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Seatrade' SIERRA LOBA anchored off Gibraltar for bunkers – Photo : Francis Ferro (c)

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The [USHUAIA](#) seen near [Cuverville Island](#) Antarctica
Photo: Willem J.M. Kappert Chief Electro Technical Officer MS Zaandam (c)

Hamburg blames 9.3pc box trade decline on China's and Russia's troubles

THE [Port of Hamburg](#) posted a 9.3 per cent year-on-year decline in 2015 container throughput to 8.8 million TEU blamed on lower volumes handled with China, Russia and Poland, said the port authority. "Container traffic with China down by 14.4 per cent and with Russia by 34.4 per cent could not be offset in volume by growth in container traffic with other countries such as Malaysia, India, the United Arab Emirates or Mexico," said Axel Mattern, member of the Port of Hamburg Marketing Executive Board. But the port enjoyed higher bulk cargo throughput and strong growth in rail and inland waterway seaport-hinterland traffic. But this did not offset what became a 5.4 per cent decline in seaborne traffic to 137.8 million tons crossing Hamburg's docks. Said Mr Mattern: "Among the ports of northern Europe, the Port of Hamburg has maintained its strong position on container traffic with the Baltic. "Compared to ports such as Antwerp and Rotterdam, Hamburg reports seven per cent points higher proportion of transshipment cargo," he said. "This is one of the reasons that Hamburg is more seriously affected than Antwerp or Rotterdam by weakness in China's foreign trade and Russia's economic problems, for example," he said A large share of the cargo handled in Hamburg for China and Russia is transhipped via Hamburg, and loaded from oceangoing containerships on to feederships. "Since the statistics for worldwide transshipment traffic feature the waterside transfer from the large

containership to the feeder or vice versa each time this occurs, any transshipment downturn doubly affects port results," Mr Mattern said. **Source : Schednet**



The [KASUGTA](#) navigating the Westerschelde outbound from Antwerp – **Photo : Henk Nagelhout (c)**

IN DEFENSE OF THE FERRY F.-A.-GAUTHIER



“It is illusory to think that a new ship is synonymous with reliability.”

Pierre-Paul Desgagnes was Director of Maritime Services Company Quebec Ferries (STQ) when the project to replace the Camille-Marcoux was launched. In this capacity he was in charge of vessels, maintenance, renovations and new construction. Having already built new ferries in the fleet of the STQ, Mr. Desgagnes shows that breakage and adjustments are common during the commissioning. “The important thing is to resolve,” he said in an interview to the Sun. And for this, it may take a little more time at first. “It is normal for the first year, all knowledge is not acquired by the company’s employees,” he tempers. The former official, retired two years ago, does not hesitate to assert the idea of using liquefied natural gas to power the F-A.-Gauthier. He still believes, even if the system is inoperative for months. “This boat is special here” “This one is special boat. This is a new era of sustainable development. We wanted to start something,” he outlines, while specifying that the technology is widely used in Europe, even in northern territory like Finland. According to the engineer and administrator learned of former colleagues mouth, the problem is now related to the fuel supply. Whether the priority is to keep the boat activity on the water, Mr. Desgagnés believes it should focus its energies or even stop if necessary, to solve the problem once and for all. For not only the savings expected greenhouse gases are not at the rendezvous, but the operator’s image is tarnished. According to our interlocutor, the STQ “may lack firmness” with the ship’s manufacturer, Fincantieri, which is responsible for the warranty. “If it is not resolved, it does the work of our own and we deduce that it cost the bill,” he insists. “That is not correct either to say that everything is normal.” Mr. Desgagnes has left the corporation just months after the start of construction of F. A. Gauthier in Italy. He can thus decide on site supervision and the final product. This does not prevent startled when the new ferry, which cost \$ 175 million, is called a “lemon”. The former leader believes the STQ is a victim of the consultation process “pushed to the maximum” set up even before the design of the boat. “It has

created a lot of expectations among employees and customers," Mr. Desgagnés analysis. The veteran account on the drydock guarantee, planned for spring, to dispel the doubts. "This is where the problems are resolved. There has to be a success," he insists. Everything indicates that this drydock guarantee F. A. -Gauthier will take place at Verreault Navigation, the Méchins in Gaspésie. President and CEO, Richard Beaupre, confirmed to the Sun that talks were advanced with Fincantieri, which seeks a subcontractor in Quebec. Only a few elements of the contract remain to be negotiated. The Gaspé business is accustomed to this kind of site where the list of defects is revised jointly by the owner and manufacturer. The whole structure is out of water, it is also the time of a bottom inspection in height. "We, it provides the place and made the necessary repairs on the boat, but it is not us who decides" to do the work, summarizes Mr. Beaupre.

Among the best boats of the world's passengers

The ferry F.-A.-Gauthier is quoted in the January issue of the specialized Marine Log magazine, and it's not for mechanical problems. The ship appears in a global ranking of the top nine passenger boats commissioned in 2015. It has earned a place as it is the first ferry in North America to be fueled by liquefied natural gas. The short text accompanying a photo taken by the Italian manufacturer Fincantieri, also stressed the "exceptional maneuverability" of F.-A.-Gauthier attributed to its counter-rotating propellers, that is to say that rotate in opposite directions. The magazine predicts a "green future" to the new ship engaged in liaison ... "Matane-Baie-Coreneau-Godbout"! Ah, these Quebec names ...

A deputy to shed light on the problems of ferry

The Minister of Transport Québec, Jacques Daoust, instructs its new Parliamentary Assistant, Ghislain Bolduc, to study the ferry folder F.-A.-Gauthier. The trained engineer will have to go to the field to identify the "state of the impairment and see how far it goes." Mr. Bolduc will the planned meeting with the president of the League of Quebec Ferries (STQ), Jocelyn Fortier Friday. He had met the Minister for Maritime Affairs, Jean D'Amour, just a few weeks. The mechanical difficulties of the ferry from Matane to Baie-Comeau and Godbout were also on the agenda. The Minister Daoust expects, however, that her new man of confidence, the member for Mégantic, so his office. "My parliamentary assistant, I want him to go there for yourself because when meeting people on the ground, very different information obtained from those report is," he insisted Wednesday . The main interest was said well prepared for this task. "I am a chemical engineer by trade, but as I told you, I did a lot of construction projects, so I have a lot of knowledge in mechanical, electrical, etc.," said he detailed. Mr. Bolduc said, for example capable of detecting structural defects in "welding" or to assess whether it is normal that the gate seal falters after six months of use. If the engineer ensures trust officials technically, "we will make sure that we look at things that are relevant politically," he began. It is not yet acquired the Parliamentary Assistant attend the drydock guarantee in spring. This is where the Fincantieri Italian manufacturer will inspect the ship, which sailed last summer, and repair any breakdowns and defects before the expiration of the one year warranty. Transport Minister reiterated the importance of all repairs at the expense of Fincantieri. He played down the importance of the 128 listed breakage since the commissioning of the F-A-Gauthier, noting that 92 were minors, which still leaves 36 adults. "The one that annoys me the most is that it is made to work in diesel or liquefied natural gas and now he works in diesel. We did not put the LNG option so that it does not work," said Mr. Daoust.

Future Coalition Quebec (CAQ), which qualifies the new ferry "lemon", was quick to respond. "I understand that Mr. Bolduc has an engineering background, but citizens are entitled to expect someone neutral and objective" to address the ship's mechanical problems, launched Donald Martel, criticism maritime strategy. That person could come from "internal or external" Company ferries, provided they are competent. "You have to depoliticize it must then deliberaliser this record," continues the member for Nicolet-Bécancour. **Source: sivertimes**

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Seatrader's [SWEDISH REEFER](#) inbound for Rotterdam passing Hoek van Holland **Photo: Henk van der Heijden ©**

Latest figures show need for new RNLI base on Erne



LIFEGUARDS at [Enniskillen](#) RNLI's two bases on Lough Erne continue to be the busiest in the North, new figures have revealed. The RNLI, the charity that saves lives at sea, has released its lifeboat and lifeguard figures for 2015 and once again is urging people whether they are working or enjoying the coastline, in inland areas or the beach, to respect the water.

