DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2016 – 123

SLEEP & DUWVAART

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News reports received from readers and Internet News articles copied from various news sites.

30-04-2016: Holland america line ship NIEUW AMSTERDAM seen outbound in Vancouver harbour bound for Alaska the NIEUW AMSTERDAM is the first cruise ship for the 2016 Alaska cruise ship season Photo : Robert Etchell ©

EVENTS, INCIDENTS & OPERATIONS

The **MULTRATUG 29** departed with the former French navy tug **RARI** from Brest bound for Gallo breakers in Gent
Photo : Jacques Carney ©

Great Lakes received two subcontract projects valued at $93 million

Great Lakes Dredge & Dock Corp. has signed two subcontracts valued at approximately $55 million for work in the Middle East, as well as the received a $38 million award for a coastal protection project in North Carolina. The first subcontract in the Middle East is for a land development project and involves dredging over 7 million cubic meters of material by creating several water circulation channels and pumping the resulting material up to 7,000 meters to its designated reclamation area. Cutter suction dredges Ohio and Carolina, both of which are based in the Middle East, will be utilized on this project. Work commenced in mid-April and is expected to be completed in approximately one year. The second contract in the Middle East is for a land reclamation project that involves extending an existing reclamation area. Utilizing our Middle-East-based hopper dredge, Sugar Island, approximately 1.3 million cubic meters of material will be dredged and pumped ashore to create this additional land. Work is expected to commence in early May and will be completed in 2017.Domestically, Great Lakes was awarded a $38 million contract to complete the base

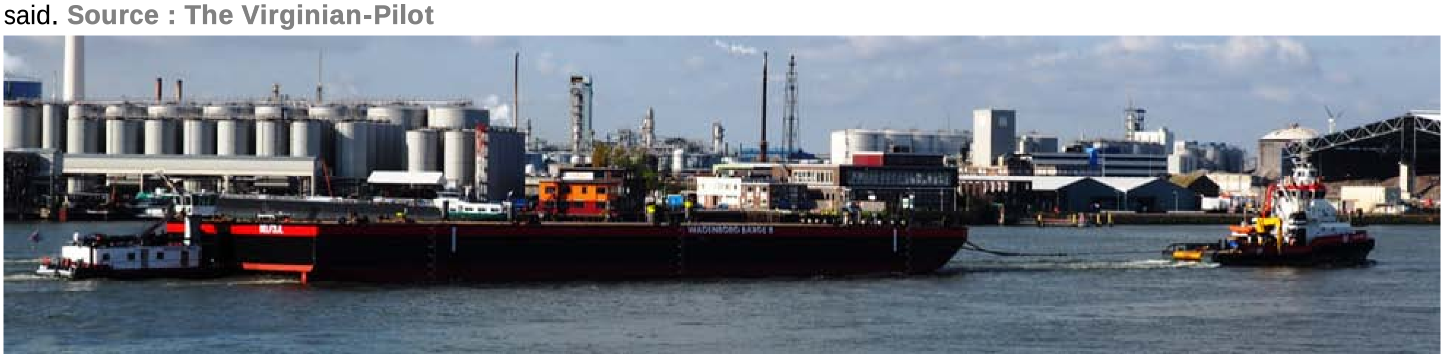
bid work on the Dare County Beach Nourishment Project for Dare County, North Carolina. Utilizing hopper dredges, approximately 4 million cubic yards of sand will be dredged and pumped on shore to replenish the coast in Dare County, North Carolina for the towns of Duck, Kitty Hawk, and Kill Devil Hills. Work is expected to commence on this project in the spring of 2017 and is expected to be completed by the fall 2017. The award is contingent on approval from the Local Government Commission."Great Lakes' dredges have renourished the shore line adjacent to Highway 12 near Oregon Inlet and also Nags Head beaches. We look forward to executing this beach replenishment project in Dare County, North Carolina, which will serve as a natural barrier to mitigate damage caused by coastal storms and also enable residents to enjoy a wider and safer beach area<' said President of Dredging Operations David Simonelli.
"The Middle East is an important market for the Company, and performing dredging and reclamation projects such as these will benefit the local economy and will support the country's economic strategy. We look forward to working with our new clients on these important projects," Simonelli added. **Source : dailyherald**

Philadelphia says it's ready to compete with the big East Coast ports

By Robert McCabe

The container ship **MSC Emma** heads up the Delaware River towards the Port of Philadelphia,

“Competitors beware.” So says the Port of Philadelphia in an advertising supplement in a recent issue of The Journal of Commerce.“Container volumes moving through the Port of Philadelphia are on the rise and projected to continue to climb,” the opening paragraph states.Truth is, the port handled a fraction of the cargo containers that moved through the Port of Virginia last year, as well as other big East Coast competitors. Philly has long been known more as a “breakbulk” facility anyway, handling mostly noncontainerized cargo. Yet officials there say they’re positioned for change.A dredging project under way since 2010 in the Main Channel of the Delaware River will provide an ocean-to-port route, 45 feet deep, enough water to handle the lion’s share of the worldwide container-vessel fleet, said Joe Menta, a spokesman.The project, which took 18 years to get on track, is expected to be completed next year. Another facility — the Southport Marine Terminal Complex — is in the works, too.Like virtually every other port on the East Coast, Philadelphia has kept its eyes — or at least one eye — on the opening of the expanded Panama Canal, now set for late June, and the bigger ships that will be able to transit it. “We want to get our share of those vessels,” Menta said. **Source : The Virginian-Pilot**



Wagenborg’s **WATERLAND** outbound from Rotterdam with the **WAGENBORG BARGE 8**
Photo : Piet Sinke © CLICK at the photo + hyperlinks in the text !

Three Way Indo-German JV to Supply Amphibious Extractors to Indian Market

J S Marines Pvt Ltd and two German firms - WW-Planen GmbH and Mutual GmbH have entered into a Joint Venture agreement to supply high tech amphibious extractors to India.Amphibious extractors are used in cleaning and dredging lakes and water bodies. The Indian government's push towards the cleaning and dredging of water bodies across the country is expected to provide the JV with sufficient demand to grow its business in the country, especially since high-end extractors are in short supply. The three way JV will be spearheaded by JS Marines as the lead partner in India, bidding for government tenders and private business. WW-Planen GmbH will be the technology and equipment partner while Mutual GmbH will be providing high end technology consulting to both companies.According to Ralf Seifert, Managing Director, WW Planen GmbH, the company had been looking for a partner in the growing Indian market for a while. "With this Joint Venture we hope to help the Indian government in its endeavor of cleaning its water bodies across India," he said. Asheesh Chawla, MD, JS Marines added that there was a significant demand for such services, especially from state governments. "We have seen an increasing requirement by various state governments for high end extractors used in dredging. These high end Amphibious Extractors, developed by WW-Planen, would help the government and private businesses in saving time and costs," he said.The Amphibious Extractors are capable of dredging in deep waters and require only 30 minutes to change from water to land or vice versa, according to Chawla. "We handhold our partners so that they are successful in the markets which otherwise can be very challenging due different to culture and business ethics. Water being a very precious commodity in India, perhaps more important than oil or gold in the coming future, this Joint Venture would provide India the latest technology for cleaning its water bodies," said Priyadarshi Sharma. Managing Director, Mutual GmbH. **source: newindianexpress.**

The **SIEM MARLIN** outbound from Rotterdam passing Hoek van Holland – **Photo : Piet Sinke © CLICK at the photo + hyperlink in the text !**

The KNRM lifeboat **PIETER KRIJNEN** in action during **lifeboat day 2016** which was held last Saturday at the KNRM stations in The Netherlands **Photo : Kees Torn © CLICK at the photo and hyperlink in the text !**

Conquest MB1 installs a 850 ton Huisman crane onboard Allseas Solitaire

Conquest Offshore was contracted by **Allseas** to remove a 300 ton crane and transport and install a 850 ton Huisman crane on board of one of the largest Pipe lay vessels in the world, Allseas **SOLITAIRE.**

The majestic 397 m vessel MV **SOLITAIRE** is the largest ship ever to have passed IJmuiden's massive sea lock after which the ship was berthed at Dutch Offshore Base in Amsterdam.The pipe-laying vessel is used for the construction of natural gas pipeline systems and oil pipelines. Before the vessel is scheduled to return to sea in summer 2016, the 300 ton SPC (special Purpose Crane) was replaced by a 850 ton **Huisman SPC** by **CONQUEST MB1.** We believe that Conquest MB 1 heavy lift barge is the right tool for all kinds of challenging jobs.Looking at the time schedule, dimensions and weight of the installed components it certainly was a challenge. Especially as we were also preparing for departure for the next job.Conq **CONQUEST MB1** is now underway to Mexico for a salvage job in the Golf of Mexico(GOM). Check out the website: **www.conquestoffshore.com**

Oil ends steady near $50; best monthly gain in Brent in seven years

Oil prices ended steady on Friday after hitting 2016 highs but finished April trading about 20 percent higher, with Brent crude having its best monthly gain in seven years. A weaker dollar and optimism that a global oil glut will ease have lifted crude futures by more than $20 a barrel since they plumbed 12-year lows below $30 in the first quarter.Brent futures settled just a penny lower at $48.13 a barrel, after reaching a 2016 peak at $48.50. It rose 21.5 percent in April, its largest monthly advance since May 2009.U.S. crude futures closed 11 cents lower at $45.92 a barrel, after hitting a year-to-date high at $46.78. It gained 20 percent in April, the biggest monthly gain in a year. With prices less than $5 away from $50 a barrel, investment bank Jefferies said the market "is coming into better balance" and would flip into undersupply in the second half of the year. But others warned that the rally was driven by investors holding large speculative positions, while oil stockpiles were still high, with a Reuters survey showing OPEC output in April rising to its most in recent history “The issue is that we haven’t seen price rallies … correlate with fundamentals,” said Hamza Khan, senior commodity strategist at ING. “The fundamentals – high stocks, high production – haven’t changed.”Technical analysts said crude could cruise to $50 a barrel but stiffer resistance before $55 could spark profit-taking on the market’s biggest rebound in two years.Analysts polled by Reuters raised their average forecast for Brent in 2016 to $42.30 per barrel, the second consecutive month of increases.Bank of America Merrill Lynch said in a note that “non-OPEC oil supply is indeed hanging off a cliff”, and estimated that global output would contract year-on-year in April or May for the first time since 2013.The OPEC survey aside, Saudi oil output was expected to edge up by 350,000 barrels per day to around 10.5 million bpd, sources told Reuters, as tankers filled with unsold oil floated at sea seeking buyers.The discount in spot U.S. crude to the next trading month meanwhile whittled to its smallest since January, reducing the advantages of storing oil in the United States for later delivery. **Source: Reuters (By Barani Krishnan; Additional reporting by Libby George and Karolin Schaps in LONDON and Henning Gloystein in SINGAPORE; editing by David Gregorio and Marguerita Choy)**

