



Number 169 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 17-06-2015**

News reports received from readers and Internet News articles copied from various news sites.

The advertisement is a horizontal banner. On the left, there is a photograph of yellow wire rope pulleys and hooks hanging from a metal structure. In the center, there is a blue square logo with a white anchor and a white figure, with the text 'DNV 2.7-1' below it. On the right, there is a photograph of a large blue and white ship, possibly a tugboat, in a harbor. Below these images, there is a blue bar with white text that reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting'. Below this bar, there is a white bar with blue text that reads: 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000'. At the bottom, there is a white bar with black text that reads: 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. On the far right of this bar is a small blue logo with the letters 'VLD'.



**The former lifeboat of station Noordwijk aan Zee KURT CARLSEN in action
photo : Arie van Dijk (CLICK ON THE PHOTO !)**

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
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The **FOS VIRGO** pulling away from the **SONGA VENUS** offshore Sakhalin island earlier this week.

Photo : Iain Jamieson ©

The Maritime Self-Protection Alliance Makes Waves



When it comes to protection of sea-going vessels against maritime crime, collaboration and coordination between developers and manufacturers of self-protection measures do make the difference. The **Maritime Security Alliance** are partners in sustainable security solutions and offers a variety in vessel self-protection, services and strategies. The MSA has categorized the protection and hardening measures in layered defense and calls it: early detection, evasion, approach discouragement, anti-boarding,

obstruction of movement and safe room solutions. The **Maritime Security Alliance** offers a new and secure approach to protection against maritime crime without any additional liability or unlawful means. The Alliance strongly believes that sustainable solutions create positive security awareness and crew motivation. When integrated into the existing company safety, security and emergency procedures it will promote good duty-of-care to ship owner, ship operator and crew. Read more about the **Maritime Security Alliance** at: www.maritimesecurityalliance.com



The **OOCL MONTREAL** outbound from Antwerp passing Terneuzen – Photo : Krijn Hamelink ©

Titanic theme park slammed as "disrespectful" by Liverpool Seafarers' Centre

By Helen Davies

Work on replica of Titanic which simulates ship hitting iceberg has started in China A Titanic theme park which simulates the disaster in which more than 1,500 people died has been criticised by the chief executive of the Liverpool Seafarers' Centre. Work has started on a visitor attraction in China which features a life-size replica of the Titanic and will allow tourists to relive the moment the doomed ocean liner hit an iceberg. Su Shaojun, one of the funders of the £100m project, said at it's launch last year: "When the ship hits the iceberg, it will shake, it will tumble. "We will let people experience water coming in by using sound and light effects." "They will think 'the water will drown me, I must escape with my life'." But John Wilson, chief executive of the Liverpool Seafarers' Centre, told the ECHO today: "I definitely think it's in bad taste." "There's nothing wrong with being enterprising and getting an income from a project like they have done with the Titanic museum in Belfast." "But having an attraction where it replicates what it's like to sink is out of order and disrespectful to those who did lose their lives and their relatives." "A lot of lives were lost and this is not something which sits easy." Backers of the project – including Boys from the Blackstuff star Bernard Hill, who played Captain Edward Smith in the blockbuster film adaptation in 1997 – have denied suggestions that the idea is insensitive to the 1,517 people who lost their lives in the disaster. Mr Hill, who flew to Hong Kong to show his support for the Chinese replica last year, said at the time: "It's been approached in a very delicate and a very sensitive way and they're very aware of the extent of the disaster in 1912. "I don't think it will belittle that disaster." The theme park plans were revealed in January last year and work is now underway on construction. Mr Shaojun, chief executive of the

Seven Star Energy Investment Group that is funding the project, said Asia needed its own Titanic museum. He said: "We think it's worth spreading the spirit of the Titanic." "The universal love and sense of responsibility shown during the Titanic shipwreck represent the spiritual richness of human civilisation." While the Titanic never visited Liverpool, she was conceived, planned registered and owned in the city. Some 90 crew members on the tragic voyage were from Merseyside or had close links with the area. Liverpool has two hotels linked to the Titanic, the Titanic Hotel a Stanley Dock and 30 James Street, a Titanic-themed hotel based in the building which was formerly the White Star Line shipping company's headquarters. There is also the more controversial Titanic Boat floating hotel in Albert Dock.

Source : [Liverpoolecho](#)



The **PRESIDENT HUBERT** at Maaspilot station - Photo : Frans Sanderse ©



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Second small oil tanker goes missing in Malaysia this month

By Anuradha Raghu and Keith Wallis

A small-sized oil tanker went missing off the southeast coast of Malaysia close to Singapore over the weekend in what could be the second hijacking of such a vessel this month, maritime officials said on Monday. The **Malaysian Maritime Enforcement Agency (MMEA)** said the 7,300 deadweight tonne (DWT) **ORKIM HARMONY** disappeared about 30 nautical miles from the Johor port of Tanjung Sedili, carrying 5,879 metric tonnes litres or 50,000 barrels of RON95 gasoline. The Orkim Harmony is operated by shipping company **Orkim Ship Management**. **Orkim Sdn Bhd** regrettably confirms the report issued by **Malaysia Maritime Enforcement Agency** that the Company has lost contact with its vessel Orkim Harmony early morning 12 June," the ship's operator said in a statement. The MMEA said the gasoline on the ship was owned by state-controlled oil and gas company Petronas. But the Harmony and the vessel hijacked earlier were small compared with the 300,000 DWT of a standard super-tanker, and the missing fuel volumes were not enough to impact markets, traders said. " **ORKIM HARMONY** was on her laden passage from Melaka to Port of Kuantan, having departed on 10 June 2015 at 0930 hours (local time) and originally expected to arrive at the Port of Kuantan on 12 June 2015 also at 0930 hours," the shipper said. "She was carrying 22 crew

members consisting of 16 Malaysians, five Indonesians and one Myanmar national," it said. The vessel's last known position was southwest of Pulau Aur, Mersing in Malaysian waters, Orkim said. Islands in the area are popular with foreign tourists for their beaches and diving. Orkim said family members of the crew had been informed and that a 24-hour hotline had been set up to respond to queries. The shipper said it was working with the search and rescue teams that had been activated to locate the **ORKIM HARMONY**. Attacks on merchant naval vessels are increasing in Asia, data from the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) showed. There were 80 actual and attempted pirate attacks in Asia between January and May, up nearly 20 per cent compared with 67 in the same period last year, ReCAAP figures showed. Of those, there have been eight actual and attempted tanker hijackings and oil thefts, excluding the latest disappearance, compared with 13 for the whole of last year. Earlier this month, the 7,100 DWT oil tanker **ORKIM VICTORY**, which was carrying diesel loaded from Petronas, was hijacked on June 4 in the same area and on the same route by a speedboat "The perpetrators were armed with two hand guns and one machete ... They threatened the crew (comprising eight Malaysians, seven Indonesians and three Myanmar nationals) and reportedly assaulted them, though no injuries were reported," a ReCAAP report said. "The perpetrators subsequently brought **ORKIM VICTORY** to another location ... and siphoned off 770 metric tonnes (about 6,000 barrels) of automotive diesel oil," it added. The **ORKIM VICTORY** has since been released and shipping data on the Thomson Reuters terminal shows it is currently heading into the port of Sandakan on the Malaysian portion of the island of Borneo. Shippers say the increase in hijackings have had no affect on shipping rates due to excess oil capacity and strong insurance competition. **Source : Reuters (Additional Jane Xie in SINGAPORE; Writing by Henning Gloystein; Editing by Tom Hogue)**



