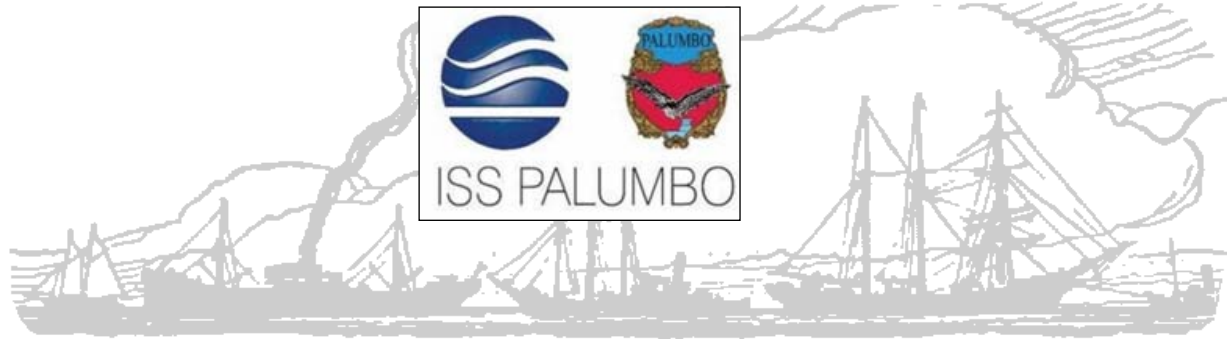


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2016 – 138



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The JS RHIN is seen Eastbound in the Kiel canal near Fischerhutte on the 16th of May 2016 Photo : Chris Rombouts ©

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The **MSC OLIVER** leaving the Europaharbour in Rotterdam/Europoort **Frans Sanderse** ©

MSC fined \$50,000 for oil spill in Ghana

Mediterranean Shipping Company (MSC) has been fined \$50,000 by the Ghana Ports and Harbours Authority (GPHA) after heavy fuel oil leaked from MSC's containership MSC Alexa (3,301 teu, built 1996) at Tema Port. The Geneva-based shipping company will also be charged with the cost of cleaning up the spill, which occurred on May 10 at around 0300hrs (local time), according to press reports in Ghana. However, the spill was only reported to the GPHA over 24 hours later, on May 11, which impeded response efforts. "We have an oil spill contingency plan in place and we would have responded immediately to minimise the effect of the spill if we had prior notice," Jacob Kobla Adorkor, director of Tema Port at the GPHA, told the Ghana's Daily Graphic. "The spillage only came to our attention on Wednesday, May 11, 2016, when our security men, who were on an international standardisation organisation (ISO) compliance patrol at the port, smelled the oil in the environment," he said. Adorkor said the vessel is believed to have been ballasting when the spillage occurred, and discharged contaminated water from its ballast tanks. "The cleaning process would last for two weeks due to the severity of the spill, and we can only declare the port to be oil-free after the process has been certified by our safety personnel," Adorkor added. Waste reception facilities have reportedly been put in place for the oil that is recovered. **Source: Splash 24/7**

Fatal Accident During Transfer At Sea

The Dutch Safety Board has issued report investigating a fatal accident onboard reefer ship **COOL EXPRESO** which occurred on August 7th, 2014 during transfer at sea of pallets containing frozen fish packages from the fishing vessel **ANNELIES ILENA**. At the end of the shift, the final pallet was labelled by an Annelies Ilena crew member on board Cool Expreso. The pallet shifted and trapped the crew member between the railing and the pallet, fatally wounding the crew member.

Both ships were sailing under the Dutch Flag. Following this incident, the Dutch Safety Board institute an investigation. Following the investigation, the Board considers it likely that the deceased crew member became trapped between the platform containing pallets and railing when the pallet was hoisted while the crew member was still attaching labels.

Conclusions

Following the investigation the Board considers it likely that deceased crew member became trapped between the platform containing pallets and railing when the pallet was holisted while the crew member was still attaching labels.

- The standard practice was to attach the pallets to crane only after labeling had finished. During the incident, to get themselves ready for return to their own vessel, the platform containing pallets was attached before labeling was finished.

- The crane driver could not see the victim from his position. Had someone given hand signals to the crane driver, this problem would have been solved.

- It is noteworthy that none of the crane drivers (both on Annelies Ilena and on Cool Expreso) had much experience with crane activities as carried out on board the reefer ship

- Although transfer at sea was considered a high-risk operation by the **ANNELIES ILENA** crew, no safety meeting took place, which meant that possible risks were not identified. Even when one of the ships as no SMS, a safety meeting should take place and a more active role is expected from the crew used to working with an SMS.

- The safety measures that were present, as described in the **COOL EXPRESO** SMS, were therefore not discussed or applied. The SMS prescribed that crane operations should be supported by someone who gives hand signals to the crane driver.

Lessons learned from the incident

- In spite of the fact that **ANNELIES ILENA** crew considered the transfer at sea, which involves crane activities , as being a high-risk operation, no safety meeting was held. Crane activitiew can be performed more safely by identifying risks and applying present safety measures during implementation of these activities,

- If multiple ships are involved in an operation, make sure that crew of each ship is involved in safety meetings.

- Ensure that as few people as possible are located within the operating region of the crane during crane operations by carrying out operations not directly related to the loading operations at a different moment. In the light of the possible safety benefits, practical and commercial objections to such ab adaptation to work processes should not automatically prevail. <http://www.onderzoeksraad.nl/uploads/phase-docs/1121/2bf2ed16223ab-rapport-annelies-ilena-en.pdf> Source: Dutch Safety Board



The "OASIA" seen moored in Sattahip port, Thailand Photo : Richard Qualm- Aqualis Offshore Thailand ©

General Electric and Maersk sign shipping deal

By; Nye Longman

General Electric's (GE) Marine Solutions has signed a deal to provide electric systems to global shipping giant Maersk Line. The deal is another indicator that GE is fully committing to return to its industrial roots as the company scraps the final parts of GE Capital. While the global container shipping industry, which Alix Partners views as a \$173 billion global market by revenue, is currently facing a cooldown, there are still many opportunities. The industry is still building fleet volumes, which are expected to grow by 4.6 percent in 2016 and 4.7 percent in 2017, according to this report. Tim Schweikert, GE's CEO of its Marine Solutions unit, said: "Having Maersk as a partner, our entry into the container ship industry could not be more impactful. GE is continuously investing and developing solutions for the marine industry, and with our PTO/PTI technology, we are reinforcing our intention of driving the industry forward." Maersk Line's sales have also shown signs of a cooldown, booking sales of \$5 billion in the first quarter, down 20 percent year over year, primarily due to a 26 percent decline in average freight rates, based on its May financial statements. **Source: supplychaindigital**

Due to travelling in Japan this week the newsclippings may reach you irregularly

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BIMCO/ICS Manpower Report predicts potential shortage of almost 150,000 officers by 2025

Launched yesterday evening at the International Maritime Organization, the latest five-year BIMCO/ICS Manpower Report forecasts a serious future shortage in the supply of seafarers. The report identifies:

- A current shortfall of about 16,500 officers (2.1%), but
- A need for an additional 147,500 officers by 2025 to service the world merchant fleet.

The global supply of officers is forecast to increase steadily, but this is predicted to be outpaced by increasing demand.

Some officer categories are in especially short supply, including engineer officers at management level and officers needed for specialised ships such as chemical, LNG and LPG carriers.

The report suggests that in the past five years the industry has made good progress with increasing recruitment and training levels and reducing officer wastage (i.e. retaining qualified seafarers and increasing the number of years which they serve at sea). But the report indicates that, unless training levels are increased significantly, the growth in demand for seafarers could generate a serious shortage in the total supply of officers.

However, the report estimates there is a current surplus of about 119,000 ratings (15.8%), with demand only having increased by about 1% since 2010.

