

Bulker Crew Member Killed in 'Berthing' Accident in Québec

Transportation Safety Board of Canada has launched an investigation into a fatal accident involving the geared bulk carrier Nord Quebec at the port of Trois-Rivières in Québec.



According to media reports, a 38-year-old Filipino crew member of the bulk carrier was killed after he was hit in the head by a steel cable during a docking maneuver at the port on Monday. The TSB, describing the incident as a "berthing occurrence", said it is sending a team of investigators to the port to gather information and assess the incident.

The 36,546 Nord Quebec is flagged in Singapore and was built in 2013. AIS data showed that the vessel was moored at the port as of Tuesday. It was not immediately clear when exactly the ship had arrived in Trois-Rivières.

Trump's \$575 Billion Defense Budget Delays Promised Buildup

rump's campaign promise for a 350-ship Navy will have to wait at least a year. The 2018 budget proposal includes the purchasing of eight additional battle force ships – the same number set out by the Obama administration – including: one Gerald R. Ford Class Aircraft Carrier; two Virginia Class submarines; two Arleigh Burke Class Destroyers; one Littoral Combat Ship; one John Lewis Class Fleet Replenishment Oiler; and one Towing, Salvage, and Rescue ship. The Navy, however, has said it would

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– Editor: "Marine Waves"

OUR LEGAL ADVISORS

Surana & Surana — International Attorneys



Head Office: International Law Centre, 61/63, Dr. Radhakrishnan Salai, Mylapore, Chennai - 600 004, India.
Tel : 91-44-28120000, 28120002, 28120003
Fax: 91-44-28120001, E-mail: intellect@lawindia.com

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need to request 12 new vessels in fiscal 2018 to start the acceleration. Under the budget proposal, the Navy would its battle force ships from 275 at the end of FY 2016, to 282 by the end of FY 2017, and then to 292 by the end of FY 2018.



By Tony Capaccio (Bloomberg) — President Donald Trump's first full-year defense budget would delay big increases in multibillion-dollar weapons systems while putting more money into troop readiness and precision munitions, such as 100 additional Tomahawk cruise missiles from Raytheon Co.

The budget proposed Tuesday for the fiscal year that begins Oct. 1 would provide \$574.5 billion for the Pentagon, a 10 percent increase from the last full-year budget in fiscal 2016 and about 9.5 percent more than the budget Congress approved for the current fiscal year.

"That's a pretty healthy increase," Acting Comptroller John Roth said in an interview. But even if Congress accepts Trump's budget totals — and that's far from assured — he acknowledged it "doesn't change significantly" the budget that was projected for the coming year by former President Barack Obama. "There are no new programs, no significant new initiatives," Roth said.

About \$10.8 billion is requested for 70 F-35s built by Lockheed Martin Corp., \$1.3 billion for 14 F/A-18 Super Hornet jets made by Boeing Co. and \$3.1 billion for 15 additional KC-46 aerial refueling tankers from Boeing—the same quantities projected by Obama.

Similarly, Trump's vow to build a 350-ship Navy instead of the 305 planned under Obama will wait at least a year. The fiscal 2018 request is for eight vessels, including \$1.2 billion for one Littoral Combat Ship, two Virginia-class submarines for \$5.5 billion and two DDG-51 Flight III destroyers for \$4 billion — all as planned under Obama.

The Navy said this year that it would need to request 12 new vessels in fiscal 2018 to start the acceleration. Today, the Navy has 275 ships that can be deployed.

Readiness 'Job One'

"Job One was the readiness shortfall," Roth said, so "the increases went into training, went into maintenance of equipment and facilities, went into exercises, basic training and those kinds of things — that's what gets you to your readiness," he said, with emphasis on operations and maintenance, such as depot maintenance funds sought by the Navy.

Including funding for defense-related spending by the Energy and Justice departments, Trump's proposed national security budget is \$603 billion, plus an additional \$65 billion for the war-fighting fund known as the Overseas Contingency Operations account.

Roth said the fiscal 2018 request is the middle step of a three-stage buildup that began with a \$30 billion, fiscal 2017 budget amendment Congress cut by half. "Eight ships, we would argue, is not a bad deal," he said.

Army Boost

The biggest exception from Obama's approach: Increased funding for the Army to add 26,000 active-duty troops to keep force levels at 476,000, as directed by Congress this year, instead of dropping to 450,000 as had been planned. The Army budget request is \$137.1 billion, or about \$5 billion more than planned last year.

The budget would provide \$115 billion for weapons procurement, roughly the amount planned by the Obama administration. It calls for about \$83 billion for research, about \$6 billion, or 8 percent, more than planned. An additional \$10.2 billion is included for procurement in the \$65 billion request for war funding, which isn't covered by budget caps.

Still, Trump's proposal would exceed the military spending caps under the 2011 Budget Control Act by \$52 billion, and Democrats in Congress will resist his plan to do that while cutting domestic programs rather than giving them a comparable increase.

'Must-Pay Bills'

While Trump called in a memo in January for a "great rebuilding of the armed services" and promised a budget "Congress is going to be very happy to see," members of the congressional Armed Services committees already have said he isn't proposing enough to rebuild the military.

Trump's defense budget request "is inadequate to the challenges we face, illegal under current law, and part of an overall budget proposal that is dead on arrival in Congress," Senate Armed Services Chairman John McCain of Arizona said in an emailed statement. "This funding level represents a mere 3 percent increase over President Obama's budget projection for the coming fiscal year."

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From the Editor's Desk



The meaning of tolerance in socio spiritual language is universal acceptance of views, way of life etc. Though the word universal is rather broad in sense but it is well nigh impossible for universal consensus of the definition. If God is said to be a point source in space there are infinite ways to approach or realize Him. There are infinite ways and infinite opinions are followed taking universe in to consideration. Taking our globe in to consideration there are thousands of ways and many religions, sects, followers are scattered with different cultures and opinions regarding God and the ways to realize Him.

As told no two human are similar as well as their mind, so the people around the globe live a different style of life, so their attitude towards society is different. Their clothing or food habits are different. How the people of two different cult can accept the opinion of different people other than their cult in same way. The people with higher knowledge define tolerance as a compromise with the feelings of other people. Taking a neutral view is a good quality with no imposition of our thoughts on other or hampers their thoughts. **ENERGETIC VALID THOUGHTS BUILD PROGRESSIVE PATHWAY TO GLOBAL ECONOMY.** Thoughtful inter-actions imperative from all stake holders.

As long as (Armed Forces Tribunals, in India) continues to be in the Ministry of Defence, instead of logically and reasonably placed under the Ministry of Law and Justice, it's not going to make any headway, to progress and development, hence the unfairness, bias and prejudice would continue, regretfully after 69 long years of Indian Independence. As a research scholar, I am constrained to state my own findings / observations, as an eye opener and awakening to the enlightened. IF we firmly believe that every JUDGE need not know every LAW, we should equally and strongly believe that every Lawyer must be fully versed and familiarized, to the brief that he prepared and holds. Or else he is doing dis-service/injustice to his client, since the lawyer engaged (practicing advocate) or the counsel lacks updates and not keeping abreast of the clear incidents of the dispute, with an open mind considering intricacies / complexities lacking revelations, as he needs to attack/grill his client first, for effective PREPAREDNESS in questioning the opponent / opposite side, in cross-examination and not LEAVE IT, for the last stage / eleventh hour, but for amending to improve. HEREIN, REFERRED OF THE EX-Serviceman's as CLIENT, COULD BE HIS WIDOW /DAUGHTER /SON primarily considering that it's for the welfare of the Soldiers, Sailors and Airmen and their families that the establishment of the ARMED FORCES TRIBUNAL CAME INTO BEING/existence. We can draw out the best policies, only when their is proper interfaces of multi-disciplinary approaches, with transparency in sharing our valued thoughts and coming to a consensus which also changes to the changing times, as in engineering and medical discipline. Limits and Tolerances. Chapter in Engineering plays a vital role in our day to day practical life as well, as said in my earlier writings. The client herein said exclusively of the defence personnel and their family members. Advocates engaged in A.F.T. not be greedy but for nominal tariff (which the Ministry of Defence has not yet arrived, through the Department of Ex-service men's welfare "not be just money-making", as said by Senior Counsel of Supreme Court, Mr. Harish Salve, in his speech at the International Court of justice, (I.C.J.), Hence the advocate engaged in the A.F.T. should be first truthful, sincere with integrity in this noble profession, serving the INDIAN JAWANs by patient hearing to know and gathering copies of relevant documents pertaining to the case whether matters little, at the initial stage as unimportant but check and list all evident documents chronologically. Draft-out primarily with dotted lines for references/ numbers/ dates as blanks to fill before finalizing the plaint as coherent, narrative with a pleasing presentation to the court, in such a manner, putting himself in the shoes of the Honourable Bench- Members,doing justice to his client and not on the basis of the money charged but priority on the pitiable aggrieved state of the litigant E.S.M., with readiness in the open court, avoiding adjournments"Vaidas". High time closed circuit

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TV, is installed for recording the actual proceedings. JAG Officer in the rank of Capt./Major, reporting to the AFT Chennai Regional Bench should exhibit in uniform, as said in the vertical mirror, in barracks to check "AMI SMART" demonstration of punctuality, orderliness to reach before the court proceedings and not come in between the proceedings like late Lateef, as colloquially said, entering the court-hall with the metal-trunk of files, assisted by his soldier assistants, wearing soft bottom shoes instead of ammunition boots making noise, is not for respecting the honourable court while proceedings are 'ON' Humble and gentle. This expresses that the JAG Officer supposedly to be the authorized Legal Officer, representing the Union of India but from his body language and attitude he is one from the disinterested lot not punctual to be present before the start of the proceedings. He needs to take an active and pivotal role i.e simplification of the procedural laws for JAWANs to avail of the AFT Services, as party in person, expressing in English or Hindi, importantly they have the opportunity to express directly in the open court while the advocates carry many case stories, either gets confused and misses out. Matter of concern is the lack of supporting services, like Xerox, typing, documentary works etc. AFT Wrongly located with wrong reasons secluded, isolated, near the Chennai airport, quite isolated, and far away from Courts in Chennai. Submission by a Research Scholar in Ph.D Law, and aggrieved ESM, with a progressive outlook. <https://in.yahoo.com/.../elite-military-unit-accused-human-22...> An elite military unit is accused of human rights violations by brutally torturing Iraqis An investigation into one of Iraq's "effective fighting force" is underway after a...in.finance.yahoo.com

An awakening to the " MINISTRY OF DEFENCE " Govt. of India. VERY URGENT

One should agree, that the AFT Chennai Bench has shown disrespect for the Rule of law, in the case of a Jawan (ESM) in OA7/2013 and followed by RA16/2013, which was hastily and unfairly dismissed, who served in the emergency period of the nation 1962~66, which also in his early teenage, at least when matters surfaced with the new bench, to have reviewed for any flaw in the existing laid down service rules existed, rather than harassing with all unwanted formalities but for viewing simplification of procedural laws, in this innovative-age than harassment to senior citizen, when applied for "Special Leave to Appeal" as a remedy to seek justice in the Supreme Court. Ref: Diary No.8320 dated the 6th March 2017. Holding up justice, thereby causing deprive of his basic claims and privileges of an ex-serviceman to his age of 70 years with geriatric diseases is inhuman victimization. Is this not an offense in the eyes of Indian Law ? while the aggrieved ex-soldier was tolerating all the past years, for no fault of his. IF justice cannot be given, why hold his "Special Leave to Appeal", to seek justice in the Honorable Supreme Court, as a citizen of India, after 69 long years of Indian Independence. It's an unreasonable, unworthy 'Monopoly' with A.F.T., Ministry of Defence, Govt. of India. In fact any Indian citizen, should get his dues on his service discharge, and not remain as obligatory to claims, causing mental agony, amidst his search for an earning to his and dependents living, * on his army discharge, while with exemplary service with no black marks, but for medical unfitness by a constituted medical board of the government, when he is like a fish out of water in civil life. Why deprive anyone's legitimate dues, as per Service Rules with neglect and discrimination, while the AFT had been pleased to award disability pension to those who served for lesser period, that also in the peace period of the nation. Who is to be penalized in this case, as this practice would deteriorate the spirit of national unity and patriotism of citizens? which is after 69 long years of Indian Independence and despite knocking at relevant authorities. We need to march towards perfectionism to retain excellence with consistency. **Jai Hind.**

Dr. P.K.Chandran, F.I.E.(India), LLB; PgDLL: LLM.; Research Scholar in Ph.D (Law). Member of Various Professional Bodies in India and Abroad. **** Ex.6286018. Rect. Signal Boys Regular Indian Army entry. With exemplary service record, during National Emergency, son of ESM of Royal Indian Army, of World War II, recipient of Long Service and Good Conduct Medal.

