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Seacontractors Damen shipyards group built DIAN KINGDOM, Tuesday afternoon en route Rotterdam.

Cees Kloppenburg Maritime Photo Maassluis www.photomaassluis.com ©

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anchored in the Helwick Channel near Swansea ,the Trinity House ship **PATRICIA** prepares to hoist its 9 m workboat inboard. Trinity House have their Lighthouse HQ at the King's Dock,Ship Swansea. Built in 1982 **PATRICIA** is responsible for the maintenance of lighthouses and navigation buoys throughout UK waters. At 2693 tonnes and 86 metres she has a 20 tonne main crane and 28 tonne bollard pull. There is a helicopter pad and the Trinity House ensign flies at the bow. **Photo : Raymond Wergan ©**

6th Hydrodynamic Voith Symposium

Voith is pleased to invite you to the 6th Hydrodynamic Voith Symposium. The Hydrodynamic Voith Symposium is a cutting-edge scientific-technical event that celebrates its 10th anniversary this year. Voith marine drives stand out by their unique hydrodynamics, which provide ships with a high degree of differentiation for individual applications. The presentations at the event will show the latest research results that emphasize this differentiation. You can look forward to interesting lectures by operators of Voith drives from these areas: tugboats, offshore vessels and double-ended ferries. There will also be presentations on developments of new and forward-looking technologies: simulations of different ship maneuvers, modern electronic steering technologies, VSP ice technology, acoustics, as well as new ship concepts for offshore wind support vessels. The presentations will be given by scientists from renowned

international institutions. Comparative investigations of efficiency, accuracy and acoustics levels – carried out through measurements and calculations of Voith drives and alternative solutions – will definitely be of interest for ship owners, designers, marine construction laboratories and universities. The highlight of this year's symposium will be the introduction of new ship concepts. An example is the Carrousel Rave Tug (CRT) – currently under construction – that offers a completely new approach towards increased efficiencies in tugging and towing. With the RAMora Tug we will be presenting a revolutionary idea for a tele-operated tugboat. There will also be first-time presentations of the latest comparative practical results (e. g. fuel consumption, vibrations, hydro-acoustics) regarding the Voith Linear Jet and the Voith Inline Thruster. As always, the experts from Voith Turbo Marine will be at your disposal as competent discussion partners. You can talk to colleagues from the industry and operators of vessels with Voith drives. Our ship simulator and the test tank are primed for interesting demonstrations of new findings and ship types. Once again, the Symposium will take place in the spacious rooms of the Voith Arena, the local football stadium. We would be delighted if you accepted our invitation and attend the 6th Hydrodynamic Voith Symposium. For registration and more information <https://voith.com/hydrodynamic-symposium-en/index.html>



06-09-2016 : The **OLEANDER** departing Hamilton Bermuda. Photo: Capt Shaun Beal Master Wave Sentinel (c)



The **HOEGH KUNSAN** assisted by the Port Towage Amsterdam operated tug **EXPERIENCE** into the IJmuiden locks
Photo : Peter Maanders Port Towage Amsterdam (c)

China may penalize offshore oil companies for spills

The Chinese government is considering imposing penalties on offshore oil companies that damage marine environment, state media said on Monday, the latest effort by Beijing to clamp down on environmental pollution and tackle risks from oil leaks. The Legislative Affairs Office of the State Council on Monday published an early draft of the regulation, which includes damages for clean-up costs and the restoration of ecological balance in marine environments, according to Xinhua. Companies will also have to invest in environmental monitoring and evaluation and use professional consultants if necessary. Last year, ConocoPhillips and CNOOC Ltd were embroiled in a series of legal claims following oil spills in 2011 in the Bohai Bay that polluted more than 6,200 square kilometers of water. In October 2015, a Chinese court ordered Conoco to pay 1.68 million yuan (\$251,625.08) in compensation to nearly two dozen aquaculture farmers who said their livelihoods were hurt by the leaks off the nation's northeastern coast. On Monday, Xinhua said companies would have to compensate the relevant industries if they damaged fisheries. They will also be obliged to take emergency response measures and cooperate with investigations, it said. In February, China approved the country's first oil spill emergency response scheme, expected to be ready by 2020. **Source : Reuters**



the maiden Kiel-Canal-Transit of the expedition cruiser **NATIONAL GEOGRAPHIC ORION**. The Ship is under way from Lübeck (Germany) to Harlingen (Netherlands). **Photo : Frank Behling ©**

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Jinhui Shipping sells bulker to Gelico Shipping

By: Jason Jiang JASON

Oslo-listed **Jinhui Shipping** has entered into an agreement with Greek company Gelico Shipping to sell handymax bulker **JIN BI** for \$3.5m. The Hong Kong-registered vessel will be delivered between September 20 and October 26. Jinhui Shipping said the directors continuously review market conditions and adjust the group's fleet profile, and believe that the disposal will enable the group to enhance its working capital position and strengthen its liquidity. Jinhui Shipping reported a net loss of \$39.14m for the first half of 2016. **Source : Splash 24/7**

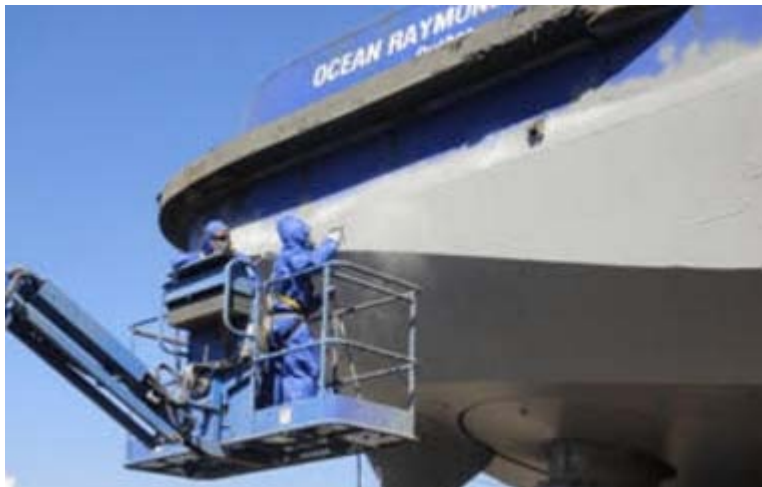
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The 2016 delivered **HOEGH TRACER** IMO: 9684990 navigating the Westerschelde inbound for Antwerp

Photo : Huib Lievense ©

CANADIAN OPERATORS OPT FOR INCREASED ENVIRONMENTAL PROTECTION WITH ECOSPEED HARD COATING



Océan Taiga, North America's most powerful ice-going tug, nearing completion at the Industrie Océan shipyard in Ile-aux-Coudres, QC, will feature Subsea Industries' Ecospeed, following the operational success of the hard coating applied in 2012 to Groupe Océan's 60t bollard pull ice-going tug **OCEAN RAYMOND LEMAY**

Left : Groupe Océan's **OCEAN RAYMOND LEMAY** was coated with **Ecospeed** in 2012

OCEAN TAIGA, the second 100t bollard pull ice class 1A Super FS escort tug, will join first of class **OCEAN TUNDRA**, which was coated in 2013 with an Ecospeed application. Subsea Industries will also apply the advanced hull protection system to the existing **OCEAN ROSS GAUDREAU** tug, at Groupe Océan's shipyard

in Quebec. David Flood, Managing Director, Jastram Technologies, the commercial representative for Subsea Industries in Canada, said: "Subsea Industries has had a successful relationship with Groupe Océan, resulting in Ecospeed applications to nine vessels in its fleet. Its first experience with Ecospeed on the Ocean Raymond Lemay was deemed a huge success. When the vessel's hull was water-jet cleaned this summer after more than 60 months in service, the hull coating showed no sign of paint degradation." Flood explained that Groupe Océan specified the coating for the largest tugs in its fleet because of the coatings' lasting performance and environmental compatibility for operations in ecologically sensitive areas. "The owner wanted a coating solution that would not impact the marine environment," said Flood. "Chipping an Ecospeed hard coating almost never happens but when it does, there is no environmental damage, no sediment pollution." Manuel Hof, Production Executive and NACE Coatings Inspector at Subsea Industries, added: "Groupe Océan's vessels operate in highly abrasive waters in ecologically sensitive areas, so it was important for the owner to have a hull a coating system that protects both the vessel and the marine environment." Outlining the importance of the Canadian market for Ecospeed, Hof said: "With many vessels operating in the highly sensitive areas, such as the Great Lakes, Alaska and the northwest passage, the Ecospeed hard coating is becoming the hull coating of choice for meeting stringent environmental rules and regulations." Jastram Technologies is working on other significant Ecospeed projects in Canada, one of which is a 31,992dwt ice-going bulk carrier.