Enniskillen RNLI, which operates from two inland lifeboat stations on Upper and Lower Lough Erne, had the most call outs in the North over the past 12 months, launching

74 times over the 12 months and bringing 89 people to safety. On Upper Lough Erne at Carrybridge, there were 46 launches and 56 people were rescued while on the Lower Lough at Killadeas, there were 28 launches with 33 people brought to safety. The figures once again increased on the previous year when Enniskillen was also the busiest division in 2014 with 59 callouts and 57 people rescued. Established in May 2001, Enniskillen RNLI became the charity's first inland lifeboat station. The RNLI currently has around 40 volunteers to cover its inshore service in Fermanagh. The great team spirit between Enniskillen's management, crew and committee members creates an efficient and professional service on the Lough Erne waterway, which works closely with other emergency services to keep water users safe. Last year also saw the RNLI's first permanent inland lifeboat station built and officially opened at Carrybridge. The opening in October by the Duke of Kent, who is the President of the RNLI, came 13 years after the station was first established on Upper Lough Erne. During those years, Enniskillen RNLI's volunteer lifeboat crew were housed in temporary accommodation. The new boathouse was made possible thanks to the donation of the site by the late George Johnston, whose farmland fronted the River Erne. The local community contributed £60,000 towards the cost. Chris Cathcart, RNLI helm at Carrybridge said: "It has been a busy year for the volunteer crew based at the newly opened Carrybridge Lifeboat Station, helping and assisting vessels aground, vessels with mechanical issues to name a few." Jimmy Dundas, Lifeboat Operations Manager of Enniskillen RNLI added: "I want to thank all the crew, shore helpers and fundraisers, who are all volunteers, for their endless work throughout the year at both sites. I also want to extend my thanks to the community for their continued support." **Source: fermanaghherald.**



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Hapag's **HANSEATIC** seen in [Lemaire Strait](#), Antarctica
Photo: Willem J.M. Kappert - Chief Electro Technical Officer MS Zaandam (c)

You can now sleep on this Malaysian oil rig

This is far from your ordinary resort.



Sure, you can spend your vacation in an exotic location in any sort of property — big, small, luxurious, not-so-luxurious, etc. But no matter the type, they'll largely share one aspect: they're built on land. But if you want to spice things up — and if you really want to travel a distance — you can while away the time staying in a structure located directly

above water, like a bungalow on stilts in the Maldives or Polynesia. Or, you can take this kind of property to the next level. Off the island of Sipadan, Malaysia, there's a converted oil rig called Seaventures, which hovers right over the Celebes Sea. From the outside, the structure still resembles an industrial-looking rig, but once you're on it, there are all sorts of conventional resort-style amenities. Features include a sun deck and bar that look out to the nearby islands, a game room with mahjong and pingpong, even a conference room with video capabilities, according to *Contemporist*. Meanwhile, the accommodations — though basic (some have bunk beds and communal bathrooms) — look cozy. But coolest of all, tourists looking to make the most of scuba diving opportunities can plunge right into the water from the rig. After all, the surrounding area is regarded as one of the world's best locations for diving. With a quick jump, you can zoom past vibrant coral and swim with turtles. **Source: New York Post**

Maersk to scrap ships at certain Alang sites, NGO dismayed

Maersk Line said on Friday it had chosen four shipbreaking yards along India's [Alang](#) beaches to handle an increase in vessels that need to be scrapped, to the dismay of some organisations that say the operations there are polluting and unsafe. The world's largest container shipper says the four yards in the Alang coast of Gujarat have been certified according to the Hong Kong Convention -- health, safety and environmental standards developed by the International Maritime Organisation. It said it will see a spike in the number of vessels it will need to scrap in the coming five years and that using other facilities in Turkey and China will cost it \$150 million more. Maersk argues that as over 70 percent

of all global vessels are scrapped at yards along the coasts of India, Pakistan and Bangladesh, "where serious challenges exist to improve current negative environmental and social conditions", it is better to work with those few that meet international standards."These yards have chosen to invest so it's really important that we and other shipowners support them. If we don't, I'm pretty sure these yards would lose motivation to go for these standards," said Maersk's head of sustainability Annette Stube. She said the first vessel should arrive within months and Maersk would work with the yards to improve their standards. Critics however say it would be difficult to make these beach-based places, where huge vessels are taken apart by often poor migrant workers without the help of proper equipment, safe and environmentally clean NGO Shipbreaking Platform says their beach location can cause toxic paint from vessels to flow into the sea and a lack of cranes means that when ships are spliced, large parts can crash to the ground, potentially hurting workers or sending more debris into the waters."For the last eight years they (Maersk) have been working with some of the most advanced ship recycling facilities in the world in China but now they're completely turning their backs on them," said Patrizia Heidegger, Executive Director of NGO Shipbreaking Platform. "They don't even hide it - it's purely for financial reasons. They're scrapping their company values for more profit."Maersk said the certified yards have concrete floors and drainage systems that allow waste liquids to be disposed of away from the sea and that ship parts will be cleaned, with paint scraped off, before they are cut off and fall into the water. **Source: Reuters (Editing by David Evans)**



The tug **MUSTANG** towing the crane barge **CONQUEST MB 1** passing the **Oostgat** bound for Vlissingen-Oost
Photo : Huib Lieveense (c)



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A Future Of Oversupply Is Likely For Rigs, Maersk CEO Says

As much as one third of the global offshore fleet of oil drilling rigs could be idled in 2016 as energy firms scale back investments on the back of weak crude prices, the head of Danish conglomerate A.P. Moller-Maersk's rig unit said on Feb. 11. "I would probably estimate that we have in 2016 between 25% to one-third of the fleet suffering from idle times," Maersk Drilling CEO Claus Hemmingsen told Reuters. "The current outlook for the oil companies bringing new projects to the market is very uncertain and not very optimistic ... there will be oversupply in the foreseeable future," he added. Shares of some independent rig owners such as Norway's Seadrill have dropped by more than 90% in the last two years as the price of crude plunged by around three-quarters. **Source : Reuters**



Inbound on the **Clyde** last week was the little Irish tug **ADA DOROTHY** with the hopper barge **B402 (SLIEDRECHT-NL)** strapped alongside for a port side tie up. **Photo : Tommy Bryceland, SCOTLAND (c)**

HEEREMA AWARDED OSEBERG VESTFLANKEN 2 CONTRACT FROM STATOIL



Statoil has awarded Heerema the contract for the Engineering, Procurement & Construction (EPC) of the unmanned wellhead platform at Oseberg Vestflanken 2, as well as the transport and installation of the platform. Heerema Fabrication Group (HFG) will carry out the engineering, procurement and construction of the unmanned wellhead platform and Heerema Marine Contractors (HMC) will be responsible for the transport and installation of the platform. Fabrication of the platform will start in June this year and the sail away is scheduled for summer 2017, followed by installation with HMC's Semi Submersible Crane Vessel. Koos-Jan van Brouwershaven, CEO of Heerema Fabrication Group, states: "We are very pleased that we have been awarded this contract, for which the lean and innovative concept of our engineers was the

basis. Our design of an unmanned wellhead platform with no facilities, helicopter deck or lifeboats represents a new solution in Norway with great possibilities. It meets the challenges of lower investment costs and higher efficiency requirements of Statoil. Our innovative and detailed design capability, knowledge and experience are recognized as critical success factors for the execution of this project. Also important to Statoil is that the engineering, procurement and construction of the platform will be executed on one site, our Zwijndrecht yard." Jan-Pieter Klaver, CEO of Heerema Marine Contractors, adds: "Both HMC and HFG have a good track record with Statoil. Even though we have two separate contracts we want to show Statoil and the oil & gas industry that we can deliver Unmanned Wellhead Platforms as an integrated EPCI contractor. Statoil can be confident that our combined expertise and experience will ensure a meticulously executed project that will meet all their expectations." The Oseberg Vestflanken 2 platform will be installed in the Norwegian part of the North Sea at a water depth up to 110 meters and approximately 8 kilometers northwest of the Oseberg Field Centre. The topside will measure 25 x 23 meters, has a height of 20 meters and will weigh 900 tonnes. The jacket will have a height of 138 meters with a foot print of 36 x 36 meters and a weight of approximately 4,400 tonnes. Special to the jacket are suction buckets instead of piles. Oseberg Vestflanken 2 is the

first of three planned phases for developing the remaining reserves in the Oseberg area, about 130 kilometers north-west of Bergen. The Oseberg Vestflanken Development will consist of an unmanned wellhead platform with 10 well slots. Two existing subsea wells will also be reused. All wells will be drilled by a jack up Cat-J drilling rig. The well stream will be routed to the Oseberg Field Centre via a new pipeline, and the wells will be remote-controlled from the Field Centre. The field development will provide 110 million barrels of oil equivalent. Production start is scheduled for the second quarter of 2018. The Heerema Group designs, constructs, transports, installs and removes offshore facilities for the global oil and gas industry. During the last decades, Heerema has become a significant international player in the offshore oil and gas construction industry. The Heerema Group consists of two divisions, each with a specific role in the activities of the Group. Heerema Fabrication Group specializes in the engineering and fabrication of large and complex structures for the offshore oil & gas and energy-related industries. HFG offers a comprehensive range of services, including initial conception, front-end engineering, detailed fabrication design, procurement, construction and commissioning. Heerema Marine Contractors is a world leading marine contractor in the international offshore oil and gas industry. HMC excels at transporting, installing and removing offshore facilities. These include fixed and floating structures, subsea pipelines and infrastructures in shallow waters, deep and ultra-deep waters. HMC manages the entire supply chain of offshore construction, from design through to completion.



