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The semi submersible rig **JOHN SHAW** preparing to Leave Invergordon for Scrap in Aliaga ,Turkey the rig was not long ago doing great works in the harsh environment west of Shetlands the rig is at present under tow of the AHTS **TERASEA OSPREY**

Photo: Rig - Paragon MSS1 - Radio Operator ©

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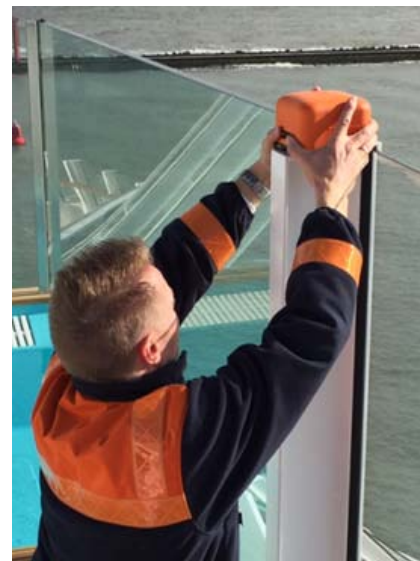
On april 16th, the VLOC "**ATLANTIC TRADER**" arrived at the port of Rotterdam carrying approx. 230,000t iron ore from Ponta da Madeira, Brazil. This 1993 built vessel was formerly a single hull oiltanker that was converted into a bulk carrier some years ago. **Photo : Max Muller ©**

Carnival Cruise Line Delaying Trips to Cuba due to Discrimination Concerns

A U.S. based cruise line that once touted it's newfound ability to sail to Cuba in light of resumed diplomacy between the cold war enemies, is now saying it would hold off if the Cuban government doesn't relax it's rules about who can sail to the island. Carnival Cruise Line Delaying Trips to Cuba due to Discrimination Concerns Carnival says it will delay it's first voyage of a special cruise line between the United States and Cuba if the Castro regime continues to disallow Cuban-born Americans from sailing with them. Existing law on the island prohibits anybody born in Cuba and who left the island from making a return trip by sea, even if just visiting. The cruise line had been enduring regular protests by

Cuban-Americans outside it's Miami headquarters building, as it was refusing to sell tickets to Cuban-Americans due to the Cuban law. The first ship is supposed to sail on the first of May. source; fox news

BRANDNEW AIDA PRIMA ARRIVED IN ROTTERDAM



AIDAPRIMA is a cruise ship being built by Mitsubishi Heavy Industries (MHI) for the German cruise operator AIDA Cruises. The boarded Rotterdam Pilots used GPS-Sensors on the Top-Sun-Deck for their job. "Aidaprima" will sail from 30.4. every Friday out of Rotterdam. **Photo: Frank Behling** ©MHI was awarded a contract to build two new generation cruise ships for AIDA Cruises in August 2011. Construction on the first cruise ship began with the keel laying ceremony, held in the Tategami Plant of MHI's Nagasaki Shipyard & Machinery Works in June 2013. The cruise ship touched water for the first time in May this year. AIDAprima was expected to embark on her maiden voyage from October 2015 but due to some delays during the construction this was postponed Design and features of the AIDA cruise ship The Hyperion Class AIDAprima IS the first cruise ship to use MHI's proprietary technology Mitsubishi Air Lubrication System (MALS). The system forms small air bubbles, which cover the bottom of the vessel like an "air carpet", thereby reducing friction between the hull and seawater when sailing.

Photo : Frank Behling ©

MALS reduces carbon dioxide and fuel consumption by approximately 7%. The ship is fitted with a detailed filter system, which will reduce harmful emissions such as soot particles, nitrogen oxide and sulphur oxide. AIDAprima has a length of 300m, width of 37.6m and a draft of 8m. The gross tonnage of the cruise ship, which is classified under the DNV GL class, is 124,500t. The new cruise ship is equipped with 1,643 staterooms of 14 different categories to accommodate up to 3,300 passengers. The luxurious Veranda staterooms vary in size, from 20m² to 2,520m², and feature walk-in closets, two bathrooms and a convertible sofa.



Photo : Henk Wadman ©

They also have a 6m² sunning area with space for up to two sun loungers. Deck eight of the vessel will feature Lanai staterooms, which will feature a winter garden and a large veranda. The doors to the winter garden in the rooms can be opened all the way to create a 32m² of open, sunny area. AIDAprima's 36 Panorama staterooms



provide exclusive access to a new patio deck, housing the bar, a protected sunny area and a private water landscape. The 32 suites on-board the ship will have 53m² of living space with up to 82m² of private sun deck. Each suite will feature a separate bedroom, a king size sofa bed, two bathrooms and a walk-in closet. The most remarkable feature of the cruise ship will be the weather-independent, transparent UV-permeable membrane dome of the AIDA Beach Club.



Photo : Hugo Sluimer © [CLICK at the photo !](#)

The almost invisible dome-shaped membrane will allow guests to relax in a beach atmosphere under palm trees, and serves as a screen for the projection of virtual starry skies and laser shows. Guests will be able to enjoy a multitude of activities on the 4 Elements deck, or have fun on the water slides of the AIDA Racer and enjoy other sports activities on the sports deck. AIDA Mini Club, the first dedicated childcare facility on AIDA cruise ships, will provide care for

children aged six months and above and offer Kids and Teen Clubs. Other highlights of the cruise ship include a glass skywalk at a height of 45m at the stern of the ship, and glass elevators connecting the outer areas of the vessel.

Photo: Fred Trooster ©

The spas and wellness treatment venues on-board the ship will include a Body & Soul Organic Spa, saunas, indoor and outdoor pools and a tepidarium. The AIDA Plaza comprise of shops and bars and can be transformed into a stage for street artists and meetings. There is also an expanded theatrium, which is housing a circular stage, advanced LED technology, aerial performance equipment and an interactive floating globe. "Highlights of this cruise ship include a glass skywalk at a height of 45m at the stern of the ship, and glass elevators connecting the outer areas." The cruise liner is having a

variety of dining options, including 13 restaurants and 18 bars. It will feature some classical dining options, such as the Markt Restaurant, Bella Donna and the Fuego buffet family restaurant, and service restaurants such as French Kiss and Casa Nova serving French and Mediterranean cuisines respectively. The Scharfe Ecke is offering currywurst recipes. Guests on-board can also visit the AIDA cooking school where chefs will offer interactive cooking classes.

Photo : Hugo Sluimer © [CLICK at the photo !](#)

The ship features an exclusive Spray Bar spread across two decks and operated in cooperation with Moët & Chandon. The stern side will feature the Lanai Bar on Deck 8, while guests of the Patio Bar on Deck 16 at the bow of the ship can enjoy the same view as the captain. Other bars include the nightclub Nightfly, club D6 and M Bar, as well as Tapas & Bar. The cruise ship is fitted with three MaK 12V M43C main engines and one MaK M46DF dual-fuel marine engine, burning gas, marine diesel oil or heavy fuel oil. The three diesel generators of the ship will be equipped with pistons from Rheinmetall. The propulsion system will include two new Azipod XO propulsion systems, supplied by ABB. Contractors and suppliers involved with the AIDA cruise liner's build

The engineering drawings of passenger staircases were provided by Sance-Sandelin in collaboration with Naval Interior Team (NIT). RANZ FERTIG supplied high-end convertible sofa-beds for about 900 cabins and 32 suites. Elomatic has provided its expertise in co-ordinating the design of a number of fire zones on-board the ship using Nupas-Cadmatic and MHI Mates software. Elomatic is also providing coordination and supervision at the Nagasaki yard, as well as interior design for the spa area. AIDA Cruises is



a German cruise line that introduced the club vacation at sea in 1996 to the German market. Passengers do not need to stick to firm dining seatings or dress codes. All passengers can enjoy a very casual and friendly atmosphere onboard. The cruise line convinces its guests with good buffets, a lot of sports and inventive entertainment. All passengers, also families and young guests, are very welcome onboard. The main onboard language is German. AIDA Cruises offers lively entertainment at night, from extraordinary shows in the theatre over great music at one of the lounges to dancing the night away at the night club. There is even a Beach Club by the pool, where beach parties are held at night. During the day, different games and activities are offered or alternatively you may visit the large AIDA Body & Soul Organic Spa or the Fit & Fun gym.



ELA Container Offshore GmbH donates to the German Maritime Search and Rescue Service

supporting the rescue crews is an honor for the company from Haren. The last year's 150th anniversary of the German



Maritime Search and Rescue Service was the reason for ELA Container Offshore GmbH to donate the amount of 1,084.90 Euro to the sea life guards and rescuers. The donated amount was handed over by the ELA management to volunteer service Captain Rudolf Koormann. "It is an honor, to support the hard and dangerous work of the sea life guards and rescuers", justifies Hans Gatzemeier the commitment of the entire team of ELA Container Offshore GmbH to the German Maritime Search and Rescue Service (DGzRS). "The crew sails out at any time of

day and in any type of weather, to rescue people in danger at sea. To do this they also need help from the people on shore. This means us", says Gatzemeier who is convinced of the rescue crews' work. "On a daily basis we are involved with the mobilization of temporary Offshore Containers. These are used primarily on all kinds of ships, platforms or pontoons and therefore it is self-evident for the employees of ELA Containers, to support the rescue crews as a major maritime organization", expresses Managing Director Hans Gatzemeier the response of many people from the company who have donated to the campaign.

Kapitän Koormann, on behalf of all lifeguards of the rescue crew thanked the company for the support of the German Maritime Search and Rescue Service. "Especially now in our fast paced world, it is not self-evident, that rescue crews are thought of in such an exceptional way. A donation to the rescue crews is an excellent model of commitment and demonstrates social responsibility", happily says the head of the Information Centre in Niedersachsen, Hans-Joachim Katenkamp, about this donation. Thanks to the contribution, the work of the rescue crews, which is carried out entirely by voluntary contributions and donations, will be supported and simultaneously the hard and dangerous work of lifeguards receives recognition in a special way. ELA Container has already gained diverse experience in the Offshore-Wind and Offshore Oil & Gas Industry. Whether on pontoons, transformer platforms, rigs or supply vessels - ELA Container is the ideal partner, offering tailor-made concepts for all requirements in the form of Living Quarters, Offices, Dining Rooms, Galleys, Laundries, Recreation or Locker Rooms and all types of Carrying Units. ELA Offshore containers are equipped with all the necessary utilities. This guarantees, in combination with all ELA Offshore features, a long service life, functionality and comfort. The high quality Containers are "Made in Germany" according to German quality standards and possess all necessary certifications such as DNV 2.7-1 / EN 12079-1, DNV 2.7-2, based on SOLAS, IMO

FSS Code and MLC as well as CSC and are approved from several IACS-companies. In terms of fire resistance, an A60 insulation provides high safety standards. Every container will be checked before delivery. Depending on customer requirements, ELA Offshore Containers are individually customized, immediately operational and are available at short notice.

