

## Ships 2015

Access to frequent and reliable shipping services is key for developing countries’ trade with overseas markets. Firms cannot export competitively and participate global value chains without adequate transport connectivity, and maritime transport continues to be the dominant mode of shipping goods. Seaborne trade accounts for about 80 per cent of global trade volumes, with an even higher share for most developing countries. As in previous issues since 1968, the 2015 Review of Maritime Transport contains a wealth of analysis and unique data. The Review is the renowned United Nations source of statistics and analysis on seaborne trade, the world fleet, freight costs, port traffic and the latest trends in the legal and regulatory environment for international maritime transport. This year’s Review includes a special focus on maritime transport and sustainable development.

Proceedings of the 12th European Conference on Management, Leadership and Governance

Seminar paper from the year 2017 in the subject Politics - International Politics - Topic: European Union, grade: 1,3, The FOM University of Applied Sciences, Hamburg, course: Business Law, language: English, abstract: This work examines the substance of the regulation 2015/757 on the monitoring, reporting and verification (MRV) of carbon dioxide emissions from maritime transport of the EU and its basis by the leading question: which regulatory interventions and creative compliance are to be seen behind the MRV regulation and what business case is possible? Therefore, the regulatory intervention in its public and private interest’s dimension is investigated. Moreover, the recent situation of the shipping branch and the ships’ ownership situation (owner-operator relation) are explained. A critical reflection of the regulation and an investigation for creative compliance is given. Concluding, potential business cases and the potential of the market are outlined. Since July 1st 2015, the European Union’s (EU) regulation 2015/757 on the monitoring, reporting and verification (MRV) of carbon dioxide emissions from maritime transport became effective. According to EU 2015/757 art. 8, from 1 January 2018, ships voyaging to a port of call under the jurisdiction of a member state are obligated to apply to the regulation 2015/757 and must have a MRV system to report their CO2 emissions. By August 31th 2017, all shipping companies voyaging within the EU area are obligated to prepare a monitoring plan for each of their ships (EU 2015/757 art. 6).

Global Maritime Transport and Ballast Water Management

Probability and Mechanics of Ship Collision and Grounding

Navy Littoral Combat Ship /Frigate Program

Background and Issues for Congress

ECMLG 2016 - Proceedings of the 12th European Conference on Management, Leadership and Governance

United Nations Conference on Trade and Development UNCTAD

*This is a guide to the world’s navies. Country by country, the text contains commentaries for each ship, complete with comprehensive details of displacement and dimensions, main machinery, speed and range, weapons systems, construction and modernisation programmes and latest operational status.*

*"Know Your Ships offers everything ship fans need to know about the freighters, tankers, tugs, barges, salties, passenger ships, international visitors and other vessels in regular Great Lakes and St. Lawrence Seaway, including owner and port of registry, year and shipyard where built, length, beam, depth, cargo capacity and former names, type of engine and horsepower."--Publisher website.*

*This volume offers a review of oil inputs to the Mediterranean Sea from sources such as shipping, and offshore exploration and exploitation activities. It discusses international measures to prepare for, respond to, and prevent oil pollution incidents, as well as the international legal framework and agencies with a role in pollution prevention and responses. It includes chapters on modeling the fate of oil pollution, oil spill response, and oil spill beaching probability, and presents data from a range of sources, including historic data on shipping accidents and oil exploration and exploitation activities, satellite and remote sensing data, and numerical modelling data, to provide an overview of oil pollution over several years. Topics covered include modelling of oil slicks in the eastern and western Mediterranean basins, oil exploration and exploitation activities in the waters of the Levantine Basin (Eastern Meditteranean), and signatures to and ratification of the Barcelona Convention and its Protocols, for example. Together with the companion volume Oil Pollution in the Mediterranean Sea: Part II - National Case Studies, it addresses both national and international measures in the region, making it of relevance to the agencies and government bodies tasked with remediating or preventing oil pollution, as well as policymakers and practitioners in the fields of shipping, ports and terminals, oil extraction and marine management. It provides researchers with essential reference material on tools and techniques for monitoring oil pollution, and serves as a valuable resource for undergraduate and postgraduate students in the field of marine oil pollution.*

