wall. But the weather conditions meant the crew were unable to secure the vessel to a mooring due to high seas and big swells, so they waited with the boat until a break in the weather meant it could be secured. During the rescue, which took place at 1pm yesterday, the wind was force seven (32-38mph) and approaching gale force eight (39-46pmh). The vessel was checked for damage and searched and it was confirmed that no one was aboard. Volunteers for the RNLi (Royal National Lifeboat Institution) provide a 24-hour search and rescue service and the Gravesend station covers an area from Holehaven, at the western end of Canvey Island, to the Thames Flood Barrier at Woolwich, a distance of 26 miles. A patch which covers Kent, Essex and South London. The RNLi is a charity and relies on volunteers and public donations to maintain its rescue service. For more information visit rnl.org Source: Kentonline



The **STELLAR SUNRISE** anchored off Gibraltar – Photo : Francis Ferro ©



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Black Sea MOU New Inspection Regime

At the 16th meeting of the Port State Control Committee in Batumi, Georgia, April 2015, the Memorandum of Understanding on Port State Control in the Black Sea Region (BS MOU) decided to introduce a New Inspection Regime for selection of ships from 1st January 2016 to harmonize further its risk based targeting and inspection system with the leading memorandums, namely Paris MOU and Tokyo MOU, to the highest level. The existing ship targeting system adjusted to accommodate additional generic parameters (e.g. Flag, RO, and Company performances), weighting points for each parameters, amendment of levels of the ship risk profile and determination of frequency of inspection of for each risk level, benefiting experience after four years of in depth comparative study of the leading PSC inspection regimes and considering discussion at IMO on the small flags. The BS MOU New Inspection Regime, BS-IR (2016), consists of combination of Ship Risk Profile and Time Windows for clear indication of the order of priority in selection of ships for inspections. Black Sea Information System (BSIS) calculates and displays outputs of sections 1 to 3 using inspection records of member authorities stored in the BSIS for members use at the time of selection of ships for inspections.

PDF Read the complete Press Release

http://www.bsmou.org/downloads/press-releases/BSMOU_IR-2016.pdf

PDF Information Sheet of the BS MOU New Inspection Regime

<http://www.bsmou.org/downloads/info-sheets/InfoSheetBSMoUNewInspectionRegime.pdf>

Source: BSMOU



MAERSK FINDER entering the Congo river this **Photo: Rory Clampett, C/E. Pacific Dragon ©**

Five suspended for 'passage fee' collection at Vietnam ferry

The head of a ferry in Vietnam's Mekong Delta and four other staffers were suspended on Friday pending investigation shortly after their corrupt act was exposed by Tuoi Tre (Youth) newspaper. The suspended include Nguyen Van Can, head of the Vam Cong ferry, his deputy Le Van Trung, head of the fee collection team Nguyen Ngoc Tho, and two employees, according to the management board of a local ferry cluster. The Vam Cong ferry shuttles between the banks of the Hau River in the Mekong Delta, connecting the two provinces of Dong Thap and An Giang.

The management board of the ferry cluster oversees operations of Vam Cong and several other ferries in the locality. The board's suspension decision was made on the heels of a Tuoi Tre report, which said drivers would be illicitly allowed to use the preferential lane at the ferry after paying a "passage fee" of up to US\$4.5 to ferry staffers.

Nguyen Thuan Phuong, head of the Road Management Department No. 4, met with the ferry cluster management board the same day and eventually confirmed that all the information related to the corruption exposed in the Tuoi Tre article is true. Phuong said such a corruption case has taken place at the ferry for years, but the collection of 'passage fee' by ferry staffers was so well organized that it is hard to be detected. "We thank Tuoi Tre for its efforts to expose this corruption case," the official added. As shown in the exposé article, one of the three traffic lanes at the ferry is the preferential one intended for people who need to enter the ferry first so that they can reach the other riverbank faster. Under current regulations, vehicles that carry fresh food that may deteriorate or decay during transport also have the right to use the preferential lane. However, as witnessed by Tuoi Tre correspondents, many vehicles that do not fall into this category were given priority after their drivers paid a "fee" of VND50,000-100,000 (\$2.25-4.5) to the ferry employees who controlled traffic flow. In fact, drivers can freely travel on the priority lane and later pay the fee to a ferry traffic controller before entering the ferry. Tuoi Tre also found that many people acted as brokers between drivers and ferry staffers to earn a part of the higher fee, up to VND300,000 (\$13.4), which is negotiated between the intermediaries and drivers. After viewing video clips and photos taken by Tuoi Tre correspondents showing the wrongdoings of some staffers at the ferry terminal, Le Huy Khanh, director of the Vam Cong ferry cluster, affirmed on Thursday that those employees have deliberately acted against ferry traffic rules to openly extort money from drivers.

Source: [tuoitrenews](http://tuoitrenews.com)



HAL's **NOORDAM** arriving at Dunedin's / Otago Pilot station 14/11 . Arriving from Akaroa, next port of call Milford Sound. **Photo: René van Baalen ©**

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The 2013 delivered 366 mtr long and 43 mtr width **SHANGHAI EXPRESS**, IMO 9501368 inbound for Rotterdam-Maasvlakte **Photo: Krijn Hamelink.(c)**

Laundering Safety Issues

The Coast Guard issued Marine Safety Alert 11-15 (<http://www.uscg.mil/hq/cg5/cg545/alerts/1115.pdf>) to warn owners and operators of vessels employing large laundry operations and extra-large-capacity drying machines of the potential fire hazards this equipment poses. The Coast Guard also encourages owners and operators of vessels with this equipment to be aware of and familiar with the equipment and all associated safety systems and to ensure these systems are properly maintained and operational.

As a result of a recent incident, the Coast Guard recommends that owners and operators having similar industrial sized drying equipment:

- Re-evaluate the risks associated with the equipment;

- Identify and maintain all associated safety equipment and extinguishing systems;
- Establish clear lines of responsibility for equipment inspections, maintenance, and repair;
- Prohibit all personnel from overriding safety components; and
- Consider the necessity of additional signage and instructions in proper languages.

