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

**EEMSLIFT HENDRIKA** loading filmprop U-571 at Wine Wharf, Valletta on 21-10-17

Photo: Noel

---

**The new gas- and dual-fuel engine book**
for ship propulsion, power plants and cogeneration

Order now:
www.targettrainingcentre.nl

Leading companies and institutes have contributed to the realisation of this book by providing information, photographs and interviews.

The three volumes have 488, 544 and 534 pages. The majority of the more than 2900 pictures are in full colour.

Discounts for orders over 25 books. Maritime Institutes and Training Centres of up to 20%. 

---

**EEMSLI FT HENDRI KA** loading filmprop U-571 at Wine Wharf, Valletta on 21-10-17

Photo: Noel
EVENTS, INCIDENTS & OPERATIONS

2020 Compliant Marine Fuels’ Costs a Source of Headache for Shipowners

Ship owners are having to deal with some pretty challenging decisions, in terms of planning their future investment strategies and fleet mix, as the decision to implement the use of low sulphur marine fuels on global scale from 2020, will probably lead to increased operating expenses for the vast majority of owners. In its latest weekly report, shipbroker Intermodal said that “a year ago the IMO Marine Environment Protection Committee declared their decision towards the implementation date, of the global cap on the Sulphur content of marine fuels, as of January 01st, 2020 and thus eliminated the option to suspend regulation until 2025. The Emission Control Areas (ECAs) will remain at the 2015 standard of 0.1% sulphur content. The definite operational date depended on the results of a study published last August that showed that under all scenarios considered there will most probably be sufficient clean fuel available in 2020. The committee's decision represents a significant cut from the 3.5% m/m global limit currently in place and proves a clear commitment to ensuring shipping remains the most environmentally friendly mean of transport. Accordingly, such decision will have profound consequences on the economics of shipping and particularly on bunker prices. Ship operators will need to apply effective resolutions and oil refiners need to prepare for implementation and assure that sufficient quantities of compliant fuel will indeed be produced”. According to the analysis by Intermodal's Katerina Restis (Tanker Chartering), “due to the massive scale and universal nature of the switch, refineries will face extensive pressure to meet the increased demand in all regions and supply adequate quantities of 0.5% sulphur fuel. The transition will cause more changes to the global marine industry than the shift to the 0.1%S fuel in the ECAs as the bearing of this transition represents almost 75% of global marine fuel demand when compared to the demand of ECAs. Currently, the cost of compliant low sulphur bunker oil is 50% more than the cost of residual fuel as commonly used outside the ECAs and thus the increased demand in 2020 may rationally lead to an increased differential. As reported, in total 3 million barrels per day of High Sulphur Fuel Oil (HSFO) Bunkers will need to switch to 0.5%S fuel through blending with gasoil leading to higher production costs and thus driving up the fuel cost. At the same time, assumed diminished demand for HSFO will drive its price down. The International Energy Agency predicts that crude price in 2020 will be approximately US$80 basis that there is no oil price tremor due to unexpected political and economic events. Therefore, the differential between low Sulphur oil and residual could even spike by as much as US$400/tonne”. Ms. Restis adds that “in some areas, possibly more expensive fuels, such as 0.1% sulphur distillate, will be available, and it is likely that refiners may emphasize on meeting increased demand for existing low sulphur products in the knowledge that shipping companies will have no choice but to pay for them regardless of the price. Inevitably, this is what vessels will have to use in order to comply. But even if substantial quantities of 0.5% sulphur
fuel are broadly available in 2020, it is possible that the price may not be significantly cheaper than 0.1% fuel due to the major investment required to produce it”. According to Intermodal’s analyst, shipowners would certainly consider following alternative routes and investing in other compliance mechanisms for instance exhaust gas cleaning systems or the use of low sulphur fuels such as LNG. The judgment to implement the 0.5% sulphur cap may also affect decisions on whether or not older and less fuel competent ships will be sent for early scrapping. There will also undoubtedly be a need for a larger variability in fuel quality and available options for Owners and Ship Operators. An efficient and prosperous transition towards cleaner marine transport significantly depends on the successful alliance between many parties and will undoubtedly impact not only the way the world merchant fleet develops but also its average age”, she concluded. 

Source: Nikos Roussanoglou, Hellenic Shipping News

Worldwide

Pilots welcome new boats to the Houston Ship Channel

By Andrea Rumbaugh

The Houston Pilot ships "HOUSTON" and "BAYOU CITY" were christened on Saturday.

The HOUSTON and BAYOU CITY pilot boats, each about 70 feet long, spent their lives rubbing elbows with behemoths. They encountered rough waters and increasingly large ships. And each day, they were involved in 60 controlled collisions with ships so pilots could guide commerce into the Port of Houston. But after 25 years, their age is starting to show. They will be retired Saturday as the Houston Pilots christen new boats to fill their wake. "It's an investment in our future, in our safety," said Capt. Robert Shearon, presiding officer for the Houston Pilots. "It's a huge deal." The Houston Pilots spent $31 million on the two Small Waterplane Area Twin Hull boats. These new boats, more commonly referred to as SWATH, will be stationed 5 to 10 miles past the jetties. The Houston Pilots first began using SWATH boats 25 years ago. Having two hulls, similar to a catamaran, makes the vessels more stable than one-hull boats, which Shearon said were slow and rolled. The Houston pilot boat heads back to dock Thursday, Oct. 19, 2017, in Galveston. The Houston Pilots are christening two new boats on Saturday. Such stability is crucial to the safety of pilots who must transfer from the deck of the pilot boat to a ladder on the side of the ship, where they then climb aboard. Ships cannot enter or leave the port without guidance from a pilot who knows the waterway's every nook and cranny. "These boats are incredibly stable in rough seas," Shearon said. "They are a very safe and efficient platform for our pilots to embark and disembark on ships." The boats being christened Saturday are stronger and, at 82 feet long, somewhat larger than the boats they are replacing. And since pilots sometimes wait hours before boarding a ship, the boats have 10 cabins for napping, a galley and satellite television. "It has some nice creature comforts," Shearon said. Roger Guenther, executive director of Port Houston, praised the Houston Pilots as "an integral part of the efficient movement of trade." "We are encouraged and pleased the Houston Pilots organization continuously aims for progress in step with the growth of trade and commerce the Port of Houston is experiencing," Guenther said in a statement. The Houston Pilots are looking to sell the old boats, but their heritage won't be lost completely. The new boats being christened Saturday have taken their names: HOUSTON and BAYOU CITY. Source: Houston Chronicle