Significantly, China is thought to have overtaken the Philippines as the largest single source of seafarers qualified for international trade (although the Philippines is still the largest source of ratings). However, data from international shipping companies suggests that the extent to which Chinese seafarers are available for international service may be more limited, with the Philippines and Russia seen as equally important sources of officers, followed closely by Ukraine and India. BIMCO CEO, Angus Frew, said: "BIMCO and ICS have once again collaborated closely to produce valuable in-depth analysis of maritime manpower trends. The industry can put this report to good use by ensuring we can continue to operate the world merchant fleet with sufficient numbers of qualified and competent seafarers." ICS Secretary General, Peter Hinchliffe commented: "Without continuing efforts to promote careers at sea and improve levels of recruitment and retention, the report suggests it cannot be guaranteed that there will be an abundant supply

of seafarers in the future.” A summary of the key figures in the report can be downloaded free of charge from home pages of the BIMCO and ICS websites.



the dredger “**ANITA CONTI**”, built in 2013 and having 3000 CBM hopper capacity. She is named after the first french oceanographe. In the background the nuclear powerstation of Blaye can be seen, having 4 units of each 910 MW. The landmark of the Port of Pauillac ist –what else?_ a bottle of Médoc. This bottle can be found at the gate of the yachting-port. Pauillac, in the vicinity of the famous wineries of a.o. Mouton Rotschild, is an important intermodal node for Airbus industries: 150 vessels per annum from Spain, Germany and the United Kingdom discharge in special inland barges for transport up-river to Langon, where truck caters for the last miles to Airbus in Toulouse. [Photo's : info@bjbsolutions.com](mailto:info@bjbsolutions.com)

Act now to retain our seafarers, says InterManager

InterManager has welcomed the joint BIMCO/ICS Manpower Report, but says it should act as a wake-up call for the industry to address the issue of the accelerating shortage of seafarers. Speaking soon after the report was published, InterManager Secretary-General, Capt Kuba Szymanski said shipping should not sit on its laurels when it comes to the recruitment and retention of seafarers. “Our people are our assets and we need to develop a strategy whereby shipping is once again seen as a career of choice for tomorrow’s young talented people.” There is no avoiding the fact that the global fleet is increasing and more manpower is needed. However, we are demanding more from current seafarers rather than recruiting even more cadets into the market. And these cadets need training berths on our ships if they are to fulfil their true potential. Attracting new seafarers and retaining them will test the industry, but we are taking action now with initiatives such as the single window, paperless shipping and project MARTHA to address this issue.” Capt Szymanski said.

Project delays hurt LNG shipping, as ships oversupply is putting a dent at freight rates

New LNG projects coming online in due course, will be key for a sustained recovery of LNG shipping rates, as the short-term outlook remains challenging. According to GasLog, currently there is “a number of vessels waiting to service projects that have either been delayed or out of action in recent months. The presence of these vessels in the spot market has resulted in low levels of overall fleet utilization and low rates, a situation which we believe will start to improve as additional production from Australia and the US ramps up through the rest of the year. The long-term supply and demand outlook for LNG shipping remains positive, especially given the lack of new orders, which reinforces our view that we will see a future shortfall of vessels required to transport the new volumes”, said the shipowner. According to GasLog, “following the start-up of projects such as Queensland Curtis, Gladstone and Australia Pacific in 2015, we have seen continued momentum in new LNG liquefaction capacity in early 2016. In February 2016, Cheniere’s 22.5 million tons per annum (“mtpa”) Sabine Pass facility, the first of many new U.S. LNG liquefaction projects, began exporting LNG. A GasLog-owned vessel, the GasLog Salem, was the third vessel to ship LNG from the project, delivering cargo to Brazil. In March, Chevron’s Gorgon project (15 mtpa) shipped its maiden LNG cargo. The plant has experienced some technical issues and currently plans to restart production by early June. Australia Pacific

Train 2 (4.5 mtpa) and Angola LNG (5.2 mtpa) are also due to start this year, with Chevron's Wheatstone project (8.9 mtpa) and Shell's Prelude (3.6 mtpa) due to deliver first cargoes in 2017. Chevron's Angola LNG project is also expected to re-start in the near future after almost two years of downtime for maintenance. In 2016, we expect LNG producing trains with a total annualized capacity of approximately 40 mtpa of new production to come online as the projects described above ramp up to their nameplate capacity. With such projects coming onstream, we are seeing encouraging levels of tendering activity for vessels to transport these increased LNG volumes, with charterers considering on-the-water and newbuilding vessels for medium and long-term employment. Our long-term supply and demand outlook for LNG shipping remains positive. We continue to see a future shortfall of vessels required for the new projects coming online", concluded GasLog.

Meanwhile, in a separate report, Norway's LNG shipowner, Awilco noted that "despite falling LNG prices, LNG imports to Japan and South Korea continued the weakening trend from 2015, and imports were down 6 % and 5 % respectively during the quarter. On a positive note, LNG import to China has finally started to improve after a disappointing 2015, increasing by 17 % in the first quarter 2016. New LNG production capacity added in Q4 2015 and Q1 2016 had a slight positive impact on the market as the number of available vessels was reduced during the quarter. However, due to the continued overhang of available vessels, the rates have only improved marginally. Average rates for TDFE vessels was reported at just below USD 30,000 per day at the beginning of the quarter increasing marginally to USD 30,000 and USD 32,000 per day at the end of the quarter for vessels open in the Far East and Atlantic respectively. In Q1 the first LNG trains from Australia Pacific, Sabine Pass and Gorgon all shipped their first cargoes. The combined added capacity from the three LNG trains after ramp-up is estimated at about 14 MTPA. Unfortunately, the Gorgon train was subsequently closed down due to start-up problems, and is expected to restart in May. The re-start of the Angola LNG plant is again rumored to be imminent, supported by the seven Angola vessels being pulled out from the spot-market. In total more than 45 MTPA of new LNG capacity is scheduled for start-up in 2016. Analysts forecast total production capacity in 2020 to 450 MTPA, which represents an increase of about 50 % compared to the 2015 capacity. During the 2nd half of 2015 the newbuilding orders finally eased off and have remained at low level since. So far in 2016 no newbuilding orders have been placed compared to 10 vessels in the same period last year. According to shipbrokers the total orderbook at end Q1 2016 for LNG vessels above 100,000 cbm (excl. FSRU and FLNG) was 129 vessels, of which only 14 are available for contract. 7 vessels were delivered during Q1 and further 37 are scheduled for delivery in remaining of 2016. As a result of the weak market and shipyard constraints some deliveries are expected to be delayed", said Awilco.

The ship owner went on to note that "as a result of deliveries of newbuilding vessels over the last couple of years, combined with limited growth in the LNG trade and reduced ton-mile, the LNG spot market has been at unsustainable levels for more than one year, both in terms of low utilisation and depressed freight rates. The market for older tonnage has been even more affected by the tough market, resulting in very few fixtures for such vessels and several steam vessels have been placed in cold lay-up. Due to continued oversupply of vessels, the short term market for LNG shipping is expected to continue to be challenging. However, new LNG production which has started during the last 6 months in addition to scheduled new production coming on stream is expected to gradually improve the LNG shipping market. As the current oversupply of vessels is gradually absorbed, it is expected that both the utilisation and rates will start to improve", Awilco concluded. **Source; Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **DA MING HU** passing Maassluis bound for the **Keppel-Verolme shipyard** in Rotterdam Botlek
Photo : Henk van der Heijden ©



BP takes stronger role in North Sea gas

By Daniel J. Graeber

BP said Monday it was doubling its stake in the Culzean gas field in the North Sea, which is expected to have enough gas to meet 5 percent of British demand. For an undisclosed sum, BP said it doubled its stake in the field after taking a 16 percent share held by Japanese energy company JX Nippon. The field is operated by Danish energy company Maersk. "We are pleased to have deepened our interest in Culzean and we look forward to helping Maersk make this important central North Sea development a success," Mark Thomas, BP's regional president, said in a statement. The Culzean gas field was discovered in 2008 and its peak production of an average 75,000 barrels of oil equivalent is enough to meet 5 percent of British gas demand. Thomas said that, with the market reeling from lower oil and gas prices, teamwork was essential for major project developments. Maersk in April announced plans to shut down its office in Texas and manage any remaining assets in the U.S. waters of the Gulf of Mexico from its offices in Copenhagen. The closure, which impacted about 60 staff members in Houston, was part of an effort to streamline corporate operations for Maersk. In the North Sea, however, Maersk has already started cutting steel at a Singapore shipyard for a platform associated with its \$4.5 billion Culzean project. The company said Culzean field is the largest discovered in the region in more than a decade. The Japanese company, for its part, said the sale "aims to deliver the best allocation of JX's management resources and to optimize JX's asset portfolio across exploration, development and production assets." **Source; UPI**



The **SEA BELUGA** (ex **SMIT BELUGA**) seen outbound from Rotterdam with the pontoon **STEMAT 87** passing Schiedam **Photo : Nico Ouwehand ©**

Brazil's Stocks Rise With Petrobras, Vale as Commodities Advance

By : Denyse Godoy

Brazil's stocks joined gains in emerging markets as a rally in commodities bolstered the outlook for producers including oil giant Petroleo Brasileiro SA and miner Vale SA. Nine of the 10 best performers on the Ibovespa were related to the raw-material industry. The Bloomberg Commodity Index added 0.6 percent as oil, gold and copper jumped. The rally outweighed a central bank survey showing analysts predict further contraction for Latin America's largest economy. "The commodity move today is outweighing news regarding the economy as investors await measures from the new government to address the fiscal deficit and the recession," said Jason Vieira, the chief economist at Infinity Asset

