The Damen shipyards group built and Kotug Smit operated tug RSD 2513 INNOVATION operating in Rotterdam-Europoort Photo: Arie Boer ©
Lifeboat volunteers will form a guard of honour for the funeral of a "gentle giant" crew member who died at the age of 35.

Ben Hirst's coffin will be carried on Rhyl's inshore lifeboat during a procession, which will also see mourners observe a minute's silence.

The dad, who was affectionately nicknamed "Ding Dong" after one of the Rhyl lifeboat crew referred to him as "Big Ben", and had represented Wales as a finalist for Britain's Strongest Man, died on December 22.

His heroism had twice featured in the Daily Post for coming to the rescue of both his partner's daughter when she stopped breathing and a teenager who was hit by a car - not to mention the lives he saved at sea.

A tribute released by the RNLI just before Christmas said: "Ben was a very popular member of the lifeboat crew at Rhyl.

"One of the true gentle giants of this world, Ben would go out of his way to help anyone who asked.

"An ever-present character at the station, Ben will be sorely missed."

Ben had been a volunteer crew member on both the inshore and all-weather lifeboats at Rhyl for more than four years.

**His funeral will take place on Wednesday, January 16, at St Thomas' Church, Rhyl, at 11.15am**

after his coffin is carried from the chapel of rest at Tong's in Brighton Road at 10.15am.

The cortege will proceed to the lifeboat station where a minute silence will be observed.

Some crew members and family will bear Ben in and out of the church before he is taken to St Asaph Crematorium.

A "celebration of Ben's life" will take place afterwards at Elwy Hall.

Family members asked for people to do "one final thing for Ben" by giving him "the most amazing send off" possible.

*****BEN, REST IN PEACE *****
Your feedback is important to me so please drop me an email if you have any photos / articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL CORRESPONDENCE / PHOTOS / ARTICLES TO:

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EVENTS, INCIDENTS & OPERATIONS

The THEBEN assisted by the Port Towage Amsterdam operated tugs SATURNUS & THETIS inbound for the IJmuiden Locks Photo : Peter Maanders Port Towage Amsterdam ©

Smoking on cruise ship could cost you $500
By Johnny Diaz, Sun Sentinel
Passengers looking to light up on the balcony of their Carnival cruise ship cabin may want to think again. Carnival Cruise Line has announced changes to its Tobacco and Marijuana Smoking Policy and the updates warn that passengers who smoke in non-designated areas could be fined $500 or be removed from the ship on their own dime at the next port of call. Non-designated areas now include outdoor cabin balconies. The cruise line introduced the changes on its website last week.
Previously, the cruise line fined passengers who smoked in their staterooms with the fine going to help pay for the cleaning of the rooms, according to travelpulse.com. Passengers who want to smoke can do so on specified exterior decks of the company’s ships as well as the nightclubs and casinos. But for the most part, the ships are smoke-free. The policy applies “to all forms of smoking, including but not limited to cigarettes, cigars, pipes, vaporizers, electronic cigarettes and marijuana,” according to the cruise line. And while some destinations allow the use of pot, the cruise line, which follows U.S. federal law, prohibits “possession and use of recreational/medicinal marijuana” onboard. For travelers who have a medical marijuana prescription, “they will need to consult with their physician for other suitable
alternatives.” Passengers who violate the smoking policy “will be responsible for all financial charges and expenses to return home, and no refund of unused cruise fare will be provided.” Source: staradvertiser

Coming from Houston the oil products tanker **CELSUS PALERMO** IMO 9414292 measuring 185.93 m x 32.20 m got a berth at the refinery in Curacao. flag: Marshalll Is. dwt: 53,540 t Photo: Aart van Essen (C)

**US navy ship sails in disputed South China Sea amid trade talks with Beijing**

A U.S. Navy ship has sailed within 12 nautical miles of a disputed island in the South China Sea.

A U.S. guided-missile destroyer sailed near the disputed Paracel Islands in the South China Sea claimed by China as U.S. officials meet their counterparts in Beijing for talks during a truce in a bitter trade war. The USS McCampbell carried out a “freedom of navigation” operation, sailing within 12 nautical miles of the Paracel Island chain, “to challenge excessive maritime claims,” Pacific Fleet spokeswoman Rachel McMarr said in an emailed statement. The operation was not about any one country or to make a political statement, McMarr said. The statement comes as trade talks between China and the United States are under way in Beijing, the first round of face-to-face discussions since both sides agreed to a 90-day truce in a trade war that has roiled international markets. China claims almost all of the strategic waters, and frequently lambastes the United States and its allies for freedom of navigation naval operations near Chinese-occupied islands. Vietnam, Philippines, Brunei, Malaysia, Indonesia and Taiwan have competing claims in the region. Source: CNBC

The Dutch pilot tender **LESATH** operating off Hoek van Holland Photo: Kees Torn © CLICK at the photo!

**2019 Future Winners**

Overall, the outlook for shipping asset prices remains bright, but several areas are more attractive than others. The VesselsValue forecast takes many factors into consideration when assessing each vessel class and age. Today we’ll look at some of the most appealing segments and the fundamental reasons why ships of this size are more likely to appreciate.
Subscribers have access to a far more granular look at all ship types and ages, allowing for accurate risk assessment of any ship purchases or to identify attractive market segments.

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**Container**

Container ships have dominated the buying opportunities over the past several quarters, and many have taken advantage of this trend to make carefully informed purchases in this space. 10 year old Panamax container vessels represent the strongest buying opportunity in the current outlook. Even though recycling activity has slowed, the global container market balance has tightened in 2018. Furthermore, declining speed has been an important factor this year and slower speeds are expected to be the new normal. Container secondhand values increased during the first half of the year but have since shown a softer development for most sizes. Newbuilding prices have been increasing year to date for the feeder vessels and the recent ordering activity is slowly improving shipyards’ forward books. Despite the increase in new orders, the global orderbook for all shipping segments is still at low levels as deliveries from yards have outpaced new orders being placed.

**LPG**

Third quarter earnings for VLGCs and Midsized tonnage have been improving on the base of higher LPG volumes out of the US and a more active ammonia market. Higher LPG imports to Europe and a strong Indian market have supported Medium Gas Carriers (MGCs) and Handysize too. The pressurized market remains very strong. Petrochemical trades are active to Asia and supported by higher US trade, but import to Europe is down, as economic activity has slowed. The supply and demand balance for VLGCs has been improving, and this will be reflected in higher numbers for vessels. Older units are priced more competitively, with an expected upside of about 30 percent on a 20 year old unit by the start of 2020. MGCs also represent a strong buying opportunity. MGCs of 35,000 cubic meters are also an attractive option. A 15 year old vessel could see a boost of almost 50 percent over the next year. Source: VesselValue
The Colombian flagged tug SAGA came with a tow from Paramaribo (Suriname) to Curacao. The tug is built in 2007 and has a length of 29 m. Photo: Aart van Essen ©

KNVTS afdeling Rotterdam presenteert, in samenwerking met het hoofdbestuur, op 17 januari

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Singapore detains two Brightoil tankers

The Supreme Court of Singapore has detained two oil tankers from financially troubled Brightoil Petroleum Holdings. The 319,800 dwt BRIGHTOIL GRACE, built in 2013 by Hyundai Heavy Industries, was arrested on December 31 last year, while the 107,500 dwt BRIGHTOIL LION, built in 2010 by Tsuneishi Shipbuilding, was arrested on December 27, according to the Sheriff’s report. AIS data from Lloyd’s List Intelligence shows that the two vessels remain anchored near Singapore.