Shipping industry faces harder times than financial crisis: Maersk boss



THE shipping industry is in crisis so deep that the boss of the giant Maersk Group says conditions are now tougher than after the global financial crash, reports London's Financial Times. "It is worse than in 2008," said Nils Anderson, chief executive. "The oil price is as low as its lowest point in 2008-2009 and has stayed there for a long time and doesn't look like going up soon." Freight rates are lower. The external conditions are much worse but we are better prepared," he said.

Left : Fairplay tug **FAIRPLAY IX** assisting the **MARSTAL MAERSK** on arrival at Rotterdam Europoort. The 399 meter long container vessel will berth at the Maasvlakte II APM Terminal.

Photo : Barry van der Meijden ©

The Baltic Dry Index, a benchmark for the health of the global shipping industry, has fallen to all-time lows "Given our expectation that the oil price will remain at a low level for a longer period, we have impaired the value of a number of Maersk Oil's assets," Mr Andersen said. "We will continue to strengthen the group's position through strong

operational performance and growth investments," he said. Jonathan Roach, container market analyst at shipbroker Braemar, said the industry is being squeezed from all sides. "Global trade growth is basically flat and there's chronic

overcapacity within the shipping sector that is not going to go away any time soon, especially with lots of new ships due to come into service," he said. "If you ignore the period just after the financial crash in terms of growth, then last year was the worst we've ever seen and it could be almost zero this year," Mr Roach said. The opening of the widened the Panama Canal over the next few months, he said, will only see pressure on shipping lines to scrap smaller and older vessels as larger and more efficient ships will be able to use the waterway. **Source: Schednet**



the **AAL NEWCASTLE** doing a heavy lift of equipment. The very first ship to call at [Stewart World Port](#) in northern British Columbia **photo: Captain Mike Young British Columbia Coast Pilots (c)**

LA-Long Beach January volumes up 37pc because last January was so bad

THE ports of Los Angeles and Long Beach reported a 37 per cent year-on-year in container imports in January, but this compares with a time when both ports were jammed up because of labour strife. Nonetheless, Long Beach handled 278,491 TEU of imports in January, up 30.5 per cent year on year. Los Angeles imported 367,209 TEU up 41 per cent from last January. But a strong dollar retarded exports. Long Beach's exports came to 106,739 TEU, up 8.1 per cent year on year. Los Angeles exported 126,241 TEU, up 1.6 per cent from last January. Both ports' empties were up 25 per cent from January 2014, and more than 37 per cent year on year. Long Beach moved 150,958 TEU in empties while Los Angeles moved 210,949. Compared to the same period in 2014, the ports' combined volume only grew one per cent. Exports were up five per cent, but down 18 per cent from January 2014. Growth remains subdued because US retailers and manufacturers have been slow to ramp up imports after the holidays, opting instead to work through large inventories built up last year. Some Southern California shipping businesses are bracing for an uptick in inbound cargo after the shuttering of the Outer Harbour Terminal in Oakland, that port's second largest of five terminals, reports the Wall Street Journal. But international trade economist Jock O'Connell said much of Oakland's imports are destined for local markets, and trucking them up from Southern California would be too expensive. **Source : Schednet**

Polarcus extends Bareboat agreement with SCF Group

Polarcus Limited has announced the three-year extension of the Bareboat Charter Party Agreement for M/V **Vyacheslav Tikhonov** between **Polarcus Selma Limited**, Polarcus' wholly owned subsidiary, and SCF Sakhalin Supply Limited. Reference is made to the stock exchange notice published by Polarcus on 11 August 2011 where Polarcus announced a strategic agreement with SCF Group. This extension was carried out pursuant to SCF's option within the terms of the current BBGP (in force since 2011). The vessel charter shall continue for a further period of three years starting from 18 August 2016. **Polarcus** is an innovative marine geophysical company with a pioneering environmental agenda, delivering high-end towed streamer data acquisition and imaging services from Pole to Pole. Polarcus operates a fleet of high performance 3D seismic vessels incorporating leading-edge maritime technologies for improved safety and efficiency. Polarcus offers contract seismic surveys and multi-client projects with advanced

onboard processing solutions and employs nearly 500 professionals worldwide. The Company's principal office is in Dubai, United Arab Emirates. Source : Portnews



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The 2007 built GRC flag ferry **ASTERION** formerly **NORMAN ASTURIAS** leaving Grand Harbour, Malta on Friday 12th February, 2016 bound to Patras, Greece. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Tanker rates increased last month, as Suezmaxes led the way

Freight rate for dirty tanker ship owners showed a continued increase in January. On average, dirty tanker freight rates rose by 3% from the previous month, influenced by higher freight rates achieved by the Suezmax class, which increased by 25% from the previous month. In January, vessel availability was the main influence on freight rates for all classes moving from one direction to another. The average spot freight rates for VLCCs were mixed and fluctuated in January, as they reached high levels at the beginning of the month before gradually dropping as the amount of activity fell. This reflected lower freight rates for fixtures to the East. Nevertheless, VLCC freight rates remained stable on average from those seen a month before. In contrast, Aframax experienced drops on different routes to the West, as a lack of sufficient loading requirements contributed to the drop in rates. Clean tanker freight rates increased from a month earlier to average WS156 points. This increase came as a result of weather port delays and tightening tonnage supply.

Spot fixtures

According to preliminary data, OPEC spot fixtures declined by 0.37 mb/d in January over the previous month to average 10.68 mb/d. This drop was driven mainly by a decline in outside Middle East fixtures, which dropped by 0.57 mb/d. Fixtures from Middle East-to-West also contributed to the drop as they declined 0.05 mb/d from the previous month.



Tanker **FAIR SEAS** at the IJmuiden locks inbound for Amsterdam **Photo : Patrick Deenik (c)**

Sailings and arrivals

OPEC sailings, as per preliminary data, remained above the level seen last month, increasing by 0.25 mb/d to average 23.9 mb/d. Compared with the same month a year ago, they were lower by 0.5%. Arrivals in North America and the Far East were up in January by 0.35 mb/d and 0.30 mb/d, from the previous month, to average 10.54 mb/d and 8.59 mb/d, respectively. Arrivals in Europe and West Asia went down during the same period by 0.71 mb/d and 0.38 mb/d, to average 11.28 mb/d and 4.48 mb/d, movement as those seen in the monthly comparison.

Spot freight rates

VLCC

VLCC spot freight rates in January remained almost stable from one month before to average WS73 points. VLCC chartering activities slowed with the start of the New Year with rates dropping from peaks seen the month before, mainly to eastern destinations. Following that, earnings did encounter a significant drop as a result of increased vessels supply, where the availability of vessels was seen higher in the market as vessels returned from dry dock (in addition to new arrivals). The imbalance in the market was clearly affecting the Middle East and West African chartering markets.

However, rates rebounded as the imbalance was gradually treated and firm orders for February loadings returned to the market. Nevertheless, tanker earnings in different regions remain at healthy levels in January, despite volatility. Rates for tankers operating on the Middle East-to-East route saw the only drop among all other reported routes for VLCCs, dropping by WS10 points, or 11%, in January from the previous month to stand at WS79 points. Rates for tankers trading on the Middle East-to-West routes saw an increase of WS5 points, or 9%, from a month before to average WS58 points. The West Africa-to-East route also closed the month higher, edging up 4% to average WS83 points. In an annual comparison, all freight rates on reported routes from the Middle East-to-East, Middle East-to-West and West Africa-to-East showed gains at the levels seen last year by 15%, 48% and 25%, respectively.

