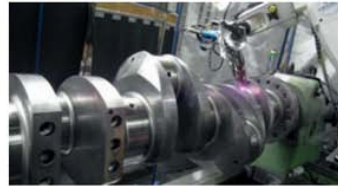




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Spliethoff's SUOMIGRACHT seen loading rolls with paper in the port of Rauma (Finland) during temperatures of minus 15 Celcius - Photo : Els Kroon (c)

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The advertisement features two logos at the top: L&R Hamburg and RUGA. L&R Hamburg's contact information is 'Dispatch Office 24/7 040 31 787 828'. RUGA's contact information is 'Dispatch Office 24/7 0800 525 8000' with a list of locations: Blexen | Brake | Bremen | Bremerhaven | Cuxhaven | Nordenham | Wilhelmshaven. The background shows two tugboats in the water. On the left, a red banner reads 'QUALITY SINCE 1890' and 'OFFSHORE AND TOWAGE SERVICE'. The bottom right corner has the copyright notice '© Scheer'.



The [MSC LOUISA](#) outbound at the Westerschelde – Photo : Huib Lievense (c)

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Yacht Transports loaded **SUPER SERVANT 4** arrived from Vlissingen in Le Havre – Osaka Terminal to load one more river passengerliner the **JEWEL OF THE RHONE**, former **VIKING PRIDE**) Photo : Fabian Montreuil (c)



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Throughout the 2 decades that **DYT** has been in business, they have developed quite a repertoire in their libraries of photographs and video. You may recall seeing DYT on one of many television programs created about yacht transportation - whether on the Discovery Channel in Canada, National Geographic in the United States, Channel 7 in Australia or Channel 5 in UK - and may distinctly remember the semi-submersible ships which are quite amazing to watch. The following video will give you a brief overview of our unique process. [CLICK HERE](#) and kick back and enjoy!



The 2011 built **KRASZEWSKI** seen southbound in the [Suez canal](#) – Photo : Piero Corona (c)

Workers' dispute aboard Australia tugboat disrupts 15 ships' sail

At least 15 ships were delayed at the Port of Adelaide due to nationwide strikes on board Svitser Australia's tugs that continued this week, South Australia's port operator Flinders Ports said. The work stoppages from yesterday prevented five ships from entering or leaving South Australia's largest port whereas a previous 24 hour stoppage on Saturday impacted 10 vessels carrying millions of dollars of freight, in an ongoing dispute between Svitser Australia and the Australian Institute of Marine and Power Engineers (AIMPE). The strikes, which affect all coal carriers, fuel carriers, car importers and bulk container vessels entering port, are being staged by the union amid tug crews' disagreement with Svitser's proposed industrial contract which would force threeperson crews, consisting of a skipper, a deckhand and an engineer, under a single industrial agreement. "We have managed to avoid having a regular container ship service

diverted to another port and customers incurring higher freight charges. Our marine operations team has been in constant contact with shipping lines and agents, and this vessel will reduce her speed at sea to push back her arrival at Port Adelaide to Wednesday,” said Vincent Tremaine, Chief Executive Officer of Flinders Port Holdings. All ships which could not enter the port during the previous strike on Saturday, including two container ships, were brought into Port Adelaide on Sunday, Flinders Ports added. Flinders Ports tried to unload the ships so that they could leave before the next round of tug stoppages on Tuesday. However, two bulk carriers were not be able to turn-around in the required timeframe. “This is because these bulk cargoes take longer to unload and one of the ships needs a high tide to sail, which occurs on Tuesday, during the strike action. The departure of this ship will be delayed until later in the week, when high tide conditions return to the port,” the port operator added. **Source : [nationalmirroronline](#)**



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MULTRATUG 6” (IMO 7026637 - Netherlands), one of the Unrestricted Navigation Classified units within the fleet of **Multiship Towage & Salvage** - Terneuzen, Netherlands. Seen in former [Ferry harbor of Terneuzen](#), yesterday official announced as been acquired by foresaid Shipowner. **Photo : Dick Geuze (c)**

Tug braves swells to help stricken ‘Spirit’

By: Simon Jones

A tugboat crew braved six-foot swells and 40-knot gusts to secure tow lines to the stricken [SPIRIT OF BERMUDA](#) and bring her safely back to shore. **Faithful** rushed to the aid of the sloop, which was taking a group of schoolchildren to St George, after she lost power off Murray’s Anchorage on Tuesday afternoon.

Captain Melvin Martin carefully manoeuvred the tug within range of the sloop in rolling seas so this crew could toss tow lines on to the **Spirit**.

Despite one line snapping during the rescue operation, Captain Martin and his seven-strong team were able to bring the sloop into Dockyard, to the relief of all parties. “You have to be on your p’s and q’s in that kind of situation,” Captain Martin said. “Maintaining your position in seas like that is not an easy task. “It was one heck of a swell for the sloop to deal with, although it was manageable for us, and keeping in a straight line as we towed her in was challenging. “At one moment, the sloop came towards us on a wave and must have been within 15 feet, which is pretty

close. A collision out at sea could have caused significant damage to her. "I was obviously concerned about the situation, but we always had a plan. The crew did a very professional job. We knew there were schoolchildren on board, lives are lives, and we had no hesitation to be out there." **FAITHFUL** had just helped **HMS MERSEY** come alongside in Hamilton when she was called to the aid of the Spirit. After attaching tow lines to the sloop at just before 5pm it took nearly three hours to bring her around to Grassy Bay under the watchful eye of the pilot boat St George and her crew. As she entered Dockyard, the tender Dragon took over and brought the **SPIRIT OF BERMUDA** alongside. "We were relieved and happy to bring her back in safely," Captain Martin said. "It was not easy out there, although I have done worse jobs out on the ocean before. "Fortunately, the sloop retained its steerage capability, which obviously helped as we came along the North Shore, but you always have in the back of your mind a rope wrapping around the prop and have to be fully focused." The original plan had been to attach two lines to the front of the Spirit to form a bridle, however one snapped and we had to bring her in on one line. "But that worked out OK and she came in nicely behind us." **Source: royalgazette**



Seaway Heavy liftings **STANISLAV YUDIN** moored in Rotterdam-Europoort **Photo: Peet de Rouw (c) CLICK at the photo !**



Ukraine will continue dredging in sea ports

According to the head of **Ukrainian Sea Ports Authority**, serious dredging works are scheduled for 2016-2017. The scope of work in 2017 will be based on results of the first half of 2016. As a reminder, in 2014-2015 dredging works in Ukrainian sea ports were carried out quite actively, as a response to structural changes in sea shipping, and aimed to maintain the waterways depth and their availability for ship traffic. **Source: blackseagrain**

CMA CGM raises stake in NOL to 2.32%

By : Anita Gabriel

FRENCH container shipping group CMA CGM scooped up a further 2.4 million shares of Neptune Orient Lines (NOL) from the open market on Thursday at \$S1.235 and \$S1.24 per share. Following the latest transaction, the Marseille-based company now owns 2.32 per cent of its takeover target NOL. CMA CGM has made several open-market purchases of NOL's shares since December 2015 when it launched a pre-conditional voluntary general offer for all

shares in the Singapore-listed liner. The open-market purchases have all been transacted at below the takeover bid of S\$1.30 per NOL share. NOL shares finished 0.5 Singapore cent or 0.4 per cent lower at S\$1.23 on Thursday. **Source :** **Business Times**



