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Subsea 7's [SEVEN SUN](#) built by Royal IHC, seen during trials at the Northsea
Photo : Arie van Heteren (c)

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The [CROAZIA JET](#) arrived in Caracas Bay – Curacao – Photo : Kees Bustraan (c)

Libyan naval forces in Tripoli say have seized foreign tanker

Libyan naval forces have seized a Sierra Leone-flagged oil tanker on suspicion of illegally entering Libyan waters in an attempt to smuggle gasoline, authorities said on Saturday. The vessel, the **CAPTAIN KHAYYAM**, was stopped in Libyan waters on Friday night 25 miles northwest of Zuwarah city, and was carrying 1.6 million liters of gasoline, said Ayoub Qassem, a spokesman for the naval forces allied to Tripoli's self-declared government. "The tanker was seized due to illegal entrance to Libyan waters without permission," Qassem said. He said more details would be announced when the tanker was docked in Tripoli. He said it was a sailing under a Sierre Leone flag with a crew of nine including nationals of Turkey, Ukraine, and Azerbaijan, including one woman. Five years after the fall of Muammar Gaddafi, Libya has two rival governments each backed by competing armed factions, and a U.N.-backed government of national unity that is trying to bring the sides together but faces resistance on the ground. Each side accuses the other of illegally trying to smuggle out oil or bringing in weapons to arm Islamist militants or other fighting groups. Tankers and ships are often seized off the coast, and have in the past been hit with air strikes. In September, military forces allied with Tripoli said they had captured a Russian-flagged oil tanker and its crew trying to smuggle oil from the port of

Zawara. Some of those crew have been released, others face trial. Source: reuters (Reporting by Ahmed Elumami; Writing by Patrick Markey; Editing by Hugh Lawson)



The 1979 built MLT flag offshore supply ship **DILIGENCE** leaving Grand Harbour, Malta on Monday 8th February, 2016 bound to Bunkering Area 1. She's the former **MAESTRALE TERZO**; **NAWRESS** and **BAKASSI** and owned by **Talabot Navigation Ltd**, Malta. Photo: Capt. Lawrence Dalli - www.maltashipphotos.com



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The **CAPE CLAUDINE** outbound from Le Havre – Photo : Fabian Montreuil (c)

Coast Guard Approves Electronic Chart Carriage

The U.S. Coast Guard published guidance on February 5 that allows mariners to use electronic charts and publications instead of paper charts, maps and publications. The Navigation and Vessel Inspection Circular NVIC 01-16 establishes uniform guidance on what is now considered equivalent to chart and publication carriage requirements. Combining the suite of electronic charts from the U.S. hydrographic authorities and the Electronic Charting System (ECS) standards published this past summer by the Radio Technical Commission for Maritime Services, the Coast Guard believes official electronic charts provide mariners with a substitute for the traditional official paper charts. "After consultation with our Navigation Safety Advisory Committee, the Coast Guard will allow mariners to use official electronic charts instead of paper charts, if they choose to do so. With real-time voyage planning and monitoring information at their fingertips, mariners will no longer have the burden of maintaining a full portfolio of paper charts," said Captain Scott J. Smith, the chief of the U.S. Coast Guard's Office of Navigation Systems. The new guidance applies to vessels subject to U.S. chart, or map and publication carriage requirements codified in Titles 33 and 46 CFR and provides a voluntary alternative means to comply with those requirements. "Mariners have been requesting the recognition of this capability for some time," said Smith. "When you combine the new expanded Automatic Identification System carriage requirement and the capability that an ECS provides, it should provide a platform to move American waterways into the 21st century." This technology will also allow mariners to take advantage of information and data to enhance situational awareness during voyage planning and while underway. The guidance is available here :

http://www.uscg.mil/hq/cg5/nvic/pdf/2016/NVIC_01-16_electronic_charts_and_publications.pdf

Source: London USCG



Subsea 7's [SEVEN OCEANS](#) passing Maassluis inbound for Rotterdam/Schiedam Photo: Monique Davis-Mulder

DMA's Reminder On Containers To Be Weighed Before Departure



The [AL MANAMAH](#) inbound for Algeciras Photo: Francis Ferro ©

From 1 July 2016, packed containers intended to be carried on international sea voyages must be weighed before being loaded. The new measure is to minimize the number of accidents. In recent years, there has been a number of

accidents where large ships have lost containers at sea and where the ship's hull has been extensively damaged due to overload. The main reason for this is probably incorrect container weight data.

Weight information must be available

It has been decided internationally that – as of 1 July 2016 – the so-called "verified weight" of all packed containers must be established. In addition, the weight information is required to follow the container at all times and be available to the ship and the terminal. The new provisions apply in all ports from which packed containers are shipped.

Who establishes the weight?

The shipper who completes the packing of the container is to establish the verified weight. There are two ways of doing this:

- The packed container is weighed by means of a suitable weight.
- The weight of the container's cargo and lashing elements are added to the weight of the empty container (a certified method must be used).

The new regulations do not apply to containers carried on a chassis frame or a trailer on board ro-ro ships engaged on short international voyages. The regulations will be formally issued in early May 2016 following a European Commission consultation procedure, but the preliminary order is available here:

Order on verification of the weight of packed containers.

<http://www.dma.dk/SiteCollectionDocuments/Nyheder/2016/BEK-xxx-xxxx2016-verification%20of%20the%20weight%20of%20loaded%20containers-uk.pdf>

Source: Danish Maritime Authority



The banner features the EUROPE logo with a red star icon. Below the logo, it lists four services in red boxes: SALES (GET THE BEST OFFER), RENTAL (FULL SCALE OF PRODUCTS), OPERATIONS (WE LIFT EVERYTHING), and SERVICE (24/7 SUPPORT). On the right, contact information is provided: WWW.EUROPE.NL, +31(0)10 460 24 99, INFO@EUROPE.NL, and the address SCHIEDAMSEDIJK 54 L, 3134 KK VLAARDINGEN, THE NETHERLANDS. The background shows industrial equipment and cranes.



The [UNION 11](#) seen operating in the port of Rotterdam – Photo : Freek Koning (c)

Immobilisation or Lay-up of Vessels, or Stopping or Anchoring for Repairs in SA Waters

Club correspondents **P&I Associates (Pty) Ltd., Durban** have advised that the South African Maritime Safety Authority (SAMSA) has published a new Marine Notice concerning the immobilisation or lay-up of vessels within South Africa's territorial or inland waters including those which stop or anchor for repairs. The requirements of Marine Notice No. 10 of 2016, "Ships Requiring Immobilisation, Lay-Up, Stopping or Anchoring for Repairs, etc. Within South Africa's Territorial Waters or Internal Waters, Outside Harbours or Fishing Harbours", are summarised as follows:

"Owners and Masters of ships navigating around the coast of South Africa, who may require the ship to stop and/or anchor for immobilization, repairs or lay-up within the Territorial Waters or Internal Waters, must apply through a local Shipping Agent to the nearest Principal Officer (PO), or through Cape Town Radio to MRCC (Maritime Rescue Coordinating Centre) at the Centre for Sea-Watch and Response, for the Authority's permission to do so. Permission may be granted with certain conditions to be adhered to." **Source: WoE** - See more at:

<http://www.westpandi.com/globalassets/samsa-marine-notice-no-10-of-2016.pdf>



The "**SERTAO**" still under arrest but safely moored in Teesport at the old Shell jetty. **Capt. Keimpe (c)**