Suezmax

Suezmax freight rates showed the highest gain in January from other dirty tanker vessels rising on average by 25% from the previous month. Unlike what was seen in the VLCC market, Suezmax had plenty of activity at the beginning of the year and increased requirements, mostly seen to western destinations. The market in West Africa showed a firm trend supported by the steady flow of requirements and the continued delays at the Turkish straits. In the Middle East market, activity was quiet to some extent, however the balanced market prevented rates for dropping as well as not granting any worthwhile gains. Rates for tankers operating on the West Africa-to-US route increased by 18% in January to stand at WS92 points, and rates on the Northwest Europe-to-US route gained 34% to stand at WS83 points. Freight rates on both reported routes were 4% and 13% higher, respectively, than those seen in the same month a year before.

Aframax

Aframax registered the main freight rate drop in January, amid other dirty tanker vessel sizes, declining on average by 7%, despite the mixed performance seen on its different routes. In January, Aframax spot freight rates were mixed, though mostly down from the previous month and year earlier, showing drops on most routes with the only exception on the Indonesia-to-East route which stood at WS126 points, increasing by 2% from one month earlier. The

Mediterranean market showed weakness in January as rates slipped on the back of limited requirements and the lack of firm tonnage orders. Both the Mediterranean and Black Sea added downward pressure on rates, with lowest levels in several months reached at times. Therefore, freight rates for tankers operating on the Mediterranean-to-Mediterranean and the Mediterranean-to-Northwest Europe routes dropped in January by 15% and 16%, to average WS102 points and WS96 points, respectively, each remaining 10% lower over the same month last year.

Rates in the North Sea and Baltic Sea were not affected dramatically from what was seen before, despite the ice restrictions regulation coming into effect in the middle of January. This was partially due to the loss of loading opportunities, as Primorsk ports have gone into a maintenance period. In the Caribbean, the tonnage supply was balanced as bad weather conditions reduced the amount of available vessels. However, they somehow kept the drop in rates to a minimum, therefore the freight rates for tankers trading on the Caribbean-to-US route dropped only by a slight 1% to average WS122 points. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Big turnaround from the profit of \$189 million in the equivalent period a year earlier



MÆRSK LEON & MÆRSK MCKINNEY MOLLER in Rotterdam- Yangtze canal **Photo : Jan Oosterboer ©**

Hit by sharp declines in freight rates and the oil price, Danish shipping and energy group A.P. Moller-Maersk said Wednesday it turned a \$2.5 billion loss in the fourth quarter, a big turnaround from the profit of \$189 million in the equivalent period a year earlier. Stock in the company, which is watched as a bellwether for global trade, stock plunged 4 per cent to 7,850 kroner in afternoon trading in Copenhagen. The world's largest shipping company said it had written down the value of some of its oil assets by \$2.6 billion in light of the sharp fall in the price of oil over the past year and that it expects no improvement in 2016. It cautioned that the full-year result would be "significantly below" 2015. Still, CEO Nils Smedegaard Andersen said he was satisfied with what he described as a good operational performance over the full year, with the group posting a net profit of \$925 million, down 85 per cent from \$5.2 billion in 2014. Revenue fell 15 per cent in the full year to \$40.3 billion. "Despite the very challenging market conditions in our industries, all business units delivered positive underlying profits," he said. The group said that after a satisfactory result in the first half of the year it was "severely impacted by a widening supply-demand gap across most of our businesses." Maersk Oil made a loss of \$2.1 billion in 2015 compared to a loss of \$861 million a year earlier, and the

company said it expects “a negative underlying result” in the sector in 2016. Maersk employs some 90,000 people in 130 countries. **Source : mmdonline**



The **ALKIMOS** assisted by Iskes tugs **GINGER** in the IJmuiden locks – **Photo : Simon Wolf ©**

DFDS net profit increased to 150 million USD in 2015

By: Svilen Petrov



The **SUECIA SEAWAYS** inbound and **BRITANNIA SEAWAYS** outbound from Vlaardingen
Photo : Hans van der Linden www.facebook.com/AerolinPhoto (c)

The Danish shipping and logistics group DFDS reported increase of net profit in 2015 by over 230% yoy to 150 million USD. The shipping company increased revenues with 5% yoy to 2.05 billion USD during the reported period. The organic revenues growth is taking into account the closure of routes, as well as mergers and acquisitions, which amounted to 7%. The volume of freight traffic increased by 7%, while the passengers rose with 8%. In 2016, the shipping and logistics group DFDS expects revenue growth of 6%, excluding bunker surcharges. DFDS expects continued growth in traffic in both directions – cargo and passengers. In view of the bunker surcharge revenue growth of 3%. In mid-2015 the ferry operator DFDS acquired MyFerryLink, which operate on the Dover-Calais route through the Strait of La Manche. The work of ferry on the route was repeatedly suspended during the year, due to conflict with the sailors, as crew members of the MyFerryLink ships required to keep their jobs. The full-scale service has resumed only in February 2016. DFDS is northern Europe’s largest integrated shipping and logistics company, operating network of 30 routes with 50 freight and passenger ships and provides freight and logistics services in Europe with trailers,

containers, and rail. DFDS has 6,000 employees in 20 countries and listed on NASDAQ OMX Copenhagen. Source : Maritime News

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Wagenborg's **AZORES BORG** loaded 14.600 Alumina in Ireland for transportation to Rotterdam where the vessel was discharged by means of a floating **FIGEE** crane into inland water lighters in the Waalhaven.

Photo : toedeledootje - André Ligthart - Chief Engineer mv. Azoresborg ©

OW Bunker test case: the RES COGITANS – permission to appeal to the Supreme Court granted

In our update of 26 October 2015, where we reported on the Court of Appeal (CA) decision in the RES COGITANS, we promised to update you on the status of any appeal of that decision to the Supreme Court.

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On 11 February 2016, to the relief of many, the Supreme Court has granted an application for **PST Energy 7 Shipping LLC** to appeal the CA's decision in this matter. The CA upheld the first instance judge's decision that the

Sale of Goods Act 1979 did not apply to the relevant OW Bunker contract and owners were bound to pay OW Bunker for fuel not owned by them, exposing owners to the risk of also having to pay unpaid bunker suppliers. Practitioners and the industry will no doubt be welcoming the prospect of a ruling from the Supreme Court, which it is hoped will clarify an area of law which many commentators believe has produced an uncommercial and unsatisfactory result. The date that the Supreme Court will sit to hear the appeal is not yet known, but we shall keep you updated. For more information, please contact **Paul Dean**, Partner, on +44 (0)20 7264 8363 or paul.dean@hfw.com, or **Rory Grout**, Senior Associate, on +44 (0)20 7264 8198 or rory.grout@hfw.com or your usual contact at HFW. **Source** : Holman Fenwick Willan LLP

Transocean newbuild starts at Stones

Written by Melissa Sustaita

Transocean's **Deepwater Thalassa** has commenced operations on its 10-year contract for Shell's Stones project in the US Gulf of Mexico this month. Stones is located 200mi southwest of New Orleans, Louisiana at about 9500ft water depth, with a reservoir depth of around 26,500ft below sea level. The field encompasses eight US Federal Outer Continental Shelf lease blocks in the Gulf of Mexico's Lower Tertiary geologic trend. Shell has the newbuild ultra-deepwater drillship at a dayrate of US\$519,000. Production from the first phase of development includes two subsea production wells tied back to a FPSO host vessel, followed at a later phase by six additional wells with multiphase pumping. According to Shell, the oil and gas development will host the deepest production facility in the world. Shell's 100% owned and operated Stones project is estimated to have a peak production of 50,000 boe/d in the first phase of development, from more than 250 MMboe of recoverable resources. The Stones field has significant upside potential and is estimated to contain over 2 billion boe of oil in place, Shell said. The **Deepwater Thalassa** is designed to operate in up to 12,000ft water depth, and drill wells to 40,000ft. The rig features Transocean's patented dual-activity drilling technology, hoisting capacity, Transocean's designed and patented Active Power Compensation hybrid system and a second blowout preventer (BOP). The drillship is upgradeable to accommodate a 20,000 psi BOP system. Transocean has also inked several new contracts since late-October that are worth about \$500 million. Of the contracts, Transocean was awarded three contracts with three separate customers for the Transocean Arctic in the Norwegian sector of the North Sea. Contracts include: a one-well contract at a dayrate of \$179,000; a four-well contract at a dayrate of \$170,000; and a one-well contract with an undisclosed dayrate. The **GSF Rig 140** is under a one-well contract offshore India at a dayrate of \$158,000 (\$18 million estimated backlog). The M.G. Hulme, Jr. is also under a one-well contract, however, that rig is in an undisclosed location at a dayrate of \$163,000 (\$16 million estimated backlog). The Cajun Express is under an 80-day contract offshore Ivory Coast, at an undisclosed dayrate. The contract for the **Jack Bates** received a 90-day option offshore Australia at a dayrate of \$195,000 (\$18 million estimated backlog). The **Sedco 702** was awarded a 45-day contract extension offshore Nigeria at a dayrate of \$275,000 (\$12 million estimated backlog). Transocean's estimated out-of-service time for the year increased by a net 126 days due primarily to the reactivation of the **Henry Goodrich**. The rig is expected to commence its two-year contract in Canada at a dayrate of \$275,000 in Q2 2016. As for the **Deepwater Navigator** and **GSF Grand Banks**, the rigs are classified as held for sale. **Source** OEdigital