Vopak looks into buying Exmar's FSUR share

Vopak and Exmar are in talks on the possibility of an acquisition of Exmar's share in its floating LNG storage and regasification business (FRSU's) by Vopak. As the outcome of these discussions between Vopak and Exmar is currently unknown, no further details are disclosed, Vopak said in its press release. Vopak has earmarked storage and handling of LNG/gas as one of its strategic focus areas. Therefore Vopak is looking for strategic opportunities to strengthen its presence as a service provider in the LNG infrastructure market. Today, Vopak jointly owns and operates two land-based storage and regasification terminals, the GATE terminal in the Port of Rotterdam, and the TLA terminal in Altamira, Mexico. It is foreseen that new LNG production capacity will significantly influence the energy mix in the coming years. These LNG streams will need to find new demand centers, e.g. to be connected to national grids serving growing deficit markets and to serve as gas supply for gas-powered electricity production. These new consumption markets, which often are being served by Vopak's current network customers, require quick go-to-market solutions. Floating storage and regasification assets serve as a solution to capture these opportunities, supported by long-term customer contracts. In connection with jetty or mooring infrastructure, these FRSU's provide entry points to distribute LNG in new and existing markets. In addition, a foothold in LNG infrastructure with a floating solution creates a strategic position to leverage on future LNG flow developments of land-based LNG regasification terminal solutions once markets have matured. Vopak's global network and local presence supports these opportunities. Exmar, active in LNG shipping for over 35 years and being a pioneer in the FRSU and FLNG (Floating Liquefaction) market, is currently co-owner and or operator of 10 FRSUs, and has one FRSU and one FLNG facility under construction. Exmar is actively developing business opportunities for long-term employment of these two units under construction. Royal Vopak is the world's leading independent tank storage provider for the oil and chemical industry. As of 2 September 2016, Vopak operates 67 terminals in 25 countries with a combined storage capacity of 34.6 million cbm, with another 3.6 million cbm under development, to be added by 2019. Vopak's mission is to provide safe, efficient and clean storage and handling services of bulk liquid products and gases at key marine locations that are critical to its customers around the world. The majority of its customers are companies operating in the oil, chemicals and gas sector, for which Vopak stores a large variety of products destined for a wide range of industries. Vopak's strategic focus is on four categories of terminals: Major hubs supporting intercontinental products flows, Terminals facilitating growth in global gas markets, Import distribution terminals in major markets with structural deficits, Industrial and chemicals terminals in the Americas, the Middle East and Asia. Exmar NV, with its headquarters in Antwerp, is a leading independent owner and operator of LNG/LPG Carriers and of industrial, marine and logistical solutions covering the processing, handling, liquefaction, transport and regasification of gas for the benefit of clients active in the energy, power and industry sectors. Exmar has a diversified fleet of 45 ships/ assets, including gas transportation and storage solutions and several offshore assets. Having over three decades of experience in the shipping and handling of cryogenic gases, Exmar maintains a high leadership profile with the industry's largest players through successful operations and continuous innovation. **Source : Portnews**



SIERRA LEONE: DEME CONSORTIUM AWARDED CONTRACT FOR FREETOWN TERMINAL EXTENSION

A consortium including the Belgian dredging, environmental and marine engineering group DEME, French construction group Eiffage and Eiffage's subsidiary RMT Clemessy has been awarded a €47 million contract for the extension of the Freeport Terminal in Sierra Leone. DEME will be responsible for the soil improvement, reclamation and compaction works, as well as for the deepening of the existing and future container berths. Specialised equipment will be deployed during the different construction phases of this EPC contract. The Freetown Terminal, operated by the French group Bolloré Transport & Logistics, is undergoing an expansion programme that calls for the construction of a new 270m quay to accommodate vessels with a draft of 13m. The Bolloré group intends to increase the total capacity of the container terminal to 750,000 TEUs. Work started recently and is expected to be completed in August 2018. **Source : dredging News Online**



Vertom's **PERFORMER** outbound from the IJmuiden locks for sea
Photo : Peter Maanders - Port Towage Amsterdam (c)

Hind Maritime takes Japanese handy

By: Hans Thaulow

The taker of Yamamoto Kisen's oldest ship that fetched \$4.2m at the end of last week has been revealed in broker notes who claim that the 2002-built **MARQUERITE** was bought by Greek outfit, Hind Maritime. Hind currently has two handysize bulkers each over ten years of age, named **LADY HIND** and **MIND ISLAND**. The price that Hind Maritime has paid for its biggest ship to date is in line with market prices online portal VesselsValue.com values the ship at The sale leaves the seller, pure bulker player Yamamoto Kisen with four slightly bigger and younger bulkers in its fleet. Source : Splash 24/7



The 1946 built **WAVERLEY** recently leaving Llandudno Pier stern first for the evening trip to Liverpool. The **WAVERLEY** is the last seagoing passenger carrying paddle steam in the world. Photo: Dennis Oliver (c)

Volunteer lifeboats in Harwich launched 10 times in just over a week



VOLUNTEER lifeboat crews were called out ten times in just over a week, including to reports of a missing swimmer in Dovercourt. Harwich RNLI's inshore lifeboat was called to Dovercourt Bay at about 6pm on Monday. The lifeboat was launched within minutes after an informant reported spotting a small pile of belongings and observed the owner going towards the water and starting a swim. After the informant continued along the promenade and on returning noticed the belongings were still present but the swimmer was nowhere in sight. On arrival at the scene, the inshore lifeboat put a crew member ashore to speak to the first informant before searching the area. Additional crew members arrived at the scene by road to search the shore line, closely followed by the Coastguard mobile unit from Walton and the **Coastguard Helicopter 163**.

As the search continued in reducing light, a lifeboat crew member spotted somebody exiting the water at the Stone Pier in Harwich. Crew member Daniel Sime said: "Contact was quickly made with the individual to confirm it was their belongings near the lighthouses, and importantly, to confirm the person was OK. "The member of the public did exactly the right thing. "Having been concerned for the whereabouts of another member of the public, knowing somebody had entered the water alone, but was nowhere to be seen just minutes later, putting in a 999 call to the Coastguard ensured that Search and Rescue resources were tasked to the scene. "Thankfully, the individual was ok on this occasion although no doubt tired given the distance covered. "Thank you to the informant for being vigilant and to everybody involved in locating the swimmer." Both lifeboats were also in action last Friday after they were launched to locate and assist a Kayaker. The kayaker had been out for the afternoon but with the tide falling, they ended up stranded close to Mistley Quay. The crews recovered the kayaker and brought him back to Harwich lifeboat station to warm up. The lifeboats were called to a 37ft motor cruiser reported to be aground near Earlhams on September 1, but following the launch it was discovered the vessel was closer to Burnham-on-Crouch, following which Burnham's lifeboat was launched. On Bank Holiday Monday, both Harwich lifeboats were launched following a Mayday call from a yacht. The yacht was aground at the entrance to the river Deben. By the time the inshore lifeboat arrived on scene, the yacht had re-floated on the incoming tide and both lifeboats escorted the vessel to the safety of Shotley marina. The Bank Holiday weekend started with three separate incidents on August 27, including to a sailing vessel in the river Stour that was aground and taking on water, a person in the water in the river Orwell and to a windsurfer thought to be in difficulty off Dovercourt Bay. A spokesman said: "It has been a busy period for the volunteers with a real mix of incidents. "Thankfully the outcome has been generally positive. "As the summer starts to draw to a close, with the temperature dropping away, and the hours of day light reducing, it is worth a reminder to everybody taking to the water to really take care, plan their trip or day out, and know what to do if things do start to go wrong. "As has been our message throughout the summer, we urge everybody to respect the water." **Source : Harwich and manningtree standard.**



THORDON INTRODUCES GLOBAL SERVICE & SUPPORT CONCEPT



Canada's **Thordon Bearings** has introduced a global service and support (GSS) service to assist ship owners, shipbuilders and repair yards with the installation, commissioning, maintenance and shaft/stern tube alignment services of the full range of oil and grease-free Thordon propeller shaft, rudder and deck equipment products.

With a new global service network operating 24/7 in more than 100 countries, the Thordon GSS network is intended to show shipyards and repairers the simplicity of installing or retrofitting Thordon Bearing products and systems, including the COMPAC water-lubricated propeller shaft bearing system, while providing operators with comprehensive support for all their Thordon applications.

Explaining the new GSS Service, Andy Edwards, Thordon Bearings' Commercial Director, said: "We have experienced unprecedented demand for our polymer bearing technologies over the past two to three years. But as the market moves away from traditional oil- and grease-lubricated bearing systems, with operators increasingly opting for more cost-effective, environmentally-sustainable solutions, a comprehensive service network has to be in place to support this growing customer base. Our new GSS division provides that support."

Officially introduced in Hamburg this week, during the SMM 2016 trade fair, the Thordon Global Service & Support network offers a full scope of installation and commissioning services, oil to water-lubricated bearing conversion management, shaft coating and shaft seal installation and commissioning. Thordon will also offer shaft and stern tube measurement and geometrical alignment services for correct positioning of stern tube and bearings. Edwards added: "While the introduction of Thordon GSS is intended primarily to provide existing and new customers with an extensive after sales 'care package', GSS will also provide additional supervision to the shipyards and integrators that use our products." Contact with Thordon GSS team can be made on the Thordon website home page under GSS.