SINTERKLAAS ARRIVED IN THE NETHERLANDS



In Den Helder Sinterklaas arrived with the steam powered tug **SPANJE** from Spain **Photo: Paul Schaap ©**

One annually event in The Netherlands is the arrival of the Children Friend St. Nicholas, in the several cities in the country St. Nicholas, known as Sinterklaas in the Netherlands, arrived this weekend in a lot of cities as seen above in Den Helder, and left the **PAKJESBOOT** in Hoek van Holland

Photo left : Jan van der Klooster ©



This event every year is a lot of fun, special for the small children as Sinterklaas accompanied by many Pieten and Music whilst the Pieten all with a lot of

sweets and pepernoten in their burlap sacks perform acrobatics right : The **SPANJE** arrived in Schiedam

Photo : Henk Wadman ©



Thus begins "Sinterklaas Season" when Sinterklaas and his helpers travel around the country, visiting hospitals, schools, shops, restaurants, and even homes during the three weeks before the main Sinterklaas celebration. Sint and his Piets seem to be everywhere at once, asking about children's behavior and listening through chimneys. The children leave their shoes out with carrots and hay for the horse of Sinterklaas. In exchange the Piets put candy or a small gift in the shoes to be found in the morning. The chamber of commerce began the now-traditional mid-November arrival in Amsterdam in the 1930s. The procession was intended to begin the shopping season in the weeks before Sinterklaas' gift-giving day.

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Ferry **VOLCAN DE TIMANFAYA** seen leaving the port of Las Palmas **Photo : Capt. Jan Berghuis ©**

EQT sells tank storage and transport company Koole in the port of Rotterdam

Tank storage and transport company Koole in the port of Rotterdam is to change hands. The Swedish investment fund EQT is selling the concern to a group of institutional investors. It is not known precisely how much money is involved in the deal or who exactly is buying Koole. An agreement in principle had been signed and that the transaction still had to be approved by the authorities. The Bloomberg news agency had previously reported that, according to sources, what was originally a family business from Zaandam should be worth more than a billion euros. Various large infrastructure and pension funds, including the Canadian Ontario Teachers' Pension Plan, had allegedly shown an interest. Koole was acquired by EQT in 2011. Since then, the company's total storage capacity has tripled to more than 2 million cubic metres. 85% of this is in Rotterdam. The company also has terminals in Amsterdam, Zaandam, Nijmegen, Great Britain and Poland. Koole also owns fifteen vessels, mainly for inland shipping. **Source: Portnews**

I&J invests in new fishing vessels

I&J, an AVI subsidiary and South Africa's oldest deep-sea Cape Hake fishing company, celebrated the unveiling, naming and ceremonial blessing of its new fishing vessels by Archbishop Desmond Tutu's daughter, Reverend Canon Mpho Tutu, at the V&A Waterfront in Cape Town. The unveiling of the two vessels, the "Ferox" and "Umlobi", forms part of what has been the largest investment in the South African fishing industry in the last 25 years, demonstrating both I&J and its shareholders' recognition that material investment is necessary in this complex, vertically integrated industry. It also reflects the company's confidence and belief in the Cape Hake fishing industry, internationally recognised as one of the best managed and sustainable fisheries in the world. Guest of honour, His Grace, Archbishop of Cape Town and head of the Anglican Church of South Africa, The Most Reverend Doctor Thabo Makgoba



congratulated I&J on its considerable investment commitment within the South African borders, underpinning growth and adding badly needed employment in the Western Cape. I&J's considerable investment will not only support existing jobs, replacing aging vessels and processing technology, but will also see the creation of 75 new jobs in the Western Cape by adding modern fishing vessel capacity and technology to the I&J Fleet. Reverend Canon Mpho Tutu officiated the formal vessel christenings and delivered a blessing of prayer to bestow good will and divine protection over each vessel. Reverend Tutu became the vessels' Godmother, as she ceremonially broke Champagne bottles over each

of the bows. I&J's ground-breaking R500-million investment includes the purchase of the **Ferox** (from the Latin meaning "fierce" and named after the indigenous Aloe Ferox plant), a 45 metre long, deep-sea fishing trawler at a cost of more than R150-million; the acquisition of the 66 metre long freezer factory ship, Umlobi ("Fisherman" in Xhosa), worth in excess of R255-million, as well as the R67-million upgrade of I&J's Woodstock processing facility in Cape Town, where the daily Cape Hake catch is converted into product for both domestic and international markets.

Ferox, a newly-built wet-fish vessel, is a 910 gross ton stern trawler, capable of fast turnarounds and delivering fresh fish to the V&A Waterfront for further processing at I&J's Woodstock plant in Cape Town. Umlobi, I&J's new flagship vessel, was one of the top performing Norwegian fishing vessels prior to its sale to I&J in Cape Town. The 2 600 gross ton fishing trawler is able to catch and process all fish on-board, producing the internationally respected Cape Hake frozen-at-sea Fillets. Jonty Jankovich-Besan, I&J's Managing Director, explains, "I&J was a pioneer in the attainment of the demanding Marine Stewardship Council (MSC) sustainability certification of the Cape Hake fishery back in 2004, which has since been re-certified twice, most recently in May 2015. Over the last 12 years, the Deep Sea Fishing Industry has collaborated effectively with the Departments of Agriculture, Forestry and Fisheries (DAFF) and scientific and mathematical experts, ensuring the attainment of the stringent MSC audit demands." "This collaboration has been key, as the MSC sustainability certification allows access to higher value, sophisticated international markets, which in turn supports the investment in both these expensive physical assets and very importantly, its employees," explains Jankovich-Besan. I&J currently employs 1900 dedicated and highly skilled staff, converting all of the I&J catch off the SA coastline to finished product. No raw material is exported for further reprocessing as is common in many other fishing industries. This investment highlights I&J's commitment to both its current and future employees, aligning well with government's job creation objectives, in addition to the Operation Phakisa objective, focused on unlocking the economic potential of SA's oceans. **Source : IAFrica**



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Lack of Proper Management Systems Prove Costly for Shipowners

A new report from The Swedish Club shows that incorrect maintenance and repair continues to be the most frequent cause of main engine damage – a trend which has continued unabated since the Club began monitoring the issue

nearly ten years ago. Main Engine Damage investigates more than 1,000 Hull and Machinery claims relating to over 5,400 vessel years of statistics and its findings make interesting reading.