Petrobras picks MODEC for Sepia FPSO

MODEC has signed a contract for supply, charter, and operations of a floating production storage and offloading (FPSO) vessel with Brazil’s Petrobras on 13 October 2017. The firm charter period of the contract is 21 years.
The FPSO will be deployed at the Sépia field operated by Petrobras, located in the pre-salt region of the Santos Basin some 250km off the coast of Rio de Janeiro, Brazil at a water depth approximately 2200m. MODEC is responsible for the engineering, procurement, construction, mobilization, installation and operation of the FPSO, including topsides processing equipment as well as hull and marine systems. A MODEC group company, SOFEC, Inc. will design and supply the spread mooring system. The FPSO will be capable of processing 180,000 b/d of crude oil 212 MMscf/d of gas, 240,000 b/d of water injection, and has storage capacity of 1.4 MMb/d of crude oil.

This is the 13th FPSO/FSO vessel that MODEC has provided in Brazil, as well as MODEC’s 6th FPSO in the pre-salt, following the FPSO Cidade de Angra dos Reis MV22, the FPSO Cidade de São Paulo MV23, the FPSO Cidade de Mangaratiba MV24, the FPSO Cidade de Itaguaí MV26 and the FPSO Cidade de Caraguatatuba MV27, which achieved the first oil production in December 2016. The FPSO will be delivered with Brazilian local content, following the successful experience in the latest projects in the country. Source: OEdigital

Maersk Triple E containership calls at Sri Lanka's Colombo port

MV MI LAN MAERSK, a Denmark flagged vessel owned by Maersk has called at Colombo Port in Sri Lanka, making it the biggest ship to enter a port in South Asia, the port agency said. Sri Lanka Ports Authority said Maersk had a long-term relationship with Colombo port. "We hope that Maersk will continue to grow the volumes of the Port of Colombo," SLPA Chairman Parakrama Dissanayake was quoted as saying when he visited the ship. The ‘Triple E’ class (Economy of scale, Energy efficient and Environmentally improved) ship had entered service in 2017. The 399 metre long, 59 metre wide ship uses slow-steaming to increase efficiency. It can carry over 20,500 containers. The ship called at the Chinese controlled, Colombo International Container Terminal. Julian Bevis – Senior Director, Group Relations South Asia of the Maersk Line India (Pvt) Ltd, was quoted as saying that Colombo was keeping ahead of competition and providing better services to operators. Source: economynext

Sheriff: Body of missing oil rig worker found on Pontchartrain shoreline

The body of the man who had been missing since an oil rig exploded in Lake Pontchartrain Sunday night has been found. Interim Jefferson Parish Sheriff Joe Lopinto said the body of 44-year-old Timothy Morrison of Katy, Texas, was recovered today on the lake's shoreline about three miles from the Jefferson-St. Charles parish line. “My prayers are with Tim’s wife, Erica, and their three children,” Lopinto said. “It brings their tragedy to an end.” The rig explosion occurred after 7 p.m. on October 15, reportedly rattling homes as far away as Destrehan. The rig produces both oil and natural gas, Lopinto said. Seven other workers were injured. The Coast Guard and the sheriff’s office conducted a joint search and rescue effort, but the Coast Guard suspended its search after it was determined that ongoing efforts would be search and recovery. JPSO continued its search and recovery effort for five days using helicopters, boats, ATVs, trucks and more. Investigators spotted the body from a helicopter. Investigators determined the explosion was caused by a large tank on the third floor of the platform, but it’s still unclear what caused the tank to explode. New Orleans-based Covelly Oil Company owns the platform. Hydra Steam Generator, Inc., a
Houston-based subcontractor working on the platform, was hired to perform a cleaning measure on the platform’s pipes. There is no sheen and no shoreline impact from the explosion, officials said, only residual oil left on the rig that eventually burned. An environmental study showed no impacts to air quality, Kenner city officials said. Source: WGNO

Refering to the correct name spelling of the 1958 built KARU Ex: Karhu-86 Kapitan Chubakov-92, Newsclippings reader / contributor Huib Lievense made the above photo of the vessel whilst making a cruise in the Baltic.