The main features of ELA offshore accommodations include:

- Flexibility on demand
- One base type with various accommodation solutions
- Easy handling thanks to standard 20 ft High-Cube ISO standard dimensions
- Highest quality standards



The 2014 built MLT flag 58metre super yacht **ILLUSION V** anchored off Kemmunnett, Malta on Tuesday 19th April, 2016. **Photo; Capt. Lawrence Dalli - www.maltashipphotos.com ©**

CMA CGM, COSCO Container Lines, Evergreen Line and Orient Overseas Container Line to establish “OCEAN Alliance”



On her maiden voyage, the 2016 built **CMA CGM JACQUES JUNIOR** departed Cape Town for Pointe Noir. **Photo : Ian Shiffman ©**

CMA CGM, COSCO Container Lines, Evergreen Line and Orient Overseas Container Line today signed a Memorandum of Understanding to form a new Alliance enabling each of them to offer competitive products and comprehensive service networks covering the Asia-Europe, Asia-Mediterranean, Asia-Red Sea, Asia-Middle East, Trans-Pacific, Asia-North America East Coast, and Trans-Atlantic trades. This is a milestone agreement among four of the world's leading container shipping lines. Each line will offer best-in-class services to customers with fast transit times, competitive sailing frequencies, and the most extensive port coverage in the market. "This new partnership will allow each of its members to bring significantly improved services to its respective customers," member carriers said in a statement. "Shippers will have an attractive selection of frequent departures and direct calls to meet their supply chain needs, including access to a vast network with the largest number of sailings and port rotations connecting markets in Asia, Europe and the United States." "The Alliance will also bring service reliability and the most efficient integration of the latest vessels in a fleet of over 350 container ships. Initially the deployment will cover more than 40 services globally mostly connected with Asia, including about 20 services each in the U.S. and Europe related trades." Subject to

regulatory approvals of competent authorities, the new Alliance plans to begin operations in April 2017. The initial period of the Alliance shall be five years. Rodolphe Saadé, Vice President of CMA CGM Group comments: "The Ocean Alliance is a very ambitious operational agreement. CMA CGM, and its new partners, will offer more than 40 maritime loops, providing its customers with an enhanced network of services and fast transit times." Further details about the new Alliance and the transition plans from the four member lines in their current alliances will be communicated to stakeholders and the market in due course.



The **MSC HAMBURG** inbound for Antwerp – **Photo : Stan Muller ©**

Bureau Veritas publishes guidelines for Offshore Access Systems



Leading international classification society Bureau Veritas has developed guidelines for walk-to-work (W2W) motion compensated Offshore Access Systems (OAS) which are used to transfer industrial personnel to and from offshore installations. Guidance Note NI629 Certification of Offshore Access Systems provides a clear and comprehensive overview of the safety principles and technical requirements for the design, manufacturing and operation of reliable and dependable equipment for the safe transfer of personnel at sea. **Photo : Flying Focus Aerial Photography www.flyingfocus.nl ©**

Matthieu de Tugny, Senior Vice-President and Head of Offshore, Bureau Veritas, says, "Getting people safely onto and off unmanned platforms and wind farm towers offshore has become a big issue. Walk-to-Work OAS can provide significant safety, operability and/or cost advantages

over more traditional personnel transfer methods such as personnel basket or capsule lifts, step-over from high speed crew transfer vessels and helicopter transfers. We see a lot of new vessel types emerging with these motion-compensated gangways and it is imperative that the industry has a standard against which to assess their safety and to help develop safe new designs." Two different offshore access technologies have emerged: passive transfer gangways, which are first connected to the offshore installation and then put in free-flow mode for personnel transfer, and active transfer gangways which remain motion compensated during personnel transfer. The safety issues and critical components, which differ from one category to the other, require special attention to ensure safe and reliable

operation. Says De Tugny, "With these new guidelines the regulatory gap into which personnel transfer between offshore support vessels and offshore installations could fall has been closed." Guidance Note NI629 can be downloaded from www.veristar.com. Bureau Veritas is a world leader in laboratory testing, inspection and certification services. Created in 1828, the Group has more than 66,000 employees in around 1,400 offices and laboratories located all across the globe. Bureau Veritas helps its clients to improve their performance by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility. Bureau Veritas is listed on Euronext Paris and belongs to the Next 20 index.

10th edition MOCE great success

On Wednesday the 20th of April 2016 the **Navingo Maritime & Offshore Career Event (MOCE)** took place in the



WTC Rotterdam. During this jubilee edition **4.103 students**, starters and (young) professionals visited this career event. For years MOCE is the platform where visitors prepare themselves for a maritime and offshore career but also to take the next career step. An industry with a lot of opportunities. The official opening took place at 11.00 hrs. by Young Maritime Representative **Dominique Smit**.

Left: the **HBO Network booth** at the MOCE. See also www.hbonetwork.nl
Photo: Wibbo Hofman ©

During his word of welcome he spoke about the opportunities in the maritime and offshore industry. "We all know that there is a dip in the maritime and offshore market. But the companies who are experiencing this dip are here today looking for new talent. So don't be

discouraged and follow your passion", Smit said. After traditionally opening the tenth edition by ringing the ship's bell, the floor was flooded with enthusiastic students, starters and (young) professionals.

Catering to all tastes

Though the pressure is on, it became clear during MOCE that the industry is still developing. During the presentations, where companies were telling about interesting projects, it was all about innovation and career opportunities. Next to the well-attended company presentations there was a lot happening on the exhibition floor as well as at the MaritiemeVacaturebank.nl Cube. Here, visitors could ask questions about the application procedure and tips for a complete cv. New this year was the Internship Point, where students could find an almost complete overview of the internships and research projects from the exhibitors of MOCE. The Young Maritime Representatives and students of ROC Kop van Noord-Holland were telling the visitors about their experiences and gave them tips and advice.

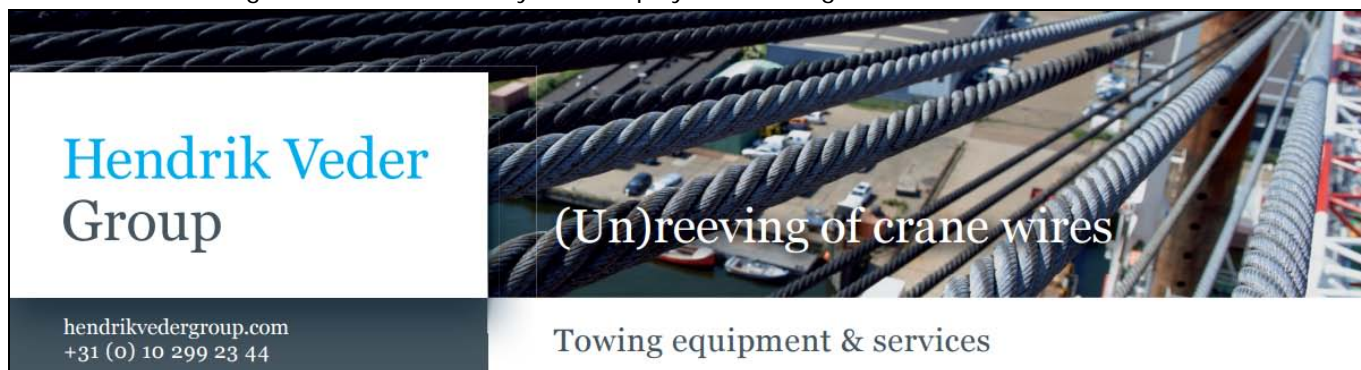
Energetic and inspiring

The day ended with a business drink on the exhibition floor where a very successful day was celebrated as well as allowing extra networking opportunities. Navingo B.V., the organiser of MOCE looks back at an energetic day. "We are pleased to see that there are still many companies involved with innovative projects and are looking for new talent", says **Annemieke den Otter**, Business Unit Manager Events & Exhibitions at Navingo B.V. "Thanks to all the visitors, exhibitors, organising partners and all other people involved. Their cooperation and enthusiasm have made it possible for us to achieve 10 years MOCE. In 2017 there will be a new **Navingo Maritime & Offshore Career Event**. The date will be communicated this summer. Stay up-to-date on Facebook en Twitter.

DOF Subsea awarded contracts of NOK 500 million in past months

DOF Subsea has been awarded several IMR and subsea installation contracts the past months, with a total contract value in excess of NOK 500 million. The contracts will secure utilization of the subsea project fleet in the regions, the

company said in its press release. In the Asia Pacific region DOF Subsea has been awarded an LOI from a key client for a EPCI project with the offshore phase during first half 2017. The scope of work includes supply chain management services for the fabrication and supply of mooring chains, replacement of eight mooring legs and PM&E. In the Atlantic region, DOF Subsea has been awarded several contracts the past months. A highlight was the award of an FPSO mooring installation and hook-up contract by Yinson Production offshore Ghana, on the Eni operated OCTP field. The contract will secure utilization of the Atlantic organization and regional subsea vessels in Q4 2016 and Q1 2017, and the project will increase DOF Subsea's presence in West Africa. Other highlights were the award of a 5-year pipeline inspection frame agreement for Maersk, and survey work for Nexans relating to the NordLink cable, connecting the Norwegian and German electricity markets. DOF Subsea also won repeat subsea work for Statoil, Maersk and other clients in the region. In the North America region, DOF Subsea has been awarded several contracts with key clients in the Gulf of Mexico and offshore Canada. The scope of work includes survey, IMR and light construction. To service the contracts offshore Canada, DOF Subsea will charter the DOF-vessel [SKANDI CHIEFTAIN](#) for a 100-day job, in addition to increasing the number of ROV systems deployed in the region. **Source:Portnews**



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(Un)reeving of crane wires

Towing equipment & services

TOWLINES

By Peter Barker

Global ship delivery and crewing company Redwise has completed a contract handling the taking over and delivery of a tug to Nigeria. When one of Redwise's repeat customers acquired the anchor-handling tug Ihuaki 2 it turned to the ship delivery specialist to complete the transaction. Redwise handled registration, change of flag surveys, underwater cleaning, upgrading of radio and safety equipment and delivery under its power to Nigeria around Cape of Good Hope, all on a lump sum basis.

After an uneventful voyage a security escort was arranged by the owners into the Niger Delta after which Redwise agents handled the crew demobilisation. Robert Allan Ltd has announced the imminent retirement of current managing director [Ken Harford P.Eng.](#) Ken's first career job was as a consulting acoustical engineer following graduation with a B.A.Sc from University of British Columbia in 1970.

Through his subsequent business dealings he began a long association with the BC tugboat industry specialising in noise and vibration levels aboard tugs. His engineering talents next took him to manufacturing control systems for Niigata Z-Peller drives and after selling his business interests joined Robert Allan Ltd in 1988 as senior project overseer. In 2008 Ken oversaw the transition as Rob Allan sold the company to his employees, Ken becoming President of the new company. Mr Harford leaves after 28 years of dedicated service and leadership and a driving force behind the success of the company now in its 86th year of continuous business. Another change of personnel to report comes from Australia where after five years in post [Mark Malone](#) is stepping down as managing director of Svitzer Australia. The position will be filled by [Steffen Risager](#) who since February 2015 has been Svitzer Australia's chief operating officer. [Mr Malone](#) will remain in the post until mid-2016 to support the transition. Svitzer CEO [Robert Uggl](#) paid tribute to Mr Malone's record stating that he had successfully navigated its Australian business through "a very difficult period". This was characterised by increased competition and growing economic uncertainties, both locally and globally. Mr Uggl stated the outgoing managing director had laid a strong foundation for a sustainable performance in the years ahead. [Wagenborg Transport](#) has completed the tow of a high voltage substation from Rotterdam to Esbjerg, eventually bound for the 400MW Horns Rev C offshore wind farm. Wagenborg utilised both the largest tug in its fleet [WATERLAND](#) along with its largest barge [WAGENBORG BARGE 9](#). Wagenborg's ballast engineers assisted in the load-out at the quay of HSM's premises at Schiedam onto the 122m long and 36m wide barge which carried the substation. Upon arrival at Esbjerg both tug and barge were prepared for final installation of the substation at the wind farm by the crane vessel [STANISLAV YUDIN](#). **Source: maritimjournal.**