"Main engine damage makes up nearly 35% of machinery claims costs," says Lars Malm, Director, Strategic Business Development and Client Relationship for The Swedish Club. "It is the most expensive category of claim with an average cost of over half a million USD per claim. Yet most engine damage, as with so many claims we see in many different areas of our business, remains related to incorrect repairs and maintenance. Numerous cases have been noted where damage occurs shortly after the engines have been overhauled by ship or shore staff." And with an average cost per claim of USD 926,000 lubrication failure is still the most costly cause of damage to the main engine, due to consequential damage to expensive parts such as crankshafts etc.

"We are seeing crew with insufficient experience and training; experts not in attendance at major overhauls; contaminated lubrication oil and contaminated bunkers; and engine components not operated or overhauled as per management instructions," explains Mr Malm. "It is a catalogue of errors which can only be remedied by the implementation of a proper management system, backed up by comprehensive audit and inspection."

The Main Engine Damage report contains good news for the Korean shipbuilding industry. It points out that vessels built in Korea, which account for almost 31% of the Club's entries, have contributed to only 12% of the total cost of main engine claims in the last three years. Despite technical advances since the Swedish Club published its last report in 2011, vessels with low speed engines still suffer proportionally fewer claims than those with medium and high speed engines, with 57% of club entries in this category responsible for only 40% of main engine claims cost.

Main Engine Damage : www.swedishclub.com/media/publications/brochures

Source: The Swedish Club



"HIGHLAND DUKE" and "HIGHLAND KNIGHT" berthed Great Yarmouth 3/6/2015. **HIGHLAND DUKE** imo9499682, Offshore Supply Ship is built in 2012, 2,215grt, Owned and managed by Gulfmark UK Ltd, Aberdeen.

Photo : Iain Forsyth ©

Due Diligence Key To Successful Liner Mergers

Like the change in seasons, every few months brings a new report of potential consolidation in the liner shipping sector. Container carriers continue to look for new ways to address overcapacity and reduce costs while maintaining the highest possible level of service to their shipper customers. Vessel sharing alliances have been part of the solution, as they can dramatically reduce capital costs. But they do not reduce overhead costs, as each carrier continues to maintain its own marketing and administrative operations. To achieve efficiencies and reduce overhead costs, many carriers are looking at potential mergers as a means to grow their networks while reducing capital cost and lowering overhead spending. A merger of two liner shipping companies involves the combination of large organizations with multiple offices around the world and myriad contractual relationships, including (to name just a few) agreements with

other carriers, customers, equipment providers, and terminals. Due diligence for liner combinations can prove a formidable task, as specialized maritime sector contracts, regulations, and legal regimes can lead even experienced merger & acquisition experts into perilous and unfamiliar waters. Similarly, post-merger integration efforts must take into account unique maritime law rules, rights, and remedies to keep the tie-up off the rocks. When evaluating a major carrier as a merger target, there are a broad range of maritime contracts and other measures that must be reviewed carefully, both to identify any material risks and liabilities lurking below the surface, and also to plan for a speedy and painless integration process. While the list below focuses on the issues from a U.S.- law perspective, some version of this exercise should be undertaken for every major market in which the combining carriers operate. Regulatory compliance: Is the target operating in compliance with the unique rules and regulations applicable to liner shipping, including the U.S. Shipping Act of 1984 and the regulations of the U.S. Federal Maritime Commission? Does the carrier have a clean bill of health on antitrust, trade sanctions, and antibribery issues?

Environmental compliance: Does the carrier have appropriate environmental controls in place, or is it at risk for U.S. environmental prosecution for shipboard discharges? All of these regulatory matters pose particular challenges for shipowners and operators calling U.S. ports. Contracts with vendors and operating partners: Close attention must be paid to contracts with terminal operators, stevedores, inland truck and rail operators, agents, logistics and warehouse partners, equipment providers, technology partners, and other maritime companies to ensure the target is not exposed to unusual risks, and to assess the viability and strategy to consolidate these supplier relationships posttransaction. A similar approach should be taken for agreements with other carriers, including vessel sharing and alliance agreements, especially for mergers crossing alliance lines. Customer service contracts: Careful attention must be paid to major accounts, to assess cargo and service commitments, liability terms, and possible damages. Time and bareboat charter arrangements, and vessel finance agreements: Ship finance and chartering experts must give close scrutiny to the terms under which the target's fleet is chartered or financed.

Taxation: The United States and many other countries have unique tax provisions for international shipping, including revenue from intermodal operations. Ensuring that these rules and exemptions have been properly applied is an important part of assessing the target. Shoreside labor union contracts and pension obligations: A potentially overlooked but critical part of combining operations is understanding what rights unions or workers might have to block or penalize efforts to consolidate or eliminate services. There are many other specialized contracts and maritime operations that merit scrutiny as well, such as technical management and crewing agreements, U.S. government contracts, marine insurance and workers compensation, and outstanding maritime claims and liens, to name a few. The key to managing these issues efficiently is having proper maritime legal expertise on hand to address these issues, allowing the core corporate team to focus on constructing a firm foundation for the combined enterprise. **Source:**

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Cyprus: No army duty if parents are shipowners

The government is pushing for a new law to exempt children of shipowners from army duty, as long as their families move to the island and transfer their shipping business to Cyprus. The Presidential Cabinet took the decision in an effort to attract more business, including shipping companies who operate under a Cypriot flag or who have satellite offices in Cyprus. "As part of a general policy to attract foreign investment to Cyprus, the Ministry of Transport,

Communications, and Works is promoting a package of measures to give incentives to Cypriot shipowners in order for them to conduct business in Cyprus". New tax exemptions in the name of national defence had been introduced in 2002, however, obligatory military service would often be a deterrent for many families whose children were born and raised in other cultures. Article 18 of the National Guard law stipulates that all citizens of the Republic, or those who have at least one Cypriot parent, must serve their duty. However, article 28 gives some flexibility to the Presidential Cabinet to exempt individuals or groups of individuals on the basis of national interest. **Source: in-cyprus**



BOA barge 33/BOA ODIN seen enroute from Halifax bound for Tampa (Florida) and ETA is 16th November (Today)
Photo : Boa Offshore AS ©