The **TJERK-HIDDE**, **HEBO CRANE** pontoon & **CATHARINA 10** operating in [Rotterdam-Europoort](#) –
Photo : Kees Torn (c) **CLICK at the photo !**

Port of Den Helder starts Kooyhaven development

On 25 January, consortium partners **Dura Vermeer** and **De Vries & Van der Wiel** will start on the Kooyhaven development. The initial work will involve applying the so-called preload layer, to allow settlement of the surface of the harbour basin and the public quayside. The industrial estate intended specifically for port-related activities is just a stone's throw from the Port of Den Helder and Den Helder Airport. Whitney Veen, CFO and interim Managing Director at Port of Den Helder explained, "The development of Kooyhaven represents a fantastic addition to the logistic capacity of our port area. As a result, in addition to road, air and sea transport, the seaport will now also be accessible to (deliveries by) inland shipping. Thanks to this much improved link with the hinterland, the entire region will be far better served." Theo Meskers, Alderman for Economic Affairs and the Municipality of Hollands Kroon added, "The development of Kooyhaven is a real breakthrough; the result of perseverance, entrepreneurial spirit and vision. The economy does not simply halt at the city limits of Den Helder; it is a regional affair. It is therefore important for the entire region to allow the Port of Den Helder, the powerhouse for jobs in the region, to develop further." Kooyhaven is located immediately to the south of the N99 trunk road, and to the east of the N9, on land owned by the Municipality of Hollands Kroon. Thanks to its location alongside the Noordhollandsch Kanaal, the industrial estate is linked directly to the North Sea. Kooyhaven offers space for businesses within the supply chain for the energy market that are also reliant on the port and water-based transport. "This development offers our region a real possibility to play an important role in the further development of offshore wind energy," suggested Thijs Pennink, Director of the Development Agency North Holland North. Kooyhaven also offers space for businesses from other sectors that wish to benefit from the location and the port facilities, such as yacht building and agribusiness. Kooyhaven is part of the further expansion and development of the Port of Den Helder. The nearby Kooypunt IIIa industrial estate was also recently handed over, ready for further building. Any objections to the Kooyhaven zoning plan have been withdrawn, so that the zoning plan adopted by the Municipal Council of Hollands Kroon in April 2015 has now been declared irrevocable. This in turn means that the consortium can actually make a start on bringing to life what has been labelled as the Regional Port-based Industrial Estate (RHB). The first tasks will include compacting the soil of the harbour basin and the public quayside. Handover of the public quayside is planned for the fourth quarter of 2016. The opening of Kooyhaven is expected to deliver a major boost to the local economy in Den Helder. In the seaport itself, only limited

space is available, while the businesses based there (or that intend to establish premises there) are also attracting more and more suppliers and other (facility) companies. These companies can set up shop at Kooyhaven. The party responsible for the development is a consortium consisting of Dura Vermeer and De Vries & van de Wiel; the buyer for the land is the Port of Den Helder. The Municipalities of Den Helder and Hollands Kroon, together with the Province of North Holland, are involved on various levels in the development of the Kooyhaven RHB. Agreements have already been reached with the Hoogheemraadschap on the relocation of the dyke, with the province as the party responsible for managing navigation channels, with the Department of Transport and Public Works as roads manager and with the Dutch Cyclists Union on access to the Kooyhaven RHB and the crossing of a major cycle path. A covenant has also been signed with local residents, to limit any environmental impact. The covenant includes an agreement that a 70 meter-wide green zone will be laid out. The result will be a green screen around the eastern and southern sides of the industrial estate.



The [OOCL SAVANNAH](#) in Lyttelton – Photo : Bryan Shankland (c)

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The (ex '[Ensco 5001](#)') renamed '[NELSON](#)' departing Johor Port anchorage for [Alang, India](#) on the 20th January. A distance of 2991nm to cover at an anticipated 5 knot average. Photo: Mark Rickaby - Aqualis Offshore Pte Ltd.

Car carrier Silver Sky attacked by pirates in Gulf of Guinea

By : Svilen Petrov

The vehicle carrier [SILVER SKY](#) was attacked by pirates in [Gulf of Guinea](#) on 50 nautical miles off Bayelsa, Nigeria. Two groups of pirates on fast boats attacked the ship and tried to board her, but fortunately due to the load free boards and selfless protection from the crew prevented hijacking. The pirates opened fire to the car carrier and wounded on crew members, but without life-threatening injuries. The ship maneuvered successfully to prevent boarding of the pirates and poured them with water. After several unsuccessful attempts to board the vehicle carrier [SILVER SKY](#), pirates gave up and moved away to the shore. The ship proceeded to Cotonou, Benin and after that headed to Antwerp, Belgium. The Nigerian authorities started investigation for the root cause of the accident and searching for the pirates groups, which made the attack. The attack happened in region, where is hard to determine, where the pirates came from. According to the witness evidence the pirates attacked from south-east and after unsuccessful attack headed to north. The merchant ships in vicinity were warned about the increasing piracy activity and to be cautious for boats. The car carrier [SILVER SKY](#) (IMO: 8519722) has overall length of 183.00 m, moulded beam of 30.00 m and maximum draft of 8.90 m. The deadweight of the vessel is 9,772 DWT and the gross tonnage is 39,043 GRT. The ship was built in 1989 by [Jiangnan Shipyard Group](#) in China and operated by UAE shipping company Sallam Lines. **Source : Newsmaritime**

VOS Partner Delivered to Vroon



Netherlands based shipping company Vroon has taken delivery of a newly built platform supply vessel (PSV), [VOS PARTNER](#). The vessel was handed over to Vroon on January 14 during a ceremony at Cosco Guangdong Shipyard in China. The Dutch flagged [VOS PARTNER](#) is the third of six PX121-type PSVs being built at the shipyard for Vroon featuring the Ulstein-patented X-BOW design. Coincidentally, [VOS PARTNER](#) is the **100th vessel** of Ulstein design. The new ships for Vroon comply with ABS class requirements for dynamic-positioning system Class II (DPS-2) and reduced noise and vibration to satisfy HAB(WB). In combination with the X-BOW, these measures guarantee benefits to the charterer in operation and fuel efficiency, as well as higher comfort standards for the crew. With a length of 83.4 meters and a beam of 18 meters, the vessels provide 850 square meter deck space and a load capacity of 4,200 metric tons (dwt). The three remaining PX121 vessels are due to be delivered over the course of 2016, all of which will operate under the management of Vroon Offshore Services. [VOS PARTNER](#) left the Shipyard on her maiden voyage January 20. **Source : Marinelink**