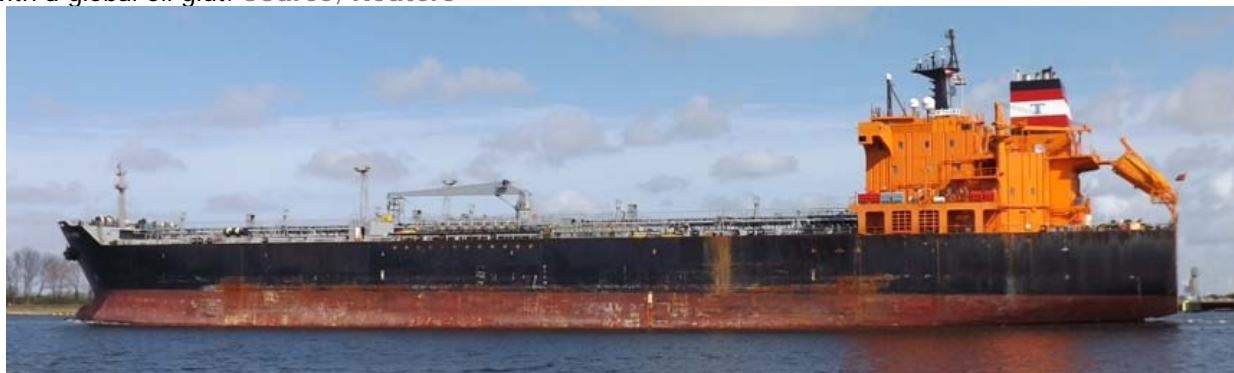


The [MSC KARLSKRONA](#) outbound from Le Havre – Photo : Fabian Montreuil ©

Tankers line up at Kuwait oil port after strike ends

By Florence Tan and Keith Wallis

Six supertankers have lined up at Kuwait's crude export terminal to load oil on Wednesday, as the country's oil and gas sector gradually returns to normal after workers ended a three-day strike that had slashed crude production. Kuwaiti oil and gas workers walked out on Sunday and cut the OPEC member's crude production by nearly half and disrupted its refining operations. Kuwait has raised its output to 1.6 million barrels per day (bpd) on Wednesday, industry sources said, up from 1.1 million bpd on Sunday. The country produced 2.8 million bpd in March. "There are still some lifters who worry about oil loading," said a trader with a north Asian company. Seven Very Large Crude Carriers have arrived at Mina al-Ahmadi port since Saturday, shipping data on Thomson Reuters Eikon showed. One of the tankers **BW ULAN** loaded oil on Monday and is heading to South Korea. The remaining six supertankers are still at the port. One of them, Ridgebury Pride, has been chartered by Bahri to load crude at Saudi Arabia's Ras Tanura terminal on April 20 for delivery to Onsan, South Korea, shipping fixtures showed. Shipbrokers also highlighted potential delays in loading fuel oil from Kuwait. The Aframax tanker, Nectar Sea, has been waiting since April 14 to load the residual fuel, shipping data showed. The tanker, chartered by the Singapore Petroleum Company, is supposed to deliver fuel oil to Fujairah in the United Arab Emirates. Three other Aframax tankers are also anchored off Mina al-Ahmadi, including the Bahra which has been chartered by Kuwait Petroleum Corp to load clean products for transport to Pakistan, the data showed. Clean products refer to fuels such as gasoline, naphtha and diesel. Global oil prices fell more than \$1 a barrel on Wednesday on the end of the strike in Kuwait. Prompt Dubai monthly spreads have also eased. Delays at the Kuwaiti port have added to huge queues of supertankers which have formed in Iraq and China as ports struggle to cope with a global oil glut. **Source; Reuters**



Tanker [TORM THYRA](#) in the Noordzee Canal outbound for Primorsk (RU) Photo: Patrick Deenik ©

Asia Fuel Oil-Fuel oil prices rise, traders await clearer market signals

By Keith Wallis

Fuel oil suppliers are waiting for clearer signals from the market on direction in the face of uncertain supply levels and rising oil prices. "Nobody knows which way the market is going to go so they are holding back," said one Singapore

fuel oil trader Oil prices are rising but there is no confidence that it is a true reflection of sentiment, the trader added. There have been some 30 bids and offers around, but no actual offers in trading in Singapore on Tuesday. "A number of traders may be holding back cargoes anticipating a further fall in prices," a Singapore trader said "The Doha effect may not come as a surprise to many but the drop in prices is expected," he said. That came as oil prices fell around 7 percent on Monday after oil producers meeting in Doha failed to agree on a production freeze. Oil prices rose on Tuesday as a strike in Kuwait cut huge amounts of crude out of the supply chain, but analysts said the disruption would be short-lived and that markets would soon refocus on a global supply glut. Shipbrokers also highlighted potential delays in loading fuel oil from Kuwait after the Aframax tanker, Nectar Sea, had been waiting since April 14 to load a cargo of fuel oil, according to Reuters ship tracking data.

- Unplanned outages including those caused by strikes and fires are providing "substantial support" for oil prices, BMI Research said in a report. Outages, in countries such as Libya, South Sudan, China and Kuwait, totalled around 2.6 million barrels per day in March, the report said.

- A supertanker, **BW ULAN**, loaded 2 million tonnes of crude at Kuwait's Mina al Ahmadi port on Monday, shipping data showed, despite the workers' strike that has cut its output by 60 percent. Three other supertankers are anchored off the Kuwaiti port, waiting to load crude, according to the data.

- East China Shandong-based independent refinery Wudi Xinyue Fuel Chemicals Company has won a preliminary annual crude oil import quota of 2.4 million tonnes, the China Petroleum & Chemical Industry Federation said late on Monday. **Source: Reuters**



The 2007 delivered 204 mtr long **CONTI SALOME** inbound for Rotterdam **photo : Krijn Hamelink ©**

China angered by Britain's comments on South China Sea

China expressed anger on Wednesday after a senior British official said a ruling expected within a few months in an international arbitration case the Philippines has brought against China's South China Sea claims must be binding. Hugo Swire, British minister of state responsible for East Asia, also said Britain saw the ruling, by the Permanent Court of Arbitration in the Hague, as an opportunity for China and the Philippines to renew dialogue over their territorial disputes. China claims virtually all of the South China Sea and rejects the court's authority in the case, which is widely expected to go in favour of the Philippines, significantly raising tension in the strategic waterway. "The comments by Mr Swire neglect the facts and are very discriminatory and one-sided and seriously go against Britain's promise not to

take sides," Chinese Foreign Ministry spokeswoman Hua Chunying told a daily news briefing. "We are extremely dissatisfied." Tension in the South China Sea is the fault of the United States and the Philippines, not China, with U.S. ships and aircraft increasingly appearing in the region, she added. "The facts prove that if the South China Sea is tense then it's the US which is the biggest pusher of this," Hua said. She repeated that China would neither accept nor participate in the arbitration case and it was an abuse of international law. The court is expected to rule in late May or early June. In February, the United States and the European Union, of which Britain is a part, warned China it should respect the ruling from the Hague. The court has no powers of enforcement and its rulings have been ignored before. Britain has prioritised developing economic ties with China and welcomed Chinese President Xi Jinping on a state visit in October, leading critics to accuse it of placing short-term financial gain above human rights and security interests. It also upset the U.S. administration when it became the first non-Asian country and the first member of the Group of Seven advanced economies to join a China-backed development bank for Asia seen by Washington as an unwelcome rival to Western-led institutions such as the World Bank. More than \$5 trillion of world trade is shipped through the South China Sea every year. Apart from China's territorial claims there, Brunei, Malaysia, the Philippines, Taiwan and Vietnam have rival claims. **Source ; Reuters (Reporting by Ben Blanchard; Editing by Clarence Fernandez)**



The **OSLO BULK 8** inbound in Willemstad-Curacao – **Photo : Kees Bustraan ©**

MARITIME FIGURES CONVENE TO DISCUSS CYBER SECURITY RISKS

Today saw a number of prominent figures from the maritime industry take part in the inaugural Cyber Security Seminar at **Singapore Maritime Week 2016**; an event co-organised by the Singapore Shipping Association (SSA) and The Maritime and Port Authority of Singapore (MPA). Cyber Security is a concern which is only increasing and as a topic at the forefront of many businesses' minds, it was a welcome addition to this year's programme. In the opening speech by Guest of Honour Mr Esben Poulsson, President of the Singapore Shipping Association and Vice Chairman of the International Chamber of Shipping, he addressed two trends which are already significant within the maritime industry – Big Data and Cyber Security. He also expressed his concerns regarding the readiness of companies to deal with the cyber security threat: "Did you know that more than 90% of corporate executives said they cannot read a cyber security report and are not prepared to handle a major attack according to a new survey. "We are susceptible if we are not ready and I express concerns as I stand here today, because I know not many of us are ready or well-informed of the threats of cyber attacks which our companies' assets are vulnerable to". The seminar saw a number of panel discussions alongside influential speakers from across the industry, including a keynote speech from Mr Teo Chin Hock, Deputy Chief Executive, Cyber Security Agency (CSA) outlining the concerns of cyber incidents leading to disruption and highlighting the broad mitigating strategies. Businesses were also advised to raise the profile of cyber security risks to boardroom level.

Gulf Navigation to be overhauled by new CEO

Gulf Navigation has appointed **Khamis Juma Buamim** as its new managing director and CEO, who it says will aim to grow the Dubai-based company's fleet of product and chemical tankers and further develop its shipping services business. The company plans to build up its chemical tanker fleet by leasing vessels on bareboat charters with purchase options attached. "Historically, the lucrative chemical shipping services have provided remarkable returns for the firm,"

a GulfNav release said today. It plans to trade its vessels in the spot market on trip timecharters and hopes to build its third-party owned vessel management activities through Gulf Stolt Ship Management (GSSM) and in cooperation with other business stakeholders. GSSM was formerly a 50:50 joint venture with Norway's Stolt Tankers but GulfNav has acquired Stolt's shareholding. GulfNav also plans to purchase work boats in order to increase its standing as an offshore shipping services provider within the Middle East. The company's subsidiary Gulf Navigation Maritime established a new workshop in January, through which GulfNav wishes to increase its marine product sales and distribution within the Middle East Gulf and Gulf of Oman. The workshop, based at Khorfakkan in the UAE, will offer ship repairs, maintenance and other technical services. GulfNav's new CEO Buamim was previously the executive chairman of Drydocks World and Maritime World between May 2010 until March 2015, during which time he oversaw the company's financial restructuring. He has also spent 26 years of his career working for Conoco and ConocoPhillips in various management positions. "With his wealth of experience and knowledge in businesses turnarounds, he will be instrumental in seeing through the company to restructure its balance sheet and resolve residual issues," commented Abdulla Saeed Abdulla Brook Al Hemeiri, GulfNav's chairman of the board. Buamim replaces Parag Jain as the company's CEO. Jain was appointed to the position in December 2015 and had been acting CEO since May last year. Source ; Splash 24/7



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The **PDZ MAJU** outbound from Labuan with the tug **PIRANA** alongside seen recovering her towing gears

Photo: Capt Neil Johnston Master **TERASEA FALCON** ©

ANTICIPATING MARKET CHANGE IS CRUCIAL AS INDUSTRY DEMANDS INCREASE

Being in a position to accurately anticipate change in the shipping markets is becoming ever more crucial for maritime service providers, as owning principals demand more solutions to the problems created by over-ordering, according to Braemar Group Asia President Denis Petropoulos. Speaking at a press conference during Singapore Maritime Week, Mr Petropoulos said this need for in-depth industry knowledge and experience in understanding how to deal with market downturns means that shipping service clusters like Singapore would find themselves in a strong position when the times start to improve.

"Owners and charterers rely on these services more when the markets are poor but being able to anticipate when and how the markets will change and being able to avoid the mistakes of the past is becoming ever more important," he told reporters. "It is not so much what lessons have been learned, but understanding what will be needed for the industry to emerge from a crisis. Costs savings are available and the industry has been saving costs for years but compromising quality is not an option. We may start to see more levels of consolidation emerge where operators

consolidate their services and cut away their own excess so they are in a stronger position to survive and flourish when the markets improve," he added.

James A'Beckett Braemar ACM's head of dry cargo broking and based in Melbourne stated: "The dry cargo volumes being transacted are actually growing but the oversupply in the fleet had brought rates below OpEx (operating expenses); owners cannot operate below costs for long and already we are seeing first steps to recovery as they [owners] are holding out for at least OpEx."