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NAVY NEWS

New Royal Navy general purpose frigate to be known as Type 31

By Andrew Chuter,



The British Government sprung a surprise Nov. 23 when it launched its 2015 strategic defence and security review announcing it was to build a new class of general purpose frigates for the Royal Navy. Now, three months later, the process of launching a concept study is underway and the Royal Navy has decided on Type 31 as the number for the warship, according to sources familiar with the naming process. Speculation the Royal Navy would opt for Type 31 for the new warship has been around almost since the SDSR was published but sources here said the decision has now been made. A spokeswoman for the Ministry of Defence declined to

confirm or deny whether the new general purpose frigate had been allocated a type number. Replacing the Type 23 frigate starting around 2022, the 7,000 ton Type 26 was to have operated in a general purpose role as well as undertake its primary anti-submarine warfare mission. The Type 31 program emerged as part of an SDSR announcement cutting numbers of the new Type 26 anti-submarine warfare frigates to be built from a planned 13 to eight. The new class of lighter, cheaper, general purpose warships will make up the difference in numbers and bring frigate strength back up to the 13 originally planned. The SDSR even held out the prospect of ordering more frigates for the Royal Navy in the 2030s, a pledge few are holding their breath over at the moment. The review said the lighter, more flexible warship would also have a better chance of securing export orders for Britain's naval industry. Splitting the frigate requirement is effectively a reversion to an earlier scheme to build anti-submarine warfare frigates alongside a more medium-weight general purpose warship. That idea was dropped several years ago in favor of the one-size-fits-all approach of the Type 26.

Royal Navy To Reduce Frigate Buy, Design Lighter Warship

Details on the new general purpose frigate, including the likely timelines for implementation of the various phases, remain scarce. "The timetable for the procurement of the general purpose frigate program has yet to be determined. Work on the program will be scoped initially during the concept study outlined in the SDSR," the MoD spokeswoman said. Sources said several hull options were being considered, including a cut-down version of the Type 26 and foreign designs. Details on the way forward for the general purpose frigate program are likely to start emerging when the government takes the wraps off a new national shipbuilding strategy scheduled to be rolled out later this year.

Source: [defensenews](#)

Spanish vessel arrives to fill Canada's naval supply ship gap on the East Coast



When the Royal Canadian Navy's East Coast fleet goes to sea for exercises later this month, it will be accompanied by a Spanish navy supply vessel. [SPS PATINO](#) sailed into [Halifax harbour](#) on Friday to fill the hole left last year when the last of the RCN's supply vessels was taken out of service. SPS is the abbreviation for Spanish naval ship. The ship is a 17,000-tonne replenishment vessel that can carry fuel and supplies to keep naval groups at sea for prolonged periods. The stop-gap will ensure that Canadian ships and sailors maintain their ability to refuel at sea and extend their deployments and exercises. "By putting together this mutually

beneficial arrangement with our Spanish colleagues, we not only fill a short-term capability gap in the Canadian fleet, but even more importantly, we strengthen a vital relationship with a like-minded ally through the building and sharing of expertise,” Vice Admiral Mark Norman, commander of the navy, said in a statement. Both of the navy’s 1970s-era supply ships, **HMCS PROTECTEUR** and **HMCS PRESERVER**, were taken out of service last year. **PROTECTEUR** suffered a serious engine-room fire off Hawaii in 2014 and was de-commissioned. Preserver was found to have corrosion problems and technicians had to scour eBay for parts. The ship has been relegated to duty as a floating fuel station in Halifax harbour. The first of a new class of supply ship isn’t due to be completed until 2020 at the earliest. A plan by the former Harper government to fill the gap by converting a civilian vessel was put on hold by the new Liberal government last fall. **ALMIRANTE MONTE**, a Chilean replenishment ship, served temporarily with the RCN’s West Coast fleet last year. Source: The Canadian Press

Serco procures new Damen tug to support Royal Navy aircraft carriers



Serco has contracted **Damen Shipyards Group** to build a powerful new tug to support the Royal Navy’s two new aircraft carriers at Portsmouth Naval Base as part of its contract to provide Marine Services to the United Kingdom Ministry of Defence (UK MOD). The vessel will be the first of its type under the UK Flag, the company said in its press release. The **Damen-built ART (Advanced Rotortug®) 80-32** tug will have the manoeuvrability, power (80 Tonnes Bollard Pull) and towing flexibility needed to support the **Queen Elizabeth Class** Aircraft Carriers, the two largest ships ever commissioned for the Royal Navy **HMS Queen Elizabeth** and **HMS Prince of Wales** are currently under construction at Rosyth on the River Forth in Scotland. Construction of the tug is also well already underway and Serco expect to take delivery of the vessel in early 2017. Serco currently provides a wide range of marine services to the UK MOD operating out of Portsmouth, Devonport and the Scottish west coast sites at Greenock, Faslane and Kyle of Lochalsh. This includes passenger ferry, towage and nuclear safety support for the Royal Navy and visiting foreign Naval submarines and ships; oil spill response; weapons range safety vessels; pilot transfer; fuel/water/sullage/sewage; diving training support craft, including therapeutic recompression capability; worldwide support to military training; and NATO Submarine Rescue System, training and deployment platform. The company is the UK’s largest operator of British flagged vessels and this new vessel will bring its total fleet to 115, of which **31 will be Damen-built**. The Damen-built **ART 80-32** features a patented **Rotortug®** propulsion system consisting of three azimuthing thrusters which provide enhanced omni-directional manoeuvrability, and the benefits of a fully redundant and precise machinery configuration. Serco has also specified a number of modifications to the Robert Allan Ltd design to enable her to support the huge aircraft carriers. These include a double drum render /recovery aft winch for redundancy and a foldable mast for safe working under the flight deck overhang. Furthermore, like the previously built tugs, Damen is fitting the 32.9-metre long tug with grey fendering to match the livery of Royal Navy vessels, thus preventing marking of the hulls. They will also be installing controllable pitch propellers instead of the usual fixed pitch propellers found on other **ART 80-32** vessels. Serco and Damen have a long established relationship: the Dutch shipbuilder rounded off a 29-vessel order for the UK-based company back in 2010. In May 2015, Serco took delivery of their 30th Damen new build **SD Angeline**, a MultiCat 2613S procured on behalf of the MOD. This vessel, although based on a standard MultiCat, has several significant differences from a stock item. Iain MacLeod, Business Operations Manager for **Serco Marine Services**, said “Serco has provided round-the-clock, mission critical support to the Royal Navy at Portsmouth for almost 20 years. We are delighted to enhance our fleet with this fantastic new tug, which will play a very important role at the naval base, and the team eagerly await her arrival. There were significant challenges to be met with respect to vessel power, manoeuvrability, customisation and delivery time, but once again, it was a pleasure to deal with Damen who more than rose to the challenge”. Damen Sales Manager UK, **Arjen van Elk**, added:

"It will be a proud moment for the Damen team to see one of our tugs assisting such an important member of the UK naval fleet." Source : Portnews

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Japan's Sasebo naval base to get refit to accommodate U.S. stealth destroyer

The U.S. Navy will revamp power facilities on a pier at Sasebo naval base in Nagasaki Prefecture to permit its new **Zumwalt-class** stealth destroyers to berth there, it was learned Thursday. The Navy has set aside \$16.42 million for the work in its fiscal 2017 draft budget. While noting that a new type of the America-class amphibious assault ship will arrive at Sasebo in 2019, the budget document stresses the need for upgrades to the power grid on the pier for when the base becomes the home port for new warships, and the need to make repairs to them. U.S. naval quays typically have massive power outlets into which a berthed ship plugs its systems before switching off its generators. Construction is earmarked for between May 2017 and October 2018. It is not known when a Zumwalt-class missile destroyer will arrive at Sasebo. The Navy is scheduled to receive the delivery of its second ship in the class in fiscal 2017. The first vessel will be home-ported in San Diego. Meanwhile, the pier repairs at Sasebo appear to be in line with the U.S. military's strategy of deploying its newest weapons in the Asia-Pacific region. The Obama administration has spoken at length about an ongoing diplomatic, economic and military "pivot" to the region.