The **RNLI Dungeness** volunteers on exercise **Photo : Dungeness RNLI team via Twitter**

Port of Grangemouth improve terminals and shipping depth

Port of Grangemouth will improve the container terminal capacity and the berths according to the latest market demands and innovations in shipping industry. The container and dry bulk terminals will be equipped with more modern cranes, new warehouses and will increase capacity with 10%. The work will be done according to a multi-million GBP project from port owner Forth Ports Limited and the Scotland's government. The first and second phases of the project are now undergo and will be end in October 2015. Also the Port of Grangemouth will deepen the shipping channel and berths from 7.50 m to 10.00 m. In this way the port will be prepared for handling more bigger and more modern ships, following the maritime transport and market trends. "This is an important investment for the business which will further secure Grangemouth's position as Scotland's largest container terminal. We have analysed the shipping trends and identified the growing demand to accommodate larger vessels from around the world. Through this investment, we will ensure that the Port of Grangemouth remains front and centre for Scotland's importers and exporters", said Charles Hammond CEO of Forth Ports Limited, owner and operator of the port. Port of Grangemouth is Scotland's largest container port, which is located between Glasgow and Edinburgh. The port handles

around 9 million tonnes of cargo each year, while 2.5 million tonnes of them are dry cargo, representing incoming raw materials for Scottish Industry and outgoing finished product from the economy. Also the port handles approximately 150,000 TEU per year and forms 30% from Scotland's GDP. **Source : maritime news**



SICILIA (ex **TRINACRIA**) operated by **Balearia** on the trans Strait route between North Africa and Algeiras - inbound for Algeiras **Photo : Francis Ferro ©**

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Damen coordinating European Innovation Project LeanShips



The European Innovation Project **LeanShips – Low Energy And Near To Zero Emissions Ships** – will demonstrate the effectiveness and reliability of energy saving and emission reduction technologies at real scale. LeanShips is one of the first projects funded under the new European Research and Innovation Framework Program HORIZON 2020. The project is coordinated by **Damen Shipyards Group** and jointly managed by the **Netherlands Maritime Technology Foundation (NMT)**, the **Center of Maritime Technologies (CMT)** from Germany and **Cetena**, the **Italian Ship Research Centre**. **LeanShips** officially started on 1 May 2015 with a grant of 17 million Euro. The large project partnership consists of ship owners, shipyards, equipment suppliers and research institutes. In total, 46 partners (81% from industry) from 12 EU member states and one associated country are

part of the project. LeanShips aims to put innovations into practice by carrying out eight demonstrator show cases that combine technologies for efficient and less polluting vessels with end-users' needs and requirements. Dedicated teams of equipment manufacturers (technology providers), shipyards (technology integrators) and ship owners (technology users) as well as rule makers will make certain that the innovations developed in the project are matured to market uptake capability.

The following eight demonstrators are part of the project:

1. A CNG (Compressed Natural Gas) powered RSD (Reverse Stern Drive) Tug

2. An LNG tug
3. Marine Diesel Oil (MDO) or Methanol Dual Fuel for Offshore Service Vessel
4. Efficient LNG carrier
5. Retrofit of short sea cargo ship (SECA) with LNG
6. Inland cargo ship with large oscillating propulsor
7. Large propeller for general cargo vessel
8. Energy efficient PAX /cruise ships

Target markets

The project target markets are the small to midsized ships for intra-European waterborne transport, vessels for offshore operations and the leisure and cruise markets. First impact estimates for LeanShips show fuel saving of up to 25%, CO₂ reduction of at least 25% and an expected decrease of SOx/NOx/PM air pollutants by up to 100%. Through their participation in the project, the LeanShips partners intend to set an example and encourage more ship owners to invest in green technologies. The project kick off meeting will be held at Damen's headquarters in Gorinchem, the Netherlands on 16 and 17 June 2015.



The **MIGNON** off Gibraltar for Bunkers – Photo : Francis Ferro ©

Inmarsat and KVH announce reciprocal distribution agreement

Inmarsat and **KVH Industries, Inc.**, announced the signing of a reciprocal distribution agreement with immediate effect. Under the agreement, KVH becomes a non-exclusive, global distributor of Inmarsat's Fleet One and FleetBroadband services, and Inmarsat becomes a non-exclusive distributor across all vessel types for KVH's VideotelTM Basic Training Package, as well as for its NEWSlinkTM newspapers within the leisure and non-passenger merchant vessel segments, which will be offered as enhancements to Inmarsat's Fleet Media service. Fleet One, delivered through a small, light-weight terminal, is a cost-effective voice and data service that has been specifically configured to be accessible and affordable for small vessels. Videotel's Basic Training Package is directed towards the training of crew members in the maritime industry covering subjects such as basic firefighting, coping with hazardous weather and entry into enclosed spaces. NEWSlink newspapers, delivered daily by email, incorporate a portfolio of 75+ publications in 17 languages customised specifically for seafarers. Commenting on the agreement, Ronald Spithout, President Inmarsat Maritime remarked: "We see this strategic relationship with KVH as a significant step in bringing the advantages of our innovative new services to those segments of the maritime market that were previously underserved." Martin Kits van Heyningen, KVH CEO noted: "KVH is happy to see more of Inmarsat's customers gaining access to our NEWSlink news and Videotel training content, which are already used by more than 20,000 maritime vessels. KVH has sold Inmarsat's maritime services to our customers around the world for nearly 20 years, and we're pleased to become a global distributor for the new Fleet One services."

BIFA NAMES NEW NATIONAL CHAIRMAN

The British International Freight Association (BIFA) has a new National Chairman.

Fred Osborn succeeds Carson McMullan as the National Chairman of the trade association for UK freight forwarders, with Mark Bromley becoming Vice Chairman. Since 2000, Osborn has been the Co-Owner of X-Pand International Freight Ltd. He has been BIFA's Vice Chairman for the past two years and was previously Chair of BIFA's Air Policy Group. He joined the trade association's Board in 2011. New Vice Chairman, Bromley is sales and development manager at Allways International Forwarding. Sir Peter Bottomley, MP, remains as BIFA President. BIFA Director General Robert Keen comments: "We are very pleased to have Sir Peter as President. BIFA benefits from his political acumen and significant experience of the legislative process across the parliamentary spectrum. "In welcoming Fred

and Mark into their new roles, I would also like to express my appreciation for the contribution made by Carson McMullan during his two-year tenure. Like Carson, Fred and Mark have a broad range of external interests, and very wide experience at 'the coal face' "helping to run their respective freight forwarding businesses. I'm certain that BIFA and its members will benefit from their appointments as National Chairman and Vice Chairman, respectively."