Important Issues When Loading Coal Cargoes

The Gard P&I Club has issued a loss prevention circular to highlight the importance of checking the accuracy of shipper's declarations for all types of coal cargoes. The Club has recently been involved in several incidents of self-heating of coal cargoes and would like to emphasise the importance of treating coal cargoes as liable to self-heat until it has been satisfactorily established that they are not. The Club says that the shipper's cargo declaration containing the cargo properties and the associated hazards should be examined in detail¹. It should be borne in mind that the information contained in the declaration may be inaccurate. Inaccurate IMSBC Code declarations have been seen in areas such as Indonesia, where large quantities of coal are shipped. More surprisingly, Gard was involved in a recent case where a coal cargo loaded at Richards Bay, South Africa was inaccurately declared as "not self-heating coal" nor "liable to emit methane". Subsequent investigations involving cargo experts, established that the cargo did in fact possess both properties. It is therefore recommended that all coal cargoes are treated as potentially hazardous and liable to self-heat until it can be satisfactorily established that they are not. Gard recommends that, for all types of coal, the vessel implements a gas monitoring and temperature checking regime during loading, as further explained below. If the ship's crew or the Members are in any doubt they should contact the Association for advice and assistance, either directly or through the local correspondent.

Checking the accuracy of shipper's declarations and the IMSBC Code

The Code sets out (1) General requirements for all types of coal and "Special precautions" for (2) self-heating coal and (3) coal emitting methane.

(1) General requirements for all types of coal:

Paragraph 5 of the Code states: "It is recommended that means be provided for measuring the temperature of the cargo in the range 0oC to 100oC to enable the measurement of the temperature of the cargo while being loaded and during the voyage without requiring entry into the cargo space". It is important to note that no particular limit on the temperature of the coal in general is provided in this section. Therefore, should the shipper not declare the coal as self-heating, there is strictly speaking no requirement for the Master to take temperature readings. However, it is recommended that the Master does monitor cargo temperatures and, if these exceed 55°C, the master should immediately suspend loading until a proper investigation can be carried out. The relevant parties should be notified in writing and expert advice sought to establish whether the coal is in fact "self-heating".

A terminal's loading rate from one single loader can be several thousand tonnes per hour, making it difficult for the Master or crew to obtain reliable cargo temperatures. Furthermore, the ship's crew may not be permitted access to the

terminal, to make checks on stockpiles. A Master may therefore be inclined to rely on any automatic temperature controls contained in the terminal's conveyor/loading system. These systems, often found at large coal terminals, may be designed to stop loading when the temperature exceeds a certain limit. However, this is not something the crew can control and whilst terminal readings may be informative, they should not be solely relied upon. It is therefore recommended that the crew checks the temperature of the cargo every time there is a stoppage or a sequence changeover. The production of noticeable quantities of carbon monoxide (CO) from a coal cargo is also symptomatic of self-heating as described in the IMSBC Code. Therefore, it is also recommended that the crew monitor the carbon monoxide emission as described in the Code. This can be done during a sequence changeover during loading allowing the holds not being worked to be closed down for gas measurements. If CO concentrations of 50 ppm is detected the coal may be self-heating. Such coal can be carried safely as long as the Code's provisions are followed but this entails that the cargo temperature at loading should not be above 55oC.

(2) "Special precautions" for self-heating coal:

According to the "Special precautions" for the carriage of self-heating coal, sub-section 3 of the Code states: "Prior to loading, the temperature of this cargo shall be monitored. This cargo shall only be accepted for loading when the temperature of the cargo is not higher than 55oC." The Code's wording is very clear when stating "shall only be accepted" to stress that any coal with temperature in excess of 55oC should not be loaded. The Master is fully entitled under the Code, and in fact obliged to, to resist loading such cargo and should insist that the cargo is discharged and replaced with Code compliant cargo to fulfil his obligation to ensure the vessel's safety.

(3) Coal emitting methane:

Methane is a highly flammable gas at concentrations of between 5% and 16% in the air. Such concentrations inside cargo spaces will create a flammable atmosphere and can lead to explosion if a source of ignition is introduced. It is therefore strictly prohibited to not carry out any hot work on deck, inside cargo holds or inside spaces adjacent to the cargo spaces. The restriction goes for all sources of ignition including smoking. To avoid an explosive atmosphere developing, gases should be monitored to ensure that the methane content within the hold is below 20% of the Lower Explosive Limit (LEL). Methane is lighter than air and if present will tend to accumulate in the head space above a stow. It is therefore important that the gas measurements cover the high areas above the stow. Furthermore, it is important to ensure that all gas measuring equipment on board is calibrated to ensure the readings are accurate. Although the Code does not expressly say so, methane emitting coal should never be loaded in the same cargo space as self-heating coal due to the risk of an explosion.

Recommendations when loading self-heating and/or high methane levels coal:

1. Prior to loading coal it is important that the vessel has multi gas detectors on board capable for measuring oxygen (O₂), methane (CH₄), carbon monoxide (CO) and hydrogen sulphide (H₂S). These gas detectors should have sufficient length on the inlet hose to reach all levels of the free space in the holds. Furthermore, the equipment should be calibrated before the operation to ensure accurate reading.

2. In addition to gas detection, the vessels fire-fighting systems should be checked to ensure they are in a state of readiness during loading and throughout the voyage. Vessels fitted with fixed CO₂ systems should blow through the lines using compressed air prior to commencement of loading to ensure that all cargo holds are well covered by the CO₂ system.

3. According to the IMSBC Code, self-heating can be controlled by sealing the holds to starve the atmosphere of oxygen. However, controlling the explosion hazard stemming from methane requires the opposite, namely ventilation, to ensure that the methane content of the atmosphere inside the cargo holds stays below 20% of the Lower Explosive Limit (LEL) for methane. The IMSBC Code states that where risks of both self-heating and an explosion are found together whilst at sea, the provision to ventilate takes precedence.