Management in Sao Paulo. Traders have pushed up the value of Brazilian shares this year on speculation that a new administration would pave the way for measures to revive the economy and curb a ballooning budget deficit. Regaining investors' trust is a key goal for Michel Temer, who assumed the presidency on May 12 after a Senate vote that brought Dilma Rousseff closer to impeachment and forced her to step down. The Ibovespa rose 0.5 percent to 52,081.12 at 11:41 a.m. in Sao Paulo, extending this year's surge to 20 percent. Petrobras and Vale gained at least 3.9 percent. Source ; Bloomberg

IEV Mobilizes for T&I Work on Shell's Malikai TLP Offshore Sabah

Singapore-based **IEV Holdings Ltd.** disclosed Monday that its 49 percent associate, IEV Malaysia, commenced mobilization Sunday for the offshore transportation and installation of the Sabah Shell Petroleum Company Limited integrated Malikai Tension Leg Platform (TLP) offshore Sabah, Malaysia. The **SAPURA 3000** and **AEGIR** construction vessels as well as a number of transportation barges and tugs will provide offshore transportation and installation of the anchoring piles and the TLP, with work expected to be completed before the end of July, the company said in a press release. IEV will partner The Netherlands-based **Heerema Marine Contractors** in carrying out the project. Source : Rigzone



Lifting operation of the Goliath crane in progress.

Heavy-lift engineering firm **Mammoet** has successfully erected the 120-meter-high Goliath crane in the port of Szczecin in Poland. The project is the tallest gantry lift that Mammoet has performed in Europe, and involved a tailor-made gantry with a height of 127 meters to execute the unique lifting procedure. The Goliath crane was built by Van Haagen Kraanbouw in the Netherlands before transportation to the port. The Goliath crane weighs 1,200 tons and has a lifting capacity of 1,400 tons. It will be used at the Bilfinger Mars Offshore production site at Szczecin to support the fabrication of offshore components including transition pieces, jackets and monopoles. Mammoet, headquartered in Schiedam, in the north of Holland, provides a range of services from transportation and logistics planning to heavy-lift and crane rental. Source: Breakbulk Photo: Lifting operation of the Goliath crane in progress. Credit: Mammoet



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Maersk Line publishes LatAm update

Maersk Line has released its first quarter 2016 trade update for Latin America, including headlines for its regional outlook and recent reefer trends. The group is projecting a contraction in trade for 2016 across the East Coast, primarily driven by Brazil's recession and lesser so by Argentina. The region is expected to remain weak throughout 2016 with Brazil struggling to stay afloat amid recession which is likely to continue into the following year. On the West

Coast, meanwhile, containerised trade is expected to grow in line with countries' GDP growth. "With global demand at an all-time low, Latin American economies will be forced to compete more than ever with each other," explained Omar Shamsie, president of Maersk Line Latin America and Caribbean. "With many countries competing in the same commodities, like bananas from Ecuador, Costa Rica and Colombia, or scrap metal and avocados out of Colombia and Mexico, it's clear that the race is on. "We have seen increased focus on and investment in exports in the region, including Colombia's investment in avocado production to compete with its neighbours in international markets," Shamsie added. "This has been helped by investment in reefer container technology, which controls atmosphere and temperature, allowing produce to travel further than ever." **source: Fruitnet**



Stern shot of the [SEA BELUGA](#) passing Hoek van Holland towing the [STEMAT 87](#) with seen the [KRVE 58](#) alongside
Photo : Kees Torn © CLICK at the photo and hyperlinks in the text !

Mexico's Pemex pays off over \$5 billion in debt to contractors

May 16 Mexican state-owned oil company Pemex said on Monday it had paid off 92 billion pesos (\$5.08 billion) in debt outstanding to contractors and would continue to settle its obligations in the coming months. "...at the close of 2015, Pemex's total debt to providers and contractors rose to 147 billion pesos, so that having made this series of payments for 92 billion pesos, the remaining debt is 55 billion pesos," the company said in a statement. Pemex noted it was "sufficiently solvent" to cover debts contracted in 2015 in the next few months. (\$1 = 18.1 pesos) **source : Reuters**
(Writing by Dave Graham; Editing by W Simon)

New container line alliance may find it has 'too many cooks in its kitchen', suggests Drewry

By Mike Wackett

"Alliances are only as stable as their member carriers," was maritime consultant Drewry's first comment on plans to create a third mega-grouping. On Friday, Hanjin Shipping, Hapag-Lloyd, K Line, MOL, NYK and Yang Ming announced an initial five-year "binding agreement" to form THE Alliance on east-west trades in April 2017. The six lines were described by Drewry as the "orphans" of the recently announced Ocean Alliance grouping of CMA CGM, Cosco, Evergreen and OOCL. Currently members of the G6 and CKYHE alliances, they will operate a combined fleet of approximately 3.5m teu, an 18% share of global container capacity. Excluded from the deal was UASC, currently involved in merger talks with Hapag-Lloyd, but eventually expected to become part of THE Alliance, and HMM, which is in the process of restructuring its debts, but also has ambitions to join the grouping at a later stage. Meanwhile, Drewry has suggested that the new alliance may have "too many cooks", compared with the 2M's Maersk and MSC and the Ocean Alliance's four carriers. Indeed, a source at one G6 carrier admitted to The Loadstar recently that its decision-making process involving six members was "time-consuming and tedious" – particularly when trying to get a consensus on schedule changes. And should UASC not merge with Hapag-Lloyd and HMM is also accepted into the fold, the workings of THE Alliance could potentially become even more unwieldy. Drewry suggests that a way to improve the speed of communication and decision-making would be to form a single independent operational unit, similar to the proposed London operational headquarters of the aborted P3 alliance. But it cautioned that would, similarly, risk being knocked back by Chinese regulators concerned about antitrust implications. Nevertheless, according to Hapag-Lloyd CEO Rolf Habben Jansen, the philosophy of the new alliance will be different and look at "every possible angle to work together" and "look beyond port to port" co-operation. Following suggestions that the move from four to three mega-alliances would be bad news for shippers, Drewry pointed out that shippers should have nothing to fear, "as there will still be at least 12 competing carriers and sales organisations behind these operating alliances". It added: "While some uncertainty has been removed from the market it should be remembered that alliances are only as stable as their member carriers so they should not be seen as the silver bullet that will save the industry," concluded Drewry.
Source: the loadstar

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APM Terminals to provide container weighing services in Rotterdam

By : Bruce Barnard

APM Terminals has added Rotterdam, Europe's largest container port, to the list of locations where it will provide container weighing services to enable shipper compliance with a new international regulation that comes into force on July 1. The Romanian port of Constanta will also benefit from the service aimed at easing the transition to an amendment to the SOLAS convention requiring shippers to provide a verified gross mass of a container before it can be loaded onto a vessel. The Maersk Group's port arm is now offering weighing services at 31 locations in Europe, the Middle East, Asia and South America, and plans to add more of its 72 terminals to the list before the new International Maritime Organization rule takes effect. The weighing services have been requested by many of APM Terminals' clients to help them comply with the new requirements, said John Trenchard, the global head of Inland and End User Services at APM. "We are investing in new equipment, IT connections, processes and procedures to ensure that the weighing services can be provided in an efficient manner, with limited impact to existing operations." Service specifications and tariffs will vary between terminals "As a responsible supply chain partner we are looking to be remunerated for these services, which are optional and we believe will offer a strong value proposition to our customers." The company says it is in discussions with local regulatory authorities "who are providing increasing clarity on national rules governing how to ensure compliance." It plans to provide VGM data management capabilities at most of its terminals by accepting electronic data interchange transmissions of VGM data into terminal operating systems from container shipping lines prior to vessel load planning. **Source : The Journal of Commerce**

S. Korean special forces join regional anti-piracy exercise

Some 330 South Korean special forces troops took part in a regional anti-piracy exercise in the South China Sea region with 17 other countries, the defense ministry said Tuesday. The maritime security exercise, which ran from May 1-12 in the waters between Singapore and Brunei, brought together special army and navy forces from the ASEAN Defense Ministers' Meeting Plus (ADMM-Plus), it said. ADMM-Plus is a gathering of 10 ASEAN nations plus eight dialogue partners including South Korea, Japan, China, Russia and the United States. South Korea's Navy destroyer Choe Yeong also joined the regional exercise on its way back from a mission with South Korea's anti-piracy troops, the Cheonghae Unit, stationed in the Gulf of Aden in the Arabian Sea off Somalia. The latest joint exercise simulated a rescue mission on a merchant ship hijacked en route from a Brunei port to Singapore, the ministry said in a statement. The simulation involved maritime and ground rescue operations to free hostages held in a hijacked vessel and a pirates' base, it said. "Our military boosted its anti-piracy capabilities, necessary in securing maritime traffic routes around the South China Sea and the enhanced interoperability of the combined forces' anti-terror operations," the ministry said. **Source: Yonhap**

AIDAprima still waiting approval to use LNG in Rotterdam



The **AIDAPRIMA** outbound from Rotterdam – Photo : Cees van der Kooij ©

The world's first cruise ship to use LNG in port, **AIDAPRIMA**, has been delivered – and it can use LNG in all its ports of call except for Rotterdam, where it is still awaiting approval from regulatory authorities. Carnival senior vice president for maritime affairs Tom Strang, told PST at a small press gathering after a recent Cruise Lines International Association regulatory briefing that he attended: "It is hugely satisfying to see a technology provider, system manufacturer and shipyard working together with a company like Shell, which is providing the LNG, and also the company transporting it – going through a lot of regulatory hoops and hurdles – actually finally getting it to work.