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The **OCEANIC** handling cargo in Montrose – Photo : Ton Mulder ©

Fishermen find missing newbuild barge in the Taiwan Strait

Guangzhou: A group of fishermen from Fujian found a barge drifting in the Taiwan Strait with nobody onboard last week, and they have spent six days to tow it back to Fuzhou using three fishing vessels. The barge Aditama 6, classified by ABS, is one of a series of barges built by Nanjing Sandingli Boats for Indonesian owner PT Join Aditama Samudra. The vessel was towed towards Indonesia in May following the delivery at the shipyard. It became detached from the tugboat after being hit by a storm on May 21 and had been missing ever since. Another newbuild barge of the company, Aditama 1, also went missing near Guangdong last year. The vessel was found by local fishermen, who asked for a huge towing fee and custody fee from the shipowner. The dispute still hasn't been solved and the vessel is now in a bad condition due to poor care. Local maritime authorities and insurance companies have started investigations into the case. Source : Splash 24/7



The **MAERSK LANCO** inbound for Algeciras – Photo : Francis Ferro ©

MEO Australia: Mosman takeover offer unsuccessful

MEO Australia Limited notes that the offer by Mosman Oil and Gas (Mosman) to acquire all of the fully paid ordinary shares in MEO expired on 12th June 2015. Mosman's offer, which was not recommended by the MEO Board, has been unsuccessful. As of 5th June 2015, Mosman had received acceptances for only 2.047% of MEO shares. If there is any material change in the final acceptances, MEO will advise the market. The MEO Directors appreciate the support of the vast majority of MEO shareholders who rejected the Mosman offer. MEO will continue to focus on progressing its projects, business development opportunities and corporate initiatives with a view to realising the considerable upside that exists in the MEO portfolio. For more information, please visit : <http://www.meoaustralia.com.au>



The the 1997 build at Saltdalsverftet, Trondheim, Norway Fireboat/Ambulance **ANNE KATHRINE** moored at the Trondheim Brann- og Redningstjeneste (Norway) Photo : Henk de Winde ©

OPEC's decision to keep oil output steady bodes well for tanker demand

Middle East crude oil production is set to keep up pace with the tanker market, boding well for future demand. OPEC's latest round of discussions ended with the decision to maintain crude oil production, something expected by most pundits and analysts. The production target of 30 million b/d, as shipbroker Gibson noted in its latest report, "failed to garner much of a market reaction and was largely perceived as little more than a token gesture to Iran, one of the most vocal opponents of the de facto strategy of defending market share at the expense of prices. The group has not adhered to its production target for the past 12 months and few expect that to change any time soon. It therefore

seems apparent that OPEC Middle East crude production – a key driver of crude tanker demand, will remain robust for the balance of 2015 at least” said the London-based shipbroker. It added that “despite Iran’s stance on OPEC’s emergent strategy, its ministers have been clear that Iran intends to restore exports to pre sanction levels if restrictions are successfully lifted. Iranian ministers have confidently expressed that production could increase by 500,000 b/d soon after sanctions are unwound and by another 500,000 b/d within 6 months. Whilst some market participants believe Iran is overstating its capabilities, the approx. 38 million barrels of Iranian oil in floating storage, in addition to shore based stocks could quickly add supply to the market. Nevertheless talks between the West and Iran are due to conclude this month, increasing the prospect of more Iranian barrels, even if the absolute volumes are questionable. Even if these barrels do materialise, there is little indication that other OPEC members would be prepared to sacrifice their own share in order to accommodate Iran’s ambitions”. According to Gibson, “Iraq too has aspirations to increase exports despite continued turmoil in the country. Having recently split Basrah Light into two grades in order to stabilise quality, Iraq now has more flexibility to boost production and exports of Basrah Heavy. However logistical problems remain. Loading delays continue to persist and Basrah now requires tankers loading heavy crude to carry cranes with a minimum safe working load (SWL) of 20 tonnes, ruling out around three quarters of the trading Suezmax fleet from loading the heavier grade, allowing suitable vessels to command premiums”. “Ultimately there is more Middle East OPEC crude in the pipeline, although barriers, whether political, logistical or seasonal remain. Taking Iran out of the equation, higher OPEC production over the coming months may not translate into higher tanker demand as domestic air conditioning use peaks throughout the summer months whilst the Yanbu and Ruwais refineries also continue to consume regional supplies. However, global oil demand is rising faster than initially anticipated with the IEA’s latest report projecting 2015 demand growth of 1.4 million b/d, double the growth witnessed in 2014, providing a further incentive for OPEC members to continue to produce and subsequently supporting tanker earnings for the balance of 2015”, Gibson concluded in its report. Meanwhile, in the crude tanker market this week, in the Middle East, Gibson noted that “VLCC Charterers wasted no time in driving through the remainder of the relatively swollen June programme – a volume that would, ordinarily, have allowed for a market push but with availability always ‘easy’ enough to prevent any pinch-points, Owners failed to budge rates from their previous low ws 60 East, mid ws 30s West, mark, and they’ll be hoping for a bright start to the July campaign to give them another opportunity. With Ramadan commencing late next week, however, that is far from a certainty. Suezmaxes failed to maintain the highs of last week upon a less frenetic pace, and adequate availability. Rates tracked lower to mid ws 80s East and the mid ws 40s to the West accordingly, and will continue rather flatline for the near term, at least. Aframaxs kept their 80,000 by ws 140 plate spinning to Singapore, but levels of enquiry fell short of providing enough juice to fire rates to new highs, and that should remain the case into next week too”. Similarly, in the North Sea, the shipbroker noted that “as in the Med – Aframaxs commenced proceedings in lively form, with appropriately spiky rates, but then Charterers held back and the inevitable correction got underway. 80,000 cross UKCont now eases to ws 130 with 100,000 by ws 110 available X-Baltic, and further deterioration is anticipated for next week. Suezmaxes enjoyed a rare burst of fuel oil activity transatlantic, but the going 135,000 by ws 67.5 for those runs was hardly anything to shout about. VLCCs in the area got the odd knock for crude oil bbls from Hound Point to South Korea at rates of up to \$7.65 million, but the fuel oil ‘Arb’ remained tightly shut to Singapore – bids at \$4.5 million against offers of no less than \$6.00 million...no dice”, Gibson concluded. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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Viking Line ponders Sweden switch if subsidy cut

Viking Line (VL) could move its base from the Åland archipelago inside Finland’s border to Sweden if the new right-wing government coalition in Helsinki proceeds with a planned EUR20 million subsidy cut for passenger ships, Finnish

national daily Helsingin Sanomat (HS) has reported. Jan Hanses, Viking's CEO told the paper that this would weaken its profitability and endanger jobs. "Transferring to Sweden would be an obvious option, after which (VL's) taxes would be paid there," he stated. VL would be particularly hit as all but one of its seven ro-pax ferries fly the Finnish ensign, thus the company would stand to lose EUR13 million if the proposed saving went ahead. Its main rival Tallink-Silja's ships are nearly all Estonian or Swedish and not affected. Viking has battled with high crew costs and bunker rates in recent years that have severely impacted its bottom line. Shipping is now in focus in both countries currently due to the change in governments, and thus policies. The Finnish maritime sector has had to bend to official will to keep the subsidy over many years resulting in lower pay, longer hours, and Sunday becoming a working day. "We did what we promised so the government wouldn't interfere in the subsidy scheme, which is essential for maritime transport," said Simo Zitting, head of the Finnish Seamen's Union, who seems fearful of a knock-on effect. Finland passed an EU-approved tonnage tax in 2012, but while all cargo-only ships have signed up for it, passenger vessels have not. Sweden has no tonnage tax as yet, because its former right-wing government refused subsidies of any form to any industry on principle. Sweden's new SDP-led government plans to pass a tonnage tax as early as this autumn to come into force in 2016. So as HS pointed out: while Finland's fleet has succeeded in maintaining its merchant fleet compared with Sweden, any benefit for VL could be very short term. While Swedish-flagged vessels have dropped 50% 2008-2013, Finland's has slipped only 7-5%. These statistics are important bearing in mind that both countries rely heavily on maritime transport for their exports: 90% for Finland and 70% for its western neighbour. Sweden's freighters are more profitable due to flagging out and thus lower crewing costs. This has led to the situation where Finland's merchant fleet had a combined profit of just EUR18 million in 2013, while Swedish-owned ships flying other flags made EUR200 million in 2013 according to Helsingin Sanomat. **Source : .ihsmaritime360**