Braemar Shipping Services PLC has been established in the Far East for many years. Its Singapore-based Asian operation brings together shipbroking services, through the Braemar ACM name, with the services of a highly experienced and well respected technical services division, staffed in offices across the Asia-Australasia region, made up of Braemar Offshore; Braemar Engineering; Braemar Adjusting; Braemar Incorporating the Salvage Association (Braemar SA), and in addition Cory Brothers Port Agency and Logistics. Cory Brothers has expanded its agency services in the region to Malaysia, Indonesia, Vietnam and Thailand as their customers increase distribution of petroleum products. Despite the volatility in the shipping markets it is busy for Braemar across all segments. Michael Chan, Managing Director of Braemar Offshore, offering Marine Warranty Surveying, Technical Consultancy and Offshore/Marine Engineering services to the insurance, offshore construction and energy sectors, underlines the importance of strength-in-depth when it comes to reacting to market change. "This year will be the hardest year yet for the oil services sector but recovery could start to be seen by 2018 as stabilisation of the oil price creates a recovery in the market; oil price stability is key to recovery in the market," he said. "We remain busy as our customers need complete reliability in poor markets as time is an expense where margins are small at best." Peter Ryan, Head of Consultancy for Braemar SA, pointed to the importance of being well-positioned in the Far East providing marine and engineering consultancy to the hull insurance, P&I, Legal, asset investment and shipping markets. "Having well-structured, well-positioned and market-understanding business units in the Far East, manned with technically and commercially-minded people who understand their business well, is a quality in demand in the market," he said.

Stena Line's Methanol project awarded twice in one week

Last week **Stena Line** received two additional awards for converting Stena Germanica in to the world's first methanol powered passenger ferry. One is the Shippax "Eco-Award", announced at the yearly Ferry Shipping Conference and the second is the "Ship of the Year Award" at the European Marine Engineering Conference and Awards, the company said in its press release. In March 2015 Stena Line made history when introducing Stena Germanica, which operates the route from Gothenburg to Kiel, as the world's first Methanol powered passenger ferry. Since March 2015 the Methanol project has been running as a pilot project where operation on Methanol has been developed and evaluated continuously. The results so far look promising. So far two engines have been fully converted and remaining two are due in the coming months. Methanol has a substantially greener environmental profile than conventional marine fuels, when used in operation emissions of SOx and PM is reduced with about 90% and NOx with around 60%. The Shippax "Eco-Award" was received during a ceremony on the Ferry Shipping Conference, April 13 to 15, by Niclas Mårtensson. The motivation from the jury was: "Stena Germanica has been given an Eco-Award for the innovative use of Methanol as alternative fuel." The Ship of the Year Award was received during the European Marine Engineering Conference and Awards in Amsterdam, April 13 to 14, by Per Stefenson, Stena's Project Manager for the Methanol project. The motivation from the jury was: "Stena Line receives the award for Stena Germanica's methanol-fuelling retrofit. The objective of Stena's methanol pilot project was to develop a pragmatic, cost effective and green fuel option."

Stena Line has previously been awarded for the Methanol project at four different occasions.

Swedish Maritime Day "Innovation Award 2015"

Green Ship Technology: "GST Ship-owner of the year"

The Swedish Confederation of Transport Enterprises "2015 Pegasus award"

2015 Global Business Excellence Awards UK "Outstanding Green Initiative Award"

Stena Line is one of Europe's leading ferry companies with 35 vessels and 22 routes in Northern Europe. Stena Line is an important part of the European logistics network and develops new intermodal freight solutions by combining transport by rail, road and sea. Stena Line also plays an important role for tourism in Europe with its extensive passenger operations. The company is family-owned, was founded in 1962 and is headquartered in Gothenburg. Stena Line is part of the Stena Sphere, which has about 20 500 employees and an annual turnover of over 50 billion SEK.

Source: Portnews



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STEMAT SPIRIT and **ANNA B.** laying cables at the Dudgeon Offshore Wind Farm, UK Northsea.

Photo : Capt Joren Meijer ©

BW LPG announces financing program for four VLGC newbuildings and takes delivery of BW Tucana

BW LPG Limited has signed a Debt Facility Agreement of USD221million for the financing of four of its VLGC newbuildings, the company said in its press release. The financing has been raised from ING Bank, KFW IPEX-Bank GmbH, Oversea-Chinese Banking Corporation Limited (OCBC) and Standard Chartered Bank, as Mandated Lead Arrangers. ING Bank also acted as coordinator and facility agent. The loan is insured by Korea Trade Insurance Corporation (K-Sure). The all-in cost for this financing is LIBOR plus 1.60%, with an 18-year amortization profile.

BW LPG Chief Executive Officer, Martin Ackermann, commenting on the financing said, "We are very pleased with this financing, which leverages the well-priced Korean ECA lending to provide an exceptional all-in cost and structure. This is a clear demonstration of BW LPG's platform value in obtaining market leading financing. We are grateful to our lenders for their continued support." BW LPG Limited has also today, taken delivery of BW Tucana, the seventh Very Large Gas Carrier (VLGC) in its newbuilding programme of eight VLGCs from Hyundai Heavy Industries. With the BW Tucana, BW LPG has a fleet of 40 vessels, comprising 28 owned VLGCs, seven chartered-in VLGCs and five owned LGCs. In addition, BW LPG has five VLGC newbuildings under construction. BW LPG is the world's leading and largest very large gas carrier (VLGC) owner and operator based on number of VLGCs and by LPG carrying capacity. BW LPG currently owns and operates 40 gas carriers with a total carrying capacity of over 3.1 million cbm. In addition, BW LPG has 5 VLGC newbuildings under construction in Korea. With more than 37 years of operating experience in LPG shipping and experienced seafarers and staff, BW LPG offers a flexible and reliable service to customers. BW LPG is

associated with BW Group, one of the world's leading shipping groups. BW Group is involved in oil and gas transportation, floating gas infrastructure, environmental technologies and deep-water production.

CMA CGM delays regular mega-ship deployments to West Coast

By : Bill Mongelluzzo

The much-anticipated launch of a weekly service with six mega-ships, each with a capacity of almost 18,000 twenty-foot-equivalent units, to Long Beach and Oakland is being delayed, having fallen victim to the extremely low freight rates in the trans-Pacific trade. Alphaliner on Tuesday reported the deferral of the service. CMA CGM did not respond to email requests for comments the past two days, but independent sources confirm that the 18,000-TEU ships will not be deployed in the Pearl River Express service beginning in late May as previously reported. CMA CGM will retain five of the six ships with capacities of 18,000 TEU on their existing service between Asia and North Europe. CMA CGM also will continue to deploy the existing 11,000-TEU class vessels in the Pearl River Express service, according to Alphaliner.

The decision to delay the deployment of the big ships to the West Coast ports was driven by low freight rates, which on the spot market fell 9 percent from the previous week to \$770 per 40-foot container, according to JOC.com's Market Data Hub. Anecdotal evidence from shippers, carriers and industry analysts indicate that contract rates to the West Coast are about \$1,400 per FEU for small and mid-sized BCOs, and \$1,100 to \$1,200 for the largest retailers. CMA CGM since late December has been running pilot calls of the 18,000-TEU Benjamin Franklin to different terminals in Los Angeles, Long Beach, Oakland and Seattle, and those visits could continue. The pilot runs give terminal operators the opportunity to work the largest vessel ever to call in North America so the operators can familiarize management, labor, trucking, rail, equipment providers and shippers with the resources they must deploy to efficiently handle vessels that are expected to call frequently at West Coast ports in the coming years. **Source : Journal of Commerce**

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Maersk Line, APL urge for more consolidation

By Lee Hong Liang from Singapore

Container carriers **Maersk Line** and **APL** have urged the industry to push on with consolidation amid the market struggles of disappearing profits and supply growth continuing to outpace demand. The "fragmented nature" of the global container shipping market, according to Kenneth Glenn, president of APL, is in need of a change. "The structure of the industry needs to change and ultimately there needs to be an acceleration of consolidation going on. And consolidation can address a lot of the instability that companies are facing, and the first step is to stabilise earnings as they are on a downward trajectory," Glenn told delegates at the TOC Asia conference held in Singapore on Wednesday. APL, the container shipping brand of Neptune Orient Lines (NOL), is itself now contributing to the level of consolidation as NOL is currently in the process of being acquired by France's CMA CGM. Maersk Line, the world's largest container carrier, also believes that consolidation is "a good thing", according to its Asia Pacific region chief executive Robbert van Trooijen. "If the right opportunity comes we will look at acquisition options carefully," van Trooijen said. Denmark's AP Moller-Maersk had been in talks to acquire NOL but the deal eventually went to CMA CGM.

"Consolidation of the industry is a first step, then you also got to make sure that the product you offer to customers are competitive," Trooijen said. He added that the container shipping industry remains "a bit archaic" due to the lack of recognition for innovation, as business has to be done in a different way now if the industry is to keep growing.

"There is a lack of topline growth and revenue has gone down, but if you see it the other way there is a realisation that operations can be run on lower cost," he said. The coming together of carriers is seen as one of the solutions to rationalise tonnage capacity, as vessel supply growth continues to surpass demand. Leading lines are already restructuring their alliances, indicating that they understand the need to come together in order to increase competitiveness, according to Glenn. It was announced on Wednesday that CMA CGM, Cosco Container Lines, Evergreen Line and Orient Overseas Container Lines (OOCL) have signed an agreement to form the Ocean Alliance, a move that would reshuffle the existing alliances. **Source: seatrade-maritime**

No deal on ransom payments

The Philippines discouraged ransom payments for captives held by militants in a bid to stop a kidnap "industry" emerging after a series of rebel seizures of Indonesian and Malaysian crew. A Philippine military spokesman was responding to media reports on Tuesday that quoted an Indonesian minister as saying a Taiwan firm would pay to free

10 Indonesians held by Abu Sayyaf rebels. A combined 18 crew from Indonesia and Malaysia have been taken captive in three separate attacks on tugboats in Philippine waters close to maritime borders with the two countries. "The armed forces continues to encourage everyone to observe the government's no ransom policy," Philippine military spokesman Brig-Gen Restituto Padilla told reporters. He said the military wanted to "discourage this kind of growing 'industry'," and cut off funds that would ultimately strengthen the rebels. Indonesia's coordination minister for political, legal and security affairs, Luhut Pandjaitan, was quoted as saying a Taiwan firm was prepared to pay 50 million pesos (RM4.17mil) to free a crew held since late March. The Philippines rarely publicises ransom payments and officials sometimes refer to them euphemistically as "*board and lodgings*". Brig-Gen Padilla said there were ongoing military operations to rescue the captives. "The safety of the kidnap victims is our primordial concern," he added. Five other foreign nationals, including two Canadians, are also held on the remote southern island of Jolo, a stronghold of the small but violent al-Qaeda-linked group, known for beheading, bombings and extortion.

Neil Reeder, Canada's ambassador to the Philippines, expressed serious concern over an Abu Sayyaf threat to behead two of its citizens on April 25 if their families and government failed to pay 300 million pesos (RM25mil) for each of them. "We are very, very concerned about the situation of our nationals," Reeder told reporters in Manila. "We are doing our best for their safety and security and we hope that they'll be safe and sound and released very soon." Security is precarious in the south of the largely Christian Philippines, despite a 2014 peace pact between the government and the largest Muslim rebel group that ended 45 years of conflict. **Source :Reuters**



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Rescuer Murman will ensure safe oil production at Prirazlomnaya rig



Gazpromneft Shelf producing oil at the Prirazlomnoye oilfield on the Russian Arctic Shelf says its supPORT FLEET has been expanded with a state-of-the-art multi-purpose vessel Murman (flag of RF, port of registration – Murmansk).

The vessel will be on permanent emergency standby around the platform to ensure safe oil production.