Naming Ceremony Shoalbuster 3512 "NOORDSTROOM"

Photo top : R&F vd Hoek Lekko ©Naming Ceremony of the **Shoalbuster 3512 “NOORDSTROOM**” - IMO 9771705 / 3.957 bHP (56.0 tons BP @ 2.9 mtr.) in Hardinxveld Sponsor lady of the **NOORDSTROOM** was Mrs. **E.A. de Bruijn-de Vries** and the Changing of company flag was done by **Mr. Arie Boer** and **Mr. Jan-Willem Janée**

A special word of thank to **Damen Shipyards Hardinxveld** for the good cooperation during the design, construction and fitting-out period. We, the Management/Office Team, wish the vessel, and her crew in all-weather work circumstances safe voyages. **Photo top left : Arie Boer ©**

The **NORMAND CUTTER** at the Mafumeira field, offshore Cabinda, Angola, **photo : Butler ©**

Providing support for women at sea

Some relatively simple and low-cost interventions could improve the health and welfare of women seafarers, the WISTA UK AGM was told in London. Caitlin Vaughan, Project Manager, ISWAN – the International Seafarers' Welfare and Assistance Network – told members that a survey of 600 female seafarers revealed that the main areas of concern were: back pain, mental health, nutrition and gynaecological complaints. Simple interventions to improve the welfare and morale of female seafarers include the introduction of sanitary waste disposal of for all female crew on all ships. Ms Vaughan also called for the improved availability of female specific products such as sanitary products in port shops and welfare centres worldwide.She spoke after WISTA UK members heard how membership had increased from 134 in 2014 to 144 in 2015, and how a chapter in Southampton had been set up, serving the burgeoning Solent maritime hub. In 2016 WISTA UK will be working to establish chapters in Liverpool and Glasgow. Sue Terpilowski OBE, of Image Line, was confirmed as President for the remainder of her two-year term and Rachel Lawton FCA, of Mazars LLP, and Bridget Hogan of The Nautical Institute, were re-elected Treasurer and Secretary respectively. Ms Terpilowski said: "I am proud of our successes over the past year. Not only have we increased membership, and added depth with the Southampton chapter, we also held a series of social events and technical talks."Our conference during International Shipping Week attracted nearly 300 delegates from 13 countries and it seems the appetite is for more such events in the future."

WISTA UK Executive Committee with **Caitlin Vaughan** from left to right: **Bridget Hogan, Rachel Lawton, Caitlin Vaughan, Sue Terpilowski** and **Victoria Martinez**

Julie Lithgow, chief executive of the International Chartered Shipbrokers was WISTA UK's Woman of the Year in 2015 and members are now choosing their candidate for 2016.Ms Vaughan addressing the AGM, explained that the yearlong health investigation grew out of a concern that medical handbooks and other literature aimed at women seafarers were outdated and failed to consider female-specific health and welfare issues. "If we want to recruit and retain women seafarers then their specific health and welfare needs must be addressed," she said. There is evidence to show that retention of seafarers is not gender related and ship operators are neglecting a source of potential labour.Women continue to face discrimination at sea with some countries even banning women from enrolling on nautical courses and some employers reluctant to take on women cadets or qualified seafarers. Women are often paid less than men doing the same work and some employers are reluctant to promote women to more senior ranks, Ms Vaughan continued. Women may be denied the facilities or equipment available to men on board and can face bullying, sexual harassment or violence at sea.A study by the UK and Dutch based Nautilus union found that 66% of' their female members work on ships for more than six years and 19% for over 15 years."Given that dissatisfaction with prolonged separation from home and family has been reported as one of the most common reasons for male seafarers abandoning a career at sea, the issue of retention applies to both male and female seafarers and should be addressed by the industry," she continued. "Having women as part of the crew can help reduce the sense of isolation felt by many seafarers and so support overall retention."Of the 600 female seafarers surveyed, 73% were under the age of 40; 41% were aged 19-30; 32% aged 31-40 with 18% aged 41-50; 8% aged 51-60 years; only two respondents were over 60. Most worked on cruise vessels or ferries; others on cargo vessels or tankers and some on fleet auxiliary vessels. But other ships included yachts; military vessels; education or training vessels and tugs. Countries of those surveyed included Philippines and other Asian countries, Europe and North America. Although the ILO says only 7% of officers are female, nearly half of those in this latest survey were officers.Issues common to men and women seafarers topped the survey: joint and back pain closely followed by stress, depression or anxiety."The cause of health problems such as back pain and stress need to be studied and solutions proposed. The lack of confidence in the medically trained staff on board needs to be investigated, together with sexual harassment, Ms Vaughan said "We hope the industry will take up this challenge to make life better for all those onboard and benefit from the skills and dedication of female seafarers." **Source: Wista UK**

The fast crew tender **KRVE 62** is operating in the port of Rotterdam and above seen passing the **Delta Hotel** in Vlaardingen yesterday morning **Photo : Piet Sinke © CLICK at the photo + hyperlink in the text !**

Fincantieri Delivers Carnival Vista

By Joseph R. Fonseca

CARNIVAL VISTA's, the new flagship of the fleet of Carnival Cruise Line, brand of the Carnival Group, was delivered at Fincantieri's shipyard in Monfalcone. The ship was presented yesterday evening during a ceremony which was attended, among others, by the President of the Autonomous Region of Friuli Venezia Giulia, **Debora Serracchiani** and the mayor of Monfalcone, **Silvia Altran**. The shipowner was represented by Arnold Donald, CEO of Carnival Corporation & plc and Christine Duffy, President of Carnival Cruise Line, Fincantieri by its CEO, Giuseppe Bono. With its 133,500 gross tons and 323 meters in length, **CARNIVAL VISTA's**, which flies the Panama flag, is not only the 13th ship built so far by Fincantieri for the fleet of Carnival Cruise Line, but also the largest.

It has 1,967 passenger cabins, 785 for the crew, and it is able to accommodate 4,977 passengers on board, with a total capacity of over 6,400 people, including the staff. The vessel offers a wide range of onboard entertainments, such as an IMAX 3D cinema, a 5D cinema, a brewery with onboard craft beer production, restaurants, theaters, shops and wellness centers. Some of **CARNIVAL VISTA's** innovations are an open-air bike course at 45 meters above sea level, the fleet's biggest waterpark, the WaterWorks, with a 137-meters waterslide. **CARNIVAL VISTA's** features the Havana Area, a themed private and exclusive area, with cabins, open bars and an Infinity Pool. The access to this area is limited, during the day, only to those passengers whose cabins are in the Havana Area. The new ship is built according to the latest navigation regulations and equipped with the most modern safety systems, including the "Safe return to port". Furthermore, it features technologies for energy saving and for meeting environmental regulations with energy-efficient engines and an exhaust gas cleaning system.With **CARNIVAL VISTA's**, Fincantieri has built 73 cruise ships from 1990 to today, 61 of which for Carnival's different brands, while other 22 are currently being designed or built in the group's yards and 10 of these are for the shipowners of the American group. **Source : maritimeprofessional**

Grounded Container Ship Blocks Suez Canal

The container vessel **MSC FABIOLA** went aground Thursday at the southern end of the Suez Canal, reportedly blocking traffic. "For the ship to run aground at such an unfortunate place is rare," said Jacob Guldager of Leth Agencies, speaking to ShippingWatch. Media reports suggest that shipping is blocked while salvors attempt to refloat the **FABIOLA**. 47 vessels passed through the Canal on Thursday, and the Fabiola was the largest southbound ship, the Canal Authority told Egyptian media. It made no mention of the grounding in its Thursday announcement, and as of Friday, the Authority had not updated its online daily vessel count to reflect recent traffic. Vessel tracking data from MarineTraffic showed the Fabiola against the canal's western bank, midway between Great Bitter Lake and Suez, a single lane area not included in the New Suez Canal expansion project. The expansion's parallel canals permitted traffic to continue unimpeded during a similar incident in February, when the New Katerina grounded just north of Ismailia. The salvage effort for the New Katerina took 12 days, including lightering and hull repairs. AIS tracking shows the Fabiola attended by the towing vessels Mosaheb 4, Mosaed 4, Port Said, Baraka I, Mosaheb 2 and Ezzat Adel. While estimates may not reflect vessels with AIS turned off or temporarily out of range of shoreside receivers, at least 35 commercial vessels were shown stationary or moored on the canal or on Great Bitter Lake, to the north of the **FABIOLA** 's position. The 12,500 TEU **FABIOLA** is known in the U.S. for her arrival in San Francisco in 2012, when she became the largest vessel ever to pass under the Golden Gate Bridge and enter the Bay. **Source MAREX**

Indonesia moots naval joint patrols in Sulu Sea area

This comes after recent hijacking and abductions in the Sulu Sea. Maritime security experts urge Indonesia, Philippines and Malaysia to cooperate on funding and operational issues.