4. The importance of monitoring temperature and hold atmosphere is absolutely critical for vessels carrying any type of coal. When faced with a situation where the master suspects self-heating and/or excess accumulation of methane in the hold atmosphere, the master should contact the owners as well as the Club immediately so that coordinated efforts to mitigate the fire hazards can be carried out. **Source: The Gard P&I Club**

Dry bulk ship values retreated by at least 20% since mid-August says shipbroker

The dry bulk shipping sector seems to have been encased in a never ending demise scenario, unable to exit from. With rates constantly on backwards mode, it's only inevitable that ship prices will follow suit and according to shipbroker

Intermodal, it appears that they've done exactly that. According to the shipbroker's latest weekly report, "the sale of the **M/V Churchill Bulker** (179,362 dwt, blt '11 HHI) to Diana for approximately \$28.4m, brought us face to face with the harsh reality once again; values are down by at least 20% since mid-August". That's a huge fall by anyone's standards, especially given the very small window of time during which it has occurred. According to Intermodal's SnP Broker, Mr. George Dermatis, "what I found extremely interesting is a new rhetoric which is being created by seasoned professionals that, 7 years after the Lehman collapse, this is the first time we are experiencing a proper shipping crisis. Now that the dust from the financial crisis has settled, capital markets are showing resistance to worldwide political turbulence and financial institutions are nearing the end of their challenge named Basel III, our industry has no alibi in still blaming China or other developing economies for not continuing to outperform expectations. The pundits that still maintain their memories from the 80's fresh are having a strong "Deja-vu" driven by an enormous order book. Low scrapping activity in 2H 2015 -when compared to current freight rates and pending regulatory reforms further underlines the issue", Dermatis noted. He added that "this is all known and extensively documented. Too much ink has been wasted in analyzing, if not dramatizing, the market situation across all sizes. Things are bleak but repeating it doesn't help solve the problem. There must be a reaction trigger point and when it comes to asset values, that point should be connected to the replacement cost compare to the value of an existing asset; i.e. the moment that buying a modern vessel is a no-brainer because building a new one is uneconomical in every which way you look at it..." According to the broker, "the same players recalled that during the bleakest of times, one could purchase a 5yr old vessel for 35-40% of its NB price. No matter how shocking that statement sounds, reading through the new format of our research team's monthly report, one can easily realize we are not far off that reaction point. As Tier III regulations are applied on every contract being negotiated henceforth, we expect to see at least a 6 month period where even the keenest buyers will follow a "wait and see" tactic towards the new technologies, engines, etc. and NB cost will increase by almost 10% which will shift the curve to levels witnessed almost 30 years ago . What happened back then? Well, last time we saw such a discrepancy in NB costs compare to 5yr old values, there was significant disinvestment in NB's over a prolonged period, which was further intensified by higher scrap volumes and the gradual implementation of a series of regulations, which raised the cost of maintenance and drove even more vessels out of the market. Does it ring any bells?" asked Dermatis. As per the broker, "with ordering activity continuing to enjoy generous volumes, the newbuilding market is still going through a rather unexpected honey moon period and while we reiterate our opinion that we don't expect this ordering spree to last throughout the following months, it is more than what the industry could ask for at the moment. Besides the tanker sector that is steadily witnessing firm demand, Containers and Gas carriers also continue to attract investment interest as opposed to Dry Bulk units, orders for which remain few and far between. Hence, it comes as no surprise that a number of builders, especially those focusing on dry bulkers, are now drawing various restructuring plans to overcome their current adverse situation. The possible merge of the Shipbuilding Industry Corporation (CSIC) and the China State Shipbuilding Corporation (CSSC) in China with the aim of creating economies of scale is indicative of the problems these yards face. In terms of recently reported deals, Eletson Corporation has declared an option for one Aframax (115,000dwt) at SWS, in China for a price of \$ 50.0m and delivery set in 2018", Dermatis concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Dry bulk market: First quarter of 2016 shaping up to be a "disastrous" one of projected lower iron ore imports from China

Over the course of the past year or so, it's been the drop of coal imports from China, which has had a detrimental effect on the course of dry bulk freight rates. As we edge closer to the end of 2015 however, it seems that Chinese iron ore imports will follow suit and start declining, as the struggling steel industry, both in China and globally will limit iron ore seaborne trade. As such, it will take a significant net decline of the global dry bulk fleet, in order to offset this declining demand.

According to the latest weekly report from shipbroker Allied Shipbroking, "the steel market has made its way into the spot light this week, as several European states have increased the pressure on action to be taken against the excess dumping of "cheep" Chinese steel into their markets. The supply glut has been around for some time now and while global steel production has been on the decline for the most part of 2015, it seems as though the market is still out of balance and heavily over supplied". George Lazaridis, Head of Market Research & Asset Valuations with Allied noted that "Chinese steel production for the year up until September has been down by 2% compared to the same period last year and with China representing just over 50% of the global steel production, this is a considerable drop in the total volume. However it seems that in an effort to slow down its production more gradually over the course of the year, China has been pushing a large portion of its excess supply onto other markets, causing a drastic drop in the price of steel while hoping to retain if not increase its market share. This has hit several of the higher costs producers, especially in Europe and the U.S. The U.S. and other countries have already taken steps in order to prevent market distortions brought about by this "artificially" low priced steel from China, while pressure has been now mounting from the U.K and other E.U. member states for similar action to be taken within Europe as well". He added that "with the Chinese steel industry already noting a strong decline this year and with trade restrictions now looking likely to push it into further decline, it looks as though we will likely see a drop in trade not only for finished steel products out of China but also in imports of both Iron ore and coking coal, with both these imports being the main trades for the Capesize sector. A key point to note here is that despite the slowdown in steel production this year, China has still managed to keep iron ore imports on the rise, using the opportunity of the currently low commodity prices to not only lower the average price of the stockpiles it held, but also increase the total volume of those stockpiles in order to hedge any future upward shift in price. This has translated into an estimated 2% increase in the volume of iron ore imported into China since the beginning of the year. The issue is that this rise has proved to be grossly inadequate in keeping the freight market for Capes buoyant. The big losses in the volume of seaborne coal trade has proved costly and with less vessels now actively involved in carrying coal to China there has been an increase in available tonnage competing for the same amount of iron ore cargoes. What makes this even more dramatic is that it has been done despite the fact that the total capesize fleet has remained overall on par in terms of vessel numbers with what it was in the final quarter of 2014". Lazaridis noted. As such, "taking this into account and with expectations now for a further slowdown in steel production (the level of which will obviously be dependent on the severity of any new trade restrictions brought about in the market) this will surely detriment things further, something that will likely be reflected in the first quarter of 2016 which is seasonally a low point in the market. Couple this with the fact that demand for industrial commodities such as steel is not showing any potential for strong growth, as demand from major economies such as China, Europe and the U.S. has been in decline, it looks as though the Capesize market still has a considerably large re-balancing act to make moving forward and although the orderbook currently stands at 240 vessels (equivalent to 16% of the current fleet) the number of vessels which are 20 years old or over are only 116 ", Allied's analyst concluded. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **BERGE YOTEI** moored at Sines (Portugal) **Photo : Piet de Nijs ©**