(contd. from page 2)

Trump may propose more for fiscal 2019, but much of this first defense budget "is taken up by 'must-pay' bills," said Mark Cancian, a defense budget specialist and former Office of Management and Budget analyst who's now with the Center for Strategic and International Studies.

The procurement increases in the budget "will be helpful, but not nearly what is needed to recapitalize the force or meet the expectations the administration has set," Cancian said.

The Army and Marine Corps will maintain their planned purchases of Joint Light Tactical Vehicles made by Oshkosh Corp. and Armored Multi-Purpose Vehicles from BAE Systems Plc — 2,777 and 107 respectively funded through the base and war budgets.

The Army also is requesting \$1.4 billion for 63 Boeing AH-64 Apache helicopters, a mix of 28 upgraded older models and 15 new ones — a slight increase over the planned 58 projected under Obama for fiscal 2018.

Air Force One

The budget requests \$434 million for continued research and development of the Boeing-managed program to replace the aging Air Force One planes that carry the president. That's about \$191 million less than the Air Force planned to spend. The project has drawn Trump's attention — and tweets from the president complaining that it's costing too much.

The reduction "reflects current acquisition strategy and a new requirements baseline" agreed to with the White House, Air Force budget deputy Carolyn Gleason told reporters Tuesday. The reduction was "informed by Boeing's risk-reduction activities, basically a change in a cost estimate," Gleason said.

The White House also agreed in March to a set of minimum requirements the aircraft must meet, according to the budget documents.

The Air Force also would get increased funding for Northrop Grumman Corp.'s B-21 bomber program to \$2 billion, up from \$1.3 billion requested for this fiscal year.

Five-Year Plan

The Pentagon's five-year plan for fiscal 2019 through 2023 will start to implement Trump's broader buildup, buttressed by a new National Defense Strategy that should be completed by August, Roth said. "That's a conversation that's yet to be had between us, the White House and OMB," or Office of Management and Budget, he said.

For now, five-year estimates in the budget proposal are just placeholders, Roth said. Defense Secretary Jim Mattis "hasn't spent one moment looking at fiscal 2019 and beyond," Roth said.

Increased purchasing of munitions is underscored by the request for \$381 million in the base and warfighting budgets for 100 more Tomahawk missiles after the Obama administration stopped production. The Navy's Tomahawk cruise missile is used in land-attack operations from ships and submarines. In Trump's first major military operation, 59 Tomahawks were fired in April against a Syrian airfield said to have been used to launch a chemical attack against a city.

Also included in the request:

\$889 million for 6,000 Lockheed Guided Multiple Launch Rocket System munitions

\$874 million for 34,529 Boeing JDAM GPS-guided bomb tail kits

\$714 million for 7,664 Lockheed Hellfire missiles

\$504.1 million in base and war funding for 7,312 Boeing and Raytheon Small Diameter Bombs

\$451 million for continued research of the new nuclear Long-Range Stand-off Missile for launch off B-52, B-2 and B-21 bombers

\$432 million to buy 40 of Lockheed's new Offensive Anti-Ship Weapons for launch off B-1B bombers and F/A-18E/F fighters Missile Defense Agency research spending of \$5.87 billion, up from \$5.79 billion approved this year

The war funding request of \$65 billion includes \$46 billion to support Afghanistan operations with a U.S. force level of 8,448 personnel. It doesn't provide for additional U.S. troops, pending a White House decision on a request from the military to add more troops, Roth said.

In addition, \$13 billion is requested for operations in Iraq and Syria and \$4.8 billion is sought for the European Reassurance Initiative intended to bolster deterrence against Russia.

Somali Pirates Hijack Iranian Fishing Vessel to Attack Bigger Ships:

Somali pirates hijacked an Iranian fishing vessel on Tuesday to use as a base to attack bigger, more valuable ships, the mayor of a Somali town said, part of an upsurge in attacks following years of relative calm.

Crews have let security procedures slip in recent years and travel far closer to pirate-infested shores than authorities recommend, shipping sources say. The pirate gangs launch small, fast skiffs from bases on shore to try hijack vessels.

"A group of Somali pirates captured an Iranian fishing vessel and are using it as a mother ship in order to hijack (other) ships," Ali Shire, the mayor of Haabo in the northern semi-autonomous region of Puntland, told Reuters.

"The Iranian fishing vessel does not have a license (to fish) in Puntland," he added.

(contd. on page 6)

(contd. from page 5)



Local fishermen have been angered by the return of unlicensed international fishing vessels to Somali waters, blaming them for reducing the local catch.

The region is also suffering a severe drought that threatens to tip the Horn of Africa nation back into famine.

So far this year, there has been three hijackings, one attempted hijacking – foiled when the crew locked themselves inside a reinforced room – and two vessels fired on off the Somali coast, the London-based International Maritime Bureau said.

Last year only two ships reported being fired on off the Somali coast all year.

In their heyday in 2011, Somali pirates launched 237 attacks off the coast of Somalia and held hundreds of hostages, the Bureau said.

That year, the Ocean’s Beyond Piracy aid group estimated the global cost of piracy at about \$7 billion. The shipping industry bore roughly 80 percent of those costs, the group said.

World Info Desk

First-of-its-Kind Completely Mobile ABS Nautical Systems App Simplifies Subchapter M Compliance:

ABS, a leading provider of classification and technical services to the marine and offshore industries, has launched NS Workboat™, a new and completely mobile application from ABS Nautical Systems (NS), purpose-built for the workboat/inland sector.



“This app answers the growing demand for easy-to-use point solutions – a need that is particularly pronounced in the workboat sector, where many companies have little to no IT support on their boats,” says ABS Nautical Systems Vice President and Chief Operating Officer Stephen Schwarz. “A mobile app is the ideal solution to simplify Subchapter M compliance requirements with minimal disruption to day-to-day operations.”

The tablet-based application is delivered preconfigured to an operator’s selected Subchapter M safety management system. For companies selecting the US Coast Guard inspection option, documents required to demonstrate

compliance are also included. Designed to facilitate “walk-around” tasks with a familiar and easy-to-use interface, the mobile app makes managing all of the critical Subchapter M compliance requirements nearly effortless. No onboard software is needed, and very little training is required.

Tim Kirby, NS Enterprise Manager, Great Lakes Dredge & Dock says his company chose this solution because it is so easy to deploy. “We were looking for something that our crew could quickly get used to,” he says. “As a longtime customer of NS, and with Subchapter M approaching, we were eager to launch the NS Workboat app.”

Sam Robinson, Vice President – Marine Operations, Genesis Marine, agrees. “A mobile application seemed like the obvious choice for our crew; so it was a pretty easy decision for us,” he says. “We believe this app will help us get up and running quickly and will be viewed by our crew as a significant improvement.”

NS Workboat is a cloud-based subscription solution offered on both iOS and Android. Tablets are delivered preconfigured by NS as a part of the solution.

Russia Wants to Split Sovcomflot Sale Among Small-Stake Investors - Sources:

Russia plans to sell part of state shipping firm Sovcomflot next month, hoping to draw in a wide range of small-stake investors rather than a strategic buyer who could threaten Moscow’s control of the group, banking and industry sources say.

The current era of low tanker market prices is far from the ideal time for Sovcomflot to raise revenue with a share offer, as freight rates were at their highs in 2015. Sovcomflot operates the world’s second largest fleet of oil tankers.

But the tangled history of Russian privatizations has often been driven as much by political and personal factors as commercial ones.

Sovcomflot is led by Sergei Frank, once transport minister under President Vladimir Putin, whose privatization program is an effort to replenish state coffers hit by the oil price collapse and Western sanctions over Moscow's actions in Ukraine.

The firm has long-term contracts with major energy producers, making it one of the jewels in the program.

Analysts say the deal could be especially favorable for investors, because low oil prices are likely to push down the current price of shares, with the prospect of big returns later.

A banking source close to the deal, and a government source, said that the latest plan calls for a wide range of investors, with no strategic or anchor investors involved.

"A strategic investor will ask for the right to be involved in the management, one day or another. This is not what Sovcomflot needs," a government source said.

The banking source said that the plan is to attract as wide number of investors as possible, including foreigners. Both declined to identify any potential bidders.

People familiar with the sale said there were plans for an initial public offering in Moscow in June.

In emailed comments to Reuters, Sovcomflot declined to comment on the details, saying that it was for the shareholder, the Russian state, to decide.

The Economy Ministry, which is overseeing the privatization, said in emailed comments: "There is a high interest seen from both Russian and foreign institutional investors."

TIMING

Russia is selling 25 percent of Sovcomflot, and hopes to earn as much as 30 billion roubles (\$533 million) from the sale, according to the finance ministry.

The firm ships oil from remote locations not connected to the Russian pipeline system. These include some of Russia's biggest fields, such as Gazprom Neft's Prirazlomnaya platform in the Pechora Sea, or the ExxonMobil-led Sakhalin-1 project.

Sovcomflot also has the contract to ship liquefied gas from Russia's newest liquefied natural gas plant, Yamal LNG.

"When you have 30-, 25-, 20-year-long contracts, it is an easy-to-sell story, especially via IPO," the government source said.

First mooted in 2009, the launch of the privatization has been repeatedly stalled. The initial plan was to list Sovcomflot in New York and Moscow, but the U.S. listing was dropped because of sanctions, another banker said.

Sovcomflot itself is not subject to sanctions but "there is an understanding it is better to do the deal here," the banker said.

The state budget is set to retain 75 percent of the funds raised and the rest should go to the company to finance its further development, two government sources said.

One of the government sources and two banking sources close to the process said the aim was to close the sale by the end of June.

Sberbank CIB and VTB Capital, investment banking units of Russia's two biggest and state-controlled banks, are arranging the deal.

Three shipping analysts said Moscow would get a better price if it put off the sale for another year or two, when they see rates for crude transport recovering after more than halving since 2015.

"The best time to sell the Sovcomflot stake was 2015 and the Russian government has already missed it," said Nikesh Shukla, lead tanker shipping analyst at Drewry Financial Research Services.

