



Number 274 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 01-10-2014**
News reports received from readers and Internet News articles copied from various news sites.

INFOTAINMENT SOLUTIONS FROM SAM ELECTRONICS



- Live TV & Radio
- Audio & Video on Demand
- Voice over IP
- IP CCTV, IP Clocks
- Office Network
- E-Mailing and Internet



www.sam-electronics.nl - sales@sam-electronics.nl



Gareloch's LEANNE P, flying the Scottish flag arriving in Maassluis
Photo : Frits van der Hoek - editor/PR LEKKO ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



We connect complex questions & integrated answers

VBMS has the technical expertise and in-house capabilities to solve complex marine solutions.

Connect with us at www.vbms.com

A VolkerWessels & Boskalis Company



The **SNAV ADRIATICO** (ex **STENA BALTICA**, **KONINGIN BEATRIX**) is being chartered for a new service between Panama and Colombia, due to start on 24 October. Her last Adriatic sailing of this season is on 5 October from Split to Ancona, and it seems she has already been repainted in the colours of her new operator, Ferry Xpress. **Photo : Rob de Visser ©**

Model replica of tug Warringa sails in Eden

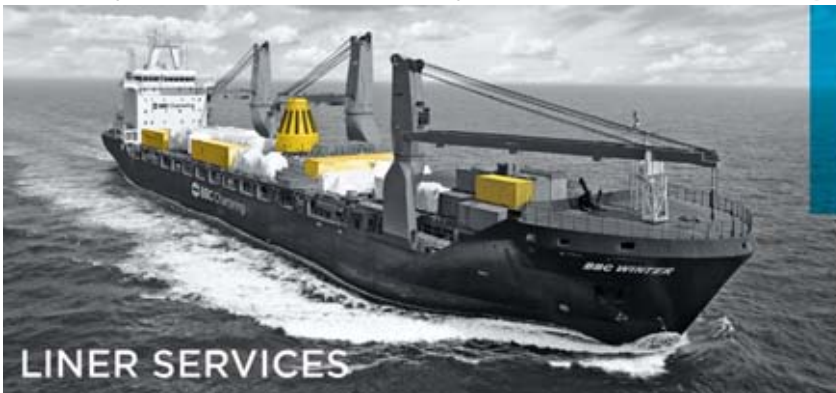
After a two-year long labour of love, **Tom West** has launched his replica model of the tug Warringa into the ocean near Eden's slipway. Tom reckons he had a lot of fun building the replica tug. "It was awesome," he said. "I really enjoyed it!" Mr West - who worked as an engineer on the real-life **Warringa** from when it arrived at the Port of Eden in 1992 until his retirement in 2007 - cannot even guess how many hours he devoted to building the replica. "It's not something I worked on every day or even every week," **Mr West** told the Magnet on Thursday. "My wife Heather and I would go away caravanning and then we'd come home and I'd have to catch up on all the work around the front and back yards, and then I'd go out to my workshop and do a bit more on it." But they say it takes almost as long for one man to build an exact replica of a ship as it does for a team of men to build the real thing," he said.



The radio-controlled replica - a 1:24 scale plywood model measuring almost 1.3 metres, or 49 inches, in length - was painstakingly reproduced from plans borrowed from the original vessel. "I've build models from kits in the past but this is the first one I've made from scratch," Mr West said. Before the replica's ocean-



going maiden voyage it was first tested in a specially-built tank and then in a friend's backyard swimming pool. It now takes pride of place in the rumpus room of the West's Eden home. The real-life **Warringa** is still on the market but her sister vessel, the 36-year old, 40-tonne tug, **Bulimba**, has been sold. Svitzer Eden marine manager Steve Heffernan confirmed **the sale to the Magnet on Thursday but declined to reveal any more**, saying the final details were yet to be finalised. The Warringa was built for Adelaide Steamships in Launceston in 1977, and operated out of various locations on the eastern seaboard including Sydney and Port Kembla, before arriving at the Port of Eden in early 1992. Meanwhile, the 50-tonne tug Edwina is still undergoing preparations ahead of her maiden operation at the port in about a week's time. Mr West says he cannot put a monetary value on what is most likely destined to become a family heirloom. **Source Eden Magnet**



- more than 150 vessels
- global tramp & liner services
- lifting up to 800 tons
- 28 offices worldwide

 **BBC Chartering**
www.bbc-chartering.com



The **MAERSK GARONE** outbound from Melbourne – **Photo : Dale E.Crisp ©**

Unique System FZE Appointed as the Authorized Service Centre for Teledyne's Meridian Gyros



Unique System FZE, a division of Unique Maritime Group, which is one of the world's leading



Unique System FZE
A Unique Maritime Group Company

integrated turnkey subsea and offshore solutions provider, has been appointed as the authorized service centre for **Teledyne TSS' Meridian Gyros** in the Middle East region. **Unique System FZE** is already an authorized sales agent for TSS products in the region.



Teledyne TSS is Specialists in Marine Sensors and Controls. **Teledyne TSS** designs and manufactures world renowned motion sensors, navigation systems and pipe and cable detection equipment. Our engineers at **Unique System FZE** have successfully undergone an extensive hands-on training session on the servicing, testing and calibration procedures for the Meridian Rev. B Type Gyro. The training was conducted at Teledyne TSS training centre in the UK. Like Teledyne TSS, We also have the complete Calibration setup for the Meridian Gyros as well as the service and repair kit that includes the testing equipment and spare parts. Upon the successful completion of this training, Ian Huggins, General Manager @ Unique System FZE commented, "It is a feeling of exhilaration for us to note that our engineers have successfully undergone the training to service and test the Meridian Gyros from TSS. The completion of this training has further helped our technically qualified engineers to enhance their skills and carry out any kind of repairs and other service jobs. It is also a pleasure for us to be appointed as an exclusive service agent by TSS for their Meridian Gyros within the region." Teledyne TSS further added, "We are extremely happy to have Unique System FZE as an authorized service agent for our Meridian Gyros in the Middle East. They have a technically qualified team of engineers who have always ensured that the jobs they perform are in line with manufacturer standards. We look forward to our continued association with **Unique System FZE** in the near future as well."



Many offshore support units seen anchored in Labuan (East Malaysia) **Photo : Capt Jelle de Vries – Sunshine Maritime Services ©**

LIFTBOAT MASTER REQUIRED

“International Liftboat operator seeks an experienced self propelled liftboat master for work on board their vessel working off Nigeria. Interested applicants please write to : jackup.crewing@gmail.com”



The **OASIS OF THE SEAS** enroute the Rotterdam Cruise terminal last Monday night , above seen passing Hoek van Holland at 23:52 hrs ☺ observed by a lot “die-hard shipspotters” – Photo : Jan Verhoog ©

	OFFSHORE SUPPORT - OIL & GAS - DREDGING & RENEWABLES OCEAN TOWAGE
	TSCHUDI  OFFSHORE & TOWAGE
www.tschudioffshoretowage.com	+31 (0)88 5485200 (24/7)

Helgesson joins Concordia

Stena Line finance chief **Ola Helgesson** is shifting seats to tanker sibling **Concordia Maritime**. Helgesson, who joined Stena from Rederi AB Transatlantic in 2011, will work alongside chief executive Kim Ullman. Helgesson replaces Anna Forshamn who left on 31 August to become head of pensions at the parent Stena AB group. Carl-Johan Hagman, chairman of Concordia, said: “Ola Helgesson’s experience from Stena Line, Rederi AB Transatlantic and the Port of Gothenburg means that Concordia Maritime could not have got a better CFO.”