Oude tijden herleven: zeevissen met paarden


Wil je deze oude traditie ook eens meemaken? Het paardenvissen is er weer op zaterdag 11 november, maar dan tussen het Stuifkenszand en de Rechtestraat op het strand bij Hoek van Holland. Bron: Rijnmondtv

SUNSHINE ACE navigating the Schelde River off Antwerp Photo: Piet Dubbeldam (c)
Greece to raise cruise ship that sank off Santorini in 2007

The Greek government has ordered the raising of a sunken cruise ship that foundered just off the holiday island of Santorini ten years ago, leaving two passengers missing and presumed dead. The Merchant Marine Ministry said Friday the wreck of the **SEA DIAMOND** poses a potential environmental risk and is a hazard to shipping. On April 5, 2007, the 470-foot (143-meter) cruise ship struck a volcanic reef in the sea-filled crater formed by a massive volcanic eruption 3,500 years ago. It lies more than 300 feet (91 meters) deep. Nearly all the 1,600 passengers and crew were safely evacuated, but a 45-year-old French passenger and his teenage daughter are presumed to have drowned. Divers were unable to locate any bodies. The ministry did not say when the ship would be raised.

*source: foxnews*

**Due to visiting at present the Phillipines the newsclippings may reach you irregularly**
Chevron sanctions Stage 1 Captain EOR project

Chevron North Sea Limited (CNSL), operator of the Captain Field, announced it has sanctioned the Final Investment Decision (FID) to proceed with the first phase of the Captain Enhanced Oil Recovery (EOR) project. The Captain EOR project is expected to increase the overall recovery rate from the field by the application of polymer technology. Stage 1 of the EOR project, which follows several EOR pilot programs at Captain, is an expansion within the existing Captain platform area of the field, with up to six long-reach horizontal injection wells. Greta Lydecker, Managing Director, Chevron Upstream Europe, said: “Sanctioning Stage 1 EOR at Captain is an important milestone in the development of the technology, which we believe will improve the recovery rate from older fields and help extend the life of assets. The application of advanced EOR technology in the North Sea supports the UK government’s strategy of Maximizing Economic Recovery (MER UK) of its offshore energy resource, and this is in direct alignment with Chevron Upstream’s strategy of extracting value from our existing asset base.” Oil & Gas Authority (OGA) Area Manager Eric Marston said: “Polymer EOR has the potential to increase recovery, extend field life and stimulate field redevelopments; so I’m very pleased to see the Captain EOR project move forward, helping maximize recovery from this field. Chevron, along with BP, Shell and Statoil, has been a driving force behind the industry-led EOR task force. I commend their openness in sharing their lessons learned with the wider industry and their contribution to the OGA’s ‘Polymer Enhanced Oil Recovery - Industry Lessons Learned’ publication which will be published shortly.” The Captain Field was discovered in 1977, in Block 13/22a located on the edge of the outer Moray Firth. The billion-barrel field achieved first production in March 1997 - 20 years ago this year - thanks to technology developments in horizontal drilling and down-hole pumps. The installation comprises a Wellhead Protector Platform (WPP) and Bridge Linked Platform (BLP) connected to a Floating Production, Storage and Offloading vessel (FPSO). CNSL holds 85 percent and is the operator of the Captain field, Dana Petroleum (E&P) Limited holds 15 percent. In the United Kingdom, Chevron has working interests in 11 offshore producing fields, including four operated fields (Alba, 23.4 percent; Alder, 73.7 percent, Captain, 85 percent; and Erskine, 50 percent) and seven non-operated fields (Britannia, 32.4 percent; Brodgar, 25 percent; Callanish, 16.5 percent; Clair, 19.4 percent; Elgin/Franklin, 3.9 percent; Enochdhu, 50 percent; and Jade, 19.9 percent). Chevron’s net daily production in 2016 averaged 43,000 barrels of liquids and 122 million cubic feet of natural gas. For more information, please visit: http://www.chevronunitedkingdom.com

GLOBAL LNG-Asian prices drop on wary buyers and lacklustre Egyptian demand

By : Oleg Vukmanovic

Asian spot LNG prices fell this week as reluctant buyers submitted lower bids, more supply emerged and Egypt’s call for 12 shipments in Q1 2018 undershot expectations by traders. Spot prices LNG-AS for December delivery fell to $8.70 per million British thermal units (mmBtu), 20 cents below last week levels. However, at least two traders pegged December prices at around the $8.50-8.60 per mmBtu level, arguing that buyers were unlikely to pay up. Bid-offer spreads remained somewhat wide with bids submitted at around the mid-$5/mmBtu and offers in the high-$5/mmBtu range, two traders said. Egypt’s tender for deliveries between January and March - including three shipments which are to be imported via Jordan - was seen as a bearish signal for global gas markets as traders had expected Egypt to seek five cargoes per month, not four. Petroleum
Minister Terek El Molla said in September the country was on track to cease importing LNG by the end of 2018, a goal seen as unrealistic by some analysts. Egypt’s mega purchase tenders of the past several years turned the country into one of the world’s fastest-growing LNG importers, absorbing hundreds of shipments and propping up global prices for the fuel. Weaker spot Asian prices come after weeks of gains which saw the contract rally more than 40 percent since the end of August. “The market has really overshot, driven by a variety of factors from the extent of Chinese demand, which was completely unexpected, to rising NBP [British gas] prices and other factors such as Hurricane Harvey,” one trade source said. Another source said added that prices are set for a further correction. “There is downside risk for December prices and upside risk for the first quarter.” Given rapidly growing imports by Chinese companies this year, traders believe stocks there to be healthy and demand covered for November and December so long as temperatures stay within normal bounds. But Chinese and other buyers are expected to seek more supply for delivery from January onwards. Weather will be a driving factor for demand and traders are waiting for a clearer sense of temperature forecasts for the period. Russia’s Sakhalin II LNG export plant on Friday launched a tender offering a late-December loading cargo, traders said. Nigeria’s NLNG export plant put a Nov. 5-7 loading cargo up for tender, with bids due by Oct. 24. The first cargo from Chevron’s latest LNG export facility Wheatstone, in Australia, is due to be shipped using the Asia Venture tankers which is currently moored just outside the facility, according to ship-tracking data. On the demand side, Gail India is seeking three cargoes for delivery between mid-November and January, with bids due by Oct. 24. A trader said Gail had harked on an extra fourth cargo for the tender for delivery in October, but this was expected to be a formality for a already pre-agreed purchase. Bharat Petroleum also seeks a December delivery via spot market tender. Gujarat State Petroleum Company was also said to be seeking volumes but it was not possible to confirm details. Bids for a tender by Indonesia’s Tangguh plant to sell up to 22 cargoes in 2018 are due next week. A tender by Pakistan LNG seeking four shipments for delivery in January closed this week. With wide spreads between European gas markets and Asia, British utility Centrica is expected to export a cargo from the Isle of Grain terminal using the Cool Voyager tanker. One source said the cargo may be headed to India. 