By Saifulbahri Ismail

The possibility of naval joint patrols will be on the agenda when Foreign Ministers of Indonesia, Philippines and Malaysia meet in Jakarta on May 5.Indonesia mooted the idea after the recent spate of hijacking and kidnapping by pirates in the Sulu Sea.Joint patrols may reduce such incidents, according to maritime security experts. They, however, conceded that the countries involved will also need to consider their naval resources, which are already stretched. “If the government has agreed on patrols around Sulu Sea, then Indonesia needs more resources, needs more vessels, needs more funding. Philippine navy resources are very limited right now, their focus is on their claims on South China Sea instead of southern Philippines, Mindanao and Sulu islands,” said maritime security analyst Almak Helvas Ali.To overcome the gaps, analysts suggested that naval patrols can be supported by the air force.“We call it ‘Eye-In-The-Sky’, where patrols involve not only the navy but also the air force. We have the CN90 which is the maritime patrol aircraft (MPA). We have four or five, and we can deploy them. This is the same thing how we can use this ‘Eye-In-The-Sky’ like (we do) in the Strait of Malacca,” said Indonesia Institute for Strategic and Defense Studies’ Programme Coordinator Beni Sukadis.On the question of interoperability, the analysts said the three countries will also need to define the area of patrols in the vast waterways of the Sulu Sea. “Indonesia does not share a border with Philippines in the Sulu Sea. Malaysia does, Indonesia only shares borders with Malaysia in Sulawesi Sea. So, the question is: Where is the area of patrol? Where is the area of operations? Is it in respective territorial waters or is it in international waters?,” Mr Alman said.This may be complicated by outstanding territorial disputes between Indonesia, Philippines and Malaysia. Indonesia and Malaysia have competing claims over the Ambalat sea block, off the east coast of Borneo. In addition, Philippines and Malaysia are locked over territorial dispute in North Borneo.Indonesia hopes such territorial disputes will not obstruct the joint patrols by the three countries. “The problem is like this. I think the problem between the Philippines and Malaysia is about the old issue on Sabah. So, we would like to calm down and see that this is now a common problem. Let’s work together,” said Indonesian Coordinating Minister for Political, Legal and Security Affairs Luhut Pandjaitan.The Malacca Straits Patrol also marked its 10th anniversary on Apr 21, 2016. Over the past decade, measures taken by the littoral states have improved security in one of the world’s busiest waterways. Analysts said a similar arrangement should also be established by Indonesia, Philippines and Malaysia, and it will provide much-needed security in the Sulu Sea.

Fitch: M&A Not Alliances to Help Revive Container Shipping

Mergers and acquisitions, rather than the historically more popular alliances, are inevitable to address chronic overcapacity and drive further cost savings in container shipping, Fitch Ratings says. The merger talks between Hapag-

Lloyd and United Arab Shipping Company (UASC) announced last week demonstrate that full-blown M&A deals are gaining momentum.

Although capacity on the Far East to Europe trade routes is dominated by just four alliances – 2M (36% of the total fleet capacity in September 2015, according to A.P. Moller-Maersk), CKYHE (24%), Ocean Three (21%) and G6 (18%) – container shipping remains effectively fragmented, highly competitive and plagued by overcapacity. This is because alliances operate within a limited scope and lack full coordination of networks and fleets, and exploitation of resources. This limits their ability to manage capacity and cut costs.

Alliances have proved popular because of their flexibility and because many shipping companies are either family- or state-owned. But market conditions are now unsustainable, with freight rates falling below operating unit costs for many companies and bank loans increasingly difficult to obtain.This will continue to drive M&A, which can more effectively reduce costs, increase utilisation rates and support more disciplined capacity management. Examples include the recent merger between China's COSCO and CSCL, creating the world's fourth-largest container shipping company, and the planned acquisition of NOL by CMA CGM, which would strengthen CMA CGM's position as the global number three.The potential merger between Hapag-Lloyd and UASC would create the fifth-largest container shipping company with a 7.2% share of global fleet capacity. Hapag-Lloyd is expected to receive 72% of the merged entity and UASC the remainder. Hapag-Lloyd is mostly focused on Transatlantic and Latin American trade, and the merger will strengthen its position in Asian and Middle Eastern routes. Hapag-Lloyd will also gain access to UASC's ultra-large 18,000 20-foot equivalent unit (TEU) and 15,000TEU vessels, which are essential for competing on Asia-Europe routes. Hapag-Lloyd reported operating profit of EUR310m in 2015. If the merger goes ahead, operational integration and reorganisation will be crucial to keeping the combined entity profitable.The recent M&A activity is also prompting a significant shake-up of alliances. Last week, CMA CGM, COSCO Container Lines, Evergreen Line and Orient Overseas Container Line announced a plan to create Ocean Alliance, which is intended to begin operations in April 2017 for five years, subject to regulatory approvals.The new group is formed from the main, and in most cases financially strongest, entities from the G6, Ocean Three and CKYHE alliances, and will have a market share to rival the 2M alliance between Maersk Line and MSC. We believe it is likely to put further pressure on the financially weaker companies and result in a reshuffle of the remaining alliances. However, the long-term agreement between UASC and CSCL for deployment of mega ships on certain trades is expected to remain in place. **Source: Fitch**

The **COSTA LUMINOSA** at Harwich **photo : Andrew Moors Harwich lifeboat ©**

Shipping in deflation mode

The shipping industry is caught in the midst of a new "(ab)normal", according to the title of the latest weekly report from shipbroker Intermodal, as the global economy and ocean shipping experienced dramatic volatility in the beginning of 2016. "As the global economy undergoes structural changes, so does the derived ocean shipping activity, principally epitomized by the following abnormal trends: (i) Constrained financing, (ii) Deflation in asset prices, and (iii) Shift in demand growth", said the shipbroker.

According to Panos Tsilingiris, SnP Broker, "first, ship financing in all of its forms is very restricted and will remain so in the years to come. There has been just one shipping IPO this year raising a mere $7m! Following the 2008 financial crisis, the excessively detailed banking legislation enacted, has forced bankers to spend more time filling out forms for regulators rather than understanding better their clients and the industry. Despite monetary expansion, banks are not lending the excess supply of money but rather hoarding it. If you think this scarcity of financing is temporary and that the implications of Basel III have already been felt, you are simply wrong. In 2018 we also anticipate the IFRS 9 to take effect contributing to earlier recognition of credit losses, making it more expensive and difficult for banks to lend.

So, via upcoming regulations, deleveraging will intensify both in the west and in emerging markets. Only the best buyers will receive money, good luck to smaller companies", he noted. Intermodal's analyst went on to say that "secondly, the cost of creating new shipping assets, i.e., shipbuilding prices, are low, will get lower and will remain low for some time. Shipping deflation is due to the vast manufacturing overcapacity from the previous cycle and technological change. We will experience newbuilding prices lower than the 2012 ones which at the time represented multi-year lows. The Japanese shipbuilding prices, the premium in the sector, are correcting thanks also to the Yen now standing at 111 a dollar vs. 76 in 2012, while Chinese Builders, the floor of shipbuilding values, offer aggressive pricing assisted by the Yuan devaluations. In S. Korea, we expect consolidation and further correction of prices following the recent elections. The abovementioned lack of financing will keep newbuilding appetite subdued for long. This will further drive prices down. And since newbuilding prices are in a sense an upper bound for second-hand prices in normal freight conditions, asset prices will stay deflated endangering the plans of opportunistic asset players"."Third, there is a shift in growth as we transition from an industrial into a services and consumer economy. GDP growth per se, especially if anemic as it stands today, will not suffice to generate strong seaborne demand. However, with limited financing we can't anticipate anything exciting on the physical side. The historical correlations and >1 multipliers between GDP and seaborne trade documented over several decades have been broken the last years and specifically last year seaborne trade growth was outnumbered by GDP growth. There are fears that outsourcing and globalization are reaching their limits and there are early signs of near sourcing and nationalization. Fighting pollution will remain a long-term driver, with its implications on coal, oil and regulations. Gas is coming catalyzed by shale developments!", said Tsilingiris.He concluded his analysis by noting that "we have indeed a new shipping abnormal -with constrained financing, assets deflation and shift in demand- and it is likely to stay with us for long. On the rosy side, the first two trends, will alleviate the two major causes of the ongoing crisis: exogenous money and excessive yard capacity". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The **HYUNDAI HOPE** inbound for P2000 in Le Havre – **Photo : Fabian Montreuil ©**

LNG shipping rates to remain under pressure despite rising cargo supply

LNG shipowners will have to wait until 2018 for earnings to improve, when the majority of new US plants are expected to come online, according to the latest edition of the LNG Forecaster report published by global shipping consultancy Drewry.The first quarter of 2016 was no better than the previous quarter for LNG shipowners as spot rates remained low at around $30,000pd. Two new liquefaction plants, Australia Pacific LNG (APLNG) in Australia and Sabine Pass LNG in the US, began operations in the first quarter of 2016. But freight rates for LNG carriers remain low despite the new liquefaction trains coming online. The ramping up of Australian LNG exports will not bring any respite to LNG shipowners given the short-haul voyage distance between Oceania and Asian markets. Inflated fleet growth over the last few years has led to a supply glut, which will keep the rates under pressure until 2017.Moreover, the recent commencement of exports from Train 1 at the Sabine Pass LNG terminal in the US is not expected to increase LNG shipping demand as the cost economics of importing LNG into Asia from the US are so unfavourable. The chart below shows the landed cost of US LNG to the Far East under three Henry-Hub price scenarios. The landed cost of US LNG, without mark-up, at current Henry-Hub and bunker prices is around $6.00 per MMBtu, while the spot price in Asia is currently between $4.00 and $5.00 per MMBtu. US LNG delivered cost to Far-East without mark-up ($ per MMBtu)

"Based on the above considerations, we believe that the majority of the cargo from Train 1 will land up in either Europe or Latin America, for two reasons. First, demand from Far East Asian countries is weak, and second, in the current low-price environment it does not make much sense to import from the US. Thus, if this happens, tonne-mile demand will be one-third of what it would be if exports went to Asia," said Shresth Sharma, Drewry's lead LNG shipping analyst."All in all, the additional export volume is not expected to have any major effect on LNG shipping rates as this is being matched by vessel deliveries. Therefore, our outlook is that the market must wait till 2018 for more US plants to come online, as only large production capacity will consume inflated vessel supply," added Sharma.