Brightoil did not immediately respond to request for comment. The Hong Kong-listed company had already seen six of its bunker vessels arrested in November by mortgage holder Toyota Tsusho with claims against them totalling about $21m. The company, chaired by Hong Kong billionaire Sit Kwong Lam, became mired in financial troubles in 2017 amid depressed earnings in tanker markets. It announced a plan in July 2018 to shut down its marine transport business and dispose of its oil storage and terminal facilities in Zhoushan as well as 15 vessels that include five very large crude carriers.
and four aframax tankers. However, Brightoil reversed the decision to sell the ships in November, having entered into charter agreements with Shell for the VLCCs and aframaxes. It also said at the time that it was working with a lead bank to restructure its debts. Earlier this month, it announced $700m of financial support secured from its business partner state-owned offshore oil and gas producer CNOOC Group to re-develop an oil and gas project in Caofeidian, along the coast of the Bohai Sea.

China bans open-loop scrubbers in ports

By: Cichen Shen

CHINA has moved to ban the use of open-loop scrubbers, following a similar decision made by the Singapore authorities late last year. As part of the Chinese shipping emissions control area scheme, discharge of wash water from open-loop exhaust gas cleaning devices are prohibited in port waters within the country’s inland and coastal ECAs, the Chinese Ministry of Transport said in a notification. Moreover, the ban also applies to the entire ECA of the Bohai Sea in northern China, while restrictions in other coastal ECAs will be announced in due course, according to the MoT. The national ECAs, which take effect from January 1, 2019, cover nearly all of China’s territorial sea and a large part of the Yangtze River and Pearl River. Vessels entering the coastal ECAs will have to switch to fuels with no more than 0.5% sulphur content. When sailing within the internal water ECAs, they must meet a 0.1% sulphur limit. Although an official from China’s Maritime Safety Administration earlier denied there was a plan to ban open-loop scrubbers, Beijing’s final decision has added another layer of uncertainty over the equipment’s prospects, with many of the world’s largest ports located in China and more shipowners having also embraced the technology to meet the 2020 global sulphur rules. A very large crude carrier
owner in China said the oil majors would likely prefer to charter oil tankers fitted with closed-loop or hybrid scrubbers in the future, but vessels that had already ordered or installed open-loop systems were expected to stick with the existing technology owing to high conversion costs. Unlike open-loop systems that discharge wash water and the harmful substances it contains directly into the sea, the closed-loop ones come with a tank to collect the waste to be emptied in ports for further treatment. “It is very difficult to convert the open-loop scrubbers into closed-loop because the two systems are different structurally. You would have to remove the old systems, retrofit the ship again and then install the new devices. And now the lead time for scrubber installation has been extended to one year, with fewer yard slots available,” the owner said. The most practical way is for the vessels—at least for VLCCs—to continue to use open-loop scrubbers in the open sea and switch to compliant fuel when entering the restricted areas, because most of these vessels will normally carry a certain amount of low-sulphur fuel anyway. Clean Shipping Alliance, a lobby group backed by several leading shipowners that have collectively invested billions of dollars in scrubbers, had expressed concerns about the “arbitrary restrictions unsupported by any science”, after Singapore announced its ban in November last year for environmental reasons. At the same time, two major scrubber suppliers—Wärtsilä and Yara Marine Technologies—had said they were not worried by Singapore’s decision, predicting that interested and invested owners would simply convert or install hybrid systems instead. Open-loop scrubbers are already banned in Belgium, California, Massachusetts, and along Germany’s Rhine River. Elsewhere, the Australian Maritime Safety Authority said last month its government was consulting with local authorities regarding a potential ban on the devices. Source: Lloydslist

Iskes lanceert proef met veerdienst


Royal Caribbean chooses Optimarin ballast water treatment system

ROYAL Caribbean International has chosen Optimarin's ballast water treatment system (BWTS) Optimarin Ballast System (OBS) for retrofit to three vessels, reports London's Vessel Performance Optimisation. OBS is a UV-based BWTS that has type approval from the IMO and the United States Coast Guard (USCG). The systems are modular enabling easy retrofit to any vessel. OBS has so far been retrofitted to Royal Caribbean's Independence of the Seas and Mariner of the Seas and is due for installation on Grandeur of the Seas in the first quarter of 2019. Source: Schednet
The **PRINCESS SEAWAYS** due to strong winds assisted by the Port Towage Amsterdam operated tugs **ATLAS** and **SVITZER MUIDEN** inbound for the Visserij haven in IJmuiden. Photo: Peter Maanders Port Towage Amsterdam ©

A view from the loaded holds of the m.v. **FIVELBORG**: 8500ton bulk and 900ton bigbags with fertilizers for Wilmington and Tampa. Photo: Royal Wagenborg
Fairplayer Mobilising in Batam for the Sergipe Project

Jumbo’s Fairplayer recently loaded a Soft Yoke mooring system in Batam (Indonesia) mobilising for the Sergipe Project (Brazil). The mooring system comprises an anchor base and a rotating yoke arm filled with water and barite ballast. They will transport and install the mooring system in Sergipe in Q1 2019 for the mooring of FSRU Golar Nanook, which is a Floating Storage and Regasification Unit. Here Liquefied Natural Gas (LNG) will be stored and regasified for a coastal power station. Jumbo were awarded the contract by Sapura to perform the transportation and installation of the FSRU’s Mooring System as well as project management and engineering services. The Fairplayer is currently sailing to Brazil via Las Palmas.