Photo left : Frank Behling ©

That is incredibly satisfying." Approval has been gained for AIDA Cruises' flagship cruise ship to use LNG in all its ports of call except for Port of Rotterdam. Mr Strang explained: "That is a little bit more challenging, mainly because Rotterdam has a different set of regulatory requirements, as the port is right in the centre of the city. We have a great relationship with the port; there are a number of other steps to go through first [before approval]." made its debut with a light show and naming ceremony watched by 1.6 million visitors at the 827th Hamburg Port Anniversary. **AIDAPRIMA** is the first cruise ship in the world with a dual-fuel engine that can be powered by LNG while in port and at sea. "The christening was an emotional moment for me – I'm very proud of our new ship," said Felix Eichhorn, president of AIDA Cruises. "With **AIDAPRIMA** and the next three new ships to be built for our line, we are once again charting new territory in the tourism industry, and we will continue to drive growth in the German cruise market."

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Ichthys marks further milestones

INPEX has completed the offshore pre-lay of the chain and mooring system as well as the last topsides lift on the Floating Production, Storage and Offloading (FPSO) facility. This comes after the final module for LNG Train 2 was

moved into place earlier in the month. The pre-lay of the 77 km chain and mooring system in the Browse Basin involved 49 chains laid in water depths of up to 250 m and anchored to foundations piles – 5.5 m in diameter and 63 m long. The mooring system will secure the project's two offshore facilities – the FPSO and Central Processing Facility (CPF) – in the Ichthys Field seabed for at least 40 years of continuous operation. Supplying more than 40,000 t of large-scale anchor chains for the project represented nearly 18 months of worldwide chain production, with each chain link weighing more than 700 kg. The 28 CPF mooring chains required more than 25,000 t of mainly 178 mm diameter chain, while the 21 FPSO mooring chains needed more than 15,000 t of mainly 161 mm diameter chain. Meanwhile, the last topsides lift on the FPSO was completed over the weekend. The lift—which occurred in the Daewoo Shipbuilding and Marine Engineering yard in Okpo, South Korea—marks an important milestone in the integration phase for the project's offshore facilities. This step also allows further progress of pre-commissioning and commissioning activities, with modules, pipe racks and equipment packages now lifted onto the hull of the FPSO.

source: Australian Pipeliner

The world's first FLNG vessel sets sail for Malaysia



Teams from Petronas, Technip and DSME give PFLNG Satu a rousing send-off

The world's first floating LNG (FLNG) vessel PFLNG Satu has set sail for Malaysia's Kanowit gas field, beginning a 2,120 mile journey from the Daewoo Shipbuilding & Marine Engineering (DSME) shipyard at Okpo and marking the end of an 18 million man-hour construction project. The vessel is heading to its production site 180 km off Sarawak where Petronas will deploy it for the next five years. There, PFLNG Satu will undergo hook-up, installation and commissioning, expected to take around two months, to prepare to start production. The 365m vessel, which Petronas says cost up to US\$10 billion, is designed to produce up to 1.2 million tonnes a year of LNG. Teams from Petronas and from engineering contractor Technip joined the DSME workers at the South Korean shipyard on Saturday for the send-off. Petronas global LNG project advisor, project delivery and technology Abdullah Karim described the sail-away as "a significant milestone in Petronas' bold decision to deliver a game-changer in the global LNG business".

Source: Ingworldshipping

Beware less competition in container shipping

By : Chris Bryant

Airlines long ago cottoned on to the fact that being part of an alliance could save them money and help them offer passengers a greater variety of routes. Container-shipping companies have taken a little longer to figure this out - but are now copying the strategy wholeheartedly. Until recently, there were four major container-liner alliances - but that industry structure is now rapidly shifting as dwindling freight rates - the result of the industry ordering too many ships - savage profits. The latest love-in came last Friday when Germany's Hapag-Lloyd said it would form an alliance with five Asian carriers. AP Moeller Maersk and Mediterranean Shipping, the world's largest container-shipping companies by capacity, are already bosom buddies - their alliance is called the 2M partnership. The next two largest liners, CMA CGM and Cosco, are among a group that last month formed the Ocean Alliance. Like the airlines' code-sharing agreements, these vessel-sharing partnerships help to cut costs and better use spare capacity. They allow companies to offer more frequent services - without buying more ships or adding new routes. They can instead share space on other alliance members' vessels. But you need only to look at the profitability of Europe's legacy airline carriers to know

that joining an alliance gets you only part of the way. United States airlines are far more profitable than their European peers. The reason? There are fewer of them. Following a wave of consolidation and bankruptcies, just four airlines control more than 80 per cent of US commercial airline traffic. In contrast, Europe's airline industry is far more fragmented: Lufthansa, Air France-KLM, IAG, Ryanair and easyJet together have less than 50 per cent of the market. Container-shipping companies are a proud bunch - national or family interests tended to preclude takeovers in the past. But that's started to change. Cosco and CSCL have joined forces, Hamburg Sud bought CCNI's container-line activities last year, CMA CGM is buying Neptune Orient Lines, and Hapag-Lloyd is talking to United Arab Shipping about a merger. A once-fragmented industry is becoming dominated by large players, with the top 10 already controlling almost two-thirds of capacity, compared with just over a third 15 years ago. Fitch Ratings thinks more mergers and acquisitions are "inevitable" as looser alliances can't fully exploit opportunities to boost capacity utilisation and cut costs. Consolidation bodes well for an eventual recovery in industry profitability because smaller players may struggle to compete and bankruptcies would take capacity out of the market. But less competition in shipping isn't good news for exporters who currently benefit from low freight rates. Smaller countries may come to rue the wave of consolidation because they may be left with less choice about who transports their goods. Again, the experience of US airlines is instructive. Passengers there now have fewer airlines to choose from at their local airports, and fares have risen. So while it's tempting to pity the container-shipping industry's current plight, that sympathy may not last forever. Competition regulators should be on alert. **Source : Strait Times**

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see also : <https://www.youtube.com/watch?v=1R4Hb0S7IkC#t=101>

World's biggest cruise ship leaves French shipyard



Some 70,000 people watched the world's biggest-ever cruise ship set off along France's Atlantic coast on Sunday. The **Harmony of the Seas** is longer than Paris's Eiffel Tower and wider than the Arc de Triomphe and can carry 8,460 passengers and crew. Thousands of people lined the quays at Saint-Nazaire in western France and points along the coast to watch the **Harmony of the Seas** finally leave the shipyards, headed for the British port of Southampton from which it will start its official maiden voyage to Barcelona on 22 May. The boat, built for US-based Royal Caribbean Cruises Ltd, cost nearly one billion euros and its statistics are impressive:

- At 362 metres, it is longer than the Eiffel Tower (324 metres);
- At 46 metres, it is wider than the Arc de Triomphe (45 metres);
- At 226,000 tonnes, it is five times the volume of the Titanic;
- At 600,000m², its 16 decks are the equivalent of 84 football fields;
- It can carry 6,360 passengers and 2,100 crew, more than 34 Airbus A340s.