Waterfront strikes suspended

Waterfront employers and business groups are breathing a sigh of relief after strikes that have caused costly shipping delays were brought to a halt on Friday. The nation's industrial umpire has imposed a 35-day ban on industrial action at Patrick Stevedores' terminals in four cities, after a successful bid by the company. It comes after dock workers and the

maritime union this week shut down Patrick Stevedores, Australia's biggest port terminal operator, for the first time since the infamous 1998 waterfront dispute. The simultaneous 24-hour strikes on Monday in Melbourne, Port Botany, Brisbane and Fremantle are estimated to have cost Patrick millions of dollars. Friday's ruling by the Fair Work Commission means planned 48-hour stoppages on Tuesday will be called off. The union and the company remain at loggerheads over the terms of a new deal, with Patrick condemning union demands as "extreme", particularly for all workers at Port Botany to be made permanent full-time. The union says it is seeking a greater commitment to job security. In a separate waterfront feud, strikes by marine engineers for national tugboat operator Svitzer Australia have come to end. The tugboat engineers had been walking off the job for between 12 and 48 hours at several major ports, blocking the entry and exit of many commercial carrier vessels. Engineers had been resisting the company's attempts to bring them onto the same enterprise agreement as other crew members on the three-person tugboats – deckhands and skippers – due to concerns it would lead to inferior conditions. But the proposal had the support of two other unions involved, and the wider workforce voted to adopt the new deal in a ballot this week. Svitzer Australia's Managing Director Mark Malone said the new agreement would allow the company to focus on growing its business. "At a time when the Australian maritime industry is going through some tough times and has already experienced its fair share of job losses, Svitzer's workforce has chosen to put job security ahead of further industrial confrontation," he said. "Importantly, it's an enterprise agreement that will work for both Svitzer and our crews." Martin Byrne, secretary of the Australian Institute of Marine and Power Engineers, said the ballot results appeared to show that all tug engineers had voted 'no', but the tug masters and deckhands, represented by different unions, were in favour. "AIMPE members at Svitzer feel that it is unfair for the company to unilaterally change the structure of their agreement – that's why they took protected action around the country," he said. "However, now that the voting results are in AIMPE will not be taking any further industrial action." **Source : Sydney Morning Herald**



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Sunset with the AHTS "[UOS ENDEAVOUR](#)" towing the Jack up rig "[NOBLE TOM PROSSER](#)" offshore North West Australia. **Photo: Wayne Siataga - Aqualis Offshore (c)**

Hellas: Ship owners object to EU's demands of tax law amendments to the country's framework

The Union of Greek Shipowners took to arms yesterday, releasing a rather harsh statement against recent claims raised by the European Commission and DG Comp in particular, for the Greek authorities to respond within two months to a series of proposals on amending the beneficial taxation framework of the shipping community. The EU has deemed as illegal, among other things, the non-taxation of dividends which are distributed by shipping companies to their shareholders/owners, the non-taxation of surplus value related with holding shares in shipping companies, as well as the relief of those companies from having to pay for an inheritance tax.

According to UGS, the Hellenic shipping framework was in place prior to the acceptance of Greece in the European Union and was fully recognized in 198 by the EU, when the country formally became a member state. UGS also noted that it hasn't been doubted so far, being an integral part of the country's policy to attract investments in the shipping sector. They added that the latest investigation by the DG Comp isn't based on any official complaint. "The European Commission's decision with regards to the Greek taxation system of shipping and its statement that this investigation will be used as a precedent to reevaluate other European shipping systems as well, will severely destabilize the shipping segment of the EU after 20 years of successful growth, without formal complaints and without any meaningful removal of ships from EU flags, or shipping companies moving out of the EU to other countries. The shipping industry was never part of the problem of the Greek debt, quite the opposite, as evidenced by its contribution to the current account deficit of the country", said Greek shipowners. They also reiterated that the Greek shipping framework was set in place back in the fifties and was adopted by the country's Constitution of 1975, after the overthrowing of the dictatorship. Earlier last month, the European Commission had sent Greece a set of proposals to ensure that state support to the maritime sector in Greece complies with EU state aid rules. In particular, the Commission found that current provisions may breach EU state aid rules by allowing shareholders of shipping companies to benefit from favorable tax treatment that should be reserved for maritime transport providers. Similarly, the Commission is concerned that favourable tax treatment is also extended to maritime sector intermediaries and operators of ships, which do not provide maritime transport services. The announcement read that "the Commission acknowledges the importance of maintaining a competitive maritime transport sector in the EU. EU state aid rules establish common rules on how Member States can support maritime transport providers, without unduly distorting competition in the Single Market. In particular, the Maritime Guidelines enable Member States to tax shipping companies on the basis of the tonnage of the fleet (i.e. based on size of shipping fleet) rather than the actual profits of the company. These measures were introduced to encourage EU ship-owners to flag their ships and carry out ship-management activities in the EU, rather than relocate those activities outside the EU. However, in order to avoid subsidy races between Member States and limit the distortions of competition created by the state support, these provisions need to be applied consistently throughout the EU and comply with the conditions set out in the Maritime Guidelines. The Commission has concerns that the Greek tonnage tax system is not well targeted and benefits the shareholders of shipping companies as well as companies other than maritime shipping companies, beyond what is permitted under the Maritime Guidelines. The Commission has therefore asked Greece to review which vessels are eligible under its system and exclude fishing vessels, port tugboats, as well as yachts rented out to tourists without a crew from the preferential regime. Operators of such vessels should in future be subject to the standard income tax. Preferential tax treatment should also be removed for insurance intermediaries, maritime brokers and other maritime intermediaries as well as the shareholders of shipping companies – none of which conduct genuine maritime transport activities. The Commission's requests do not concern the core of the Greek shipping economy, notably the operation of bulk carrier and tanker vessels. These can continue to benefit from a tonnage-based taxation instead of profit-based taxation as long as operators of such vessels maintain the share of the fleet they have under EU or European Economic Area flags. Greece now has two months to inform the Commission whether it agrees to the measures proposed, in which case it would need to amend its national rules with effect from 1 January 2019 at the latest. This is in line with the Memorandum of Understanding signed with Greece in August 2015 which foresees that the special crisis contributions by maritime companies and their shareholders will be maintained until end-2018.

Existing aid procedure

The Greek scheme has been in place since 1975, which is before Greece's accession to the European Union. It is therefore considered as 'existing aid' and subject to a specific cooperation procedure. Today's decision is the second step in this procedure. In 2012, the Commission started the existing aid procedure by expressing, in a service letter, its preliminary concerns concerning the compliance on the Greek legislation with EU state aid rules. This was followed by exchanges with the Greek authorities. Greece and the Commission will now jointly explore how to adjust the Greek tonnage tax scheme to end distortions of competition within the Single Market. Greece has two months to inform the

Commission whether it will agree to the proposed measures. If Greece accepts the proposed measures, the Commission will confirm this in a separate State aid decision. Failing an agreement, the Commission may open a formal state aid investigation", the Commission had concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Baltic index stretches record low run to 13th straight session