Source: Reuters Reporting by Oleg Vukmanovic; Editing by David Evans

Aker Solutions wins order for world's largest umbilicals system

Aker Solutions won an order valued at more than NOK 1.6 billion to deliver the largest umbilicals system ever. The contract entails delivery of 250 kilometers of steel-tube umbilicals linking a subsea development to an existing offshore platform. “We are honored to have been selected to work on this project, which is groundbreaking in terms of the size and technology of the umbilicals system,” said Luis Araujo, chief executive officer of Aker Solutions. The work will be led by Aker Solutions in Oslo.
and manufacturing will take place at the company's umbilicals plant in Moss, Norway. Delivery is set for the end of 2018. The
parties have agreed to not disclose the name of the project or customer at this point. Umbilical systems are full service
connections used to transport data, power and liquids between oil and gas installations on the seafloor to onshore facilities or
platforms. For more information, please visit: http://akersolutions.com/

The PERDANA VOYAGER departing from ASB supply base in Labuan
Photo : Capt Jelle de Vries Sunshine Offshore Services (c)

124 Ships Dangerously Broken On Beaches in South Asia in Q3

There were a total of 227 ships broken in the third quarter of 2017. Of these, 124 ships ended up on beaches in South Asia for
dirty and dangerous breaking. Between July and September, one worker lost his life at a shipbreaking yard in Alang, India.
Another worker was reported seriously injured in Chittagong, Bangladesh. Due to the annual monsoon season, activities
remained slow at the South Asian shipbreaking yards over the summer months. However, when the breaking took up again in
September, one worker, Ashok Yadav, was reported killed whilst at work at shipbreaking plot no. 14 in Alang, India.
Following his death, a letter denouncing the unsafe working conditions at the shipbreaking yards in Alang was sent to Indian
Government officials by Toxics Watch Alliance. Around the same time, Md. Shohag - 21 years old - was seriously hurt while
torch-cutting a vessel at Zuma Enterprise in Chittagong, Bangladesh, when an iron plate hit him on the left foot and stomach,
causing severe injury. It is not due to a lack of awareness concerning the dire working conditions that ship owners continue to
favour the infamous shipping yards in South Asia. Rather, it is the fact that dirty and dangerous breaking brings in more
money, as there is (1) little or no investments in proper infrastructure to contain pollutants and ensure safe working conditions;
(2) the proper disposal of hazardous wastes is overlooked; and (3) migrant workers are exploited. Moreover, the prices offered
for ships this third quarter have been high in South Asia, especially when compared to the figures of the first half of the year.
Monsoon rains caused a shortage of local product being available to the domestic steel mills and have, therefore, driven prices
for end-of-life ships up. Whilst a South Asian beaching yard can pay about USD 400/LDT, Turkish yards are currently paying
slightly less than the USD 250/LDT offered by Chinese yards. Greek ship owners have, unsurprisingly, sold the most ships to the
beaching yards with 11 beached vessels this quarter, followed by South Korea and Singapore with 6 vessels each. Shipping
companies from the United States sold 5 vessels. Singaporean Continental Shipping Line remains the worst corporate dumper,
though it currently shares this position with the Greek Anangel Shipping Enterprises and the Iranian Iran Shipping Lines. In
total, these companies had three vessels each beached in South Asia in this quarter. Bermuda-based Berge Bulk, Greek
Costamare, Swedish Holy House Shipping, and American SEACOR are close runner-up’s, with two ships each sold for dirty and
dangerous scrapping on the beach. Brazilian-owned product tanker LOBATO, which was reportedly sold by Petrobras to Indian
breakers, ended up on the muddy shores of Chittagong instead. Notably, no tanker was sold to the Gadani yards in Pakistan
following the ban on tankers due to the major explosion on the ship ACES on the 1st of November of last year. Although 33 out
of the 124 beached vessels this quarter were European-controlled, only three of these had a European flag when they arrived on the beach. All ships sold to the beaching yards pass via the hands of scrap-dealers, also known as cash-buyers, that often re-register and re-flag the vessel on its last voyage. In this regard, flags of convenience, in particular those that are grey- and black-listed under the Paris MOU, are used by cash-buyers to send ships to the worst breaking locations. Almost half of the ships sold to South Asia this quarter changed flag to the grey- and black-listed registries of Comoros, Niue, Palau, St. Kitts & Nevis, and Togo just weeks before hitting the beach. These flags are not typically used during the operational life of ships and offer ‘last voyage registration’ discounts. Importantly, they are grey- and black-listed due to their poor implementation of international maritime law. Efforts to counter the shipping industry’s crave for cash at the detriment of workers and the environment in South Asia are being brought to the attention of enforcement authorities and Courts. In Bangladesh, the Platform has been successful in taking legal action to halt the breaking of the FPSO North Sea Producer, which was illegally exported from the UK in 2016. Moreover, German authorities have been asked by the Platform to hold ACL, a subsidiary of Italian Grimaldi Group, liable for the illegal export of two ships, the Cartier and the Conveyor, to India. Reference: shipbreakingplatform.org