Left : The **STENA PROVENCE** anchored off Singapore Photo : Piet Sinke © – **Click on photo or Hyperlink to see the highres version !** “For this position, we also searched for candidates outside the Stena AB group. I am happy to note that in the Stena group, we have a unique depth and breadth when it comes to shipping expertise.” **Concordia Maritime** recorded a profitable first half in 2014 and expects

that full year results will stay in line. The Sweden-based company booked a gain of SEK 301.4m (\$44m), 18.2% up from last year. At the end of June, Concordia Maritime had SEK 362m available liquid funds. **Source : Tradewinds**



Spotted at the Soyo industrial base in Angola the former Dutch pilot cutter **MIRFAK** Photo : **Bas van de Ven** ©

Yachts smashed in dredger collision



Fourteen yachts were seriously damaged when a 6,292 tonne dredger collided with them in dense fog. Around £200,000 worth of damage was caused to the moored craft when the stern of the dredger impacted with the mooring trots at Lower Upnor on the River Medway in Kent. Eight yachts were dismantled, one 35ft yacht, worth £30,000, was written off completely and mooring roots were dragged together in the accident which affected yachts belonging to members of the **Medway Yacht Club**.

The 98 mtr long dredger, **ARCO ARUN** was on its way down river having discharged sand and ballast dredged from the eastern section of the English Channel at Frindsbury near Rochester. Because of the fog the ship - normally exempt from taking on a pilot - had shipped aboard a pilot provided by Peel Ports which includes the River Medway.

Left : file photo of the **ARCO ARUN**
Photo : **Hans Blomvliet** ©

Steve Porter, bosun of the **Medway Yacht Club** told YM: 'Damage included masts and rigging torn out pushpits and pulpits ripped off. What worries the club is that we will lose revenue now from these yacht's owners who would have been laying up on our ground. They will have to go off instead for major repair. And it will also put people off using swinging moorings: instead some are bound to say: 'Let's go to a marina.'" A spokesman for Hanson Heidelberg, who own the **ARCO ARUN**, told YM: 'I am told nobody was hurt. We are still investigating and the MAIB



have been informed.'A spokeswoman for Peel Ports, said: 'We can confirm that we are investigating an incident involving a vessel and yacht moorings. We are currently investigating the incident in-line with the appropriate protocols and with the relevant parties. Source : yachtingmonthly

 **RUYSCH**
SINCE 1955 INTERNATIONAL BV

www.ruysch.nl

World-wide partner for marine diesel engine spare parts.

We are stockist of genuine spare parts suitable for:

- SWD: R150, DRO210, F240, SW280, TM410
- Wärtsilä: 20, 22, 26, 32, 38
- ABC: DX, DZ

We can also deliver spare parts suitable for other European-built four stroke engines.



 **RUYSCH** E: info@ruysch.nl T: +31 (0)78 673 2544



The **LEWEK SNIPE** in the port of Muara (Brunei) – Photo : Capt. Bas ©

16 fishermen arrested by Sri Lankan naval personnel

Sixteen fishermen have been arrested by Sri Lankan naval personnel for allegedly fishing in the island nation's territorial waters off Neduntheevu. Their four mechanized boats were also seized around midnight and all of them were taken to Kankesanthurai early this morning, Assistant director of fisheries here Sekar said. He said the naval personnel also chased away fishermen who were fishing between Katchatheevu islet and Arichalmunai. Fishermen's Association president T Sesuraja alleged that the Lankan naval personnel chased the fishermen even past Arichalmunai into Indian territorial waters. "The fishermen could see the Dhanushkodi coast, which meant they were very much in Indian territorial waters. The Sri Lankan navalmen chased them in Indian waters," he said. Sesuraja said the Sri Lankan navalmen also snapped the fishing nets of 50 boats. Source : Indiatimes

OFFSHORE SUPPORT UNITS ANCHORED OFF SINGAPORE (1)

Compiled by : Capt. Piet Sinke



Last Monday when going around the anchorage together with **Ron, Barry and Trevor**, 3 ships spotters from the UK on a photo tour in Singapore, spotted on the Eastern anchorage in Singapore some old but also some brandnew offshore support units. One of the new ones was the brandnew **PACIFIC LEGACY** this **Pacific Swire Offshore** owned PSV was named July 17th 2014 and is the second L-class unit and built at **Maizuru Shipyard** of **Japan Marine United**



Corporation (JMU) The **L Class vessels** (5,258 DWT), with the fuel-saving design, consisting of newly developed fuel efficient propulsion pods, a four-engine diesel electric power plant, large cargo carrying capacity and bulk cargo system, makes them well suited for supply duties in deep water environments. The bulbous bow design takes into consideration varying operating speed, draughts and sea states that Offshore Support Vessels (OSV) typically operate in and is designed to maximise its effectiveness over a wide range rather than a tuned design point. The hull is designed for a 7.5-year window between Class required mandatory dockings and propulsion and tunnel thrusters have been selected for their ability to be changed out when the vessel is afloat. The main deck has a clear deck space of 912 square metres. There are three unique features for high capacity and flexible cargo systems. The Cargomaxx bulk system allows for the carriage of dry and wet bulk cargoes in five separate tanks, using a pressure vacuum system to load and unload the cargo and has a product weighing system to accurately measure a product delivered as an individual parcel or as an aggregated amount over a period of time. Being IBC Compliant, the vessel can carry up to 1800 cubic metres of Noxious Liquid Substance 912 square metres and can accommodate four lengths of drill pipe or casing with safe access for the deck crew. The cargo discharge manifold is ergonomically designed for ease of connection and to ensure safe hose deployment overboard. (NLS) in 10 dedicated tanks arranged in pairs with full re-circulation systems. The vessel tank layout has been arranged to make provisions for future upgrade to carry low flash point liquids to DNV LFL* class notation to the capacity of approximately 180 cubic metres. The propulsion system features a computerised power management system that is programmable to ensure optimisation of diesel engine load and fuel consumption. The FiFi 1, DP11 vessels are also SPS Compliant and Clean Class. The fire-fighting pump is independently driven using a variable speed electric motor to improve operating efficiency through a quick start-up time and reliability through a direct drive system. The vessel is equipped with 3 X 999 Kw variable speed, controllable pitch tunnel thrusters and fitted with SOLAS Lifeboats. Today, **Swire Pacific Offshore** owns and operates a diverse fleet of 87 offshore support vessels, including anchor handling tug supply vessels, platform supply vessels, ice-breaking supply vessels, anchor handling tugs, seismic survey vessels, wind-farm installation vessels, accommodation work barges and multi-purpose offshore vessels. As part of its fleet expansion plan, SPO aims to have 100 vessels by the end of 2015.



ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
CLICK [HERE](#) AND REGISTER FOR FREE !



Another unit spotted was **EMAS** 7340 BHP 48 mtr long **LEWEK KESTREL** this Fire-Fighting Anchor Handling Tug is built for Global Operations to Service Drilling Units, ROV Duties and Support Production Platforms with Safety Standby, Seismic Services and Emergency Evacuation capabilities. The **LEWEK KESTREL** is built in 2007 at the **Cheoy Lee Shipyards Ltd** – in



Hong Kong under Yard/hull No.: 4878 the vessel is powered by 2 Bergens C25:33L9P diesels built by Rolls-Royce Marine AS – Norway with an output of 2,700 kW (3,671 hp) at 1,000 rpm with clutches, flexible couplings & single reduction geared to screw shafts driving 2 CP propellers at 160 rpm for a speed of 13 knots. The recently delivered 75 mtr long and 17 mtr width **TOPAZ MEGAN** is built at the **Xiamen Shipbuilding Industry Co Ltd - Xiamen** under hull number **SK711**



and was launched in May 2014 named **SK711** and was renamed in **TOPAZ MEGAN** (IMO 9703033) in August 2014 and is powered by 2 Niigata 8L28HX engines of 2,206 kW (2,999 hp) at 750 rpm driving each reduction geared to screw shafts driving 2 Z propellers for a maximum speed of 14.5 knots the 3262 DWT PSV is operated by Doha Marine Services WLL and flying the Marshall Islands flag with callsign V7HU8, **LEFT** seen one of the older “babies” anchored off Singapore is the **PACIFIC**



HICKORY this **Seabridge Marine** owned ocean going tug is built in 1973 at **Saint John Shipbuilding & Dry Dock Co Ltd** under yard number 1108 as the **IRVING MIAMI**, the 46.9 mtr long tug is powered by 2 EMD (Electro-Motive), 20-645-E7B of 2,648 kW (3,600 hp) at 900 rpm each for 15 knots speed **Photo's : Piet Sinke** © **CLICK on the photos above to view the High Resolution Version**

Oesterbaai Survey & Consultancy is a certified Shield Group Company which is specialised in Asbestos and Inventory of Hazardous Materials (IHM) Surveys and possible follow-up.

For more information please contact us at +31 (0)10 208 84 44

WWW.OESTERBAAI.EU | WWW.SHIELD-GROUP.EU

ASBESTOS AND IHM SURVEYS
CONFORM IMO & SOLAS STANDARDS

OESTERBAAI



OOS International winner of the "Zeeuwse Pioniers Prijs 2014"



OOS International won the contest for showing to be a company with lots of courage in the past year and achieving to get a contract with Petrobras in



Brazil and giving a positive image for the province of Zeeland. According the jury OOS International is a good example of "Luctor et Emergo" which stands for courage, pioneering and not giving up to reach your goal. The award was handed over in Middelburg together with the last 5 nominated companies. There were totally 75 companies participating for the award. **OOS International** is very proud of winning this award and achieving this with everybody involved and continuing to work on new projects.



"**BOURBON RAINBOW**" Imo 9530137, built 2013, 408grt, managed by **Bourbon Offshore Norway A/S**. outbound from Aberdeen, Scotland **Photo : Iain Forsyth ©**

Kick-off KWF campagne aan boord Holland America Line

Holland America Line schenkt € 15.700 aan KWF Kankerbestrijding



Afgelopen zaterdag vond de kick-off voor de 'Sta op tegen Kanker' campagne van KWF Kankerbestrijding plaats aan boord van het ms Rotterdam te Rotterdam. Dit jaar is Rotterdam voor het eerst de thuisbasis van de populaire live show van KWF, die op 19 november vanuit het Luxor Theater wordt uitgezonden. Met Rotterdam als thuisbasis van zowel de liveshow als het schip, was het ms Rotterdam dan ook de uitgelezen locatie voor dit unieke evenement.

De bijeenkomst op zaterdag 27 september, aan boord van het ms Rotterdam van Holland America Line, blikte alvast vooruit op de jaarlijkse KWF-campagne 'Sta op



tegen Kanker'. Een inspirerende lezing, emotionele verhalen en een indrukwekkend KWF-lied van zangeres Sabrina Starke waren onderdeel van de middag en de presentatie was in handen van Frits Sissing. Holland America Line stelde het schip beschikbaar en faciliteerde een uitgebreide 3-gangenlunch. De middag werd afgesloten met een 'kijkje achter de schermen' tijdens een rondleiding over het schip.

Doel van de middag was om het bedrijfsleven van Rotterdam kennis te laten maken met KWF Kankerbestrijding. Tijdens het evenement spraken de directeur van KWF Michel Rudolphie en prof.dr. Emile Voest, lid van de raad van bestuur van het Antoni van Leeuwenhoek ziekenhuis, over de missie van KWF en het belang van onderzoek om kanker te bestrijden in de toekomst.



Photo : Hans Hoffmann ©

“Wij zijn Holland America Line bijzonder dankbaar voor deze gelegenheid om het bedrijfsleven te vragen aan te sluiten bij de beweging van Sta op tegen Kanker. Kanker is doodsoorzaak nummer 1 in Nederland. Dankzij initiatieven als deze, worden wij in staat gesteld een stap dichterbij onze droom te komen dat niemand meer hoeft te overlijden aan kanker. We hebben de afgelopen 65 jaar gewerkt aan de vooruitgang in kankerbestrijding met bijzondere wetenschappelijke mijlpalen,” aldus Michel Rudolphie, directeur KWF. Managing Director Sales & Marketing – North & Central Europe van Holland America Line Nico Bleichrodt was aanwezig en benadrukte dat hij erg vereerd is KWF aan boord te ontvangen. “Holland America Line steunt KWF nu ruim ander half jaar doormiddel van het evenement ‘On Deck for a Cause’ en we zijn dan ook erg trots om het mooie bedrag van €15.700,00 voor wetenschappelijk onderzoek aan KWF te mogen overhandigen,” aldus Nico Bleichrodt.

‘On Deck for a Cause’ nodigt gasten uit om deel te nemen aan een niet-competitieve sponsorloop. Aan boord van alle 15 schepen wordt gedurende elke cruise een sponsorloop gehouden. De opbrengst van deze sponsorlopen gaat naar zes wereldwijde kanker organisaties, KWF is de Nederlandse partner van Holland America Line. Met het ‘On Deck for a Cause’ initiatief is, sinds de start in 2006, bijna vier miljoen dollar opgehaald voor onderzoek naar kanker.