The Baltic Exchange's main sea freight index, which tracks rates for ships carrying industrial commodities, stretched its run of record lows to the 13th straight session on Thursday amid a vessel glut and weak demand. The overall index, which gauges the cost of shipping dry bulk including iron ore, cement, grain, coal and fertiliser, fell three points, or 0.84 percent, to 355 points. The dry bulk sector has taken a beating from the slowdown in Chinese business at a time when the sector is struggling with huge overcapacity. The capesize index, however, rose for the second consecutive session, gaining 20 points, or 10.75 percent, to 206 points. Average daily earnings for capesize vessels, which typically transport 150,000-tonne cargoes such as iron ore and coal, increased by \$102 to \$2,808. The panamax index shed nine points to record a new all-time low of 346 points. Average daily earnings for panamax vessels, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, fell \$112 to \$2,764. Data this week showing China's economy grew in 2015 at its slowest pace in a quarter of a century did not inject any optimism in an already battered sentiment, ship broker Fearnley said in a note on Wednesday, referring to the panamax segment in particular. "For spot activity the overwhelming supply is outperforming the demand to an extent hardly seen before." **Source: Reuters (Reporting by Arpan Varghese in Bengaluru; Editing by Jon Boyle)**

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The [FRISIAN RIVER](#) inbound for Rotterdam – **Photo : Krijn Hamelink (c)**

Legal uncertainties delay flow of Iranian oil to Europe

European companies and trading houses are not rushing to buy Iranian oil because of legal uncertainties over the lifting of sanctions that are likely to take weeks to clarify. A lack of dollar clearing, the absence of an established mechanism for non-dollar sales, insufficient clarity on ship insurance and the reluctance of banks to provide letters of credit to facilitate trade are all giving cause for caution. Iran used to sell as much as 800,000 barrels per day (bpd) to European refiners in Italy, Spain and Greece before sanctions over its nuclear program were imposed. European markets have since then been inundated with extra oil from Saudi Arabia, Russia and Iraq. Iran ordered a 500,000-bpd increase in oil output, of which 200,000 bpd will go to Europe, after the nuclear-related international sanctions were lifted on Saturday. But many European firms are wary of violating other sanctions that were imposed by the United States and have not been lifted. Russian oil major Lukoil's chief executive, Vagit Alekperov, said it was still not clear whether the company's refineries in Italy or the Netherlands were free of legal risks to buy Iranian oil. "It is all clear on the petrochemical side. We can transfer the money and buy and sell their products. On the crude side, our lawyers are looking into this," he told Reuters Television on the sidelines of the World Economic Forum in Davos. Marco Dunand, chief executive of Swiss trading house Mercuria, also believes Iranian oil imports into Europe remain complicated.

"As a European citizen, I can probably trade it again provided I don't use U.S. dollars. But then if you use a euro-dollar conversion, does it become a grey (uncertain) zone?" he said. Dunand said a lot of additional explanatory work needed to be done by European governments on how ship insurance and banking would now work before imports to Europe resume. An executive from a European firm which was a big buyer of Iranian oil before the sanctions were imposed said it could take weeks to clear up many aspects.

"Up until Monday, banks and ship insurers were simply refusing to have any conversations about this," he said. Another senior oil executive at the Davos meeting said his firm would eventually resume imports from Iran but was still exercising caution due to a lack of clarity. Market players, however, expect that companies which bought Iranian crude before the sanctions – such as Royal Dutch/Shell, Total, Eni, Hellenic Petroleum and traders such as Vitol and Glencore – will resume purchases at some point later this year. Iran has stored 40 million barrels of crude in tankers and has said it is keen to regain its former customers, even as oil prices keep falling due to global oversupply. After the initial export boost, Iran hopes to raise output further – by as much as 1 million bpd within a year – and attract more investments from oil majors in the future. Lukoil's Alekperov said he believed it would take five to seven years for Iran to boost output significantly and that this would happen only if the Islamic Republic put the right legislation in place to compete for investments. "All of Iran's oil-producing equipment needs to be modernized, its oil fields require investment... Unfortunately, Iran has not come up with the legislation yet... They need to make a competitive offer," he said.

Iran would in effect be competing for investment with producers such as Mexico and Norway which are looking to develop new fields, he said. Total and Eni have also said they would invest in Iran only if Tehran offered attractive terms materially different from its previous buy-back schemes or Iraq's servicing contracts, which made many companies no money. **Source: Reuters (Editing by Alexander Smith and Timothy Heritage)**



Aegir Marine's Ruud Muis congratulate **Gerben Donselaar** Sales Manager Americas on his 5 year anniversary

NEW PILOT BOATS FOR PAPUA NEW GUINEA



Recently I spotted at the Singapore Western anchorage 3 brand new pilotboats owned by **PNG Marine** and homeported Port Moresby in Papua New Guinea the boats are named **MARKHAM**, **HUON** and **WILHELM**



PNGPCL Pilotage Services Department is delegated with the responsibility of providing Marine Piloting services for the declared pilotage areas in Papua New Guinea which include six major and ten minor ports besides pilot service requests for non compulsory pilotage areas like Oro Bay, Kavieng, Wewak, Lorengau, Buka, Kieta and Vanimo.

Pilotage is an essential service provided to ships manoeuvring within port limits and coastal waters declared as Pilotage areas. PNGPCL, and its predecessor(s) have been involved in providing this service safely and efficiently for over 50-years as part of the overall services it provides at seaports and declared Pilotage areas.



Marine piloting is defined as competently and safely piloting vessels within the limits of Seaports, Declared Pilotage Areas (coastal), and any pilotage request situations in accordance with the best practice of seamanship, shiphandling, safety standards, and legislative requirements and established operating procedures. Marine Piloting promotes maritime safety and avoidance of damage to ships, port infrastructure, the marine environment and local community property. Piloting Service is provided by PNGPCL in all 16 operational ports. The 6 major ports of Port Moresby, Lae, Madang, Alotau, Rabaul and Kimbe are mandated as Compulsory Pilotage Ports. Piloting services at all other ports are available and provided upon request by itinerant pilots through shipping agents. Port Moresby and Lae have a 24/7 Pilotage operation. **All above photo's : Piet Sinke (c) CLICK at the photo's !**



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Unicorn's [UMGENI](#) waiting for her berth at Curacao. **Photo: Aart van Essen (c)**