The Dutch Pilot tender **LACERTA** clearing from the **CCNI BILBAO** after transferring the pilot at Maaspilot Station –
Photo : André Ligthart ©

Ship Finance Bags Three 9,000 TEU Boxship Resales

Bermuda-headquartered Ship Finance International Limited has entered into an agreement to acquire three 9,000 TEU container ships from an unrelated third party. The vessels are currently under construction and are expected to be delivered to Ship Finance between 4Q 2015 and 1Q 2016, subject to customary closing conditions and approval by the charterer. The vessels have similar technical specifications as the company's recently delivered 8,700 TEU container vessels, with the latest in eco-design features. The vessels have been chartered out for a minimum period of five years to a European-based container line, with options to extend the charter period by up to two years. The company's charter backlog will increase by approximately USD 200 million and the aggregate annual EBITDA contribution from the vessels is estimated to more than USD 30 million on average during the five year firm period of the charter. "We

are very pleased to further grow our presence in the containership segment with these state-of-the-art vessels, and at the same time expand our chartering counterparties with one of the leading container lines,” said Ole B. Hjertaker, CEO of Ship Finance Management AS. “Our charter backlog and long-term distribution capacity is building in an accretive manner, and there is still significant capacity for more investments without raising additional equity capital.”

Source : worldmaritimeneews



DSV **KHATTAF** (ex Argyll) moored in the Port of Ras Laffan (Qatar) **Photo : Cass ©**



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WILD COSMOS IMO 9181132 arriving in Porto Vado At the bow **LIGURIA** IMO 9021100, at the stern **ANNA NOLI** IMO 9239317. **Photo : Pietro Baldizzone ©**

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Navios Maritime Midstream Partners L.P. Announces Pricing of Term Loan B

Navios Maritime Midstream Partners L.P. an owner and operator of tanker vessels, announced today the pricing of its new \$205 million Term Loan B facility, to be used to: (i) finance the previously announced acquisition of two vessels from Navios Maritime Acquisition Corporation, (ii) refinance existing term indebtedness and (iii) pay related fees and expenses. The facility has a five-year term and is priced at LIBOR plus 4.50%. Navios Midstream expects the financing to close on June 18, 2015, subject to customary closing conditions. The commitments in respect of the facility and the terms and conditions thereof (including tenor and interest rate) remain subject to the execution of definitive documentation. **Source: Navios Maritime Midstream Partners L.P**



The 2014 built **GASLOCH SARATOGA** moored at the **GATE terminal** in Rotterdam Nijlharbour
photo : Bert Heeselaars ©

Increased Capacity at Terminals and Reduction in Carbon Footprint Possible Through EcoHubs ICT Tools

- 20% increase in terminal capacity
- 50% reduction in carbon footprint

The EU funded EcoHubs R&D project (Environmentally COherent measures and interventions to debottleneck HUBS of the multimodal network favoured by seamless flow of goods) has successfully delivered a number of proven ICT tools which can increase capacity at ports and terminals, and can lead to significant reductions in carbon footprint. Designed to support "Resource Efficient Europe", the flagship initiative of the Europe 2020 Strategy, EcoHubs has, for the last 30 months, researched and developed the tools required for sustainable freight transport and logistics networks as part of a smart, safe, environmentally friendly and inclusive EU economy. Adria Kombi, a leading combined transport operator in Slovenia is deploying the CCIS (Container Interfacing and Consolidation System) tool in conjunction with the ecoTAURuS (EcoHubs Truck Appointment & Unit Reporting Status Services) system at the Port of Koper and estimates that when fully implemented, this will lead to a 20% increase in capacity. This increase requires no additional physical infrastructure investment and an improvement of throughput by 15%, equating to a 1.6 – 2.3 Million Euros in turnover can be realised. As part of its efforts to provide a complete CO2 footprint measuring system which can calculate and declare the energy consumption and GHG emissions of transport services, EcoHubs also developed the ITEC (Intermodal Terminal Eco-Efficiency Calculator) tool. This tool bridges the knowledge gap of other CO2 calculators such as EcoTransit and standards including CEN 16258 which do not consider the warehousing and transshipment

facilities. To demonstrate the robustness and effectiveness of the ITEC tool, Jernhusen in Stockholm had the opportunity to obtain a measurement of the CO2 footprint of Stockholm Årsta Kombiterminal, the Green Urban Hub, before and after the transformation of the terminal. The data highlighted that Jernhusen has reduced the footprint by more than half, 56%. On an annual basis, this equates to approximately 55 car trips around the Earth. The project has also developed: Transport & Terminal Services Publisher (T2SP) for the dynamic and unified publishing/discovery/updating of detailed terminal services; Proximity Network Management (PNM) which enables the collaboration among terminals and is being deployed at Interporto Bologna; Repair Services Publisher (RSP), to share equipment for improved wagon repair services and MetricHub a system for capturing, calculating and sharing metrics which allows customers to drive continuous improvement among collaborative networks.



The **OLYMPUS** inbound in Aberdeen – Photo : Maurice Napier ©

An advertisement for TOS Energy & Maritime Manpower. It features a large offshore oil rig in the background and a smaller supply vessel in the foreground. The text 'YOUR SOURCE FOR MANPOWER' is prominently displayed in white and red. Below this, contact information is provided: 'Contact us: +31 10 436 62 93' and 'www.tos.nl'. The TOS logo, which includes a stylized red and white flag, is shown with the tagline 'Energy & Maritime Manpower' underneath.