Source: Drewry

Boskalis latest fleet addition the water injection vessel **TERRA PLANA** built at Bodewes in Harlingen was christened last Friday **Photo : Danny Plug ©**

Shipping Emissions – Pacific Countries lead brave stand in IMO meeting

Pacific leaders queued amongst 175 Countries to sign the ParisAgreement in NY on Earth Day. Earlier that day in London the International Maritime Organization (IMO), the United Nations Framework Convention on Climate Change (UNFCCC)'s sister UN specialized agency, met to discuss shipping's 'fairshare' in reducing green house gases. It was a less publicized and notnearly so successful climate change debate. Pacific and Europe have been pressing the IMO since before Paris to join the 'coalition of higher ambition'. In the lead up to Earth Day, the IMO stumbled but didn't quite fall. It has agreed to re-open the debate at their next meeting in October. Introducing the Pacific's submission, Ambassador Moses Mose of Solomon Islands stated,

"...The same countries that celebrated in Paris, must now follow through on that commitment and demonstrate their conviction through action at IMO...On the topic of GHG, the shipping sector is at the start of its own journey. But unlike the UNFCCC with its clear and scientifically derived destination – well below 2 degrees, aiming for 1.5 – we are concerned that with shipping, we currently risk not knowing where we are going…. Today, in this room, we have the opportunity to demonstrate that the IMO is the competent organization to control shipping's GHG, and that our signatures in New York this week are not just ceremonial, but equate to meaningful action. Today, we can demonstrate that we have understood the message and that we are willing to act upon our responsibility..."

If shipping were a country it would contribute as much GHG as Germany or Japan. But it is the projected rate of increase that is of greatest concern. Without strong leadership to decarbonize, ship emissions will increase by 50-250% by 2050 (IMO 3rd GHG report 2014). It simply makes efforts by other sectors to stay within 1.50C mission impossible Last week the Solomon Islands led a determined Pacific voice including the Marshall Islands, Fiji, PNG and Vanuatu in a coalition with much of Europe, and other developing states led by Mexico and Liberia with the industry's support, for IMO to agree on a plan to work out what shipping's 'fair share' should be Strong opposition came from BRICs (the grouping composed of Brazil, Russia, India, China and South Africa), Saudi Arabia and several South American countries concerned about the negative impacts of any commitment to mitigate shipping's GHG emissions on their developing economies and the challenges to resolving anything. In a compromise, the IMO agreed to table a further debate to its long-term objectives and response to the Paris Climate Agreement – but not until October.

Across the Atlantic, leaders of the same countries pledged to work tirelessly and collectively to see the Paris Agreement implemented. Unfortunately, the world had failed to be so progressive in London. While progress is being made in the IMO, it is at an alarmingly slow rate...too slow to save many Pacific nations. However, there is now a global spotlight being played, not least because of the gritty determination of Pacific countries. President Heine of the Republic of Marshall Islands, reminded her colleagues in her address in New York on the need for sustained action by the IMO. The next IMO meeting in October will be heavily attended and watched by many.

The strongest opposition to control of shipping emissions came from one of the smallest and most vulnerable Pacific countries – the Cook Islands, in complete reversal of their position on climate change in Paris, and in opposition to many other Pacific Island countries at the IMO. "Knowing the position of the Cook Islands on climate change and their strong engagement at COP21 in Paris, both in the negotiations and at side-events, this appears a contradiction – as if their representatives in London were disconnected from the climate negotiations and the Paris Agreement" said PIDF's Secretary General François MartelThe Pacific Islands Development Forum has long supported the Pacific's lead in the IMO. The Suva Declaration on Climate Change, signed by Pacific leaders at the 3rd PIDF summit in 2015, called on all UN bodies to take decisive action on shipping emissions. University of the South Pacific researchers have coordinated a full team of technical support for the coalition in conjunction with leading international universities. "We can be confident we have access to the best available science on this issue" said Mr. Martel.

France joined Fiji and RMI in speaking strongly for the IMO to take a progressive approach and told the IMO that "We must put together a plan and timeframe for GHG reduction. Or be judged as impotent". The incoming Secretary General of the IMO has called climate change the central issue for the IMO to address. He pushed hard for this not to be 'thrown out' at this stage, suggesting it is "unwise to kill the thinking/idea..."

Throughout the day, IMO's commitment and contribution in relation to the Paris Agreement was widely recognized by the majority of the delegations. Many also emphasized that IMO was the place to undertake a debate on shipping's GHG emissions. But they were seemingly oblivious to the contradiction this posed with the position taken by several states to indefinitely delay further debate of GHGThe progressive "Coalition d'alignement" (in French) led by Solomon Islands and RMI included the EU, many in industry and many vulnerable states. Two of the three biggest flags (Liberia and Marshall Islands) and seven of the ten biggest flags (except Panama, Hong Kong and China) were in support. The United States didn't come out in support of the progressive coalition, preferring their existing energy efficiency approach, but did not obstruct either.The next debate will be in October. The Pacific's actions in London on Earth Day keep alive the hope that shipping can play its part in delivering the Paris Agreement. It is essential that shipping determine its fair share of the climate change burden and act now. It is essential the Pacific find a united voice on this matter. We must be stronger than cyclone Winston.Three months after Paris, IMO failed the first test. In October will come its opportunity to pass the re-sit – while the world is watching. **Source: Pacific Islands Development Forum**

Golar and Schlumberger reaffirms commitment to Framework Agreement

Golar LNG and **Schlumberger** want to inform the market that Schlumberger's withdrawal from the Fortuna/Ophir development will not in any way influence the framework agreement which has been signed between Golar and Schlumberge The target of this framework agreement is to develop integrated solutions for stranded gas assets.

Significant efforts have been put into this over the last months and the results have confirmed to both parties the commercial attractiveness and the technical viability of the FLNG concept as a solution for rapid modernisation of stranded gas. The partnership is currently exploring several specific opportunities. Although a commercial agreement between Ophir and Schlumberger was not reached, Golar will independently continue to work with Ophir with the target to reach an FID for the Fortuna development this year. **Source: portnews**

The **SAFMARINE NOKWANDA** has called three times at Lyttelton and every time she has moved in darkness. But this time inbound for the Port Chalmers container Terminal during daylight **Photo: Alan Calvert ©**

ICS criticises judgement by Spanish Supreme Court

At a meeting of the International Oil Pollution Compensation Funds (IOPCF) this week, the International Chamber of Shipping (ICS) has strongly criticised the judgement of the Spanish Supreme Court in the 'Prestige' Case.This judgement (in January 2016, but discussed by the IOPC Funds this week) overturned that of a lower Spanish Court, in La Coruña in 2013, instead finding the Master criminally liable for damages to the environment and sentencing him to two years' imprisonment (albeit likely to be suspended). It further held that the misconduct deprived the shipowner of the right to limit liability for pollution damage under the 1992 Civil Liability Convention (the "CLC"). The lower court, after hearing evidence – including evidence from the Master – had previously acquitted him of all charges of criminal damage. It had also acquitted the Spanish civil servant who had been involved in the decision not to allow the ship into a place of refuge. The lower Court did not therefore award any compensation to the claimants, which included the Spanish Government. But the Supreme Court's judgement was reached after just one day, without hearing any new evidence and in the absence of the Master. At the same time, the Supreme Court confirmed the acquittal of the Spanish civil servant.In a formal statement to governments which oversee the global oil pollution compensation regime via the IOPCF, ICS stressed its immediate concern was the implications of the Supreme Court's decision for the unwarranted criminalisation of seafarers. But ICS also noted that this decision may now be deployed to break the shipowner's right to limit its financial liability under the CLC."The Supreme Court's decision was extremely surprising in

that it overturned a lower court's acquittal of the Master, in his absence, and without hearing any new evidence as to his knowledge about the condition of the ship. This raises fundamental questions as to whether it was a fair trial." said the ICS statement.ICS also told the IOPCF meeting "This decision appears to be highly unusual and has been reached through a somewhat contorted application of law to facts which were found to be correct by the lower court. The decision also seems entirely unbalanced, applying different standards when assessing the blameworthiness of the Master to those applied to government officials on shore, whose decisions were exonerated by the Supreme Court."
It is of great concern to ICS that this decision may be used to support a claim to break the shipowner's right to limit liability and that the amounts then claimed would far outstrip those limits. These limits of liability are the essential quid pro quo for shipowners for agreeing a strict liability under the CLC regime. However, under the CLC the right to the limits may be broken if it can be shown that the shipowner acted "recklessly and with knowledge that the damage would probably result".ICS says that the actions by the Spanish government to pursue its claims against the shipowner, for what are expected to be enormous amounts in excess of the shipowner's limits of liability, could seriously undermine the system of shared liability that has been agreed under the CLC/Fund liability and compensation regime. ICS therefore appealed to all Member States of the IOPC Funds to do their utmost to protect and support the system which has worked very well over the past decades, and which should not be sacrificed for the interests of individual countries. "The whole regime is based on co-operation and trust between the shipping industry, the oil industry and governments" said ICS it its statement to the IOPCF. But ICS now fears that that the entire system of efficient compensation for oil spills could be put in serious jeopardy because of unsound decisions being made by national courts. **Source; portnews**