The boat is credited with causing a boom in tourism in Saint-Nazaire, 95 percent of which was destroyed by bombing during World War II. Guided tours of the STX France shipyard have risen 77 percent since the beginning of the year compared to the same period last year and had already risen 60 percent in 2015 with 40,000 paying visitors. Cruise ships are controversial in the Mediterranean, however Venice imposed a ban on them in November 2014, claiming that they were "crushing the life" out of the city, although Italian authorities overturned it in January 2015. And a recently

published Atlas of Toxic France named them as a major factor in giving Marseille the most polluted air in the country. **source : RFI**

New IG/CINS Guidelines for the Carriage of Calcium Hypochlorite in Containers

The International Group of P&I Clubs (IG Clubs) and the shipping line members of the Cargo Incident Notification System (CINS) have collaborated to produce a new set of guidelines for the carriage of Calcium Hypochlorite in containers. These new guidelines can essentially be considered “IMDG Code plus precautions” in that they include selected provisions from the IMDG Code plus additional precautions consistent with the science basis established in 1999 by consulting scientists advising the IG Clubs. These new guidelines replace the Frequently Asked Questions (FAQs) produced by the IG Clubs in 2011. The IG Clubs have, in recent years, observed an apparent upsurge in container fires involving Calcium Hypochlorite. This appears to have dented confidence amongst shipping lines, leading to some lines imposing very strict carriage precautions or even outright carriage bans. Fire incident investigations also suggest that, in the vast majority of cases, the Calcium Hypochlorite has been mis-declared by shippers and wrongly described as a product that would ordinarily be considered harmless or having less strict carriage requirements under the IMDG Code. On the other hand, the IG Clubs are also very mindful that many responsible shippers do properly declare their Calcium Hypochlorite shipments and have seen these carried without incident by applying the additional precautions recommended by the IG Clubs. Given the large quantities of Calcium Hypochlorite that are shipped each year, there is an obvious desire to both discourage mis-declaration by shippers and to encourage shipping lines’ confidence in the carriage of properly declared Calcium Hypochlorite under an acceptable method. Working groups established by the IG Clubs and CINS members have shared their views and experience and undertaken a thorough review of the IG FAQs. The resulting new guidelines will hopefully be seen as providing clearer and more logical step by step guidance, starting with issues surrounding cargo hazards and categorization under the IMDG Code, through to issues concerning container selection, container packing and stowage on the ship.

In very basic terms, the mainstay of the additional precautions includes the use of plastic drums, with adequate air circulation, a package limit of 45 kg net weight and a limit on the maximum payload per container not exceeding 14 tonnes. Dry or reefer containers may be used provided that a proper risk assessment is undertaken. A full overview of the precautions can be found in the Guidelines published on the IG <http://www.igpandi.org/> and CINS websites <http://www.cinsnet.com/> and on the West of England website. The IG Clubs are an Advisory Member of CINS and many IG Clubs’ members are also members of CINS. The IG Clubs take the opportunity to encourage other container line members to enquire about CINS membership, the main purpose of which is to highlight and address risks posed by certain cargoes and/or packing failures in order to improve safety in the liner shipping industry.

Source: WoE



The **BONAY** – IMO 9033878 / YLBV seen arriving in Willemstad – Curacao – **Photo : Kees Bustraan ©**

RNLI network gets ship-shape with KCOM WAN upgrade

The Royal National Lifeboat Institution (RNLI) has opted for communications and integration specialist KCOM to upgrade its wide area network and bolster its lifesaving operations. Steve North, IT project manager at the RNLI,

explained that the organisation will gain a faster internet connection to improve operations and further spread the message of its work to the media and aid fundraising efforts. "Our aim is to give our stations' staff and volunteers the best service possible. Lifeboat crews and volunteers input the details of lifeboat launches and then upload video footage from their rescues, which can be used for media, training and fundraising," he said. "A faster connection helps us to spread the word about the lifesaving work we do much more quickly. The RNLI is dedicated to saving lives at sea, and investing in better technology at our lifeboat stations around the coast will help to do this." Rather than opt to upgrade the WAN with multiple companies, the RNLI went with KCOM so that it can manage a dedicated single partner and maintain closer working relationships to ensure that the upgrade project meets the needs of all of the RNLI's workers, volunteers and supporters. The project, which is currently underway, involves the provision of two large bandwidth connections with backup connections provided by the RNLI's Poole headquarters. KCOM has already set up 200 private FTTC and DSL connections across some of the UK's most remote coastal locations. The company helps the RNLI to manage and monitor hardware installations of wireless devices and managed switches, and provides consultancy on how to map out the most suitable and cost-effective connectivity option for lifeboat sites while meeting the needs and support requirements specific to each location. Many organisations are pursuing digital transformation projects to inject more digital services into their operations and business, but the RNLI project is more a basic network upgrade. However, having a robust WAN is an important way to lay the connectivity foundations to allow for more effective digital projects in the future. **Source;V3**

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the **MSC SARA ELENA** outbound on the Rio Itajaí-açu **Photo: Robin v Singerwood ©**

Shipping Fuel Supply Agreement Was At No Time 'Sale Of Goods', Supreme Court Confirms

The supply of 'bunkers' of marine fuel on credit for immediate use was not governed by the 1979 Sale of Goods Act, leaving the shipping company in debt to the bank which has taken over the liabilities of the insolvent bunker supplier, the UK's highest court has confirmed. The decision potentially leaves PST Energy Shipping, the owners of the vessel, and other shipping companies in similar positions at risk of double claims: both from ING Bank, the assignee of OW Bunker's rights under the contract; and from the oil company that physically supplied the fuel on OW Bunker's behalf,

according to complex commercial disputes expert Richard Dickman of Pinsent Masons, the law firm behind Out-Law.com.

Dickman said that the 2014 collapse of the OW Bunker group of companies, which were at the time the world's largest suppliers of marine fuel, had "convulsed the shipping industry and spawned a raft of arbitration disputes in London, as well as claims in numerous other jurisdictions". "Courts in some other jurisdictions have held that payment to the physical supplier discharges the shipowner's liability to OW, but some of these decisions remain subject to appeal," Dickman said. "The Supreme Court's decision essentially re-affirms the novel analysis of the arbitrators, the judge at first instance and the Court of Appeal: that a transaction which looks in all respects like a sale of goods is in fact something entirely different, an agreement to supply with a licence to use. The result will delight ING Bank but leaves the shipowners in this case and many others in a similar position at risk of potential claims by physical suppliers and arrest of their vessels in other jurisdictions," he said. The issues in this case arose because, under OW Bunkers' standard terms of contract, ownership of the fuel did not transfer to PST until payment was made, 60 days after delivery. However, the contract permitted PST to use the fuel "from the moment of delivery". OW began the restructuring process two days after supplying the fuel to PST. Legal ownership of the fuel, which the court assumed for the purposes of this case had now been fully consumed, cannot now pass to PST. PST had sought a declaration that it was not now bound to pay for the bunkers on the grounds that it had no title in the fuel, in breach of the 1979 Sale of Goods Act (SOGA). However, SOGA only applies to contracts for the 'sale of goods', under which a seller transfers or agrees to transfer title to goods to a buyer for money consideration. The Supreme Court has now confirmed that this was not the case here. Giving the unanimous judgment of the court, Lord Mance said that although the "basic form and language of the contract is that of sale", the contract itself allowed for the use of the term "in an expanded sense", and contained "special features" setting it apart from the typical contract of sale. "In these circumstances, [OW's] contract with the owners cannot be regarded as a straightforward agreement to transfer the property in the bunkers to the owners for a price," he said. "It was in substance an agreement with two aspects: first, to permit consumption prior to any payment and ... without any property ever passing in the bunkers consumed; and, second, but only if and so far as bunkers remain unconsumed, to transfer the property in the bunkers so remaining to the owners in return for the owners paying the price."

The judge dismissed as "metaphysical" a suggestion by PST's lawyers, expanded on in the Court of Appeal, that the contract could be analysed as one for sale of goods "to the extent that it provided for the transfer of property in any part of the bunkers remaining at the time of payment". He also rejected an attempt by PST to argue that the contract contained an implied term requiring OW to have paid its own suppliers. "The Court of Appeal's 'hybrid' analysis, under which the contract was construed as a sale of goods to the extent that it provided for the transfer of property in any fuel remaining at the time of payment, meant that the nature of the contract was constantly changing," said complex commercial disputes expert Richard Dickman. "However, the Supreme Court removed any uncertainty by holding that the agreement was indivisible, and at no time a contract of sale." "The physical suppliers who cannot recover as a result of this decision will be left to seek to prove as unsecured creditors in the liquidation of the OW Bunker group," he said. **Source: Pinsent Masons LLC**

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Republic of the Marshall Islands continues strong growth

International Registries, Inc. and its affiliates (IRI) provide administrative and technical support to the Republic of the Marshall Islands (RMI) Maritime and Corporate Registries. The RMI Maritime Registry (the "Registry") has surpassed another significant fleet milestone, exceeding 131 million gross tons (GT) in March 2016. In early 2014, the RMI Registry celebrated the milestone of 100 million GT, marking the tremendous growth of the Registry in recent years. As noted in the January 2016 issue of Clarksons Research's World Fleet Monitor (Volume 7 No 4), the Registry had a 12.5% increase in GT in 2015, the largest percentage growth of any of the top ten registries and has the youngest overall fleet age of 7.9 years. This growth is due in large part to IRI's model of decentralization which allows worldwide Registry personnel to provide services 24/7 from its 27 office locations. With the opening of IRI's second office in Hong Kong in 2014 and new office in Manila, Philippines in late 2015, the RMI Registry is better able to support the growing number of seafarer applications for those serving on RMI flagged vessels. More than 35% of RMI Seafarer's Identification and Record Books (SIRBs) are issued to Philippine seafarers, making IRI's Manila office a key location for issuing seafarers' documentation. With the Manila Amendments to the International Convention on

Standards of Training, Certification and Watchkeeping for Seafarers (STCW) coming into force on 1 January 2017, many seafarers will require new or refresher training and certification. The Manila office will work closely with other worldwide offices to provide the support necessary to seafarers affected by these new requirements.