KrisEnergy Commits To Cambodia Apsara Oil Field Development

KrisEnergy Ltd. said on Oct. 20 it has made a final investment decision to proceed with the first phase of development for the Apsara oil field, the first hydrocarbon development project in the Kingdom of Cambodia. Located in Cambodia Block A in the Gulf of Thailand, Phase 1A of the Apsara development envisages a single unmanned minimum facility 24-slot wellhead platform producing to a moored production barge capable of processing up to 30,000 barrels of fluid per day with gas, oil and water separation facilities on the vessel. Oil will be sent via a 1.5 km pipeline for storage to a permanently moored FPSO.
vessel. KrisEnergy is the operator of Cambodia Block A and holds 95% working interest. The General Department of State Property and Non Tax Revenue of the Ministry of Economy and Finance holds the remaining 5% on behalf of the Royal Government of Cambodia. The Cambodia Block A contract area covers 3,083 sq. km (1,190 sq. miles) over the Khmer Basin in the Gulf of Thailand where water depths range between 50 meters (164 ft) and 80 meters (262 ft). Once the initial Phase 1A platform is on stream, there will be a period to monitor reservoir performance before commencing Phase 1B, which envisages up to three additional platforms producing to the Phase 1A facilities. A Phase 1C will potentially add up to six additional platforms for the full 10-platform Apsara development.  

Source: E&P Magazine

CMA CGM carriers team up to launch new intra-Asia service

By: Greg Knowler

APL will team up with fellow CMA CGM group member Cheng Lie Navigation on a new Korea service that will expand the Singapore-based carrier’s intra-Asia footprint. The weekly Korea China Straits (KCS) service will serve the key Asian markets of China, Korea, Singapore, Malaysia, Indonesia, and the Philippines. It will link Nansha in South China to the Straits of Singapore, Port Klang, and Indonesia; offer transit between Indonesia and Manila; and call at Lianyungang in Jiangsu, a city few carriers provide access to. “Today, intra-Asia container volume accounts for one-sixth of all containers moved globally,” said Nicolas Sartini, APL chief executive officer said. “We see further growth prospects in this trade where APL is seeking to be a major player.” The KCS service will be operated with five Panamax vessels through a vessel sharing agreement with fellow CMA CGM’s specialist intra-Asia carrier Cheng Lie Navigation, and the first southbound sailing from Dalian will be on Nov. 18. The port rotation will be Dalian, Xingang, Lianyungang, Kwangyang, Pusan, Shanghai, Nansha, Singapore, Port Klang, Jakarta, Surabaya, and Manila. APL said the KCS service would reinforce its footprint in intra-Asia where APL wanted to fortify its presence as a leading ocean carrier, despite the presence of its regional sister line Cheng Lie. The service injects new capacity that will enable APL to transport shipments from North Asia to its network of ports across Southeast Asia. Cheng Lie is also expanding its intra-Asia presence and today announced a new service covering China, Vietnam, and Indonesia. The CVI service will be launched on Nov. 14 and its port rotation will be Ningbo, Shanghai, Xiamen, Shekou, Ho Chin Minh, Jakarta, Semarang, and Surabaya. Earlier this week APL signed an agreement with APL’s Taiwan branch and Taiwan International Ports Corporation Ltd, to renew APL’s terminal lease at the Port of Kaohsiung. The deal retains APL’s current terminal plot in the Kaohsiung port for another 10 years from Jan. 1. The terminal currently receives vessels from APL and other carriers, including parent CMA CGM. With an annual capacity of 1.5 million TEU, the facility has a productivity rate of 36 container moves per hour. Operating two cargo berths with a linear quay length of 640 meters and draft of 15.2 meters, the APL-operated terminal is equipped to handle ships of up to 14,000 TEU. Source: The Journal Of Commerce

CMA CGM ranks 7th on Trainees’ Favorite Companies List

The CMA CGM Group, a world leader in maritime transport, is pleased to announce that it is ranked 7th this year in the Happy Trainees ranking, a ranking which lists companies of all nationalities, located in France or abroad, which provide the best...
internships. After reaching 11th place last year, CMA CGM has now joined the top 10 of the top companies rated by trainees for the first time this year.

For this category, the survey conducted by Choosemycompany.com was sent to 104 students between September 1, 2016 and August 21, 2017. Trainees evaluated the host companies on the following six main criteria:

- Professional growth
- Stimulating environment
- Management
- Motivation
- Pride
- Fun and pleasure

On this occasion, CMA CGM Group Secretary General Thierry Billion, said:

“We are particularly proud to obtain the Happy Trainees label for the third consecutive year, which rewards the way we welcome and integrate our trainees. This index places us among the best companies in which to have one's first professional experience. This label also shows that CMA CGM, a growing company in France and internationally, offers fascinating internships to young people."  

Source: CMA CGM

---

Substantial growth in global box trade fails to bring about higher rates

EXPORTS from China were up 11.1 per cent to 192 million TEU in September, but container freight rates declined in all trades, reports Alphaliner. Unlike other peak seasons, there were no reports of space shortages, as carriers added extra ships, a move that mystified shippers at the recent Journal of Commerce TPM Asia conference in Shenzhen. Shippers noted how rates on the Asia-Europe run were strong and carrier profitability improved dramatically in the first half.