The multi-purpose vessel Murman of Icebreaker 6 class and unrestricted area of navigation is intended for fulfillment of rescue and icebreaking operations in waters covered with ice of up to 1.5 m thick, fighting of fire at floating and onshore facilities, oil spill response activities. Gennady Lubin, Director General,

Gazpromneft Shelf, commented: "The number of wells built at the oil field and the volume of oil shipments is increasing. Deployment of the new vessel, the Murman, will help us maintain safe production and shipment of raw hydrocarbons. Characteristics of 7 MW rescuer: LOA – 87.75 m, BOA – 19.10 m, draft – 6.52 m.

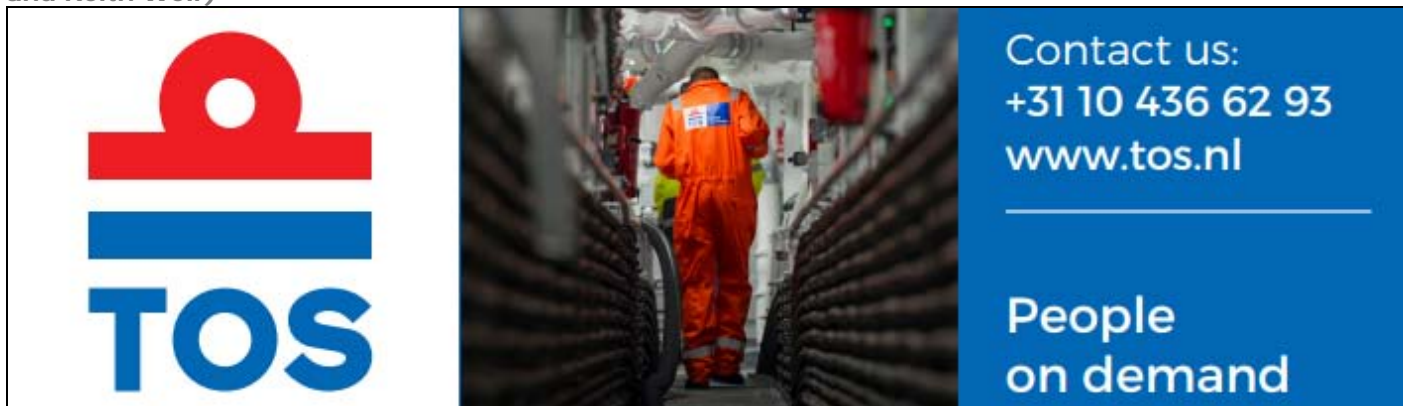
Initially discovered in 1989, the Prirazlomnoye oilfield is located in the Pechora Sea, 60 kilometres from the shore. Recoverable reserves are in the order of 70 million tonnes. Its development has required the installation of a the "Prirazlomnaya" offshore rig, designed for use in the most extreme climatic and environmental conditions, fully compliant with the latest safety standards, and able to withstand maximum ice-loads. Prirazlomnoye is the only project on the Russian Arctic Shelf at which commercial oil production is currently ongoing. Active development of the project

commenced in mid-2013 with the drilling of the first well in the summer of that year, and the Prirazlomnaya ice-resistant offshore rig commencing production in December 2013. This new Russian oil has been named "Arctic Oil (ARCO)", with the first consignments from Prirazlomnoye commencing in April 2014. Source:Portnews

Container shippers to form Asia-focused Ocean Alliance

By Brenda Goh and Gus Trompiz

China COSCO Shipping and France's CMA CGM sought to reinforce their growing global scale in the container line market on Wednesday in a partnership that targets savings on crucial Asia routes during a severe shipping downturn. Set to be larger in capacity than a rival grouping of Maersk Line Mediterranean Shipping Co, their "Ocean Alliance" will bring together COSCO Container Lines, CMA CGM, Taiwan's Evergreen Line 2603.TW and Hong Kong-based Orient Overseas Container Line. An industry shake-up had been expected after the creation of China COSCO Shipping through a state-led merger and following CMA CGM's deal to acquire Singapore's Neptune Orient Lines. "All of us had the same wish to create a new alliance after our current alliances expired," COSCO Container Lines' deputy managing director, Zhu Jiandong, told reporters in Shanghai. Container shipping has seen alliances develop as the industry struggles to recover from a slump in freight rates linked to a glut of ships and slowing Chinese economic growth. Such alliances involve lines sharing certain vessels and routes. "I can see a lot of changes among the shipping alliances as liner companies regroup and position themselves, but at the same time regulators will be watching closely," said John Lu, chairman of the Singapore National Shippers' Council. Set to begin in April 2017 following regulatory approval, the Ocean Alliance will run for five years and involve a fleet of 350 container ships with an estimated capacity of 3.5 million twenty-foot equivalent units (TEU), he said. This would make the new partnership bigger in capacity than Maersk Line and MSC's rival 10-year vessel sharing agreement which has a fleet of 185 ships and capacity of 2.1 million TEU. CMA CGM said the alliance would offer "the largest number of sailings and port rotations connecting markets in Asia, Europe and the United States." In a first stage, the operations would offer more than 40 services, it said. Neither COSCO nor CMA CGM gave estimates on potential savings. CMA CGM is currently part of the "Ocean Three" alliance with China Shipping Group and United Arab Shipping Co, a deal that expires at the end of this year. As it seeks approval from European Union regulators for its \$2.4 billion takeover of NOL, CMA CGM had offered to withdraw NOL from competing alliances, people familiar with the matter said this month. CMA CGM declined to comment. CMA CGM is the world's third-biggest container line and the NOL takeover would narrow the gap with market leader Maersk and number two line MSC. China COSCO Shipping Corporation was created from China Ocean Shipping (Group) Company's (COSCO) merger with China Shipping Group. COSCO is currently part of the CKYHE container alliance that includes Evergreen and which also expires at the end of 2016. Source: Reuters (Reporting by Gus Trompiz in Paris, Brenda Goh in Shanghai and Keith Wallis in Singapore; editing by Greg Mahlich and Keith Weir)



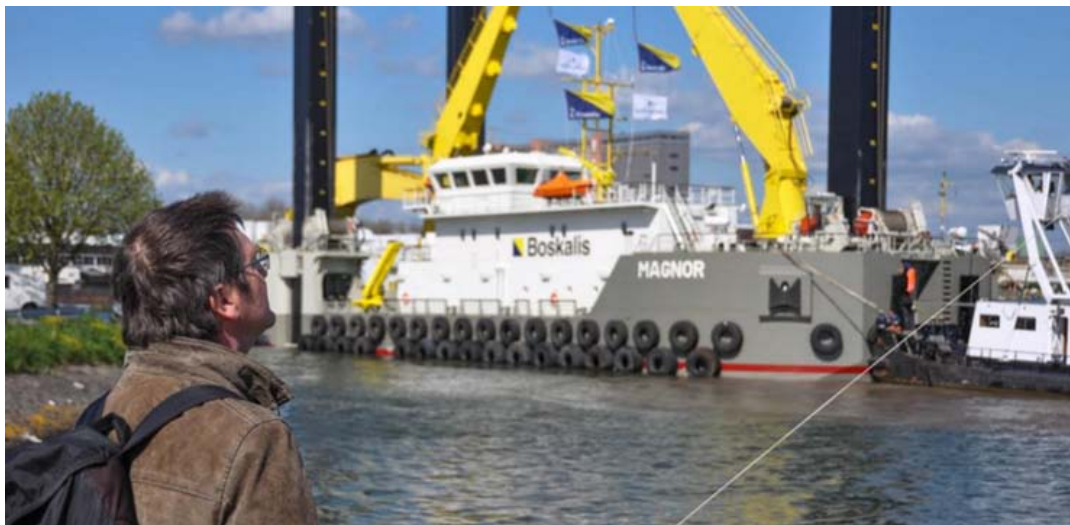
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Two Indonesian coal ports halt shipping to Philippines on hijack fears

Authorities from at least two Indonesian coal ports have stopped allowing vessels to leave for the Philippines due to security concerns following a spate of ship hijackings in the southern Philippines, a government official said on Wednesday. Departure permits for the Philippines were no longer available for shipping vessels at the Port of

Banjarmasin in South Kalimantan and Tarakan in North Kalimantan, said Indonesia's acting director general of sea transportation Umar Aris. "The situation in the Philippines is considered not safe and some of our ships were hijacked," Aris told Reuters. "Tomorrow, I'll have a meeting with the Navy and State Intelligence Agency to further discuss the matter. We're trying to find the best solution." A combined 18 crew from Indonesia and Malaysia have been taken captive in three separate attacks on tugboats in Philippine waters close to maritime borders with the two countries. Source: Reuters (Reporting by Bernadette Christina Munthe; Writing by Randy Fabi; Editing by Greg Mahlich)



Hans Elbers of the www.fotovlieger.nl seen in action during the arrival of the latest fleet addition for Boskalis, world largest backhoe dredger named **MAGNOR** at her homeport Papendrecht
photo: Jan van Heteren fotografie ©

LNG terminal tug fleet set for expansion

by Mike Corkhill

A return to growth in the movement by sea of liquefied natural gas (LNG), after a hiatus of some five years, is welcome news for the towage business. In particular, it signals a new expansion phase for the specialist tug fleets providing escort and ship assist services at LNG terminals. The latest annual report from the International Group of Liquefied Natural Gas Importers (GIIGNL), The LNG Industry, notes that the international trade in LNG increased by 2.5 per cent in 2015, reaching 245.2 million tonnes. Although modest, the rise in traffic is notable for being the first since 2010. It also heralds more significant increases in LNG trade volumes in 2016 and beyond. A further 25 million tonnes of new LNG production capacity is set to be commissioned this year. Beyond that, additional liquefaction plants now under construction in Australia, the USA and Russia will boost global LNG output potential by another 90 million tonnes per annum (mta) by 2020. After a lean patch, the industry is back on an upward growth curve. Australia and the US are the leading providers of the new volumes of LNG now starting to come on stream, while a Russian High Arctic project is set to provide the market with 16.5 mta. Australia's contribution to the growing supply, forecast to be around 61.8 mta, is being provided by six new shore terminals and a floating LNG (FLNG) production vessel. Inaugural cargoes have already been loaded at four of the facilities, including three new terminals clustered together on Curtis Island in the port of Gladstone on the country's Queensland coast. The US is poised to add 64.7 mta to the global supply by means of five projects. One is a newly-built shore complex, while the remaining four are existing import terminals that are being given a bi-directional capability through the addition of liquefaction trains (facilities). These four terminals have been largely idle as import facilities, since the US began to exploit its vast shale gas resources. The country now finds itself with plentiful gas and this clean-burning fossil fuel is poised to improve the US trade balance through LNG exports to overseas customers. For every LNG export terminal worldwide requiring a fleet of dedicated escort and berthing assist tugs there are, on average, three receiving terminals with the need for similar complements of tugs. In 2015 a total of 12 new LNG import terminals were commissioned. Four of these are based on the use of floating storage and regasification units (FSRUs) moored in nearshore waters, most often on custom-built jetties. In addition to the regasification terminal commissioning activity in 2015, a further 10 such facilities were approved for construction during the year. Six of the total will make use of the increasingly popular FSRU option, while two installations – in Malta and Bahrain – will employ LNG carriers in the role of floating storage units. Almost all of the global expansion in the worldwide trade in LNG in 2015 was thanks to the 100 cargoes loaded in Gladstone on behalf of BG Group's Queensland Curtis LNG (OCLNG) and Santos' Gladstone LNG (GLNG) during the year. These two

schemes were joined by the port's third project, Australia Pacific LNG (APLNG), in the early days of 2016. All three are sourcing their gas from Queensland's vast coal fields and are the world's first LNG projects to extract coal bed methane on a commercial basis. When output from the six trains at the three terminals reaches capacity towards the end of 2016, approximately 30 LNG carriers a month will be loading cargoes at Gladstone. The LNG business is expected to boost the port's commercial vessel traffic by 30 per cent. All three projects are making use of a common fleet of five escort tugs provided by Smit Lamnalco. Named SL Curtis Island, SL Heron Island, SL Quoin Island, SL Wiggins Island and SL Boyne Island, the tugs were built by the Sanmar yard in Turkey to a modified RAStar 3400 design developed by the Canadian naval architecture firm Robert Allan. The azimuthing stern drive (ASD) vessels are able to exert bollard pulls of 86 tonnes ahead and 80 tonnes astern at a speed of 15 knots. They also possess the FiFi1 fire-fighting notation. An LNG carrier approaching Gladstone is joined by a local, licensed pilot and two escort tugs at the port's fairway buoy, 24.5 nautical miles out from the LNG terminals. A moving safety zone is established around the LNG carriers and in the harbour approaches the escort tugs ensure not only maintenance of a course clear of other vessels but also adherence by other harbour traffic to the moving safety zone.