The **SELANDIA SEAWAYS** arriving at the Vulcaan harbour in Vlaardingen assisted by two **KOTUG-SMIT** operated tugs **Photo : Piet Sinke (c) CLICK at the photo and hyperlink in text !**

Refloated oil rig to be carried on back of colossal ship

A 17,000-tonne oil rig which ran aground in Scotland will be loaded on to the back of an enormous ship and carried to Turkey later this month. The **TRANSOCEAN WINNER** grounded on Lewis after breaking free from the vessel towing it in a storm on August 8. The rig was pulled free from the rocks two weeks later and taken to Broad Bay on the far side of the island. The semi-submersible ship **OHT HAWK** is due to arrive in the Western Isles in late September and

will carry the **Transocean Winner** to Turkey, where it will be dismantled. Salvage expert **Hugh Shaw**, who is in charge of the operation, said: "There will be many technical challenges surrounding the operations "However, I am satisfied that this is the safest option and it fully meets the requirements to minimise any future risk to safety or damage to the environment."The colossal **OHT HAWK** is more than 700ft long, 180ft wide and weighs about 60,000 tonnes. Its 18,100 horsepower engine give it a range of nearly 29,000 miles, travelling at about 15mph. The rig was on its way from Norway when it broke free from the tug and crashed into the shore near Carloway. Two of its four fuel tanks ruptured in the collision and spilled about 53,000 litres of diesel into the sea. Most of the pollution is believed to have dispersed harmlessly. On Monday, the Maritime and Coastguard Agency ruled out the return of a second emergency tug to Scotland despite calls for its reinstatement in the wake of the grounding. Campaigners handed a petition asking for its reinstatement to ministers in London on Tuesday. **Source : STV News**



The 1991 built **AVALONA STAR** (IMO: 8816168) outbound from Antwerp navigating the Westerschelde bound for Cristobal **photo: Huib Lievense (c)**



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The **ATLANTIC COAST** outbound at the River Seine **Photo : Fabian Montreuil ©**

Wilhelmsen, Wallenius Merge to Form New Shipping Platform



Wilhelmsen and **Wallenius** have signed a letter of intent to establish a new ownership structure for their jointly owned investments. The new entity, Wallenius Wilhelmsen Logistics ASA, will form a more efficient management structure and enable further synergies between the joint ventures. "The markets in which the jointly owned entities operate are going through rapid change and require a more agile and efficient business model. In addition to establishing a common owner and governance structure, the proposed merger is expected to enable synergies between USD 50-100 million by combining the assets and harvesting economies of scale, including more optimal tonnage planning, and administrative, commercial and operational efficiencies between the entities," says Jan Eyvin Wang, president and CEO of Wilh. Wilhelmsen ASA. The letter of intent states that the parties will combine their ownership in the jointly owned entities Wallenius Wilhelmsen Logistics (jointly owned 100%), EUKOR Car Carriers (jointly owned 80%) and American Roll-on Roll-off Carrier (jointly owned 100%) in a new entity to be named Wallenius Wilhelmsen Logistics ASA. In addition, the parties have agreed to merge the ownership of the majority of their vessels and affected assets and liabilities. The proposed structure takes the partnership between Wilhelmsen and Wallenius, dating back to 1999, to a new level. Wallenius Wilhelmsen Logistics ASA will be based on the existing listing of Wilh. Wilhelmsen ASA and continue to be listed on the Oslo Stock Exchange. When the transaction is completed, Wilh. Wilhelmsen Holding ASA and Wallenius Lines AB will have equal ownership in the new entity and plan to own approximately 40% each. The final terms and ownership level will be confirmed with the announcement of the final agreement within year-end. Craig Jasienski, currently CEO and president of EUKOR Car Carriers, will be appointed CEO for the new entity. To facilitate the transition process and in order to realise operational and commercial synergies, Mr Jasienski takes, as of today, on a joint CEO role for Wallenius Wilhelmsen Logistics and EUKOR Car Carriers. Based on expected growth opportunities within the logistics segments, Christopher J. Connor, president and CEO of Wallenius Wilhelmsen Logistics since 2013, will lead a strategic review targeting accelerated growth of the land-based logistics business. The parties will negotiate in good faith and expect to sign legal agreements and obtain relevant approvals before the end of the year. The proposed transaction is expected to close within in the first quarter of 2017. "Changing market dynamics and pressure on margins enforce a fundamental change in how we manage our joint ventures, especially within the shipping segment," says Thomas Wilhelmsen, chair of Wilh. Wilhelmsen ASA, and Diderik Schnitler, chair of Wilh. Wilhelmsen Holding ASA as a joint statement of the reasoning behind the proposed changes. "Together with our Swedish-based partner, we wish to continue to be world-leading within the car and ro-ro segments and grow our logistics footprint to serve our customers." **Source ; Marinelink**

Wärtsilä presents its 'visions of future shipping'

Wärtsilä has set out its visions for the future of the shipping industry. The work on future visions has been prompted by the inevitable effect that growing global energy demand and increasingly stringent environmental legislation to combat climate change will have on the shipping sector. Additionally, Wärtsilä assesses various emerging trends, such as sharing economies, new business models enabled by the new digital universe, the huge growth in energy storage capacity, and new affordable 'green' energy sources, since they represent both challenges and opportunities for the future of shipping. "We accept the challenges created by the developments currently taking place. Wärtsilä is increasing its speed of re-invention; not just internally but in cooperation with our customers and partners, so that the

industry can be assured of having the technologies ready and available to meet the new requirements," says Roger Holm, President, Wärtsilä Marine Solutions. In its 'Visions of Future Shipping' paper, Wärtsilä presents different scenarios that could shape the way that shipping companies operate in the future. These scenarios have each been identified under different names, as follows:

CONVOY: By taking advantage of advanced controls and communication between autonomous components, systems, and vessels, shipping fleets could be operated in convoys. The fuel savings created by vessels closely following each other results from the lower entrance speed of water ahead of the aft vessel. By optimising the operations significant fuel reductions could be achieved. Furthermore, through the use of system autonomy, artificial intelligence, and advanced connectivity, it is envisioned that the trailing ships could be operated with fewer crew members. Advanced communication technologies will also rapidly increase the sharing of information, which will save time and optimise the allocation of cargo to vessels.

ZERO - Floating Distribution Hubs: Another scenario could be to have artificial islands along the main shipping routes producing emissions free fuels from solar or wind for powering green energy sources. Clean energy production is becoming a global priority, and its influence on the shipping industry is expected to be felt more and more within the near future.

Exergo - Unlimited Energy Storage: Large investments will drive energy storage using battery technology. Wärtsilä believes that battery energy density will increase substantially during the coming years. This will allow ships to operate in sensitive areas silently and with no exhaust emissions.

Z3 - Green Energy: To provide reliable, emission free power without upfront investment, highly reliable energy sources and monitoring from the shore through advanced connectivity will be required. This concept envisions the supply of energy for propulsion on an 'as you go' basis.

LIITOS - Working together: For efficient cargo sharing, access to the same information by all global operators would ensure, for example, that no container ship sails cargo free. This sharing of assets could be achieved by use of a digital tool.

BEAN to CUP - Manufacturing en route: Factory ships may one day be manufacturing while transporting materials from one market to another. Apart from saving valuable time, this concept could have substantial economic benefits. For example, coffee beans being transported to Europe and Asia from South America could be processed during the voyage so that the ready product is available immediately upon the ship's arrival in port. Similarly, the quality of seasonal crops could be enhanced by having the ship begin processing soon after harvesting.

For more information, please visit : <http://www.wartsila.com>



The **YORK** inbound at the river Seine – Photo : Fabian Montreuil (c)

MIDDLE EAST: BOSKALIS AND HYUNDAI WIN NPP DEAL

The **New Port Project (NPP)** steering committee in Qatar has signed a contract for a range of service with Hyundai Engineering & Construction Co Ltd and Boskalis. The contract, the latest to be awarded for the NPP project, includes canal excavation, construction of quay walls and channel dredging, along with construction of 4km long breakwaters at the Economic Zone 3. The new port is part of the strategic plan of the State of Qatar and its 2030 vision

Source : Dredging news online



Rorocarrier '**GRANDE ANVERSA**' from Vlissingen overtaking ULCC '**ULSAN EXPRESS**' from Southampton, at Perkpolder both destination Antwerp. **Photo : Alexander Hoogstrate (c)**

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CITY OF BARCELONA departing port of Tyne. **Photo: Capt Alex (c)**