The brandnew 2017 delivered **NYK Falcon** outbound from Antwerp navigating the Westerschelde  

*Photo: Willem Kruit*
“But then what do they do? They deploy extra loaders and the freight rate starts to come down. Where is the sense in that?” one shipper asked the gathering. While the total TEU capacity deployed in these extra loaders is not yet available, SeaIntel data shows the Asia-North Europe trade will be saddled with a 14 per cent excess of capacity in the fourth quarter that will require the blanking of 193,000 TEU. Said APL chief executive Nicolas Sartini: “Sometimes there is a misalignment between capacity and demand, but we know how to handle these situations.” Solid demand in the first half continued in the third quarter and global box growth was on track to surpass six per cent in 2017, said Alphaliner. “Predictions that the container trade was expected to grow on par with GDP, proved pessimistic, though volume growth is unlikely to see a return to the two to three times GDP ratio that it had enjoyed prior to 2008,” said Alphaliner. In the Asia-US west coast run, rates began to decline after July 28, and on the Asia-US east coast trade, the decline began in early August, with both the rates on routes 30 per cent down year on year. US volume reported record increases though. Long Beach saw throughput rocket by 28.3 per cent, the Port of Virginia was up 8.2 per cent, and South Carolina Ports Authority reported a 10 per cent growth. Savannah handled more than one million TEU in the first quarter of its financial year 2018, up 5.8 per cent year on year. European port throughputs are not yet in, although Rotterdam volume was up 10 per cent in the first nine months of 2017 to 10.2 million TEU. Solid performances are also expected at Antwerp, Le Havre and Hamburg. Carriers are aggressively trying to raise rates on the Asia-Europe/Med and Asia-North America trades, with some carriers, such as Hapag-Lloyd, hitting the market with a rate increase every two weeks until mid-November. Source: Schednet

Azamara is getting a new ship: The vessel that took Americans to Cuba

BY CHABELI HERRERA
Azamara Club Cruises’ new ship will be familiar to local cruisers: The Miami-based line is refurbishing Adonia, the vessel that took Americans to Cuba again after a 50-year hiatus. The ship was originally a sister ship to Azamara’s two current vessels, Azamara Journey and Azamara Quest, before most recently being part of P&O Cruises UK’s fleet, then moving to Carnival Corporation’s now-defunct Fathom line, and back to P&O. Adonia, which had capacity for 704 passengers, will get a major transformation — the largest in the cruise line’s history — to become the third ship in Azamara’s fleet, and will be re-branded as the Azamara Pursuit. The Pursuit’s renovation will be similar to the 2016 updates to its sister ships Journey and Quest. Those included refreshed cabins, a new Pool Grill & Bar and new open-air venues. “Our family is growing,” said Larry Pimentel, president and CEO of Azamara, which is part of parent company Royal Caribbean Cruises, in a promotional video for the new ship. “The Azamara Pursuit will take us to ports we’ve never visited, and return us to a few we haven’t seen in quite some time.” The ship represents a 50 percent expansion to the line’s portfolio. It is set to debut in March 2018. Source: miamiherald

LAKE ONTARIO approaching the IJmuiden lock inbound for Amsterdam photo: Simon Wolf (c)

Maersk COO sees carriers consolidating into a few mega companies
MORE mergers in ocean shipping are expected by Maersk Line chief operating officer Soren Toft, though once consolidation reduces the field to a few companies, he sees the focus shifting from cost-cutting to value-added services like cutting turnaround times. "We expect that within - I cannot give a timeframe on it - that you will see maybe a handful of shipping companies, a bit like what you see in the courier express industry, where there're only three global companies," said Mr Toft, reported Singapore's Straits Times. Consolidation in container shipping has had major carriers swallowed by rivals with South Korea's Hanjin Shipping declaring bankruptcy with Maersk buying Germany's north-south specialist Hamburg Sud. In July, China's Cosco, which already merged with fellow state-run carrier China Shipping (CSCL), made a US$6.3 billion offer for the parent company of OOCL of Hong Kong and Germany's Hapag-Lloyd bought United Arab Shipping Co (UASC) of Kuwait.

The Kotug Smit operated Damen Shipyards built tug ROTTERDAM operating in Rotterdam-Europoort
Photo : Kees Bustraan © CLJ CK at the photo & hyperlink in the text!

Baltic index snaps 12-session rally on lower rates for bigger vessels

The Baltic Exchange’s main sea freight index, tracking rates for ships carrying dry bulk commodities, dipped for the first time in 13 sessions on Friday, on lower rates for capesize and panamax vessels. The overall index, which factors in rates for capesize, panamax, supramax and handysize shipping vessels, lost 4 points, or 0.3 percent, to close at 1,578 points. The index however has risen for a third straight week, gaining 6.3 percent.
The capesize index ended down 41 points, or 1.29 percent, to close at 3,145 points on Friday, a day after it hit a near three-year high. Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, were down $275 at $22,145. The panamax index slipped 5 points, or 0.3 percent, to 1,643 points. Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, fell $26 to $13,223. Among smaller vessels, the supramax index rose 10 points to end at 1,126 points, while the handysize index increased by 6 points to close at 679 points. Source: Reuters (Reporting by Sumita Layek in Bengaluru; Editing by Martina D’Couto)