Particulars of the War Ships of the World

Seaforth World Naval Review 2015

Damaged Ship III

Significant Ships of 2015

Rebel Radio

*Thirty-Three Mariners, One Megastorm, and the Sinking of El Faro*

Probability and Mechanics of Ship Collision and Grounding provides simplified analytical procedures for ship collision and grounding assessments, including probabilistic methods, an estimation of the energy released during collisions, and a prediction of the extent of damage on involved structures. An additional chapter is dedicated to current finite element analysis techniques that are used for estimating structural damage during ship collisions. The book encapsulates reliable and fast analysis methods for collision and grounding assessment, presenting tactics that have been extensively validated with experimental and numerical results. In addition, all described analysis methods include realistic calculation examples to provide confidence in their use. Provides mathematical expressions for the determination of probability of ship grounding events, ship to ship collisions and ship collisions against fixed and floating offshore installations, i.e., offshore wind parks and bridges over navigational channels Provides analytical solutions to calculate the energy released for crushing in ship collision scenarios and loading on ship bottoms in grounding events Reviews damage theorems and materials modellings and presents simplified analytical methods to determine the structural damage of ship and offshore structures in ship collisions and grounding Provides calculation examples for each analysis method The Navy's Littoral Combat Ship (LCS)/Frigate program is a program to procure a large number of LCSs and modified LCSs. The modified LCSs are to be referred to as frigates. The LCS program has been controversial over the years due to past cost growth, design and construction issues with the lead ships built to each design (including, most recently, multiple problems with the ships' propulsion systems), concerns over the ships' survivability (i.e., ability to withstand battle damage), concerns over whether the ships are sufficiently armed and would be able to perform their stated missions effectively, and concerns over the development and testing of the ships' modular mission packages. The Navy's execution of the program has been a matter of congressional oversight attention for several years. Two very different baseline LCS designs are currently being built. One was developed by an industry team led by Lockheed; the other was developed by an industry team that was led by General Dynamics. The design developed by the Lockheed-led team is built at the Marinette Marine shipyard at Marinette, WI, with Lockheed as the prime contractor; the design developed by the team that was led by General Dynamics is built at the Austal USA shipyard at Mobile, AL, with Austal USA as the prime contractor. Prior to December 14, 2015, Navy plans called for procuring a total of 32 LCSs and 20 frigates, for a total of 52 ships. A December 14, 2015, memorandum from Secretary of Defense Ashton Carter to Secretary of the Navy Ray Mabus directed the Navy to reduce the LCS/Frigate program to a total of 40 ships. The memorandum also directed the Navy to reduce planned annual procurement quantities of LCSs during the Navy's FY2017-FY2021 five-year shipbuilding plan, and to neck down to a single design variant of the ships not later than FY2019. Under current plans, the Navy envisages procuring a total of either 28 LCSs and 12 frigates (if the neck down occurs in FY2018), or 30 LCSs and 10 frigates (if the neck down occurs in FY2019). The first LCS was funded in FY2005, and a total of 26 have been funded through FY2016. As of October 19, 2016, seven LCSs (LCSs 1 through 6 and LCS 8) were in service. LCS 7 is scheduled to be commissioned into service on October 22, 2016. LCSs 9 through 26 are in various stages of construction. The Navy's proposed FY2017 budget requests \$1,125.6 million for the procurement of the 27th and 28th LCSs, or an average of \$562.8 million for each ship. The Navy's proposed FY2017 budget also requests \$86 million in so-called "cost-to-complete" procurement funding to cover cost growth on LCSs procured in previous fiscal years, and \$139.4 million for procurement of LCS mission module equipment. The LCS program poses several issues for Congress, including whether to approve, reject, or modify the Navy's FY2017 funding requests for the program, and whether to approve, reject, or modify the Secretary of Defense's December 2015 direction to the Navy to reduce the program from 52 ships to 40, and to neck down to a single design variant not later than FY2019.