Missing tanker found after losing contact for three days

By : Titus Zheng

A Malaysia-flagged LPG tanker has resumed communications with its shipowner after it was previously reported missing. The 4,200 gt tanker, **TEKNOGAS**, owned by Silverline Maritime told IHS Maritime that it was "human error" that led to the technical mistakes in issuing the distress signal at 02:30 h local time on 10 June. Since then, the tanker crew had not been in contact with the owner and there was no update of the vessel's position in AIS. The vessel movement of **TEKNOGAS** later reappeared on the AISLive vessel tracking system on 13 June, indicating that the

vessel was on its way and approaching Palembang, Indonesia through the river Sungai Gerong. Silverline Maritime has confirmed with IHS Maritime that the tanker is safe and had arrived at Palembang, its original destination. **Source:** [ihsmaritime360](#)

James Fisher Marine Sets Up New Office at OrbisEnergy

James Fisher Marine Services has set up an office in the five-storey **OrbisEnergy**. The company chose the Lowestoft centre to build relationships with offshore wind developers based there to raise the profile of its services and its offshore support vessel, Dart Fisher. In its new office, the company – part of the **James Fisher Group** – is focusing on the development of its Offshore Wind Management System (OWMS)[™] and its ability to deliver a more sophisticated and reliable approach to recording operational data to enable greater understanding around planning and managing offshore wind farm activities. The company will be developing a control room for OWMS[™] within the Orbis Energy Centre, which will utilise its specialist project support vessel, **DART FISHER**. **James Fisher Marine Services** has employed Loren Chamberlain-Clark, who graduated with an MSc in meteorology and oceanography from the University of East Anglia last year, as a graduate OWMS[™] support engineer after a short internship with the East of England Energy Group (EEEG) Skills for Energy team. Loren will be based at the Lowestoft office to help develop the system. James Fisher Marine Services joins 23 other companies with staffed offices at OrbisEnergy and 41 virtual tenants.

Statoil awarded two contracts at a total value of more than NOK 4.35 billion to Odfjell Drilling for drilling wells on the Johan Sverdrup field

Statoil, on behalf of the Johan Sverdrup licence, has awarded two contracts at a total value of more than NOK 4.35 billion to Odfjell Drilling for drilling wells on the Johan Sverdrup field, the company said in its press release. Odfjell Drilling has been awarded contracts both for the Deepsea Atlantic semi-submersible rig and for drilling services on the fixed drilling unit to be installed on the Johan Sverdrup field. The rig contract includes the charter of the Deepsea Atlantic rig for three years, starting from March 2016. In addition there are six 6-months options. The rig contract has a value of slightly more than NOK 2.5 billion. "This contract is an important milestone for the Johan Sverdrup project. We have secured an efficient rig that will help maximise values from the field on competitive terms," says Margareth Øvrum, Statoil's executive vice president, Technology, Projects and Drilling.

"The Deepsea Atlantic rig will drill minimum 13 pilot wells on the field prior to production start from Johan Sverdrup in late 2019. This enables us to utilise the production capacity from Johan Sverdrup as efficiently as possible," says Øivind Reinertsen, senior vice president for the Johan Sverdrup field. Statoil has also signed a contract with Odfjell Drilling for drilling services on the fixed drilling unit on the Johan Sverdrup field complex starting in December 2018.

This contract has an estimated value of NOK 1.85 billion, and a duration of four years, including six 1-year options. Drilling from Johan Sverdrup's fixed installation will be supported from Odfjell Drilling's office in Stavanger. "Johan Sverdrup will generate great values for the whole society for more than 50 years. Odfjell Drilling will work closely with our operations organisation in Stavanger to ensure safe operations and add maximum value in the Johan Sverdrup drilling and well processes," says Reinertsen. The drilling rig for the Johan Sverdrup field will be built by Aibel together with Nymo in Grimstad and National Oilwell in Kristiansand. In February 2015 Odfjell Drilling was awarded a contract by Aibel for engineering support for the construction of the drilling platform. The company will also act as consultants during the rig engineering and construction process, ensuring an efficient and safe work environment in the operations phase. The contract is an extension of the contract for drilling on fixed installations awarded in 2012, vesting the responsibility for the Grane, Visund, Heimdal, Njord, Snorre A/B and Sleipner installations in Odfjell Drilling. These contract awards are subject to the approval of the plan for development and operation of the Johan Sverdrup field by the Norwegian parliament in 2015. The investment costs for phase 1 of the Johan Sverdrup development are estimated at some NOK 117 billion (2015 value). Recoverable resources are projected at between 1.4 and 2.4 billion barrels of oil equivalent. The development concept for Johan Sverdrup phase 1 will consist of four installations, including a utility and accommodation platform, a processing platform, a drilling platform and a riser platform, in addition to three subsea templates for water injection. The platforms will be bridge-linked. The project aims at a recovery rate of 70% for Johan Sverdrup. The Johan Sverdrup partnership consists of Statoil, Lundin Norway, Petoro, Det norske oljeselskap and Maersk Oil. The partnership has recommended Statoil as the operator of all field phases. **Source :** [Portnews](#)



NAVY NEWS

HMS Monmouth sails again

The Royal Navy frigate **HMS MONMOUTH** has sailed for the first time, on Friday the 12th June, after an 18-month refit in Plymouth having been upgraded with the latest cutting edge technology. The ship, known as the 'Black Duke' after James Scott, the Duke of Monmouth, sailed from HM Naval Base, Devonport, for sea trials in order to demonstrate Her status as a world leader in Her field. The ship's captain, Commander Philip Tilden said: "It is important not to underestimate the monumental and complex effort put in by both my ship's company and our industrial partners to get the ship to sea today after such an extensive refit. "In particular, at



this significant milestone my team in the 'Black Duke' can be very proud that the huge personal investment they have made to date will ultimately benefit our nation for many years to come." **HMS MONMOUTH** entered refit at the beginning of 2014 and has seen a significant amount of structural work to her superstructure, which has included approximately 17 tonnes of new steel covering an area of 220 square metres and over 1.1km. The focus will now move to testing Her engines, as well as trialling the latest updates to her weapons and computer systems; including the new Type 997 medium range radar, 4.5 inch gun and Seawolf missile system. Lieutenant Commander James Holgate, the ship's weapon engineer officer said: "Having brought **HMS MONMOUTH** into refit over 18 months ago it is a real honour to finally get the chance to reap the benefits of the hard work put in by all." Following a significant changeover of personnel, over 90 percent of the ship's company will be sailing with the Type 23 frigate for the first time with approximately 30 percent making their maiden voyage. **HMS MONMOUTH's** youngest sailor Engineering Technician (Weapons) Harry Thomas, 18, from Anglesey, said: "I am looking forward to going to sea for the first time since I joined the Royal Navy 18 months ago. "This is what I joined the Navy to do and I cannot wait to put all my training into practice for the first time at sea." **HMS MONMOUTH** will spend the next few months conducting her sea trials before undertaking training and endorsement which will get Her ready to be deployed on operations whenever and wherever tasked. **Source : Royal navy**

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Naval Commander: Navy Didn't Make a Mistake for LCS Design