Bill Gallagher, President, Theo Xenakoudis, Director, Worldwide Business Operations, and Annie Ng, Head of Asia, all of IRI, spent the past week in Seoul and Tokyo meeting with industry stakeholders. "The Far East is integral to the growth of the RMI Registry, with both the Republic of Korea and Japan in the top ten shipowning countries of the RMI fleet," said Annie Ng. "We are pleased to be in these regions and engaging with the local shipowning communities," said Bill Gallagher. "We have recently learned that the United States Coast Guard's preliminary results show the RMI will continue to be included on the Qualship 21 roster for 2016; this accolade of 12 consecutive years on Qualship 21 is significant to our owners and charterers and one that we have been sharing in person with them," he continued. "We have accomplished this quality achievement by working and communicating with our owners and operators and ensuring all of our offices are resourced with personnel experienced in the shipping industry so we can respond in a timely fashion to the challenges of operating a ship," he said. "What makes this particularly noteworthy is that 13 of the current 26 flags are poised to be dropped from Qualship. Furthermore, the overall young age of the fleet is an indication of our quality owners and operators and is also indicative of a green and efficient fleet," he continued.

The Registry's employees now number more than 360 worldwide. Speaking to a small press group in Tokyo, Masaharu Okamoto, Representative from IRI's Tokyo office, noted that Ken Tamura will join the Registry's team of highly qualified technical experts working out of the Tokyo office. Mr. Tamura previously served with the American Bureau of Shipping (ABS) for over 40 years and has a background in ship design, engineering, and technical implementation. He is a member of the Japan Society of Naval Architects and Ocean Engineers (JASNAOE) and the Society of Naval Architects and Marine Engineers (SNAME). "We are delighted to have a technical resource in the Tokyo office that will be able to support not only our Japanese owners and operators, but also the Registry's fleet trading in this region," said Mr. Okamoto. "The growth of our technical and marine safety staff in our worldwide offices is one of the significant ways we have been able to achieve the best port State control scorecard of any of the major registries," said Mr. Gallagher. "By attracting quality owners and operators and resourcing our worldwide offices, we will continue as the leading open registry with a world-class fleet," he concluded. **Source: Republic of the Marshall Islands (RMI)**



NAVY NEWS

Chinese naval taskforce conducts anti-piracy drill in Indian Ocean

Source: China Military Online Editor: Yao Jianing

The ocean-going training taskforce with the South China Sea Fleet of the PLA Navy carried out an anti-piracy drill under realistic conditions in the Indian Ocean on May 15 to enhance their emergency response capacity and capability to perform diverse tasks in distant oceans. According to the scenario of the drill, the convoy simulated by the comprehensive supply ship Honghu was harassed by several suspected pirate vessels. The fleet consisting of the guided-missile destroyer Hefei, Lanzhou and guided-missile frigate Sanya expelled pirate ships and provided escort for the transportation convoy. The exercise started at 9:00 am and the signalman of the Lanzhou warship used Mandarin

and English to warn the suspected pirate ships. Suspected pirate vessels ignored the warning and continued approaching the convoy. Shipboard helicopters carrying commandos took off quickly from the destroyer Hefei and Lanzhou and gave warning shots to the suspected pirate vessels. Secondary guns on the destroyer Lanzhou simulated firing at the suspected pirate ships to block their advance. "It is the special power given to naval vessels by international laws and also a common practice of the world's navies to combat piracy," said Hu Weihua, who is a commanding officer of the Lanzhou ship, "Such routine training in open waters is of great significance in improving operational command capabilities of commanders at all levels, enhancing our fleet's capability of properly dealing with complex situations in accordance with laws as well as the PLA Navy's capability of performing diverse military operations in open seas." Before the taskforce entered the Indian Ocean through the Sunda Strait, it had conducted a training exercise on ship and submarine confrontation under the condition of air raid threats, performed patrol in waters near the Nanshan Islands and staged offensive and defensive drill with garrison troops in the Nanshan Islands.
Source: chinamil

JAPAN COAST GUARD UNITS PASSING THE SHIMONOSEKI STRAITS



Above seen the Japan Coast Guard medium patrol vessel [PM 26](#) northbound in the Straits

Photo: Piet Sinke © [CLICK at the Photo and hyperlink in the text !](#)

The Japan Coast Guard (海上保安庁 Kaijō Hoan-chō), formerly the Maritime Safety Agency, is the Japanese coast guard. Comprising about 12,000 personnel, it is under the oversight of the Ministry of Land Infrastructure, Transport and Tourism, and is responsible for the protection of the coastline of Japan.



The large patrol vessel [PL 120 KUNISAKI](#) northbound in the straits as spotted yesterday morning

Photo: Piet Sinke © [CLICK at the Photo and hyperlink in the text !](#)

Founded in 1948 as the Maritime Safety Agency of Japan, its English name was changed to Japan Coast Guard in April 2000. In 1950, the Maritime Safety Agency sent minesweepers to the Korean Peninsula under the United Nations flag during the Korean War. On December 22, 2001, JCG ships intercepted a Chinese-flagged vessel believed to be North Korean in origin, in the Japanese Exclusive Economic Zone between Kyushu and China. When the vessel failed to respond, she was fired upon by the JCG and an exchange of gunfire resulted. The unidentified vessel sank in the Chinese EEZ with all hands. The ship, later salvaged by the JCG, was found to be carrying weapons and spy equipment. The wreck and its contents were put on display at the Japanese Coast Guard Museum at Yokohama. The Japan Coast Guard operates 455 watercraft, these include the following:

Patrol Vessels: 121
Patrol craft: 234
Special guard and rescue craft: 63
Hydrographic survey vessels: 13
Aids to navigation evaluation vessels: 1
Buoy tenders: 2
Aids to navigation tenders: 18
Training boats: 3
The JCG operates 73 aircraft, these include:
Fixed Wing: 27
Helicopters: 46

Brownlee: US Navy vessel visit for 75th anniversary celebrations not discussed

Defence Minister Gerry Brownlee says top visiting US Navy Secretary Ray Mabus did not raise an invite for a US Navy vessel to visit for the Royal NZ Navy's 75th anniversary but he does expect the US to be represented in some way even if the ship visit is rejected. Mr Brownlee met with US Secretary of the Navy, Ray Mabus in Wellington on Monday. Mabus is in New Zealand for meetings with ministers and defence officials and said in a statement that while he expected the invite for the 75th celebrations in November to be discussed, it was not the reason for his visit and the US was yet to make a decision on it. Mr Brownlee said that invite was not raised in his discussions. He had extended the invite in November 2014 and the US was still working through the process. "We would like them obviously to send a ship but if they are unable to get that through their process that's fine. We would still anticipate that they would have some form of representation at those celebrations." If accepted, it will be the first time a US military ship has visited New Zealand since the anti-nuclear legislation was passed in 1987. That impasse is because of the US policy of refusing to confirm the nuclear capabilities of its vessels.