White Paper: Recession-proof Prince Rupert seems to weather every storm

US AND Canadian ports have had their ups and downs over the last 10 years, but for little Prince Rupert in the wilderness 400 nautical miles north of Vancouver it's been pretty much up all the way. This is one of the many conclusions of a 3,300-word "White Paper" from IHS Media reviewing the history and the prospects of the busy little Canadian port. "The 2009 recession really helped Prince Rupert," said Walter Kemmsies, managing director, economist and chief strategist for Jones Lang LaSalle's US ports, airports and global infrastructure group. "When it hit, logistics managers

were told to find a way to slash costs. Importers who tried the Prince Rupert soon discovered its strength extended beyond cost savings to a successful conveyor belt model that moved goods quickly and efficiently, reducing total transit times and improving service reliability," he said. It was this overall value proposition of speed and scheduling accuracy that reduced inventory carrying costs, as an example. "That enabled Prince Rupert to pick up a lot of cargo and gave it critical momentum just after it had opened," Mr Kemmsies said. Prince Rupert's Fairview Container Terminal was conceived mainly to handle imports from Asia destined for the Midwest, but the planners always included exports as part of the mix. Western Canada, particularly British Columbia, has the highest concentration of forest products in North America. "When we first were planning and promoting the concept of Prince Rupert as a container gateway, the scepticism was that we would not be able to fill the containers for backhaul," said Port of Prince Rupert CEO Don Krusel. "But the reality is that we are getting good backhaul coming from as far away as the US Midwest. As a partner in the terminal's design, CN put strict requirements on shipping lines calling the port to find cargo for their containers when they bring them back for export to Asia. "The railroad is putting some very tight guidelines around matchback for every carrier. They have an incentive to go out and fill boxes," said DP World vice president Matthew Leech, who runs the terminal. Another key element is the Canadian National (CN) rail line which runs to Toronto but more importantly to Chicago whence cargo is picked up and delivered throughout the US Midwest. Even more important says the IHS "White Paper" is the benefit derived from containerising bulk commodity exports, made possible by low freight rates. "What's really good about the port is ... the predictability and consistency" fuelled the growth of exports such as lumber and pulp from British Columbia and specialty grains from the Canadian prairies and the US Midwest," said Mr Leech. Three hundred miles east of Prince Rupert, CN operates an intermodal container yard in Prince George, which is a major producer of the forest products that are loaded into containers for export. "Fifty-nine per cent of our export volumes come from British Columbia," Mr Krusel said. "It's all lumber and wood pulp and panel boards and other forest products that are being stuck in containers both at Prince George and then at Prince Rupert. Cosco operates its CEN service to Prince Rupert as the first port of call with vessels in the 8,500-TEU range. It will soon deploy 13,000-TEU vessels on the route, Mr Leech said. The service takes 11 days from Shanghai to Prince Rupert and on to Chicago via CN in 17 days. Ships on the CEN service then steam from Prince Rupert to Long Beach and Oakland, California and back to Tianjin, gateway to Beijing and equidistant between Qingdao and Dalian. From the beginning, the partners in the new terminal targeted beneficial cargo owners (BCO) as their customers as much as, if not more, than container lines. "We don't necessarily think of our customers as a container line. We're focussed on the shippers, both North American import and export shippers," Mr Krusel said. One big BCO is represented by Pat Flynn-Cherenzia, global logistics and supply chain director for Microsoft, which imports products from China through Prince Rupert, whence they move elsewhere. Ms Flynn-Cherenzia has used Prince Rupert since it opened and has watched it grow. "I've been with several different companies using Prince Rupert as a port of entry for about seven years. So I've seen it go from a little infantile, very customised, to now a very mature, very sophisticated, but still very helpful." She lists the pros and cons of the Prince Rupert gateway: PROS: "We like the fast, reliable, consistent services. There is a financial savings as a result of doing that. We like the good use of the automation. I've been to the port, and there was no problem getting access in and out. The people there have been very good about working with us as opposed to laying out certain rules that I have to abide by. And then of course the cost savings and associated fees as a result." Of the CONS, she said: "There are limited container movements, so you only have certain vessel sailings. The callings are maybe only once or twice a week, so you have to take them into account when you do your ship scheduling. "And then periodically, especially last year when everybody else jumped up to Prince Rupert, we did experience congestion. But when you think about one month of disruption in seven years, it wasn't too bad," she said. The growth of Prince Rupert's container trade has been so strong that DP World and the port authority are considering even more expansion of the port's current annual capacity of 850,000 TEU. Plans underway will add 500,000 TEU, for a total of 1.35 million-TEU capacity by July 1, 2017. An additional future phase being contemplated would bring total capacity above two million TEU if approved. **Source : Schednet**

RUSSIA'S YAMAL LNG PROJECT ON TRACK AND ON BUDGET, SAYS NOVATEK

by Shoaib-ur-Rehman

Russia's Yamal LNG project, to build the country's second gas liquefaction plant, is on track and on budget with Novatek and its partners having invested \$18.5 billion so far, Novatek's CEO said. The first phase of the project, in which Novatek is in partnership with France's Total and China's CNPC and the Silk Road Fund, is due to start operation some time next year and Novatek's chief executive said it was 76 percent ready. Russia is the world's biggest producer of conventional gas after the United States but wants to increase its production of liquefied natural gas (LNG), which

currently accounts for less than 5 percent of world output. Investment in the Yamal project, which will require \$27 billion in total, was at risk after Novatek came under Western sanctions over Moscow's role in the Ukraine crisis, but the project has since secured funding from Chinese and Russian banks, as well from the Russian government. "To date, we have resolved all issues related to Yamal LNG's financing," Leonid Mikhelson, Novatek's chief executive and a major shareholder, told reporters in comments cleared for publication on Monday. "In my opinion, we should implement similar projects on our own, not using (Russia state) budget financing in the future." The Yamal facility will have three production lines when it is completed, each with an annual capacity of 5.5 million tonnes of LNG. In April, Yamal LNG signed loan deals with Chinese banks worth over \$12 billion. It also secured Russian state funds worth 150 billion roubles (\$2.3 bln) from a rainy day fund and 3.6 billion euros (\$4 bln) from state-controlled Russian lenders Sberbank and Gazprombank. Russia currently operates just one LNG plant, on the Pacific Island of Sakhalin, led by Gazprom, with an annual capacity of around 10 million tonnes. Sakhalin-2 plans to expand to add a third production line with 5 million tonnes of annual capacity some time in the future. The United States, Qatar and Australia, however, are also all expanding LNG production. Novatek, Russia's second biggest producer of conventional gas, plans to commission its second LNG project, Arctic LNG-2, by 2025 with planned LNG production of up to 16.5 million tonnes a year. Mikhelson declined to give a cost estimate for Arctic LNG-2 project and said that Novatek was not in a hurry to choose partners for the project. Japan Bank for International Cooperation (JBIC), which has signed up to help finance the Yamal project, is also ready to support the Arctic LNG-2 project, he said. **Source ; Reuters**



The French lifeboat **SNS 072** moored at the buoy in St .Malo
Photo ; Jan van Vuuren (c)

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Deltamarin to participate in Mols-Linien ro-pax vessel design



Deltamarin Ltd is to provide the Finnish Rauma Marine Constructions **Oy shipyard** with design services for a ro-pax vessel to be built for the Danish **Mols-Linien A/S**. Deltamarin's scope of work includes basic and detail design of the hull outfitting, machinery and cargo areas. The new 158-metre ro-pax vessel will be designed and optimised to carry passengers and cargo between the Danish islands of Bornholm and Sjaelland. The cargo capacity will be 1,500 lane metres. Construction will start in spring 2017 and the vessel will enter service in autumn 2018. **Deltamarin** has previously developed technical outline material for Mols-Linien for the purpose of yard tendering "This ship contract is very important for Rauma Marine Constructions. We are proud to have a major role in this

project, and to assist the shipyard in building up the new future of shipbuilding in Rauma. Mols-Linien's order is a proof of the strong passenger vessel know-how in Finland," says Janne Uotila, Director, Engineering Management at Deltamarin. The total contract value of Deltamarin's design work is about €3M. The work will be carried out at Deltamarin's offices in Finland and Poland over an estimated period of 12 months. For more information, please visit: <http://www.deltamarin.com/>



Hurtigruten's **NORDLYS** in Berlevåg **Photo : Henk de Winde (c)**

Clarkson predicts 2016 peak season will grow 3.8pc in global box volume

GLOBAL container trade is projected to expand 3.8 per cent year-on-year - 181.6 million TEU in 2016, following estimated growth of just 2.2 per cent in 2015, according to Clarksons shipbrokers in London. "This acceleration is partly projected to be supported by an expected rise in peak leg Far East-Europe volumes, which fell 3.1 per cent in 2015," said its Container Intelligence Monthly. "Meanwhile, the pace of intra-Asian trade growth is projected to pick up to reach 4.4 per cent this year, following sluggish growth of three per cent in 2015, reflecting signs of firm expansion in trade so far this year," it said. "Non Mainland East-West box trade is expected to continue to grow robustly in 2016 supported by strong import demand in the Indian subcontinent. However, north-south box trade growth looks set to be relatively subdued in full-year 2016 due to the continued impact of relatively depressed commodity prices," it said.