But Russia's government, with a budget deficit projected at 3.2 percent of GDP for 2017, needs the revenue. Estimates of what could be raised by privatizations this year vary widely, running as high as 200 billion roubles.

The state has said it aims to sell off or reduce its holdings in almost 2,000 companies in 2017-2019.

The privatizations of old Soviet industries in the 1990s brought accusations that state assets had been transferred at bargain prices to "oligarchs" in exchange for political favors.

Hapag-UASC Tie-Up Nears Completion as Funding Snags Overcome:

German shipping line Hapag Lloyd is close to completing a merger with United Arab Shipping Company (UASC) after UASC's shareholders agreed terms to repay outstanding debts, sources familiar with the talks told Reuters.



The deal to create the world's fifth-biggest shipping company, valued at about 7 billion to 8 billion euros (\$7.8-\$8.9 billion), had been scheduled to complete at the end of last year.

It would give Hapag Lloyd access to bigger ships on the major Asia to Europe trade route. The Hamburg, Germany-based company reported deepening losses in the first quarter as fuel costs grew and freight rates fell.

But Hapag Lloyd and Gulf-based banks involved in the talks demanded that UASC shareholders stump up more funds to help the combined company through an unprecedented downturn in the container shipping industry, according to people familiar with the talks.

Sources also told Reuters in March that some of the syndicate banks and Hapag Lloyd also wanted a commitment that UASC's top shareholder Qatar would remain committed to the deal in the long term and not lower its stake in the combined group.

Those obstacles have now been overcome, finance sources said on Thursday. One said the Qatar Investment Authority (QIA) had offered the necessary assurances over its stake. Both added that syndicate banks had begun to receive the shareholder funds, clearing the way for formal completion.

"The deal is finally moving to a close," said one of the sources who declined to be identified, citing the sensitivity of the negotiations.

A spokesman for Hapag Lloyd confirmed that the transaction was expected to close by the end of May as the parties worked through final financial details of the combination, without commenting further.

The two finance sources and a shipping industry source said a joint management team for the merged group was not yet in place, but one of the sources said that was not seen as a "deal breaker".

JOB CUTS

It was unclear whether job cuts or a move to limit duplication on shipping routes were being planned.

Shipping lines are still struggling with too much capacity after a decade-long shake-out that began after the global financial crisis that slashed profits and proved fatal for South Korea's Hanjin.

Hapag Lloyd Chief Executive Rolf Habben Jansen has said he underestimated the complexity of the deal. Qatar owns 51 percent of UASC, Saudi Arabia has 35 percent and the rest is owned by the United Arab Emirates, Bahrain, Kuwait and Iraq.

Qatar will hold 14 percent in the merged group via QIA's subsidiary Qatar Holding LLC, while Saudi Arabia will have a 10 percent stake, UASC has said. The structure of the deal, presented by both sides as a merger, has not been disclosed.

QIA, one of the world's largest sovereign wealth funds, declined to comment, while UASC did not immediately respond to a request for comment.

The fate of UASC's United Arab Chemical Carriers (UACC), a small subsidiary of UASC which needs to be sold in terms of the merger, has been an added complication. No buyers have yet emerged for UACC, which is valued at up to \$200 million.

The two finance sources said QIA and Hapag Lloyd may have to step in to acquire all the shares in UACC if no buyer can be found.

In 2013, a planned merger between Hapag-Lloyd and Hamburg Sud was called off as terms could not be agreed. The world's top container group Maersk Line is acquiring Hamburg Sud in a 3.7 billion euro deal.

Hapag Lloyd shareholder, travel company TUI Group, said on Wednesday it would look at a possible sale of its Hapag stake once the merger is completed. (\$1 = 0.8998 euros)

Tidewater Files for Chapter 11 Bankruptcy:

New Orleans-based Tidewater Inc. (NYSE: TDW), one of the leading providers of Offshore Service Vessels (OSVs) to the global energy industry, announced Thursday that it and certain of its subsidiaries have filed for Chapter 11 bankruptcy in Delaware as part of a previously announced restructuring support agreement with certain creditors.



Tidewater intends to stay in business throughout the bankruptcy and restructuring and says it has sufficient liquidity to maintain uninterrupted operations.

Tidewater expects the prepackaged plan of reorganization, known as the Prepacked Plan, to eliminate approximately \$1.6 billion in principal of outstanding debt, which will substantially deleverage the companies balance sheet and better position it to weather the extended downturn in the offshore energy industry.

"After much thought and successful negotiations with certain of our economic stakeholders, we decided that commencing the chapter 11 cases was necessary to create financial stability which would allow Tidewater to remain a formidable competitor given this unprecedented industry downturn," Jeffrey M. Platt, Tidewater's President and Chief Executive Officer said. "Throughout the chapter 11 process, we anticipate meeting ongoing obligations to our employees, customers, vendors, suppliers, and others. We will continue to provide our customers with dependable, high-quality services."

Under the Prepackaged Plan, announced May 12, Tidewater plans to reject certain sale-leaseback agreements for leased vessels currently in Tidewater's fleet, and to limit the resulting rejection damages claims

to approximately \$131 million. However, Tidewater has noted that the Sale Leaseback Parties dispute the amount of the rejection damages claims and a final resolution of the amount of such claims will be subject to litigation. "As a result, there is no certainty as to the final amount of sale-leaseback rejection damages claims that will be treated pursuant to the Prepackaged Plan," Tidewater says.

The Prepackaged Plan is supported by Lenders holding approximately 60% of the outstanding principal amount of loans under the Credit Agreement and Noteholders holding 99% of the aggregate outstanding principal amount of the Senior Notes.

Subject to the approval of the Bankruptcy Court, the Prepackaged Plan is expected to be consummated in approximately 45 days, Tidewater said.

Tidewater's troubles began last year when it failed to maintain the minimum interest coverage ratio covenant required by its principal lenders and noteholders. On multiple occasions, the company received limited waivers which waived compliance with the covenants but warned throughout that reorganization under Chapter 11 was a possibility.

With more than 300 vessels, Tidewater has one of the biggest OSV fleets in the offshore oil and gas industry.

Swiss High Seas Fleet Dwindles as State Guarantees End: A dozen ships from the Swiss high seas fleet are being sold off as the global shipping crisis takes its toll on the quirky remnant of landlocked Switzerland's efforts to ensure supplies of essential goods at times of international unrest.

Worried about the security of food and energy supplies during wartime, Switzerland launched its high seas fleet in 1941, putting Swiss flags on tankers and freighters it could call on at times of need.



But as times changed and supply routes became more stable, Switzerland has limited its support since 1959 to debt guarantees for shipping lines able to reduce

borrowing costs in return for pledges to make ships available if Bern needed them.

Switzerland decided last year to end the debt guarantees from mid-2017, fearing the financial exposure it faced as shipping lines struggle with overcapacity.

It asked parliament this week to earmark 215 million Swiss francs (\$220 million) for potential losses on the 770 million francs of outstanding guarantees.

The government has been trying since last year to help SCL Reedereien AG and Swiss Chem Tankers AG to sell 12 vessels, even at a heavy loss.

"This week binding sales contracts were signed in respect of the ships owned by SCL and SCT, and the sales should be completed within three months," the government said without naming the buyer.

SCL and SCT said in a separate statement that they would no longer have Swiss-flagged vessels after the sale of eight freighters and four chemical tankers.

The General Guisan, for decades the 49-vessel fleet's flagship, was sold to Chinese buyers in March. (\$1 = 0.9784 Swiss francs)

Are Carriers Finally Getting Containership Capacity Crisis Under Control?: Container shipping lines may be finally getting the vessel overcapacity crisis under control.



It was revealed today that the newbuild orderbook-to-fleet ratio is at the lowest level ever recorded. And liner analyst Alphaliner suggested it could drop further over coming months.

Despite increasing numbers of ultra-large container vessels (ULCVs) joining the world's box shipping fleet, Alphaliner said the orderbook-to-fleet ratio was 14.1% on 1 May - meaning all new vessels due for delivery until the end of 2019 would add just 14.1% to global fleet capacity.

The previous low ratio was recorded in January 1999, at 14.6%.

Alphaliner said: "The current slump is expected to be deeper and more prolonged, as the ratio looks set to

shrink even further over the coming months, with no major new orders expected to be placed until the end of the year."

Since the beginning of last year, 106 containerships have been ordered, representing capacity of 341,000 teu. During the same period, carriers and shipowners have taken delivery of 189 vessels with a combined capacity of 1.28m teu.

The last time an order was placed for a ULCV was the final quarter of 2015, while Q1 16 was the last time any vessel larger than 13,000 teu was ordered. Since then most orders have been for feeder vessels in the sub-2,000 teu range and some for 2,000-5,100 teu ships.

However, there is still a considerable number of ULCVs due to join the global fleet, including the 21,413 teu OOCL Hong Kong, taking the title of world's largest boxship, delivered last week.

Since Maersk's first Triple-E unit, the 18,340 Maersk McKinney Moller, arrived in 2013, 54 ULCVs have begun operating, and Alphaliner said another 51 are due to be delivered over the next couple of years: 14 more this year, 26 in 2018 and 11 in 2019.

ULCVs are operated by Maersk, MSC, OOCL, MOL, UASC and China Cosco Shipping, and they will be joined by Evergreen and CMA CGM next year.

One interesting aspect is that while ULCV capacity has grown, the actual size of the vessels has not - all have a length of between 395 and 400 metres, allowing 24 bays for 40ft boxes, and a beam of 58-59 metres, allowing containers to be stacked 23 across on deck with 21 rows in the holds.

Extra capacity has been created by variable stacking configurations. Alphaliner explained: "Each series can stow either 11 or 12 standard containers under deck (depending on hull depth), as well as a similar number of tiers on deck, with differing lashing bridge designs. Each also has different bay distributions due to the different placement of the deckhouse and engine room and funnel."

The Loadstar is fast becoming known at the highest levels of logistics and supply chain management as one of the best sources of influential analysis and commentary.

Ferry Slams Into Pier in Santo Domingo:

Some major damage at the port of Santo Domingo in the Dominican Republic after a ferry struck a pier while mooring on Thursday.

Video shows the moment the ferry, named Kydon, slammed into the pier and several containers at the Don Diego terminal. Amazingly no injuries were reported.

According to reports, the ferry had just arrived in Santo Domingo and was already partially tied up with its forward loading ramp down when the incident occurred.

Another video posted online shows workers scrambling for safety as the vessel moved forward.

The ferry, operated by Ferries Del Caribe, provides service between San Juan, Puerto Rico and Santo Domingo. It had only recently resumed service on May 3 after the fire on the Caribbean Fantasy last August put the service on hold.

Rolls-Royce To Supply MT30 Gas Turbines To Three Korean Daegu-Class Frigates:

Rolls-Royce has won a contract to supply MT30 marine gas turbines to power the next three ships in the Republic of Korea Navy's Daegu-class frigate programme.



Eight Daegu-class frigates (also known as FFX Batch 2) are scheduled to be built. The first ship being built by Daewoo Shipbuilding and Marine Engineering (DSME) was launched at DSME's Okpo shipyard in June 2016. Ship 2 will also be built by DSME and Ships 3 and 4 by Hyundai Heavy Industries (HHI) SNSD. The MT30 gas turbines for Ships 2 and 3 are due to be delivered in the second half of 2018 and for Ship 4 very early in 2019.