IMO Pushes "Polluter Pays" Convention

The **IMO**, together with the **International Oil Pollution Compensation Funds (IOPC Funds)** and the International Tanker Owners Pollution Federation (ITOPF), is urging member states to ratify and implement a key compensation treaty covering the transport of hazardous and noxious substances (HNS) by ship. The International Convention on Liability and compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010, (HNS Convention) establishes the principle that the polluter pays by ensuring that the shipping and HNS industries provide compensation for those who have suffered loss or damage resulting from an HNS incident. Together with the IOPC Funds and ITOPF, IMO has produced a six-page brochure that explains to states the purpose and benefit of the HNS Convention and encourages IMO member states to take the next steps to ratify or accede to the Convention. "The HNS Convention recognizes that accidents can and do happen, and it is the last piece in the puzzle needed to ensure that those who have suffered damage caused by HNS cargoes carried on board ships have access to a comprehensive and international liability and compensation regime," said IMO Secretary-General Kitack Lim. "The number of ships carrying HNS cargoes is growing steadily with more than 200 million tonnes of chemicals traded annually by tankers. I urge all states to consider acceding to the HNS 2010 treaty as soon as possible, in order to bring it into force." Entry into force requires accession by at least 12 States, meeting certain criteria in relation to tonnage and reporting annually the quantity of HNS cargo received in a state. There are as yet no contracting states to the 2010 HNS Convention. However, progress towards the Convention's entry into force has

gathered pace over the past year, with a number of states preparing the necessary implementing legislation. The 2010 HNS Convention can deliver the uniform and comprehensive regime needed to provide compensation for costs, including clean-up and restoring the environment, in the event of an incident involving HNS cargoes. Total compensation available under the Convention is capped at 250 million Special Drawing Rights (SDR) of the International Monetary Fund (approximately \$380 million at current exchange rates) per event. Shipowners are held strictly liable up to a maximum limit of liability established by the Convention for the cost of an HNS incident. Registered owners of ships carrying HNS cargoes, have to maintain insurance that is state certified. The HNS Fund pays compensation once shipowner's liability is exhausted and is financed through contributions paid post incident by receivers of HNS cargoes. The HNS Fund is administered by states and contributions will be based on the actual need for compensation HNS covered by the Convention include: oils; other liquid substances defined as noxious or dangerous; liquefied gases; liquid substances with a flashpoint not exceeding 60°C; dangerous, hazardous and harmful materials and substances carried in packaged form or in containers; and solid bulk materials defined as possessing chemical hazards. The Convention complements existing regimes already in force for the transport of oil as cargo, bunker oil used for the operation and propulsion of ships, the removal of hazardous wrecks and claims for death of or personal injury to passengers, or for damage to their luggage, on ships. The brochure is available here.

<http://www.imo.org/en/MediaCentre/HotTopics/Documents/HNS%20ConventionWebE.pdf>



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A Time Charterer's Successful Lien Over Cargo

The English High Court has recently held in *The Clipper Monarch* that a time charterer can exercise its right of lien cargo, to recover sums due out of the proceeds of sale of the cargo. In this case the time charterer claimant, as disponent owner, voyage chartered the *Clipper Monarch* for the carriage of a cargo of iron ore from Mexico to China. When the voyage charterer failed to pay freight, deadfreight, demurrage and other charges, the claimant exercised a lien over the cargo on board and ordered the ship to wait outside China, in international waters. After several weeks of non-payment, the claimant obtained an order of the English court pursuant to CPR Part 25(1)(c)(v) to sell the cargo. The terms of the order provided for the proceeds of sale to be "treated as if subject to the same rights (if any) as [claimants] had in respect of the goods prior to their sale." The cargo was subsequently sold and the claimant then applied for an order that the proceeds of sale be paid out to it. The claimant obtained two arbitration awards in its favour: firstly as disponent owners against the voyage charterer under the charterparty, and secondly as assignees of the head owners against the shipper under the bill of lading. As judgment creditor against both the voyage charterer and the shipper, the claimant then sought enforcement (avoiding double recovery) in the High Court.

Judgment

The English court held that the claimant was entitled to recover the debt owed, out of the sale proceeds based on two grounds:

1. That the claimant was a judgment creditor of both the voyage charterer and the shipper and the subject cargo clearly belonged to one of them.
2. The claimant was the beneficiary of a lien conferred by the voyage charterparty as against the voyage charterer.

The court added that, as assignees of the carrier head owners, the claimant is also the beneficiary of a true lien against the shipper pursuant to the bill of lading. Whilst certainly an interesting case, as with all things, this case will have been determined based on its own particular facts. For further information on liens more generally members should visit our Defence webpage. This article intends to provide only general guidance on the above issues, arising as

a matter of English law. It is not intended to provide legal advice in relation to any specific query. In case of any doubt, the member should not hesitate to contact the authors, or their usual club contact. The law is not static and if in any doubt The Standard Club is always on hand to assist. **Source: The Standard Club**

Paragon Offshore declare bankruptcy

By: Svilen Petrov

The offshore rig operator Paragon Offshore filed Chapter 11 bankruptcy, following prearranged deal to cut 1.1 billion USD debt from its balance sheet and restructuring of 2.7 billion USD debt. The company Board of Directors is in negotiations with the shareholders for debt restructuring since December 2015. Paragon Offshore has reached an agreement with 77% group's unsecured bondholders and 89% of senior lenders to give cash payments in return to reduce the principal debt balance and modify the terms of loans. The bondholders agreed to accept 345 million USD in cash and 35% equity in restructured company in exchange of forgiving debt of 984 million USD, as well as receiving another 50 million USD in cash from company's future profits. Additionally, Paragon Offshore will pay down 165 million USD on its revolving credit line in exchange for converting a remaining balance of 630 million USD into a term loan, maturing in 2021. Paragon Offshore opted to make 15.4 million USD interest payment in mid-January and triggered 30-day grace period before default. Filing the Chapter 11 bankruptcy is the next step during restructuring of the company. Its current owners will retain a majority stake, but the firm will still have significant outstanding debt following the restructuring. "We have reached agreements that will allow Paragon to significantly reduce its debt while preserving majority ownership for existing equity holders. The transaction, once implemented, will allow Paragon to eliminate more than 1.1 billion USD of debt and reduce annual cash interest payments by nearly 60 million USD", said president and CEO of Paragon Offshore, Randall Stilley. "Importantly, Paragon will continue to operate as usual, paying our employees and vendors in the normal course while providing the same high level of service to our customers", added he. Like most others players in the offshore industry, Paragon Offshore was also hit by the low crude oil prices and overcapacity on the market. The drilling activity reduced drastically during the last year, bringing big losses for the companies in the sector, as well as cutting of thousands jobs. **Source: Maritime News**



VIGILANT arriving at Great Yarmouth on 28th January. **Photo : Ashley Hunn (c)**

Icebreaker vessels designed for harsh offshore Sakhalin operations

Construction has started of the first hull of three new icebreaking standby vessels at Arctech Helsinki Shipyard.

Russian shipping contractor Sovcomflot has ordered all three for operations in the northeast Sakhalin offshore region, where they will work for Sakhalin-2 operator Sakhalin Energy Investment Co. The 100-m (328-ft) long, 21.7-m (71.2-ft) broad vessels will provide standby and rescue duties and oil spill recovery, but can also be used as supply ships for cargo transfer or as diving support vessels (each is equipped with a moonpool). Four diesel generator engines supply total power to each vessel of around 21 MW, with propulsion power of 13 MW. The vessels can accommodate up to 98

personnel. They have been designed to operate in thick drifting ice for ice management and icebreaking in temperatures down to -35°C (-31°F). Arctech adds that the vessels will be able to proceed independently in 1.7-m (5.6-ft) thick ice. Newbuilding 512, the first of the three, is due to be delivered by the end of 2016. **Source:** pennenergy



Derrick barge [TETRA HEDRON](#) transiting the bayou, [Port Fourchon](#). Photo: Cody Gebert (c)

Veelbelovende start 2016 voor YoungShip Rotterdam

2016 is goed begonnen voor **YoungShip Rotterdam**. Zowel **Damen** als **Marflex** zijn toegetreden als hoofdsponsor. De combinatie van netwerkactiviteiten en mogelijkheden om kennis met elkaar te delen zal ook in 2016 opgezocht worden. Altijd gericht op het organiseren kwalitatief aantrekkelijke ledenactiviteiten zoals netwerkbijeenkomsten, seminars en bedrijfsbezoeken. Samenwerking met bedrijven zoals **Damen** en **Marflex** maakt het mogelijk om actuele kennis en ideeën te koppelen aan de opvattingen van toekomstige maritieme professionals. Verder is **Lisa van Beveren** als Secretaris tot het bestuur toegetreden. Afgelopen jaar werden de activiteiten goed bezocht, ruim 100 'young maritime professionals' hebben zich ondertussen als lid aangemeld. Ook in 2016 wordt ingezet op maandelijkse netwerkbijeenkomsten. Aangevuld met minimaal vier masterclasses of bedrijfsbezoeken en één seminar. Activiteiten staan altijd in het licht van samenbrengen van starters op de maritieme arbeidsmarkt en het maritieme bedrijfsleven. Gericht op het creëren van netwerkmogelijkheden en kennisontwikkeling voor alle betrokken partijen. Los van het organiseren van meer activiteiten en ledenvoordelen, werkt het bestuur van **YoungShip Rotterdam** aan het professionaliseren van de organisatie. **Michiel Spitzer**, voorzitter: 'Lisa's kennis van de maritieme sector en haar ervaring met bestuurswerk zijn een waardevolle toevoeging aan YoungShip Rotterdam. Dit helpt de stichting richting de volgende fase met betrekking tot leden ontwikkeling en het organiseren van interessante activiteiten.' Sinds de oprichting in Bergen, Noorwegen, is YoungShip snel gegroeid. Op dit moment telt het YoungShip netwerk ruim 3.000 leden in 16 wereldwijde maritieme clusters. De Rotterdamse tak opgericht in november 2014 en blijkt een geschikt platform te zijn voor jonge maritieme professionals. Een brede mix van internationale bezoekers vindt hun weg naar de maandelijkse netwerkbijeenkomsten en andere activiteiten.