Source: japantimes

Indian Navy ship sailing with all-women crew enters Chennai port



The Indian Navy's ship, **MHADEI**, having an all-women crew of naval officers, entered **Chennai Port** on Saturday, after participating in the International Fleet Review 2016. This is the first all-women crew to man any ocean-going ship of the Navy. The vessel which had left Visakhapatnam on February 9, is scheduled to make stops at Chennai and Kochi ports en route before reaching her home port at Goa. Lieutenant Commander **Vartika Joshi**, a Naval Architect, was appointed as the first woman Skipper of **MHADEI** on February 8. The boat is crewed by Lieutenants **P Swathi**, **Pratibha Jamwal** (Air Traffic Control specialists), **Vijaya Devi** and Sub Lieutenant **Payal Gupta** (both Education officers). The sixth member of the crew, Lieutenant **B Aishwarya** is an Engineer and is expected to join the boat in March. The women officers are training to form an all-women crew that would attempt to circumnavigate the Globe next year. **Mhadei** will return to Goa on March 2. Source : Indian Express

Three foreign naval vessels at Colombo Port

Three foreign naval vessels from the Sultanate of Oman and South Africa have docked in at the Colombo Port on good will visits, the navy said. The Royal Omani Navy Ships, '**AL SHAMIKH**' and '**AL SEEB**' arrived at the Port of Colombo

on Friday in a goodwill and replenishment visit. The ships were ceremonially welcomed by the Sri Lanka Navy in accordance with naval traditions on their arrival, a senior official said. The naval ships are on their way to their home port after participating in the bilateral Indian Navy-Omani Navy exercise, '**Naseem Al Bahr**' conducted in the Arabian Sea from 22nd January to 9th February. The South African Navy Ship '**SPIOENKOP**' arrived at the Port of Colombo on the same day also on a goodwill visit. The Valor class frigate was also ceremonially welcomed by the Sri Lanka Navy in accordance with naval traditions on her arrival. The SAS 'Spioenkop' is enroute to Goa to take part in a Multinational Naval Exercise, '**IBSAMAR**', involving the navies of India, Brazil and South Africa, after having participated in the International Fleet Review, hosted by the Indian Navy in Vishakhapatnam from 4th to 8th February 2016. The Commanding Officer, Captain M.A. Boucher paid a courtesy call on the Commander Western Naval Area, Rear Admiral Jayantha De Silva at the Western Naval Command Headquarters in Colombo. They held cordial discussions and exchanged mementos to mark the occasion. The South African Naval ship will stay in Colombo Harbour until Monday and the ship's complement is due to participate in several programmes organized by the Sri Lanka Navy to strengthen the mutual relations during their stay in Sri Lanka. An "Open Day" will also be held onboard 'Spioenkop' to enhance the inter-personal interaction between the SLN and SAN personnel, the official added. **Source: sundaytimes**

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09-02-2016: **ARIANE** after entering the drydock in Cadiz **Photo : Danny Macleod ©**

Ferus Smit to launch cement carrier M.V. Ireland

On Saturday 19th of March at 11.00 hrs. M.V. '**IRELAND**' Nb. 435 will be launched at the **Ferus Smit Westerbroek** Yard, the company said in its press release. M.V. **IRELAND** is the second (in a series of 2) dedicated cement carrier built for the joint venture JT cement, in which Erik Thun AB cooperates with KG Jebsen Cement from Norway. The vessel is equipped with an LNG fuelled propulsion system. This unique design incorporates a pressurised LNG tank positioned in the foreship. While sailing on LNG, the vessel will meet the most stringent emission criteria, as well as new norms that might be in place in futures for environmental sensitive areas. The cement cargo system will consist of a fully automated cement loading and unloading system, based on fluidization of cement by means of compressed air.

Source : PortNews

The most intensive and complex repair at Gemak Group for midlife refit project of CSD“Leonardo Da Vinci”



Gemak Group has become a repair hub in Mediterranean region for all dredger companies, as seen in above picture the Yard has accommodated 4 cutter suction dredger vessels simultaneously and accomplished the projects. After completion of 4 cutter suction dredger vessels and 4 hopper suction dredger vessels' repair Works just in the course of

2015, **Gemak Group** has been awarded in September 2015 by **Jan De Nul Group** to undertake the middle life refit project of CSD "LEONARDO DA VINCI".

CSD "LEONARDO DA VINCI" is one of the biggest cutter suction dredger vessels of the world and built in 1985, with 129.7 meters total length, 22.4 meters beam, 33.4 meters of dredging depth, Total installed diesel power -

20,260 kW, Submerged pump power - 2,740 kW, Inboard pump power - 2 x 4,485 kW, Cutter power -5,480 kW, Propulsion power- 2 x 2,740 kW and will be one of the most modern cutter suction dredger vessels in the world after completion of the project at Gemak. The workscope was including; complete accommodation stripping, re-insulation,

re-panelling, removal & refitting and repairing of almost all dredging equipments and other heavy lifting Business critical equipments, re-conditioning works, modification works in accommodation, removal of spuds and inserting of spud pieces, major refit of deck crane and renewal of crane tracks, major steel renewal and modification work, two accommodation, renewal of all accommodation area cables, all A/C system, renewal of air ducts/channels, fire alarm system upgrade, net work system cabling, renewal of telephone system, E-track renewal, and other electrical system upgrade and renewal as, renewal of stainless steel, PVC, copper, hydraulic pipes, cosmetic painting of



equipments, tanks and open spaces, overhauling of big cutter gearbox about 120 tons, overhauling and repair of big capacity DC motors etc. Furthermore, one of the biggest challenging operations as shown in above pictures during dry-dock period was removal of 1200 tons cutter ladder from the Vessel, blasting interior and exterior areas, silicone paint application and refitting back. All cutter ladder turning points, cutter ladder shafts, bearings, hinge bores etc. were repaired, overhauled and reconditioned during dry-dock period successfully. Cutter ladder removal & refitting operation was carried out by using 1500 tons lifting capacity SPMTs during dry-dock period which are also used by Gemak Group for famous 3rd Bosphorus Bridge project segments' transportation. All operation was successfully engineered in pin point, all assessments & calculations are done by Gemak Group's R&D, Design and Ship Repair Engineering departments. Dry-docking period was recently completed and the vessel is at safe berthing now for final installment, refitting and tests and currently finalizing for re-delivery. **Gemak group** also completed CSD "**HONDIUS**", which was awarded by **Jan De Nul Group** again, simultaneously with CSD "**LEONARDO DA VINCI**" in September 2015 as well and project has been already re-delivered to JDN in good order timely. Due to its extensive technical



experience and competitive pricing, **Gemak Group** attracts all Dredger companies for especially major scope Works and since beg of 2015 Group has repaired 4 projects for **DEME**, 3 projects for **Jan De Nul**, 1 project for **Van oord**, 1 project is under repair for JDN (**LEONARDO DA VINCI**) and 1 project TSHD "Seine" from **Baggerbedrijf de Boer B.V.** **Gemak** will continue to be a haven for these kind of challenging projects and will strive it's best to keep the Pioneer position as the most preferred yard for dredger vessels in the region.

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Launch headaches revisit Nichols Brothers

Despite some engineering improvements to its new launch system, floating a new 1,320-plus ton tugboat into Holmes Harbor once again proved a tricky affair for Nichols Brothers Boat Builders. Company officials called a halt to efforts Friday morning to launch the **TINA PYNE**, a 136-foot-articulating tug or ATB, from its ramp just in front of the shipyard on East Shoreview Drive. Work was planned to resume Saturday morning on the high tide, according to company CEO Gavin Higgins. The rest of Friday would be spent going through equipment to make sure everything is ready for a successful Saturday launch, he said. "We're going to take things step by step and make sure everything is done safely," Higgins said. "We'll get there," he added.