The frigates are intended for a variety of missions including anti-submarine warfare, anti-air warfare, patrol, surveillance, search and rescue, protection of EEZ, and transport.

Don Roussinos, Rolls-Royce, President - Naval, said: "Our continued supply to this programme validates our on-going relationship with DSME and HHI. The Daegu class is an exciting programme. It is the world's first frigate to use a single MT30 in the compact package and our first application for MT30 outside the UK and US markets. The MT30 gas turbine has been successfully installed in Ship 1 and is currently successfully supporting the commissioning of ROK Daegu's propulsion system. We understand that MT30 has powered the ship to meet its full speed requirement."

The MT30 is derived from Rolls-Royce Trent aero engine technology and builds on over 45 million hours of operating experience and ultra-high reliability. It is initially built as separate modules on the same build line as the Rolls-Royce Trent aerospace engines in Derby. It is then assembled and tested at the company's Bristol facility.

With testing complete, the MT30 engine is shipped to Korea, where Hyundai Heavy Industries (HHI) Engine &

Machinery Division integrate it into the steel enclosure which also houses the air inlets, exhausts and ancillary equipment, prior to installation in the ship.

The MT30 gas turbine is the world's most powerful in-service marine gas turbine with the highest power density and will deliver a high power output in a compact space.

Rolls-Royce MT30s are in service with the US Navy's Freedom class Littoral Combat Ship and already successfully powering the Zumwalt class. MT30 has been selected for the Royal Navy's Type 26 Global Combat Ship and is powering the Royal Navy's new Aircraft Carriers. On HMS Queen Elizabeth the two MT30 gas turbine alternators have now been released to full power. MT30 has been recently selected for the Italian Navy's new Landing Helicopter Dock.

Indian Navy Foils Pirate Attack In Gulf Of Aden: INS Sharda is deployed for anti-piracy patrol in the Gulf of Aden since 06 Apr 17. On 16 May 17, at about 1645 hrs, the ship received a distress call from MV Lord Mountbatten (a Liberian registered ship), in position 230 nm South-West of Salalah (in the Gulf of Aden).



The vessel had reported an incident of attempted piracy by two suspicious mother vessels alongwith 7-8 skiffs. Sharda, which was at that time 30 Nm East of the reported position, immediately responded to the distress call and proceeded at best speed to investigate the incident.

On arriving in the area by about 1900 hrs, Sharda detected two dhows alongwith eight skiffs in vicinity, three of which fled the area at high speeds on sighting the warship. Indian Navy's MARCOS, with support of the armed helicopter from the ship investigated the dhows and their skiffs by conducting board and search operations.

The absence of any fishing gear onboard the two dhows/remaining five skiffs indicated malicious intent and possible piracy-linked intentions. One high calibre AKM rifle alongwith one filled magazine (28 rounds) was found hidden onboard one of the dhows. The weapon and ammunition has been confiscated to prevent future illegal misuse.

Port Of Oakland Begins Project To Raise Height Of Four Cranes: Work has begun at the Port of Oakland to heighten four massive ship-to-shore cranes. The Port said today that the 366-foot giants will be raised 27-feet in a 9-month project.



The cranes are used to load and unload container vessels. The Port said taller cranes will be better able to reach containers stacked high above decks on modern-day megaships.

"This is a commitment to the future of shipping in Oakland," said John Driscoll, the Port's Maritime Director. "Vessels are getting bigger and bigger and we're providing the infrastructure to keep them coming our way."

The Port said it's raising the cranes at Oakland International Container Terminal (OICT) in partnership with SSA Marine, the terminal operator. Cost of the project is estimated at about \$14 million.

The Port said that crane-raising is part of an overall effort to strengthen Oakland's competitiveness among West Coast ports. Other projects underway or expected to begin soon include:

- Doubling the size of nearby TraPac marine terminal;
- Constructing a 287,000-square foot Cool Port for refrigerated cargo transport; and
- Developing the first 27 acres of a Seaport Logistics Complex that will attract additional imports and exports.

Technicians began the exacting work of crane-raising last week, pulling the first 3-million-pound unit off its guide rails. In a delicate, 90-minute procedure, it was shuttled to the eastern edge of OICT's Oakland Estuary dock. That's where the work will take place beginning next month.

Over a 9-week period, engineers will brace the crane on supports, cut away its lower legs and affix extensions. They'll return the heightened crane to duty before withdrawing the next one for raising, probably in August.

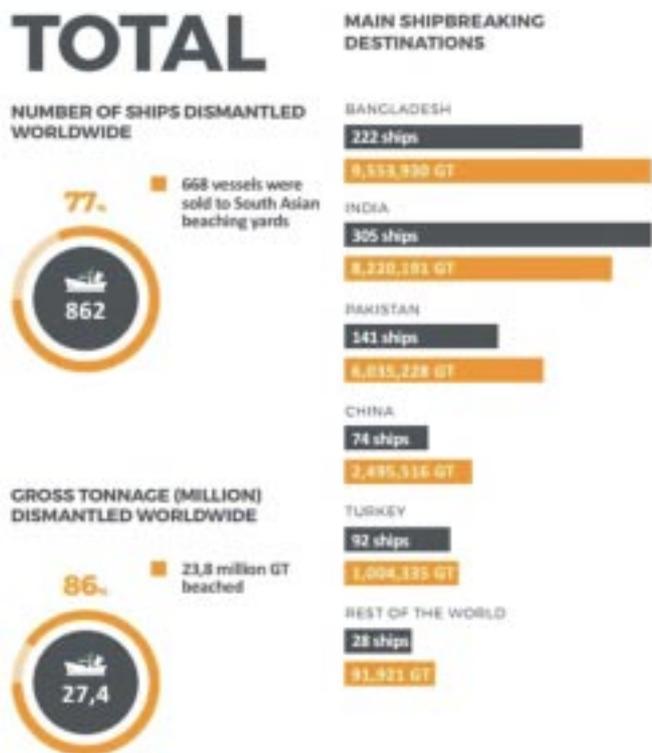
NGO Shipbreaking Platform: Germany Responsible For The Worst Shipbreaking Practices In 2016:

Last year, at least 52 workers lost their lives on the shipbreaking beaches in South Asia. The worst explosion in the history of shipbreaking struck an oil tanker beached in Gadani, Pakistan, killing 28 workers and injuring more than 60. The NGO Shipbreaking Platform is working to ensure that shipping companies sell their obsolete vessels to safe, clean and just recycling facilities.

Each year the NGO Shipbreaking Platform collects data and publishes an annual list of ships dismantled worldwide. In 2016, 862 vessels were dismantled. 668 of these ships were sold for dirty and dangerous breaking on the beaches of South Asia. Whilst ship owners are increasingly portraying themselves as conscious of the problems caused by shipbreaking on beaches, Bangladesh - where conditions are known to be the worst - remained the preferred scrapping destination worldwide in terms of tonnage dismantled.

It may be surprising for a country whose industry is proud of green technology and engineering solutions, but in 2016 Germany was responsible for the worst shipbreaking practices amongst all shipping nations when one compares the size of its fleet to the number of ships broken irresponsibly. German owners, banks and ship funds had a staggering 97 ships rammed up on the beaches of South Asia out of a total of 99 vessels sold for demolition. That not being enough, close to 40% were broken in Bangladesh, where conditions are known to be the worst. Greece was

responsible for the highest absolute number of ships sold to South Asian shipbreaking yards: 104 ships in total.



WORLD'S WORST SHIPPING NATIONS



Most vessels scrapped in 2016 were bulk carriers, followed by general cargo and container ships, oil and gas tankers, roll-on roll-offs, passenger vessels and oil platforms. Looking at the size of vessels scrapped on the beaches of South Asia, Pakistan received the largest vessels followed by Bangladesh, while Indian yards scrapped more medium-sized ships. China and Turkey tend to recycle smaller vessels on an average. Thus, the larger the vessel the more likely it ends up on a beach in Pakistan or Bangladesh - where conditions are worst.

Since the Platform started to compile data in 2009, Greek shipping companies have unceasingly topped the list of owners that opt for dirty and dangerous shipbreaking. Other major ship-owning countries like Japan and South Korea sent nearly all of their old vessels for breaking in substandard yards on the beaches of South Asia. Chinese ship owners sold 43 of their Chinese flagged end-of-life vessels to domestic ship recycling facilities, for which they receive subsidies from their government, while still dumping more than half of their old ships on beaches.

India sold all vessels to beaching facilities, 13 out of 25 were sold to Pakistan and Bangladesh.

European ship owners are responsible for more than one third of all ships sold for breaking. The total number of EU-owned and/or EU-flagged vessels dismantled in 2016 worldwide were 328: 274 of these ships, representing a jaw-dropping 84% of all European end-of-life ships, ended up in either India, Pakistan or Bangladesh. In terms of tonnage scrapped, European-owned ships thus represented more than 40% of all end-of-life vessels scrapped on the beaches.

Maersk Fluid Technology Confirms Industry Demand For BOB Systems:

Maersk Fluid Technology (MFT) has hailed a recent influx of orders for their SEA-Mate® Blending-on-Board (BOB) system as confirmation of industry demand for technological solutions that enable ship operators to blend fit-for-purpose cylinder lubricant compositions on board their vessels that match actual engine operating conditions and fuel sulphur levels.

The use of this type of technology can reduce cylinder oil consumption and alleviate issues such as cold corrosion and excessive cylinder wear. It can also mitigate issues associated with worn system oil causing problems for the hydraulic control system in modern, electronic 2-stroke engines.



Developed based on proprietary technology, the SEA-Mate® BOB technology allows for the blending of the in-use system oil with a higher BN cylinder oil product to produce a fit-for-purpose cylinder lubricant and facilitate addition of fresh system oil to the engine sump. With BOB units on board 30 - 140 BN cylinder oil can be blended utilising the in-use system oil as a base-oil, blending it with high-BN or traditional cylinder oils available from the oil majors. The SEA-Mate® BOB system has received "no objection" letters from MAN Diesel & Turbo (MDT) and Winterthur Gas & Diesel (WinGD) engines and is suitable for use on all types of vessel, both retrofit and newbuild.

A future-ready system for cylinder oil blending with more than 200 installations in operation

Originally developed by Maersk for use on A.P Moller-Maersk group's fleet of containerships, MFT has since welcomed investment in the technology for installations across a wide range of ship types. To date, over two hundred units have been installed and millions of cylinder operation hours have been logged.

The MFT Blending-on-Board product line comprises of three unit types; the B1000 for medium range engines with a bore size of 50 - 72 cm, the B3000 for larger engines with a bore size above 72 cm, and the new SEA-Mate B500 specifically designed for engines with a bore size of 26 - 48 cm.

The medium range unit was introduced in 2015 and the first volume order was placed by Maersk Tankers for the retrofit of the SEA-Mate® B1000 system for twelve tankers. In 2016, the units were installed on the tankers without the need to interrupt the vessels schedule.

Since the introduction, the SEA-Mate® B1000 system has also been adopted for vessels owned by Bertling, Masterbulk and Evergas. For the smaller B500 system, the Clipper group has in 2017 taken delivery of the first unit, to be fitted on a vessel equipped with an MAN Diesel S42MC engine.

"Our experiences with the current 200+ installations have proved that it will be possible to achieve continuous lubrication at, or close to, the lowest allowed consumption of lubricant as specified by the engine manufacturer, with the optimal amount of acid neutralisation and cleaning properties - the cylinder lubricant from the SEA-Mate® BOB system always matching the fuel composition.