Warship 2015 is devoted to the design, development and service history of the world’s combat ships. Featuring a broad range of articles from a select panel of distinguished international contributors, this latest volume combines original research, new book reviews, warship notes, an image gallery and much more to maintain the impressive standards of scholarship and research from the field of warship history. This 37th edition features the usual range of diverse articles including: The Battleships of the Patrie Class; Postwar Weapons in the Royal Navy; The Tragedy of the Submarine Mariotte, Known as the 'Toothbrush'; and Developments in Modern Carrier Aviation. Contributors to Warship 2015 include Michele Cosentino, Peter Marland, Hans Lengerer and Aidan Dodson.

Oil Pollution in the Mediterranean Sea: Part I

International Maritime Law Conventions: Training, employment and welfare; environment

All Types of Commercial Ships of 2,000 DWT Or GT and Above

2015 part CSR-T (common structural rules for double hull oil tankers).

Into the Raging Sea

Ships and Offshore Structures XIX

*The "profusely illustrated" yearly military reference that features world fleet reviews, significant ship developments, and technological advancements (Ships Monthly). Now in its seventh year, this annual has established an international reputation as an authoritative but affordable summary of all that has happened in the naval world in the previous twelve months. It combines regional surveys with one-off major articles on noteworthy new ships and other important developments. Besides the latest warship projects, it also looks at wider issues of importance to navies, such as aviation and electronics, and calls on expertise from around the globe to give a balanced picture of what is going on and to interpret its significance. The 2015 edition looks in detail at the French Navy and the Bangladesh and Myanmar navies, while significant ships include the Montford Point class mobile landing platforms, the Samuel Beckett offshore patrol vessels, and the Skjold class fast attack craft. There are technological reviews dealing with naval aviation by David Hobbs, and current mine warfare developments by Norman Friedman, while warship recycling is discussed by Ian Buxton. Intended to make interesting reading as well as providing authoritative reference, there is a strong visual emphasis, including specially commissioned drawings and the most up-to-date photographs and artists' impressions. For anyone with an interest in contemporary naval affairs, whether an enthusiast or a defense professional, this annual has become required reading.*

*While the story of Endeavour is widely written about, Captain Cook sailed in or with eight ships which began their lives as merchant ships. This detailed illustrated history tells the story of these ships and the people who sailed in them. In placing these ships and people in the personal, political, social, financial, scientific and religious contexts of their times, this book provides a readable and comprehensible account of the long Eighteenth Century. Often using contemporary sources, this gripping account fills a gap in Cook history and attempts to catch something of that exciting, violent, gossipy but largely untaught and unknown period through which these vessels and their people sailed literally and figuratively between the old world and the new.*

*Berlitz Cruising & Cruise Ships 2015**Apa Publications (UK) Limited Issues and Solutions*

*Review of Maritime Transport 2015*

*The Public General Statutes of the Colony of Victoria ...*

*The Victorian Statutes*

*Freelove, Three Brothers, Mary, Friendship, Endeavour, Adventure, Resolution and Discovery*

*IHS Fairplay Register of Ships 2015 2016*

In 1964, rebel radio stations took to the seas in converted ships to offer listening choice to a young, resistant audience, against a backdrop of restrictive broadcasting policies. This book draws on this exceptional moment in social history, and the decades that followed, teasing out the relations between sound, society and space that were central to ‘pirate’ broadcasting activities. With a turn towards mediated life in geography, studies of radio have been largely absent. However, radio remains the most pervasive mass communications medium. This book breaks new ground, discussing in depth the relationship between radio, space and society; considering how space matters in the production, consumption and regulation of audio transmission, through the geophysical spaces of sea, land and air. It is relevant for readers interested in geographies of media, sensory spatial experience, everyday geopolitics and the turn towards elemental and more-than-human geographies.