S. Korea: Navy's anti-piracy unit in Somalia coast marks 5 years since major rescue operation

Worries about success and fears of wounds tormented Navy SEAL Park Sang-joon before the operation began and seized his focus, the soldier said of the Navy's much-celebrated mission to rescue a South Korean freighter hijacked by Somali pirates five years ago. Park was among some 300 special troops who, aboard Navy destroyer **Choi Young**, on Jan. 21, 2011 rescued the 11,500-ton South Korean freighter **SAMHO JEWELRY** that had been taken hostage along with its 21 crewmen by Somali pirates. Carrying chemicals, the **SAMHO JEWELRY** was en route to Sri Lanka from the United Arab Emirates when it was hijacked in the Arabian Sea earlier in the month. The crew included eight South Koreans and foreign sailors from Indonesia and Myanmar. Since then, the "Dawn of the Gulf of Aden" mission has been the most well-known feat of the anti-piracy Cheonghae Unit, which South Korea stationed in the Gulf of Aden in the Arabian Sea off Somalia, a hub of pirate activity since 2009. Of the troops that took part in the original rescue mission, three Navy SEALs returned to the Gulf of Aden last year to serve another term with the anti-piracy unit, according to the Navy. Park, a chief petty officer, and Senior Chief Petty Officer Kim Jong-wook were among the select group of forces who stepped onto the freighter and engaged in a brief gun battle before taking control of the commercial vessel. In the operation, several Somali pirates were killed or went missing and five others were taken alive to face criminal charges in South Korea. "I was very nervous, thinking if we could complete the mission without human damage. But as the operation kicked off, such worries disappeared," Park said in his recollection of the mission in an interview provided by the Navy. "I had trust in my colleagues beside me who entered the **SAMHO JEWELRY** together and the Lynx helicopters and the destroyer **Choi Young** that covered us." The other SEAL, Chief Petty Officer Kang Joon, was a sniper who sustained a minor gunshot wound in a brief encounter three days before the main operation. "I was thrilled upon hearing in a hospital that the mission was successful," Kang said. Since the successful mission, the anti-piracy unit has upgraded its operation capabilities through the introduction of an automatic elevator which can help forces penetrate hijacked ships more easily and new weapons and bulletproof gear, the Navy said. Including the famous mission, the anti-piracy unit has successfully carried out a total of 21 rescue missions since its first deployment in 2009, in which 31 South Korean and foreign vessels were freed from pirates seeking ransom. The Cheonghae Unit's rotating destroyer was also mobilized when South Korea evacuated South Korean and foreign nationals from Libya in 2011 and 2014. During its seven-year service, the unit has also escorted some 14,130 South Korea and foreign vessels safely through the piracy-prone region, according to the Navy. The dispatched unit gained further fame when Chey Min-jung, a daughter of No. 3 conglomerate SK Group's Chairman Chey Tae-won, joined the mission last year as a naval officer. The junior Chey returned to South Korea in December after a six-month mission there. The Navy will hold a ceremony to mark the 5th anniversary of the Dawn of Gulf of Aden mission on Thursday at a naval base in Busan with the special forces who participated in it and the captain of the seized freighter. **Source: Yonhap**



The 2012 built ITA flag and owned Turkish Built Tugboat **GLADIATOR** entering **Grand Harbour, Malta** on Thursday 21st January, 2016 from Salerno, Italy.

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

SEAQUEEN DELIVERS FIRST OIL FROM USA SINCE 1975 IN ROTTERDAM



The **SEAQUEEN** delivered 75.000 ton crude oil loaded in [Houston Texas](#), in Rotterdam- 4th Petroleum harbour, this load is the first load of oil from the USA after 40 years ago the USA implemented a stop on oil export, this ban is now lifted as more Shale oil is produced in the USA for their internal market **Photo : Cees van der Kooij (c)**



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FROM CHALLENGE TO CONQUEST

Eagle Bulk Shipping Wins Default Waiver on Debt Payment

Eagle Bulk Shipping Inc. has received a temporary default waiver from lenders, giving the company until Feb. 2 to negotiate a deal and avert a potential second trip into bankruptcy protection. The New York-based shipping company said it negotiated the waiver after missing a Jan. 15 quarterly payment to lenders owed \$275 million. The company said it was unable to make the payment after it disclosed a violation of U.S. shipping provisions, which prompted the lender to cut off Eagle Bulk's access to the \$50 million revolving portion of that loan. Eagle Bulk said it would use the waiver period to negotiate with lenders and shareholders on financing alternatives but cautioned those discussions could fail. Although it is only a few weeks in, 2016 is already shaping up to be a tough year for shipping companies, particularly dry bulk operators. The industry is facing falling demand in China and other countries that import commodities. Many shipping companies are selling ships to raise liquidity and weather the slowdown. The Baltic Dry Index, which measures the cost of shipping materials like iron ore, has hit record lows every day since the start of 2016. Many carriers are trying to stave off bigger problems, but shipping industry troubles have already caused several shippers to file for bankruptcy. Primorsk International Shipping Ltd., which operates a fleet of ice-class oil tankers in the Arctic, filed for chapter 11 bankruptcy protection on Sunday. Last September, Japan's Daiichi Chuo Kisen Kaisha and Global Maritime Investments Cyprus Ltd., each filed for bankruptcy protection. Eagle Bulk is no stranger to bankruptcy

either, having exited chapter 11 protection in October 2014. Through that proceeding, the company cut \$975 million in debt from its balance sheet by converting the debt of lenders owed \$1.2 billion into equity in the restructured company. The lenders also received a cash distribution. At that time, Eagle Bulk blamed its financial woes on “deteriorating charter-hire rates in the highly cyclical dry-bulk shipping industry.” The company in November reported \$29.1 million in net revenues—or revenues minus commissions—and a \$20.4 million net loss for the three months ending September 2015. During the same period in 2014, when Eagle Bulk was in bankruptcy proceedings, revenues were \$29.8 million and losses were \$45.9 million. **Source: Wall Street Journal**

NEW PILOT BOAT ARRIVED IN LYTTTELTON



The new 16 mtr long [Lyttelton](#) Pilot Launch **AWAROA** arrived from Builders, **Hart Marine Melbourne** Via Triabunna (Tasmania) Bluff And Akaroa in Lyttelton under the Aussie flag as she is registered in Melbourne for the delivery voyage. **Photo: Bryan Shankland (c)**

Tight Asian 500 CST bunker fuel supply sees demand shift to S. Korea

Overall tight supply of 500 CST bunker fuel, also known as RMK, in Asia has shifted demand for the grade over to South Korea and pushed up prices there, trade sources said. Container liners, the main buyers of the fuel, usually obtain supplies from Russia, Singapore, South Korea, Hong Kong and Shanghai, with bunkering volumes estimated at around 2,000-4,000 mt per liner. Market participants said Thursday that of the five supply centers, Russia, Singapore and South Korea are able to offer RMK on a spot basis, while Hong Kong and Shanghai mainly trade on a term supply basis. Russia used to be the primary supply center, due to relatively lower prices and better quality, but it lost its price competitiveness as crude prices declined, traders said. “Container vessels don’t have cargoes to take to Russia; they only go there to get cheap RMK. But when bunker fuel is cheap everywhere, it doesn’t make sense to go out of the way and up north to Russia and [incur] costly port charges,” a Korea-based trader said Thursday. Hence, Russia switched to exporting the cargo to China instead, leaving liners which required spot volumes to pick up supplies from Singapore and South Korea. The heavier demand load on supply centers resulted in depleting spot supplies, with market sources saying this week that the already tight supply situation was being further exacerbated by limited cargo availabilities across the region. In Singapore, many RMK suppliers were unable to offer in the spot market, citing a lack of availability. Traders said the tightness in supply started in early December. The spread between delivered RMG, or 380 CST bunker fuel, and RMK in Singapore was at 50 cents/mt Thursday, the lowest it can go. It was last at 50 cents/mt June 25, 2015. “[It is] very tight, I don’t think I will offer [anymore] for January,” a Singapore-based trader said Thursday, adding that fresh cargoes were only likely to arrive in end-March to early-April. Demand has therefore been diverted to South Korea, where traders report increasing sales of the grade. “All the demand for RMK is going to Korea,” a trader based there said. In South Korea, GS Caltex and SK Energy are the only two suppliers of the 500 CST grade, supplying approximately 100,000 mt and 20,000 mt per month respectively. The 500 CST bunker fuel grade is not part of Platts South Korean bunker fuel assessments, but traders said refineries there import straight run fuel oil from Europe and blend it to obtain the grade. “There is overwhelming demand and limited supply in Korea. At the start of the year, refineries sold RMK at a \$20/mt discount to the RMG [380 CST bunker fuel] grade. Prices have since risen