"The flexibility of the system allows blending of a cylinder oil with system oil or blending of two cylinder oils, and means it can easily be adapted for future needs through change of the incoming streams." says Sune Lilbaek, Head of Sales at Maersk Fluid Technology A/S.

Online library for Blending-on-Board ready lubricants

In February 2017, MFT updated their online library of high-BN cylinder oil product sheets to include the latest generation of 140 BN and 300 BN cylinder oils suitable for BOB, for blending with system oil or low-BN cylinder oils. The library includes high-BN cylinder oils from BP, Castrol, Chevron, ExxonMobil, Premier 6, Shell & Total Lubmarine, and is continuously updated as new oils are released by the oil majors. The list of supporting oil major products can be found at <http://www.maerskfluid.com/index.php/information-material>

Peace Boat Pushes Disruptive Sustainability At Nor-Shipping With Pioneering EcoShip:

The Japanese-based organization, which works to promote peace, human

rights, sustainable development and respect for the environment, will be taking one of the largest spaces in the leading maritime event week's exhibition Hall A, dedicated to the new industry concept of Disruptive Sustainability.

The Ecoship

Peace Boat is a trailblazing international non-governmental and non-profit body. It has operated for the last 34 years, chartering cruise vessels to voyage worldwide conducting educational programmes, cooperative projects, advocacy activities and promoting responsible travel. However, it has now pledged to build its own vessel, the Ecoship, by 2020, utilizing pioneering green technology to challenge conventional designs and illustrate new possibilities for cruise and the broader maritime industry.



Champions of Disruptive Sustainability

"Peace Boat is a true disruptor," comments Sofia Fürstenberg, Nor-Shipping Project manager - Disruptive Sustainability. "From their first voyage in 1983 to promote regional peace and understanding in Asia, through to their 100th trip next year and on to the Ecoship's launch in 2020, the organization has chosen radically innovative pathways to work towards the loftiest goals. Their ambitions are big and their commitment absolute. They really are champions of Disruptive Sustainability.

"The new vessel, which is being developed in partnership with DNV GL, alongside a host of global supporters, will be a staggering achievement. With a hull inspired by the naturally aerodynamic form of a humpback whale, the LNG fuelled, bio-fuel ready 55,000t ship will generate 40% less CO2 emissions than conventional vessels. As such it'll set new standards for cruise and no doubt be a catalyst for positive change throughout shipping.

"It'll be hugely exciting to find out how the plans and international collaborative process are now developing. I, and the whole of the maritime world, will be following this project with interest."

Approaching challenges from a new direction

Alongside exhibiting details of the ship, which also features retractable wind generators, kinetic floors and ten photovoltaic sails, Peace Boat will be represented by Founder and Director Yoshioka Tatsuya, who will speak to delegates on 31 May as a key contributor in the Fuelling the Future debate, part of the Agenda Ocean programme.

"Yoshioka Tatsuya provides a prime example of someone who approaches challenges from a new direction," Fürstenberg notes, "rejecting convention to find innovative solutions that create genuine impact. This is the essence of Hall A."

Set the pace the future demands

She continues: "We can promise delegates something unlike anything they've ever seen at a maritime exhibition. A place where the boundaries of industry are smashed open and the best ideas are drawn in from new arenas, new actors and new ways of working together. With exhibitors such as Hyperloop TT, Siemens and Kongsberg Digital, and with a truly interactive design experience throughout the hall, this lively space will be buzzing with innovation, energy and the raw potential of discovery.

"The world is changing fast, and shipping has to keep up. Hall A at Nor-Shipping will help set the pace the future demands."

Port Of Hamburg Welcomes Its First 20,000 TEU Containership:

Monday 15 May around nine in the evening the MOL TRIUMPH, one of the biggest containerships in the world, made fast in Hamburg at HHLA Container Terminal Burchardkai (CTB). The new flagship of Japanese shipping company Mitsui O.S.K. Lines (MOL) is the first vessel with a loading capacity of over 20,000 TEU in the Port of Hamburg. Some 10,000 TEU will be loaded or discharged at CTB for the MOL TRIUMPH that is provisionally scheduled to leave the Elbe conurbation again at four in the morning on May 18.

"It is an amazing moment to have the MOL TRIUMPH here in the Port of Hamburg," says Jan Holst, Director North Europe for Mitsui O.S.K. Lines in Hamburg, on the arrival of the mega-ship. "Our shipping line has been really exerting itself, working towards this moment for the last three years. It makes you feel really proud when it actually happens."

Larger ships require more staff

Previously, MOL's biggest containerships had a capacity of some 14,000 TEU. "So, this is naturally a quantum leap for us in terms of volume, challenging the whole organisation. In Europe we have taken on staff in each port, 13 in Hamburg alone," Holst adds.

Why MOL decided to build a class of six 20,000-TEU ships, is obvious for Holst. On the one hand competitiveness and economy of scale play a role. On the other, you have to be an attractive alliance partner. "You achieve that in part by deploying comparable ship sizes within the shipping alliance. Then you are able to offer unified liner services." For the eco-balance ship-size plays an important role too: Through the considerably higher loading capacity, linked to state-of-the-art environment technology, the MOL TRIUMPH shows a reduction in fuel

consumption per container of approximately 25 to 30 percent and lower CO2 emissions in comparison with a 14,000-TEU containership.

Her sister-ships will be coming to Hamburg too

Sailing under "THE Alliance" shipping consortium, like her sister-ships, the MOL TRIUMPH will be deployed in the FE2 service between Asia and Europe. The FE2 offers a fast direct service between China and SE Asia with the western Mediterranean and northern Europe. For example, the transit time eastbound between Hamburg and Hong Kong lies around 33 days, westbound between Singapore and Hamburg 24 days.

Not only for the shipping line, but also for the Port of Hamburg, a ship like the MOL TRIUMPH is a challenge. "I would like to thank all those involved, starting with the Harbour Master's office, the pilots and HHLA, for their excellent preparation," stressed MOL's North European boss. "Thanks to their professional cooperation the MOL TRIUMPH reached the Port of Hamburg safely and without problems."

In advance, at the nautical centre, the first call and turning manoeuvre in front of Waltershof basin were simulated. Hamburg Harbour Master Jörg Pollmann, pilots' representatives, an MOL nautical coordinator and their Hamburg port agent - United Shipping Agency - played out the most varied of scenarios, to guarantee nautical-technical safety during the first call of the MOL TRIUMPH.



Superhuman performance at HHLA Container Terminal Burchardkai

The MOL TRIUMPH reached the Port of Hamburg punctually, with the maximum permitted draft. There the vessel made fast at HHLA Container Terminal Burchardkai, berth 5/6. "HHLA is pleased that with the MOL TRIUMPH it can handle and clear the first 20,000-TEU containership in the Port of Hamburg at its Burchardkai terminal. This first call underlines the successful relationship with our longstanding customer MOL," says Jens Hansen, Executive Board member and Chief Operating Officer (COO) of Hamburger Hafen und Logistik AG (HHLA).

By Thursday some 6,000 TEU will be discharged and 3,500 TEU loaded. These quantities of cargo that have to be handled and moved on within the shortest possible timeframe, demand a superhuman effort from the terminal operator. "In recent years, HHLA, through investments in gantry-crane technology and storage capacity, has prepared with the objective of clearing mega-ships like the MOL TRIUMPH," Hansen explains.

HHLA Container Terminal Burchardkai possesses two high-performance berths of the type required for clearing the new 20,000-TEU containerships. The Hamburg operator's mightiest container gantry cranes are deployed on the job. Their booms extend over the entire 24-box width of the mega-vessels. Thirteen cranes of this type are in operation at CTB.

Up to nine of these container gantry cranes will operate in parallel on the MOL TRIUMPH. In seven shifts, each eight-hours long, HHLA terminal staff will be working: crane drivers, ship planners, van-carrier drivers, organizers, supervisors and many more - virtually non-stop on the vessel. In total, HHLA has planned around 470 staff shifts, so that the MOL TRIUMPH can keep to its sailing schedule, leaving Hamburg again punctually.

How Sustainable Cargo Handling Will Look In 2060:

Kalmar, part of Cargotec, has revised its vision for Port 2060 and is launching a new video to depict how the sustainable future of cargo handling will look like in the year 2060. According to Kalmar's renewed vision for cargo handling in 2060, data has fundamentally changed the way the world trade operates, making it more efficient, safe and sustainable. People will live in smart cities that are part of a global ecosystem where consumer demand drives logistics and cargo handling industry.

"In 2060, we believe that services will be more personalised and efficient. Specialised items, such as your favourite blend of coffee, can be ordered directly from a local producer. Goods will be moved rapidly around the world in smart containers that know their contents and destination. Everything will be automated and highly efficient," says Frank Kho, Vice President, Market Intelligence, Strategy and Development and a member of the "Port 2060 Think Tank".

In Kalmar's view of the future, terminals will be complete logistic ecosystems that act as global interchange points for an on-demand society. All ports will be automated and run on renewable energy with zero carbon emissions. Continuous predictive maintenance ensures that everything runs smoothly at all times. Big data will be used to the full benefit of our society. Artificial intelligence combined with human experience and knowledge will help us solve highly complex problems. People are more connected than ever and new digital technologies have enabled different forms of collaboration, co-creation and innovation that have positively impacted millions of lives around the globe.

The Port 2060 initiative was originally launched in 2011 to spark discussion on the future of the port industry. Through a series of articles, blog posts and conference presentations, Kalmar has aimed to anticipate the challenges and solutions that will be relevant to containerisation as it approaches its centenary.

"We want to continue to lead the discussion on the future of cargo handling by actively taking initiative and raising up topics that can help our customers and partners to prepare for the future and adopt new technologies and innovations," says Maija Eklöf, Vice President, Marketing and Communications at Kalmar.

"This time we wanted to have a more holistic look over the entire logistics chain," comments Frank Kho. "The original Port 2060 vision was mainly focused on the physical dimensions of a port and it has carried very well through all these years. However, the possibilities that digitalisation, data and software will provide, will have a fundamental impact on the global trade and logistics ecosystem. Automation and artificial intelligence, for example, will help us to create a more sustainable future while enabling better collaboration and interaction between people".

"The new Port 2060 vision is a result of open collaboration and creativity. We invited all Kalmar and Cargotec employees to join in the idea generation process. The final vision was crystallised in a team consisting of Kalmar and Navis R&D and business development experts. The process has been truly inspiring, generating new ideas and thinking. The discussion continues online in our Port 2060 blog where we will be providing new articles on a regular basis," Maija Eklöf concludes.

DNV GL To Present Modern Classification Solutions At Nor-Shipping 2017: At this year's Nor-Shipping trade fair in Oslo (30 May to 2 June), DNV GL will be presenting modern classification solutions, focusing on digitalization and environmental compliance.

We kick off the week with the DNV GL Conference. It will take place Monday, 29 May, a day before the trade fair officially opens, from 11:00-15:30 in the Felix Conference Centre in Oslo, Aker Brygge. With a focus on emissions regulations, DNV GL experts and industry stakeholders will highlight some of the key aspects to take into consideration regarding the implementation of the global 0,5 per cent sulphur cap and the expectation to reduce CO2 emissions. Topics such as technology choices, fuel availability, price scenarios and enforcement will be addressed.