d’Amico International Shipping announces the sale and lease back of the LR vessel Cielo di Houston

d’Amico International Shipping S.A. an international marine transportation company operating in the product tanker market, announces that its operating subsidiary d’Amico Tankers D.A.C. (Ireland) (d’Amico Tankers) signed a memorandum of agreement and bareboat charter contract for the sale and leaseback of the MT CIELO DI HOUSTON, a 75,000 dwt LR1 product tanker vessel, currently under construction at Hyundai-Mipo, South Korea (at their Vinashin
facility in Vietnam) and expected to be delivered in January 2019. The Vessel was sold for a consideration of US$ 38.6 million. This transaction allows d’Amico Tankers to generate at the Vessel’s delivery around US$ 10.2 million in cash, net of commissions and additional costs, relative to financing the Vessel though the previously committed loan facility, contributing to the liquidity required to complete DIS’ fleet renewal program and allowing the Company to benefit from the anticipated market recovery. In addition, through this transaction d’Amico Tankers will maintain full control of the Vessel, since a 10.2-year bareboat charter agreement was also concluded with the buyer. Furthermore, d’Amico Tankers has the option to repurchase the Vessel, after approximately 5 years and after approximately 7 years of the charter period, at a competitive cost of funds. As of today, DIS’ fleet comprises 48.5 double-hulled product tankers (MR, Handysize and LR1) with an average age of about 6.9 years (of which 24 owned, 17.5 chartered-in and 7 bareboat chartered. DIS has also 4 vessels in commercial management). Currently, d’Amico Tankers has also shipbuilding contracts with Hyundai Mipo Dockyard Co. Ltd., for the construction of 2 LR1s (Long Range) product tankers expected to be delivered in Q1 2019. Paolo d’Amico, Chairman of d’Amico International Shipping, stated: “I am glad to announce the conclusion of this transaction with a large Japanese financial institution, which will generate net cash proceeds of approximately US$ 10.2 million for DIS, relative to financing the vessel through the previously committed bank loan. This is our first JOLCO (Japanese Operating Lease with Call Option) transaction; it is a pioneering deal for a non-Japanese ship-owner, providing us with a new source of capital with enhanced economics relative to conventional Japanese sale-leasebacks.”

Source: DIS

FOLLOWING the official opening of Cosco Shipping Ports (CSP) Terminal at Khalifa Port in Abu Dhabi last month, Abu Dhabi Terminals (ADT) and CSP-Abu Dhabi have signed a Memorandum of Understanding (MoU) to strengthen their collaboration and ensure smooth transactions between the two facilities. The CSP Abu Dhabi Terminal is the first international green-field subsidiary of CSP. The water depth of the semi-automatic terminal is 16.5 metres which should allow it to accommodate container ships in excess of 20,000 TEU. With an annual design capacity of 2.5 million TEU, the terminal will begin trial operations in April 2019 with 1.5 million TEU handling capacity and will gradually ramp up the volume over the year. CSP invested US$300 million in the terminal which includes the largest container freight station in the Middle East covering 275,000 square metres. The facility is the first of its kind in the region to be semi-automated and has facilities for full and partial bonded container shipments, a full range of container packing services, short-term warehousing for de-consolidated cargo as well as easy connectivity with the container terminals in Khalifa Port.

The new MOU between Abu Dhabi Terminals and CSP notes Khalifa Port’s growing importance in local, regional and global trade and its inclusion as the main regional hub of the Chinese Belt and Road initiative. The companies will continue to cooperate and increase capacity at Abu Dhabi Khalifa Port to make it a container gateway port.

Chairman of COSCO Shipping, Captain Xu Lirong, said: “We will support the development of the terminal to the fullest extent of our capability by developing shipping routes and transshipment network to drive the volume growth of CSP Abu Dhabi Terminal. The terminal is set to be a pivot for us to develop a global maritime hub for international transshipment and logistics.”
China is the UAE's largest non-oil trade partner. In 2017, bilateral trade between the two countries increased by 15 per cent to more than $53 billion, representing 14.7 per cent of the UAE's total foreign trade. During the same period the UAE accounted for nearly 30 per cent of total Chinese exports to Arab countries and about 22 per cent of total Arab-China trade. Bilateral trade is expected to increase to $70 billion a year by 2020. CSP anticipates that in addition to attracting investors from Eastern Asia, it will increase Khalifa Port's competitiveness and act as a catalyst for investment by foreign companies to set up in the free zone of Khalifa Industrial Zone Abu Dhabi (KIZAD), the region's largest industrial, manufacturing and logistics hub and free zone. KIZAD, which comprises 410 square kilometres, has to date attracted more than 200 tenants and $17.7 billion in investment. So far, 19 Chinese companies have signed lease agreements for land in the demonstration zone established in August 2017 by the Chinese Jiangsu Provincial Overseas Cooperation and Investment Company. CSP Abu Dhabi Terminal is part of Abu Dhabi Ports' five-year growth strategy to increase Khalifa Port, with its two container terminals, to a combined total capacity of 9.1 million TEU. The addition of CSP Abu Dhabi Terminal has already moved Khalifa Port up from being the 89th largest container port in world rankings to within the top 25, reports Maritime Executive, Fort Lauderdale, Florida.

**Julong Dredger for Latin America**

Qingzhou Julong Environment Technology Co. Ltd., a Qingzhou City based manufacturer and supplier of dredging equipment, recently delivered another set of dredging equipment to Latin America. One portable cutter suction dredger Julong-CSD2006 and 300 meters of discharge pipelines were shipped to Latin America in December, 2018. "Only one truck trailer can transport the dredge from one project to another one. Julong oversea field service engineer help the client assembled, launched and commissioned dredger at project site before Christmas Holiday," Julong stated in its announcement. According to Julong, the dredger will mine sand from a max. depth of -6m, and supply it to a sand classification plant, used for construction industry.

**Major Fire On Oil Tanker Ship Off Hong Kong Kills One, Two Missing**

An oil tanker caught fire after a massive blast off the coast off Lamma Island in Hong Kong on Tuesday, killing one crew member. 23 crew members of the 26 were rescued from the water by the marine police boats, whereas two personnel are still missing. Efforts are going on to find the missing. The 11,000-ton, oil and chemical tanker, **AULAC FORTUNE**, is...
registered in Vietnam and was en route to Hong Kong from the southern Chinese port of Dongguan, according to ship tracker Marine Traffic. Reports state that there is significant damage to the ship's hull from the blast and tanker was heavily listing as black smoke came from its mid-section, as the fire appeared to be largely extinguished. Police and Fire Services Department are conducting rescue operations. Reference: South China Morning Post/ CNN/ Hong Kong Police

**SPLIT HOPPER BARGE LAUNCHED AT BATAM**

Launching of the 500 m3 split hopper barge **KARANG ANOM** at **PT Amedco shipyard Batam** on 8th of January.

A collision between a Tunisian boat and a Cypriot container ship that sent hundreds of tonnes of fuel spilling into the Mediterranean in October was due to an extraordinary series of human errors, investigators said Monday. The watch officer on board the Tunisian vessel Ulysse was chatting on his phone, while his counterpart on the Cypriot container ship Virginia did not attend to radar alarms, Tunisian, French and Cypriot investigators said in a report presented in Tunis. The Tunisian vessel rammed into the Cyprus-based boat — anchored some 30 kilometres (18 miles) off Corsica — at full speed on the morning of October 7. The Virginia had thrown anchor in the middle of a sea lane, the report said. It took several days of maritime manoeuvres to disentangle the boats and pump some 520 cubic metres of propulsion fuel, which had...
escaped tanks “This accident is due to human error shared between the Tunisian boat’s team and that of the Cypriot boat,” said Youssef Ben Romdhane, director general of sea transport in Tunisia’s commerce ministry.

“The captain of the Tunisian boat was busy… making private telephone calls. He was far from the radar screen that warns of danger. He was alone”, he told AFP. The Cypriot boat was anchored in an “inadequate” area, he added.