Het ms Rotterdam van Holland America Line is afgelopen zaterdag vanuit de haven van Rotterdam vertrokken voor een 85-daagse cruise rondom het Zuid-Afrika continent. Voor meer informatie over Holland America Line: www.hollandamerica.com en voor meer informatie over KWF Kankerbestrijding: www.kwf.nl en www.staoptegenkanker.nl



Shoalbuster **BOMMEL** departing from “Bronka Project” St.Petersburg with **TERRAFERE 302** barge on tow. **To all crew thanks for the perfect job.**

Photo : Ian W Haan Superintendent, Производитель работ ММПК Бронка ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
CLICK [HERE](#) AND REGISTER FOR FREE !**

Svitzer to focus on Africa growth, long-term contracts

Denmark's **Svitzer**, the world's biggest tugboat operator, plans to expand in Africa and focus on long-term contracts with oil companies to offset tough trading in its main Australian and European markets, its chief executive told Reuter. The maritime towing industry is worth about \$26 billion a year and has historically grown around 6 percent per annum.

But in recent years it has been hit by weak economic growth and overcapacity, and Svitzer has lost market share in Australia -- where it makes over a third of its profits -- to cut price competition from rivals such as PB Towage, owned by Hong Kong based Pacific Basin. In an interview at his office overlooking Copenhagen harbour, Svitzer chief executive **Robert Uggla** said the company planned to fight back in part by expanding in Africa, where a rapid growth in trade is fuelling demand for its services. "At the moment, we see some interesting opportunities in West Africa," Uggla said, forecasting more deals along the lines of a joint venture that Svitzer recently established with a local player in Nigeria. Africa accounts for just 6 percent of the global towage market. But Svitzer is looking to the continent, as well as some other developing countries, to spur growth while it battles to defend its position in Australia and sluggish European markets.

"Five years from now you will see that our Americas and Africa/Middle East activities have grown significantly," he said, without providing specific forecasts. Svitzer is part of Danish oil and shipping conglomerate A.P. Moller-Maersk. Last year it made a net profit of \$156 million on \$831 million of revenue, compared with group totals of \$3.4 billion and \$47.4 billion respectively. The company has grown through a string of acquisitions -- Sweden's **Roda Bolaget** in 1999, Dutch-based **Wijsmuller** in 2001 and Australian-based **Adsteam** in 2007 -- and now has just three of its more than 400 tugboats located in Copenhagen. The towage industry is still fragmented, with an estimated 13,000 tugboats operating globally and less than 10 percent run by the top 10 players in the industry. But Uggla, a great-grandson of the founder of A.P. Moller-Maersk and tipped in the media as a potential future chief executive of the group, played down the prospect of more large-scale deals. "I don't rule out acquisitions but I don't see many such opportunities, not least because valuations are too rich at the moment. A large part of our growth will come from either tenders or partnerships with local operators," he said.

Uggla said Svitzer, whose customers include oil companies such as Chevron and Royal Dutch Shell, would fight back against rivals in Australia, where in some ports it still has a market share of at least 50 percent. "We are determined to hold on to our market share, so I expect the Australian harbour towage market to deteriorate further in the near future," he said, indicating the company was ready to go into a price war. Svitzer, whose competitors also include Smit, a unit in Dutch group Boskalis, and PSA Marine, owned by Port of Singapore, does much of its business in Australia and Europe in harbour towage, where vessels get jobs from day to day. However, Uggla said the company wanted to focus more on longer-term, so-called terminal towage contracts in order to have a more predictable workstream. In November, for example, it signed a 20-year contract with Chevron for the Chevron-operated Wheatstone project in remote North Western Australia. Uggla, 36, conceded there were benefits of being a member of the family that controls directly or through foundations more than 60 percent of shares in A.P. Moller-Maersk. But he declined to comment on any leadership ambitions and said the most important thing for him was to do a good job. "Some find this difficult to believe, but I have never had a ten year plan for my career. I try to focus on the job at hand." **Source : Reuters (Editing by Mark Potter)**



World largest the **OASIS OF THE SEAS** moored at the Rotterdam Cruise terminal – **Photo : Hans van Overbeek ©**

ITF president slams Australian royal commission

The International Transport Workers Federation (ITF) slammed the anti-union intentions of an Australian royal commission into trade unions. ITF affiliate the Maritime Union of Australia (MUA) appeared yesterday at the Conservative government's royal commission into trade union governance and corruption. Paddy Crumlin, MUA national secretary and president of the ITF, confirmed that while the MUA was prepared to participate in hearings, it

stridently disagreed with the politics driving the inquiry. Mr Crumlin said the royal commission is draining AUD53 million from the public purse and that taxpayers' money could be better spent elsewhere. "Australian Prime Minister Tony Abbott is only interested in pursuing partisan politics through secondary processes," he said. Crumlin pointed out that there are employers out there who still believe it is in their interest, and the national interest, to train local workers. The royal commission was told about arrangements where employers can contribute to legitimate training funds, such as Maritime Employees Training Ltd (METL) in Australia. "I commend the work of companies such as Dredging International and Van Oord who take pride in training local workers in Australia, as they do elsewhere with ITF affiliates internationally," he said. He praised METL and its work as "a bona fide training initiative involving Australian employers and employee organisations to meet the maritime training requirement to deliver a long term sustainable plan for the development of Australian national resources and other national maritime labour supply requirements, consistent with ITF best practice." He continued: "It is also consistent with international labour policy to resist social dumping and labour exploitation predicated on identifying tax avoidance and anti-labour initiatives that bypass genuine collective bargaining, freedom of association and fundamental International Labour Organization (ILO) and other international conventions." Crumlin slammed the political intentions behind the commission: "It is a fundamental attack on sovereign labour rights and social dialogue between the social partners and the ITF policy identifying the labour abuses inherent in the use of FOCs (flags of convenience) and the often abusive practices associated with them. The ITF is extremely alarmed by the politically motivated use of a royal commission by the Australian government to try to dilute or eliminate the legitimate rights of Australians to work in a their domestic maritime industry. This illustrates the importance of the ITF's FOC campaign to ensure there is a genuine link between a domestic national industry and a legitimate national workforce. We will commit whatever resources we have available to ensure a legitimate and sustainable labour relationship between the Australian social partners. Shortcuts on that outcome will not be tolerated by the ITF." He concluded: "The Abbott Government is being actively supported by the Australian Mines and Metals Association (AMMA) which not only wants to open the back door to sell out Australian jobs but also water down training requirements. The MUA is fully audited by independent external auditors and operates with full transparency. It's clear that the Abbott government and its mates at AMMA would prefer to open the back door to cheap foreign labour – whether it's in coastal shipping or the offshore oil and gas sector – rather than invest in Australia's youth and indigenous workers." **Source : ITF**



Offshore Manpower

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.