The LCS is one of two vessels constructed at Austal USA in Mobile. "We're transitioning from a LCS to a frigate, so the frame will be the latest and greatest frigate for the US Navy," Austal President Craig Perciavalle said. "Basically what we're looking at is increasing capabilities with organic weapons and sensors and fixed weapons and sensors on the ships as well. Again, the beauty of this frame is it can do that without changing the inherent design of the ship," Perciavalle continued. Since its inception, the LCS has faced criticism from opponents who argued the ship's lack of organic weaponry makes it a sitting duck for enemy combatants. When the fast frigate modification was announced by Navy Secretary Ray Mabus, many questioned whether or not the Navy was mistaken in their original design. "The Navy did not make a mistake. In fact, the first 32 ships, the littoral combat ships with a mine encounter mission package will be replacing the older mine encounter ships that are based both out of Japan and out of the Middle East. So, there is a tremendous role, Commander Shelby Baecker said. "The ships not only replace the mine encounter measures, but also the patrol craft that are currently stationed overseas. So, there is absolutely a role here for LCS as we go forward." The modified LCS, fast frigate, will equip the vessels with organic weapons and sensors, meaning they're built into the ship's hull rather than using removable weapons packages. The redesign was intended to the final 20 ships in a 52 ship program, but many of the upgrades will be backfitted to the earlier ships as well. "The frigates certainly will have more organic systems on board than the littoral combat ships do. But, that doesn't mean you can't combine a lot of different modules on to one ship," Vice Admiral Philip Cullom said. USS Gabrielle Giffords As for what weapons, the Navy wasn't being specific when WKRG asked them during Saturday's **USS Gabrielle Giffords** Christening. "We'll continue to make investments to make them more lethal, more survivable. We'll always be in an evolutionary design mode," Dennis McGinn, Assistant Secretary of the Navy for Energy, Installations, and Environment, said. **Source: WKRG**



HMS BANGOR M 109 visited Gibraltar – **Photo : Francis Ferro ©**

French open to joint bid with Japan on submarines for Australia

The French government is exploring the possibility of a collaboration with Japan to land Australia's \$20 billion future submarine contract. A senior French government source floated the possibility that France and Japan could offer something together for a contract seen as "strategically important". It is possible French-Japanese collaboration could be discussed when French Prime Minister Manuel Valls visits Japan in October. French President Francois Hollande and Japanese Prime Minister Shinzo Abe met on the sidelines of the G7 summit in Germany last week and declared their relationship was strengthening. The nations have signed an agreement on the transfer of defence equipment and technology. Mr Abe has legislation before the Japanese parliament which would allow further defence co-operation. Japan, France and Germany are engaged in a competitive evaluation process to win the contract to build the replacement for Australia's six Collins-class submarines. The French are following progress of the evaluation in Australia very closely. "We think we have a reasonable chance," the source said. "We have one chance out of three."

The source said the French understood the -importance of saving Australian jobs, indicating a significant amount of work could be carried out in South Australia. Tony Abbott promised at the last election to build 12 sub-marines in South Australia. Speculation has since centred on at least some of the submarines being built offshore. However, some could be built in Australia with all maintenance being conducted in South Australia. The French source said it was believed the Australian preference was, for strategic reasons, to award the contract to Japan. France sees itself in competition with Germany but believes there is room for co-operation with Japan. It is understood there is greater compatibility between the French and Japanese submarines than with the German vessels. A decision is expected to be -announced late this year. Japan is offering its Soryu submarine while the French are -offering a conventional version of the Barracuda nuclear submarine. **Source : The Australian**

Nieuwe "ogen" voor de Zeeleeuw.



Op dit moment liggen op het Marinebedrijf de **ZEELEEuw** en de **DOLFIJN** voor groot onderhoud en het Instandhouding Project Walrusklasse (IPW). Dit betekent dat naast het reguliere onderhoud er een aantal modificaties worden doorgevoerd waarvan het plaatsen van de nieuwe optronische mast er één



is. De walrusklasse onderzeeboten hebben 2 periscopen (een navigatie en een aanval), de navigatie periscoop wordt vervangen door een nieuwe optronische mast. Periscopen hebben als nadeel dat ze door de drukhuid zijn geplaatst waardoor ze gevoelig zijn voor lekkage, zeker na een onderhoudsperiode. De nieuwe optronische mast is een zogenaamde "non hull penetrating" mast die zijn informatie door middel van datakabels doorgeeft aan de commandocentrale, de mast beweegt nog wel op en neer maar alleen in het sail en niet meer door de drukhuid. De beelden van de optronische mast zijn haarscherp en worden niet alleen gezien door de commandant maar ook de bemanning kan via een netwerk van beeldschermen meekijken. De verwachtingen zijn hoog gespannen over de eerste beelden die de **ZEELEEuw** zal maken. Het is immers zo dat zeer gedetailleerde beelden via satellieten verstuurd kunnen worden waardoor de gemoderniseerde walrusklasse zich nog meer op de kaart zal zetten. Er wordt inmiddels ook gesproken over nieuwe onderzeeboten maar dat traject zal nog wel even duren vandaar deze modernisering van de huidige boten die er dan in ieder geval tot 2025 weer tegenaan kunnen! **[Lees hier het uitgebreide artikel in de "ALLE HENS".](#)** **Photo's + Text Ron Damman** **CLICK on the photos**

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Navy Ship Christened for Former Congresswoman Gabrielle Giffords



Former U.S. Rep. Gabrielle "Gabby" Giffords of Arizona had a Navy vessel named in her honor during a ceremony at a Mobile, Alabama, shipyard Saturday afternoon. Giffords joined others including Jill Biden, wife of Vice President Joe Biden,

as the **USS Gabrielle Giffords** was christened in coastal Alabama. The 419-foot ship was built at the Austal shipyard and is the Navy's 10th littoral combat ship designed to operate in shallow waters near the coast. Giffords was badly wounded in a 2011 shooting that left six dead and 13 injured in Tucson. The Democrat left Congress and later founded an organization that supports gun control. "In congress I was proud to support our armed forces. I love the Navy — I even married a sailor," Giffords said as she kissed her husband Mark Kelly, a retired Navy captain and astronaut who stood by as she addressed the crowd. "Thank you to all who built this ship. She's stealthy; she will defend freedom around the world. "Giffords was chosen as the vessel's namesake because of the characteristics she exemplified after the attack, officials said. "Courage comes in many, many forms — physical, mental, spiritual and political. Gabby has truly modeled courage and resilience," said Vice Admiral Philip Cullom, deputy chief of Naval operations for fleet readiness and logistics. Biden was the ship's sponsor and Cullom said her spirit will guide the vessel while it is in service. Biden called the ship a feat of engineering excellence. During his speech, Kelly paused to thank Biden for attending the ceremony as she mourns the death of her stepson former Delaware Attorney General Beau Biden. Biden, a Delaware National Guard major who spent a year in Iraq and was awarded a Bronze Star, died May 30 after a two-year battle with brain cancer. "Know that Beau was the kind of person that made us all deeply hopeful for our country's future. He did that for Gabby and for me," Kelly said. "As a military mom, there is no one I would rather be with than you here today, the ones who stepped up to serve," Biden said, also adding, "Gabby represents the same qualities the Navy embodies." **Source: NBC News**

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BRODOSPLIT DELIVERED SOPHISTICATED HEAVY-LIFT VESSEL



In **Brodosplit Shipyard**, **Hull 474**, **FAIRMASTER** heavy-lift vessel, contracted for the Dutch buyer – Company **Jumbo**, has been delivered. Besides a number of technical specificities, the ship is mostly used for transport and set up of extremely heavy and valuable equipment for undersea oil platforms, as well as heavy lifter. It is 152 meters long and 27 meters wide, and it will be equipped with two cranes, each with maximal lifting capacity of 1,500 tons, or jointly up to 3000 tons, which is currently the largest cargo lifting capacity in this ship class in the world. Deadweight of the ship amounts to 14 thousand tons at 8.1 meters draft, and speed of 17 knots is ensured by two 4500 kW engines working at 750 revolutions per minute. Storage space, with dimensional tolerances of barely few millimeters, consists of several dozens of covers. By arrangement of these covers, storage space can be adapted to the type of transported cargo. Covers can be put at any position in regard to their width or height, therefore the mentioned dimensional precision of the storage space was of extreme importance and as such represented a challenge and advanced technological preparation for the Shipyard. Apart from the specific characteristics of the hull of this design, it is also special because of very sophisticated equipment built in relatively small technical spaces of the ship, during which respecting technology and advanced shipbuilding solutions was part of everyday work for the shipbuilder throughout the realization of this project. Thanks to this, we are witnesses to completely automated high-quality vessel built in accordance with the highest shipbuilding standards and class notations. **Hull 474** is the second of a series of two ships that Split Shipyard contracted with the mentioned Dutch Company, according to rules of Lloyd's Register and their realization represents very good references in the niche of specialized vessels with high added value, as one of the core business activities of Brodosplit.