The **TINA PYNE** is the sister ship of the **NANCY PETERKIN**, which made headlines and captured the attention of residents across South Whidbey this past September. The launching of the huge tugboat took three days, requiring the assistance of two massive cranes on barges and three tugboats. The company used a new rail/track system, which shuttled the newly completed vessel into deep water. Lower to the ground than the company's old crawler, the track was designed to help mitigate the boat's 19-foot draft. Though the new track worked fine, inflatable bags designed to help float the ship presented hurdles. On paper they had enough lift, said company planning director Bob French, but getting them into place was a challenge. Hoping for a smoother launch with the **TINA PYNE**, the system was modified by replacing most of the yellow blow-up bags with large metal pontoons attached to a rigid frame. But a seamless

floating was not to be. The Freeland shipyard began launching the **TINA PYNE** Wednesday with plans to have the entire operation complete and the vessel in Everett for inspections by Thursday morning. Yet, the rising of the sun the

next day revealed the massive boat still on its track and sitting in shallow water. French confirmed a problem occurred with the track's propulsion system, which effectively put the brakes on the launch. "It kinda came to a screaming halt and we're about 24 hours behind," he said, in an interview with The Record Thursday morning. Forced to wait for a minus low tide, workers were able to continue the operation late that evening, and the new ship made it to the end of the ramp. The boat was expected to be afloat by Friday morning on the high tide, but was again hindered by problems with floatation — this time with the steel tanks. The exact issue was unclear as of press time. Though another hiccup was disappointing, company leaders are confident the track system will prove effective once all the kinks are worked out.



The **NANCY PETERKIN** and **TINA PYNE** were both built for Kirby Offshore Marine. Powered by twin 5,000 horsepower engines, they are designed to mate with a 581-foot barge capable of transporting 185,000 barrels of oil. The Nancy Peterkin has been operating between Alaska and California since its launch last year. The **TINA PYNE** was towed to Everett for a light ship survey, where she took on fuel. It was scheduled to be back on South Whidbey Friday night, moored at the shipyard's dock in Langley for fine tuning. Nichols Brothers is contracted to build two more tugboats for Kirby of a different design — 120-foot line-tow tugs — along with two 100-cabin cruise ships for Lindblad Expeditions Holdings, a 140-foot multipurpose cargo ferry for American Samoa, and is currently working on another superstructure for a state 144-car ferry. Source : southwhidbeyrecord

As oil sinks, rig builder Keppel finds ways to stay afloat

By : MAYUKO TANI,

Buffeted by the global oversupply of oil, Singapore's **Keppel Corp.** is grappling with another headache half a world away. Yet, although the market is rife with speculation over a possible restructuring of the rig builder and a broader industry shake-up, the company's diverse business portfolio is keeping it afloat. CEO Loh Chin Hua on Jan. 21 announced that Keppel has set aside a 230 million Singapore dollar (\$163 million) provision for ailing Brazilian projects ordered by Sete Brasil, a leasing company that supplies rigs to state-owned Petrobras. Since 2014, Petrobras has been mired in a massive corruption scandal. And because Sete Brasil depends on the Brazilian oil major as its sole customer, a shortage of funds has become a pressing issue. None of the six rigs that Sete ordered from Keppel has been completed. With Sete Brasil on the verge of bankruptcy, Keppel is coming to grips with the possibility that the orders will be canceled. Keppel's net profit for fiscal 2015 fell 19.1% to S\$1.52 billion, Loh announced the same day. It was the company's worst result since 2011. Revenue for the year declined by 22.5% to S\$10.29 billion. Despite the downtrend -- and the accounting charge, which underscores the serious challenges Keppel is facing -- the company's share price on Jan. 22 jumped by 4.58% to S\$5.02. The market, it turned out, was pleasantly surprised; it had been bracing for even uglier numbers, analysts said. Moreover, the results fueled the buzz about potential mergers among Singapore's rig builders. Media reports on Jan. 19 suggested that Temasek, Singapore's sovereign wealth fund, is weighing options for supporting two conglomerates -- Keppel and Sembcorp Industries, in which it owns 21% and 49.5% stakes, respectively. Keppel and Sembcorp Marine, a unit of Sembcorp Industries, are global leaders in the rig-building game. Keppel's rig business is showing no signs of recovering in the near term, contributing to expectations of industry consolidation. Its core offshore and marine unit has suffered from a dearth of new orders and deferments of existing projects. New orders declined from the peak of S\$9.9 billion in 2012 to S\$1.8 billion in 2015. Even though Keppel's share price rebounded on the latest earnings report, it is still less than half the level in September 2014, when it was around S\$11. "We have to plan for a long winter," Loh told reporters on Jan. 21. An industry source lamented the serious headwinds. "It is not only Singapore [construction] yards. Korean competitors are suffering, and many Chinese yards have closed. But Keppel has already started a "rightsizing" effort. It reduced its global workforce in the offshore and marine sector by 6,000, or 17%, last year. Another 7,900 subcontracting jobs, 24% of the total, were cut. Source : asia.nikkei.

ROUTE, PORTS & SERVICES



The [MSC KATYAYNI](#) outbound from Le Havre – Photo : Fabian Montreuil ©

Ontario First Nation says aging ferry must be replaced or they will be cut off



Beausoleil's 65-year-old vessel, the [M.V. SANDY GRAHAM](#), was purchased by the government in 1998. An Ontario aboriginal community on an island in the southeastern portion of Georgian Bay is in danger of losing its only link to the outside world — an aging ferry the chief of the Beausoleil First Nation says is on the verge of sinking. Beausoleil, about 5,400 hectares of Ojibwa territory, is located primarily on Christian Island. The picturesque First Nation, widely considered to be one of the real-life backdrops in *The Orenda*, the critically acclaimed novel by author Joseph Boyden, is dependent on the ferry, which makes its hour-long round trip to the island and back 14 times a day, seven days a week. The service is the community's lifeline, according to Chief Roland Monague, because it's the only way to access the mainland. "Our people have to cross day to day to get access to all the goods and services, as well as hospitals, medical appointments," he said. Beausoleil First Nation is not alone in its accessibility struggle. The federal

government is facing great pressure from a number of First Nations, many of them in remote locations, that are struggling to address crumbling infrastructure. Optimism is growing, however, among First Nations communities across Canada, along with a competing list of demands, now that Prime Minister Justin Trudeau has vowed to reform Canada's relationship with Aboriginal Peoples. The federal response on the Beausoleil ferry issue will help determine whether that commitment carries weight, Monague said. "They promised to have a nation-to-nation relationship with First Nations," he said. "So tell me — if this is not approved, what is our nation-to-nation relationship?" Federal funding for infrastructure in communities will facilitate economic development and increase access to health services and education, according to Ontario Assembly of First Nations (AFN) Regional Chief Isadore Day. Many reserves have inferior water systems, if they have water systems at all, and rely on winter roads because they do not have access to all-season roads, Day said. It's difficult to determine needs without a complete economic assessment, he added. Beausoleil's 65-year-old vessel, the M.V. Sandy Graham, was purchased by the government in 1998 as an interim measure to transport passengers and vehicles. It is no longer safe and a replacement is urgently needed, Monague said. "They have a fiduciary responsibility to us as First Nations for health and safety," he said. "Without a proper, safe, viable transportation for the community, we are going to be in a predicament soon." Peggy Smith, an associate professor at Lakehead University in Thunder Bay, Ont., said the new Liberal government will need to look at collaborating with communities instead of reaching conclusions from "on high." "What's wrong with the way that we are making decisions about infrastructure in First Nations? ... It is about the decision-making model," she said, noting investments shouldn't always be looked at "as a sink." Much of Canada is struggling with infrastructure, Smith added, but she said First Nations remain even further behind. "We've got this failing infrastructure at all levels and how the government is going to figure out what is priority and what is not, I have no idea." Beausoleil's ferry has been a long-standing issue — it was slated for replacement when the federal Liberals were last in power, but the plan was dry-docked by the former Conservative government in 2007. Replacing it is expected to cost \$30 million, said Monague, who made a personal pitch to Finance Minister Bill Morneau during meetings last month with the AFN. Morneau's office would not comment on the request. "If the government can't commit, then we have to strategize and do this on our own," Monague said. "I, in good conscience, can't continue to sail this ferry knowing that tragedy could happen out on that water." **Source : Toronto Star**