to a discount of about \$10/mt [to the RMG grade]," the Korea-based trader said Thursday. The lack of spot supply from Hong Kong and Shanghai has further compounded the situation, as the bunker fuel grade trades mostly on a term basis in both markets, trade sources said Thursday. "Normally container vessels take term volumes in both the Hong Kong and Shanghai market...spot cargoes are seldom seen," a trader said Thursday. It is understood that the Hong Kong and Shanghai markets usually trade the bunker fuel grade on three- or six-month term contracts, which, depending on the company, are usually priced at a premium to the Mean of Platts Singapore 380 CST high sulfur fuel oil assessments, or at a discount to Platts Shanghai or Hong Kong 380 CST delivered bunker fuel assessments. Market participants estimated Thursday that for the 500 CST bunker fuel grade, Hong Kong averages term volumes of around 450,000-500,000 mt/month, and around 200,000 mt/month for Shanghai. Traders said Thursday Japan did not trade the 500 CST bunker fuel grade. "If any container vessels call at Japan, they will take the 380 CST bunker fuel grade; otherwise, they will call at South Korea," a source said Thursday. **Source: Platts**

Doctors of the World Offer Charity Medical Aid to Refugees on Hellen

International medical charity Doctors of the World (DOTW) and Greek coastal ferry operator Hellenic Seaways have joined forces to meet the health needs of refugees travelling on ferries from the Greek islands to Athens. Considering that refugees spend approximately 10 hours on the ferries that transport them between the islands and the mainland in Greece, DOTW negotiated with Hellenic Seaways to provide medical services on these ferries as they make the crossing. Since January 15, a DOTW medical team consisting of a doctor, nurse, psychologist, social workers and interpreters are available in a special clinic space on the ferries of [NISSOS MYKONOS](#) and [NISSOS RODOS](#). According to DOTW, on average there are between 1,200 and 1,400 refugees on each ferry, which travel daily from Lesvos to the Athens port of Piraeus via the islands of Chios, Samos, and Ikaria. "We have been told that they have, on average, 4 emergencies as they cross each time", a DOTW announcement said. The DOTW medical teams will be available on the ferries for three months initially. "The cooperation between Hellenic Seaways and Doctors of the World aim for all fellow human beings to travel safely under the best conditions", Hellenic Seaways said in an announcement. Doctors of the World is part of the global Médecins du Monde network, which delivers over 300 projects in more than 70 countries through 3,000 volunteers. **Source : Ferries of Southern Europe group**



NAVY NEWS

Australian submarine tender narrows to Japanese and French bids, Germans lose ground-sources

The competition for a A\$50 billion (\$34.55 billion) contract to build Australia's next submarine fleet is narrowing to a race between Japan and France as a bid from Germany's ThyssenKrupp Marine Systems loses ground over technical concerns, multiple sources said. Australia is expected to decide the winner of one of the world's most lucrative defense

contracts within the next six months, ahead of a national election in which the deal and the jobs it will create is expected to be a key issue for the conservative government. TKMS is proposing to scale up its 2,000-tonne Type 214 class vessel, while Japan is offering a variant of its 4,000-tonne Soryu boats made by Mitsubishi Heavy Industries (7011.T) and Kawasaki Heavy Industries (7012.T). France's state-controlled naval contractor DCNS has proposed a diesel-electric version of its 5,000-tonne Barracuda nuclear-powered submarine. Australia has said it wants a boat in the 4,000-tonne class. Scaling a submarine to twice its original size presents exponential technical challenges, experts say. That puts TKMS furthest from having the experience to offer what Australia wants in a large, long-range, stealthy submarine to replace its aging Collins-class fleet, said six industrial sources in Asia and Australia with knowledge of the situation. "The German proposal is an enlarged version of a smaller existing submarine, and that technically is risky," said one source. TKMS and one of the sources in Australia, who has decades of experience in the global arms industry, cautioned against jumping to conclusions as each side jockeys for the best outcome in what may ultimately be a political decision. Australia wanted a partner to design and build a new submarine, which neutralizes any perceived



advantage with existing bigger boats, said TKMS Australia Director Jim Duncan. "The rumors could well be right. Who knows," Duncan told Reuters when asked to respond to what the industrial sources said. "My only advice, having spent many years in this environment is: believe nothing that you hear and only half of what you see." Officials at the Future

Submarine Program at the Australian Department of Defence did not respond to a request for comment. DCNS Australia CEO Sean Costello declined to comment on his competitors, but said experience in large submarine design was critical for the Australian project. Tokyo was initially seen as the frontrunner, partly due to close ties between Japanese Prime Minister Shinzo Abe and former Australian Prime Minister Tony Abbott, who was ousted in a party coup by Malcolm Turnbull last September. With Turnbull quiet on the matter, Japan is touting its offer as a way to build military ties between two allies in Asia, something U.S. officials have said they want to see as China emerges as a regional power. But Tokyo, which until two years ago had a decades-long ban on arms exports, has been hobbled throughout the process by a lack of experience in managing overseas defense contracts and the shifting political tide in Canberra. With Australia facing an economic slowdown, that has put job creation and innovation atop the political agenda. Japan was slow to commit to build all vessels at South Australian shipyards, a politically significant pledge that both DCNS and TKMS made quickly. At the same time, DCNS and TKMS pledged to share sensitive technology with the Australian government and promised packages of economic incentives. Australia's Defence Department is formulating a recommendation based on materials submitted by the bidders late last year and is expected to give that to cabinet as early as March. **Source: Reuters (Additional reporting by Nobuhiro Kubo in Tokyo; Editing by Dean Yates)**

In Singapore, Another US Navy LCS Is Sideline With Machinery Problems

By Christopher P. Cavas,

For the second time in a month, a US Navy littoral combat ship (LCS) has been sidelined due to machinery problems. The [USS FORT WORTH](#), a Freedom-class LCS that has been operating for more than a year in the western Pacific, "experienced a casualty to the ship's combining gears during an in-port period in Singapore Jan. 12," according to Lt. Cmdr. Matt Knight, a spokesman for the US Pacific Fleet. So far, according to Knight, "the casualty appears to be caused by a failure to follow established procedures during maintenance." The ship remains at the Changi Naval Base in Singapore while an investigation continues. "A maintenance team consisting of technical representatives and shipyard personnel is on board to evaluate the gears and to make the necessary repairs," Knight said in an email. "There is no estimated date of completion at this time," he added. "The investigation into this casualty is ongoing." The Fort Worth's deployment had been a major success for the LCS program up to now. The ship left its home port of San Diego on Nov. 17, 2014 for a scheduled 16-month Western Pacific deployment, and was recently extended due to its usefulness in the region. Since arriving at Singapore at the end of December 2014, the ship has