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Greenpeace [ESPERANZA](#) arrived at [Cape Town](#) pilot station – Photo : Aad Noorland (c)

US Exporters Urge Coast Guard To Delay Solas Container Weight Mandate

Saying it will be impossible to implement the SOLAS container weight rule by July 1 without severely disrupting trade, U.S. exporters are calling on the Coast Guard to delay the rule until it can be amended and determined that they won't face a competitive disadvantage against foreign exporters. But carriers are pushing back, saying the law does not allow for any delays. Following a Wednesday meeting in Atlanta attended by 60 exporters and the U.S. head of a large container line, the head of an agriculture shippers group said it was clear it would be impossible not to disrupt trade while meeting the rule's requirement that a shipper-signed weight, the verified gross mass, is given to the carrier and marine terminal sufficiently in advance of vessel stowage to allow stowage plans to be created. "We cannot put U.S. exporters at a greater competitive disadvantage than they already are due to the high price of the U.S. dollar," Peter Friedmann, executive director of the group, the Washington-based Agriculture Transportation Coalition, told JOC.com. Friedmann said the group was calling on the Coast Guard to delay implementation much the same way the Secretary of Homeland Security delayed implementation of the 100 percent scanning requirement for all inbound containers as mandated under the 2006 Safe Ports Act. He said the rule should not be implemented in the U.S. until it is determined that implementation would put U.S. exporters on a level playing field with other exporters. At the very least the rule should be put off until July 1, 2017, he said.

Under the amendment to the Safety of Life at Sea, or SOLAS, convention originally approved in 2014, individual nations that are party to SOLAS will implement the rule according to their own guidelines, ensuring that the core requirements that shippers provide a VGM based on actual weighing of the cargo, and that carriers and terminals do not load a container for which no weight has been provided — are met. "We believe the U.S. Coast Guard should decree that it will not implement this and instruct the terminals not to implement it until such time that all the stakeholders are satisfied that this will not to disrupt export commerce," Friedmann said. The issue has been raised by Friedmann's group on Capitol Hill and members of Congress are starting to look into the issue. "There's growing interest in global container weight and it's something that both Representative Hunter and the subcommittee will continue evaluating. With the competing interests involved, it's important to fully understand all the arguments to determine the best way ahead. And that's something we're in the process of doing," said Joe Kasper, chief of staff to Duncan Hunter, R-Calif, chairman of the Coast Guard and Maritime Transportation Subcommittee. "The Commerce Committee is making inquiries about the impact of the mandate," said Frederick Hill, communications director for Sen. John Thune, R-S.D., chairman of the Commerce, Science and Transportation Committee. Thune has been a strong supporter of agricultural exporters, having pushed for faster responses to shippers' rail complaints via a Surface Transportation Board reform bill and highlighting late last year how U.S. West Coast port congestion was crippling outbound shipments. He was also instrumental in pushing the Department of Transportation to create metrics on port productivity. The U.S. Coast Guard is expected this month to issue guidelines on how the rule will be implemented, but it's unclear how far they will go in addressing the range of outstanding logistics issues. But the World Shipping Council,

the Washington-based trade group representing container lines globally, said unlike in the Safe Ports Act, which authorizes the Homeland Security secretary to postpone the scanning rule, nothing in the law behind the container weight mandate allows for a delay in implementation. "The Secretary of (the Department of Homeland Security) is authorized to postpone implementation of the 100 percent scanning provision if he/she determines that it cannot be successfully implemented. There is no similar provision in the SOLAS amendments," John Butler, CEO of the World Shipping Council, told JOC.com in an email on Thursday. "More to the point, nobody can seriously make the case that in 2016 it is unreasonable to require a shipper to accurately describe the weight of a loaded container that it introduces into international commerce. We don't know of any other shippers that are making such a claim." To the point that the rule shouldn't be implemented in the U.S. until other countries have implemented it, Butler said: "SOLAS is a safety convention; it does not allow member countries to ignore safety on the grounds of economic considerations. Having recently called the SOLAS rule a "fiasco," Friedmann stepped up criticism of the rule and the process that led to its adoption by the Maritime Safety Committee of the International Maritime Organization, the London-based United Nations agency. He said U.S. shippers and terminals had no role in the development of the rule, which will impact container supply chains back to the origin hundreds or thousands of miles from the seaport from which the container left. The rule requires the shipper named on the bill of lading to physically weigh the cargo — or have a designated representative do it — using one of two methods (either weighing the contents of the container and adding it to the unladen weight of the container, or weighing the sealed container and its contents as one), and to submit a signed VGM to the carrier. The rule makes it illegal for the carrier and terminal to load a container onto a ship for which no VGM has been received and requires they use the VGM in building the vessel stowage plan. Among the key emerging issues is the time it will take to obtain the VGM and get it to the carrier with enough advanced notice for it to be used in the stowage plan. Other issues include how the VGM will get into the hands of the carrier given that manual documentation is used for an estimated half of the roughly 300,000 containers shipped daily on a global basis, according to the online container portal Intrta. Still further issues surround the question of whether terminals will allow containers unaccompanied by a VGM into their facilities. "There were many parties who were never engaged in the development of this rule, including the marine terminals — they were never part of this discussion — and the shippers were never part of the discussions," Friedmann said. Prior press releases indicated that a few different non-governmental groups other than the World Shipping Council were involved in discussions at the IMO over five years leading to the adoption of the container weight rule. One group, the Global Shippers Forum, has the head of the U.S.-based National Industrial Transportation League on its board. Another group that was involved, International Cargo Handlers Association, has some terminals as members. But that said, based on the large and growing number of questions from shippers, carriers, terminals and other parties about how the rule will get implemented with less than a half a year before it takes effect, it seems clear that the preparation was inadequate. As time has gone on, the confusion and the list of questions only seems to grow, with only bits and pieces of clarity coming from carriers or other parties. In an interview with JOC.com on Wednesday, Friedmann went further, suggesting that given the hurdles to get it implemented, there was no compelling rationale for the rule to begin with. He said scant evidence of problems associated with overweight containers has been presented and he said there was just one vessel casualty, that of the MSC Napoli, which was scuttled in the English Channel in 2007, that has been cited as rationale for the rule. Though the U.K. coast guard found many containers to be overweight and noted in its report that "...The stresses acting upon a container ship's hull cannot be accurately controlled unless containers are weighed before embarkation," Friedmann said it was "inconclusive" that overweight containers were the actual cause of the accident. "The creation of this rule was done without any problem identified. Why do we have this rule?" Friedmann said "Representatives of over 160 governments who carefully considered the issue for the last five years disagree," Butler said. "The decision by the SOLAS parties to adopt the rule was based on multiple sources of information indicating that misdeclared containers are prevalent and dangerous. That decision was made two years ago after extensive discussion." "It is not open for reconsideration," Butler said. "This is now the law, and the job at hand is to make sure it is implemented." Some say the issue of overweight containers has long been an issue for carriers. Even the founder of containerization, Malcom McLean, understood the danger. According to William Gotimer, McLean's personal and business attorney and general counsel for all his transportation companies from 1991 until McLean's passing in 2001, overweight containers were a big issue for the Sea-Land Service Inc. founder. "Malcom McLean had a visceral sentiment on the issue of overweight containers. He strongly believed they were dangerous on the road and in the port," Gotimer said. "I believe it stemmed from an accident he either once had or knew of where the driver was unable to control the load due to its weight. He had me speak with each of the various transportation departments of the states up and down the eastern seaboard to seek their support to limit overweight containers citing the constant damage overweight loads were doing on the roads." Gotimer said McLean refused to accept even legally overweight containers on his Trailer Bridge barge service to Puerto Rico. He was concerned not just about a container being overstuffed, but those handling it, including the truckers and dockworkers, not knowing it was overweight and being put in harm's way as a result. He said the

issue stemmed from the switch from commodity pricing for containers to container pricing, i.e. the rate became based on the container irrespective of what was inside it. That created “a great incentive to overstuff it, and an incentive to lie about what was in it.”Source: JOC



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FROM CHALLENGE TO CONQUEST

First U.S. LNG Fueling Terminal Opens

Harvey Gulf has opened the first marine LNG fueling terminal in North America.