[in](#) [f](#) [t](#)

Contact us: +31 10 436 62 93 • www.tos.nl Your source for Manpower



In the port of Sohar the **VALE SOHAR** was renamed in **SOHAR MAX** by Oman Shipping Comp.
Photo : 24/7 pilot Rik van Marle ©

Holland America Cancels Cruise Sailing Due to Technical Issues

Holland America has been forced to cancel **Veendam's** seven-night Canada and New England sailing due to a technical issue with one of the ship's propellers. The ship -- which was scheduled to depart September 28, following an overnight in Quebec City -- suffered a "technical issue" with one of its propellers that requires immediate repairs, Erik Elvejord, a spokesman for the line, told Cruise Critic. The prior cruise was not affected by the propeller problem, he added. The extent of the repairs is still being assessed. Cruise Critic first heard of the problem via Facebook from GrayandMamie Sullivan who said **Veendam** had been aided by tugs in Quebec City. Passengers on the sailing will receive a full refund of their cruise fare, as well as all shore excursions booked through the line. Additionally, they will receive a future cruise credit worth 100 percent of the fare paid. Booked passengers have access to the ship's facilities while return arrangements continue to be made. So far, no changes have been made to the ship's next sailing (October 4). **Source : Cruise Critic**

KDB to support maritime finance

The **Korea Development Bank (KDB)** said it will support small and medium-sized shipping companies with a fund of up to \$1 billion. The state-run bank said that it will launch the "KDB Ocean Value-up Fund" within this year to sharpen the competitiveness of the local marine industry. The fund is expected to help firms build new vessels and purchase used ones. "But the details have not been decided yet as we are discussing them with the Financial Services Commission (FSC)," a KDB official said. The bank is considering operating the fund through the Maritime Finance Center, which officially opened Monday under the wing of the Busan International Financial Center. The Maritime Finance Center is operated in collaboration with KDB, Korea Export-Import Bank (Exim Bank) and the Korean Trade Insurance Corp (K-Sure) to provide loans to shipping firms and shipbuilders. A total of 77 officials from the three institutions will work for the center. The fund is part of KDB's reinforced policy financings ahead of a re-merger with the Korea Finance Corp. (KoFC) in January, which was spun off in 2009 as part of the previous government's drive to privatize public institutions. The re-merger aims to coordinate relations between the institutions and strengthen the KDB's role in supporting small and medium-sized enterprises (SMEs). KoFC served as a policy lender for SMEs. The merging process will be completed by the end of this year and the integrated KDB will begin operations in January. The bank will also provide funds for liquidity-strapped firms by taking over their convertible bonds through its fund programs to boost corporate growth. Also, it will expand its project loans and investments to firms specializing in shipping and maritime plant technology. KDB Financial Group Chairman Hong Ki-taek has taken part in various events in the Busan center since August to boost the maritime and shipbuilding industry. Since the early 1990s, Korean banks entered into maritime finance and supported local ship owners. KDB has been active in ship financing along with Shinhan Bank. **Source: Korea Times**

DNV GL opens new office in Malaysia

To meet the growing demand in the region, DNV GL has now opened a new office in Malaysia. The official opening of the office coincided with the company's celebration of a double milestone: 150 years of proud history as a world leader in classification and technical assurance services and its first year as a newly merged company. "According to the OECD, growth in the Emerging Asian economies (South East Asia, China and India) is expected to be a robust 6.9% for the 2014-18 period. Registering a 6.4% growth in Q2 of 2014, Malaysia has a well-diversified economy, with major contributors coming from export-driven service and manufacturing industries as well as the mining and agricultural sectors. The country is a key driver of offshore investments and is building substantial offshore infrastructure. Adopting strategies for sustainable development, the Malaysian government plans to develop an energy-efficient, diversified and sustainable energy mix for the future. All of which offers a very positive outlook for DNV GL. We've been in Malaysia for over 30 years and our commitment stays firm," said Elisabeth Tørstad, CEO DNV GL Oil & Gas. DNV GL Malaysia's move of its merged entities into its new Malaysian headquarters is evidence of this commitment. The new eco-friendly office over three floors will house DNV GL's four core business areas – Maritime, Oil & Gas, Energy and Business Assurance – under one roof. This will create greater synergies and provide more integrated service offerings to customers. The new location in Menara Prestige, at the heart of Kuala Lumpur's Golden Triangle, accommodates 250 employees from both legacy DNV and legacy GL. As part of the 150th anniversary celebrations and the official opening of its office, DNV GL held a dialogue with key industry players on the technologies that are transforming Malaysia's energy landscape.

"One important industry trend is the drive towards a sustainable energy future. DNV GL has always been at the forefront of technology. We're constantly working with our partners in joint industry projects, gathering industry stakeholders to work together and support the industry in transforming technology into solutions for a safe and sustainable future," Tørstad said at the event. In 2013, the DNV GL Group had revenue of NOK 15 billion (approx. USD 2.5 billion) and an operating profit of NOK 1.2 billion (approx. USD 230 million). Source: DNV GL



The **OASIS OF THE SEAS** enroute from the Rotterdam Cruise terminal to the Keppel Verolme yard in Rotterdam Botlek Photo : Bert Lamers ©

The address for REPAIRS AND REFITS at the Westerschelde
between Vlissingen and Antwerp



SEAGOING VESSELS / COASTERS /
DREDGING / OFFSHORE / FISHING TRAWLERS /
INLAND NAVIGATION / TANKERS

2 DOCKS:
- 110 x 17,00 M
- 120 x 22,00 M

REPAIR BERTH (LENGTH 110 M)
WITH 12 TON CRANE

Kaai 1, 4417 ES Hansweert
P.O. Box 15, 4417 ZG Hansweert
Tel. +31 (0)113 383021
FAX +31 (0)113 383421
info@swreimerswaal.com

Shipyard Reimerswaal 

www.swreimerswaal.com

Fire breaks out on cross-Channel Ferry Pride of Canterbury at Calais after leaving Dover

More than 450 people were evacuated from a cross-Channel ferry after the engine room caught fire. The Pride of Canterbury was arriving in Calais around 8am when thick smoke started billowing through the decks. The ferry had left Dover with 337 passengers and 119 crew and scores of French police and firefighters helped them onto the shore.

Truck driver Ed Sproston, 39, took photos of the thick toxic fumes which he said left him struggling for breath. The dad-of-two, from Folkestone, Kent, said: "I was sitting upstairs talking to my kids on the phone when the captain came on the tannoy and said they had a 'slight problem with the starboard engine'.

"He said we were going to have a tug boat pull us into the port but then I just saw plumes of smoke coming out of the engine room." The alarm started going off and then they said they wanted to evacuate us all to the foot passengers exit. "There were big plumes of smoke coming out and large pieces of ash were just falling from the sky." He added: "It is lucky we weren't out at sea. I would have jumped out if I needed to but there were young children and babies on board." My lungs are still hurting now. You could smell the smoke and taste it as well. There wasn't anywhere near enough ventilation..." - Passenger Ed Sprosto "A lot of people were panicking and the crew were trying to calm them down but it was all a bit disorganised. [CLICK here to see the video](#)

"My lungs are still hurting now. You could smell the smoke and taste it as well. There wasn't anywhere near enough ventilation." Ed said the fire was blazing for "a good 20 minutes" before it was extinguished by the sprinklers. P&O said the blaze started in the ship's engine room before it was put out by automatic sprinklers. They said nobody was injured and an investigation would be carried out to find the cause of the fire. A spokeswoman said: "The Pride of Canterbury had a fire in the engine room at around 8am as it arrived into Calais." It was extinguished by the ship's fire protection system i.e. the sprinklers. Nobody has been injured and the ship disembarked all the passengers safely. The stricken ferry is expected to be out of service for at least a few days, and will be taken to Arno Shipyard in Dunkerque for repairs. To make up for the missing ship, P&O said the Pride of Burgundy will increase its services from three to five, and passengers should check in as normal. **Source: kentonline**

Long-range oil product tanker rates fall on slow cargo bookings

Rates in the long-range tanker market for transporting oil products softened as lighter bookings took a toll on sentiment. Long-Range 1 tankers, carrying 55,000 tonne loads from the Middle East Gulf to Japan, reached W116.30 in the Worldscale measure, or \$12,295 a day when translated into average earnings. That compared with W117.70 or \$12,748 a day on Friday and W125.93 or \$15,338 a day last Monday.