US challenged China, India and 11 other countries on navigation rights in 2015

The US military has repeatedly conducted operations disputing China's maritime claims, aiming to demonstrate that the international community does not accept such restrictions. The United States (US) military conducted "freedom of navigation" operations against 13 countries in 2015, including several to challenge China's claims in the South and East China seas, according to an annual Pentagon report released on Monday.The operations were against China, India, Indonesia, Iran, Libya, Malaysia, the Maldives, Oman, the Philippines and Vietnam, the report said. It did not specify how many such operations were conducted against each of those countries. The US military carried out single operations against Taiwan, Nicaragua and Argentina, for a total of 13 countries, the department said in the two-page report.The freedom of navigation operations involve sending US Navy ships and military aircraft into areas where other countries have tried to limit access. The aim is to demonstrate that the international community does not accept such restrictions. South China Sea: China could build nuclear power plants, says report The US military has repeatedly conducted operations disputing China's maritime claims in recent years and did so again in 2015, a year in which Beijing's island-building activity in the resource-rich areas of the South China Sea led to rising tensions in the region.A US guided-missile destroyer conducted a freedom of navigation patrol near one of China's man-made islands in the Spratly archipelago in October 2015. US military flights near the islands have been warned off. US Defence Secretary Ash Carter said the Navy would continue to operate in the region despite China's condemnation of the patrols. China's Defence Ministry said in a statement on its website late on Monday that it was deeply concerned by such operations. "The United States carries out militarisation in the South China Sea in the name of freedom of navigation and overflight, threatens coastal nations' sovereignty and security and destroys regional peace and stability," the ministry said. It made the comment in response to what it said were reports of recent US military flights near Scarborough

Shoal - known by Beijing as Huangyan Island - an area China seized control of after a stand-off with the Philippine coast guard in 2012. Admiral Harry Harris, the head of US Pacific Command, said in 2016 the Navy would step up the freedom of navigation operations in the South China Sea (SCS) because of concerns China is attempting to assert its dominance by building military facilities there. US plans third patrol near disputed South China Sea islandsUS freedom of navigation operations in 2015 also challenged China's claims of jurisdiction in the airspace above its maritime Exclusive Economic Zone as well as restrictions it has tried to impose on aircraft flying through an Air Defence Identification Zone over the East China Sea. The number of countries the United States challenged last year was down from 2014, when it targeted 19 countries. That was the largest number in more than a decade. Iran and the Philippines have been the most frequently challenged countries over the years, mainly because they sit astride busy sea lanes whose use they have tried to limit or govern. **Source; DNAIndia**

Svitzer names new tug in Felixstowe

UK Svitzer held the naming ceremony for "**SVITER DEBEN** ", a new Damen ASD 3212 80 Tonne bollard pull escort tug, for the Port of Felixstowe on 22 nd April 2016, the company said in its press release. **SVITER DEBEN** was built at **Damen Song Cam Shipyard** in Vietnam and delivered to the Port of Felixstowe earlier this year.The new vessel is an 80 Tonne bollard pull **Damen ASD 3212** escort tug, equipped with a 2800mm controllable pitch propeller, a hydraulically driven double drum forward winch, a single drum aft winch, two Caterpillar 3516C HD+ TA/D engines and two Rolls Royce US255 P30 CP Special thrusters. **SVITER DEBEN** is already working in the port, complementing the fleet consisting of **SVITZER SHOTLEY**, **SVITZER SKY**, and **SVITZER STANFORD**. The 80 Tonne bollard pull on **SVITER DEBEN** is required to safely assist the largest container vessels as they approach the Port of Felixstowe.Svitzer's investment in the fleet goes hand in hand with the expansion of the Port of Felixstowe, lately with the opening of berth 9. Since 1833, Svitzer has provided safety and support at sea. With 4,000 employees, a fleet of more than 430 vessels and operations all over the world, Svitzer is the global market leader within towage and marine related services.

Maersk Oil Qatar marks 5th Global Safety Day May 01 2016

Maersk Oil Qatar (MOQ) marked its 5th Global Safety Day (GSD) recently with more than 1,500 personnel from its offshore and onshore operations participating in a day dedicated to safety-driven activities and discussions.

Reaffirming the importance of safety as Maersk Oil's (MO) number one priority, all employees and contractors working on offshore platforms, drilling rigs, vessels, offices and warehouses were engaged in sessions on safety-related topics, to share knowledge and to continue to promote an Incident-free work environment. In 2003, the International Labour Organisation (ILO) established 'World Day on Safety and Health at Work' to encourage dialogue on safety-related matters. This year marks MO's 5th GSD and the initiative has grown further to include Maersk Group – one of the world's largest conglomerates – engaging more than 89,000 employees across 130 countries in 2016. This year's GSD theme was: 'Locking in Safety', which focused on how the company's values and systems work together for an Incident-Free organisation.MOQ Managing Director Lewis Affleck said, "Safety is our first priority and our licence to operate, but it's also central to one of our core company values, 'Constant Care', which defines the way we do business throughout Maersk and our mindset towards taking care of our own safety and that of our colleagues."

"Global Safety Day is a great opportunity for all those involved in our operations to contribute to the safety dialogue and work together to maintain our commitment to operating safely, as well as to recognise the achievements that we've already made on our continuous incident-free journey." **Source: gulf-times**

Pemex trims Q1 net losses but remains in the red

By Adam Critchley

Mexico's state oil firm Pemex reported a net loss of 62bn pesos (US$3.6bn) in the first quarter, an improvement on its 101bn-peso net loss in 1Q15, but crude oil and petrochemical production both dropped The company's debt increased by 3.6% year-on-year to 3.21bn pesos. Pemex has an authorized debt ceiling of 240.4bn pesos, some 54% of which - or 129.9bn pesos - can be procured on foreign markets.Pemex said that it will issue debt in dollars, Swiss francs and yen during the rest of this year, strengthening the sources of its financing. The company reported total sales of 225bn pesos during the quarter, down from 280bn pesos in 1Q15, but it benefited from paying lower taxes of 65bn pesos, compared to 92bn pesos in the first quarter of 2015.Oil production dropped from 2.3Mb/d in 1Q15 to 2.23Mb/d in the first quarter of 2016. Heavy crude remained the largest contributor to total output, reaching around 1.2Mb/d, or 50% of the total, followed by light crude at 37.1%, and super light crude at 12.9%. Seventy-eight percent of production was offshore.Natural gas production also declined in the first quarter, totaling 5.17Bf3/d (146.3Mm3/d), compared with 5.75Bf3/d during 1Q15. Gas processing volumes were down too, falling 10.4% to 3.84Bf3/d from 4.29Bf3/d in 1Q15.Petrochemical production decreased to 1.15Mt during the first quarter from 1.27Mt in 1Q15.The company announced a US$5.5bn budget cut in February and also replaced its CEO in the same month. **Source : bnamericas**

Fishermen rescued off Cape May after boat sinks in collision with tug

The U.S. Coast Guard rescued three men Thursday from a life raft after their recreational fishing boat collided with a tug and sank 6 miles off Cape May.The Coast Guard said the 42-foot Last Stand collided with the 78-foot tug **Dean Reinauer**. The captain of the Last Stand called for help before the ship went down about 1 p.m.A 45-foot Coast Guard response boat from Station Cape May was launched to assist and removed the fishermen from their life raft.
“The crew of the fishing vessel Last Stand was extremely prepared and knowledgeable on their safety equipment and procedures,” Petty Officer 2nd Class James Pappas wrote in a statement. “Their readiness allowed them to abandon ship within 10 minutes of the collision, including scrambling into their survival suits and ultimately into their life raft. They saved their own lives.The Last Stand departed from South Jersey Marina in Cape May, which followed news of the rescue over the marine radio.Just how two boats could collide surrounded by so much ocean was puzzling, marina employee Amy Murphy, of Middle Township, said.“It was my impression they were coming back in,” she said of the Last Stand. “The best scenario is everyone is alive. That’s what everyone is happy about.”The **Dean Reinauer** had sailed out of New York and was steaming around the Cape Peninsula just east of Cape May when the accident occurred, according to MarineTraffic.com. After the rescue, the tug continued up the Delaware Bay toward Philadelphia. **Source : pressofatlanticcity.**

Jurors shown 129 bales of cocaine found on boat off Aberdeen coast

by Andrew Kellock

A major security operation was mounted yesterday to allow the jurors in a international drug smuggling trial to see 129 bales of cocaine found on a tug. The street outside the High Court in Glasgow was barricaded to allow the huge haul of the Class A drug to delivered to the building in a van. The cocaine was discovered on the **MV HAMAL** after it was boarded in international waters 100 miles off Aberdeen in an operation involving a Royal Navy warship and a Border Force cutter.Border Force officer Lee Butler, 44, told the court that he and other members of a specialist “deep rummage” team searched the tug when in arrived at Aberdeen harbour in April last year. He said a total of 129 bales of the Class A drug were discovered in a ballast area at the front of the ship. In a highly unusual move, the cocaine was brought under tight security to the High Court for the jury to view.Mart Street outside the court was closed while it was being taken into building in an unmarked van. The drugs were later returned to a secret location. Inside the court building, a secure area was set up in the corridor outside Court 3 and the 14 jurors were able to see the Class A drug up close and examine the labels on the bales which measured 2ft by 1ft. The bales of cocaine covered an area of

12ft by 10ft were piled 4ft high.Each one was individually sealed in a plastic evidence bag. In all the jurors spent about 10 minutes looking at the bales in a move described by trial judge Lord Kinclaven as “slightly unusual”. The jury watched as Mr Butler looked at labels on the bales, while the judge and the prosecutor and defence counsel looked on. Not a word was spoken.The nine-strong Turkish crew of the **MV HAMAL** are on trial accused of being involved in an international drug-smuggling operation. They are alleged to have smuggled cocaine from Istanbul via Tenerife to South America, and then to the North Sea between February and April 2015. They are also accused of being concerned in the supply of the drug between April 21 and 23.Kayacan Dalgakiran, 64, Mustafa Guven, 48, Mustafa Ceviz, 55, Umit Colakel, 39, Ibrahim Dag, 48, Mumin Sahin, 46, Emin Ozmen, 51, Abdulkadir Cirik, 32, and Muhammet Seckin, 27, deny the charges against them. The court has heard that the **HAMAL** was boarded by the Royal Navy and Border Force officers in international waters and taken to Aberdeen harbour.Mr Butler said that one of the first places to be searched was a ballast tank in the front of the ship, which he found suspicious.He was asked why that was by advocate depute Ashley Edwards, prosecuting, and replied: “I didn’t expect it to contain the liquid it did, which was diesel fuel. It should have contained sea water.”Mr Butler said that the tank was emptied and he added: “There were a number of pipes which had been cut. There was also some plate that looked like it had recently been welded and the tanks were separated in two.” He said he was instructed to drill a hole in the plate.