On Tuesday, 30 May, DNV GL's Group President & CEO Remi Eriksen will participate in the panel debate at the Nor-Shipping Opening Conference (9:00-12:15). It will address the impact of digitalization and increased sustainability as drivers for change in the maritime industry.

At the DNV GL Forum, which will take place from 31 May to 1 June (11:00-16:00) in the Thon Hotel Arena next to the exhibition halls, a selection of DNV GL experts will give one-hour-sessions on a range of topics. This year's presentations include a feasibility study for an advanced, environmentally friendly container vessel design, low carbon pathways and the digitalization of classification services, as well as the implementation of upcoming environmental regulations.

We also look forward to welcoming visitors to the DNV GL booth (Hall D, stand D02-12), where DNV GL experts will be available to answer any questions or enquiries. Several signing ceremonies will also take place at the booth throughout the week.

In the new exhibition Hall A (A1-39), which will be dedicated to Disruptive Sustainability, DNV GL invites visitors to go on a Digital Journey with the classification society. This experience will take viewers into the virtual world, where DNV GL will look at how digitalization has already transformed the shipping world and the developments DNV GL expects to see in the future.

ICC Calls For Global Guidance On Return-Refill Container Systems: Shipping goods across borders with reusable containers and tracking systems is better for the environment, consumers and companies yet differential treatment by customs authorities can be detrimental for business.

The volume of goods shipped globally has reached impressive proportions in recent decades. Goods moved annually by ship alone weigh more than 10 billion tonnes, or 15 times the weight of all cows on Earth.

The estimated value of global trade has increased tenfold since 1979 to more than US\$16 trillion, a figure close to the GDP of the world's biggest economy. Moreover, the rise of global value chains and the worldwide e-commerce boom have meant that companies increasingly export goods in small consignments as opposed to standard shipping containers.

With so many goods crisscrossing the globe, the kind of packaging and container systems that companies use to ship their products has a significant impact on both their bottom lines and on the environment. In this context, an increasing number of companies have been using 'return-refill' packaging and container systems, where containers are shipped back to the exporter empty after delivery and reused.

Beyond its obvious positive implications for sustainable shipping, sending their goods in containers that are returned to them allow companies to use tracking and tracing systems that improve quality control, security and logistics management. These tracing devices, integrated in different kinds of packaging, can track location, humidity, light, temperature, pressure and shock during carriage-capabilities that are crucial for transporting

sensitive products such as life-saving medical devices and treatments.

Disparate customs requirements

However, one factor that can dissuade traders from recycling their container systems is that return-refill containers and packaging are often subject to stringent customs clearance formalities upon their empty return. While customs duties are rightly imposed on the goods in containers that enter countries, there is little international coherence on how customs should treat the returning containers that are empty except for perhaps their tracking systems.

Some customs authorities will impose duties on the empty returning containers, effectively penalising companies for adopting this more sustainable transport method. Others will ask companies to navigate through lengthy transit procedures that can cost as much in time as the customs duties themselves. Such disparate customs procedures between countries mean that companies shipping their goods in return-refill container systems cannot be certain of the fees, taxes and time their trading will entail.

One ICC member works with a number of small- and medium-sized Central American companies (SMEs) that export to other countries in the region using road transportation. The products, mostly fruits and vegetables, are shipped in plastic containers, which are then returned empty to warehouses in their home country. Customs would consider the empty box merchandise, though, and accordingly ask the companies to pay import duties on it.

The member said that a work-around was found in which the returning empty boxes were considered temporary imports and exonerated from duties, but this means companies have had to invest resources in doing two different types of declaration for each order. SMEs are disproportionately affected by anything that makes border procedures more cumbersome as they lack the resources of bigger businesses to comply.

A need for global guidelines

Predictability, reliability and consistency are prerequisites to fostering international trade, and the lack of clear guidance on how customs authorities should treat return-refill container systems risks dissuading companies from moving towards a more efficient and sustainable means of trade. In response, ICC has released a set of business recommendations on the issue calling on the World Customs Organisation to develop international guidelines on return-refill container systems in close cooperation with the private sector.

Longstanding international customs conventions, such as the 1990 Istanbul Convention on Temporary Admission, provide for the temporary admission of containers imported to "facilitate carriage in connection with a commercial operation". The 1972 Customs Container

Convention covers any container above one cubic metre. Many challenges faced by companies using return-refill container systems could thus be addressed by proper implementation and compliance with international conventions and guidelines.

On this basis, ICC recommends that as long as the packaging has been used and/or will be re-used and that there is no change in ownership, return-refill systems should be allowed to cross borders without formal customs declaration, without duties, taxes and customs fees, and without the necessity of re-exportation.

Understanding Steering Gear in Ships: We are all familiar with the use of a rudder, which helps in turning a ship as and when required. Rudders are the principal system for the entire motion and control of the ships. But we mustn't forget that the entire rudder action is dependent on another pivotal system called the Steering Gear.

Steering Gear integrated with the rudder system defines the complete 'turning mechanism' mandatory for each and every ship irrespective of size, type and operation.

Steering gears have been an indispensable part of the ship's machinery since the advent of the very early ships, which were operated by hand.

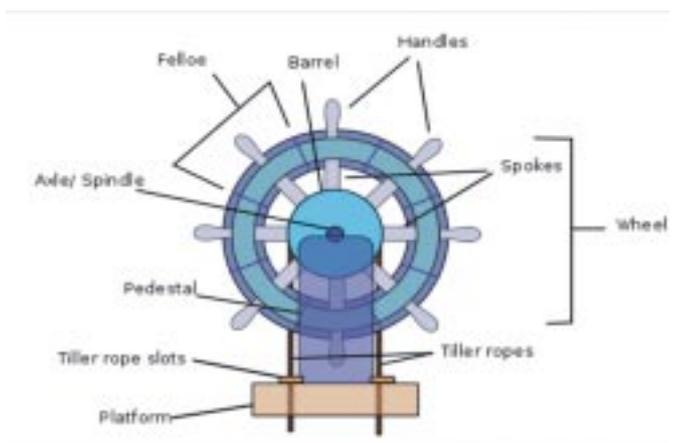


Figure 1: Hand operated steering wheel at helm for olden ships

The efficiency of performance of steering gear depends on some main aspects. These basic requirements to be invariably met by all steering gears are guided by rules set by classification societies. They can be briefly outlined as:

- As per standard requirements, the steering gear should be capable of steering the ship from 35 degrees port to 35 degrees starboard and vice-versa with the vessel plying forwards at a steady head-on speed for maximum continuous rated shaft rpm. and summer load waterline within a time frame of maximum 28 seconds
- With one of the power units inoperative, the rudder shall be capable of turning 15 degrees port to 15 degrees starboard (and vice-versa) within a time frame of 1

minute with the vessel moving at half its rated maximum speed or 7 knots (whichever is greater) at summer load line

- The major power units and the control systems are to be duplicated so that if one of them fails, the other can easily substitute for them as standby
- Emergency Power Supply: The steering gear system is to be provided with additional power unit (hydraulic pump etc.) connected to the emergency power supply from Emergency Generator, which shall be capable of turning the rudder from 15 degrees from one side to other side within 60 seconds with the vessel moving at a maximum service speed or 7 knots, whichever is greater

As ships continued to grow in size and became faster, modern systems easing human effort were incorporated. Basically, there are two types of commonly used steering gear systems present:

- Hydraulic
- Electro-hydraulic type

Though the system has undergone some major evolution, the basic physics of operation remains the same.

The main control of the steering operations is given from the helm of any ship, similar to an automobile where the entire control of the vehicle's "steer-ability" rests on the steering wheel of the driver. The 'control force' for turning is triggered off from the wheel at the helm, which reaches the steering gear system. The steering gear system generates a torsional force at a certain scale which is then, in turn, is transmitted to the rudder stock that turns the rudder. The intermediate steering systems of a modern day ship can be multifarious with each small component having its own unique function. We omit to discuss each and every such component in detail.

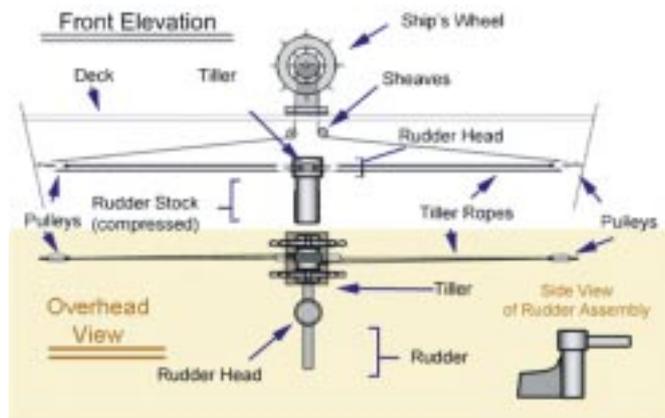


Figure 3: Primitive Steering Gear System layout Credits: wikipedia.org

A better illustration for the exact work sequence of in a simple rudder system is given in the following figure.

The rudder system consists of the following:

- Rudder actuators
- Power units

- Other auxiliary equipment needed to apply turn the rudder by applying torque
- Hydraulic pumps and valves

In hydraulic and electro-hydraulic systems, hydraulic pressure is developed by hydraulic pumps which are mainly driven by electric motors (electro-hydraulic systems) or sometimes through purely mechanical means (hydraulic systems). However, mainly advanced electro-hydraulic systems are predominant in ships nowadays. These hydraulic pumps play a crucial role in generating the required pressure to create motions in the steering gear which can trigger the necessary rotary moments in the rudder system. These pumps are basically of two major types:

- Radial piston type (Hele-Shaw)
- Axial Piston type (Swash plate)

Actuators mediate the coordination between the generated hydraulic pressure from pumps (driven electrically, of course) and the rudder stock by converting it into a mechanical force creating a turning moment for the rudder. Actuators are now mainly electrically driven by power units. These actuators, in turn, can be of two types:

- Piston or cylindrical arrangement
- Vane type rotor

The types of actuator systems depict the types of steering gears present on ships, which are also segregated as Ram type and Rotary Vane type arrangements accordingly. Let's discuss them in brief.

RAM TYPE STEERING GEAR

Ram type steering gear is one of the commonly used steering gear construction and is quite expensive in construction. The basic principle is same as that of a hydraulically-driven motor engine or lift.

There are four hydraulic cylinders attached to the two arms of the actuator disc, on both sides. These cylinders are directly coupled to electrically driven hydraulic pumps which generate hydraulic pressure through pipes. This hydraulic pressure field present in the pumps imparts motion to the hydraulic cylinders, which in turn corresponds with the actuator to act upon the rudder stock. As we know, rudder stock is an indispensable part of the entire steering gear arrangement of ships and dictates the exact behaviour of the rudder response.

The sense of turning the rudder is guided by the action of the hydraulic pump. The physics behind its function can be explained better with the help of the following figure.