"For LR1s, rates have eased going East and West, with the soft sentiment expected to continue," broker SSY said. "Fresh long-haul cargoes have been limited, with current activity levels insufficient to clear out a glut of tonnage." In contrast, larger Long-Range 2 or LR2, 75,000 tonne shipments on the Middle East Gulf to Japan route were at W105.00 or \$17,672 a day on Monday. That compared with W105.39 or \$17,820 a day on Friday and W106.94 or \$18,286 a day last Monday. "Downward pressure on LR2 rates has begun to mount, with fresh enquiry going forward slowing significantly," SSY said. "A significant – and now unlikely – increase in long-haul enquiry from the MEG and WC (West Coast) India will be needed to change momentum." Rates for medium-range tankers for 37,000 tonne cargoes on the TC2 route from Rotterdam to New York were W120.00, or \$8,699 a day. That compared with W111.36 or \$6,850 a day on Friday and W101.14 or \$4,556 a day last Monday. "The Atlantic MR market picked up as a result of strengthening rates on the UKC-USAC (UK-Continent to Atlantic) route," Natasha Boyden of MLV & Co said. In January, earnings reached their highest level since early August last year. Rates for MR tankers on the U.S. Gulf (USG) to Europe route were at W70.36, or negative at -\$1,909 a day. That compared with W71.43 or -\$1,612 a day on Friday and W75.00 or -\$825 a day last Monday. "With the majority of current (USG) fixtures done for short-haul voyages, the position list is refilling quickly and activity levels have not been enough to lift rates, despite continued demand for voyages to Mexico," SSY said. Average earnings per day are calculated after a vessel covers its voyage costs such as bunker fuel and port fees. **Source: Reuters (Reporting by Jonathan Saul; editing by Jane Baird)**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again
You can also read the latest newsletter daily online via the link :
<http://newsletter.maasmondmaritime.com/ShippingNewsPdf/magazine.pdf>

Hamburg Süd christens container ship "Cap San Antonio" in Le Havre

On Friday, Hamburg Süd celebrated the christening of its container ship "Cap San Antonio" at the Cruise Terminal of Le Havre, France, with customers and business partners, the company said in its press release. The "Cap San Antonio" is one of a series of six new ships of the "Cap San" class built for Hamburg Süd at the Korean yard Hyundai Heavy Industries in Ulsan. All newbuildings of this class each have a nominal slot capacity of 9,600 TEU, making them the shipping group's largest vessels. With 2,100 container plugs, they have the largest reefer capacity worldwide, thereby underscoring one of Hamburg Süd's core competences in the transport of refrigerated cargo. The port of Le

Havre, which joined with the ports of Rouen and Paris to form the HAROPA network in 2012, is an important transshipment centre for Hamburg Süd. From here, the “**Cap San Antonio**” will be heading for Santos, Brazil. She is to be deployed in the liner service between Europe and South America East Coast. Source : PortNews

CASUALTY REPORTING



DISA INTERNATIONAL
worldwide underwater solutions

Telephone : +32 14 62 04 11 (Belgium)
+31 10 3400 522 (The Netherlands)
+65 6592 0395 (Singapore)

Mail: info@disa-international.com
Website: www.disa-international.com

ISO 9001 BUREAU VERITAS Certification
ISO 14001 BUREAU VERITAS Certification
OHSAS 18001 BUREAU VERITAS Certification

NECKAR HIGHWAY IN CONTACT WITH BALTIC BREEZE IN ZEEBRUGGE



Kess carcarrier **NECKAR HIGHWAY** whilst leaving the Vandamme Locks in Zeebrugge came in contact with an another car carrier the **BALTIC BREEZE** : Photo's : **Henk Claey's** ©

NAVY NEWS

PH rebids anti-submarine choppers

Acquisition of the ship-based helicopters is part of the country's goal to achieve minimum deterrence capability in the disputed West Philippine Sea at a time when China is feverishly expanding its submarine fleet MANILA, Philippines – The Department of National Defense (DND) is scheduled to rebid two anti-submarine helicopters for the Philippine Navy on October 21, according to a bulletin of the DND Bids and Awards Committee Bulletin (BAC). The DND allocated a budget of P5,405,000,000 (US\$120.6 million*) for the project to include munitions, mission essential equipment, and integrated logistics support. The first bidding in June was declared a failure, a constant problem haunting big-ticket military modernization projects. The acquisition of the ship-based helicopters is part of the country's goal to achieve minimum deterrence capability in the disputed West Philippine Sea (South China Sea) at a time when China is

feverishly expanding its submarine fleet, which can move underwater undetected. (Read: 'If China can break off Vietnam, they've won South China Sea')

Neighboring countries are also acquiring submarines. Vietnam, the western edge of the South China Sea, has purchased 6 Kilo-class submarines from Russia. The bidding for the anti-submarine helicopters will be a two-stage open competitive bidding using pass-or-fail criteria. A pre-bid conference will be held on October 7, according to the BAC bulletin signed by Defense Undersecretary Natalio Ecarma III. Bidders must offer anti-submarine helicopters being used by the Armed Forces of the country of the supplier or by at least two other countries. The bidder must also be from suppliers who are themselves the manufacturers. The funding for the project will be drawn from the AFP Modernization Act Trust Fund and the Revised Modernization Program of 2012. **Source Rappler**

SHIPYARD NEWS



Eastern Shipbuilding cuts steel for ATB dredger



Eastern Shipbuilding has announced that on September 15th 2014 the shipyard cut the first steel for a Trailing Suction Hopper Dredge articulated tug barge (ATB). The cutting ceremony took place at Eastern's pre-fabrication building at its Allanton facility in Panama City, Florida. Brian D'Isernia, President of **Eastern Shipbuilding Group**, stated, "Great Lakes earlier this year became our newest client. This day represents the start of construction for the Dredge Barge ATB and is another step in continuing our commitment to not only this project and but also our long history of being a successful, diversified shipbuilder.