Miss Edwards asked him: “What happened?”

He replied: “There was white powder that appeared on the drill.”

He said the powder was tested and found to be cocaine.

The next day a hole was cut in the steel plate and four bales of the drug were found.

A hatch was then found in one of the cabins which led to an area where more cocaine was discovered.

Mr Butler was asked how many bales there were in total and replied: “There were 129.”

Earlier, Martin Pownall of the Border Force told said the crew of the Hamal did not resist when the tug was boarded at sea. The trial continues. **Source ; pressandjournal.**

NAVY NEWS

Newport News Shipbuilding Celebrates the Keel-Laying of Virginia-Class Submarine Delaware (SSN 791)

Dr. Jill Biden, the Second Lady of the United States and sponsor of the Virginia-class submarine **DELAWARE (SSN 791),** visited Huntington Ingalls Industries’ Newport News Shipbuilding division today for the submarine’s keel-laying ceremony, during which she declared the keel “truly and fairly laid.” The keel laying signifies the ceremonial start of construction for the newest U.S. Navy vessel named for “The First State.”In her remarks, Biden addressed the crew of **DELAWARE** not just as the ship sponsor, but as a military mother and grandmother. “It’s our duty to make sure that you have everything you need to stay safe and do your jobs,” Biden said. “You need the very best equipment and advanced technology that we can provide, and soon that will include the **USS DELAWARE,** thanks to the ingenuity and skill of the shipbuilders before us.”During the ceremony, Biden’s initials were welded onto a steel plate that will be permanently affixed to the submarine, symbolizing her lifelong relationship with the shipbuilders and crew.Other ceremony participants included Virginia Gov. Terry McAuliffe; Sen. Thomas Carper, D-Del.; Rep. Randy Forbes, R-Va.; Rep. Bobby Scott, D-Va.; Vice Adm. Joseph Tofalo, commander of Submarine Forces, Submarine Forces Atlantic and Allied Submarine Command; Matt Mulherin, president, Newport News Shipbuilding; and Jeffrey S. Geiger, president, General Dynamics Electric Boat. In his remarks, McAuliffe addressed the importance of the shipbuilding industry in Virginia.“I want to thank the greatest shipbuilders in the entire world that we have here right at Newport News,” McAuliffe said. “No other state can say this: 28,500 shipbuilders—one out of five in the United States of America—are here in the Commonwealth of Virginia.” More than 4,000 shipbuilders support the construction of Delaware. The submarine will be the newest Navy vessel named for the country’s first state, following the

dreadnought battleship **USS DELAWARE (BB 28)** that was delivered by Newport News in 1910. “While Jill Biden’s initials may be the only ones visible today, this submarine also carries with it the names of her shipbuilders,” Mulherin said. “Shipbuilders who sign their name to each and every job they perform, shipbuilders who put safety and quality above all else, and shipbuilders who I have the utmost respect for and complete and total confidence in.” Delaware is the final ship of the Block III submarines built under a unique teaming agreement between Newport News and General Dynamics Electric Boat. “Through the effort of this team, the Virginia program has distinguished itself by setting new standards for cost-effective design and construction and advanced mission capabilities for the Navy,” Geiger said. “It’s now a busy time for our team, and we are fortunate to be engaged in a sustained period of increased submarine production. The newest, the Delaware, stands out as a remarkable example of applied and integrated technology, along with the ships of the class that have come before it.”Construction on Delaware began in September 2013. The submarine is about 56 percent complete and is on track for delivery in 2018.Huntington Ingalls Industries is America’s largest military shipbuilding company and a provider of engineering, manufacturing and management services to the nuclear energy, oil and gas markets. For more than a century, HII’s Newport News and Ingalls shipbuilding divisions in Virginia and Mississippi have built more ships in more ship classes than any other U.S. naval shipbuilder. Headquartered in Newport News, Virginia, HII employs nearly 36,000 people operating both domestically and internationally.

NATO Naval Visitors Included Submarine With “X” Tail

The "X" tail configuration of the stern of Dutch submarine **HNLMS WALRUS** having swung from a berth in Alexandra Basin to depart Dublin PortThe "X" tail configuration of the stern of Dutch submarine **HNLMS WALRUS** having swung from a berth in Alexandra Basin to depart Dublin Port **Photo Jehan Ashmore**

Belgian Navy vessels are visiting Dublin Port over this May bank holiday weekend. They follow calls from two other members of NATO, France and Netherlands whose non-nuclear powered submarine **HNLMS WALRUS** features an unusual stern design as explained below, writes Jehan Ashmore.

Beginning firstly with the Belgian trio, they are **BNS GODETIA**, an auxiliary command and logistical support ship, **BNS LOBELIA** a ‘Tripartite’ class minehunter and **BNS POLLUX** a patrol vessel. Unlike the Dutch and French navies, they are berthed much closer to the city centre along Sir John Rogersons QuayIt was on Wednesday that the Royal Netherlands Navy submarine **HNLMS WALRUS** (2,650 tonnes when submerged) made a lunchtime departure from the port’s Alexandra Basin.What makes the ‘Walrus’ class (equipped with almost 40 torpedoes), more unusual to other submarines, is instead of a cross-shaped assembly of stern diving planes and rudders, they mount four combined rudders and diving planes in an "X" tail configuration The 68m long submarine draws a draft of 7.5m and was built by the Rotterdamsche Droogdok Maatschappij (Rotterdam Dry Dock Co). In 1979 a serious fire delayed the construction of the submarine and the commissioning into service finally took place in 1992. Also departing on Wednesday was the French Navy auxiliary tanker, **Var**, that berthed opposite the submarine on the south quays.This left the second French caller, the frigate, **Cassard** to remain in Alexandra Basin until a farewell from the capital on the following day. **Source: afloat**

BRP Gregorio Velasquez to help develop Navy’s anti-submarine warfare capability

Aside from helping map the country’s vast maritime domains, the BRP Gregorio Velasquez (formerly the US research vessel Melville) will also help develop the Philippine Navy (PN)’s anti-submarine warfare (ASW) capability. This was stressed by PN spokesperson Capt. Lued Lincuna in a statement Saturday. “Aside from its primary mission, AGR-702 would also be a valuable platform in reviewing our anti-submarine warfare capability,” he added.Lincuna did not give specifics on this but the PN is in the process of developing its ASW capability after signing a contract to acquire two AW-159 “Wildcat” anti-submarine helicopters with AgustaWestland last March. The contract is worth PHP5.360 billion, lower than the stated PHP5.4 billion. These helicopters are expected to be deployed among the PN’s large ships which include the two Gregorio Del Pilar-class frigates and incoming two strategic sealift vessels, of which one is expected to be delivered this month, and the **BRP GREGORIO VELASQUEZ**. Lincuna said the acquisition of the latter ship also aims to address the issues in terms of marine scientific researches/surveys and to gather marine scientific data beneficial to naval operations. “Also, said vessel will enhance capacity and build capability to support the environmental protection efforts and exploration of the country for economic purpose,” he added. The **BRP GREGORIO VELASQUEZ** was formally turned over to the PN last April 26 (American time) in San Diego, California. Turnover and christening ceremonies were witnessed by Defense undersecretary Jesus C. Millan and Philippine Fleet deputy commander Commodore Narciso A. Vingson. She is the country’s first oceanographic research vessel. The **BRP GREGORIO VELASQUEZ** left the US for its voyage home to the Philippines on Friday, local time. The **BRP GREGORIO VELASQUEZ** is being manned by a crew of 50 Filipino officers and enlisted personnel who have undergone familiarization and orientation training on various systems of the ship since last March. “Said vessel is one of the two ships pledged by the President of the United States of America, Barack H. Obama to donate to the Philippines during his visit in APEC Leader’s Summit last November 2015,” Lincuna stressed. **Source: UpdatePH**

'Fat Leonard' scandal claims Navy officer who escaped Cambodia's killing fields as a child

By Craig Whitlock

After escaping Cambodia's killing fields as a child, Michael Vannak Khem Misiewicz lived an improbably charmed life. He was adopted by an American mother, graduated from the Naval Academy and became a decorated officer who triumphantly returned to his native country as the skipper of a U.S. warship.On Friday, however, his fairy-tale career will come to a shattering and disgraceful end. The Navy commander is scheduled to appear before a federal judge in San Diego, who is expected to sentence him to several years in prison in connection with an epic bribery scandal that has rocked the Navy. Misiewicz has pleaded guilty to leaking a long list of military secrets in 2011 and 2012 to Glenn Defense Marine Asia, a Singapore-based company that held more than $200 million worth of contracts to resupply Navy ships. During that period, Misiewicz served as deputy director of operations for the Navy's 7th Fleet, an influential job overseeing ship movements throughout Asia.

In exchange the owner of the firm, Leonard Glenn Francis, a legendary figure in Navy circles known as "Fat Leonard," seduced Misiewicz with one illicit temptation after another. Both men have admitted that Francis supplied the Navy commander with prostitutes, cash, luxury hotel stays, international airfare for him and his family, even tickets to a Lady Gaga concert in Thailand and a musical performance of "The Lion King" in Japan.

Francis has pleaded guilty to bribing "scores" of other Navy officials with cash and sex so he could defraud the Navy of more than $35 million. Five have been convicted so far, and charges have been filed against two others. Many more remain under investigation. According to court records, Francis' relationship with Misiewicz was especially close, even if they made for an odd pair.They called each other Big Bro and Little Bro, which summed things up in more ways than one. Francis, the elder by a few years, is a giant of a man, standing over 6 feet tall and weighing 350 pounds. Misiewicz looks about half his size.Both were married, middle-aged men with young children at home. But they loved to go clubbing together at port cities throughout Asia, staying out until dawn as they conspired how to avoid detection for their carousing and their crimes. One night, Misiewicz failed to return to his ship, the **USS BILUE RIDGE**, before curfew. Francis saved him from getting in trouble by giving him athletic gear so that the Navy officer could pretend he had left the ship for an early-morning workout, according to a sentencing document filed by prosecutors. On another port visit to Manila in February 2011, Francis and his company treated Misiewicz to a night on the town, paying for him to stay at a luxury hotel and providing him with prostitutes. A photograph that prosecutors introduced as a court exhibit shows the Navy officer shirtless and flat on his back in a boxing ring, surrounded by scantily clad women. "By all accounts, this was quite a party in Manila," prosecutors dryly noted in a court filing. The Manila episode came just two months after Misiewicz made a celebratory return to Cambodia as the commander of a Navy destroyer, the **USS MUSTIN**.