“According to testimony… this is the first time a ship had dropped anchor in this location… (on) a sea lane used by merchant ships,” he said. The Virginia had thrown anchor there under pressure from the ship owner, Ben Romdhane said, citing the investigation’s report. The two ships had the same insurer, which estimated damage to the two ships to be at least 13.5 million euros (15.5 million dollars), while cleaning coastal waters was provisionally estimated at 10 million euros, Ben Romdhane said. More than 12 ships, including the French and Italian navy, were mobilised to tackle the fuel spill caused by the collision. The mayor of French coastal town Ramatuelle lodged a complaint over pollution of Pampelonne beach, a renowned retreat in the Gulf of Saint Tropez. A separate investigation is being carried out by France’s judiciary, which is still evaluating responsibility for the accident and pollution. Source: North Africa Journal

China has not yet placed a full ban on open-loop scrubbers – BIMCO

Chinese regulators have updated part of its domestic emission control area (DECA) regulations with effect from 1 January 2019 but has not yet placed a full ban on open-loop scrubbers as reported widely. In recent days, there has been reports that the Ministry of Transport in Beijing has now banned open-loop scrubbers from the country’s emission control areas (ECAs), which now cover most of China’s territorial waters. Sources familiar with the matter have however told BIMCO that according to the updated regulation, the banned areas for discharging wastewater from scrubbers remain within inland ECAs, port waters under coastal DECA and the Bohai Bay waters only. A full ban on open-loop scrubbers could however be adopted soon, sources familiar with the matter also told BIMCO In November, regulators said ships equipped with scrubbers were permitted to carry and use High Sulphur Fuel Oil (HSFO), subject to emissions monitoring, and that scrubber waste and water must be disposed according to relevant regulation. This remains the case In October, there was
speculation that China was planning a ban on open loop scrubbers. Chinese officials confirmed to BIMCO at the time that there were no immediate plans to impose a ban on the technology, as long as they were in compliance with prevailing regulation.
Read the BIMCO article here:  https://www.bimco.org/news/environment-protection/20180926-china-will-not-ban-open-loop-scrubbers?pn=2

The updated DECA regulation is designed to supplement the previous regulation, as well as to provide more detailed guidelines for implementation. BIMCO members are encouraged to pay attention to the following points from the new DECA regulation:
- Ships that need to switch to low sulphur fuel must make a fuel switch plan and keep it onboard. The switch timing, ships position, fuel sulphur content - before and after switching - as well as fuel tank data and consumption details must be properly recorded on the ship’s Engine Log. BIMCO reads this as in line with IMO requirements for entering and leaving ECAs in accordance with MARPOL Annex VI.
- The discharge and disposal of water pollutants generated by ships using exhaust gas cleaning systems (scrubbers) must meet the requirements of relevant regulations. It is prohibited to discharge wastewater generated by open-loop scrubbers within the inland emission control areas, port water areas of coastal emission control areas and Bohai Bay water areas.
- A yet to be decided ban on wastewater generated by open-loop scrubbers within the whole of China’s domestic emission control area will be announced in due course.
- It is prohibited to discharge exhaust gas washwater residues into any current DECA water or burn them onboard.

Source: BIMCO

The BLUE MARLIN loaded with the FLOATEL ENDURANCE arrived off Las Palmas
Photo: Capt Rien Daane  Master Biglift Barentsz ©

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS?
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BOLUDA FRANCE confirms to the PIRIOU group the building of two new tugs
In March 2018, BOLUDA FRANCE, a subsidiary of BOLUDA CORPORACION MARITIMA -the second largest towage operator worldwide- had ordered a new series of tugs from PIRIOU shipyard with a firm order for two first units to be delivered in June 2019. The next two units -the order of which was confirmed in May 2018- will be delivered by the end of 2019. In this series of eight tugs, two new units were confirmed by BOLUDA FRANCE to PIRIOU for a delivery in May 2020. Built by PIRIOU Vietnam with a standard PIRIOU design which meets BOLUDA FRANCE’s specific requirements, the six tugs of this new series -with a bollard pull of 77 tonnes and measuring 30.3mwill be put to service in French harbours. This order comes after a first series of eight 70 tonnes bollard pull tugs built by PIRIOU for BOLUDA FRANCE between 2007 and 2009 and a second series of six tugs built by PIRIOU’s Vietnamese shipyard which were delivered between 2015 and 2017: **VB OURAGAN, VB CYCLONE, VB TYPHON, VB TEMPETE, VB VOLCAN, VB TORNADE.**

Vincent FAUJOUR, PIRIOU General Manager declares: ‘This new firm order shows our Vietnamese shipyard has been able to maintain the confidence of a longstanding and major customer for our group. We are thus continuing the strategic partnership we initiated with BOLUDA FRANCE 20 years ago. This is the sign of mutual confidence and respect’.

Denis MONSERAND, BOLUDA France General Manager adds: ‘With this new firm order, we confirm our trust in PIRIOU shipyard which has been designing for us and delivering quality tugs perfectly adapted to our customers’ requirements. This new series will be built with increased power compared to the previous generation, to reach a 77 tonnes bollard pull. This will allow our crews to operate in the best safety conditions vessels of ever-growing length’. These units will be built on the OST 30’ (Omni Stern Tug) model, issued from the range of tugs designed by PIRIOU. The ‘OST 30’ is a multipurpose tug developed for ‘push pull’ type towage and harbour assistance operations as well as deep sea operations. With a hull length of 30.3m, it is also fitted to bring assistance to vessels in access channels. This tug is equipped with two aft azimuth propellers (Azimuth Stern Drive), driven by two marine medium-speed diesel engines, fresh-water cooled with box cooler refrigerants. At the bridge, the ergonomics of the single-command control station and the high visibility over the entire working area and its surroundings allow the captain to manoeuvre his tug alone.

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The **VB TORNADE** loaded onboard the **ROLLDOCK SKY** in 2017 enroute from Vietnam to Europe

*Photo : Piet Sinke [www.maasmondmaritime.com](http://www.maasmondmaritime.com)  (c) CLICK at the photo & hyperlinks in text !*
In order to answer to operating conditions required by BOLUDA FRANCE, these tugs will be fitted with many pieces of equipment including:
- Fi-Fi 1 equipment for fire fighting
- Aft sea towing winch and tugger winch for deep sea towage
- Double drum fore winch with Escort function
The OST 30 are designed to be maintained every five years with special antifouling and ICAF system. Accommodation is in accordance with ILO 2006 requirements and special attention is paid to noise reduction.