Indicators of trade from Asia to South America and Africa suggest a decline in volume so far this year. The IMF has recently revised down its GDP growth forecast for sub-Saharan Africa, said Clarksons. Source : Schednet



The **BALTIK SKY I** arriving in Malta Photo: Michael Cassar (c)

Topaz vessel Topaz Sophie commended for operational commitment

Topaz Energy and Marine, a leading offshore support vessel company, has announced that its vessel **TOPAZ SOPHIE** has received a special award from Total Nigeria in recognition of its "Operational Commitment". The first of its kind given by Total Nigeria, the award recognizes excellence in fuel economy, operational safety, management offshore visits, operational anomaly reporting and attendance by the vessel's senior crew in all Service Quarterly Meetings. Topaz Sophie and her crew were formally presented with the award in Onne, Nigeria by Total Nigeria's representative, Marine Superintendent Mr. Norris Chukwudi Olisedeme. The **TOPAZ SOPHIE**, which is one of seven sister vessels, is a 75-metre, 3,300 DWT, DP2 platform supply vessel which Topaz operates in West Africa through its local subsidiary, Topaz Marine Nigeria Ltd. Topaz Energy and Marine is a leading offshore support vessel company providing marine solutions to the global energy industry with primary focus on the Caspian, Middle East, West Africa and Subsea operations in the North Sea and Gulf of Mexico. Headquartered in Dubai, Topaz operates a fleet of **100 offshore support vessels** of an average age of 8 years. Topaz is a subsidiary of Renaissance Services SAOG, a publicly traded company on the Muscat Securities Market, Oman and Standard Chartered Private Equity. source: Portnews

LR, HHI and HMD to collaborate on ship-to-ship LNG bunkering compatibility study



Lloyd's Register (LR), **Hyundai Heavy Industries (HHI)** and **Hyundai Mipo Dockyard (HMD)** have signed a joint development project (JDP) to produce a ship-to-ship LNG bunkering compatibility study. This will comprehensively review the design requirements between 6.6K LNG bunkering ships and 14K TEU LNG-fuelled container ships with the goal of verifying safe ship-to-ship LNG bunkering. The study aims to help all stakeholders with interest in LNG as fuel to envisage a clear picture of possible options for LNG supply infrastructure. It follows LR's previous work with LNG-

fuelled ship projects with HHI and LNG bunkering ships with HMD. There is no existing standards or guidelines that cover the design and procedure for safe ship-to-ship LNG bunkering. However, this method of bunkering is preferable for many port authorities for safe and effective port operation and also preferable for ship operators due to cost-effective convenience. The main objective of the JDP is to investigate the practicability of the LNG supply model by ship-to-ship between the typical size of 6.6K LNG bunkering ships and ultra-large container ships (ULCS). These designs have been reviewed and developed based on the LNG-fuelled system, and accordingly, the study will evaluate the right direction for LNG supply infrastructure. LR has already developed a checklist for the design of LNG bunkering vessels and LNG receiving vessels for this JDP that summarises the risks related to ship-to-ship LNG bunkering, and also suggests design aspects which are not covered by legislation but are useful in understanding the characteristics of LNG-fuelled/LNG bunkering ships at the design stage. This checklist provides both HHI and HMD with a chance to comprehensively review their design by, not only mandatory rules requirements, but also the prospective guidelines in order to identify the scope for further improvements in their design in line with their ships' operating profiles. Jin-Tae Lee, Ph.D, LR's Korea Chief Representative & Marine Manager, who is a pro-active leader and supporter of technical innovation for joint success of the shipping and shipbuilding industries said: "Following recent developments in major ports towards a cleaner shipping industry, stakeholders will show interest in the advantages of LNG as fuel. However, the uncertainty associated with LNG supply infrastructure is still an influential factor in determining the profitability of a LNG-fuelled vessel. Stakeholders need to have a clear understanding of the benefits and challenges. Our Busan Technical Support Office, led by Vincent Rees, is fully prepared to assist our clients in LNG related projects from the concept design phase to the verification phase, which will be tailored to meet the individual clients' needs." Chang-hyun Yoon, EVP of HMD Initial Planning Division added: "After having developed LNG bunkering ships with LR, we are expecting to comprehensively review our design in order to identify the key points for further improvements suited for the clients' interests and demands through this JDP, thus trying to mitigate or minimise any potential issues which the operators can encounter during real operational situations." Byeong-Rok Lee, Senior Vice President, Head of Initial Design Office, HHI, commented: "As we take a profound interest in developing the design for LNG-fuelled ships with workability and functionality which is best suited for actual operational situation, we expect that these studies will help mature the design for LNG-fuelled ULCS." LR, HHI and HMD plan to expand the study for other ship types, including VLCC and Suezmax, following the completion of ULCS study. **Source : Lloyds register**

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RS announces new marks in class notation

Russian Maritime Register of Shipping (RS) has announced new distinguishing marks and descriptive notations in the RS class notation to be implemented on 5 September 2016.

The class notation briefly specifies main structural particulars of ships. The new distinguishing marks and descriptive notations implemented will enhance the RS class notation information content for shipowners, charterers and insurance companies.

The new distinguishing marks and descriptive notations have been implemented as follows:

LNG bunkering ship is a ship, which is intended for ship-to-ship LNG fuel bunkering;

Standby vessel is a ship located at MODU/FOP, which forms a part of the MODU/FOP emergency preparedness;

Supply vessel (OS) is a ship, which is intended for serving MODU/FOP;

Pipe laying vessel is a ship, which is intended for laying subsea pipes;

Cable laying vessel is a ship, which is intended for laying subsea cables;

Pipe laying barge is a barge, which is intended for laying pipes;

Cable laying barge is a barge, which is intended for laying cables;

CONT is a ship, which is not a fully-cellular container carrier but equipped for carriage of the International Standard containers. The container transportation area is given in brackets in addition: (deck) (cargo hold(s) No.);

DG is a ship, which is equipped for carriage of dangerous goods, whereas the mode of dangerous cargo carriage is given in brackets: (bulk) - in bulk, (pack) – in packaging;

TMS means a modified survey of a propeller shaft;

IWS - the ship is adopted for the in-water survey of the ship's bottom;

PMS – implementation on board the ship of the propeller shaft condition monitoring system (PCM system);

SOx Cleaning is a ship, which is equipped with exhaust gas (SOx) cleaning system;

DE+SCR is ship's main diesel engine, which is equipped with a selective catalytic reduction device, which allows to significantly reduce NOx emissions;

GCU is a gas carrier, which is equipped with a gas combustion unit.

Source : Portnews

Tensions over South China Sea belie summit cordiality

By Manuel Mogato and Amy Sawitta Lefevre

The Philippines said on Wednesday it was "gravely concerned" that Chinese boats were preparing to build structures at a disputed shoal in the South China Sea, shattering an appearance of cordiality at an Asian summit in Laos. Officials said talks between Southeast Asian leaders and Chinese Premier Li Keqiang went smoothly and there was no tension over a recent ruling by an arbitration court in The Hague that invalidated China's claims to the waterway. But, hours before the meeting, the Philippines' defence ministry released photographs and a map showing what it said was an increased number of Chinese vessels near Scarborough Shoal, which China seized after a standoff in 2012. The ministry's spokesman told reporters in Manila the pictures were made public because China's ambassador to the Philippines had denied there was any new activity there. "We believed that this is precursor to possible building of structures on the shoal," spokesman Arsenio Andolong said, adding that China's denial was "even more disturbing". China said there had been no change to the situation around the shoal and it had not taken any new action there. "Given this situation, some people are hyping the situation by spreading that kind of information," Chinese Foreign Ministry spokeswoman Hua Chunying told a daily briefing in Beijing. China, Taiwan, the Philippines, Vietnam, Malaysia and Brunei claim parts or all of the resource-rich South China Sea, making it a hot spot of regional tension. The last four are members of the Association of South East Asian Nations (ASEAN). China has over the past year alarmed other claimants, and outside powers such as the United States and Japan, by re-claiming land on several disputed reefs through dredging, and building air fields and port facilities. A Philippines official said the release of the pictures and a map showing the ships' positions was ordered by the defence minister, who was at the ASEAN summit in Vientiane, Laos. But there was no row over the issue at the summit. "It seems that every country played down the level of conflict, therefore the tone of the meeting was quite friendly and emphasised peace and security within the region," said Major General Weerachon Sukhondhapatipak, a Thai government spokesman. The Philippine concern about the shoal comes after a dispute with the United States, its main ally. Philippine President Rodrigo Duterte criticised U.S. President Barack Obama on Monday, prompting the cancellation of a meeting between them in Laos. China has repeatedly blamed the United States for stirring up trouble in the South China Sea, a strategic waterway through which more than \$5 trillion of trade moves annually. The United States says it has no position on the territorial disputes but wants to ensure freedom of navigation. With that in mind, it has conducted patrols close to Chinese-held islands, to Beijing's anger, while China has been bolstering its military presence in the sea. Although the Scarborough Shoal is merely a few rocks poking above the sea, it is important to the Philippines because of the fish stocks in the area. Manila says China's blockade of the shoal is a violation of international law. The dispute has become more significant since the Permanent Court of Arbitration ruled in July that no country had sovereign rights over activity at Scarborough Shoal, a traditional fishing ground for Chinese, Filipino and Vietnamese. China has refused to recognise the ruling by the court in The Hague. Duterte wants China to abide by the ruling but he had pledged not to raise the issue during the meeting in Laos. Instead, he wants to smooth the way for bilateral negotiations and last month sent former President Fidel Ramos as his special envoy to meet Chinese representatives in Hong Kong. A senior Chinese official said Beijing was confident it could return to a healthy relationship with the Philippines. "In the past 30 years, the relationship has been very smooth, it's only in the past few years, because of some problems known to all, the relationship has been affected," vice foreign minister Liu Zhenmin said at the Laos summit. A draft ASEAN communique seen by Reuters on Monday listed eight points related to the South China Sea, but made no mention of the arbitration ruling. The bloc traditionally shies away from taking a position on thorny diplomatic issues, especially where China is concerned, because of its influence in the region. Still, a Philippine security official travelling with Duterte said it was a challenge for the government to explain to fishermen why they could not return to the Scarborough Shoal area when The Hague had ruled it was a fishing ground for all. "We won in the arbitral court, but

we could not enforce it, how can we explain that to our own fishermen?" said the official, who declined to be identified. "So, we wanted to talk to China and resolve the issue, but the situation like this is making it more difficult. The president is asking what is China's intentions in the area?" source: Reuters (Additional reporting by Nguyen Mai; Writing by John Chalmers; Editing by Robert Birsell)