The Shipping Industry Is Suffering From China's Trade Slowdown

When business slows and owners of ships and offshore oil rigs need a place to store their unneeded vessels, Saravanan Krishna suddenly becomes one of the industry's most popular executives. Krishna is the operation director of International Shipcare, a Malaysian company that mothballs ships and rigs, and these days he's busy taking calls from beleaguered operators with excess capacity. There are 102 vessels laid up at the company's berths off the Malaysian island of Labuan, more than double the number a year ago. More are on the way. "There's a huge demand," he says. "People are calling us not to lay up one ship but 15 or 20." Shipbuilders, container lines, and port operators feasted on China's rise and the global resources boom. Now they're among the biggest victims of the country's slowdown and the worldwide decline in demand for oil rigs and other gear amid the oil price plunge. China's exports fell 1.8 percent in 2015, while its imports tumbled 13.2 percent. The Baltic Dry Index, which measures the cost of shipping coal, iron ore, grain, and other non-oil commodities, has fallen 76 percent since August and is now at a record low. Shipping rates for Asia-originated routes have dropped, too, and traffic at some of the region's major ports is falling. In Singapore, the world's second-largest port, container traffic fell 8.7 percent in 2015, the first decline in six years. Volumes at the port of Hong Kong, the fourth-busiest, slid 9.5 percent last year. Beyond Asia, the giant port of Rotterdam in the Netherlands recorded a dip in containerized traffic for the year. Globally, orders for new vessels dropped 40 percent in 2015, to \$69 billion, according to London-based consulting firm Clarksons Research. The demolition rate for unwanted vessels jumped 15 percent. Just a few years ago, as the global economy improved and oil prices rose, many companies ordered more fuel-efficient ships. There were more than 1,200 orders for bulk carriers that transport iron ore, coal, and grain in 2013, compared with just 250 last year, according to Clarksons. Many of the ships ordered are now in operation, says Tim Huxley, chief executive officer of Wah Kwong Maritime Transport Holdings, a Hong Kong-based owner of bulk carriers and tankers. "You have a massive oversupply," he says. The damage is especially severe in China, the world's leading producer of ships. New orders for Chinese shipbuilders fell by nearly half last year, according to the Ministry of Industry and Information Technology. In December, Zhoushan Wuzhou Ship Repairing & Building became the first state-owned shipbuilder to go bankrupt in a decade. The yuan has dropped 6 percent since last August. While that should help exports, Hutchison Port Holdings Trust, a company controlled by Hong Kong billionaire Li Ka-shing that runs some of China's top container terminals, has yet to see an uptick in outbound business. According to Ivor Chow, chief financial officer of Hutchison, the devaluation is leading to

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a slowdown in traffic as customers wait to see how much lower the yuan will fall. "People are really hesitant to commit to orders at this point," he said on a conference call with analysts on Feb. 2. The slowdown is hurting many Chinese ports. Sales at Shanghai International Port were 7.5 billion yuan (\$1.1 billion) in the third quarter, down from 7.6 billion yuan the year before, and net profit was 1.4 billion yuan, a decline of 18 percent. The Shanghai Shipping Exchange's containerized freight index has dropped 27 percent since the start of 2015. While container volume at Shanghai's port, the world's largest, grew 3.7 percent last year, that was down from 4.8 percent growth the previous year and was largely the result of taking market share away from high-cost rival Hong Kong, according to Bloomberg Intelligence analyst John Mathai. The slide in oil prices is especially painful in Singapore, home to Keppel and Sembcorp Industries, the world's two largest producers of offshore oil rigs. Orders for the two companies dropped in 2015 to their weakest levels in six years. Temasek Holdings, which has major stakes in both Keppel and Sembcorp is discussing the sale of noncore assets or issuing new shares. It's in discussions with company executives about raising cash by selling noncore assets or issuing new shares. "We have to plan for a longer winter," Keppel CEO Loh Chin Hua said on a call with analysts on Jan. 21. South Korea in December announced plans to establish a \$1.2 billion fund to help local shipping companies pay for new vessels they've ordered, according to the Ministry of Oceans and Fisheries. The government will push shipyards to downsize and focus on their core businesses—one shipbuilder operated a golf course. Hyundai Heavy Industries, the world's biggest shipbuilder, said on Feb. 4 that it had suffered its ninth consecutive quarterly operating loss, following a 1.7 trillion-won (\$1.4 billion) loss in 2014. The recession in shipping is causing trade friction. Daewoo Shipbuilding and Marine Engineering is in the worst position among Korea's shipbuilders. Korea Development Bank and another state-owned lender, Export-Import Bank of Korea, are leading a 4.2 trillion-won bailout of Daewoo. "We see this case as a problem," Shinichiro Otsubo, director of the shipbuilding division at Japan's Ministry of Land, Infrastructure, Transport and Tourism, told Bloomberg in December. "If this aid package keeps the firm from cutting capacity, the effect will be potentially big." Japan hasn't ruled out the possibility of filing a complaint with the World Trade Organization. There are some bright spots. Companies that operate oil tankers have been busy as customers take advantage of record-low crude prices to build up their inventories: Orders for new tankers increased 14 percent last year, according to Clarksons. Back in Malaysia, International Shipcare's business is so strong that Krishna says the company is running out of places to store customers' ships. Since the start of December, demand has spiked about 30 percent. "It's unprecedented," Krishna says. He's hoping to add capacity.

Source: Bloomberg



The **BERLIN** seen arriving in Malta with in the background seen the **MSC PREZIOSA** Photo : Michael Cassar ©

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ANOTHER EARTHQUAKE HITS LYTTELTON

Newsclippings reader & contributors [Alan Calvert](#) and [Bryan Shankland](#) reported yesterday that they were hit by a large earthquake .It measured 5.7 and was only 15km deep and centred about 5km off the beachside area of Sumner. The harbour quickly filled up with dust from a few major rock falls around Whitewash Head to the east of Sumner. Fortunately there appears to be no serious injury or loss of life so far. Damage seems to have been limited mainly to rock falls although many buildings will no doubt be checked before the start of the business week on Monday (today). Since the first quake we have had eighteen aftershocks some up to 3.5 magnitude. All the major shopping malls around the area have been evacuated and closed for inspection. [Alan's](#) poor old dog thinks the world has ended and has been trying to hide under his bed. We are expecting more aftershocks over the rest of the day, lets just hope they aren't too big. On behalve of all the readers i like to wish [Alan](#) and [Bryan](#) and all people in the area good luck an please take care !

Glamorous ocean liner Queen Elizabeth to visit Adelaide on Tuesday

[QUEEN ELIZABETH](#) – the liner, not the monarch – will make her maiden visit to Adelaide tomorrow (Tuesday) in what will be a right royal windfall for the city. The glamorous liner carrying around 2000 guests will leave about \$500,000 in her wake from the visit through port fees, and guest and crew spending including on organised shore tours.

The visit is part of a **121-day** world voyage.

The 90,900-tonne [QUEEN ELIZABETH](#) is expected to berth at Outer Harbour about 6.30am for an extended visit, with her guests spending the day and evening exploring the city and its surrounds including tours to the Barossa, Hahndorf and Cleland Wildlife Park before sailing for Melbourne about 11.30pm. While 2016 marks [QUEEN ELIZABETH's](#) fifth visit to Australia, this is her first South Australian call. Another Cunard line ship, [QUEEN VICTORIA](#) is set to make the line's first call to Kangaroo Island on March 4 while the line's flagship [QUEEN MARY 2](#) is scheduled to make her first visit to Kangaroo Island in 2017. This season will see a record 38 visits by cruise ships to Adelaide, Port Lincoln, Kangaroo Island and Robe, including maiden visits by the giant [EXPLORER OF THE SEAS](#), [PACIFIC EDEN](#) and [SUPERSTAR VIRGO](#) as well as [QUEEN ELIZABETH](#). source : [adelaidenow](#)

Revised Guidelines For Onboard Operational Use Of Ship Automatic Identification Systems (AIS)

The [International Maritime Organization \(IMO\)](#) has published revised guidelines for onboard operational use of shipborne automatic identification systems (AIS), as Resolution A.1106(29).

<http://info.lr.org/e/12702/nda-item-10---Secretariat--pdf/2nwcc2/620211201>

These are operational guidelines, developed to promote the safe and effective use of AIS, and in particular to inform crews about their operational use, limits and potential applications. They should be taken into account when operating AIS. Shipowners and managers should make sure that crews fully understand the guidelines and become familiar with operating the equipment and how to correctly interpret the data. A description of an AIS system, including components and connections, can be found in Appendix 1. These guidelines consolidate and supersede the previous guidelines contained in Resolutions A.917 (22) and A.956 (23). Source: LR

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.... PHOTO OF THE DAY



The Offshore Construction Vessel [SEAJACKS SCYLLA](#) seen at Gibdock last Friday the Jack up vessel arrived as deck cargo onboard OHT's Heavy Lift Carrier (Semi Submersible) [OSPREY](#) and was unloaded in the Northern area of the Bay...then proceeded to enter harbour assisted by the whole fleet of [Resolve Marine](#) (5 x tugs) - [RESOLVE BLIZZARD, ROOKE, WELLINGTON, EGERTON & ELIOTT](#) - only the latter four can be seen in this photo
Photo : Francis Ferro ©