taken part in numerous operations throughout the region, including the search for the missing Indonesia AirAsia Flight 8501, and visits and exercises with Korean, Vietnamese, Indonesian, Indian and Thai naval forces. During the deployment the ship has made several crew swaps, part of a plan to rotate three crews each serving about four months on board. The news about the Fort Worth's mishap comes after the next ship in the class, the Milwaukee, suffered a breakdown at sea about 40 miles off the Virginia coast on Dec. 11 and had to be towed in to Little Creek, Virginia during its delivery voyage from the shipyard at Fincantieri Marinette Marine in Marinette, Wisconsin. The **FORT WORTH** also suffered problems with its combining gear, caused by shavings and debris getting into the lubrication system. That incident remains under investigation, and the ship is still at Little Creek awaiting a determination of the problem and a fix. While the problems sound similar, Navy officials are claiming they are not due to the same causes. The Fort Worth's problem "is similar, but not related to what happened with the Milwaukee," said one source familiar with the situation. The Milwaukee's problem could have a physical cause, while the Fort Worth's problem seems to have come from personnel not following proper procedures. During sea trials last summer, the Milwaukee also experienced a problem when an engine was improperly turned on while the ship was in port, and resulting repairs caused the trials to be delayed. A Navy source provided more details of the problem experienced with the Fort Worth in Singapore. "During startup of the main propulsion diesel engines, lub[rication] oil was not supplied to the ship's combining gears due to an apparent failure to follow standard procedures," the Navy source said. "The insufficient flow of lube oil resulted in high temperature alarms on the port and starboard combining gears. An investigation is underway to examine the issue in depth and determine the corrective action required to prevent such actions in the future." Knight noted that "casualties involving watch standing procedures are rare. Our LCS crews are well-trained and familiar with this LCS variant." The Fort Worth and Milwaukee belong to the Freedom class, the single-hull version of the LCS built by Lockheed Martin and Marinette Marine. The other LCS type, the all-aluminum Independence class, has an entirely different machinery installation. "We have the right resources in place to conduct the necessary inspections, determine the extent of the damage and required repairs, and return Fort Worth back to operational status," Knight wrote in the email. "USS Fort Worth has been a model of reliability for more than one year while deployed in the US 7th Fleet. We are working diligently to minimize the operational impact of this maintenance casualty." **Source : defensenews**

Navy Interceptor Sinks Off Chennai After Fire, All Safe



A small boat used by the Indian Navy for harbor security sank off Chennai coast after it caught fire on Wednesday evening. The Fast Interceptor Boat **T-304**, along with two similar boats, had sailed out on Wednesday evening when it suddenly caught fire. All six sailors on board were rescued by the other two boats. The incident happened about 90 nautical miles north east of Chennai, navy sources said. An official release said a fire broke out on board the 15.6 metre-long interceptor craft while it was on routine deployment at about 2 AM. "The fire caused extensive damage to the Fibre-glass Reinforced Plastic (FRP) hull of the craft resulting in sinking of the boat despite all out efforts by the crew to save it. There were no casualties," it said. An inquiry has been ordered to investigate the incident, it said.

The boat, made out of fibre reinforced plastic, melted completely in the incident. It was inducted in 2013, and was one of the 67 such boats imported from Sri Lanka for the Sagar Prahari Bal, a naval police force created after the 26/11 Mumbai terror attack. They are manned by four to six sailors and do not have officers on board. There are also no fixed gun mounts on them and carry machine guns. **Source : NDTV**

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Russian Navy developing unmanned 'drone' boats — deputy commander

The Russian Navy is working on developing 'drone' boats that can be based on ships and on the coast, Navy Deputy Commander-in-Chief, Vice-Admiral Alexander Fedotenkov said on Thursday. "Work will be continued in 2016 to develop unmanned boats that can be based both on ships and on the shore," he said. The Russian Navy also continues its work on developing self-guided deep-water search vessels. Work is underway as well to develop tethered underwater robots capable of carrying out complex operations at big depths, Fedotenkov said. Source : Tass

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The **SVITZER KADALA** under construction at the **ASL shipyard** in Singapore

Photo : Jacco van Nieuwenhuyzen ©

CSIC warns of massive loss for 2015

By Lee Hong Liang from Singapore

China Shipbuilding Industry Corp (CSIC) has warned of a deep loss for 2015 due to the depressed state of the shipbuilding industry. The state-owned shipbuilding group projected a 2015 deficit of RMB2.5bn (\$380m) to RMB2.8bn, it announced to the Shanghai Stock Exchange. The anticipated net loss compared to a profit of RMB2.28bn in 2014. CSIC said that the global shipbuilding market is facing a challenging operating environment with low newbuilding orders and declining contract prices. The falling crude oil prices have also led to reduced demand for offshore vessels and equipment. Meanwhile, CSIC is believed to be in talks with compatriot China State Shipbuilding Corp (CSSC) over a

merger deal, as part of Beijing's efforts to consolidate the shipbuilding industry suffering from excess capacity and low utilisation. Source: seatrade-maritime

Submarine builder sheds 820 jobs

ASC revealed in a Senate question on notice it had reduced its workforce in the period November 2014 to October 2015 by 820 positions, including employees, contractors and subcontractors. ASC said the future frigate construction program starting in South Australia in 2020 would boost jobs. Source : AAP

ROUTE, PORTS & SERVICES





SMIT AMANDLA ENROUTE WITH ZENITH EXPLORER TO CAPE TOWN



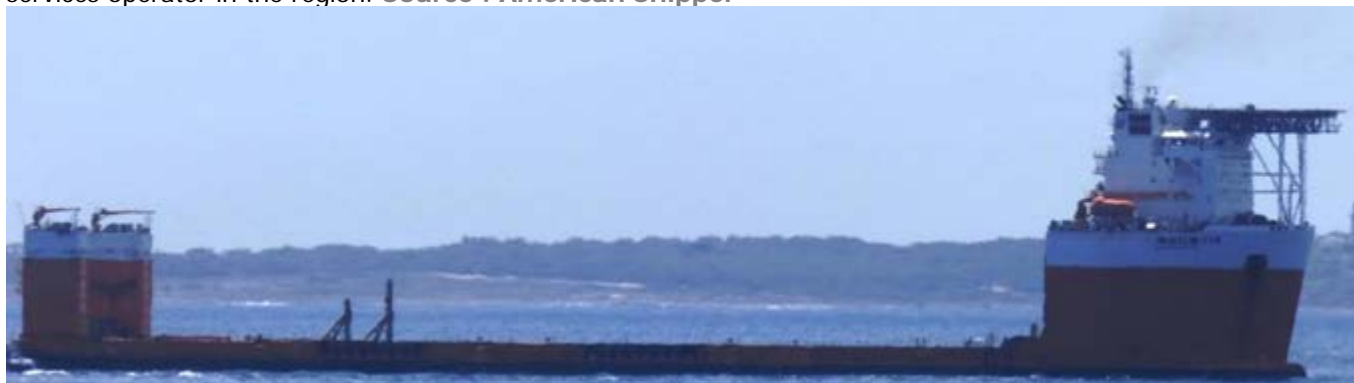
The "**SMIT AMANDLA**" connecting to the "**ZENITH EXPLORER**" off Limbe, Cameroon for towage to Cape Town. ETA around 2nd Feb. Whilst she is away, the DP2 AHTSV "**PERIDOT**" is on temporary salvage station.