The zones are based on the stopping distance of a typical LNG tanker travelling at 12 knots and follow the criteria laid down by the Society of International Gas Tanker and Terminal Operators (SIGTTO). The Gladstone safety zones ensure that other craft maintain a distance of about 1.5 nautical miles ahead of the gas carrier, 0.5 nautical miles astern and 0.5 nautical miles on either side. Additional tugs join the flotilla once it is inside the harbour to assist with berthing. Following mooring at one of the three Curtis Island terminals, tugs of the Gladstone fleet maintain a fixed safety zone, which is marked by retractable buoys, around the LNG carriers to eliminate the presence of non-controlled sources of ignition in the unlikely event of a leak or spill. Modelling simulations have shown that LNG carriers, whether in transit or berthed for loading, will cause minimal, if any, disruption to existing Gladstone port traffic, including recreational vessels. It is estimated that an LNG carrier travelling at 12 knots, with a moving safety zone, would delay the passage of other vessels in the harbour for a maximum of 10-15 minutes. Crews of the gas carriers that have visited Gladstone to date have been assisted by data on the port's tidal, wind and weather patterns compiled by the Australian Maritime College. The other four new Australian LNG export projects are located in the northwestern part of the country and the first of these, Gorgon, has recently dispatched its inaugural cargo. The remaining three are Wheatstone, Ichthys and Prelude. Svitzer is providing the tugs for the Gorgon, Wheatstone and Ichthys terminals. The four 75 tonnes bollard pull ASD tugs for the Chevron-operated Gorgon terminal on Barrow Island – Svitzer Euro, Svitzer Perentie, Svitzer Boodie and Svitzer Dugong – have been specially designed by Svitzer. Built by ASL Marine Holdings in Singapore, they feature a diesel-electric hybrid propulsion system. The Danish operator calls the environment-friendly Gorgon vessel design its ECOtug concept and reports that the quartet are the world's first IMO Tier III compliant tugs. ECOtugs have also been specified for Chevron's Wheatstone project, although the four vessels for the new terminal that is being built near Onslow, Western Australia are 80 tonnes bollard pull tugs. Svitzer will provide the Wheatstone service for 20 years under the terms of a US\$650 million contract. The four Svitzer escort tugs for the Ichthys terminal that is currently under construction in Darwin will operate under a recently concluded 10-year contract with Inpex, the facility's operator. Four ASD tugs, comprising two existing vessels and two newbuilds, will be provided for Ichthys, which is expected to begin loading LNG, liquefied petroleum gas (LPG) and condensate tankers in late 2017. The Ichthys deal includes an option to extend the arrangement up to a maximum of 19 years. The newbuilds will be a pair of RAStar 2800 80 tonnes bollard pull terminal tugs which Svitzer ordered earlier this year at Sanmar. Due to start in 2017, Shell's Prelude scheme is one of the industry's first FLNG projects. The 488m long floating unit is to be stationed 230km off the Australian coast in 240m of water for 25 years and will operate continuously, in terms of both gas processing and the loading of LNG, LPG and condensate tankers. Vessel assist duties will be the responsibility of three powerful tugs which Shell has designated its infield support vessels (ISVs). The ISVs will remain on station at Prelude and only return to their home port of Broome occasionally for maintenance. At least two ISVs will need to be on station at all times. Perth-based KT Maritime Services Australia, a joint venture between Kotug International and Teekay Shipping Australia, will supply Prelude's three 42m, 100 tonnes bollard pull ISVs. The tugs are being built to Robert Allan's advanced rotor tug ART 100-42 design by ASL Marine Holdings, and will be named RT Beagle Bay, RT Roebuck Bay and RT Kuri Bay. The ISVs will feature the RAStar hullform as well as the three separate azimuth propulsion units – two astern and one amidships – that comprise the rotor tug power system technology pioneered by Kotug. The ISVs will also provide Prelude with an important emergency response capability. In the event of an emergency on board the FLNG, personnel will be able to make their way safely to temporary refuge sites on the vessel via multiple escape routes forward and aft. They can then be evacuated from the facility in a controlled manner using helicopters, freefall lifeboats and integrated chute-based liferafts. Once evacuated, they can be recovered by the ISVs. Each of these tugs will be able to accommodate 85 people in such situations. The provision of liquefaction facilities at the four US import terminals to enable LNG exports is set to reactivate the facilities' existing escort tug fleets. The vessels have been idled as a result of the country's shale gas revolution and the decline in import volumes to almost

nothing. Cheniere Energy's Sabine Pass LNG export project in western Louisiana has a two-year head start on its US competitors. The commissioning cargoes from the first of what will be five liquefaction trains at the terminal are now being dispatched, in advance of the start of commercial operations in May. The facility's four tugs, operated by Edison Chouest Offshore, are now becoming active again after experiencing low levels of activity since their delivery in 2008. Unlike the classic ASD tractor tugs chosen by the majority of LNG terminal operators, the Sabine Pass quartet have forward mounted Z-drive propulsion systems. SP Coral, SP Ivory, SP Amber and SP Pearl were built by Edison Chouest's Gulf Ship yard in Mississippi, and have 85 tonnes bollard pull ratings. Their raised bow and stern configuration, midship pilothouse and winches both fore and aft gives them a double-ended appearance. The two forward mounted propulsion units on each tug provide the vessels with a high degree of manoeuvrability. **Source: Ingworldshipping.**



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NAVY NEWS

Submarine deal: Successful bid for new Royal Australian Navy boats to be announced next week

by political editor Chris Uhlmann

The ABC understands Cabinet's National Security Committee discussed the three international bids for the \$50 billion contract last night. While it is not clear if the committee has made a final decision, it has all but eliminated the Japanese bid to build a fleet of 12 submarines to replace the Royal Australian Navy's ageing Collins Class subs. That leaves France and Germany still in the race. Defence department officials have had reservations about the Japanese bid from the outset, because it emerged as an understanding struck between former prime minister Tony Abbott and Japanese Prime Minister Shinzo Abe. Officials feared there was less enthusiasm in the Japanese bureaucracy for the deal and that would undo it in the long run. The Japanese bid has been pushed by some US officials who raised the prospect that America might not allow its most advanced combat systems to be installed in the European subs. The Government is now convinced that is not that case and one senior source said President Barack Obama had made it clear to Prime Minister Malcolm Turnbull the submarine deal was a sovereign issue for Australia and there would be no implications for the alliance, no matter which bidder won. This morning Mr Turnbull was not prepared to confirm whether the decision would be announced prior to the election. "It will be made in due course, it will be made shortly," he told Adelaide radio station FIVEaa. "I'm not going to be drawn on dates." The lead up to the submarine contract has involved election promises, business and political campaigns and lots of speculation. But with South Australian MPs and senators sweating on the announcement there is a small window in which it can be made. There is currently a Japanese submarine in Sydney Harbour and the Government will not make any statement until it clears Australian waters. The budget is on May 3 and shortly after that the Prime Minister will ask the Governor-General for an election and no major decisions can be made in the caretaker period. The new submarine project has been embroiled in politics from the outset with the deal between prime ministers Abbott and Abe sparking fears in South Australia that it would lose its shipbuilding industry. The political pressure on the Government did not dissipate, even after all three bidders made it clear the subs could be built entirely, or substantially, in Adelaide. It has been a political gift for popular independent senator Nick Xenophon, who is running candidates in Lower House seats in South Australia at the July election. Coalition MPs and senators in that state have been pressing the Government for a decision to try to stem the

political bleeding that threatens several seats. The window for the announcement has narrowed to next week, ahead of the budget. The South Australian campaign to secure the submarine construction work for the state has been underway for about two years, Premier Jay Weatherill said yesterday. Earlier this year the Defence White Paper revealed the Government planned to order 12 new vessels as part of its future submarine program. Mr Weatherill said a submarine announcement would be needed before the election to help Liberal Industry, Innovation and Science Minister Christopher Pyne retain the SA seat of Sturt at the federal election. "I hope Christopher and the team are able to get that organised before the federal election is announced because I think it would be politically suicidal for him not to do so," Mr Weatherill said. The Liberals need to commit to building the next generation of submarines in Adelaide to avoid a potential voting backlash at the looming federal poll, a politics analyst said. Professor in politics and international studies Carol Johnson, of the University of Adelaide, said there were electoral risks for the Liberals if Adelaide did not fare well from the submarines project. "The problem is that the submarines are not only important for their build but also because of some of the high-tech components in it, so potentially it will still be damaging to the Liberals if they just have the ship build [offshore patrol vessels] and not the submarines as well," she said. **Source: abcnet**

Naval Destroyer Ships Depart with Tearful Farewells from San Diego

Hundreds of U.S. Navy service members waved goodbye to their families Tuesday as USS Spruance and USS Decatur departed from Naval Base San Diego

By Cassia Pollock

Two U.S. Navy guided-missile destroyers departed from Naval Base San Diego Tuesday for a 7-month deployment as tearful families waved goodbye to the 600 sailors on board. The **USS SPRUANCE** and **USS DECATUR** are headed for the western Pacific Ocean, according to the U.S. Navy's Third Fleet. They'll meet up with **USS MOMSEN**, a Washington-based destroyer, to form a Pacific Surface Action Group (PAC SAG) under Destroyer Squadron 31. Although the Navy did not release details of the destroyers' mission, other ships in the fleet have been doing exercises in the South China Sea. Navy officials said tensions are growing in this region over territorial disputes for islands and fishing areas, with several countries involved. Along with the destroyer ships, the "Devil Fish" and "Warbirds" detachments from the Helicopter Maritime Strike Squadron 49 will also be part of the PAC SAG. The ships are under the Third Fleet's command while they conduct security operations and missile defense, said Navy officials. The combined capabilities of the Third Fleet and Pacific Fleet complement each other, as two of the world's most powerful numbered fleets. Their objective is to create more stability in the Asia Pacific. The PAC SAG is also expected to participate in the Oceania Maritime Security Initiative (OMSI), according to the Navy. This Secretary of Defense program uses assets from the Department of Defense to support its maritime law enforcement operations in Oceania. Each ship has its own special history with the Navy. Consider the 50-foot-long **USS SPRUANCE**, which last returned from deployment in April 2014. According to the navy's website, it's named after Admiral Raymond Spruance, a cruiser division commander who led an aircraft carrier task force at the Battle of Midway during World War II. The Defense Media Network says Adm. Spruance stepped up to the task after the regular commander Adm. William "Bull" Halsey came down with a debilitating case of severe dermatitis. Soon after, Halsey and Spruance were splitting command of the Navy's prime carrier strike force in later battles against the Japanese in the Pacific. Meanwhile, the **USS DECATUR** returned from its most recent deployment in April 2013. According to US Carriers, it's named after Stephen Decatur, who was honored for his heroic actions in the Barbary Wars and the War of 1812. He was promoted to Captain at sixteen, making him the youngest man in the US Navy to reach this rank. Despite the emotional parting, **USS SPRUANCE** and **USS DECATUR** Navy families remained optimistic. "It's not the best situation but we're ready for it. We're prepared," said Jessica Riojas, the wife of officer Riojas. "There's always going to be a sacrifice and a price for freedom, and sometimes we sacrifice having our spouses gone. And that's okay. That's part of it." **source: nbcсандiego**

Three Sailors Injured in Explosion on Board Indian Naval Ship

A sailor lost his leg while two others were injured in an oxygen cylinder explosion on board an Indian naval ship. Incident occurred on April 16 on board **INS NIREESHAK** and the Navy, which had remained tight lipped till now, has ordered an inquiry. The explosion took place while a diving bailout bottle, a small 12-inch oxygen bottle which is carried by divers in their diving helmet, was being charged, a Navy official said. He said that such an incident has never happened in history of the Indian Navy. "The explosion happened while the crew was working on the deck of the

ship," he said. Three sailors were injured, including one who sustained serious injuries and his right leg has been amputated from just above the knee. Two other sailors received splinter injuries in the stomach region and legs. They were admitted in Military Hospital, Trivandrum as ship was on its way to Mumbai from Visakhapatnam. The sailors were stated to be in a stable condition and have now been shifted to Mumbai. **Source ; newindianexpress**



U.S. Navy to Receive Largest Shipbuilding Budget Since President Reagan?