Wynne-Barends [LADY HESTER](#) moored in "DE PIJP" at Beverwijk
Photo : Piet Sinke © [CLICK at the Photo and hyperlink in the text !](#)

Hanjin: Imports delivered for pay, exports refused, chassis pile up at BCOs

IN the US bankrupted Hanjin containers are divided in three - boxes that belong to other carriers are handled normally, imports will be delivered if importers pay for the trip, but export boxes are most often refused. A fourth more troublesome category is creating itself. That is, import boxes having had their delivery paid for, end up empty still mounted on their chassis at importers' warehouse yards. If parked at those warehouses, says IHS Media, the chassis will be taken out of circulations and shortages will develop in a short time. Terminal operator SSA Marine wants the Port of Oakland designate a near dock storage site in the harbour area where Hanjin empty boxes can be stored. Longshoremen would control the site with the equipment needed to remove the empties from their chassis. Truckers would then put the chassis back in circulation. Long Beach, and adjacent Los Angeles, said they also have available near dock properties that could be used. Weston LaBar, executive director of the Harbour Trucking said: "There's still a lot to figure out. There's not a whole lot of information available, but we will work with the ports on possible solutions." But the problem affects boxes too. Said CH Robinson Worldwide ocean service chief Sri Laxmana: "The biggest problem is that once drivers deliver the container there's no one to take back the empty." Those stranded empties, he said, may lead to a container shortage in Asia. "The big, big problem is you have a ton of containers either on the water or stuck at ports and inland container yards, and that's going to create a massive lack of containers in Asia," he said. Northwest Seaport Alliance of Seattle and Tacoma spokeswoman Tara Mattina said Hanjin's Terminal 46 in Seattle was not accepting export loads or empties, but is unloading import boxes. The Terminal 46 lease is 54 per cent owned by Hanjin and 46 per cent owned by Mediterranean Shipping Co (MSC). The Port of Vancouver, in Canada's British Columbia, will no longer receive Hanjin ships, but one is still there, waiting to be moved on. "The [5,752-TEU] [HANJIN VIENA](#) completed cargo operations and is still at GCT Deltaport awaiting instructions from her owners," said Louanne Wong, spokeswoman for GCT. "If she does not sail to a foreign port, she will be moved to anchorage to free up the berth." On the east coast, Maher Terminals, the largest terminal at the Port of New York and New Jersey, told customers that Hanjin import deliveries must be prepaid and that Hanjin exports won't be accepted. The terminal operator added that the main Maher terminal and Columbia ContainerServices' yard for offdock depot of empty containers would no longer accept Hanjin empty containers, either. The Georgia Ports Authority has blocked one

Hanjin ship from calling at its Garden City container complex at Savannah, a Hanjin spokesman told Reuters. Officials at the South Carolina Ports Authority said there were no scheduled Hanjin vessels en route to the Port of Charleston. The SCPA released a detailed protocol for handling empties, import and export Hanjin container loads. No empty Hanjin containers will be released from terminals in South Carolina until further notice. In Virginia, port officials there said waterfront operations will not be accepting any inbound Hanjin cargo for export. The port, however, will accept empty Hanjin containers at the Pinners Point Container Yard. Virginia Port Authority spokesman Joe Harris said the port is developing plans to handle Hanjin cargo on site. **Source : Schednet**



Chinese coast guard involved in most S.China Sea clashes

By Greg Torode

Increasingly assertive action by China's coast guard ships in the South China Sea risks destabilising the region, according to the authors of new research tracking maritime law enforcement incidents across the vital trade route. While the risks of full-blown naval conflict dominates strategic fears over the disputed waterway, the danger of incidents involving coast guards should not be underestimated, said Bonnie Glaser, a regional security expert at Washington's Center for Strategic and International Studies think-tank. CSIS researchers have detailed some 45 clashes and standoffs in the South China Sea since 2010 in a survey published on its ChinaPower website on Wednesday. (<http://chinapower.csis.org/maritime-forces-destabilizing-asia/>) While the research includes clashes between a variety of regional states and types of vessels, the actions of China's coast guard dominates the picture. China's coast guard has been involved in 30 of the cases logged, two-thirds of the total. Four other incidents involved a Chinese naval vessel operating in a law enforcement capacity "The evidence is clear that there is a pattern of behavior from China that is contrary to what law enforcement usually involves," Glaser told Reuters. "We're seeing bullying, harassment and ramming of vessels from countries whose coast guard and fishing vessels are much smaller, often to assert sovereignty throughout the South China Sea." The research includes the violent maritime stand-off between Beijing and Hanoi over the placement of a Chinese oil exploration rig off the Vietnamese coast in 2014, as well as tensions that led up to China's occupation of the Scarborough Shoal off the Philippines in 2012. It is being published as Chinese coast guard and other vessels return to Scarborough, sparking formal diplomatic protests from Manila. China's State Oceanic Administration, which oversees the coast guard did not immediately respond to requests for comment on the research. The research defines an incident where a nation's coast guard or navy has used coercive measures beyond routine law enforcement action. In the short term, Glaser said she believed the risk of injury or death could be worse in civilian clashes than among navies patrolling the South China Sea, given the frequency and intensity of incidents in recent years. Encounters by rival coast guards are not yet covered by expanding communications arrangements that are geared to preventing clashes between the region's naval forces. The survey cites research showing the unifying of China's civilian maritime fleets in 2013, coupled with on-going budget increases, has given it the world's largest coast guard. It now deploys some 205 vessels, including 95 ships over 1,000 tonnes, according to the U.S. Office of Naval Intelligence - a far larger fleet than other regional countries, including Japan. China claims much of the South China Sea, which carries the bulk of Northeast Asia's trade with the rest of the world. Vietnam, the Philippines, Malaysia, Brunei and Taiwan also have claims in the area. **Source : Reuters (Additional reporting by Ben Blanchard in Beijing; Editing by Lincoln Feast)**

NAVY NEWS



The 1992 built Dutch Navy Diving Support Vessel **CERBERUS** IMO: 9021734 enroute the Oostgat at the Westerschelde for some operations **Photo : Huib Lieveense (c)**

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Kapitan Dranitsyn icebreaker has undergone scheduled repair

After successful completion of planned repair of **KAPITAN DRANITSYN** icebreaker on ship repairing plant in Saint Petersburg, the vessel headed for the seaport of Murmansk, Rosmorport says in a press release. Planned repair on the vessel was carried out in the period of July to August, 2016, according to the results of which auxiliary diesel generator has been renovated, revision of bottomed and outboard fittings has been performed, the underwater and above-water part of the icebreaker's hull has been painted, hull plating residual thickness measuring has been carried out. According to the results of inspection of the vessel, its devices and equipment, the Russian Maritime Register of Shipping issued to the enterprise a classification certificate of compliance of the **KAPITAN DRANITSYN** icebreaker with the regulations for vessels classification and construction according to the corresponding vessel class. Arrival of the icebreaker in the seaport of Murmansk is expected in early September 2016, where it will replenish its reserves of

fuel and take on board the necessary provision and supplies for the subsequent voyage to the Kara Sea area, where it will carry out icebreaking support of scientific research conducted there. **Source : Portnews**

CUMMINS TEAMS UP WITH SEACOR (R) MARINE ON FIRST QSK95 MARINE INSTALLATION

Cummins Inc.- a leading manufacturer of diesel engines and generator sets for the marine industry - recently delivered the first four **QSK95 engines** for a marine application; four additional units will be delivered in December. The engines were delivered to longtime Cummins partner **SEACOR Marine Holdings Inc.** (<http://www.seacormarine.com/>), for installation into a 57-meter catamaran crewboat designed by Incat Crowther (www.incatcrowther.com). "We are extremely excited to be working with SEACOR Marine to launch the first QSK95 marine engines," said Jim Schacht, Executive Director - Marine Market, Cummins Inc. "We leveraged all the experience and best technologies Cummins has to offer to design the QSK95 marine engine, which will deliver increased power and reliability, fast transient response and simple serviceability." Two crewboats will be built, each powered by four QSK95 marine engines rated at 4000 hp (2983 kW) at 1700 rpm, matched to MGX-62500SC-H marine transmissions supplied by Twin Disc, Inc.(R) and quad HT-810 waterjets from Hamilton Jet,(R) to achieve a maximum speed of 40 knots. The two forward engines will run Jason(R) FiFi 1 class pumps off the front of the engine. Cummins is also providing auxiliary power; each vessel will have two QSM11-powered generator sets rated at 290 kWe, as well as a fully enclosed QSM11-powered deck generator rated at 270 kWe. Named Puma and Panther, the crewboats will be built at Astilleros Armon Burela, S.A. (<http://www.astillerosarmon.com>), in Burela, Spain; the first boat is expected to enter into service in April 2017, followed by the second in July 2017. "Our 20 plus year relationship with Cummins coupled with the latest in high-speed diesel engine technology were important factors in SEACOR's decision to select Cummins to power our latest vessels, Puma and Panther," said Robert Clemons, Vice President, SEACOR Marine Holdings Inc. "We are confident we can rely on the Cummins team and the QSK95 throughout the life of these engines, and we are excited by the increased value the launch of these vessels will bring to our customers."