Photo : Capt Ian Merriman - Master Smit Amandla ©

DP World wins concession for logistics center in Rwanda

The Dubai-based port terminal operator has been granted a 25-year concession to develop and operate a new logistics center in Kigali, Rwanda.

Dubai-based port terminal operator DP World has been granted a 25-year concession to develop and operate a new logistics center in [Kigali, Rwanda](#), the company said in a statement. The first phase the DP World Kigali Logistics project will be built on a 969,000-square-foot greenfield site and feature a 129,000-square-foot container yard and a 211,000 square feet of warehousing space. The facility will have an estimated annual capacity of 50,000 TEUs and 640,000 tons of warehousing space. Total project cost is estimated at \$35 million, and further development will be dependent upon demand growth, DP World said. The company noted Rwanda has undergone an economic transformation in recent years, consistently delivering over 7 percent GDP growth and ranking today as the most competitive country in East Africa, according to the World Economic Forum's global competitiveness report "Rwanda aims to enhance the country's logistics industry to support the export of products for regional and international markets," said DP World. "The DP World Kigali Logistics Centre is expected to significantly contribute to the development of this strategy." "We continue to be optimistic about the outlook for Africa and are proud to expand our footprint in the region," added DP World Group CEO Mohammed Sharaf. "We aim to further develop the logistics sector through DP World Kigali Logistics to help meet the country's 2020 vision of creating a strong domestic logistics services operator in the region. **Source : American Shipper**



Chinese heavy lift vessel **HAI YANG SHI YOU 278** receiving the Pilot at The [Table Bay](#) Harbour Cape Town.

Photo : Aad Noorland ©

Verkopen laagzwavelige bunkers bijna verdrievoudigd

In de Rotterdamse bunkerhaven is de verkoop van laagzwavelige gasolie en diesel in 2015 bijna verdrievoudigd t.o.v. het jaar daarvoor; van 0,7 naar 1,8 miljoen m3. De stijging heeft te maken met de striktere zwaveleisen voor de zeevaart op de Noord- en Oostzee. De leveringen van alle bunkers – brandstof aan de zeevaart – bleef met 10,6 miljoen m3 gelijk t.o.v. 2014. Rotterdam blijft daarmee de grootste bunkerhaven van Europa.

Schonere scheepvaart

De verdrievoudiging van de groei van gasolie en diesel gaat ten koste van de afzet van stookolie, van 9,8 naar 8,7 miljoen m3. Het Havenbedrijf juicht deze ontwikkeling toe, omdat gasolie en diesel aanzienlijk minder vervuילend zijn dan stookolie. Het Havenbedrijf zet zich in voor een schonere scheepvaart. Dat doet het onder andere door te investeren in Rotterdam als LNG-hub en de stimulering van de transitie van stookolie naar LNG (vloeibaar aardgas) als brandstof voor de scheepvaart. Het Havenbedrijf verwacht dat de haven in 2017 beschikt over een LNG bunkerschip en dat er dan vanaf het water vloeibare aardgas kan worden gebunkerd.

Diversificatie

Het gebruik van laagzwavelige brandstoffen door de scheepvaart is wellicht beter dan uit de Rotterdamse cijfers van 2015 blijkt. Door de invoering van striktere zwaveleisen voor de zeevaart in de Emission Control Areas (ECA's) Noordzee, Oostzee en de kusten langs de Verenigde Staten komt de markt met nieuwe producten. Zo worden er zogenoemde 'ECA-fuels' geproduceerd en is op de markt nu ook zeer laagzwavelige stookolie (ULFSO) te vinden. De afzet van deze nieuwe producten zijn nog niet specifiek in de cijfers van het Havenbedrijf terug te vinden.

Cruise ship turns away from Haiti amid protests

Passengers on Royal Caribbean's 3,782-passenger Freedom of the Seas may have been expecting a day at the beach at the cruise line's multi-million dollar private resort in Labadee, Haiti. But on Tuesday the ship was greeted at the popular port by protestors in boats and the cruise line canceled the visit. Haitians have been widely protesting as the country prepares for presidential and legislative runoff election on Sunday. "When Freedom of the Seas arrived to Labadee, Haiti, the ship encountered a number of locals in small boats staging a protest," Royal Caribbean said in a statement. "Although this protest was peaceful in nature, it was clear that if the protest continued, there would be a significant impact on our guests' ability to enjoy Labadee." The ship remained at sea before heading to today's port of call in Falmouth, Jamaica. The next Royal Caribbean ship scheduled to visit Labadee, a peninsula about 100 miles from Haiti's capital Port-au-Prince, is the 3,686-passenger Navigator of the Seas on Thursday. "We will continue to closely monitor the situation and are in close communication with local and government officials in Haiti. At this time, we have not made any decisions regarding future port calls to Labadee," the line said. Among the big attractions at the cruise line's extensive setup on Labadee is the Dragon's Breath Flight Line – which at 2,600 feet is said by Royal Caribbean to be the longest zip line over water in the world. Source : Usatoday

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U.S. tightens visa waiver rules for visitors after Paris attacks

The United States on Thursday began implementing restrictions to its Visa Waiver Program under a law passed after last year's Paris attacks that makes it harder for citizens of some countries to visit. Several of the Islamic State attackers who killed 130 people in France held European passports that would have allowed them to easily enter the United States under the former system. Citizens of the 38, mainly European, countries in the U.S. Visa Waiver Program (VWP), who were previously able to travel to the United States for up to 90 days without a visa, must now obtain one if they have visited Iran, Iraq, Sudan and Syria since March 1, 2011. They must also obtain a visa if they are dual Iranian, Iraqi, Sudanese or Syrian nationals, the U.S. State Department said. Citizens from the 38 nations are required to obtain a travel authorization through the so-called Electronic System for Travel Authorization (ESTA) before coming to the United States. The State Department said that as of Thursday it would revoke the ESTA travel authorizations held by citizens from the 38 Visa Waiver Program countries if they are dual Iranian, Iraqi, Sudanese or Syrian citizens. However, it noted that under the new law the U.S. secretary of homeland security has the authority to issue waivers to the restrictions on law enforcement or national security grounds. People who could be eligible for a waiver include those who visited Iran, Iraq, Sudan or Syria on behalf of international organizations or humanitarian groups, or journalists who carried out reporting in the four countries. They may also include people who traveled for legitimate business reasons to Iraq or to Iran following the July 14, 2015 nuclear agreement. The Visa Waiver Program nations are Andorra, Australia, Austria, Belgium, Brunei, Chile, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Monaco, Netherlands, New Zealand, Norway, Portugal, San Marino, Singapore, Slovakia, Slovenia, South Korea, Spain, Sweden, Switzerland, Taiwan and United Kingdom. Source : Reuters (Reporting by Arshad Mohammed and Lesley Wroughton; Editing by Doina Chiacu and Lisa Shumaker)

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

.... PHOTO OF THE DAY



In the port of [Qingdao](#) (China), heavy lift vessel [RED ZED II](#) is ready for the SPMT load-out of a LNG plant module

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HUON (a)	Pilot Tender	Singapore	12-01-2016
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