"**Eastern** will continue to grow its facilities along with its strong workforce of men and women who are always eager for the next new construction, conversion or repair challenge." Named **ELLIS ISLAND**, the detailed engineering for the dredger is being performed by Bay Engineering. **Source : Dredging News Online**

China Rongsheng expects to complete Jiangsu yard restructuring by June 2015

Shipbuilder China Rongsheng said it aimed to finish restructuring its Jiangsu shipyard's assets by June next year, and was looking to speak to potential investors both locally and abroad after appointing an appraiser. Share trading in Rongsheng, the country's largest private shipbuilder, has been suspended in Hong Kong since Aug. 29, as the

government seeks outside support for the heavily indebted firm. Rongsheng is one of the largest employers in eastern Jiangsu province. Thousands of workers were laid off last year at the yard in Jiangsu, which builds Brazilian miner's Vale mega-iron ore carriers, as Rongsheng flirted with insolvency. It later avoided this by agreeing with banks to extend its loan deadlines. The company said late on Monday that it had continued to receive support from its banks. Saving Rongsheng has become a test for China's government, which has made reforming bloated industries one of its goals. The Jiangsu yard was recently put on a government "white list" of yards that it deems worthy of favourable policy support. Its restructuring also comes as the global shipping industry is trying to shake off an overcapacity glut that has hit newbuild orders. Rongsheng's losses widened to 3.1 billion yuan (\$504.53 million) in the first half, with current liabilities exceeding its assets by 12.3 billion yuan at the end of June, it said. **Source : Reuters**
: (Reporting by Brenda Goh; Editing by Ryan Woo)

Ferguson Shipbuilders secures £12m ferry contract

THE **Ferguson shipyard** in Port Glasgow has won its first ferry building contract since being rescued from closure earlier this month. The company was bought earlier this month by Clyde Blowers Capital, owned by billionaire Jim McColl, when it went into administration in August after experiencing "significant cash-flow pressure". It announced yesterday it had won a £12.3 million contract from the Scottish Government to build a third hybrid ferry for Caledonian Maritime Assets Limited (CMAL), the partner company of CalMac Ferries.

It will accommodate 150 passengers, 23 cars or two HGVs, with a service speed of nine knots. The hybrid system will combine a traditional diesel engine with electric battery power to lower carbon emissions. The yard has previously built two other hybrid ferries – the **MV Hallaig** and **MV Lochinvar** – for CalMac. The contract will secure jobs for 80 people in the Port Glasgow and Inverclyde area with the renamed Ferguson Marine Engineering Limited (FMEL).

The new vessel is expected to be launched in spring 2016, before entering service in autumn of 2016. Deputy First Minister Nicola Sturgeon said the new contract was a "real vote of confidence in shipbuilding on the Clyde and a significant step forward for Ferguson Marine Engineering". She said: "This investment not only provides support to the shipbuilding industry on the Clyde but also underlines our commitment to investing in cutting-edge technology to make our ferries sustainable and reliable." "I had the privilege to launch the first of these ferries, the **MV Hallaig**, and look forward to seeing this latest vessel." Mr McColl said: "This is the first major order for Ferguson Marine Engineering and is fantastic news for the business, its workforce and for Port Glasgow. It is the third vessel to be built in a four vessel programme. "By creating jobs for the former Ferguson's workers and securing the site at Port Glasgow, we have ensured that the experience in the workforce which built the last two hybrid ferries will be used to build this vessel." Ms Sturgeon added: "This contract also shows the rest of the world that FMEL is open and ready for business, with their expertise in low carbon marine technologies making them a competitive and attractive option when it comes to attracting new business.

"Clyde Blowers Capital have an ambitious and exciting plan for FMEL and I hope this is the first of many new contracts for the yard as it grows into a real success on the banks of the Clyde." The contract comes less than two weeks after Mr McColl stepped in to save the ailing shipyard, announcing an £8m investment programme to upgrade facilities at the Port Glasgow site with a view to taking on oil and gas and renewable energy fabrication contracts. He also said the workforce would be expanded, potentially reaching 300 in the long term. Welcoming the announcement, Tom Docherty, chief executive of CMAL, said: "Over the next few years we have an ambitious programme of fleet renewal and we are committed to leading the way in innovative ferry design and building for the future. We look forward to engaging with the new management for future tender opportunities as their facilities expand and improve." Mr McColl last week also unveiled plans for Newlands Junior College in Glasgow's South Side. Opening later this year, the ground-breaking vocational school aims to give career opportunities to young people who are not academic but have potential to be good employees. **Source : Scotsman**

Japanese shipbuilders seek to regain edge lost to China, South Korea

In a bid to compete better against their Chinese and South Korean rivals, some major Japanese shipbuilders are moving to expand production abroad while others are focusing on offering high-value-added ships, such as vessels with a small environmental footprint. Until 1999, Japanese yards produced most of the world's ships. They now rank

third, outpaced by South Korean and Chinese shipbuilders, which boosted capacity and competitiveness by building large-scale shipyards. Tsuneishi Shipbuilding Co., Japan's third-largest player, has looked overseas to survive the competition. Its Philippine unit, Tsuneishi Heavy Industries (Cebu) Inc., is now its flagship manufacturing site. The facility marks its 20th anniversary this month. Tsuneishi Shipbuilding, based in Fukuyama, Hiroshima Prefecture, installed its own technologies at the site, although it struggled to find enough skilled shipbuilding workers.



The unit's competitiveness is also backed by the low labor costs in Cebu, where the minimum daily wage stands at the equivalent of about ¥780. "To be honest, I had never imagined the Philippine subsidiary would grow this far," Tsuneishi Shipbuilding official Kenji Kawano said. "We will compete in the race through our overseas bases." The parent company plans to boost the annual number of ships built at the unit to 30 in 2016 from 20 at present. It is also considering building a new shipyard for smaller vessels near Cebu in 2016 and 2017.

Tsuneishi Shipbuilding also has a manufacturing base in Zhoushan, Zhejiang Province, in eastern China. The company is now looking to build a third overseas site somewhere in Asia. Amid a global oversupply of ships, some Japanese shipbuilders are refocusing their efforts not on volume but on quality, offering high-value-added products. Earlier this month, Mitsui Engineering and Shipbuilding Co. received an order for a bulk carrier that will become its first large eco-friendly ship. The vessel will be 25 percent more fuel-efficient than conventional bulk carriers. In February, a Chinese joint venture of Kawasaki Heavy Industries Ltd. received an order for the world's first car carrier that reduces carbon dioxide emissions by using both liquefied natural gas and oil as fuel. Kawasaki Heavy is also developing liquid hydrogen carriers, in preparation for a future society in which hydrogen is used as a clean energy source. Competition is heating up between Japanese and South Korean shipbuilders for LNG carriers, which are viewed as a promising sector on the back of shale gas development in the United States. Japanese shipbuilders have an edge in safety technology, but their production capacity is limited. "Any single shipbuilder in Japan cannot fulfill a large-scale order, for example, for 10 ships, and therefore Japanese makers tend to lose out to South Korean rivals," an industry official said. Under the circumstances, Imabari Shipbuilding Co., Japan's largest, and ninth-ranking Mitsubishi Heavy Industries Ltd. have teamed up to seek large-scale orders for LNG carriers. The Japanese shipbuilding industry has seen some recent realignment. In January 2013, IHI Marine United Inc. and Universal Shipbuilding Corp. merged to create the country's second-largest shipbuilder, Japan Marine United Corp. In May this year, Namura Shipbuilding Co. announced a plan to acquire Sasebo Heavy Industries Co. next month. Kazuo Tsukuda, chairman of the Shipbuilders Association of Japan, said business acquisitions are an important tool for Japanese shipbuilders to strengthen their business foundations.