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Marvele Cargo Wharf project: additional guarantees to the private investor

In order to develop the Marvele Cargo Wharf in Kaunas and cargo transportation in Nemunas, the Ministry of Transport and Communications of the Republic of Lithuania together with the State Enterprise Lithuanian Inland

Waterways Authority and Public Institution Invest Lithuania (Investuok Lietuvoje) organized a public consultation to the parties interested in this project, the Ministry's press center says. Based on the proposals and observations made by the entrepreneurs, the final tender conditions will be improved and provide additional guarantees to the private investor. The aim of the public consultation was to publish information about the project and get acquainted with the opinions and comments on the documentation on the tender for granting a concession. The documentation – tender conditions and brochure – were published in Lithuanian and English languages, for both Lithuanian and foreign investors to get acquainted with it. In order to disseminate the information better, 14 press releases in foreign news portals on infrastructure projects were published, as well as more than 200 letters addressed to the potential investors and relevant authorities were sent. The feedback of the participants gave valuable information on market expectations. Since this is the first public and private partnership project being implemented in the inland waterway infrastructure, the potential investors treated it with caution and called for more commitment taken by the public sector. According to the participants, the risk borne by the investor should be reduced and some forms of guarantees should be provided. The analyzed feedback showed that the tender conditions should be adjusted in order to increase the attractiveness of this project among the investors. The purpose of public and private partnership project "Development of Nemunas ports (wharves)" is to develop the Marvele Cargo Wharf and freight transportation in Nemunas, reduce the road transport loads and negative impact on the environment. In the near future, the Stage 1 of the construction of the Wharf to be completed. The following development will be made by concessionaire represented by the private sector.

Source : Portnews



The **AGRIA** in Rio Grande – Photo : Marcelo Vieira ©

Inter Pipeline acquires storage operations at the Port of Gothenburg

Canadian energy infrastructure company **Inter Pipeline** has acquired **Royal Vopak's** storage terminal at the Port of Gothenburg, the port says in its press release. The purchase sum was SEK 865 million. The Dutch storage company Royal Vopak is selling its terminals in Sweden, including those at the Port of Gothenburg, to the Canadian energy company Inter Pipeline. The Swedish company will be renamed Inter Terminals Sweden. Storage operations and the 70 employees were taken over with immediate effect. "It is extremely positive for our business. Inter Terminals believes in the Scandinavian market and the geographical location of Gothenburg as an energy hub for Scandinavia and the Baltic region," said Mathias Jonasson, President of Inter Terminals Sweden. Operations comprise the storage and blending of liquid oil and energy products, including petroleum, diesel, heavy oil and ethanol. More than 900,000 cubic metres of liquid products can be stored in 73 tanks and five underground caverns. The Port of Gothenburg is the largest general energy port in the Nordic region. Around 20 million tonnes of oil and other energy products are handled each year. "We are very pleased with this development and consider it extremely positive that a prominent company such as Inter Pipeline is taking over the largest storage terminal at the Energy Port in Gothenburg," said Jill Söderwall, Vice President Energy at the Port of Gothenburg. The purchase sum of SEK 865 million also includes Royal Vopak's storage operations in Gävle, Södertälje and Malmö. Inter Terminals is now the largest bulk liquid storage provider in Scandinavia with total storage capacity of 1.3 million cubic metres. The Energy Port in Gothenburg is the

largest general energy port in Scandinavia. Several refineries and storage companies operate at the port. Some 2,500 tankers arrive at the port each year and half of all the crude oil arriving in Sweden does so via the Port of Gothenburg. More than 20 million tonnes of oil and other energy products are handled. It is also the site of the largest depot facility in Sweden, supplying the whole of Western Sweden with petroleum, diesel and other products. Some 50 per cent of all refined products remain in Sweden whilst the remaining 50 per cent is exported to the world market. The Port of Gothenburg is the largest port in the Nordic region. 30 per cent of Swedish foreign trade passes through the Port of Gothenburg as well as 60 per cent of all container traffic. The Port of Gothenburg is the only port in Sweden with the capacity to receive the world's largest container vessels and has the broadest range of shipping routes within and outside Europe. The 25 rail shuttles that depart each day mean that companies throughout Sweden and Norway have a direct, environmentally smart link to the largest port in the Nordic region. The Port of Gothenburg has terminals for oil, cars, ro-ro, containers and passengers. **Source : portnews**



The **FOS VIRGO** alongside the **SONGA VENUS** offshore Sakhalin island earlier this week.

Photo : Iain Jamieson ©

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Chevron in shipbuilding, fleet modernization

Chevron is out to lead the way for LNG. The US supermajor is building six new liquefied natural gas (LNG) ships out of a 13-ship program at the Samsung Heavy Industries Shipyard in South Korea that the company calls the largest shipbuilding and fleet modernization in recent corporate history. At the World Gas Conference held in Paris, France this month, Chairman and CEO John Watson described Chevron's bullish approach to growing its LNG business. "With projects under construction at Gorgon and Wheatstone, along with our existing equity shares at Angola LNG and the Northwest Shelf, we expect to become one of the top 10 LNG suppliers in the world within the next five years," said Watson. This growth in our LNG business will help Chevron reach its target of 3.1 MMboe/d production in 2017—a 20% increase from 2014 production levels. Chevron currently has resources on six continents. Its natural gas portfolio is rising to about 40%, from about 35% 10 years ago. The growth of its LNG business is timely, and geographically strategic, as demand is projected to be particularly strong in Asia-Pacific, aligning with Chevron's major LNG projects, the company said. **Source: aogdigital**

New cargo train service between China, Europe opens

The first freight train linking Harbin and Hamburg prepares to depart from Harbin in northeast China's Heilongjiang Province, June 13, 2015. The first freight train linking Harbin and Germany's Hamburg departed from Harbin on Saturday. It runs a course of 9,820 kilometers and is expected to return to Harbin on July 11. (Xinhua/Wang Song) A freight train service between the northeastern China city of Harbin and Europe was launched on Saturday, opening a new trade route between China and Europe. The train left the railway station in Harbin, capital of Heilongjiang Province, at 10 a.m. Saturday, carrying 49 containers of domestic goods such as electronic products and auto parts from northeast and north China, worth 3 million U.S. dollars. During the 9,820-km-long travel, the train will pass Russia and Poland before reaching its destination of Hamburg, Germany, said Tu Xiaoyue, general manager of HAO Logistics Co., Ltd, a joint venture which runs the service. The train will be run once every week and each single trip takes 15 days. It will transport goods from China, the Republic of Korea and Japan as well as European countries such as Germany, Poland, France, Spain and Italy. Several Chinese cities, including Chongqing, Chengdu, Changsha, Hefei, Yiwu and Suzhou, have launched similar freight train services to Europe. [Source : china.org](#)