The move comes less than a year after the delivery of the Harvey Energy, America's first LNG-powered vessel. Harvey Gulf completed a successful LNG bunkering of the Harvey Energy from the newly constructed LNG terminal facility at its operational base in Port Fourchon, Louisiana. The bunkering included the transfer of 43,000 gallons of LNG in approximately 2.25 hours without incident. The terminal is designed to meet the requirements of 33 CFR part 127 NFPA 59A and able to deliver LNG at a pumping rate of 550 GMP. The total on site storage is approximately 270,000 gallons contained in three 90,000 USG type “C” vacuum insulated tanks. Shane Guidry, Chairman and CEO of Harvey Gulf, commented: “This is a testament to Harvey Gulf's commitment to promoting the use of LNG, a clean, abundant, and cost-effective alternative marine fuel. With the completion of our LNG terminal at Port Fourchon, we are able to provide a LNG bunkering point at the epicenter of marine operations for the Gulf of Mexico, which is vital to continuing the shift to LNG as a marine fuel.” The **Harvey Energy** and her sister ship the **HARVEY POWER**, both LNG powered offshore supply vessels (OSVs), are under charter to Shell and support Shell's Gulf of Mexico assets. **Harvey Power** is the second of six LNG OSVs being built for **Harvey Gulf International Marine** by **Gulf Coast Shipyard Group**, and like its sister ship, **HARVEY ENERGY**, **HARVEY POWER** is capable of operating on LNG or diesel fuel.



The LNG powered [HARVEY ENERGY](#) seen arriving in Port Fourchon **Photo : Piet Sinke (c) [CLICK on photo & hyperlink !](#)**

The vessel also meets the criteria of the ABS Enviro+ Green Passport notation. When operating on LNG, these vessels exceed the new Tier IV emissions regulations requiring lower sulfur oxides and nitrogen oxides emissions as part of the North American Emission Control Area. Operating on LNG, the Harvey Power can operate in excess of 19 days in normal Gulf of Mexico rig supply mode between refueling. **Source : MAREX**



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Early Stages of Future MSC Cruise Ship

MSC MERAVIGLIA



Click left to see an epic video which shows the early steps of **MSC Meraviglia's** construction. We get to see certain elements and blocks of the vessel coming together at the STX France shipyard in St. Nazaire, France. The video teases us with some ship facts, **Meraviglia** has 35,000 tons of steel, more than 300,000 steel parts, 1,500 km of cable, 100 km of ventilation trunks, more 200 km of pipes, 80,000 lighting points, 4,200 m2 of galleys, 2,200 m2 of cold rooms and 300,000 litres of paint. In addition to all those facts the MSC ship will be 167,700 gross tons and carry 4,500 passengers. the ship is well underway in construction but there are still many major milestones to come. Just recently the cruise line and shipyard held a coin ceremony where MSC Cruises also announced news of two **Meraviglia Plus** class ships. **MSC Meraviglia** will be completed in June 2017 and will become the cruise lines largest cruise ship. **Source: cruisehive**

Container ship Emma Maersk left anchorage to prevent anchor dragging

by: Svilen Petrov



The [MOEN ISLAND](#) en [EMMA MAERSK](#) as seen at the Brest Anchorage – Photo : Jacques Carney (c)

The container ship [EMMA MAERSK](#) left anchorage in Bay Brest off Brest, France under danger of storm and strong winds. The big container carrier was under ballast without cargo on board, waiting to dock at Port of Brest. The container ship [EMMA MAERSK](#) has large free boards, which made her irresistible to the expected strong winds. The master decided to leave anchorage either due to dragged anchor, or to master wanted to prevent the ship from possible accident and play on sure going to open sea. The ship went outside the anchorage and took course against the wind and waves. The vessel returned to the anchorage after weather improved during the night. The local authorities commented that there was no accident, but just the master of the giant vessel decided to prevent possible anchor dragging and went into open sea, where the ship is more resistant to the bad weather and strong winds. From Maersk Line also confirmed that there was no danger for the vessel, but just decision of the master to prevent possible anchor dragging or grounding. The container ship [EMMA MAERSK](#) (IMO: 9321483) has overall length of 397.00 m, moulded beam of 56.00 m and maximum draft of 15.50 m. The deadweight of the vessel is 156,907 DWT and gross tonnage is 170,974 GRT with maximum capacity of 13,500 TEU. The ship was built in 2006 by Odense Steel Shipyard in Denmark. The vessel is driven by main engine Wartsila 14RT-Flex96c with maximum output power of 109,000 hp.

Source: Maritime News



The [SAFMARINE NOKWANDA](#) arriving at [Port Chalmers](#) on her first visit to the port Photo : Ross Walker (c)

Proper condition monitoring of a vessel can help save millions down the line

Today's freight market is more than challenging to say the least. Besides freight rates, though, a ship owner has to take into account various other elements, such as regulatory changes and other cost increasing factors. In order to increase a ship's life span, reduce maintenance costs and save millions of dollars down the line, owners can take advantage of the various condition monitoring services, from the likes of companies like Parket Kittiwake, which, in essence, act as an "always on" device, looking after critical parts of a vessel's operation. Hellenic Shipping News

Worldwide (www.hellenicshippingnews.com) talked about this important feature with Larry Rumbol, Marine Condition Monitoring Market Development Manager, Parker Kittiwake. Ship owners these days are looking for all kinds of solutions and technologies, which would help them improve their operating margins, which are challenged by low freight rates, increasing regulations and a series of other cost increases. How important is the field of condition monitoring of their vessels?

Fundamentally a ship is an investment in the future. Given that vessels entering service today are likely to have an operational lifespan approaching a quarter of a century, any operator with an ad hoc maintenance strategy is not going to realise the full value of that asset. By taking a proactive approach to monitoring the health of vital equipment and machinery, operators can achieve better control of the risks, minimise downtime and spread vessel repair and renewal costs across the cash flow cycle in order to maximise profits. In the face of increasingly stringent environmental regulations, compliance solutions are at the forefront of many shipowners' minds. However, condition monitoring tools should also be a consideration from the outset of planned vessel operations and even at the earliest stages of design, in order to effectively manage costs. As the first line of defence for identifying issues with critical machinery and equipment, these tools and techniques have never been more valuable in helping operators manage or even mitigate potentially costly issues.

Which tools and services does Parker Kittiwake offer to that respect?

From our conversations with our customers, we've learned that often they are not aware of the breadth of tools available to them, from simple test kits through to sophisticated online sensor technology. It is through the application of the right combination of these tools, both online and handheld, that operators can realise savings that equate to millions of dollars across the fleet. For example, given the paradox of the new sulphur regulations where the shipowner is responsible for compliance despite having little control over the fuel they receive from suppliers, conflicts and confusion immediately begin to emerge. Heavy Fuel Oil (HFO) for example has the potential to contain abrasive aluminium silicate compounds, better known as catalytic (cat) fines. As a result, bunkered HFO – even that which conforms to specified industry quality standards – requires additional testing and processing onboard to identify and reduce the levels of water and solid particles within the fuel, thereby protecting the operational integrity of the engine. The Parker Kittiwake Cat Fines Test Kit provides simple to understand, accurate results onboard in a matter of minutes. Using a simple pre-mixed chemical bottle test which determines the presence of cat fines present in a representative sample of fuel oil at the point of fuel delivery or from the settling tank, and using it on the “go – no go” kit is a major damage prevention tool, and provides verification of due diligence to an insurer should a claim arise.

Once the fuel oil has been taken onboard, with the Parker Kittiwake LinerSCAN system – which uses magnetometry to quantify the iron in used cylinder oil and identify the ingress of cat fines into the cylinder lining – can alert engineers to accelerated levels of wear in the system. This helps to extend operational life, as well as preventing unanticipated downtime, and repair bills from otherwise unseen damage. The arrival of slow steaming has also led to what is known in the industry as “cold corrosion”, where lower cylinder temperatures allow sulphur deposits from the fuel to combine with water and form into a corrosive sulphuric acid, causing accelerated wear in the cylinder liner. The Kittiwake Cold Corrosion Test Kit analyses a sample of the cylinder scrape down oil onboard, and in five minutes identifies these corrosive elements and provides an opportunity to immediately act proactively. There are a number of ways to respond when presented with this information, for example, by increasing the cooling water temperature and thus prevent condensation of sulphuric acid in the lower parts of the liner. Or performing actions to reduce the intake of water in the cylinder (present in lube oil, fuel oil or scavenge air) or supplying at next opportunity higher BN lube oil, or finally by increasing the cylinder oil feed rate to compensate. However all these solutions, of course, require real-time knowledge of the exact operating conditions and wear mechanisms within the cylinders.