Here the cylinders denoted A and C are connected to the discharge side of the pump. This generates a positive pressure in the piston cylinders. On the contrary, the other two cylinders B and D are connected to the suction

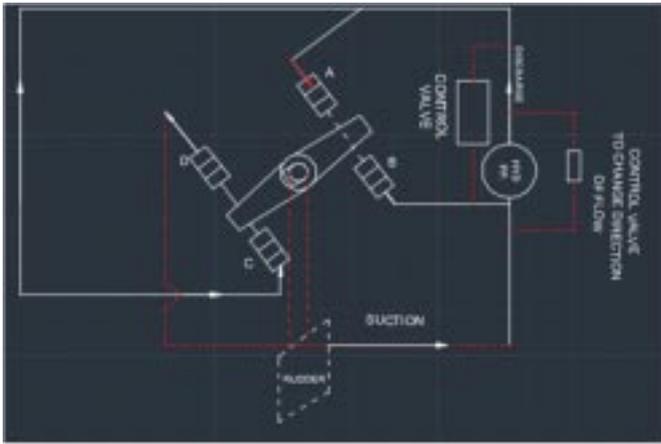


Figure 5: Ram type steering Gear

side of the pump. This creates a negative pressure in the cylinders. The resultant forces create a clockwise moment in the rudder. To put it simply, positive and negative pressures from pumps generate lateral forces on the rams which create a couple for turning the rudder stock.

Similarly, to put it in an anticlockwise turning sense, the reverse is carried out, viz. the discharge ends of the pumps are connected to the cylinders B and D, while the suction side of the pumps are to A and C. This reverse pressure flow from hydraulic pumps is achieved with the help of control valves operated from the wheelhouse.

The ram type steering gear arrangement produces a considerably high value of torque for a given applied power. The hydraulic oil pressure varies from 100 bars to 175 bars depending on the size of the rudder and torque required.

ROTARY VANE TYPE STEERING GEAR

In rotary vane steering gear, there is a fixed housing in which two vanes rotate. The housing along with the vanes form four chambers. The physics behind its operation is similar to the ram type with a small difference.

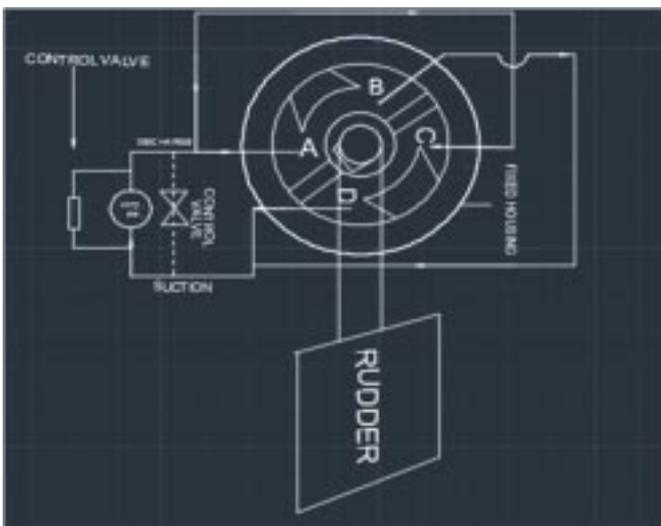


Figure 6: Rotary Vane type Steering Gear

When chambers A and C are pressurised, there is an

anticlockwise rotation of the vanes. A and C are connected to the discharge side of the pump while chambers B and D are connected to the suction side of the pump.

Similarly, when clockwise rotation is required, B and D are connected to the discharge side of the pump while A and C are connected to the suction side of the pump. As above, this is also operated by specialised control valves.

Thus, differential pressurization of the chambers cause rotational moments in the vane.

Rotary vane type arrangement is used when the pressure requirement is 60 to 100 bar for producing required torque. This is the main advantage of rotary vane type steering gear, requiring lesser hydraulic pressure and thus power for producing the same amount of torque as ram type.

There are 3 fixed and 3 moving vanes, which can make rudder angles up to 70 degrees, i.e 35 degrees on each side.

This arrangement has several other advantages like lower installation cost, less weight and smaller space required.

The fixed and rotating vanes are of spheroidal graphite cast iron. Keys are often provided in the rotary vanes for proper strength and orientation.

CSL To Construct Four Passenger-Cum-Cargo Vessels For A&N Islands:

Cochin Shipyard Ltd is constructing four passenger-cum - cargo vessels for Andaman & Nicobar Administration under the 'Make in India' initiative of Government of India. As per orders placed by the A&N Administration, two of these vessels will have a capacity of 500 persons-cum-150 tonne cargo and the remaining two will have a capacity of 1200 persons-cum-1000 tonne cargo.



These vessels will have state of the art facilities for passengers and comply with latest international/national rules and regulations. They will be fitted with diesel electric propulsion plants driving two azimuth thrusters for good manoeuvrability.

The smaller vessels of 500 passenger capacity will be ocean going for all weather operation, and be employed

in Northern and Southern group of A&N Islands or for inter island service They will also be capable of making occasional voyages between mainland and islands. The construction of these vessels is on.

The construction of the larger set of vessels with 1200 passenger capacity will start in June, 2017. These vessels will ply between mainland and the islands and will also be capable of making international voyages.

The construction of these vessels is going on in full swing and the progress is being closely monitored by a committee with members from Cochin Shipyard, Shipping Corporation of India and Andaman and Nicobar Administration with the Joint Secretary, Ministry of Shipping as Chairman of the Committee. All efforts are being made to put the vessels into service ahead of their scheduled delivery year of 2020.

US Abandons Jones Act Amendments: US authorities have abandoned plans to tighten Jones Act coastal shipping rules - and it's all thanks to the coordinated efforts of international government administrations, US energy firms and shipping bodies, in which the UK Chamber played its part.

America's Customs and Border Protection (US CBP) on January 18 announced a plan to revoke past US CBP rulings that allow non-US flagged offshore vessels to carry out specialised services in specific circumstances for US offshore energy projects.

Under the Jones Act, vessels carrying cargo between American ports must be US-built, owned by US citizens and crewed by US seafarers.

Vessels that are built, owned or crewed by foreigners are permitted operate in intra-US waters provided they are not carrying "merchandise" or passengers, according to the US CBP rulings. The rules set out various scenarios where carrying equipment that is specifically for use in offshore operations is not classified as "merchandise".

Because of this, the proposed Jones Act amendments would have particularly impacted specialist ships supplying services to offshore hydrocarbon and wind projects, such as pipe/cable-laying vessels; dive support vessels, subsea construction/IRM vessels and heavy lift vessels.

A portion of these vessels are operated by UK companies and/or those with UK interests. Some UK Chamber members have specialist offshore vessels that are operating or have operated in American waters. The chamber made early representations to the UK Department for Transport and the Foreign and Commonwealth Office (FCO) in order to protect interests of its members.

When the US CBP solicited industry comments on its proposal to end these exemptions, it received an overwhelmingly negative response from overseas

government bodies, the international shipping industry and US energy companies that rely on these specialist services.

The revocations would have effectively forced non-US flagged vessels to stop operating immediately, which would have caused havoc for American energy companies. Offshore energy projects would have had to suddenly stop, which would have affected many Americans working in the offshore energy sector.

Working with the International Marine Contractors' Association (IMCA), the UK Chamber and its European counterparts jointly raised concerns with the European Community Shipowners' Associations (ECSA) and the International Chamber of Shipping (ICS). This spurred the European Commission and the Consultative Shipping Group (CSG) into action to write respectively to the US CBP to express the industry's concerns. The UK Government is a member of CSG, which is a collective body of national government administrations with significant maritime interests. The 18 CSG member countries together represent more than half the world's operated tonnage.

The proposal to revoke the rulings to the Jones Act was formally withdrawn by the US CBP in its Customs Bulletin Weekly on Wednesday this week. The withdrawal represents a win for international ship operators and shows the gains that can be made when shipping trade bodies work together with government.

Nevertheless, the UK Chamber says work needs to continue to make sure longstanding concerns about the rulings from various stakeholders can be addressed in the US interest.

"Although this development is very much welcomed, engagement with the US CBP and other stakeholders on this matter will need to continue, in order to achieve a sustainable long-term outcome that is in mutual interests of the US economically, and overseas operators," says Anna Ziou, policy manager of the UK Chamber's offshore panel.

Pasha Hawaii Selects Keppel FELS To Build Two LNG Fuelled Containerships:

Honolulu-based Pasha Hawaii announced on 11th May, that the company has selected Keppel AmFELS in Brownsville, TX, a subsidiary of Keppel Offshore & Marine (Keppel O&M) for the construction of two new Liquefied Natural Gas (LNG) fuelled containerships, with the option to order two additional vessels. Pasha Hawaii is in the process of finalizing contract specifications.

The new U.S. Jones Act vessels will carry 2,525 TEUs, including a fully laden capacity of 500 45-foot containers, 400 refrigerated containers, and 300 40-foot dry containers, with a sailing speed of 23.0 knots. Delivery of the first vessel is expected 1Q 2020, with delivery of the second vessel in 3Q 2020.



"Keppel O&M's technical expertise in LNG propulsion and commitment to customer service were two very important factors in our selection decision," said George Pasha, IV, President and CEO. "From the start, they went above and beyond and worked closely with us in customizing a vessel design that matched our requirements. Their experience in LNG vessel conversions will also prove to be very valuable as we build LNG dual-fueled vessels for the Hawaii trade."

The new vessels will operate fully on LNG from day one in service, dramatically reducing environmental impact and increasing fuel efficiency. Energy savings will also be achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudder and propeller.

When compared to conventional fuels, LNG is a much cleaner alternative fuel for shipping and offers significant environmental benefits, including the reduction of up to 95 percent sulphur oxides, nearly 100 percent particulate matter, up to 90 percent nitrogen oxides, and up to 25 percent carbon dioxide emissions from engine exhaust emissions.

"As with the construction of our Jean Anne and Marjorie C, we look forward to working with an extremely qualified shipyard, based in the United States," added Pasha, IV. "Pasha Hawaii is a firm believer in the Jones Act, and is proud to support our shipyards and the highly skilled workers who make valuable contributions to this important industry on a daily basis."

Pasha Hawaii is a wholly owned subsidiary of the family-owned global logistics and transportation company, The Pasha Group, one of the nation's leading Jones Act shipping and integrated logistics companies.

DP World Starts \$442 Million Project To Develop Port of Berbera In Somaliland:

Global trade enabler DP World has celebrated its 30-year port concession for the management and development of a multi-purpose port project at Berbera, Republic of Somaliland which started on 2 March 2017.

H.E. President of the Republic of Somaliland, Ahmed Mohamed Mohamoud and DP World Group Chairman and CEO Sultan Ahmed bin Sulayem were present at a ceremony to mark the occasion and thanked attending government officials and partners for their support at the start a new phase of development for the country.

DP World Berbera complements the company's investment in Djibouti and will also serve land locked countries in the Horn of Africa. The investment of up to \$442 million will consist of two phases, the first being the building of a 400 metre quay and 250,000 square metre yard extension as well as the development of a free zone to create a new regional trading hub.

DP World Group Chairman & CEO Sultan Ahmed bin Sulayem, said: "This is part of our vision to act as an enabler of trade and to facilitate growth by helping African countries develop their infrastructure that connects them to global markets.

"These are exciting times for our industry and for Africa, and we're grateful for the opportunity to be an integral part of Somaliland's development. Investment in this natural deep-water port and free zone will act as a catalyst or the growth of the country and the region's economy.

"I'd like to thank the Government and the People of Somaliland for having the vision to take the necessary steps to allow us to invest in the Port of Berbera. I would also like to thank the Mayor of Berbera and the Governor of Sahil for welcoming the DP World team and making them feel at home."