ICS annual general meeting in Rotterdam discusses maritime problems like US' ballast water treatment requirements

The **International Chamber of Shipping (ICS)**, the principal global trade association for merchant ship operators, held its Annual General Meeting in Rotterdam last week, at the kind invitation of the Royal Association of Netherlands Shipowners. The membership of ICS, which comprises national associations from 37 countries (including the newly admitted Russian Chamber of Shipping), reviewed a great number of important regulatory and policy developments affecting global maritime trade. These included many of the issues set out in the 2015 ICS Annual Review published in conjunction with the AGM. In particular, ICS members focused on the following critical issues:

Migrant Rescue at Sea Crisis ICS members welcomed recent efforts by EU Member States to increase Search and Rescue resources for migrants in distress in the Mediterranean, and the subsequent decrease in the numbers of lives lost. However, ICS members agreed that the current level of state-backed Search and Rescue resources available to address the on-going crisis is still woefully insufficient and urgently needs to be dramatically increased.

Speaking after the meeting, ICS Chairman, Masamichi Morooka, said: "It is simply not acceptable that merchant ships are still being routinely called upon by Rescue Co-ordination Centres to assist with the majority of rescue operations currently taking place, having already assisted with the rescue of more than 50,000 people since the crisis started to escalate last year." "Apart from the fact that commercial ships are wholly unsuitable for rescuing hundreds of people at a time, the Search and Rescue obligations that exist under international law were never created with the current situation in mind." ICS members agreed that governments must urgently find a solution to the crisis. In the meantime, while it continues to be necessary for the international community to rescue tens of thousands of people, state-backed Search and Rescue resources must be increased immediately. "It is unreasonable for governments to continue relying on merchant ships as a long term solution, placing civilian merchant seafarers at considerable risk. The current situation is neither sustainable nor tenable," said Mr Morooka. **United States Ballast Water Problem** ICS members welcomed the recent progress made by the IMO Marine Environment Protection Committee, in May 2015, towards solving many of the serious implementation problems associated with the IMO Ballast Water Convention. ICS members agreed that this will probably help to ensure that the Convention will now receive sufficient ratifications from governments to enter into force sooner rather than later. However, ICS members also agreed that those flag states which have not yet ratified the IMO Convention may continue to be deterred from doing so because of the unilateral regime adopted by the United States with respect to the approval of the very expensive new treatment systems required. This currently means that shipowners who, in good faith, install equipment approved in accordance with IMO standards can have no confidence that they will be able to trade to the United States when the IMO Convention eventually enters into force, possibly by the end of 2016. Masamichi Morooka commented: "ICS members are committed to the implementation of a ballast water treatment regime that will be fit for purpose worldwide. Frankly speaking, the United States is creating an impossible dilemma that can only be solved by the U.S. approving treatment systems immediately and finding a pragmatic approach to reconciling the conflicting timelines within the IMO regime and its own. Apart from the chaos that the United States is creating for international shipping, it is also holding back

the ratification of an important IMO Convention that is intended to bring environmental benefits to the entire world, not just the needs of a single country."

Elections

Masamichi Morooka (Japan) continues to serve as ICS Chairman having already been elected for a second two year term in 2014. The 2015 AGM re-elected the following Vice Chairmen: John C Lyras (Greece); Karin Orsel (Netherlands); Gerardo Borromeo (Philippines); and Esben Poulsson (Singapore). The members of ICS were very honoured by the presence of Her Highness, Princess Margriet of the Netherlands, patron of the Dutch Merchant Navy, at a gala dinner on board the cruise ship 'Jules Verne', held in conjunction with their AGM. **Source: ICS**

New EU R&D Project to Develop Avant-Garde Training Techniques in the Fight Against Terrorism

A new Research & Development project has been launched to help deliver improved training tools and techniques and further equip security personnel to respond to physical threats and cyber-attacks on Europe's critical infrastructure including airports, ports and railway stations. **AUGGMED** (AUTomated serious Game scenario Generator for MixED reality training), part of the European Commission's Horizon 2020 programme, will develop a multimodal virtual reality and mixed reality platform that can be used anywhere via a variety of devices and technologies from smartphones and tablets to high-end PCs with multiple monitors and HMDs (Head Mounted Displays). The project has secured funding of approximately 5.53 million Euros and will run for 36 months. Christos Giachritsis, Senior Research Scientist at BMT Group Ltd and Project Co-ordinator for AUGGMED comments: "Terrorism continues to be a major threat to human life and critical infrastructure in Europe. New strategies and execution plans are making it even more difficult for security forces to predict, prepare and defend against such attacks. Training for such critical incidents has, in the past, used traditional methods such as live scenario training through full-scale field exercises but this can be very costly, time-consuming and dangerous. Furthermore, it can only offer a limited number of scenario examples that individually, require major resources to plan and execute." **AUGGMED** aims to develop an innovative, collaborative training platform which will enable police, security forces and counter-terrorist units, as well as first responders to train their staff in different virtual reality environments within a wide range of scenarios and apply this training in the real infrastructure environment using mixed reality techniques. The platform will also offer tools to allow the trainers to set learning objectives for individual trainees and/or teams of trainees (from a single or multiple organisations), define scenarios, monitor the progress of the training session, alter scenario parameters during the training session, provide real time feedback and assess the trainee's performance. As well as bespoke scenarios which can be automatically generated to suit the needs of the individual, the platform will be easily accessible whereby a trainee can initiate a training session at a time convenient to them. Training can take place as often as required and trainers will be able to initiate a remote, unplanned session to test the readiness levels of individual members of staff. Christos continues: "It's vital with any training that it is fit for purpose. It is for this reason that the end users involved in this project including West Yorkshire Police (UK) and Ministry of Citizens Protection (Greece) will play a critical role throughout the development process, providing their knowledge and expertise in relation to the definition of training requirements and subsequent evaluation of the AUGGMED platform." Under the coordination of BMT Group Ltd, a consortium of 13 project partners from six EU countries will collaborate, including: SERCO; University of Greenwich; Piraeus Port Authority; Ferrocarrils de la Generalitat de Catalunya; University of Birmingham; GEOMOBILE; Sistema D'Emergencies Mediques; Police and Crime Commissioner for West Yorkshire; Sheffield Hallam University; Israteam; Konstantinos Kardaras (Integration Power); Ministry of Citizens Protection and Universidad Politécnica de Madrid.

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MARITIME ARTIST CORNER



"Oilpainting (1986) of the wheelhouse of AHTS **SCHELDE**. Captain **HENK KLIJN**, manoeuvring the vessel and engineer **RENS VAN LOON** handling the winches, while anchoring the **TREASURE SEEKER**"

Both paintings by **Nico M. Peeters**, www.nicompeeters.nl

.... PHOTO OF THE DAY



046 INCAT on the Tamar river Tasmania Photo : **George Brzezina** ©