Compared to medium-speed engines offering similar power output, the QSK95 offers the benefits of smaller size, lower weight and better transient response while delivering a new level of serviceability. With IMO Tier II-certified ratings from 3200 hp to 4200 hp (2386- 3132 kW), the QSK95 provides 95 liters of displacement in a 78-liter package. Nested cylinders and a 60-degree V enable a short, narrow engine block relative to other engines of comparable displacement. In addition, the QSK95 weighs in just over 13,000 kg (28,660 lb) - this is between 25 percent and 70 percent less than medium-speed platforms of similar power output. As operators continue to seek better vessel maneuverability, the QSK95 delivers faster transient response through a unique turbo arrangement and a dry exhaust system. By using one turbo per four cylinders, the QSK95 is able to utilize a smaller turbocharger. The dry turbo housings and dry exhaust manifold maximize the available energy to the turbos, allowing them to spool up quickly, resulting in fast engine response. Cummins design, validation and service teams devoted countless hours to ensuring that the QSK95 sets industry serviceability standards. From the early phases of engine design, qualified technicians participated in service tool and repair procedure validation, and design concepts were evaluated for progressive damage prevention. Initial feedback from technicians servicing QSK95 engines in the field has confirmed that the focus on serviceability will provide considerable payback over the life of the engines. The QSK95 will be on display at the **Shipbuilding, Machinery and Marine Technology (SMM)** trade fair in Hamburg, Germany through Sept. 9, where customers can speak with product experts and obtain additional product information in Hall A4, Stand No. 208. To view a 360° video of SEACOR's crewboat **PUMA**, see <https://youtu.be/cII7bb2N4ol>. You can also view a video of the QSK95 being installed into the 57 m-crewboat at <https://youtu.be/WvOpmWDruT4>.

Cummins Inc., a global power leader, is a corporation of complementary business units that design, manufacture, distribute and service diesel and natural gas engines and related technologies, including fuel systems, controls, air handling, filtration, emissions solutions and electrical power generation systems. Headquartered in Columbus, Indiana (USA), Cummins currently employs approximately 55,000 people worldwide, and serves customers in approximately 190 countries and territories through a network of approximately 600 company-owned and independent distributor locations and more than 7,200 dealer locations. Cummins earned \$1.4 billion on sales of \$19.1 billion in 2015. Press releases can be found on the Web at cummins.com or cumminsengines.com. Follow Cummins on Twitter at twitter.com/cumminsengines and on YouTube at youtube.com/cumminsengines. SEACOR Marine operates a diversified fleet of modern and efficient vessels, servicing the offshore oil and gas exploration, development, and production

industry worldwide. SEACOR Marine provides its customers with a comprehensive suite of services, including crew transportation, platform supply, offshore accommodation, maintenance support, standby safety services and anchor handling and mooring capabilities in both shallow- and deep-water environments. Incat Crowther is a diversified marine design business with offices in Sydney, Australia; Lafayette, Louisiana, USA; and Port Solent, United Kingdom. Incat Crowther has a 30-year history, with over 430 vessels in operation. Incat Crowther's success is founded on the model of robust ideas. The company has a proud history of developing forward-thinking concepts on a robust foundation, allowing the company to evolve and offer innovative solutions with best-practice engineering, design and service. The Armon group of shipyards is composed by five shipyards located along the Spanish Northwest coast. Armon builds all type of vessels of up to 180 meters in length, these are mainly for Offshore, Fishing, Ferries, Towage, Port Duties, Ocean Survey and Research. At present Armon is delivering an average of over 45 vessels per year. All Armon vessels are made to meet the exact specifications and needs of our customers for every type of activity in the widest possible range of applications. Astilleros Armon Burela, S.A., was set up in 1992 to meet the demand for vessels up to 90 meters in length. It has a total surface of 10,000 meters squared, of which more than half is under cover. Both building berths are 120 meters long, and are located inside an enormous 30-meter- high building shed with four 16-ton gantry cranes. At present Armon Burela is dedicated to the building of all types of aluminium-hulled vessels.

ROUTE, PORTS & SERVICES



DP World wins 30-year concession for port of Berbera in Somaliland

DP World has won a 30-year concession with an automatic 10- year extension for the management and development of a multi-purpose port project at Berbera, Republic of Somaliland, the company said in its press release. The Port of Berbera opens a new point of access to the Red Sea and will complement DP World's existing port at Djibouti in the Horn of Africa. DP World will set up a joint venture with 65% control together with the government of Somaliland to manage and invest in the Port of Berbera The investment of up to \$442 million will include a first phase of a 400 metre quay and 250,000 square metre yard extension, and gantry cranes and reach stackers to handle containers and cargo. Construction of the quay extension is expected to start 12 months after the satisfaction of the terms and conditions of the agreement and will take 24 months to complete. Total investment of up to \$442 million will be phased over time and be dependent on port volumes, and will create a regional trading hub along with the scope for a free zone. The project will focus on containers with the capability to handle other types of cargo and will be implemented with the government of Somaliland.

Port of Berbera will complement DP World's network in East Africa by creating a new deep-water gateway for Somaliland 's and East Africa's global trade with a range of benefits that include:

- World class deep sea port infrastructure and services at the Port of Berbera, Somaliland which currently has no shore cranes.
- Long -term expansion potential with a concession area of 4. 25 square kilometres and over 11 square kilometres of additional available land for a potential free zone. **Source : Portnews**

Work starts on NYK's auto logistics hub in the Philippines

THE ground breaking ceremony on NYK's pre-delivery inspection and storage facility located in the Philippines was held recently. The facility, to be built on land owned by International Container Terminal Services Inc (ICTSI), will serve as a storage centre for completely built-up units (CBUs) located in Barangay Niugan, Cabuyao Laguna. Officers from ICTSI, NYK Auto Logistics Philippines (NALP) and other project partners attended the ceremony. A company statement said the CBUs will be discharged from Bauan International Port Inc (BIPI), a subsidiary of ICTSI that operates the Bauan terminal in Batangas. The initial phase of the project will feature a 5,000-square metre warehouse and storage space for 2,800 CBUs. Apart from the project development, ICTSI and NYK will also undertake corporate social responsibility (CSR) initiatives for the benefit of the host communities. ICTSI has already donated a 4,500-square metre parcel of land to the City of Cabuyao, which will be developed into access roads leading to other parts of Barangay Niugan. NYK is conducting several development projects as well to help the residents of St Francis homes and improve the condition of the facility's surrounding areas. **Source : Schednet**

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Pronomar introduce ElePro drying cabinets on SMM 2016



Already two years ago, it was on the **SMM exhibition** in Hamburg that **Pronomar** received several enquiries for what is now called the "**ElePro drying cabinet**". More and more cruise operators are offering trips to areas where the ice is not only in the passengers' drinks, but also in the waters surrounding them. Passengers are taken to the coldest parts of the world, such as Alaska, but also places like the Baltic Sea, the northern parts of Greenland and Canada and even Antarctica. On these cruises the passengers often step into smaller boats or kayaks to have an enjoyable and unforgettable experience, with hundreds of penguins and icebergs surrounding them. As they are experiencing harsh weather conditions, the passengers have to wear all sorts of protective clothes such as kayak suits, parkas, winter boots etc. When returning to the vessel, there was no way of drying the clothes in their cabin and so **Pronomar** developed a special system, which is completely noiseless, maintenance free and has a very low energy consumption (12V, 55W/h for 2 jackets & 2 pairs of boots). Having already more than 20 years of experience with boot dryers with electrically heated hangers, Pronomar now also succeeded in drying jackets and coveralls using this technology. The company has seen that this product is also ideal for usage during construction works, on-board CTVs, smaller work boats, tugs etc. **Pronomar** will again exhibit at the SMM in Hamburg-Germany, the leading international maritime fair, taking place from 6 to 9 September 2016. If you are interested in having a talk about the ElePro systems, feel free to visit us in Hall B7, stand number 636. At the **Pronomar** stand you will also be able to discover



more on the MERUS water treatment, the sustainable solution to fight scaling, rust and biofouling in your water system. The pronomar team is looking forward for meeting you!