President of Somaliland Ahmed Mohamed Mohamoud Silanyo, said: "This DP World investment in the Port of Berbera will strengthen the relationship between the Republic of Somaliland and the UAE which existed for many centuries in the past. Additionally, it will bring back and highlight the commercial position and importance of the Port of Berbera as a Red Sea gateway for the Middle East and Africa."

DP World Berbera CEO Ibrahim Al Hammadi, said: "We have found the people of Berbera to be welcoming and industrious and I would like to thank the staff here for their support and enthusiasm as we start our plans to modernise the port and upgrade its facilities.

"Our next steps will be to construct a new quay and yard, implement a terminal layout and add new yard equipment. We're also working on a long term strategic plan for sustainability projects. We look forward to working together with the people of Berbera to restore its historical role as a major trade hub on the Red Sea."

Since beginning operations in early March, DP World has retained all 713 permanent employees and begun training and staff development to prepare them for roles in a modern port.

DP World Berbera supports the local community with visits and engagements to 12 local schools, the Fisheries and Maritime Academy and Berbera Hospital. Meanwhile, DP World is working closely with the local government to invest in sustainable solutions tackling water scarcity, having already delivered 4.5 million litres of water to 15,000 local families.

"K" Line Group To Merge Two Ship Management Companies:

Kawasaki Kisen Kaisha Ltd. ("K" Line) takes pleasure in announcing that two of its subsidiaries, Taiyo Nippon Kisen Co., Ltd. and Escobal Japan Ltd. will be merged on July 1, 2017 and tentatively scheduled to be renamed "K" Line RORO and Bulk Ship Management Co., Ltd. on April 1, 2018.

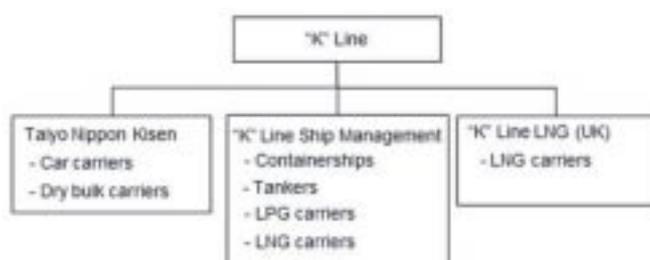
Purposes of merger: "K" Line Group aims to achieve synergy for all members of society by making continuous efforts to ensure safe and reliable navigation.

This merger will insure a success of the reorganization of the structure of the group's ship management system to a further and higher level by consolidation of the extensive experience and valuable know-how accumulated within the two respective companies during their long histories, which will successfully realize more secure and environmental-friendly services that will meet the day-by-day increasing demand for reduction of environmental load toward a sustainable and livable world.

Situation after merger

- Merger date : July 1, 2017
- Company name : A) before April 1, 2018 - Taiyo Nippon Kisen Co., Ltd.
B) after April 1, 2018 - "K" Line RORO and Bulk Ship Management Co., Ltd. (tentative)
- Address of head office : 2-2-3 Kaigan-dori, Chuo-ku, Kobe 650-0024, Japan
- President : Shunichi Arisaka
- Business location : 3 domestic and 8 overseas offices in 7 countries
- Capital : 400 million Japanese yen
- Shareholders : "K" Line 100%

New organization of ship management



"K" Line will hold three deeply-specialized and highly-experienced ship management companies after the merger: "K" Line Ship Management Company Ltd. dedicated to containerships, tankers and gas carriers, "K" Line LNG Shipping (UK) Limited to LNG carriers, and Taiyo Nippon Kisen Co., Ltd. to car carriers and dry bulk carriers.

This new and highly-professional management system definitely will further improve and upgrade future services with higher quality and greater security.

Panama Canal Hosts Open Forum To Discuss Expanded Canal Services & Operations:

As a part of its commitment to maintaining an open dialogue with its customers, the Panama Canal Authority (ACP) hosted its second Open Forum on Tuesday, offering the shipping industry an opportunity to discuss the Expanded Panama Canal's operations to-date as well as the various other services offered at the waterway.



Shipping line representatives and agents, as well as members of Panama's maritime and logistics sector participated in the forum titled, "The Logistic Hub Path: Tackling Future Challenges."

"The forum allows an open exchange of ideas and conversation with our valued customers so that we can answer their questions, while receiving feedback that enables us to improve our services," said ACP Executive Vice President of Operations Esteban Saenz.

The ACP's Marine Traffic and Measurement Manager Abraham Saied, Operation Analyst Cesar Lau, and Processes and Client Liaison Officer Marcia Ortega presented on the performance of the Canal's Neopanamax and Panamax locks, its vessel booking system, enhancements currently underway to accommodate future demand, and current and future resources available for Panama Canal operation. Ana Reyes, the government of Panama's Logistics Cabinet Coordinator joined as a special guest to discuss the country's action plan for further developing itself as a global logistics hub.

After the presentations, participants asked questions to Canal executives, offering ideas to help the waterway continue to provide world-class maritime services.

In addition, attendees visited Cocoli Locks, where they were able to see the Expanded Canal in operation.

New Protections Planned for Filipino Seafarers:

The Philippines' House of Representatives committee on overseas workers has approved the "Magna Carta of Filipino Seafarers" bill designed to ensure working and living conditions that are consistent with Philippine law and international maritime conventions.

Led by Buhay Party lawmaker Mariano Maichael Velarde, Jr, the committee approved the bill, and if passed into

law, it will be applied to Filipino seafarers engaged, employed or working on board Philippines-registered ships operating domestically or internationally, as well as those on board foreign-registered ships.



The Magna Carta states that seafarers have the right to safe and secure workplace that complies with safety standards; decent working and living conditions on board a ship; medical care, welfare measures and other forms of health and social protection; and fair terms and conditions of employment including salary commensurate to their rank, minimum number of working hours, and rest periods consistent with Philippine or international maritime conventions.

The bill also provides for seafarers' rights to engage in collective bargaining; access to educational advancement and training at reasonable and affordable costs; relevant information, including the terms and conditions of employment and company policies affecting seafarers. It protects them against discrimination based on race, sex, religion and political opinion and provides for free legal representation for victims of violations who cannot afford legal representation.

Additionally, seafarers will have the right to expect access to communication such as ship-to-shore telephone communications, and email and internet facilities, where available. Seafarers will be entitled to repatriation at the cost of the shipowner, under the bill.

Manning agencies will have to be licensed and will not be allowed to charge a placement fee.

The proposed bill coincided with recent study findings that homesickness, fatigues and work safety issues have become the top work-related challenges for Filipino seafarers.

While the proposed bill could be beneficial for Filipino seafarers, some in the industry believe it could also pose a threat to domestic shipowners. Captain Allan Bayabos of Bernhard Schulte Shipmanagement, a Filipino, told MarEx that while he agrees that it will benefit the seafarers employed by both local and international shipping companies, the new law if passed, would have adverse effect to most local shipowners.

Bayabos, who has worked at sea for 22 years in both local and international shipping, added that when the law is passed, shipowners will have to invest heavily to develop new work and safety standards on their vessels.

"Shipowners in the domestic or inter-island market could be hurt if seafarer salaries are raised or standardized," Bayabos said. He predicts that, in the long run, small shipping companies might close down if they fail to sustain the prescribed provisions of the new law. This could be a significant threat to the locally-owned shipping industry, he said.

Bayabos expressed doubts about how effectively the new law could be implemented in practice, and Master Mariner Abdel Aziz Kalbi agrees. He told MarEx that while the proposed Magna Carta is beneficial for Filipino seafarers, he doubts that all of its provisions could be properly implemented.

"There are existing public policies to protect and promote the welfare of seafarers, but the truth is, a number of shipping companies especially local shipping players lack the capability to implement," Kalbi said.

Captain Joel Inovejas of Southfield Agencies Incorporated told MarEx that the scope of the proposed Magna Carta is still unclear, and he suggest proponents of the law should conduct further study.

There are at least 229,000 Filipino seafarers employed on shipping vessels around the world at any given time, a quarter of the 1.5 million seafarers worldwide. Last year alone, seafarers contributed \$5.5 billion to the Philippine economy through their remittances.

MOL Triumph To Become First 20,000 TEU Vessel To Call On Rotterdam:

The MOL Triumph is expected to arrive at the quay of Rotterdam World Gateway at Maasvlakte 2 (port number 8980). This will be the first time that a container ship with a capacity of over 20,000 TEU (the standard capacity unit for container ships) calls on the port of Rotterdam.

The arrival of the Triumph foreshadows a wonderful container month for Rotterdam that is coming up in June. For more than two years, the MSC Oscar headed the global ranking of largest container ships. This spring however, the vessel was pushed out of the Top 3. Over the next few weeks, the three ULCCs (ultra large container carriers) that lead the pack will be calling on our port. This underlines the continued importance of scaling-up in the container handling sector.

On Saturday 10 June, Rotterdam expects to welcome the Maersk Madrid, which has a cargo capacity of 20,568 TEU. And in the night of 23 on 24 June, the OOCL Hong Kong will be mooring at Euromax. With a capacity of 21,100 TEU, this ship was recently recognised as the world's largest container vessel.

Rotterdam's container sector chalked up remarkable growth figures in the first quarter of 2017 (8.8% in volume (TEU); 10.8% in weight). The new terminals at Maasvlakte 2 are starting to pick up steam, and shipping lines have moved sizeable volumes of cargo that they had begun to transport via different locations in late 2015-early 2016 back to Rotterdam again.

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M107/5, Kalakshetra Colony, 29th Cross Street, Besant Nagar, Chennai - 600 090, INDIA.

Ph : +91-44-42018982

OVERSEAS ASSOCIATE – E.U. COUNTRIES

Dr. Swarna Prasad, M.Sc., PhD.,

14, Collins Close, Chandler's Ford, Eastleigh, SO53 4HS, Hampshire, England, U.K.

Phone(L/L). +44 2380 253367.

E-mail: seafarersman@indiatimes.com

chandranpeechulli@gmail.com

Website: www.themarinewaves.com

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For all practical purposes, my e-mail ID would be:- chandranpeechulli@gmail.com, OR chandran.peechulli@yahoo.com



Attention Seafarers! TOLL FREE NUMBER

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TELEPHONE NUMBERS

PORTS ON THE EAST COAST OF INDIA, COAST GUARD REGIONAL HEAD QUARTERS (EAST), (MRCC) Chennai,
Tel: +91-44-2346 0405, Telefax: +91-44-2539 5018 Email: isareast@dataone.in, Inmarsat “C” (IOR) 44190 7510
Inmarsat “M” (IOR) 64190 1410

PORTS ON THE WEST COAST OF INDIA, COAST GUARD REGIONAL HEAD QUARTERS (WEST), (MRCC) Mumbai,
Tel: +91-22-2438 8065, Telefax: +91-22-2431 6558
Email: indsar@vsnl.net Inmarsat “C” (IOR) 44190 7210 Inmarsat “M” (IOR) 76288 2349

ANDAMAN AND NICOBAR SRR, COAST GUARD REGIONAL HEAD QUARTERS, ANDAMAN AND NICOBAR, MRCC PORTBLAIR, Tel: +91-3192-245530, Telefax: +91-3192 - 242948

Email: mrcc-ptb@indiancoastguard.nic.in | pblmrcc@sancharnet.in | Com_cs@dataone.in
Inmarsat mini ‘C’ (IOR) 583-441922666 /
583-441908010 Inmarsat Fleet-77: 00-870-600938555

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