**S. Korea to Expand Deep-Sea Catch to 900,000 Tons by 2023**

South Korea plans to expand its total annual catch from deep-sea fishing to 900-thousand tons by 2023. The Ministry of Oceans and Fisheries on Monday announced the plan as part of efforts to raise the country’s global competitiveness and sustainability in deep-sea fishing, which accounts for nearly half of South Korea’s overall fish production. To reach the target, the ministry will create a fund worth 170 billion won by 2023 to help replace old deep-sea fishing vessels with new ones. The government will finance 50 percent of the fund while most of the remaining half will be covered by investment by banks. A total of 17 ships aged 40 years old or more are to be replaced under the plan. *Source: KBS*

**Esvagt turns to Vestdavit for high seas windfarm boat-handling**

Vestdavit has reinforced its claim to be the davit supplier of choice for higher sea states after securing orders to equip three state-of-the-art Esvagt Service Operations Vessels (SOVs) destined to support windfarm maintenance in challenging North Sea conditions. Developed by Havyard Design & Solution and built by Havyard Ship Technology, the Esvagt trio will be delivered in 2020-2021. The construction project continues a run of eight Havyard designed vessels built for Esvagt but the davit contract has brought Vestdavit particular satisfaction, after earlier projects went to the competition. “These are repeat orders, demonstrating that Esvagt has been very happy with the quality and competitiveness of vessels delivered from the Leirvik yard,” says Rolf Andreas Wigand, Managing Director, Vestdavit. “We are therefore especially delighted that Hayward has switched its boat launching and recovery system preference for these latest high performance SOVs. This will also bring the number of Esvagt vessels equipped with davits from Vestdavit over a three year period to six.” Each of the SOVs will be equipped with one PAP-16000 Workboat davit with emergency launch capabilities, one PLRH-5000 SOLAS davit, two L-3500 Life raft davits and one Telescopic painter boom, with all equipment to be delivered by 2020. “More and more, windfarm development is taking place further from shore, increasing the need for specialised vessels to transport personnel to the turbine in demanding conditions. Boat launch and recovery requires special attention to match expectations for the SOV and ensure that crews are comfortable and safe when sea states are high.” In the configurations delivered to Esvagt, both the PAP-16000 and PLRH-5000 davits will be able to perform in sea states up to 6. With SLW of 16,000KG, the PAP-16000 is Vestdavit’s largest single point davit and uses a docking head to fix the boat into position during the lifting and lowering process. It is designed to handle Esvagt’s large STB12 workboat fully equipped. To do this in challenging seas the davit will offer lifting speeds of 45m/min and is equipped with shock absorbers and a constant tension system. It will also be supported by a long-outreach telescopic painter boom with winch to provide adjustable tension on the painter line. The PLRH-5000 davit is a fully SOLAS-approved davit designed for customers with high performance needs which Esvagt will use to launch and recover its own STB7 boat. The unit achieves lifting speeds as high as 60m/min and is equipped with shock absorbers, a constant tension system and hydraulic guiding arms. Vestdavit designs, supplies and supports tailor-made solutions for launching and recovering boats in difficult conditions at sea. Its range of boat handling systems and davits are the first choice of navies, coastguards, seismic survey operators, pilot authorities and offshore operators who need to be able to operate small boats safely from larger vessels. Since 1975 Bergen-based Vestdavit has supplied over 1,900 davits and side and stern launch systems. They have proven themselves for almost 40 years of use in the North Sea and other harsh environments around the world. Self-tensioning and shock absorbing systems ensure crew safety and widen the operational window for the users. Vestdavit’s key focus is on operational effectiveness, safety and the reliability of its equipment. [www.vestdavit.no](http://www.vestdavit.no)
Veilig 2018 ontluisterd door Bow Jubail morsing en watertaxi ongeval

Meer oog voor passagiers- en recreatievaart in 2019

The Kotug Smit operated tug UNI ON 7 assisting the NAVI G8 ANDESINE in the port of Rotterdam

Photo : Hugo Sluimer © CLICK at the photo !


Passagiers- en recreatievaart

‘Varen doe je samen’ is de naam van het landelijk platform voor beroepsvaart en recreatievaart, maar het zou ook het credo kunnen zijn van ons beleid voor 2019, vindt De Vries. “Afgelopen zomer werden we opgeschrikt door een incident tussen een sloep met passagiers en een watertaxi. Het was een ernstig ongeval en het had nog veel ernstiger kunnen zijn. In termen van risico vormen de passagiersvaart en recreatievaart een bijzondere categorie, omdat de mensen aan boord kwetsbaar zijn. De gemeente Rotterdam heeft ambitieuze plannen en als havenmeester draag ik daar graag
aan bij. De stad, de rivier en de scheepvaart moeten naast elkaar kunnen bestaan. Voor het Havenbedrijf is daarbij de veiligheid van primair belang.”

The **LANTAU ARROW** and **BG DIAMOND** outbound from Rotterdam **Photo : Kees Torn © CLICK at the photo !**

De havenmeester heeft conclusies getrokken uit een nieuw risk assessment met stakeholders. De regelgeving voor snelheidsbeperking langs de oever en bij in- en uitvaren van havens moet beter tussen de oren van de vaarweggebruikers komen en het Havenbedrijf moet intensiever controleren op vaargedrag. Het gaat om basale regels als op elkaar letten, rekening houden met elkaar, netjes varen, recht oversteken, duidelijk zijn en uiteraard voldoen aan de verkeersregels.

Hutchison Ports hails 11,923-TEUer, biggest ever to call in Pakistan

KARACHI’s Hutchison Ports Pakistan has docked the 11,923-TEU **China India Express**, the biggest ship ever to call in Pakistan. The China India Express is operated by Cosco Shipping Lines Pakistan Ltd reported Karachi’s News International. Hutchison Ports Pakistan general manager Syed Rashid Jamil said: “The extension of China India Express to Pakistan is the start of a new era in our container sea trade. "Our terminal's location and state-of-the-art equipment enables us to efficiently handle vessels of this size in the quickest time possible," said Capt J amil. **Source : Schednet**

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**NAVY NEWS**

**How Britain will support America with a new naval base in Southeast Asia**

by Tom Rogan

Supporting the U.S.-led international order, Britain will establish a new naval base in Southeast Asia. To be most effective, the Royal Navy should use that base to facilitate submarine operations.

Still, the U.S. should be grateful for Britain's decision here. As first reported by the Sunday Telegraph, this decision isn't an easy one. This is especially true in the context of the challenge of Brexit. After all, Britain is concerned that Brexit will lead to a short-medium term economic decline and possible recession. At the same time, however, China has been offering major economic investments to the U.K. in return for its silence on China's agitation in the South China Sea. But
where former British Prime Minister David Cameron chose the Chinese trough over the preservation of international order, Prime Minister Theresa May and her defense secretary, Gavin Williamson, are righting that mistake. Yes, Britain needs increased defense capability, but this deserves American thanks.