It was the first time that Misiewicz had been to Cambodia since he was rescued as a 6-year-old in 1973, just before Cambodia plunged into a bloody communist revolution that resulted in the deaths of his father and 18 other relatives at the hands of the Khmer Rouge. As the Mustin docked at Sihanoukville for a port visit, long-lost relatives boarded the ship for a tearful reunion.Within the Navy, Misiewicz was seen as an officer of exceptional promise with a limitless future. He received glowing evaluations from his commanders, several of whom recommended that he be placed on the fast track to become an admiral."Through his sustained superior performance Michael repeatedly and consistently demonstrated that he was among the very best officers in the fleet," Adm. Scott Swift, the commander of Navy forces in the Pacific, wrote in a March 1 letter to U.S. District Court Judge Janis L. Sammartino, who will impose the sentence on Misiewicz. "I can only say I was shocked when I learned he had been arrested, all the more so when I learned of the charges he faced."In his own letter seeking mercy from the judge, Misieiwicz said he was "humbled, ashamed, and tormented by the pain I have caused my loved ones, especially my children, family, friends, and shipmates."He added that "there is no doubt I was wrong and violated the law," but he also sought to shift blame to Francis. "He had me convinced he was my true friend and a strategic partner for our nation," Misieiwicz wrote. "I, like most other Americans, have leaned since my arrest, Leonard was also a crook and a thief." Misiewicz and his attorneys have downplayed the sensitivity of the classified material that he fed Francis and have said he was unaware that Glenn Defense Marine Asia was defrauding the Navy. They have asked the judge to impose a prison sentence of about three-and-a-half years.Prosecutors, however, are less forgiving. They want to put Misiewicz behind bars for six-and-a-half years. In a court filing, they argue that he placed national security at risk by giving secrets to a foreigner and note that the material included especially sensitive information about submarine movements and ballistic-missile defense plans in Asia. **Source: stars & Stripes**

SHIPYARD NEWS

Shipbuilding is alive and strong

The transfer of **HMCS REGINA** back to the Royal Canadian Navy signals more than the completion of modernization for the navy's 12 frigates; it also proves that B.C.'s shipbuilding industry, in its death throes only a few years ago, has revived and is thriving.Defence Minister Harjit Sajjan and other dignitaries were in Esquimalt Friday for the ceremony in which the frigate was transferred from Victoria Shipyards to the Department of National Defence Dockyard. Regina was the last of five Halifax-class frigates to undergo modernization and upgrading at Seaspan's Victoria Shipyards under the $4.3-billion Frigate Life Extension program. The other seven vessels were upgraded at Irving Shipbuilding's Halifax Shipyards. **HMCS CALGARY** was the first frigate into Victoria Shipyards for a 12-month refit, and **HMCS Regina** was the final one. Other frigates that came through were **HMCS WINNIPEG** , **VANCOUVER** and **OTTAW**.The project was completed on time and on budget, said Seaspan CEO Jonathan Whitworth who, along with several other Seaspan executives, visited the Times Colonist editorial board Friday. When the project was launched, Seaspan promised it would be completed by May 1, 2016. It was.The Canadian government's National Shipbuilding Strategy has been a game-changer for the West Coast shipbuilding industry. Whitworth said that in 2008, B.C.'s shipyards were on their last legs. The Vancouver Shipyard employed 52 tradespeople in 2009; now, it has 380 tradespeople involved in the national program and predicts that number will nearly double as the program reaches peak production. It has bolstered its office staff with 391 new employees to support that work, and expects to add 100 office staff positions in 2016.In addition to the frigate work, Seaspan has received contracts to build new vessels for the federal government, including three offshore fisheries science vessels, two joint-support ships, one offshore oceanographic science vessel, a polar icebreaker and up to five offshore patrol vessels and five medium-endurance multi-tasked vessels.Victoria Shipyards built 29 motor lifeboats for the Canadian Coast Guard, and designed and built Orca-class patrol vessels — eight of them for the price of six. The shipyard also has the contract to upgrade the navy's Victoria-class submarines.

But Seaspan doesn't depend solely on federal government contracts. It does overhauls on all types of vessels. Cruise ships, such as the **CELEBRITY MILLENIUM** that tied up at the Esquimalt Graving Dock this week, come here to be refitted, an intense, 10- to 14-day process that employs hundreds. Victoria has a rich shipbuilding history. The Victoria Machinery Depot built scores of tugs, ships and barges, as well as most of B.C.'s early ferries, and was particularly busy during wartime. It stopped building ships in 1967 and the industry went into decline. In the 1990s, the NDP government tried to revive B.C.'s shipbuilding industry with the construction of the fast ferries, but did more harm than good because the project was so thoroughly bungled. There followed a dead space of about 10 years, during which time B.C. lost much shipbuilding infrastructure and expertise. Today, Seaspan has to turn away business because it is operating at capacity. The shipbuilding industry offers stable, well-paying jobs. The demand for apprentices in the trades is strong and will continue to grow. Whitworth said an apprentice beginning today can reasonably expect a career of 25 to 30 years and beyond. The growth of the shipbuilding industry is a significant factor in the development of Camosun College's new trades building. The shipbuilding industry is back, and it promises a strong future. **Source : Times Colonist**

Samsung Heavy Loses $4.6 Billion Royal Dutch Shell Order on Oil

Samsung Heavy Industries Co., the world's third-largest shipbuilder, said an order to build three floating liquefied natural gas production facilities was canceled after the energy development project was scrapped amid a plunge in oil prices. The contract, valued at 5.27 trillion won ($4.6 billion), from Royal Dutch Shell Plc was voided because of the current difficult market conditions, the Sungnam, South Korea-based company said in a regulatory filing Thursday. The shipbuilder won the deal in June on the condition that the project will start only after the client is ready to proceed.

Oil prices that have more than halved in the last two years have forced energy companies and rig owners to cancel offshore projects and delay deliveries. As a result, shipyards in Asia such as Samsung Heavy and Singapore's Sembcorp Marine Ltd. reported losses or smaller profits last year. Woodside Petroleum Ltd. scrapped plans in March to develop the Browse LNG project in Australia with partners, including Shell and BP Plc, saying it won't go ahead with the floating LNG development after completing detailed engineering and design work. The Browse partners will prepare a new plan and budget for developing the gas resources, it said.Samsung Heavy is currently building two other floating LNG facilities for Shell and Petroliam Nasional Bhd. of Malaysia. The first project is expected to complete work at the shipyard in the second half of this year, the company said. **Source: Bloomberg**

Hyundai Heavy cuts executives by 25% amid prolonged slump in shipbuilding industry

Hyundai Heavy Industries Group that owns the world's largest shipbuilder Hyundai Heavy Industries Co. has cut nearly 25 percent of its executives, signaling more downsizing to come not only in Hyundai Heavy but also in other big two shipbuilders, Samsung Heavy Industries Co. and Daewoo Shipbuilding and Marine Engineering Co. (DSME), amid a prolonged slump in the shipbuilding industry.

The group announced on Thursday that it has laid off some 60 executives of its shipbuilding-related units, or 25 percent of whole executives, during its regular reshuffle. "This shows our strong will to keep our company afloat amid nosediving order volume," an unnamed official at the company said, adding that during its regular shakeup, the company did not add any new executive. The latest move would lead to a restructuring at the other ailing shipbuilding companies. As the government has demanded DSME to come up with a strong self-rescue plan in exchange for the bailout fund of more than 4 trillion won ($3.5 billion) to save the company, DSME seems to have no choice but to downsize. DSME already reduced 30 percent of its workforce last year. It is also highly likely that Samsung would follow suit after laying off 30 percent of their high-rank employees last year. The number of employees that would be let go will likely increase in the local shipbuilding sector as the big three shipbuilders are expected to cut jobs at lower levels. DSME plans to cut down 2,300 of its employees by 2019, and Hyundai and Samsung seek to lay off as many as 1,000 workers through voluntary and regular retirement programs. "The reduction in executives at Hyundai Heavy Industries could be a prelude to a massive restructuring," said an industry source. **Source :Pulse**

Korea's top shipbuilders clinch zero deals in April

South Korea's top three shipbuilders failed to clinch a single deal in April, industry data showed Saturday, casting concerns that the firms may roll out possible restructuring of their workforces. Local shipbuilders only managed to win five construction deals over the first four months of this year, which is only around 5 percent of the average amount posted in previous years.Daewoo Shipbuilding & Marine Engineering Co. and Hyundai Heavy Industries Co., failed to win any deals in April. Samsung Heavy Industries Co. has not earned any orders this year for the first time. Industry watchers cited the rise of Japanese and Chinese players as one of the major hurdles for local shipbuilders. "Before April, local firms managed to win a few deals. But as Chinese firms raked in global orders on the back of their price competitiveness, South Korean shipbuilders' global presence has narrowed," an industry official said."The real problem is that there are no signs of recovery this year," the official added. Other industry watchers said the slump may continue throughout next year as well.In 2015, local shipbuilders faced one of their most turbulent years. The top three players racked up a combined loss of 7.7 trillion won (US$6.7 billion) last year while they failed to clench any new significant orders amid an industry-wide slump. While local shipbuilders can manage to survive this year due to deals clinched earlier, industry watchers said the real struggle may begin next year, when they run out of orders. **Source ; Yonhap**