Nakilat announces financial results for third quarter of 2017

Nakilat concluded its financial results for the nine-month period ended 30 September 2017, with a net profit of QR 607 million compared to QR 749 million of the same period last year in 2016. The lower profit was mainly attributed to the effect of changing the estimated scrap value of vessels in accordance with applicable International Accounting Standards and the lower number of charter hire days in the current period compared to the same period last year (2016 was a leap year). On the other hand, the company effectively maintained its operating expenses and reduced its finance costs due to timely repayment of the periodic loan installments. The Board of Directors noted that Nakilat’s strategic long-term charters for its LNG vessels have ensured a stable business profile. The Board also reaffirmed their steadfast commitment to Nakilat’s growth and development strategy, in line with Qatar’s National vision 2030. The Company’s prudent and effective strategic planning is well reflected in its successful completion of the first phase of fleet management transition. This along with the agreement signed with Hoegh LNG to collaborate on exploring opportunities within the FSRU market, further solidifies Nakilat’s position as a global leader in energy transportation and maritime services. Nakilat Chief Executive Officer (CEO) Eng. Abdullah Fadhalah Al Sulaiti said, “We are constantly exploring and capitalizing on various strategic business opportunities to diversify our business portfolio and align with our vision to be a provider of choice for energy transportation and maritime services. Our strategic growth is sustained through our dedicated workforce who continuously strive towards excellence, without compromising safety in our daily operations. We remain committed to our mission of seeking more opportunities for further growth and for the benefit of our shareholders”.

Gulf Island Shipyards to build icebreaking tug

Gulf Island Shipyards, Houma, LA, has been awarded an $18.14 million contract to build an ice class, Z-drive tug for the Saint Lawrence Seaway Development Corporation (SLSDC). The multi-purpose tug will be designed to provide icebreaking/ice-management services on the St. Lawrence Seaway, handle buoys, and push SLSDC’s two buoy and gate lifter barges. The tug will also be capable of secondary roles in fire-fighting, pollution response, and ship assist. To be classed by ABS as an ice class tug, the 118 ft x 45 ft, all-steel vessel will have an ice-breaking bow form, with a design draft of 16 ft.
Propulsion for the tug will be supplied by two controllable-pitch Z-drive propulsion units, each driven by a high-speed diesel engine. Deck machinery will include a heavy-duty deck crane, a stern roller, and shark jaws to allow the tug to handle buoys on its aft working deck. While the tug will be is designed for operation with an unmanned machinery space with a minimum crew, it will have accommodations for a crew of up to 14. The tug will also be designed to minimize noise and vibration through the use of resilient mountings for the main and auxiliary engines, isolation for all exhaust system components, and the use of viscoelastic floating floor systems and sound absorbing lining, partitions, and ceilings throughout the accommodations and control spaces. Gulf Island Shipyards is expected to deliver the tug in the spring to summer of 2019. Source: Marinelog

According to yet unconfirmed information, container ship MSC GIANNINA reported missing Captain, most probably on Oct 19 in vicinity 13 53N 013 43E, Tyrrhenian sea, while en route from Gioia Tauro to Genoa, Italy. Vessel said to continue voyage under command of Chief Officer, arriving at Genoa in the morning Oct 21. she was berthed at Polmare Terminal. 54-year old Captain is of Ukrainian nationality. Container ship MSC GIANNINA, IMO 9141780, dwt 29700, capacity 2052 TEU, built 1997, flag Portugal, operator MSC MEDITERRANEAN SHIPPING CO. Source: Maritime Bulletin

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS?
CLICK HERE AND REGISTER FOR FREE!
Strike threat over return of ‘flying coffin’

Workers say they have no confidence in Super Puma helicopter after deaths of more than 30 people in offshore crashes

By: Mark Macaskill

Tens of thousands of offshore workers in Scotland will be urged to strike if a helicopter involved in a spate of accidents returns to service. Pat Rafferty, the Scottish head of Unite, the union, has threatened to ballot members if the Super Puma, an aircraft once routinely used to ferry workers to North Sea rigs, is reintroduced. The helicopter was grounded across Europe last year in the wake of a crash in Norway but restrictions were lifted in July by the Civil Aviation Authority (CAA). Source: Sunday Times
Carnival sent out the following message that has the return dates to all four cruise ports:

“We’d like to take this opportunity to remind you that our Caribbean destinations are open for business... and they’re looking forward to welcoming folks back to their beautiful islands! We have finalized our schedule of future calls to the few remaining ports that had not yet been added back to our itineraries following the recent hurricanes.

We will be resuming visits to Grand Turk in less than two weeks, calls in San Juan on November 30 and visits to St. Thomas and St. Maarten at the beginning of January. I hope you are as excited as we are at this great news!

The Caribbean continues to be the cruise industry’s most popular cruising region and we here at Carnival, along with our destination partners, greatly value your business and look forward to providing you with a truly memorable and exceptional vacation experience. I would also like to take this opportunity to assure you that, while the Caribbean region recovers from the hurricanes, Carnival is continuing to provide support to our friends and partners impacted by the storms. Over the past many weeks, we have provided deliveries of supplies to different Caribbean islands. We have also been fundraising and, in total, the Carnival Corporation family has committed $12.5 million to hurricane relief. And just recently we charted the Carnival Fascination to FEMA to house relief workers in St. Croix.

If you have any questions about particular destinations, we encourage you to visit the Florida Caribbean Cruise Association [Indicates external site which may or may not meet accessibility guidelines. Opens in a new tab.] for more information.

We look forward to welcoming you aboard soon!

Sincerely,
Christine Duffy
President, Carnival Cruise Line”

Finnpilot Pilotage Ltd joins the ITS Finland network

As of 19 October, Finnpilot Pilotage Ltd is part of the Intelligent Transport Systems Finland (ITS Finland) association that aims to create concrete intelligent traffic services to benefit residents and businesses in Finland. Finnpilot brings, in particular, its valuable navigational expertise to the network.