Whilst the Cold Corrosion Test Kit identifies corroded iron in the scrape down oil sample, the recently launched Parker Kittiwake Ferrous Wear Meter (FWM) identifies abrasive iron in the scrape down oil using magnetometry. The result of the exact ppm value of mechanical ferrous is given within two seconds. No reagents are used, and there are therefore no running costs for these measurements. It similarly provides engineers with the information they need to make the informed decisions that lead to uninterrupted propulsion. For example, to increase lube oil feed-rate to protect the cylinder liners and piston rings, or to reduce the feed-rate and achieve important savings from the consumption of lube oil. With this new test kit shipowners can gather an accurate picture of their equipment reliably and real time, whereas lab test results can sometimes take two to three weeks. It is through this combination of online and offline tools that operators can arm themselves with the knowledge they need to avoid accelerated wear, prevent catastrophic damage and safeguard against downtime. How significant are the gains in terms of costs, through the implementation of these tools? In other words, can they be quantified?

The Swedish P&I Club estimated in 2015 that 60% of critical machinery failures are caused by avoidable human interference. There is a neat simplicity to the belief that more frequently inspecting machinery will result in better reliability. However, a well-trained engineer knows that as long as the operational state of the vessel is fully accounted

for, managing, maintaining and repairing it can be achieved with better results for a fraction of the cost, and in a fraction of the time. Proactively testing for the presence of cat fines, both in the fuel and in the system, can deliver significant cost savings through taking preventative action before damage occurs. These benefits are particularly appreciable when you consider that an average liner replacement costs in the region of \$65,000. Considering that it's not uncommon for a bulk carrier, for example, to have six or more cylinders, this can quickly become a substantial expense on a balance sheet running into the hundreds of thousands of dollars. Good condition monitoring tools give operators information that can be acted upon immediately without lengthy interpretation. They also provide valuable data points for owners looking to reduce their insurance costs. Simon Stonehouse, from the International Union of Marine Insurers warned in 2015 at the Asian Marine Engineering Conference in Singapore that with the increasing complexity of vessel operations – both due to environmental regulations and technological advancement – more and more frequently ‘...insurance is going to be based on your ships’ data as regards training, equipment and track record.’ Big data is starting to change shipping because it's increasingly defining the trade's parameters. Making the investment now will reap significant long-term savings, but the disadvantages of not having condition monitoring equipment are likely to soon prove too expensive to ignore.

What's the additional cost?

When we first meet shipowners and operators who are interested in learning more about condition based maintenance, they often only have a general idea of the benefits it can deliver. It's a constantly evolving field and deciding what is optimal requires a very specific understanding of the requirements of each ship, and that can vary substantially from vessel to vessel. However, by effectively harnessing the readily available data provided by condition monitoring, it quickly becomes clear that the savings it delivers far outweigh the capital investment required to obtain the information in the first place. It's why we have one of the most extensive global networks of distributors – such as Technava in Greece and Cyprus – with decades of marine experience: having the right technical and managerial skills is the best way to ensure that our clients can maximise their return on investment. Our partnership with Technava will facilitate greater access to trained professionals who can provide detailed, application-specific information, impact on operational costs and predicted ROI. One of the most important developments in the shipping industry has been the stronger rules on emissions. As such, Parker Kittiwake Procal has launched the new Procal 1200M data gathering system and control unit. What are the new features and why should a ship owner invest in it? As environmental legislation continues to evolve in parallel with ecological awareness, compliance requires increasingly rigorous reporting. The newly launched Procal 1200M is an easy-to-use hub for all scrubber and CEMS related data that provides detailed and accurate data for operators to quickly and effectively prove compliance to enforcement authorities of data from a variety of parameters, including SO₂, CO₂, NO_x, PH, sea water temperature, and wash water flow rate. Since 2015, the EU has required that Member States carry out inspections of ships' log books and bunker delivery notes (BDN) on at least 10% of the total number of individual ships visiting the relevant Member State per year. In practice, this meant that about one in 1,000 ships visiting ports inside ECAs were subjected to fuel sulphur checks. However since January this year EU member states inside ECAs are required to check fuels on at least 40 out of every 1,000 ships visiting. Where mariners are unable to rapidly and effectively demonstrate compliance, even compliant vessels could incur delays. And with the potential for fines and delays, accurately demonstrating compliance quickly becomes a bottom line issue. How pleased are you from the adoption of these tools from the part of Greek ship owners, famous, among other things, for their cost-conscious approach to every aspect of their business?

As a historically successful maritime nation, Greek shipowners are well known for their awareness of the positive impact that high quality technological developments can have. Implementing science and technology breakthroughs have helped to fuel their economic growth, and this differentiation is one of the key reasons Greece continues to operate nearly a fifth of the global fleet. Technava's highly skilled technical team with mechanical, electrical and automation expertise has been an invaluable help for the advancement of condition monitoring in Greece, and since technologically excellent organisations strive to identify better processes and systems management techniques, we have been unsurprised by Greek enthusiasm for condition monitoring equipment. Can you name a few of your clients in the Greek market? (If that's not possible then please describe their field of operations, i.e. large tanker company etc.) Condition Based Maintenance (CBM) is an aspect that interests all operators, regardless of their field. Even more during this period of market recession, with the Baltic Dry Index reaching historic lows every day; operators do not have the luxury of unexpected machinery failures and absorbing the consequent costs. Therefore, the feedback we are getting from the Greek market is an increasing interest from all operators, from large tanker companies to small bulk carrier companies. With the arrival of new vessel technologies and engines, how difficult is it to keep pace and constantly enhancing your product portfolio?

By identifying failure events before they fully develop shipowners not only save cost and time in operations, but also minimise turnaround and downtime. This is because when engineers have the right tools available to provide accurate and user-friendly information, vessels realise significant operational improvement. It's why Lloyd's Register, in its 2015

paper 'Asset Management: From Data to Decision', described big data as "the new asset class; the new oil of the internet". There will always be some uncertainty projecting the impact of future technologies and regulations. However, much like the changing demands placed on vessels navigating ECAs have required them to adapt to a different business environment, Parker Kittiwake is taking this development as an excellent opportunity to respond and grow. And with more than two decades of sustained and profitable growth that has allowed us to reinvest between seven and ten per cent of our turnover each year into R&D, we believe that we're well placed for the coming years.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **LOUIS** moored in the port of Cape Town – Photo : Aad Noorland (c)

An advertisement for TOS Energy & Maritime Manpower. It features a photo of the ship 'JACQUES' with a group of crew members standing on the deck. The text 'YOUR PARTNER FOR SHIP DELIVERIES' is prominently displayed in white and red. Below this, contact information is provided: 'Contact us: +31 10 436 62 93' and 'www.tos.nl'. The TOS logo, which includes a stylized red and white flag, is shown with the tagline 'Energy & Maritime Manpower'.



The **MOL QUASAR** navigating the Westerschelde bound for Antwerp – Photo : Willem Kruit (c)

Call The Doctor! Shipping's Medical Drama Unfolds...

The recycling market has started 2016 with a bang, with a huge volume of tonnage heading to demolition facilities. Many of the key shipping markets continue to be in a state of very ill health, and owners seem to be rushing to the emergency room. But with such a youthful global fleet on the water, how might this next episode of shipping's medical drama play out?

Off To The Infirmary

So far this year, around 8m dwt of tonnage has been reported recycled – a dramatic start, and one which suggests that 2016 could be another very strong year for demolition, after a total of 39m 2016-02-12_upload_2745420_SIW 1209dwt was recycled in 2015. A quick check-up on the age profile of the world fleet shows that despite the obvious youthful bias, there is still some elderly tonnage in operation; 6% of global dwt capacity (or 112m dwt) is aged 25 years or over. However, only around one third of this amount is accounted for by the three major volume sectors, an unfortunate circumstance given the degree to which two key patients, the bulkcarrier and containership sectors, are currently suffering.

Seeking Medicine

The delivery boom over the last decade has meant that the fleet in these two sectors is very young – the average bulkcarrier is less than 9 years old. Following elevated levels of scrapping since the start of the downturn, there is now only 23m dwt of bulker tonnage left aged 25 years or more (3% of the fleet), while only 2% of boxship fleet capacity is over 25 years old – a seemingly limited relief valve. However, the distressed market conditions are leading to younger ships being scrapped. In 2012, the bulkcarriers scrapped were aged 28 years on average, but this fell to 25 years in 2015, and 23 years in January 2016 (reaching just 20 years in the Capesize sector). For the last few years, containerships have been scrapped at an average age of 23 years, but so far in 2016 this figure has fallen to just 19 years. The apparent willingness to demolish more youthful ships could have the potential to eventually underpin a more positive supply-demand balance. More ships were delivered (see graph) in 1992-96 (vessels now aged 20-24 years) than in 1987-91 (ships now 25-29 years old), and only a third of tonnage delivered in 1992-96 has since been removed. Deliveries rose further past 1997, so the share of fleet capacity aged 15 years or more rises to 18% in both the bulker and containership sectors – a greater volume offering a wider range of scrapping candidates. Owners seem to have been making use of this treatment option. Since the start of 2015, 37% of bulker tonnage and 42% of boxship capacity scrapped has been less than 20 years old.