Abu Dhabi Ports is one of only nine accredited organisations in the world to offer “IALA” certified course

Abu Dhabi Ports is now one of nine organisations, and the first of its kind in the UAE, accredited by the International Association of Marine Aids to Navigation & Lighthouse Authorities (IALA) worldwide, the company said in its press release. Abu Dhabi Ports is also licensed from the UAE Federal Transport Authority, contributing to Abu Dhabi's growth as a global maritime hub and centre of excellence. Abu Dhabi Marine Services (Safeen) – an operating unit of Abu Dhabi Ports, offering a full range of navigation and harbour services to the ports and its customers – has been delivering cutting-edge Aids to Navigation (AtoN) training courses and granting completion certificates to employees. This attests to the quality and expertise of critical support services offered to shipping companies and vessels across Abu Dhabi. Safeen employees – including the first Emirati female employee – received certificates of AtoN Level-2 training based on IALA Level-2 Model Courses, the highest internationally accredited navigational standard. Safeen's navigation department manages 1,198 buoys and beacons over 52 channels and waterways, covering a span of 472 kilometres across Abu Dhabi. Abu Dhabi Ports' Training Department has provided training to a number of entities and is looking to train their employees in AtoN Level-2 courses. IALA is an 80-member-country organisation representing navigation services and interests worldwide. IALA publishes module courses for AtoN (Aids to Navigation) Training. Level 1 is designed for management, and Level 2 is designed for technicians. **Source : Portnews**

ICS CHAIRMAN, ESBEN POULSSON, SETS SHIPPING THREE CHALLENGES

At the annual International Chamber of Shipping (ICS) Conference in London 7 September – in the presence of IMO Secretary-General, Kitack Lim – the new ICS Chairman, Esben Poulsson, suggested that the shipping industry must respond proactively to three major challenges: maintaining the authority of IMO; addressing the legitimate demand for even greater levels of environmental protection; and making policy makers better aware of the industry's existing achievements. With respect to protecting the global maritime regulatory system, provided so successfully by IMO, Mr Poulsson said this is being challenged by the increasing tendency for EU Member States' positions to be co-ordinated by the EU, with negative impacts on the quality of IMO debates and its decision making.

An example of this was the current discussion at IMO about the establishment of a global CO2 data collection system, which the EU is seeking to align with a regional regime for shipping which it has already adopted through regional legislation. The ICS Chairman warned of the danger of the 'politicisation' of IMO debates, instead of decisions being taken on the basis of their technical merits. He added that nations such as the United States are taking similarly impractical, highly political stances with respect to issues such as the implementation of the IMO Ballast Water Convention (virtually certain to enter force next year) by refusing to accept decisions that have been taken at IMO by other Member States. Mr Poulsson cautioned: "Unless we are very careful, IMO could eventually be reduced to merely rubber stamping decisions which in reality will have been taken elsewhere, whether in Europe, the United States or by the emerging powers in Asia." Mr Poulsson then focused on the demands of society at large for increased environmental performance. "This is one area where politicians can legitimately claim to be representing the views of the ordinary person with regard to concerns about the environment. "We must be proactive in demonstrating that we are doing everything that we can to achieve a zero accident rate and pollution free environmental record, even if at present these goals are not fully achievable. We must respond to these genuine environmental concerns by supporting the development of progressive solutions at IMO, and acting constructively and with foresight on the understanding that society at large now expects far more from us." He concluded his first major address, since election as ICS Chairman, by encouraging the shipping industry to continuously 'raise the bar' – emphasising that the reputation of shipping, and the respect which national politicians have for unique institutions such as IMO, ultimately depends on the industry's safety record and environmental performance. "We have to accept that society at large now expects far more from us, and even the smallest deficiencies will no longer be tolerated. Core to this is the question of how we are perceived by others, and whether the recognition our industry enjoys among policy makers and politicians needs to be further enhanced." As well as a keynote speech by the IMO Secretary-General, the ICS Conference included detailed presentations and discussion on many key issues in which ICS is currently involved on behalf of the global industry including the reduction of CO2 emissions, ballast water regulation, the threat to limitation of shipowner liability, seafarer supply, and overcapacity.

- The International Chamber of Shipping (ICS) is the principal international trade association for shipowners and operators, concerned with all technical, legal employment affairs and policy issues that may affect international shipping. ICS membership comprises 37 national shipowners' associations in Asia, Europe and the Americas, whose member shipping companies operate over 80% of the world's merchant tonnage.
- Esben Poulsson (Singapore) was elected ICS Chairman at the ICS AGM in Tokyo in June.

U.S. judge grants Hanjin temporary protection from U.S. creditors

By Jim Christie

Korean shipping line Hanjin Shipping Co Ltd won an order on Tuesday from a U.S. judge extending bankruptcy protections so its vessels can dock at U.S. ports without fear creditors will try take actions against the ships as they have in other countries. U.S. Bankruptcy Judge John Sherwood approved a motion by the world's seventh largest container carrier that sought to extend to the United States the protection from creditors that it has under receivership in South Korea. The move prevents U.S. creditors from taking actions against the company's ships and other assets.

The order is temporary and Hanjin will need to return to court on Friday for a final order after talks with stakeholders to try to resolve complex problems involving ports, terminal operators and retailers, Sherwood said. "It's a logistical mess," Sherwood said. Hanjin filed for what is known as Chapter 15 bankruptcy protection in the United States and sought an order recognizing proceedings in South Korea and protecting its U.S. assets. Some Hanjin vessels have not docked due to uncertainty about the company's finances. As of Monday, 70 Hanjin ships had been denied access to ports and three had been seized in Singapore and China by creditors through court orders. Sherwood said he would sign the interim order after a lawyer for Hanjin said its parent company would raise \$100 million for the shipping line to meet its cargo commitments. Hanjin's bankruptcy comes as U.S. retailers are anticipating shipments of Asian-made merchandise for the holiday shopping season. In court papers on Monday, HP Inc, formerly Hewlett-Packard Co, said it would be willing to pay right away to get its cargo off Hanjin vessels, including ones waiting to dock in U.S. West Coast ports to avoid "irreparable harm" to its business. HP said the longer some of its products like personal computers and printing supplies made in China stay offshore, the greater the risk to its sales. Some products must get to stores quickly because of promotions, HP said, noting it has goods aboard Hanjin ships waiting to dock in Seattle and Long Beach, California. "Failure to place these products on shelves in a timely manner will likely result in loss of market share," HP said, arguing the goods are its property and are not subject to a bankruptcy stay. HP said its products are in more than 500 Hanjin shipping containers, with 142 destined for or on their way to the United States. To get its cargo off Hanjin's vessels, HP proposed placing funds in an account controlled by the shipping line's U.S. bankruptcy counsel.

Source : Reuters The funds would pay to deliver or remit cargo. Ports and stevedores would get a lien on the funds for fees and costs. (Reporting by Jim Christie; Editing by Tom Brown)

Transas delivers it's standpoint on the future of maritime operations

Transas CEO, Frank Coles, has delivered the company's standpoint on the future of maritime operations at the SMM 2016 in Hamburg. He opened the forum by summing up the situation of maritime technology market today, stating that: "Our industry today is awash with innovation, big data, unmanned ships, decision support tools, fuel saving applications and stress-reducing voyage planning and many other save the day applications." "However, it is has manifested as a picture of uncoordinated fragmented promises that lacks a structure and platform. Shipping needs a solution not an application. Shipping operations is the complete picture not just the smart phone," he continued. Coles made the statements when talking about the power and potential of the Transas Harmonised Eco System of Integrated Solutions (THESIS). The vision and reality of THESIS is to create a managed environment to accommodate the regulatory, cultural and technological barriers as we strive for a safe, efficient ship operations eco system. "THESIS seeks to connect, create and enable the connection of the dots in ship operations. It is designed to create the platform and structure to enable the remote, unmanned or manned ship or fleet. To create an ability to co-exist within the legal, geo political and stakeholder restraints that exist today", said Coles. The Transas CEO believes that the human element remains as the final interpreter of the crisis situations, but is relieved of the tedious administrative work that is still so much a part of the operations of the ship today. "Coles emphasized the need to consider the Ship Traffic Control element of the operational jigsaw seeing it as inevitable that countries will want to monitor and manage the passage of all ships through their territorial waters. However, Coles believes that Fleet Operations Centres will be the growth area of the THESIS operational infrastructure next few years.

"The ship can be managed, operated and can share the decision making with the fleet operations centre while also under the monitoring or surveillance and possible traffic control of the local, regional or international ship traffic control." Coles concluded by saying that whatever the business model of the shipping industry might be in the future, the economies of scale offered by a structured platform for operations and monitoring will provide the eco system to survive. [Download full copy of the speech](#)

OLDIE – FROM THE SHOEBOX



The **PEKING** was built in 1911 by Blohm & Voss Hamburg; loa 98,2 m breath 14,4 m depth 8,1 m. Sistership was the famous **PASSAT**, now moored in Travemunde as seen above **PEKING** sailed from 1912 till 1921 in the salpeter trade with Chile, whereafter she was sold to Italian owners, but re-bought (!) for GBP 8.300 in 1923! Laeisz used her from 1926 till 1932 also as a training ship. However in 1932 she was sold to the Shaftesbury Homes & Arethusa Training Ship Co. She was a stationary ship moored at Upnor near Rochester till 1974 when she was bought by the New York museum lower Eastside and laid up again as **PEKING**. The New York museum being upgraded and rebuilt has decided that **PEKING** was no longer a viable proposition and since then the Hamburg harbour museum has purchased her to become a stationary exhibit (fully restored) in memory of the great Cape Horn barques

which were owned and managed by Friedrich Laeisz Reederei. **Photo's/text : Theo Strauss**

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.... PHOTO OF THE DAY



The **ZEELAND** seen departing from the Caland canal in Rotterdam with the boatman of the **KRVE** letting go the lines of the vessel **Photo: Jan Oosterboer ©**