By: Dave Majumdar

If the House Armed Services Committee's Seapower & Projection Forces subcommittee gets its way, the Navy will ramp up its shipbuilding in the fiscal year 2017 budget. It will also get a new carrier sooner than planned. The subcommittee is boosting funding to the Navy because of a resurgent Russia and increasingly aggressive China. "The last eight years have shown that bowing down to bullies or ignoring them does not make them go away," Rep. Randy Forbes (R-VA) said. "We need to make sure that when we have men and women from this country who are willing to stand up to them, that they have the resources they need to win that fight. Among those resources are the ships and planes necessary to win and come home safely." The subcommittee—which is chaired by Forbes—authorized a total shipbuilding budget of \$20.6 billion. Of that total, \$19.9 billion would go into shipbuilding and conversion (SCN) funding while an additional \$773 million would go to the National Sea Based Deterrent Fund, which would be used to buy the new Ohio Replacement Program ballistic missile submarine. According to Forbes' office, the subcommittee authorized \$2.3 billion more than the President's budget request—and even accounting for inflation—which would be the most amount of money allocated to shipbuilding since President Ronald Reagan was in office.

In its markup, the subcommittee expressed that it wants the Navy to accelerate construction of aircraft carriers from one every five years to one every four years. To that end, the subcommittee wants to start construction of the as-of-yet unmanned CVN-81 in 2022—one year earlier than planned. "This twenty percent acceleration would increase carrier force structure and prevent a return to a 10-carrier force in the 2040s," reads a statement issued by Forbes' office.

To that end, the subcommittee is authorizing \$263 million in advance procurement of parts for CVN-81. It is also authorizing the Navy to purchase parts for multiple aircraft carriers in an "economic order quantity." That would mean that the service would be able to "block buy" components of CVN-80—Enterprise—and CVN-81. Meanwhile, the subcommittee has voted to deny the Obama Administration's request to deactivate Carrier Air Wing 14 and a number of its constituent squadrons. Under the subcommittee's plan, naval aviation would receive a significant boost. The committee is authorizing the procurement of additional Boeing F/A-18E/F Super Hornets and Lockheed Martin F-35 Lightning II strike fighters, which are on the Navy and Marine Corps' unfunded requirement lists. The subcommittee is also fully funding the purchase of eleven Boeing P-8A Poseidon sub-hunters and six Northrop Grumman E-2D Advanced Hawkeye aircraft. It's also funding the development of the Navy's new unmanned carrier-based aircraft refueling system. The Navy's surface fleet gets a boost too. Under the subcommittee's plans, the service would procure ten major ships, which is three more than the Pentagon's request. The Navy would buy two attack subs, two destroyers, two Littoral Combat Ships and one LHA. But the subcommittee also added \$856 million to the budget to either accelerate procurement of the next-generation LX(R) amphibious ship or procure a thirteenth San Antonio-class amphibious ship (LPD-29). It also added money for an additional destroy and another LCS. While the House Seapower subcommittee is being generous to the Navy, it remains to be seen if the legislation survives the full committee markup. Dave Majumdar is the defense editor for the National Interest. You can follow him on Twitter: @davemajumdar. **Source : nationalinterest**

Russia Bolsters Its Submarine Fleet, and Tensions With U.S. Rise

Russian attack submarines, the most in two decades, are prowling the coastlines of Scandinavia and Scotland, the Mediterranean Sea and the North Atlantic in what Western military officials say is a significantly increased presence aimed at contesting American and NATO undersea dominance. Adm. Mark Ferguson, the United States Navy's top commander in Europe, said last fall that the intensity of Russian submarine patrols had risen by almost 50 percent over the past year, citing public remarks by the Russian Navy chief, Adm. Viktor Chirkov. Analysts say that tempo has not changed since then. The patrols are the most visible sign of a renewed interest in submarine warfare by President Vladimir V. Putin, whose government has spent billions of dollars for new classes of diesel and nuclear-powered attack submarines that are quieter, better armed and operated by more proficient crews than in the past. The tensions are part of an expanding rivalry and military buildup, with echoes of the Cold War, between the United States and Russia. Moscow is projecting force not only in the North Atlantic but also in Syria and Ukraine and building up its nuclear arsenal and cyberwarfare capacities in what American military officials say is an attempt to prove its relevance after years of economic decline and retrenchment. Independent American military analysts see the increased Russian submarine patrols as a legitimate challenge to the United States and NATO. Even short of tensions, there is the possibility of accidents and miscalculations. But whatever the threat, the Pentagon is also using the stepped-up Russian patrols as another argument for bigger budgets for submarines and anti-submarine warfare. American naval officials say that in the short term, the growing number of Russian submarines, with their ability to shadow Western vessels and European coastlines, will require more ships, planes and subs to monitor them. In the long term, the Defense Department has proposed \$8.1 billion over the next five years for "undersea capabilities," including nine new Virginia-class attack submarines that can carry up to 40 Tomahawk cruise missiles, more than triple the capacity now.

Source: New York Times

U.S. commander of Yokosuka naval base is fired

The U.S. commander of Yokosuka naval base has been fired for poor leadership, the U.S. Navy said Thursday. It said Capt. David Glenister had not performed to the standards demanded of an installation commanding officer. Glenister served as commander of Fleet Activities Yokosuka, a portfolio that ranges from refueling warships to overseeing recreation for their crews. The problems were "serious" but did not relate to warship deployment or security, said Cmdr. Ronald Flanders, spokesman for U.S. Naval Forces Japan. "It dealt with things that are unique to facility management," he said without elaborating. U.S. newspaper Stars and Stripes, which serves the military, said Glenister was faulted over a mishandled grievance by a civilian worker and other incidents. The newspaper also cited poor findings from a command climate survey. "Command in the military is a very sacred thing and requirements are high," Flanders said. He added: "There will be no impact to operations due to this." Yokosuka is the United States' largest naval base overseas. It is home to the Seventh Fleet, which includes the aircraft carrier **USS RONALD REAGAN**. This is the latest in a string of embarrassments for U.S. top brass in Japan. In February last year, the commander of U.S. Naval Forces Japan was censured for "poor judgment and a failure of leadership" after a foreign ports contractor was found to have wined and dined senior officers to secure business. Rear Adm. Terry Kraft and two other admirals "improperly" accepted unspecified gifts from Singapore-based Glenn Defense Marine Asia Ltd. in 2006 and 2007, a period when Kraft commanded the Ronald Reagan. And the guided missile destroyer **USS COWPENS**, based at Yokosuka until 2013, saw three of its commanders fired in quick succession. In 2010, the warship's female commanding officer was removed from duty after allegations of cruelty to crew; two years later, a male commanding officer was fired over an alleged affair with another officer's wife; and in 2014 a third commanding officer was replaced over poor performance at sea. Glenister's replacement is Capt. Steven Wieman, a former commanding officer of U.S. Naval Air Station Atsugi, who will serve in the role temporarily. Glenister, who took the role in 2013, is currently still in Japan. He has been temporarily reassigned to the staff of the commander of Navy Region Japan. Source ; Japan Times

Decision on \$50bn future submarine project expected next week with Germany's TKMS firming as favourite

GERMANY is firming as the preferred bidder for the \$50 billion Future Submarines project, with an announcement expected next week. The Government is set to make good on its promise made before the last federal election to build 12 submarines in Adelaide. While there is an outside chance that the National Security Committee will decide on a hybrid build — starting in France before moving to South Australia — it is leaning towards the German bid which favours building the whole fleet here. The plan is to announce a final decision next week, most likely in Adelaide, before the election is formally announced. Prime Minister Malcolm Turnbull has confirmed his plan to ask Governor-General Peter Cosgrove to dissolve both houses of Parliament for a July 2 election but it is not yet official. Once it is official conventions dictate that the caretaker Government not make any major commitments. The National Security Committee has discussed Defence's report on the three bids from German, Japan and France. The Advertiser has been told Japan is now lagging, with Germany a more likely option than France. Japanese shipbuilders Mitsubishi Heavy Industries made it clear this week they were prepared to build all 12 submarines in Adelaide. However, many believe that Japan would prefer to build at home, that the French set up means a hybrid build is the best option, while the Germans have consistently said they want to build the whole fleet in Australia. Earlier this week the Government announced that the Offshore Patrol Vessel project would begin in Adelaide, then move to Western Australia when work on the Future Frigates begins here in 2020. That decision was warmly welcomed with commentators believing it will help bridge the so called Valley of Death — where jobs and crucial skills are lost — and pave the way for bigger warship and submarine projects. Shipbuilding and submarine jobs will play a critical role in the upcoming election, with fears MPs could lose seats over the issue. Mr Turnbull yesterday said an announcement about where the submarines would be built would "be made shortly". "I'm not going to be drawn on dates," he said German shipbuilders ThyssenKrupp Marine Systems on Tuesday hit out at reports that a local build would cost 30 per cent more than building overseas. TKMS Australia chairman John White said they had set a fixed price of less than \$20 billion. Dr White said there was an "almost malicious" lack of confidence in the capacity of the Australian industry. **Source:** adelaidenow

SHIPYARD NEWS



Ingalls-built John P. Murtha (LPD 26) Successfully Completes Acceptance Trials in Gulf of Mexico

Huntington Ingalls Industries announced today the successful completion of acceptance sea trials for the company's 10th **San Antonio-class** amphibious transport dock, **JOHN P. MURTHA (LPD 26)**. The ship, built at HII's Ingalls Shipbuilding division, spent six days with the test and trials team performing more than 200 trial events that included both an in-port and underway portion. "This was a significant test at sea for LPD 26, and the ship performed well," said Kari Wilkinson, Ingalls' LPD 26 program manager. "The logistical performance it takes for our test and trials team to execute all of these events while underway is nothing short of phenomenal. Once again the Navy will be receiving a quality Ingalls-built ship that will be mission-ready and able to achieve whatever tasks the sailors and Marines require." The U.S. Navy's Board of Inspection and Survey (INSURV) spent time onboard evaluating the ship's performance. Now shipbuilders will put the final fit-and-finish touches on the ship in preparation for delivery in May. Major evolutions during acceptance trials include the anchor-handling demonstration, ballast/deballast demonstration, detect-to-engage exercise, running the ship at full power and steering. "It took a lot of work for the folks to complete these sea trial evolutions, and the ship answered every task and performed well," said George S. Jones, Ingalls' vice president of

operations. "Every single skill needed to build this amphibious ship was on display for the INSURV board to see. Our people and this ship did not disappoint. I would also like to thank our partners at Supervisor of Shipbuilding, Gulf Coast for this joint effort."LPD 26 is named in honor of the late John P. Murtha, who represented Pennsylvania's 12thCongressional District from 1974 to 2010. In addition to his tenured history in the House of Representatives, Murtha was also a veteran of the U.S. Marine Corps and Reserves. He served for 37 years and received the Bronze Star with Combat "V," two Purple Hearts and the Vietnamese Cross of Gallantry for his service in the Vietnam War. He retired as a colonel in 1990.Ingalls has built and delivered nine ships in the San Antonio class. In addition to John P. Murtha, Ingalls has the 11th LPD, Portland (LPD 27), under construction. Portland launched on Feb. 13 and will be christened on May 21. Ingalls has received advance procurement funding for long-lead-time material for the 12th ship in the class, LPD 28.The San Antonio class is the latest addition to the Navy's 21st century amphibious assault force. The 684-foot-long, 105-foot-wide ships are used to embark and land Marines, their equipment and supplies ashore via air cushion or conventional landing craft and amphibious assault vehicles, augmented by helicopters or vertical takeoff and landing aircraft such as the MV-22 Osprey. The ships support a Marine Air Ground Task Force across the spectrum of operations, conducting amphibious and expeditionary missions of sea control and power projection to humanitarian assistance and disaster relief missions throughout the first half of the 21st century. **Source : nasdaq**