What's The Prognosis?

So, there's plenty of capacity which can be recycled if owners can swallow the pill of selling less elderly units. With a strong dosage of demolition, bulk fleet growth could fall below 2% this year, and supply-side fundamentals in the boxship charter market sector should remain supportive. Firm demolition is far from a cure to the challenges faced, but it could be a way to limit some of the worst symptoms. **Source: Clarksons**



The [MSC ALGHERO](#) navigating the Westerschelde – **Photo : Willem Kruit (c)**

Dry bulk vessel recycling in Jan up 43% on year: Golden Destiny

The first month of 2016 saw 53 dry bulk vessels recycled, 20% more than in December 2015, while marking a 43% increase from January 2015, Greek sales-and-purchase shipbroker Golden Destiny said. The average age of dry bulk vessels scrapped in January 2016 was 24, while the average deadweight was 78,682 dwt, Golden Destiny said in its monthly report. Out of the 53 vessels demolished, 23 were Panamaxs, averaging 72,186 dwt, while January 2016 also saw 11 VLOCs and nine Handymaxes demolished, averaging 164,039 dwt and 44,224 dwt respectively. According to Golden Destiny, 24 dry bulk vessels were demolished in India, followed by 16 in Bangladesh, 4 in China and 3 in

Pakistan, while the rest was demolished in other countries. Dry bulk carriers amounted to 70% of the total of ships demolished in January 2016, Golden Destiny said, with only three tankers and seven container ships demolished during the same period. **Source: Platts**



SITC LUSHAN IMO 9642514, delivered 2013 41,684grt, Hong Kong [China] flag. Owned by Sitc Huashan Shipping Co Ltd, China, She is seen making her approach to the Gatun Locks, Panama Canal from the Atlantic side.

Photo : Iain Forsyth (c)

World Trade at Sea Has Hangover From Party That Never Happened

Little more than a year ago, shipping companies hauling everything from furniture to electronics across the world's oceans were looking forward to a period of surging demand. It didn't work out that way and they're still suffering now. Seaborne trade, measured by the industry in 20-foot steel boxes, was meant to expand 7 percent to 182.1 million units, the strongest growth in four years, Clarkson Plc was anticipating at the end of 2014. The actual increase turned out to be less than half that amid weakening global growth, according to the world's largest shipbroker. With fleet capacity also swelling, rates for the ships have slumped. "Right now it's difficult to see the light," said Casper Blom, an analyst at ABG Sundal Collier Holding ASA in Copenhagen. "Even though we've turned the calendar into 2016 you still have this problem of overcapacity, it doesn't just disappear. January saw the worst start to a year for container ship earnings for three years. Vessels returned just \$5,957 a day on average, according to Clarkson. The average between 2010 and 2014 was \$7,712. Many of the world's busiest container shipping routes are suffering from the slowdown in emerging markets and weak growth in Europe. China's economy grew at 6.9 percent last year, the slowest since 1990. Europe's predicted 1.5 percent expansion in 2015 would be among the weakest globally. If the Chrysler Building could float, its size would rival that of the Morten Maersk, one of the largest cargo ships ever built. A weakening in Asian and European growth means fewer exports on the trade route between the two continents, one of the industry's most important sources of demand. With emerging market economies not expected to pick up any time soon and plentiful fleet supply, the situation may not turn around in this year, according to Blom. The pressure on returns for container ships is being felt by some of the industry's biggest companies. A.P. Moeller-Maersk A/S reported an 84 percent plunge in 2015 profit after its container division was squeezed by the oversupply of ships. Results of other container liner operators including Evergreen Marine Corp., Mitsui O.S.K. Lines and Orient Overseas International Ltd. are likely to reflect the same market conditions, according to Bloomberg Intelligence analysts Lee Klaskow and Talon Custer. Maersk's shares rose as much as 7.2 percent to 7,940 kroner in Copenhagen. They were at 7,920 kroner at 3:19 p.m. London time. As well as an expectation of additional supply, few ships appear to be leaving the fleet. The number demolished in January was the lowest figure for the first month of the year since 2012, Clarkson data show

"The problem is that there are also vessels coming into the market here in 2016 and demand isn't looking much better," Blom said. **Source: Bloomberg**



The 1995 delivered 100 mtr long and 16.7 mtr width **ANJA**, ex **Nyland**, IMO 9116187 outbound from Rotterdam

Photo : Krijn Hamelink (c)

Lack of jobs scuttles Nigeria-Greece \$250m ship supply deal

Strong indications have shown that the \$250 million {N262.5billion} ship supply deal between Nigerian ship owners and some Greek shipyards may have hit the rocks, owing to the failure of the indigenous shipping firms to secure jobs under the Coastal and Inland Shipping Cabotage regime. Some members of Nigeria Shipowners Association NISA, had last year, signed a Memorandum of Understanding MoU with some Greek ship owners involving the supply of about 40 ships of various tonnages, which would be deployed into Nigeria's Cabotage trade on a bareboat charter arrangement. Under the contract, which is response to the allegation by some International Oil Companies IOCs that Nigerian ship owners' vessels are classless, was also part of the measures boost indigenous fleet expansion and enhance their participation in the coastal trade, the 40 ships would be transferred to Nigerians after two years. President of NISA, Captain Niyi Labinjo, who spoke in an exclusive interview, raised fears that the MOU has been threatened by the worsening state of lack of jobs for the indigenous ship owners. According to him, many of the prospective beneficiaries of the Greece-Nigeria ship supply deal, have developed cold feet because of the prevailing situation in the industry whereby Nigerian ship owners are scheme out of jobs by their foreign counterparts more than 10 years after the Cabotage regime came on stream. He argued that it does not make any business sense to bring in 40 ships that would be tied down because there are no jobs to engage them, with the attendant high overhead cost of running them.

"If you offer me one million ships I will not accept them because there are no jobs to engage them gainfully and so you would still run hug over-head cost, which does not make any business sense", he argued. He also said: "Many of our members are in huge debts to the banks arising from this high overhead cost on ships that are tied to the anchor because there are no jobs to engage them and so many of our people are not willing to take such risks again, especially in the face of the current economic meltdown". Labinjo, who doubles as chairman/ CEO of Al-Dawood, one of the surviving indigenous shipping companies however blamed this lack of jobs in the inability of the Nigerian Maritime Administration and Safety Agency NIMASA to enforce the Cabotage Act. He argued that if the relevant provisions of the legislations were strictly enforced, the IOCs and other stakeholders would have no choice than to enlist the indigenous shipping firms for jobs that are legitimately theirs as provided under the Cabotage Act 2003.

Source: National Mirror

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The [STADT COBURG](#) in Lyttleton – Photo : Bryan Shankland (c)

Prosecution service launches anti-corruption campaign at Rotterdam docks

Crime The public prosecution service has launched a crackdown on corruption at Rotterdam's port amid concerns about the scale of organised crime at the docks. Prosecutors say they are aware criminals are approaching dock workers, including customs officers, truck drivers and personnel at freight companies, but admit the extent of the corruption is not known. 'Criminals pay €5,000 to borrow an access pass,' prosecutor Loes van Wees told NOS. 'But we know of amounts of several times that, up to €70,000.' Last April a 54-year-old customs officer, Gerrit G, was arrested following the discovery of a consignment of 400 kilograms of cocaine. G is accused of taking payments from gangs to ensure that containers full of drugs passed through the port unchecked. G, who worked in the customs service for 30 years, is said to have received 7.5% of the market value of every drug consignment he removed from the checking system. A bag containing €1m was found during a search of his home. 'No going back' Once a dock worker becomes involved in the criminal trade there is no going back, Van Wees said. 'You can't just do it once or twice and then say: no more. We know stories of people who wanted to stop and received threats.' The prosecution service says it suspects people smugglers and cargo thieves are manipulating the system, as well as drug traffickers. 'We grab thousands of kilos every year, but it's not unusual to suppose that several times that amount makes it through,' said Van Wees. She added that there was evidence that human traffickers were moving their operations from the French and Belgian ports to Rotterdam. 'We see signs that this is happening,' she said. **Source: Dutch News**