SBM revenues dive on downturn in FPSO orders

SBM leases and operates FPSOs for Petrobras in Brazil

SBM Offshore's revenues has been almost halved this year to US\$2.1 billion due to a lack of new orders for floating production storage and offloading (FPSO) vessels. The world's largest supplier and owner of these vessels, and turret mooring systems, said the revenue decline was also due to the completion of finance leases for the Cidade de Ilhabela FPSO and N'Goma FPSO. These figures are for revenues to the end of the third quarter and according to the International Financial Reporting Standards (IFRS). Cuts to offshore oil and gas development expenditure has restricted the number of projects and orders for SBM, said chief executive Bruno Chabas. He added: "Recent months have seen a further deterioration in our industry with continued project deferrals. We are confident in our ability to further adapt and adjust in this ongoing downturn." One of the highlights in the last month was winning an engineering contract from Technip for three large-scale turret mooring systems. These will be designed for the Browse floating liquefied natural gas (FLNG) development offshore Australia. This project could involve three FLNG vessels deployed on the Brecknock, Calliance and Torosa gas fields in the Browse basin. "We are pleased to have been awarded the Browse FLNG turret front-end engineering and design study," said Mr Chabas. "And we look forward to delivering strong lease-and-operate segment cash flow upon completion of the last three FPSO projects under construction." SBM has two vessels under construction for projects in Brazil and one for Shell's deepwater development in the Gulf of Mexico. But once these projects are completed there is little else on the shelf, except existing lease contracts. This could change if Brazilian state oil company Petrobras is able to award contracts for future deepwater projects. Petrobras is still tackling multiple domestic issues, but at the end of September it agreed that SBM was eligible to participate in future tenders. SBM is waiting for tenders for FPSOs on the Libra and Sepia projects in Brazil. SBM's IFRS revenue for turnkey supply projects dropped 60 per cent year-on-year to US\$1.3 billion, but its lease-and-operate IFRS revenues slipped just 3 per cent to US\$735 million. The company's backlog stood at US\$19.5 billion (including lease-and-operate contracts) and it added US\$245 million in new orders and contract extensions this year. **Source: tankershiping.**



NAVY NEWS

Submerged Russian nuclear sub test-fires 2 ballistic Bulava missiles

The Russian strategic submarine, the **Vladimir Monomakh**, has carried out a double Bulava ballistic missile test launch from a submerged position in the White Sea, successfully hitting two targets in the Kamchatka region in Russia's Far East "Salvo firing from a submerged position was made in accordance with the plan of combat training. The parameters trajectory of two ICBM 'Bulava' worked normally. As confirmed by objective monitoring, the missile warheads successfully arrived at the Kura test site in Kamchatka," the Defense Ministry's press service reported. The **Vladimir Monomakh** joined Russia's Northern Fleet in late September 2014. The vessel is a fourth generation Russian strategic nuclear submarines, which has been constructed by the Rubin Marine Equipment Design Bureau. It is the third sub of the Project 955 Borei class, which is meant to replace the Typhoon and Delta IV class submarines, by

incorporating the most advanced technologies. The pump-jet propulsion nuclear sub is designed to be quieter than its predecessors, enabling the vessel to evade enemy ships and detection.

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In terms of the firing power, Borei class vessels are equipped with 16 Bulava missile pits, four 533-mm torpedo launchers and another four pits for 650-mm torpedoes. The Bulava missile is capable of delivering up to 10 individually targeted maneuvering nuclear warheads to a distance of up to 8,000 kilometers – or a lighter payload up to 11,000 kilometers. The \$700 million Borei class vessel, stations a crew of 107 people. By 2020, Russia plans to have at least eight of these submarines in its Navy. Russia wants the Borei-class submarines to be the backbone of the naval component of Russia's nuclear deterrent until at least 2040. **Source: Russia Today**

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China Ocean Shipbuilding widens involvement in car parking business

China Ocean Shipbuilding Industry Group (Cosig) has widened its involvement in the car parking business by entering into a new strategic cooperation agreement with two Chinese firms, building on from an earlier acquisition deal to first enter the car parking industry. Hong Kong-listed Cosig announced it has entered into a non legal-binding strategic cooperation agreement with Zhongan Anchan Technology Development, wholly-owned by a state-owned enterprise. The shipbuilder will establish a joint venture with Zhongan Anchan to invest in, construct, and operate public car parks, as well as the construction and management of intelligent parking lots. Cosig also entered into similar agreement with China Safety Industry Association (CSII), a national industrial association, to provide the latter with business training services in relation to the construction, operation, utilisation and maintenance of intelligent car parks and recharging facilities for electric automobiles. Cosig will also assist CSII to formulate relevant national standards for the safety production of intelligent parking system and equipment as well as the management, operation and maintenance of intelligent car parks. The latest agreements followed an earlier deal in October where Cosig announced a plan to invest up to \$58m to acquire an investment firm which owns Shandong Ruitong (Hong Kong) Parking Management Services Company. Shipbuilder Cosig, which also does securities trading and provides financial services, said the move into automotive parking management service business is a diversification move for the company, in view of the sluggish state of the global shipping industry. Commenting on the latest agreements, Cosig said they will "facilitate the rapid development of the intelligent automotive parking equipment business to be carried out by the group, which will be beneficial to the group and the shareholders of the company as a whole." **Source: Seatrade Maritime**