Source : [japantimes](#)

ROUTE, PORTS & SERVICES



**ANY SHIP OR DESTINATION...
WE DELIVER**

**SHIP DELIVERY
CREW MANAGEMENT
MARITIME RECRUITMENT**

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com



The **SVITZER BETA** towing the loaded **MICLYN 3319** from Batam to Singapore.
Photo : Mark van der Molen - Express Offshore Solutions Pte Ltd ©

Final deal to start dredging Savannah harbor close

SAVANNAH, Ga. — Within two weeks, officials expect to sign a cost-sharing deal with the federal government that's needed to start deepening the busy shipping channel to the Port of Savannah, the Georgia Ports Authority's top executive said Monday, meaning construction could begin within a few months on the \$706 million project state officials have pursued for 15 years. "Everybody is elated that it now looks like the final authorization is going to happen," Curtis Foltz, the port authority's executive director, said Monday after telling the agency's board of directors he expects the agreement to be finished in "10 to 14 days." The \$706 million project will dredge five feet of sand and mud from roughly 30 miles of the Savannah River connecting the port to the Atlantic Ocean. Like other East Coast ports, Savannah is scrambling for deeper water to make room for supersized cargo ships expected to begin arriving via an expanded Panama Canal in little more than a year. Nearly two years have passed since the federal government gave final approval to the Savannah project, first proposed in 1999. But funding from Washington has been tough to get, so Gov. Nathan Deal has pushed to get dredging started using Georgia's \$266 million share of the cost upfront. That required a cost-sharing agreement with the Army Corps of Engineers, the agency overseeing the project. Foltz said Monday he still hopes there's time "to have a dredge in the water on the outer bar by the end of the year," though he deferred to the Army Corps on the timetable. Billy Birdwell, an Army Corps spokesman in Savannah, said the agency has contracts already prepared to submit for bidding as soon as the final agreement is signed. It's expected to take two to three months to select a contractor to dredge the Savannah harbor, Birdwell said, leaving little time to get construction started before New Year's. "That would be ambitious, but not impossible," Birdwell said.

The Corps plans to start dredging offshore in the outer harbor off Tybee Island, then work upriver past downtown Savannah to the port's docks. Completion is expected sometime in 2018. Port officials say the harbor expansion can't wait, as population growth in the Southeast fuels demand for goods shipped through Savannah. Already the nation's fourth-busiest seaport for containerized cargo, Savannah set a new record in fiscal 2014 by handling 3.1 million containers of imports and exports ranging from consumer electronics to frozen chickens. Foltz said Monday that

business is still growing in the new fiscal year that started July 1. In August, the Savannah port exceeded 300,000 container units in a single month for the first time. Some of the recent growth was attributed to protracted labor negotiations on the West Coast, which have caused shipping companies to divert some cargo to Savannah and other East Coast ports to avoid delays if a strike should occur. **Source : SCNOW**

Nam Cheong to invest US\$30.7 million in Indonesian ship owning and chartering company

Nam Cheong Limited, a leading global offshore marine player listed on the Main Board of the Singapore Exchange Securities Trading Limited and Malaysia's largest Offshore Support Vessel builder, announced that it has entered into a binding Heads Of Agreement with Marco Polo Marine Limited in relation to a proposed investment in MPML's indirect subsidiary, PT Pelayaran Nasional Bina Buana Raya Tbk. This is the second significant initiative undertaken by Nam Cheong to further extend its interests in the attractive Indonesian oil and gas market, following the forming of a joint venture in Indonesia in September 2013 to own, operate and charter marine vessels, the company said in its press release. **Source : portnews**

Dorian LPG Ltd. Announces Delivery of the "Corsair"

Dorian LPG Ltd., a leading owner and operator of modern Very Large Gas Carriers ("VLGCs"), reported that it has taken delivery of the ECO VLGC "**CORSAIR**" from Hyundai Heavy Industries. The "**CORSAIR**" will initially trade in the spot market and is the second newbuilding to be delivered to the Company this year. Dorian LPG is a liquefied petroleum gas shipping company and a leading owner and operator of modern VLGCs. Dorian LPG currently owns and operates five modern VLGCs and one pressurized LPG vessel. In addition, Dorian LPG has 17 ECO VLGC newbuildings under construction. Dorian LPG has offices in Connecticut, USA, London, United Kingdom and Piraeus, Greece. **Source: Dorian LPG**



Shiplive photo The **MAGLEBY MAERSK** outbound from Rotterdam Europoort **CLICK on the photo and [HERE](#)**
Photo / Video Cees van der Kooij ©

Petrobras extends Skandi Santos vessel contract for five years

Brazilian state-run oil company Petrobras extended the contract for the **Skandi Santos** offshore support vessel for an additional five years, maintaining the high-tech ship among the fleet of vessels working to boost oil production off the coast of Latin America's largest country, ship operator AKOFS Offshore said. The **Skandi Santos** will continue installing wet christmas trees and other equipment at Petrobras's ultra-deepwater fields, AKOFS Offshore said. AKOFS Offshore leases the Skandi Santos from DOF Subsea. Petrobras has encountered a shortage of vessels such as the Skandi Santos, which are capable of working in the deep waters offshore Brazil, that has undercut the company's ability to meet its production targets in recent years. Petrobras wants to increase output by 7.5% to 2.076 million b/d in 2014. That would be up from 1.931 million b/d in 2013. The **Skandi Santos** was already under a five-year contract to Petrobras that started in March 2010. The new deal will be a continuation of that contract and will start March 1, 2015, AKOFS Offshore said. The deal is worth \$388 million. **Source: Platts**

Skangass to build a new import LNG terminal in Pori, Finland

With investment support from the Finnish Government of 185 million NOK Skangass has decided to build a new import terminal for LNG. The terminal will be finished in 2016. Skangass wish to create an efficient LNG logistics chain in the Pori area, the company said in its press release. When the terminal is finished Autumn 2016 it will have a capacity of 30,000 cubic meters. Skangass has already selected the main contractor and suppliers for the project. "The investment decision will result in speedy progress in the construction project. It is highly important that the Pori terminal is completed on schedule and that we can launch deliveries to our existing and new customers. Interest in LNG is found among industrial, shipping as well as heavy-duty land transport customers," says Sales and Marketing Director Tommy Mattila from Skangass. The Pori LNG terminal will be the third Skangass terminal in the Nordic countries. A terminal of the same capacity was opened by the company in Lysekil, Sweden, Summer 2014. The Øra terminal in Norway is smaller in terms of its storage capacity. Skangass also has a long-term LNG supply contract with the company Risavika LNG Production. Skangass has charterparties for two LNG tankers and operates a fleet of 20 LNG road trucks. **Source** : PortNews

.... PHOTO OF THE DAY



Spotted in the Fahrhafen Von Sassnitz , Germany, Baltic Sea the wind farm Jack ups **THOR** in the foreground and the **VIDER** mobilizing in the background. **Photo : David Styles ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/en/unsubscribe/>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/nl/uitschrijven/>