A NEW YORK TIMES NOTABLE BOOK AN NPR BEST BOOK OF THE YEAR ONE OF JANET MASLIN’S MUST-READ BOOKS OF THE SUMMER A NEW YORK TIMES EDITOR’S CHOICE ONE OF OUTSIDE MAGAZINE’S BEST BOOKS OF THE SUMMER ONE OF AMAZON’S BEST NONFICTION BOOKS OF THE YEAR SO FAR “A powerful and affecting story, beautifully handled by Slade, a journalist who clearly knows ships and the sea.”—Douglas Preston, New York Times Book Review “A Perfect Storm for a new generation.” —Ben Mezrich, bestselling author of The Accidental Billionaires: The Founding of Facebook On October 1, 2015, Hurricane Joaquin barreled into the Bermuda Triangle and swallowed the container ship El Faro whole, resulting in the worst American shipping disaster in thirty-five years. No one could fathom how a vessel equipped with satellite communications, a sophisticated navigation system, and cutting-edge weather forecasting could suddenly vanish—until now. Relying on hundreds of exclusive interviews with family members and maritime experts, as well as the words of the crew members themselves—whose conversations were captured by the ship’s data recorder—journalist Rachel Slade unravels the mystery of the sinking of El Faro. As she recounts the final twenty-four hours onboard, Slade vividly depicts the officers’ anguish and fear as they struggled to carry out Captain Michael Davidson’s increasingly bizarre commands, which, they knew, would steer them straight into the eye of the storm. Taking a hard look at America’s aging merchant marine fleet, Slade also reveals the truth about modern shipping—a cut-throat industry plagued by razor-thin profits and ever more violent hurricanes fueled by global warming. A richly reported account of a singular tragedy, Into the Raging Sea takes us into the heart of an age-old American industry, casting new light on the hardworking men and women who paid the ultimate price in the name of profit.

"Previously published as Singh, International conventions of merchant shipping (British Shipping Laws, volume 8)"--T.p. verso.

Art in the Age of Spices

25-26 March 2015, London, UK

Rules for the Survey and Construction of Steel Ships

Yearbook

The MRV Regulation of the EU. Monitoring, Reporting and Verification of Carbon Dioxide Emissions from Maritime Transport

Field Guide to Boats & Boatwatching Great Lakes/St. Lawrence Seaway

**A highlight for the Art Gallery of South Australia in June will be the much anticipated Treasure Ships: Art in the Age of Spices**which is the first exhibition in Australia to present the complex artistic and cultural interactions between Europe and Asia from the sixteenth to the nineteenth centuries - a period known as the Age of Spices.

If you purchase The Unofficial Guide to Walt Disney World in ebook format, receive free monthly updates via your device so you'll be in the know about important changes, making your vacation planning better than ever! March-April 2015 Updates Available! Your Kindle update includes important changes to the Magic Kingdom and Epcot monorail schedules through July 2015; ticket prices, dates, and times for the Magic Kingdom's Night of Joy celebration in September; and updates to Fastpass+ locations for the Magic Kingdom's parades. Compiled and written by a team of experienced researchers whose work has been cited by such diverse sources as USA Today and Operations Research Forum, The Unofficial Guide to Walt Disney World digs deeper and offers more than any other guide.

This three-volume work presents the proceedings from the 19th International Ship and Offshore Structures Congress held in Cascais, Portugal on 7th to 10th September 2015. The International Ship and Offshore Structures Congress (ISSC) is a forum for the exchange of information by experts undertaking and applying marine structural research. The aim of the ISSC is to facilitate the evaluation and dissemination of results from recent investigations; to make recommendations for standard design procedures and criteria; to discuss research in progress and planned; to identify areas requiring further research, and to encourage international collaboration in furthering theses aims. Structures of interest to the ISSC include ships and other marine structures used for transportation, exploration, and exploitation of resources in and under the oceans.