Zhejiang Shipbuilding goes bankrupt

Zhejiang Shipbuilding, a subsidiary yard of Sinopacific Shipbuilding, has been declared bankruptcy by a local court. Zhejiang Shipbuilding is currently looking for new investors to restructure the yard. Previously Zhejiang Shipbuilding was a major state-run shipyard, and was acquired and restructured by Sinopacific Shipbuilding in 2003.Yangzhou Dayang Shipbuilding, another subsidiary yard of Sinopacific Shipbuilding, is also working on a restructuring plan with machinery manufacturer SUMEC Group and box manufacturer CIMC.Sinopacific Shipbuilding is currently in a financial crisis, and is getting rid of its entire Shanghai operations in order to cut costs. **Source : splash 24/7**

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Grimaldi Lines inaugurates the new Civitavecchia-Olbia line

Posted by: **smaelbenzad**

From today Sardinia is even closer. With the new daily service on the Civitavecchia-Olbia route inaugurated by Grimaldi Lines, the mobility of passengers and goods will be guaranteed throughout the year, departing from Civitavecchia at 22.45 and return from Olbia at 12.30. On the new route debuts **M/V CRUISE OLBIA**, recently acquired by the company and totally renovated with a total investment of 70 million Euros. 204 meters long, the unit is capable of carrying 1,600 passengers, 1,900 linear meters of rolling cargo and 170 cars in tow (or 650 passenger cars in tow). The Cruise Olbia has 242 cabins for a total of 834 beds. "Since 2004, when we opened the line of Barcelona, the port of Civitavecchia is the strategic base of our connections in the Mediterranean both for freight and passengers . Today we want to strengthen ourselves on a historically primary route for connections to Sardinia, Civitavecchia because it is not only the natural harbor of Rome, but also the reception area for the Central and Southern Italy catchment "said Guido Grimaldi director commercial Corporate Short Sea Shipping of the Grimaldi Group at the opening ceremony that took place today in Civitavecchia, at Terminal Motorways of the Sea, in the presence, among others, the Commissioner of the Port Authority of Civitavecchia, Fiumicino-Gaeta, Pasqualino Monti. "from September 2015 - said Grimaldi - we launched eight new routes from Sardinia and we are confident that this new line will give us great satisfaction. We aim

to achieve, in about a year, at least 50% of the passenger market share in transit to and from Sardinia to whom we offer a service of high quality at low cost prices. " The expansion project on Sardinia destination, initiated by the Group Grimaldi at the beginning of 2016, expected by June, the doubling of the Livorno-Olbia route with two daily departures from both ports. in the port of Livorno, to support the ship Zeus Palace will be the ROPAX Cruise Smeralda: both can carry up to 1,500 passengers each, and more than 550 cars in tow. Also on the Livorno-Olbia online in the coming weeks, the Grimaldi Group will place a unit RO/RO Eurocargo class, with daily departures in both directions. This last ship generation can carry up to 4,000 linear meters of rolling freight, equivalent to about 300 trucks and trailers. in the face of this recent development plan and strengthening, the Grimaldi Group has established, in partnership with Mec Shipping and Carimar - historical agents Group in Sardinia - its own agency called Grimaldi Sardinia Srl with registered office in Cagliari and operating locations, as well as in the Sardinian capital, even in the ports of Porto Torres and Olbia. source : Ferries of Southern Europe

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Navy arrests 221 persons, 25 vessels in seven months

At least 221 persons and 25 vessels have been arrested by operatives of the Nigerian Navy within the last seven months in Lagos area. This disclosure was made by the former Flag Officer Commanding (FOC) Western Naval Command, Rear Admiral Raphael Osondu, at a farewell parade held in his honour at the command's headquarters in Apapa. Osondu, who handed over to Rear Admiral Ferguson Bobai, also disclosed that about 150 thousand litres of assorted petroleum products were recovered during the seven months he steered the ship of the command. He said, "In the past seven months, the command has worked hard to meet the requirements of the Chief of Naval Staff's (CNS) Strategic Directive 2015-1 by discharging NN roles in its area of responsibility in line with global best practices "The command carefully analysed the prevailing contemporary security situation in the country and came up with robust policing duties, sustained internal security operations, guidelines for prudent use of resources as well as improved welfare programmes. "In demonstration of its robust policing duties, the command arrested 25 ships and boats of various make and sizes and about 150 thousand litres of assorted products. We arrested 221 persons for various offences ranging from pipeline vandalism, piracy and illegal bunkering of petroleum products. "With the help of the Regional Maritime Awareness Capability (RMAC) and FALCON EYE, we monitored our waters and arrested those suspected to have infringed on maritime domain. "We also have a formidable work force at the command. We have been cohesive and I appreciate the officers and men under the command because throughout my stay, there was no case of gross indiscipline and I did not have cause to court martial anyone. "The command is currently engaged in Operation AWATSE, with the maritime component deployed to Arepo (Ogun State) and Ikorodu (Lagos) respectively, which recorded several arrests and seizures. I can tell you that the spate of pipeline vandalism has reduced in those areas. Even in Atlas Cove we are doing a lot." Source: thenationonline

Halifax and Sydney will see fewer cruise ships, but more passengers

Cruise line Holland America will be the opening act for both the ports of Halifax and Sydney as Nova Scotia's cruise business kicks off another season at the end of the month. Holland America's **VEENDAM** will make its first call to Halifax on April 29. The vessel will be in Sydney on May 1. "This is a wonderful way to start our 2016 cruise season in Halifax," said Cathy McGrail, director of cruise and corporate communications for the Halifax Port Authority. "Holland America has been a tremendous partner over the years and the Veendam is one of the vessels calling Halifax that is equipped to take on shore power. Starting off the season in this way is a good representation of the partnership and

innovations that have helped develop a strong cruise offering in Halifax,” she said. Nova Scotia’s cruise business brings thousands of visitors and generates millions of dollars, both directly and indirectly, for the provincial economy. From the end of April until the end of October, a total of more than 190 vessel calls are scheduled for the ports of Halifax and Sydney bringing more than 315,000 passengers and more than 100,000 crew. The Halifax Port Authority said an economic impact study has determined Halifax’s cruise industry generates more than \$100 million annually. Sydney anticipates an economic impact of nearly \$25 million. At the southern end of the province, Bay Ferries, operating the high-speed ferry, The Cat, is expected to bring thousands of additional tourists from the U.S. The daily service between Yarmouth and Portland, Me., is scheduled to operate from June 15 until Sept. 30. In 2014, Halifax completed the installation of major electrical power supply improvements so vessels with the capability could run on electricity while berthed rather than burn diesel at the dock. In this coming season it is expected that more than 30 vessel calls will use shore power. Holland America’s three vessels; **VEENDAM**, **ROTTERDAM** and **ZUIDERDAM**, will call on both Halifax and Sydney more than **30 times** each throughout the 2016 schedule. Halifax is expecting 135 vessel calls, down slightly from 2015, but with larger ships, which will bring about 240,000 passengers, up from just more than 222,000 in 2015. Among the many shore attractions awaiting passengers are the cruise pavilion vendors, the Farmers Seaport Market, bus excursions to a variety of provincial attractions such as Peggy’s Cove and wine tours to the Annapolis Valley, tours of historic Halifax, and the many shops and restaurants along the port’s extensive and highly popular boardwalk. Season highlights will include four visits by the Queen Mary 2, the first on July 3; three calls by the famous, 2,400-passenger Disney Magic; and the busiest day of the season, Sept. 15, when there will be more than 9,000 passengers and crew in port. The two vessels with the largest capacities ever scheduled to visit Halifax are Royal Caribbean’s **ANTHEM OF THE SEAS** on Sept. 1, with a passenger capacity of 4,905 and Norwegian Line’s **NORWEGIAN BREAKAWAY** with 4,500 passengers on June 29. The Port of Sydney will host 57 cruise calls this year, down from last year’s total of 70. The ships are expected to bring about 87,600 passengers and nearly 39,000 crew. “Although the number of calls for the 2016 season is down by approximately 18 per cent, based on projections as compared to last season’s actuals, our passenger counts are down only by approximately 2.3 per cent,” said Bernadette MacNeil, the Port of Sydney’s manager of marketing and administration. “The mix of ships coming in is large in size with many of the major lines represented. One of our highlights for this season is the expected arrival of Disney Magic on May 20. We readily accept the responsibility to meet the high expectations from the Disney Cruise Line,” she said. MacNeil said cruise ships continue to be important business to the tourism industry and the Cape Breton Regional Municipality in general. “Hope still remains for the construction of a second berth which will include upgrades and extensions to our current wharf infrastructure necessary to sustain the cruise industry for now and in the future,” she said. Tourism Nova Scotia sees the cruise sector as an important contributor to the province’s tourism industry. In addition to passenger and cruise lines’ spending, visitors are introduced to some unique experiences that make Nova Scotia an attractive destination. Source: [source](#); **THE CHRONICLE HERALD**

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

Hapag-Lloyd and UASC in merger talks: German media

German media report say that **Hapag-Lloyd** is in talks with **United Arab Shipping Company** to merge as the container sector continues to consolidate through alliances, mergers and acquisitions. Manager Magazin says that discussions are at an advanced stage and could be announced as early as today. **Hapag-Lloyd** shares are up over 10% in early trading on the back of the news. Late last year Chinese giants COSCO and China Shipping merged, while CMA CGM announced the acquisition of Singapore’s NOL, sparking a rush by carriers to consolidate. Just yesterday, CMA CGM, COSCO Container Lines, Evergreen Line and Orient Overseas Container Line signed a memorandum of understanding to form a new alliance covering the Asia-Europe, Asia-Mediterranean, Asia-Red Sea, Asia-Middle East, transpacific, Asia-North America East Coast, and transatlantic trades. The Ocean Alliance, as the new partnership is called, has more than 350 boxships. Source: [Splash 24/7](#)

South Boats complete refit for Yarmouth RNLI Lifeboat

South Boats IOW Ltd. is proud to announce that its latest Severn Class Lifeboat refit has been completed, trialled and successfully accepted back into service for the Royal National Lifeboat Institution (RNLI). The **‘Eric & Susan**

Hiscock (Wanderer), one of forty six Severn Class Lifeboat's in service with the Royal National Lifeboat Institution was built on the Isle of Wight by FBM Marine Ltd. back in 2001 and the vessel has been stationed at Yarmouth on the Isle of Wight ever since. Refitting the vessel at South Boats IOW is particularly poignant as the vessel returns to the site where she was originally built and with the refit work carried out in part by some of the personnel that were originally involved with the construction. Late in 2015, within South Boats IOW's framework agreement, the RNLI awarded a full condition based maintenance refit of the Severn Class Lifeboat to South Boats IOW. Work scope has included full external preparation and repaint of hull, decks, superstructure, fittings and components as well as a full internal refit with refurbishment of components. In line with the development of the fleet, the vessel has also had a full repower with MTU 10V-2000 main engines. Ben Colman of South Boats IOW Ltd, **Source: onthewight.**

.... PHOTO OF THE DAY



The **MSC MARTA** seen outbound from Antwerp – **Photo : Stan Muller ©**

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