Ingalls christens U.S. Coast Guard National Security Cutter Munro



With one good whack, **Julie Sheehan** christened the ship named for her great uncle and gave herself a good splashing with champagne. Sheehan served as the ship sponsor for Saturday's christening of the U.S. Coast Guard National Security Cutter **Munro** -- the sixth NSC built at **Ingalls Shipbuilding** in Pascagoula. As she christened the ship, Sheehan uttered the time-honored phrase "May God bless this ship and all who sail in her." Sheehan's great uncle is USCG Signalman First Class Douglas Munro -- the only member of the Coast Guard ever to win the Congressional Medal of Honor, the United States' highest military decoration. Munro died in combat on Sept. 27, 1942 on Guadalcanal in the Solomon Islands of the south Pacific. Munro had volunteered to evacuate a detachment of U.S. Marines who were facing annihilation by a overwhelming enemy force and successfully extricated the Marines, but in so doing he was mortally wounded. USCG Commandant Adm. Paul Zukunft, the keynote speaker, said **Munro's** actions "epitomize serve to country." In his address, Zukunft paid tribute to the shipbuilders. "What you do today matters," he said, borrowing the Ingalls' slogan. "I could not be more proud of the work

you do here at Ingalls. It truly does matter." Zukunft noted Coast Guard ships must be built to execute a multitude of functions, including drug interdiction, fighting piracy, shore patrol, as well as search and rescue. Fifty years ago, he said, Coast Guard vessels were almost exclusively built to assist ships in distress. "That is no longer the case," he said. Zukunft said the **Munro** will join a fleet of Coast Guard vessels currently patrolling the territorial waters of 41 nations with which the United States has bilateral agreements. "These countries have no Navy, they have no Coast Guard," he said. "They rely upon us to be the maritime law enforcement in their territorial waters." The **Munro** is a Legend-class National Security Cutter -- the flagships of the USCG fleet. The cutters are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles and can berth a crew of 110. The **Munro** joins the **Bertholf, Waesche, Stratton, Hamilton** and **James** as the NSC's built by Ingalls. Source : blog.gulflive



Irving Shipbuilding pleads not guilty in Halifax Shipyard hurt worker case

Company faces charges under Nova Scotia's Occupational Health and Safety Act related to 2014 incident

A lawyer for **Irving Shipbuilding** entered a not guilty plea today to charges under Nova Scotia's Occupational Health and Safety Act after a worker suffered a serious head injury at the Halifax Shipyard in 2014. Mick Ryan entered the plea during a brief hearing in provincial court and set a date of Dec. 8 for the two sides to return to discuss trial dates. Ryan said outside court that he expects a trial would take up to six weeks because of the amount of disclosure in the complicated case, though the Crown said they would need only five days. An information to obtain a search warrant filed with the court says the charges relate to work that was being done on Canadian Coast Guard patrol vessels on Jan. 3, 2014. An occupational health and safety officer alleges in the document that a wire rope loop attached to a ship's cradle broke as it was being pulled by a winch, striking a worker employed by Irving Equipment Ltd. in the head. The charges allege that Irving Shipbuilding did not ensure the operator of a machine or tool was competent and that it failed to take every reasonable precaution to ensure the health and safety of people at or near the workplace. Source : Canadian Press

Hyundai Heavy Industries Signs MOU with Aramco to Cooperate in Shipbuilding, Plant Sectors

Hyundai Heavy Industries (HHI) is joining hands with the world's largest oil company Aramco to construct a joint shipyard in Saudi Arabia and proceed with large joint projects in various areas, including shipbuilding, engine and plant. As the project to build the partnership between the two companies is led by Chung Ki-sun, Senior Vice President of HHI Corporate Planning, grandson of Hyundai Group founder Chung Ju-yung and son of HHI largest shareholder Chung Mong-joon, he is expected to engage in management in earnest and strengthen his position in HHI in the future.

HHI announced on Nov. 11 (local time) that it has signed a memorandum of understanding (MOU) with Aramco, a state-run oil company in Saudi Arabia, promising cooperation in shipbuilding, engine development and plant businesses. Aramco is the world's largest oil company that produces 15 percent of the world's crude oil and is also widely involved in oil transportation, marine engineering and plant construction, exercising a huge influence on basic industries. With the latest MOU, HHI has secured priority rights in the heavy industries sector, including shipbuilding, engine and plant construction, in Saudi Arabia, and is able to expand to the Middle Eastern market in earnest. HHI will first cooperate with Aramco to jointly build a dockyard in Saudi Arabia, in which other local companies like a state-run marine transportation company Bahri will also participate. HHI will earn more chances to win shipbuilding contracts in Saudi than other international rivals. Some say that the strategic relationship with Aramco helped the company to receive the US\$1 billion (1.16 trillion won) order to construct 10 very large crude carriers (VLCCs) from Bahri in May. The two companies will also jointly working on developing engines for vessels, which are closely related to shipbuilding. HHI is expected to earn chances to export its in-house HiMSEN engines to the Middle Eastern market and locally produce them. The two will also work together in the plant construction business. Since most of HHI's plant-focused businesses were already in the Middle East, the company expects to expand its share even more, reducing potential risks on large-scale EPC projects by getting financial support and manpower from Aramco. Aramco can also greatly benefit from the MOU. The company has believed that it is hard to survive any longer just with oil business. Aramco needed to rebuild the economy through new large-scale projects. The MOU was led by HHI's head of corporate planning, Chung Ki-sun, from the start to the end. Al Nasser, President and CEO of Saudi Aramco, said at the MOU signing ceremony, "Saudi Arabia has had a special bond with Honorary Chairman Chung Ju-yung and HHI from the Jubail Commercial Port construction project in Saudi Arabia in 1976. I think the astuteness to seize business opportunities in Saudi Arabia is in the DNA of the founder family. Source : [businesskorea](#)

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Extra capacity for Port Hedland channel

The State Government has identified ways to increase the shipping capacity in Port Hedland's channel by 16 per cent over the next three years, Transport Minister Dean Nalder announced today. Mr Nalder said new modelling by the Pilbara Ports Authority and independent maritime engineering company OMC International had pinpointed opportunities to increase the port's forecast capacity from 495 million tonnes a year to 577 million tonnes. "The

extra capacity is a direct result of port innovations and efficiencies," he said. The Minister said the modelling was a powerful tool to evaluate potential port investments and operating scenarios, maximising throughput at the port. "The modelling looked at recent operational changes at the port including the use of innovative maritime technology, which has resulted in increased sailing drafts, the shipper's move to larger and more draft efficient vessels, and the port's ability to sail more ships on a tide," he said. "The end result is more efficient shipping for port users and ultimately more royalties back to the State." Acknowledging the potential for further growth in shipping tonnages, Mr Nalder encouraged port users to work with the port authority to maximise their terminal efficiencies, landside operations and loading times. The Port of Port Hedland, which saw a record annual throughput of 447 million tonnes in 2014-15, is responsible for about 30 per cent of the global seaborne iron ore trade. This contributed \$2.6 billion to State royalties last financial year. **Source: Government of Western Australia**