Treasure Ships

Ships and Shipping

Newbuilding Requirement 2001-2015

Holland America Liners 1950-2015

Sound, Space and Society

*An illustrated history of the Holland America Line and its postwar fleet.*

*The world’s best-selling annual is back, with thousands of amazing new records, cool facts and awesome pictures! Ever wondered how far a dog can ride a scooter or who’s swallowed the most swords underwater Want to know about the latest sporting achievements, extreme bodies and cutting-edge tech Find the answers to these and many more mind-boggling feats in the all-new Guinness World Records 2015 eBook. What’s more, 2015 marks 60 years since the release of the very first GWR annual. To celebrate our diamond anniversary, you’ll find milestones of our classic records and how they’ve changed – or not changed – over time, plus a special feature just on diamond records. And if all that isn’t enough, you can download the new “See It 3D” augmented-reality app on another smart device to bring records in your eBook to life – just point it at designated records on screen and watch what happens! Compare yourself to the tallest man ever, squish maggots in our game, take a journey around the Solar System and much more.*

*Ballast water management is a complex subject with many issues and still limited knowledge, however, it is building up on new scientific researches and practical experience. The Ballast Water Management Convention is the global legal framework which still needs to be implemented. This book brings together a long-term and newest experience from practical work, scientific research, administration and policy involvements, offering unique insights to readers who would like to learn more about this subject. It also provides recommendations and practical solutions especially important for professionals, administrations and organizations in the process of the implementation of this Ballast Water Management Convention.*

*Guidance for the Survey and Construction of Steel Ships. 2015 part N (ships carrying liquefied gases in bulk), part S (ships carrying dangerous chemicals in bulk).*

*Jane's Fighting Ships 2014–2015: Yearbook*

*The Unofficial Guide to Walt Disney World 2015*

*Chinese Maritime Cases*

*Warship 2015*

*(Extracted from Lloyd's Register Book, 1892-93). 10th rev. issue*

If you want a holiday that's hassle-free, virtually pre-paid, and that lets you see lots of places while only needing to pack and unpack once, then you should try a cruise. This best-selling book, now in its landmark 30th year, is the cruise industry bible: it gives you all the information you need to choose the right cruise for you. Meticulously updated every year by cruise expert Douglas Ward, it is divided into two main parts: the first helps you work out what you're looking for in a cruise holiday and how to find it; the lively text and colour photographs describe every aspect of life on board, including safety, the highs and lows of the cruise experience and how to save money. The second part contains unbiased reviews and fascinating detail of almost 300 ocean-going cruise vessels, and grades them on service, food, entertainment and facilities, using an internationally recognised ratings system.

This book selects leading, innovative and influential Chinese maritime judgments and presents full translation of them, with brief summary, to the readers so that they can have insights of how the Chinese maritime judges interpret, apply and develop Chinese maritime law in practice. China trades with other states in trillions of USD every year, and about 95% of the cargoes are carried by ocean-going ships calling at hundreds of Chinese ports each single day. Due to the enormous and steadily growing trade volume and shipping activities, foreign ships, companies and persons are often caught by the Chinese maritime law and court. The parties involved and their lawyers are more than ever enthusiastic to study Chinese maritime cases in order to deal with their own cases properly or, if possible, predict the potential problems and avoid the disputes outright. The book is appealing to and benefits worldwide law students, academics, practitioners and industrial people in the shipping, trade, insurance and financial fields. The book remedies to certain extent the situation that there is lack of authoritative sources available to foreign personnel to look into how Chinese justice system functions.

UK FISHING VESSELS 2015

Service Stations for Ships 2015

12th International Conference on the Stability of Ships and Ocean Vehicles, June 14-19, 2015, Glasgow, Scotland : Proceedings

The International Context

Know Your Ships

Jane's Fighting Ships 2015 2016