DSME, Lockheed Martin sign partnership deal in combat ship sector

Daewoo Shipbuilding & Marine Engineering Co. (DSME), a South Korean shipyard, said Friday that it has signed a partnership deal with **Lockheed Martin** to cooperate in their combat shipbuilding business. The deal is expected to pave the way for DSME and the global defense industry giant to jointly enter new markets by enhancing their competitive edge in building multi-purpose combat ships."The partnership is meaningful in that both will be able to supply high-performing ships to our customers, while at the same time expanding our market horizons through cooperation," a company official said.A vice president of Lockheed Martin was also quoted as saying that the partnership deal will likely provide a foothold for both companies to advance into new markets with high-performing ships armed with better price competitiveness.The Korean shipbuilder has accumulated expertise in combat ship construction.It has secured construction deals for a total of 14 combat ships from foreign countries, the largest among local shipyards. In 2011, it also clinched a contract to supply a submarine to a foreign client for the first time. **Source: Yonhap**

ROUTE, PORTS & SERVICES

Gangavaram Port sets all India record for non-coking coal discharge

Gangavaram Port, the deepest and the most modern port in the country, has created yet another historical milestone record by discharging 1,56,339 metric tons of Non-Coking Coal from the vessel **M.V. CAPE ASIA** in 24 hours. This achievement stands out as the fastest discharge rate in the history of any port in India & possibly in the world.The vessel **M.V. CAPE ASIA** carrying 1,59,966 metric tons non-coking coal for Hindalco Industries called at Gangavaram Port on 27th April , 2016. The entire vessel discharge was completed within just 27 hours.Mr. Raj Dandu, Managing Director, Gangavaram Port Limited, stated that this record discharge rate yet again reaffirms the superior port infrastructure and operational efficiency at Gangavaram Port.Gangavaram Port, in the past, has achieved numerous such operational milestones and has today redefined the port operational standards for the bulk cargo handling at Indian Ports. With 9 berths with upto 19.5 m water depths, GPL has handled more than 112 MMT of Cargo till March 2016. **Source: Gangavaram Port**

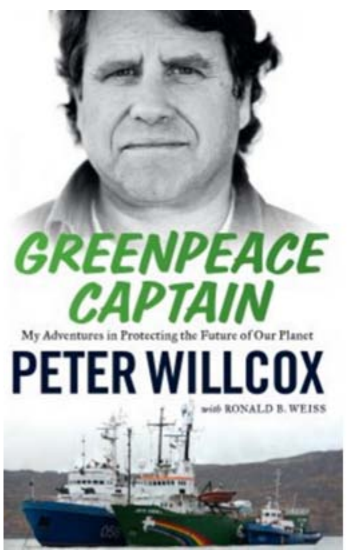
DP World reports 3.7% Gross Volume Growth In First Quarter Of 2016

DP World Limited held its Annual General Meeting for the year ended 31 December 2015. DP World Chairman, Sultan Ahmed Bin Sulayem, made the following statement regarding operational performance in the first quarter of 2016."DP World Limited handled 15.5 million TEU (twenty-foot equivalent units) across its global portfolio of container terminals during the first quarter of 2016, with gross container volumes growing by 3.7% on a reported basis, and up 2.4% on a like-for-like1 basis."First quarter growth was largely driven by a stronger performance from our European and Indian subcontinent terminals. Conditions in Latin America remain challenging while the UAE handled 3.6 million TEU, down 5.9% year-on-year due to loss of lower-margin cargo."At a consolidated2 level, our terminals handled 7.2 million TEU during the first quarter of 2016, a 2.3% improvement in performance on a reported basis and down 0.4% year-on-year on a like-for-like3 basis."Despite the challenging operating environment, we are pleased to see that our portfolio continues to deliver ahead of market volume growth."Our new developments in Rotterdam (Netherlands), Nhava Sheva (India) and Yarimca (Turkey) are now operational and are expected to deliver an increasing contribution in the second half of 2016. The additional 2 million TEU of capacity at Jebel Ali (UAE) and 1 million TEU of capacity in London Gateway (UK) are on course to be delivered in mid-2016, which will offer further room for growth.

"Overall, we remain well positioned to grow volumes ahead of the market, while we continue to focus on driving profitability by targeting higher margin cargo, improving efficiencies and managing costs. Our encouraging start to the year gives us confidence in meeting full year market expectations." **Source: DP World**

Arrested in Russian waters – all in a day's work for an environmental activist

I thought I had a pretty good understanding of **Greenpeace** and how they go about their campaigns around the world: their use of peaceful protest to highlight the way countries flout the natural order of nature, often managing to wreak change through their work. But I didn't know the half of it! I have just devoured **Peter Willcox's** book **Greenpeace Captain**, which has helped provide a far better insight into their work and the way they do things.Willcox is the subject of the book's title, with a proud record of "…four hundred thousand nautical miles and four decades of environmental activism…" He was captain of the **RAINBOW WARRIOR** when French frogmen set off massive explosive charges, blasting holes in its hull in Auckland Harbour on 10 July 1985, sinking it, trapping and murdering the ship's photographer, Fernando Pereira. It was later reported (in a French newspaper report) that the French admiral who oversaw the attack received the green light from, then, President Francois Mitterand.



Greenpeace Captain As Willcox goes on to explain, the desperate action by the French came about from Greenpeace's intention to escort a number of sailing boats to Moruroa Atoll in an attempt to stop France's atomic testing regime. "You can trust the French to over-react." From Auckland and Moruroa, through Chile, Russia (several times), Turkey, Scandinavia, the Philippines, North Sea and many other parts of the world, their work has proven exciting and, all too frequently, personally dangerous. **Greenpeace** has taken aim at the scandalous failure by governments around the world but, almost without exception, they cause no harm to individuals or property. That cannot always be said of themselves; their personal safety can be, at times, in great jeopardy.**Willcox**, his ship and his crew were about to be arrested in Russian waters, well inside the 12-mile limit ("…the Soviets had let us in specifically to catch us…") This was long before the modern day ability to transmit photos and data to any part of the world in an instant; they had taken many photos proving Russia's whaling, the flesh then fed to minks. But how to get the film safely (a relative term, indeed) and quickly from Lorino to Nome, so the world would have proof of the activity? Jim Parulis, the First

Mate, embarked on a trip of at least 120 miles across the Bering Sea in a RIB. His compass was unable to work effectively, and he headed off at high speed in the wrong direction! A Russian chopper flew low over the boat, causing it to buck, with Parulis thrown into the freezing sea. He was rescued – by the Russians – but the all-important film was still tucked in a pocket on the RIB. Eventually, getting their ship in front of the circling RIB, the Third Mate, Bruce Abraham, jumped off the deck of Rainbow Warrior and landed in the runaway… breaking his ankle and rupturing a disc in his back. But he salvaged the film.

One of their actions was in the Philippines, highlighting the failure of the US to clean up their "toxic booby trap" when they withdrew after half a century in Subic Bay. A little girl named Crizel suffered acute myeloid leukaemia from water contaminated by heavy metals, PCBs and other deadly contaminants. She refused an afternoon of treatment so the captain and his medical officer could take her, with members of her family, on a tour of the Manila Harbour in a small boat. Later that day Crizel, their special little girl, died in her sleep. What stuck in Willcox's craw was a message received from a US warship, USS Fort McHenry, in harbour, threatening to shoot them if they ever again passed so close by. "The supreme irony was the 'Home of the Brave' feeling threatened by a six-year-old girl dying of leukaemia – caused by the US military's own toxic waste. (It) made me want to puke."

Greenpeace Captain is a tale of adventure, but far from gung-ho. It is written at first hand and is thoroughly entertaining as well as involving. The audience for this book is immense, from school libraries through discussion groups to state libraries. It relates to everyone with even the slightest sense of despair at what man has done to his home, the planet, all of it government initiated. **Greenpeace Captain** by **Peter Willcox** is available now from Dymocks.

Process of removing grounded pontoon, tugboat begins

CVAC demands that salvage team increase labour, machinery to remove vessels faster

VASCO: The process of removing the grounded pontoon and tugboat at Arossim beach began soon after the tug that was mobilised from Mumbai by Arihant Ship Breakers reached the beach on Friday. According to information, the agencies involved in the rescue operations have been working tirelessly to remove the grounded tugboat first, after which they will deal with the pontoon. "On Friday, they had mobilised an excavator to excavate the area around the stranded tug. The work has already been completed, and the grounded tugboat will possibly be towed during high-tide. Once the grounded tug is removed, the agencies involved in the rescue work will concentrate on removing the grounded pontoon, which is sinking in the sand," sources informed Herald.Sources further informed that South Goa Collector Sachin Shinde, who is also chairman of the South Goa Disaster Management Authority, has called an emergency meeting of different authorities, including Mormugao Deputy Collector Sabaji Shetye, Captain of Ports (CoP), Mormugao Port Trust (MPT) in his chamber in the South Goa Collectorate building at 11.30 am on Saturday.

"After the meeting, the officials are expected to hold a site inspection to take stock of the salvaging work and issue directions, if required," said sources.Meanwhile, the Cansaulim Villagers Action Committee (CVAC) has raised serious concerns over the delay in removing the grounded vessels from the beach.

Addressing newsmen on Saturday, CVAC member Simon D'Souza said, "It is disappointing to note that the work of removing the grounded vessels has been going on at snail's pace. On Friday, they had only removed the sand around the tug, while the work of removing the pontoon is yet to begin. No one is giving a clear picture as to how many days the rescue operations will take. We demand that the agencies remove the tug and pontoon from the beach by increasing their labour force and machinery."He further said, "We have several questions for the government. Firstly, why have the authorities, including the CoP and Coast Guard, not taken action against the people involved in such a disastrous act? What took place on the pontoon that night, was it a wedding or some illegal activity going on when such an incident occurred? Why haven't the authorities acted against the violators so far or are they all hand-in-gloves with them?" **Source : heraldgoa**

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

…. PHOTO OF THE DAY …..

The **BOURBON LIBERTY 308** in the Gulf of Thailand
Photo : Richard Qualm - Aqualis Offshore ©