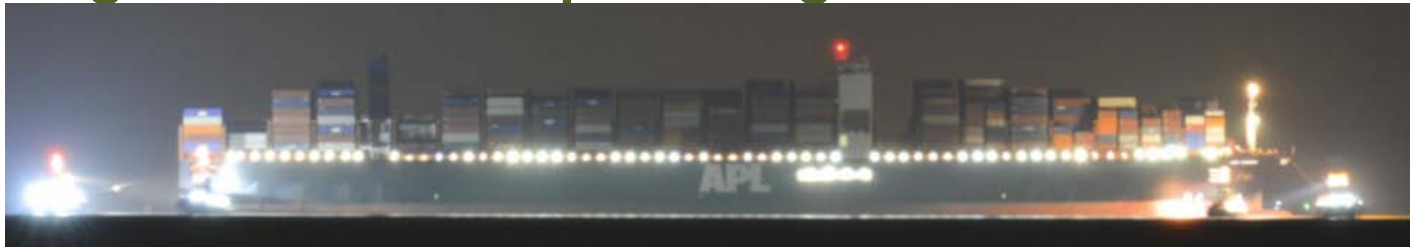


The bulk carrier [FERNANDINA](#) in Le Havre – Photo : Fabian Montreuil (c)

CASUALTY REPORTING



Huge container ship runs aground in the Solent



An enormous cargo ship which ran aground on the notorious Bramble Bank overnight, is now back in port after being pulled into deeper water. The 150,000 tonne [APL VANDA](#) was en-route from Le Havre to Southampton when she was grounded off the Isle of Wight at around 10pm on Saturday. It's believed the grounding was intentional following a loss of power. The Singapore-registered cargo ship is more than twice the size of the Hoegh Osaka, which was deliberately grounded in the same location in January last year. The 51,000 ton car transporter was the subject of the largest ever maritime rescue which saw her returned to port several weeks later.



The operation was more straightforward thanks to the skill of eight tugboat teams. [APL VANDA](#) was pulled into deeper water shortly after midnight and has returned to port safely. The Maritime and Coastguard Agency told us they're continuing to monitor the situation source : ITV

NAVY NEWS

Chennai Likely to Get its 2nd Naval Base

By C Shivakumar P

CHENNAI: With its fleet getting expanded, the Indian Navy is looking at setting up a secondary base in Chennai, said top Navy sources. The options that the force is looking at include Muttukadu or near Ennore, sources said, adding that



talks were on with the State government and Ennore Port authorities in this regard. The Indian Navy is looking at around 100 acres of land for this purpose. "We are looking at 100 acres of land and talks are on with the State government," sources said.

Left : The all-women crew after **INS Mhadei** called on Chennai Port on Saturday

Simultaneously, the Navy held talks with the top officials of Kamarajar Port, Ennore, last week for acquiring land for the base. Port sources told Express that Indian Navy wanted to acquire 30 acres of land possibly around Ennore creek.

"We have given them three options and talks are in the initial stage. They were keen on setting up an administrative block with infrastructure facilities," said the official. According to the official, once the land was identified by Navy personnel, the process would start for getting clearance from the Ministry of Shipping. The need to look out for a spacious base came after INS Adyar began expanding its fleet. Currently the Navy has six ships, with plans afoot to add one more later this year. Following that, four more will be added next year, and yet another one after that batch, sources said. In effect, the fleet strength will be doubled in just over a year or so. Sources said that Indian Navy was primarily looking at a waterfront land where they plan to set up a jetty. "The idea is to have a land with a jetty," said sources. Earlier, the Navy was also planning to further develop the port capabilities of Thoothukudi to make it one of its forward operation bases (FOB). Proposal was made to augment its capability in terms of capacity, which, however, is yet to materialise. The proposal to develop Thoothukudi was part of the 12th Five-Year Plan under the Ministry of Defence, the sources added.

US Navy Considers Electric Gun for a Zumwalt-Class Destroyer

Development of a futuristic weapon depicted in video games and science fiction is going well enough that a Navy admiral wants to skip an at-sea prototype in favor of installing an operational unit aboard a destroyer planned to go into service in 2018. The Navy has been testing an electromagnetic railgun and could have an operational unit ready to go on one of the new Zumwalt-class destroyers under construction at Bath Iron Works. Adm. Pete Fanta, the Navy's director of surface warfare, has floated the idea of foregoing the current plan to put a prototype on another vessel this year and instead put it directly on future USS Lyndon B. Johnson, though no final decision has been made. "The Zumwalt-class is one of a number of options being explored for the electromagnetic railgun," said Lt. Cmdr. Hayley Sims, a Navy spokeswoman. "Due to the size, weight and power requirements, some platforms will be better suited for the technology than others." Railguns use electricity instead of gunpowder to accelerate a projectile at six or seven times the speed of sound — creating enough kinetic energy to destroy targets. It's literal whiz-bang technology that holds the possibility of providing an effective weapon at pennies on the dollars compared to smart bombs and missiles. There has been talk since the inception of the Zumwalt program that the massive destroyers would be a likely candidate for the weapon because of its power plant. The USS Johnson will be the third and final destroyer in the Zumwalt class. The 600-foot-long warship uses marine turbines similar to those that propel the Boeing 777 to help produce up to 78 megawatts of electricity for use in propulsion, weapons and sensors. That's more than enough juice for the railgun. If it's placed on the warship, the system could replace one of the forward turrets housing a 155mm gun that fires rocket-propelled projectiles. For now, however, the official plan remains for the railgun prototype to be tested

aboard a joint high speed vessel this year. But there are concerns that the plan may be pushed back into 2017, and Fanta suggested skipping it altogether. The railgun, along with laser weaponry, are two futuristic technologies that Fanta said have evolved from being a matter of scientific research to one of practical engineering. The Navy is interested in those weapons — along with smart munitions that can improve existing naval guns — because of their low cost as well as lethality. "The Navy is determined to increase the offensive punch of the surface warships," said Loren Thompson, a defense analyst at the Lexington Institute. "To do that with a limited budget, it needs to look at everything from smart munitions to railguns to lasers." The railgun discussion isn't widely known inside the shipyard. Bath Iron Works, a subsidiary of General Dynamics, had no comment. Shipbuilder Charles Davis said there was talk of a railgun when the yard began work on the first ship in the class, but he said there's been no discussion since then. "They've been pretty tight-lipped about it," he said. **Source: ABC news**

SHIPYARD NEWS



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Shipbuilders to Hire Hundreds of New Staff Despite Slump

Korea's top three shipbuilders have all decided to hire new graduates this year despite record losses brought on by mismanagement and depressed markets. Last year the slump prompted the three companies to lay off more than 1,000 workers. But Hyundai Heavy Industries on Sunday said it plans to hire around 300 graduates in the first half, roughly the same as last year. **Daewoo Shipbuilding and Marine Engineering**, which employed no new staff last year, is hiring again. The shipbuilder said two years of hiring freezes could prove disastrous when business conditions improve. Samsung Heavy Industries plans to employ around 100 new workers, far fewer than in previous years. Shipbuilders are in a bind because they want to tighten their belt, but they also need better personnel because a good part of their losses was caused by bidding low for projects they lacked the know-how and skilled workers to carry out. **Source: english.chosun**

JES to sell distressed shipbuilding units to private investor for \$500,000

By Lee Hong Liang from Singapore

JES International Holdings has decided to sell its debt-ridden and struggling core shipbuilding business for half a million to an asset and equity restructuring investor Hong Kong Victo International Limited. Singapore-listed JES said the sale included its wholly-owned Jiangsu Eastern Heavy Industry Co (JEHI) and Jiangsu New Eastern Marine Engineering Equipment Co (JNEME), and its 49%-owned Jiangsu Nereus Shipyard (JNS). The Hong Kong-registered investor, owned by Zeng Zhen, will take on the shipyards' known debts of approximately RMB1.96bn (\$298.74m), which exceeded their combined fixed asset value of RMB1.53bn. The investor will also take on the shipyards' trade payables amounting to around RMB558.46m owing to various creditors. "Notwithstanding that the known bank debts exceed the fixed asset value of the disposal companies, the company was able to negotiate for the consideration of \$500,000 and the adjustment amount for the proposed disposal," JES stated. "The purchaser has additionally agreed to take the place of the company in liaising with the Jiangsu High Court and indemnify the company from and against all actions, claims, damages, liabilities, losses, proceedings, costs and expenses in relation to the proposed restructuring, up to SGD50,000 (\$35,700) from the date of the sale and purchase agreement," it added. JEHI, one of

the shipyards to be disposed, is waiting for a court decision over its application for a proposed restructuring scheme with some creditors. The restructuring effort by the yard is now pending a decision from Jiangsu High People's Court. "The management has spoken to several established shipbuilding companies in China. However, all have declined to make an offer for the disposal companies due to the high level of known bank debts and the delay in the proposed restructuring. The purchaser has had experience in debt restructuring, and is influential in China and able to assist the disposal companies in the completion of the proposed restructuring," JES explained. Due to the application for the proposed restructuring, JEHI has ceased operations. JNEME and JNS, on the other hand, are both dormant companies.