Of course, this is also ultimately the right choice for British interests. As with the Trump administration, the British government recognize that China's control over the west Pacific would corrupt democratic order and free trade in favor of Beijing's feudal empire. In turn, it would mean increased prices for British consumers, and lower export opportunities for British businesses. A recipe, in short, for economic and political suffering. To prevent this outcome, Britain must help constrain China's threat. That brings us back to the base. As my map below shows, were the Royal Navy to establish a naval base in long-term ally Brunei, it would give the allies means of corralling Chinese forces. Limiting Chinese movement and offering force replenishment, a Brunei base would also provide another key benefit: strike power. Namely, strike power via the deployment of at least one Astute-class submarine at the base at all times. Quiet, quick, and well-armed with powerful torpedoes, these submarines are also equipped with the high-capability 2076-Sonar system. This allows them to complement U.S. Virginia-class counterparts in threatening the enemy while unseen. Unseen is a necessity here. We must hope it does not come, but in any conflict with China, reliance on major capital surface ships would risk replicating a Force Z-style disaster (a concern the U.S. Navy would do well to note). Ultimately, though, Americans should be grateful here. Britain faces compelling economic reasons to ignore China's aggression in the South China Sea in favor of Beijing's economic patronage. But choosing to stand alongside America in support of the U.S.-led international order, London proves its continuing worth as our closest ally. Source: Washington Examiner

**Russian naval patrol stalks US warship in Black Sea**

Patrol ship *Pytlivy* of Russia's Black Sea Fleet is monitoring actions of *USS Fort McHenry* that entered the Black Sea on January 6, the Russian Defence Ministry said on 7 January.

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“Patrol ship Pytlivy of Russia’s Black Sea Fleet is performing a complex of activities to control the actions of amphibious transport dock (LSD) USS Fort McHenry”, the ministry said in a statement. The statement noted that the ship had been in the Black Sea since 9:00 p.m. Moscow time (18:00 GMT), January 6. “As of 9:30 a.m. (6:30 GMT), the ship entered the Romanian port of Constanta”, the ministry added. Commander of the US 6th Fleet Vice Adm. Lisa M. Franchetti said that the vessel’s transit to the Black Sea shows collective commitment to the Black Sea security. In December, US Special Representative for Ukraine Kurt Volker said that Washington should consider the possibility of increasing its presence in the Black Sea. On 25 November, Ukraine’s Berdyansk and Nikopol gunboats and the Yany Kapu tugboat illegally crossed the Russian maritime border as they sailed toward the Kerch Strait, the entrance to the Sea of Azov. Russia seized the Ukrainian vessels and detained 24 crew members after they failed to respond to a demand to stop. After the incident, a criminal case on illegal border crossing was opened in Russia. Source: Sputnik

Coast Guard Station Golden Gate 47-foot Motor Lifeboat crews conduct surf training near Ocean Beach in San Francisco, California. The crews train in high surf to ensure they are prepared to respond to maritime emergencies during rough weather conditions. (Coast Guard photo by Seaman Ryan Estrada) CLICK at the photo!

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Korea regains top spot in shipbuilding, but challenges remain in offshore drilling

By Shin Ji-hye

South Korean shipbuilders regained the top spot in the global market share of shipbuilding orders last year, beating their Chinese counterparts for the first time in seven years due mainly to a surge in demand for liquefied natural gas carriers. The industry, which has just turned a corner, still faces challenges in offshore drilling. According to London-based offshore and energy tracker Clarkson Research, global orders of Korean shipbuilders stood at 12.6 million compensated gross tonnage last year, accounting for 44.2 percent of the total orders. The orders of Chinese shipbuilders were 9.1 million CGT, accounting for 32 percent of the total share. The latest breakthrough by the Korean shipbuilding industry was mainly fueled by rising orders of LNG carriers for the nation’s big three shipbuilders -- Hyundai Heavy Industries, Samsung Heavy Industries and Daewoo Shipbuilding & Marine Engineering. They gained 66 LNG carrier orders last year out of the total 76 orders. Their performance is also forecast to be strong this year, as the current upswing in the LNG carrier market is expected to continue. The global LNG carrier market is expected to post a nearly 5 percent rise on average over the next five years due mainly to rising demand for cleaner fuels, including natural gas, globally, according to London-
Based research firm Technavio. CEOs from the big three shipbuilders have also vowed to reclaim the nation's title of "shipbuilding powerhouse" in their New Year's address. Han Young-seok and Ga Sam-hyun, joint CEOs of Hyundai Heavy Industries, said, “This year is a key year to determine the future of our company. We will reclaim our status as the world’s best shipbuilder.” DSME CEO Jung Sung-leep has pledged to make the firm small but solid this year, by reclaiming the reputation of the world’s best shipbuilder. Samsung Heavy Industries CEO Nam Joon-ou has vowed to make this year the first year for revival and a new takeoff. Still, some say it is too early to talk about the revival of the nation's shipbuilding industry, as it still faces challenges in offshore drilling. Last year, only Hyundai won one offshore drilling contract for the King’s Quay project of the US firm LLOG Exploration, with Samsung and Daewoo gaining zero. Offshore drilling vessels are a platform to explore for and extract petroleum, which lies in rock formations beneath the seabed. In the early 2010s, many Korean shipbuilders rashly jumped into the high-value offshore drilling market by making big investments. But they ended up having 7 trillion won ($6.2 billion) in losses in 2015 due to the plunge of oil prices and frequent design changes. The market is still in a slump, as global oil major firms have not been active in investment amid low oil prices. On top of that, competition is becoming fiercer in the market, as rivals from Singapore and China are luring oil major firms with low prices. Last year, the nation’s three-biggest shipbuilders all joined the bidding for the Rosebank project of the US oil firm Chevron Corp. Hyundai and Samsung gave up due to cost competitiveness, and only Daewoo and Singapore-based Sembcorp Marine are left as the final candidates. Currently, the big three are all waiting for the results of their bidding for offshore drilling projects. Hyundai is waiting for the result of the Vietnam Block B offshore field development, while Daewoo is awaiting the Rosebank project and Samsung is waiting for the Reliance project of Indian firm Reliance Industries. Source: koreaherald