Spliethoff's **MAASGRACHT** seen in Sydney 15th November 2015
Photo : Dieter. A Jaenicke - Viking Recruitment Limited ©

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Fumigation of Grain Cargoes - Risk of Explosion

The preferred method to fumigate grain cargoes originating from US Gulf ports is through the use of gas pellets (Aluminum Phosphide), which are distributed / scattered uniformly on top of the leveled stow of bulk grains by private companies which are certified applicators. One of the benefits of the surface application of gas pellets is that there is an initial rapid build-up of gas in the void space on top of the cargo in the hatch square / coaming, with subsequent penetration downward into the cargo over a certain period of time. The pellets will react with atmospheric moisture and dissolve over time creating phosphine gas. The reaction process generates heat as the pellets dissolve. The speed of the reaction increases depending on higher temperatures and/or relative humidity of the air locked inside the void space. All that is left after the pellets are converted into gas is a gray-white powdery ash.

Aluminum phosphide by itself is not flammable, but when it becomes wet through contact with moisture in the air or water, hydrogen phosphide gas will be created, which can ignite spontaneously in air at concentrations above its lower flammable limit. Ignition of a high concentration of phosphine gas can result in explosions.

During the past several years there have been several cases where the phosphine gas on top of grain cargoes spontaneously ignited resulting in explosions inside the cargo holds. The power of these explosions resulted in the steel hatchcovers being lifted up out of their sealed position, resulting in deformed hatch panels, torn off cleats, etc.. Some vessels had to discharge their cargo at the load port in order to carry out required repairs prior to being allowed to reload their grain cargoes. Investigations on these vessels revealed that the reason was uneven distribution of the gas pellets on top of the bulk stow. It was ascertained that the gas pellets had been piled in small heaps along the

inside of the hatch coaming square. The piling of the pellets resulted in a concentrated / accelerated release of phosphine gas which filled the void space to the point that it reached its lower flammable limit and spontaneously combusted / exploded. It is recommended that the crew keep a watchful eye on these cargo holds which are being fumigated to make sure that the gas pellets are evenly distributed / scattered across the top of the stow and that the pellets are not simply dumped in large piles, which could result in explosions during the sea voyage. **Source: Skuld**

Port of Antwerp joins Flanders Port Area mission to Brazil and Chile

The **Antwerp Port Authority** participates in the Flanders Port Area mission to Brasil and Chile from 12 to 19 November, led by Flemish minister for Mobility, Public Works, the Vlaamse Rand, Tourism and Animal Welfare Ben Weyts. The mission will focus on economic and trade relations between Brazil and Belgium and the Flemish ports. The programme includes an APEC-seminar and port seminars, in which the Port of Antwerp, the second port of Europe, and the other Flemish ports will present their strengths and opportunities to local businesspeople. The mission kicked off on Thursday 12 November with the official opening by minister Weyts of an APEC seminar on Port Logistics Strategy as pillar for trade and business development in Sao Paolo for Brazilian importers, exporters, customs agents and logistics service providers. APEC-Antwerp/Flanders Port Training Center, a subsidiary of the Antwerp Port Authority, has played an important role in transferring the extensive know-how in all aspects of port activities from Flanders to the rest of the world ever since 1977.

APEC has been training +14000 maritime and logistics professionals from 150 countries on a variety of port management topics, among which 475 Brazilians. Since several years now, APEC also offers seminars in Brazil. In 2013, APEC signed an agreement with the Brazilian Ministry of Ports (SEP, Secretaria Especial de Portos da Presidência da República) for the provision of customised training packages for and a train-the-trainer course for Brazilian port professionals in 2014-15. APEC both trains white and blue collars and recently also expanded its training offer to private maritime, logistics and manufacturing companies in Brazil. Brazil is the port of Antwerp's 6th most important trade partner with more than 6 mio tonnes of maritime cargo being exchanged between Brazil and Antwerp in 2014. Major import products are agricultural products and stimulants, kaolin and iron and steel. Cargo leaving Antwerp consists mainly of frozen vegetables, pharma, chemicals, fertilisers, feed, foods and drinks and car parts.

On the other hand, the Port of Antwerp is European market leader for containers shipped between the northwestern European ports and Brazil and for breakbulk from Europe to Brazil. The Port of Antwerp is present in 4 out of the 5 weekly container services connecting the northwestern European ports with Brazil, including a first port of call service to Bahia, and offers regular breakbulk sailings to several Brazilian ports. On Wednesday 18 November, Eddy Bruyninckx, ceo Port of Antwerp speaks at the Agro-Logistics seminar in Chile. The port of Antwerp is i.e. a major gateway for perishable cargoes to/from Europe and the largest conventional fruit port worldwide (unloading). In 2014, the specialized reefer vessels accounted for 1,7 Mio tonnes of reefercargo, primarily inbound fruits. Containerised reefers accounted for more than 6,1 Mio tonnes, or well over 500.000 full operational teu. **Source:Portnews**

Livorno to supply vessels with electricity from the shore with anti-pollution technology

Livorno is to become the first port in Italy, and the second in Europe, to supply vessels with electricity from the shore with anti-pollution technology. The shore-connected electricity will replace the burning marine fuel oil in ships that are berthed at the port's quay. "Vessels berthed at the quay will be able to generate the green electricity, previously they consumed diesel and heavy oil generating both exhaust gasses and noise," said Giovanni Motta, environmental director of Livorno Port Authority. He added: "The land connections produce hundreds of tonnes of nitrogen oxide, sulphur oxide and solid matter emissions every year. The new technology will reduce both air pollutant emissions and noise."

The first quay to be electrified, Sgarallino, is reserved for cruise ships but Livorno Port Authority has set out a policy to offer electricity connections for all operators in the near future. With each anti-pollution engine costing a total of €3.5m, the state of Tuscany will provide 80% of the funds and the Port Authority will finance the rest. **Source: Portnews**

.... PHOTO OF THE DAY



The **MSC SAO PAULO** entering the Zandvlietlock in Antwerp. The vessel was built as **POHANG SENATOR** in 1998.

Photo : Adri de Schipper ©

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