Source : seatrade-maritime

ROUTE, PORTS & SERVICES



The Singapore flagged **CRAWFORD** outbound from Amsterdam – Photo : Marcel Coster ©

Port of Brisbane to deliver a \$100 million mega ship cruise facility for South-east Queensland

Port of Brisbane Pty Ltd (PBPL) has received Stage 1 approval from the Queensland Government for its Market-led Proposal (MLP) to deliver a \$100 million mega ship cruise facility for South-east Queensland (SEQ) at Luggage Point, at the mouth of the Brisbane River, the company said in its press release. Port of Brisbane Pty Ltd Chief Executive Officer, Roy Cummins, said the proposed cruise facility would be a vital piece of tourism infrastructure, delivering substantial economic and tourism benefits to SEQ and the State.

The proposed location is the only viable site in Brisbane to accommodate mega cruise ships because of the following:
Access to a swing basin for vessels greater than 270m in length to cater for all cruise vessels calling in Brisbane, both now and in the future

Deep water frontage to minimise dredging costs and avoid restricting vessel size

Essential separation from the main cargo-related activities of Fisherman Islands

Close proximity to the domestic and international airports

Avoid air draft issues associated with the Sir Leo Hielscher bridges

Free from urban encroachment

The ability to expand if necessary in the future.

During this next stage of the MLP process, Port of Brisbane will complete detailed design and all required environmental and technical investigations, with the final proposal subject to Government and PBPL Board approval, as well as Board approval from key stakeholders. **Source :Portnews**

Mill Scale And Mill Scale Fines: Liquefaction Risk

Safe carriage of mill scale and mill scale fines – new IMSBC schedule becoming mandatory in 2017

Mill scale and mill scale fines (herewith referred to only as mill scale) are brittle flakes consisting mainly of iron oxides, derived as by-products from steel manufacturing. The product can be reused as a feedstock in steel production and is therefore collected from various sources and shipped as a bulk commodity once sufficient quantities have been piled up. Diligent members are advised to take note of the multiple potential pitfalls associated with carrying this particular product.

Classification

Mill scale is currently not a listed cargo with a Bulk Cargo Shipping Name (BCSN) in the IMSBC Code. This is problematic, as it leads some shippers and carriers to believe that it can be carried without heed to the IMSBC Code. However, it is specified in section 1.3 of the Code that unlisted cargoes may only be carried if they have been certified by the competent authority in the country of loading. For hazardous cargoes (Group A or Group B), the authorities of the flag state and the country of unloading will also have to be consulted. The classification issue will soon be remedied, as a new schedule for “Scale generated from the iron and steel making process” will become mandatory in 2017. The product will then be listed with a proper BCSN in the IMSBC Code and will be classified as a Group A cargo. As of 1 January 2016, the new schedule can already be applied by IMO member governments at their discretion, as an alternative to Section 1.3 certification.

Characteristics

As mill scale is a quite uncommon cargo, knowledge of its qualities is scarce. However, for practical purposes, the cargo can be compared with iron ore fines. It possesses a Transportable Moisture Limit (TML) and is liable to liquefy and/or form a wet base unless appropriate measures are taken. The IMSBC Code Appendix 3 indicates that any fine-grained, damp granular bulk cargo should be tested for flow characteristics, prior to loading. As mill scale is usually collected in outdoors stockpiles and thereby exposed to rainfall, this criterion will often be met.

Mill_scale-wet

As the scales are derived from different sources it is not a homogenous cargo, thus making proper sampling and testing a challenge. The cargo from one stockpile may have completely different characteristics to cargo from other piles and even within the same pile there may be significant variations. The importance of sampling all piles put forward for loading is illustrated by a recent case brought to the attention of the Association. A cargo of 30,000 MT of mill scale with a TML of 7.2% had to be carried from the US East Coast to Japan. The cargo had been accumulated from several mills and was thoroughly sampled and tested before shipment. It turned out that the Moisture Content (MC) of the cargo in the stockpiles ranged from 4.14% to 7.1%. The latter result obviously called for some serious deliberation, underlining how dangerous it would have been to rely on the MC of the driest cargo only. Of even greater concern is the potential for the TML to be equally variable between piles and even within one pile. TML depends mainly on the particle size. Mill scale from different steel mills can differ greatly in particle size and hence TML value. When taking the samples, the surveyor must take care to dig into the stockpiles to ensure that representative samples are drawn from all layers of the cargo. All Group A cargoes, i.e. those which may liquefy, are required to have been sampled by shippers for moisture content and TML using a ‘moisture management plan’ as detailed in Section 4.3.3 of the IMSBC Code and IMO circular MSC/Circ. 1454 rev 1 June 2015. Approval of the moisture management procedures should be given by the competent authority of the port of loading and a document stating the procedures have been approved should be provided to the master prior to loading. Before carrying any cargo liable to liquefy, members are advised to study Skuld’s “Bulk mineral cargo liquefaction pocket guide” in detail. Members considering fixing their vessel for carrying mill scale should, in addition to complying with the general advices found in the pocket guide, consider the following recommendations:

- Ensure that the cargo has been certified by the competent authority of the loading country
- Consult the flag state and country of unloading for special requirements or advices before shipment

· Due to the cargo's propensity to form a wet base, take care to trim the cargo as flat as possible. This will prevent dry cargo from sliding on a wet base.

The advice to trim the cargo applies even if the MC is below the TML !

· Pump the bilges frequently to reduce the likelihood of a wet base forming. As mill scale may contain oil residues, the bilge water should only be discharged in accordance with local regulations and/or collected on board

Safety always comes first. Should the formation of a wet base and/or signs of liquefaction appear, the crew should therefore seek immediate assistance from the vessel's DPA and consider sailing to a place of refuge. Further, the local Skuld Business unit should be notified promptly and expert advice be retained. **Source: Skuld**

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The [MINERVA PACIFICA](#) inbound for Amsterdam – Photo : Patrick Deenik ©

Pacific Drilling receives continued listing standards notice from the New York Stock Exchange

On January 13, 2016, Pacific Drilling S.A. received notice from the New York Stock Exchange stating that Pacific Drilling does not currently satisfy the minimum share price standard for continued listing of Pacific Drilling's common shares. Specifically, on January 12, 2016, the 30-trading-day average closing price per share of Pacific Drilling's common shares was below \$1.00, the minimum average share price required for continued listing under NYSE rules.

As required by NYSE rules, Pacific Drilling has notified the NYSE that it intends to cure the share price deficiency and is considering all available options to return to compliance with this continued listing standard. Under NYSE rules, Pacific Drilling has six months following receipt of the notification to regain compliance with this continued listing standard and avoid delisting. Pacific Drilling can regain compliance at any time during the six-month cure period if on the last trading day of any calendar month during the cure period Pacific Drilling has a closing share price of at least \$1.00 and an average closing share price of at least \$1.00 over the 30 trading-day period ending on the last trading day of that month. If at the expiration of the cure period (July 13, 2016), both a \$1.00 closing share price on the last trading day of the cure period and a \$1.00 average closing share price over the 30 trading-day period ending on the last trading day of the cure period are not attained, the NYSE will commence suspension and delisting procedures. Pacific Drilling's common shares continue to be listed and to trade on the NYSE, subject to Pacific Drilling's compliance with other NYSE continued listing requirements. The NYSE notification does not affect Pacific Drilling's Securities and Exchange Commission reporting requirements. Pacific Drilling's receipt of this notification did not affect any of Pacific Drilling's existing contractual or debt obligations. With its best-in-class drillships and highly experienced team, Pacific Drilling is

committed to becoming the industry's preferred high-specification, floating-rig drilling contractor. Pacific Drilling's fleet of seven drillships represents one of the youngest and most technologically advanced fleets in the world. **Source :** Portnews

OLDIE – FROM THE SHOEBOX



Seen in Vancouver summer 1989 in the front the [FAIR PRINCESS](#) just taken over from Sitmar Cruises by Princess cruises without changing name with in the background seen HAL's [NOORDAM](#)

Photo : Willem J.M. Kappert Chief Electro Technical Officer MS Zaandam (c)

.... PHOTO OF THE DAY



The [Ravensteijn 900 B](#) Backhoe dredger [GIAN LORENZO BERNINI](#) seen operating in Dunkirk

Photo: Sander Meijering www.naviation.nl ©

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