The MSC AZOV entered the drydock at Palumbo in Malta Photo: Mario Schembri ©

Croatia’s shipbuilders struggle to stay afloat

Late wages, mass strikes, scrapped contracts — Croatia’s once-thriving shipbuilding sector is sinking, in one of the last gasps of the region’s communist-era industrial giants. The towering cranes looming over Pula port have been frozen still for weeks as an eerie silence hung over the shipyard, where hundreds of workers from Croatia’s biggest shipbuilding group Uljanik have been on strike for most of the past two months. They took to the streets in October for a third time this year after not receiving September’s wages, but trickled back on Monday after announcing a temporary “pause” in their latest walkout to help out unhappy clients “The situation is bad, wages are late, people are leaving,” Orce Stojkovski, a 48-year-old shipfitter, told AFP from the port on Croatia’s northern Adriatic coast. “We are nearing a moment when
there will be no one left to protest, let alone build a ship,” he said, showing photos of an August demonstration and pointing out the former colleagues who have since quit. About a quarter of Uljanik’s 4,500 workers, split across two docks, have packed their bags since January, mainly to seek work abroad. Meanwhile, clients from Canada and the Cayman Islands have cancelled contracts for nine ships this year, deepening the woes of a debt-laden firm on the brink of bankruptcy. The cancellations were over Uljanik’s “inability to deliver... in line with contract terms”, according to statements published on its website. It has been a painful unravelling for a company at the heart of an industry that used to be a source of pride for the whole of former Yugoslavia. During their heyday in the 1980s, Croatia’s shipbuilders were a venerated group whose business was ranked third on the global market. But the 1990s independence war that helped spur the collapse of Yugoslavia, followed by a tough transition from a state-controlled to a market economy, took its toll. Overstaffing, outdated technology, poor management and lack of an overall industry policy have added to the dysfunction. It is a familiar story across the Balkans, where state-run industrial giants in former Yugoslavia, from metals plants to car builders, have struggled to privatise and sunk into debt Croatia now ranks 13th in the world order book with 0.6 per cent of the market — a tiny sliver compared to the 80 per cent market share controlled by China, South Korea and Japan. An industry workforce of more than 21,000 during its peak has now shrunk down to 6,000 spread across the four main construction docks: Uljanik, 3. Maj (also owned by Uljanik), Brodosplit and Brodotrogir. Restructuring Croatia’s shipping industry was a key plank in the country’s entry into the EU in 2013. But analysts say its four main shipyards have failed to adapt to market trends as business shifts from Europe to Asia. The European docks still open have survived by pivoting to more sophisticated ships such as cruisers, after they stopped being able to compete with Asian giants on ships like tankers or bulk carriers. Some also diversified their production to include steel construction, wind farms or oil platforms. “Ships dominated by steel and work were replaced by ships dominated by technology,” economic analyst Damir Novotny said. But Croatia has been slow to upgrade its technology or invest in education, he stressed. Hefty state funding has barely kept the industry afloat. The government, which still owns a 25 per cent stake in Uljanik, has pumped around €4 billion (RM19.1 billion) into the sector in recent decades, according to the Institute of Public Finance. The state also offered more than €500 million guarantees for loans to Uljanik. In March, Uljanik chose a local firm as a strategic partner to restructure the company. But the rescue plan was rejected by Brussels because of excessive state participation in the process. A new plan is now under review in Zagreb. “If it will not be accepted we are facing a bad scenario — bankruptcy or liquidation,” warned Djino Sverko, a union leader. Bankruptcy could herald “the end of Croatia’s shipbuilding industry as a whole.” That would leave him and thousands of others without a job, adding to Croatia’s 8.4 per cent unemployment rate. “Uljanik is 162 years old, this work is sacred to us,” he added. “It would be like a mother abandoning her child over protruding ears.” The sector, accounting for around two percent of the GDP, also supports thousands of subcontractors as well as trade schools, universities, and insurance firms. Its collapse would affect them all. In Pula, three ships — a polar cruise, a dredger and a livestock carrier — are sitting at the dock, waiting to be finished. Now, like the rest of the country, it is tourism that is bringing the biggest boon. Many shipbuilders are renting their apartments on the Adriatic coast to cover gaps in their pay. But there are fears Croatia cannot live on tourism alone, which makes up 20 per cent of its GDP. “We cannot think of Pula without Uljanik,” said the city’s mayor Boris Miletic. It is part of Pula and the Istria (peninsula’s) identity.” Source: Malay Mail

ROUTE, PORTS & SERVICES

DHT Holdings Moves co-CEOs from Oslo to Singapore

VLCC owner DHT Holdings announced that its Co-CEOs have relocated to Singapore. The relocation follows changes in the tax law in Norway from 2019 for tax residency of companies formed outside of Norway. The crude oil tanker company
said that the new legislation takes into account the place of daily management as well as the place of management and control on board level. The Company’s tax residency will remain unchanged in Bermuda. The Company’s office in Singapore will hold senior management, chartering, operations, newbuilding supervision and technical management whereas the Company’s office in Norway will retain functions within finance, accounting, investor relations, chartering and operations. DHT’s fleet trades internationally and consists of crude oil tankers in the VLCC segments. It operates through our integrated management companies in Oslo, Norway and Singapore. Source: Marinelink

Offshore jurisdictions protest as Netherlands puts them on blacklist

By: Pedro Gonçalves

The Bahamas call it “premature”, the Cayman “unjustified”, in the eyes of the Bermuda government it is “unfortunate” and the Isle of Man was caught by “surprise”. Offshore jurisdictions from all over are protesting as the Dutch puts them on blacklist.

The chief minister Howard Quayle sees no explanation for the inclusion of the Isle of Man on that list. “I was pretty surprised by that. It was a little bit bizarre, I mean the Isle of Man has a better regulatory rating than the Netherlands so I’m surprised at their actions”. “Obviously this happened over the holidays period so I haven’t been able to speak to their officials to see where this is coming from,” he told Manx Radio. “The decision made by the Dutch Government to include Bermuda on their low-tax jurisdictions in unfortunate.” Treasury minister Alfred Cannan told the same news outlet he believes the move is more about Holland putting its own house in order rather than an attack on the Island. Jersey and Guernsey are also included but the Caribbean island of Curacao - a constituent country within the Kingdom of the Netherlands - is not. He said the new measures have been well trailed and seek to prevent aggressive profit shifting. “Let’s remember very clearly: The Dutch have been top of the pops when it comes to facilitating and allowing a corporate
shifting of international profits," Cannan added. In the Caribbean, the Dutch decision has caused some backlash. The Cayman Islands government issued a statement saying it "regrets" that the Netherlands had chosen to break from other EU member states by establishing its own "blacklist" of 21 jurisdictions, including the Cayman Islands. On Dec. 28, the Dutch ministry of finance released a tax list of 21 jurisdictions aimed at preventing companies from avoiding tax by moving mobile assets to low-tax jurisdictions, as reported by International Investment. From 2021, a withholding tax of 20.5% will be levied on interest and royalty payments from the Netherlands to entities in listed jurisdictions. The list will also be applied to a number of other cases and transactions. In a statement issued by the Premier's Office Friday, the government said the list was based on the sole criterion of those jurisdictions having a lower corporate tax rate than any EU member state. All of the countries on the list have a corporate tax rate of less than 9 percent, while some, like Cayman, have no corporation and income tax at all. "This 'blacklisting' does not take into account Cayman's demonstrated adherence to international standards for tax transparency, or participation with the OECD's BEPS Inclusive Framework, and ignores our engagement with the EU's Code of Conduct Group over the last two years to address their concerns regarding economic substance," the statement said. The government rejected the blacklisting as "unjustified" and "lacking in fairness and credibility."