Mr Brownlee said talks ranged from Antarctic to the Pacific and the South China Sea. The US Navy regularly patrols the disputed areas of the South China Sea, partly to assert freedom of navigation over the critical trade route and has asked other countries to do the same to send a message that it was international waters. Mr Brownlee said Mabus did not ask New Zealand to take part in that, but New Zealand Air Force Orions did conduct surveillance flights in the area. "They've got a fleet up there at the moment that is passing through what are considered to be international waters that the Chinese might have a different view on. I asked what the progress was and I suppose trying to understand what their long term intentions are." Mr Brownlee said New Zealand had taken part in exercises in the South China Seas, including with China. "We've expressed our desire that freedom of navigation does remain open." New Zealand has tried to maintain an independent stance on the issue, saying it was for the parties to resolve the dispute. However, Prime Minister John Key and Foreign Minister Murray McCully have ruffled feathers in China by obliquely criticising it for reclamations and building up its military presence. **source : NZ Herald**

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Zhejiang Hexing Shipyard ordered to suspend operations over safety concerns

By : Jason Jiang

Zhejiang local safety authority has announced that it found a series of safety issues at Zhejiang Hexing Shipyard during a safety inspection. According to the inspection report the shipyard has insufficient protection for the workers, some special equipment operators working without licenses and fire risks due to the incorrect storage of material. The authority has ordered the shipyard to suspend operations until the problems are rectified. [source : Splash 24/7](#)



Dutch's Anthony Veder's Dwt 6,554 combined LNG/LPG Vessel "**CORAL ANTHELIA**" under rudder blade repairs in [CernaVal Group Shipyards](#) Algeciras Port. [Photo : Enrique Pérez – CERNAVAL GROUP.](#)

Women on the boil in shipyard

By: Chelsea Geach



Not many little girls dream of being boilermakers. But in the shipyards of Table Bay Harbour, women are showing that they have every bit as much skill and strength to hold their own among the men who build 90-metre steel boats from scratch.

[Damen Shipyards Cape Town](#) is one of many [Damen shipyards](#) around the world, which produce almost every type of vessel, from military ships to pleasure yachts, tug boats to dredgers. In 2014, President Jacob Zuma announced Operation Phakisa - an initiative to grow the ocean economy. In line with this push to grow maritime industries, Damen opened a school which has trained 52 ship-building apprentices in the past four years. Of those, 10 were women. "The ship building industry in the past was very male-dominated said [Damen Cape Town](#) director [Sam Montsi](#) - but the advantages of training women are already becoming evident. The managers tell me the women are better welders; they are

a bit more careful," he said. [Aysha Gaffoor](#) from Hanover Park started training at the apprentice school in 2012, and completed her final test through Northlink College in 2014. "If you're female, it takes a lot of courage to decide this is what you want to do, to be in a man's world," she said. For Gaffoor, the moment came when she won the awards for best boilermaking and welding student in her first year of study. "That's when I decided it's what I want to do." Gaffoor is an only child, and her parents were concerned at first about her career choice. "At first, my dad was sceptical about it, but after my awards he was okay," she said. "But every day he tells me to be safe." Now she is a professional boilermaker who helps construct vessels for Damen. "We build the boat from start to finish," Gaffoor said.

"As a boilermaker you build the skeleton, the plating. After that the welders come, then the carpenters and electricians." She is currently building the deck for a 50m fast crew supplier. It will take between 15 to 24 months to complete the ship. "If you're a soft person, this is not the job for you," Gaffoor said. "You must be able to handle blood and sore fingers. But if you have the guts, go for it." She is now mentoring new apprentices at the training school, and would one day like to become the training officer. One of her superiors at the shipyard, Amalia Morkel from Atlantis, is another woman forging ahead in a male-dominated profession. Morkel studied mechanical engineering at the Cape Peninsula University of Technology, and worked at Atlantis Foundry before studying further as a welding inspector and

coming to work at Damen. Monsti said Morkel has excelled. "Amalia's an amazing person that she has gotten to this position," he said. "In terms of what she knows, she can go up against the best in the world." Morkel has been working the engineering fields for five years, and says there are worlds of work opening up to women that are far beyond the roles they have been limited to historically. "Go out and see women in these fields, being welders and boilermakers. If you want to achieve something in life, you have to go for it." **Source : Cape Argus**

Shipbuilders to suffer extended slump, cut output capacity

South Korean shipbuilders' worst-ever slump may stretch into next year, as demand for new ships is expected to remain low amid still slackened oil prices and slumping global trade, prodding local shipyards to cut their output capacity, industry sources said Monday. According to a report compiled by the Export-Import Bank of Korea (Korea Eximbank), a total of 2.32 million compensated gross tons (CGTs) worth of new shipbuilding orders were placed around the globe during the first quarter of the year, down 71 percent from a year earlier. By value, new ship orders also fell 63 percent on-year to reach US\$6.51 billion.

Local shipyards' new orders plunged sharply with 170,000 CGTs worth of orders clinched by them in the January-March period, down 94.1 percent on-year. In terms of value, their orders also dropped 94 percent on-year to \$390 million over the cited period, the report showed. Consequently, South Korean shipyards accounted for 7.4 percent of new orders placed around the globe during the first quarter, compared with 30.2 percent a year earlier. "Overall demand for new ships is weak and all kinds of shipbuilding orders seem to be abnormal," the report said. The report said local shipyards constructed 3.43 million CGTs worth of ships in the January-March period, up 2.6 percent from a year earlier. But as of end-April, their order backlog totaled 27.59 million CGTs, down 16.2 percent from a year earlier and 11.1 percent from the end of last year, it said. "Given various conditions, the order backlog is estimated to keep them busy for less than 2 years," it said. The report said South Korean shipbuilders are expected to clinch new orders worth 1.6 million CGTs this year, down 85 percent from a year earlier. By value, their new orders are forecast to reach \$3.5 billion this year, compared with last year's \$23.67 billion. With the cut in new orders, their order backlog is likely to drop 34 percent this year, it forecast. "Their business slump may continue throughout this year, and demand for oil tankers may improve slightly during the second half of the year," it said. Local shipyards, meanwhile, are moving to cut their output capacity by shutting down docks. Last week, Hyundai Heavy Industries Co. said it plans to close part of its shipbuilding docks as it failed to secure new orders. The cash-strapped Hyundai Heavy is reportedly moving to sell a supertanker valued at about 150 billion won by auction in China later this year, in a separate effort to tide over its liquidity crisis. Daewoo Shipbuilding & Marine Engineering Co. and Samsung Heavy Industries Co. are expected to follow suit. Last week, Jung Sung-lee, president of Daewoo Shipbuilding, said the company will submit an additional set of measures to its creditors later this month, including a cut in wages and workforce. Samsung Heavy is also expected to submit its self-rescue plan to its creditors later this month. The shipbuilding industry, once regarded as the backbone of the country's economic growth and job creation, has been reeling from mounting losses caused by an industrywide slump and increased costs. The big three shipyards racked up a combined net loss of 7.7 trillion won last year, marking the first time that all three of the nation's largest industry players registered losses. **Source: Yonhap**

Austal-built LCS 8 completes acceptance trials

Littoral Combat Ship 8 (LCS 8), the future **USS MONTGOMERY** built at Austal Limited (Austal) shipyard has successfully completed U.S. Navy acceptance trials, the Company said in a media release. The trials, the last significant milestone before delivery involved comprehensive testing of the vessel's major systems and equipment by the U.S. Navy. Delivery of the ship to the Navy is planned for later this northern spring. "Ship after ship, we continue to see improved performance at lower cost." said LCS program manager for the US Navy, Capt. Tom Anderson. "Montgomery's strong performance during acceptance trials is a testament to the Navy/Industry team that has labored to incorporate lessons learned and deliver this exceptional and affordable ship."

During the four-day trial, the Navy conducted comprehensive tests intended to demonstrate the performance of the propulsion plant, ship handling, and auxiliary systems. While underway, the ship successfully performed launch and recovery operations of the 11-meter rigid hull inflatable boat (RHIB), a four-hour full power run, surface and air self-defense detect-to-engage exercises, and demonstrated the ship's maneuverability performing tight turns and accomplishing speeds in excess of 40 knots. Austal Chief Executive Officer David Singleton said: "The successful completion of acceptance trials is a significant milestone for Austal and demonstrates how the LCS program is progressively maturing. "LCS 8 incorporates most of the modifications that have been identified to date following delivery of LCS 6, our first as prime contractor." In parallel to the construction of these previously funded vessels,

Austal is undertaking design work focused on a potential transition from LCS into the future frigate program for the US Navy from FY2019. "In addition, Austal is carrying out preparatory work to be ready for the future frigate program in Australia planned for the Royal Australian Navy. This program is scheduled to commence construction in FY2020. After LCS 8, Austal will deliver a further nine Littoral Combat Ships from its shipyard in Mobile, Alabama, under a U.S. Navy contract for 11 ships worth over US\$3.5 billion. Of those, Gabrielle Giffords (LCS 10) and Omaha (LCS 12) are preparing for trials, Manchester (LCS 14) was recently christened, final assembly is well underway on Tulsa (LCS 16), and modules for Charleston (LCS 18) and Cincinnati (LCS 20) are under construction in Austal's module manufacturing facility. Austal is a global defence prime contractor and a designer and manufacturer of defence and commercial ships. For more than 27 years Austal has been a leader in the design, construction and maintenance of revolutionary ships for governments, navies and ferry operators around the world. More than 255 vessels have been delivered in that time. Source : Portnews

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Consternation among importers due to scanning of containers port of Rotterdam

Importer **Ron Jongejan** expresses his surprise about the scanning of containers in and around the port of Rotterdam. "An example: of the fifteen containers we received, five had to be scanned. One of the ships arrives on Wednesday, the other on Thursday, they'll leave on Thursday evening and on Friday morning. On Friday a container will be released to us so that we can scan it ourselves (external, fortunately). It is a general rule that customs release containers for an external scan after 36 hours, which happens in most cases. Everyone is pointing fingers at each other, but they do not offer any solutions. I wonder what the port of Rotterdam thinks of this as well. The other containers will probably be released after the weekend, with the necessary additional costs. For five times transfer over the weekend it costs approximately 1,000 Euro extra. And this is happening weekly now. Unfortunately we do not always have the option to go to a different port."