"It is unfortunate that the Netherlands has chosen to attempt to divert criticism of its own tax practices by attacking the legitimate tax regimes of other jurisdictions," the statement continued. The Bahamas "will have some serious concerns" if its inclusion on a Dutch "blacklist" means European Union (EU) countries are going further than the bloc's own anti-tax evasion offensive. KP Turnquest, deputy prime minister, told local news outlet Tribune Business that the government had already mobilised its diplomatic contacts in a bid to discover the rationale for the Netherlands "unusual" action. He added that its decision to include The Bahamas on a list of 21 "low-tax jurisdictions", which were singled out on the basis that they have no or low corporate income tax rates below nine percent, was especially troubling given this nation's efforts to comply with the anti-tax evasion demands of the 28-nation EU - of which the Netherlands is a prominent member. Turnquest said The Bahamas' passage of legislation to remove preferential tax breaks for foreign investors, and require entities that are part of multinational corporate networks to have "substance" behind their presence here, would effectively be rendered meaningless and worthless if individual members went beyond the bloc's own standards like the Dutch.In Bermuda, a ministry of Finance spokesperson stated: "The decision made by the Dutch Government to include Bermuda on their low-tax jurisdictions in unfortunate."The government of Bermuda has had a Tax Information Exchange Agreement [TIEA] in place with the Netherlands since June 2009 and we are complaint in all areas of transparency and exchange of tax information. The Ministry of Finance will work to address the Dutch Government's concerns." The Dutch blacklist contains five jurisdictions currently blacklisted by the EU: American Samoa, the US Virgin Islands, Guam, Samoa, and Trinidad and Tobago. However, it now includes another 16 low-tax jurisdictions: Anguilla, the Bahamas, Bahrain, Belize, Bermuda, the British Virgin Islands, Guernsey, the Isle of Man, Jersey, the Cayman Islands, Kuwait, Qatar, Saudi Arabia, the Turks and Caicos Islands, Vanuatu and the United Arab Emirates. Source : internationalinvestment

The 2000 built superyacht NEOM formerly INDIAN EMPRESS entering the 1982 built submerged heavy load carrier SUPER SERVANT 4 at Valletta, Malta on Tuesday 8th January, 2019. Photo : Capt. Lawrence Dalli www.maltashipphotos.com (c)
New York's offshore wind race gaining speed

Five developers have expressed their interest in taking part in New York's first offshore wind solicitation targeting 800 MW of capacity, The Politico reports. The companies and partnerships that have filed a notice of intent with the New York State Energy Research and Development Authority are Bay State Wind LLC, a joint venture (JV) between Denmark’s Ørsted A/S and utility Eversource Energy; Vineyard Wind LLC, a partnership between Copenhagen Infrastructure Partners (CIP) and Avangrid Renewables LLC; Mayflower Wind Energy, a JV between Shell New Energies and EDP Renewables; Norway's Equinor ASA, formerly Statoil; and Atlantic Shores Offshore Wind, which was formed last month by EDF Renewables North America and Shell New Energies. According to the report, the interested parties hold wind lease areas in federal waters covering 700,000 acres (283,300 ha) in total off the coasts of New Jersey and Massachusetts, which could host up to 7 GW of turbine capacity. At the time of announcing the solicitation, in November, NYSERDA said it will award 25-year power purchase agreements (PPA) to projects of between 200 MW and 800 MW, while it can contract higher capacity if “sufficiently attractive proposals are received.” Bids are due by February 14, while successful candidates will be announced in the spring. The competition aims to support the state’s goal for 2,400 MW of offshore wind by 2030.

Source: renewablesnow

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Two Dead as Bulker in Distress in the Black Sea

Two people died and another four were missing on Monday after a ship carrying coal sent a distress signal off the northern coast of Turkey, the coast guard and the local governor's office said. The Panama-flagged vessel, which departed from Russia's Azov port, sent out a distress signal around 148 kilometers (92 miles) off the northeastern Black Sea province of Samsun, the coast guard said. Thirteen crew members were on the bulk carrier including nine Ukraine nationals, two Azerbaijan nationals and two Russians, the Samsun governor's office said. The coast guard said the distress signal was received regarding a “possible sinking” of the ship. Seven members of the crew had been rescued so far while a search and rescue operation continued for the other four, the coast guard said. The operation was being carried out by a
plane, two helicopters and two boats, it said, adding that one airforce helicopter was also joining as back-up. Source: Marinelink

The 10 meters, 800 hp linehandling tug TOSUN 100. Build by Besiktas workboats in Turkey. Photo: Capt Bas van Hoorn ©

Rijksrederij’s ARCA returned to Den Helder after the search for containers lost by the MSC ZOE north of the Dutch Wadden Islands Photo: Roy Flem ©

Ørsted pauses Taiwan offshore wind projects amidst permit woes

It failed to get an establishment permit for projects Changhua 1 and 2a in time.
Danish-based firm Ørsted paused its projects in Taiwan and said it will revisit activities, timelines, and commitments after it failed to get an establishment permit in time to sign a 2018 power purchase agreement (PPA) with Taipower for the offshore wind projects, Changhua 1 and 2a, Offshore Wind reports. The deadline for signing the 2018 PPA was extended to 2 January 2019. However, Taiwan’s Bureau of Energy had not issued an establishment permit by close of business local time. According to the report, in November 2018 the Taiwanese government proposed a 2019 feed-in-tariff of TWD 5,106 per MWh ($165.6/MWh) and suggested a production cap of 3,600 annual full-load hours. Ørsted Offshore CEO Martin Neubert commented, “We’re very concerned about the suggested feed-in-tariff level for 2019 as well as the newly proposed cap on annual full-load hours. We will need to see significant changes to these proposals before we can progress any further towards a final investment decision on the projects. ”The proposed retrospective changes would jeopardise the creation of a local offshore wind supply chain, harm the planned transition to renewable energy and cause significant uncertainty among international investors looking to Taiwan,” the executive added. The projects have a total capacity of 2.4GW and around 1.8GW has been earmarked for buildout in 2021 and 2025. Source: Asian Power

ONE achieves record shipshore moves in Singapore

Japan’s Ocean Network Express (ONE) has set a record last month when one of its box ships “NYK SWAN” moved 6,000 containers in 18.5 hours, or a gross berth productivity rate of over 300 shipshore moves at the PSA Singapore's Pasir Panjang Terminal. The company said in a statement that the achievement was considered "an exceptionally high-performance standard in container shipping operation". To mark the event a celebration was held, which was attended by over 100 representatives from ONE and PSA Singapore. They included senior vice president of Global Vessels Operations (ONE), Takashi Kase, vice president of Procurement (ONE), Arthur Schoof and vice president of Pasir Panjang Terminals 1-3 (PSA Singapore), Philbert Chua. "This was a significant occasion for both ONE and PSA, as it not just represented the highest productivity rate by far demonstrated by an operating vessel of ONE, but also served as a new operational benchmark for PSA," the statement added."This remarkable record in operational excellence demonstrated ONE's service reliability in commitment and efficiency to meet the market's growing demand. Inspired by this milestone, ONE continues to drive excellence in operations to achieve and exceed the expectations of all valuable customers and partners." Source: Schednet

MARITIME ARTIST CORNER

‘Offshore assistance vessel SEASSPAN. Commissioned by Mr. Kees Leeuw, Seaworx Offshore, Den Helder in 2000. Artist’s Impression (the vessel was under conversion at Blohm & Voss at the time) in oils by Nico M. Peeters. More info: [www.nicompeeters.nl](http://www.nicompeeters.nl)
The ELBTRADER ready to leave the drydock at Damen Shiprepair in the Wilton haven in Schiedam

Photo: Gerrit van Katwijk ©
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