"On all sides I am hearing from companies who have similar problems. This just has to stop. I am not opposed to scanning, but the delays this is causing are not normal, and they are not of the year 2016. One solution could be to let certified companies do their own scanning, or that containers are released quicker for external scanning. Customs is not doing anything, except saying that they hear the complaints more often and that they have to observe regulations. But we are working with perishables and when everything is delayed it all takes five days longer. They say only a small percentage is concerned, but when you are working with perishables, a small delay can have large consequences."

"This loss for me is already 50,000 Euro today, because customers cancel orders. And I am not even talking about the value of containers that are spoiling. This is dramatic for companies such as ours. It is costing heaps of money and we cannot earn anything or keep appointments. When will this stop?" source : Freshplaza

Stowaway Disembarkation Fines In Ivory Coast

It has been brought to your Managers' attention that the Abidjan port authorities have issued a circular to all agents advising that any vessel calling in Abidjan with stowaways to disembark will be subject to an XOF 2 million (approx. €3,000.00) fine, per stowaway. The fine will be imposed on the ship regardless of where the stowaways may have boarded. Furthermore, due to an increase in the number of stowaways found onboard vessels arriving from the

neighboring port of Tema (Ghana), this circular also provides that, in order to be allowed to berth in Abidjan, any ship incoming from Tema will first have to remit an official "Search Certificate" to be issued by the Port of Tema authorities. The above regulations are due to come into effect as of May 1, 2016. Attached is the translated circular for Members' reference. Your Managers thank Club Correspondents, The IVORY P&I Team/ L'Équipe IVORY P&I

http://www.american-club.com/files/files/MA_050216_Stowaway_Disembarkation_Fines_in_Cote_D_Ivoire.pdf

Source: The American P&I Club

Hyundai Merchant has this week to persuade vessel owners to adjust charter fees

South Korea's **Hyundai Merchant Marine Co.** and its main creditor Korea Development Bank this week will engage in last-minute talks with foreign ship owners to bring down charter fees, a requirement for the shipper to gain debt relief from non-banking creditors and avoid heading to court receivership. Hyundai Merchant Marine has until this week to finalize talks with the ship leasers to rationalize charter rates in order to get new aid and debt relief from creditors. Four out of 22 vessel owners reportedly are disagreeing to new terms. The Korean government, state-run KDB, and law firms, as well as the company will join to persuade the ship-owners by pitching that their cooperation is essential to prevent the shipper from going under court management. Hyundai Merchant Marine also has failed to get on international shipping alliance groups because of the risk of its going under

Source: Pulse

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Criminal case regarding embezzlement of over RUB 8 bln of Sovcomflot and Novoship forwarded to the court

On May 13, 2016, Deputy Prosecutor General of the Russian Federation Viktor Grin signed an indictment under the criminal case against Saint-Petersburg citizen Yuri Nikitin as well as ex-CEO of Sovcomflot Dmitry Skarga and ex-President of Novoship Tahir Ismailov. According to the press center of the Prosecutor General's Office, the criminal case has been forwarded to the Dorogomilovsky District Court of Moscow for a trial on the merits with the absence of the guilty party Depending on their role and decree of involvement they are under an accusation of crimes set forth in cl. 1 and 3 of Article 210 CC RF (establishment of criminal conspiracy and participation in it), cl. 2 of Article 201 CC RF (abuse of authority), cl. 4 of Article 160 CC RF (embezzlement) and cl. 3 of Article 174.1 CC RF (laundering of money and other property acquired through committing an offence) The investigators believe that in 2001-2005 Skarga and Ismailov, acting within the criminal community established by Nikitin embezzled the funds of Sovcomflot and Novoship

in the amount exceeding RUB 8 bln and laundered over RUB 5.5 bln. Starting from 2006, Prosecutor General's Office of the Russian Federation has been repeatedly requested the relevant authorities of the UK for extradition of the mentioned persons for criminal proceedings. The extradition was denied. Earlier, Yuri Privalov, a party to an offence who had entered into a plea agreement with the Prosecutor General, was sentenced to stay for 3 years at general penal colony with a fine of RUB 1 mln. Criminal investigations against other parties to an offence are under way.
Source : Portnews

Dutch logistics company eyeing Azerbaijani market

By Maksim Tsurkov - Trend:

The Dutch logistics service company Royal Wagenborg is considering the possibility of entering the Azerbaijani market, Fabio Giurato, director of the company's branch in Kazakhstan, said in an exclusive interview with Trend May 16. Giurato is visiting Baku at an invitation from Giovanni Bella, head of the Italian logistics company Bella Giovanni Shipping & Trading SRL, which operates in the Azerbaijani market. Giurato said Wagenborg is willing to expand its presence in the Caspian Sea region, which, since 1998, is mostly related to the sea's northern part. "We believe that combining the expertise of our several divisions operating worldwide, including the shipping division operating 180 cargo vessels, offshore division operating supply vessels, anchor handling tugs, barges and others, we can support the Azerbaijani industry with the state-of-the-art equipment and turnkey solutions," he explained. "In this very moment we are just exploring the market through meetings with local operators in order to identify, in the short term, the most adequate business development strategy," noted Giurato. "Indeed we recognize the potential that the Azerbaijani market represents for Royal Wagenborg Group." He also said the company is already partially working with Azerbaijan in the field of shipping. "We worked for [the Dutch company] Boskalis in Azerbaijan for few months at the Shah Deniz project with our shallow draft tug Kasymborg," said Giurato. "We often send our units to shipyards in Azerbaijan for dry docking and upgrading works. We recently installed spud-poles on our flat-top barge WB107 at Azerbaijan's Baku Shipyard shipbuilding plant." Giurato also noted that Royal Wagenborg is interested in fostering its relations with Azerbaijan's state oil company SOCAR. "We are looking with interest to the Alat free-trade zone as one of the most interesting opportunity to develop our shipping activity in the Caspian Sea through our modern fleet of cargo vessels," he added. Wagenborg is a 100-percent family owned company with its head office in Delfzijl, the Netherlands. As of today, Royal Wagenborg is one of the largest Dutch shipping companies. Source : Trend



Seaway Heavy lifting's **STANISLAV YUDIN** with on the right the **PEGASUS** and **BREMEN FIGHTER** with the DOW jacket as seen from the AHT **UNION PRINCESS** – Photo : Jeroen Dijkman - Chief officer ©

Getting tough over weight at the gate may divert cargo, says exporter

PORTS that insist on verified gross mass VGM at the gate will likely get the short shrift from exporters like STIHL Inc, maker of chainsaws another hand-held construction equipment, reports American Shipper. "If there is a port that said, 'We will not accept a box,' we may divert freight away from that port," said STIHL export manager Murray Bishop in a panel discussion at the Virginia Maritime Association's annual conference in Norfolk. Mr Bishop's remarks are made in relation to the United Nations' regulation requiring verified container weight before loading by July 1. This is the result of an amendment to the Safety of Life at Sea (SOLAS) convention. STIHL, of Virginia Beach, will only use ports with flexible policies towards meeting new international maritime safety guidelines for carriers to obtain the certified weight of containers prior to vessel loading. Ports that won't allow export containers through the gate if the truck arrives

without the verified gross mass (VGM) on file could lose the company's business. Exporters, many in agriculture, are upset that the new procedures add extra cost and complexity to a process they argue wasn't broken in the first place. Exporters already provide weight data to meet customs and commercial requirements and opponents argue that in the US overweight containers have rarely, if ever, contributed to an accident. "I feel very strongly that any port that does not accept the container at the gate without a VGM is really doing a massive disservice to the entire export community because it's going to back those gates up, it's going to delay sailing," Mr Bishop said. **Source : Schednet**

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.... PHOTO OF THE DAY



Inspection of the Starboard 5000 mm diameter propeller of the **ALP STRIKER** in drydock at Niigata Shipyard & Repair before polishing the propeller **Photo : Leo Leusink ©**

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