ITS Finland is a co-operative forum in which public agencies, research institutions and businesses work together towards the development of intelligent traffic and transportation solutions. From this collaboration, Finnpilot hopes to learn, in particular, successful practices and technologies used in other modes of transportation and their autonomous systems projects.

“For us, ITS Finland provides another means of getting involved in the development of the future of navigation. Finnpilot can contribute to the network with its broad expertise in vessel manoeuvring and fairway navigation, expertise which no other organisation in Finland possesses. We employ 150 professional master mariners, whose competence will, through the network, further enhance the development of intelligent traffic. Finnpilot’s own objective is to work collaboratively with different actors to create a functional electronic pilotage concept,” explains Kari Kosonen, CEO of Finnpilot Pilotage Ltd.

“We are particularly thrilled with Finnpilot’s membership in ITS Finland,” says Marko Forsblom, CEO of ITS Finland. “Intelligent navigation solutions are a dynamically growing field worldwide and Finnpilot’s expertise in this area provides an exceptional foundation for the development of future solutions. Finnpilot is the first maritime-related member of our network and we are looking forward to initiating co-operation in the area of intelligent maritime traffic.”

The main task of ITS Finland is to further the deployment of concrete ITS services and to advance the necessary business conditions as well as to promote knowledge about the social impacts of information and communication technologies. These
methods are employed to improve the safety, performance, efficiency and environmental-friendliness of transport modes and to solve the problems encountered in road, water, rail and air traffic.

ITS Finland is a non-profit network for intelligent transportation solutions that includes more than one hundred member organisations. In addition to key actors within traffic and transportation, the broad membership also includes representatives of the public sector, the fields of research and education and the corporate sector. ITS Finland is part of the worldwide Network of National ITS Associations. Source: Portnews

Girl’s fatal fall aboard cruise ship in Miami raises concerns over safety

By Fredrick Kunkle

A child’s fatal fall aboard a cruise ship a week ago appears to be an unusual accident, but it still may raise concerns about safety for potential passengers traveling with children.

An 8-year-old girl — identified by local media as Zion Smith, from the Bahamas — fell two stories from an interior deck on the Carnival Glory to another deck below while the cruise ship was docked at PortMiami, according to Miami Dade Police Department and the cruise line.

Zion had been waiting to disembark with her family about 8:15 a.m. and was watching from a railing with her little brother as another crowd disembarked below when she fell, the Miami Herald reported. She was taken to the ship's medical center and then transferred to a hospital, where she died. Jennifer de la Cruz, a spokeswoman for the cruise line, said in an email that the Oct. 14 fall appears to be an accident and that the railing where the girl is believed to have fallen was 47 inches high. De la Cruz referred further questions about the incident to police but also offered reassurance for vacationers who might be reconsidering taking a child on a cruise.

“We hold broad appeal to the family market based on the fun, safe and secure vacation experience we provide,” de la Cruz said. She said Carnival carries more families than other cruise line in the world: an estimated 800,000 children are expected to sail with the line in 2017.

Carolyn Spencer Brown, editor of Cruise Critic, an online publication that carries news and consumer reviews of cruises, agrees. “Kids clubs are a wonderful place for kids to play with others their age, and there are also tons of onboard activities for families to enjoy together,” she said.

Brown, a former Washington Post staff writer, said cruises are fine for families with children, from toddlers on up — although she cautioned that the majority of cruise lines do not have lifeguards at onboard swimming pools, so it’s swim at your own risk. She said several lines, such as Disney Cruise Line, Royal Caribbean, and Norwegian, are an exception and have begun using lifeguards.

“Horribly unfortunate incidents can occur at sea — just as they can on land or by air,” she said. “While these incidents can be quite scary, it’s important to remember that the number of these cases are quite low, as compared with the number of worldwide travelers each year.”

Even as passenger capacity grew by nearly 42 percent, the number of operational incidents remained virtually unchanged, the Cruise Lines Industry Association (CLIA) says, citing a consultant’s study from 2009-2016. The association’s report also says that the cruise ship’s fatality rate during that period of 0.15 per billion passenger miles was higher than that of airlines in the world (0.09) but well below the rate for U.S. highway fatalities (7.4) and rail (8.8). The report also found that the number of man-overboard incidents and fatalities also had declined. Cruise lines operating in the United States must adhere to federal and international laws. These include U.S. Coast Guard regulations and the International Convention for the Safety of Life at Sea, which is overseen by the United Nations’ International Maritime Organization. The U.S. Department of Transportation compiles incident reports, ranging from homicides to major thefts, from nearly a dozen major cruise lines. From April to June 2017, for example, the DOT reported 30 incidents among the cruise lines, including a missing person and 19 sexual assaults involving passengers.

The National Transportation Safety Board (NTSB) has the authority to investigate significant maritime accidents, including those involving cruise ships. Earlier this year, the NTSB released its report on a May 2016 docking accident involving the Carnival Pride in Baltimore. The ship, with passengers aboard, struck a gangway that collapsed on three parked vehicles. No one was injured but the accident caused more than $2 million in damage. The NTSB also held a two-day forum on cruise ship safety in 2014. But the NTSB press office said the agency does not monitor or collect statistics on the overall safety of the industry or individual lines. The Coast Guard conducts safety inspections on all U.S.-flagged cruise ships and any that take on passengers in U.S. waters, said Lt. Cmdr. Eric S. Jesionowski, who is National Technical Advisor for the Cruise Ship National Center of Expertise. The vessels must meet national and international safety regulations concerning fire prevention, evacuation
procedures, lifeboat adequacy and other areas. The agency also investigates any serious incidents if those occur on U.S. territory or in territorial waters, Jesionowski said. 

Source: Washington Post

Maersk Line lands award for sustainability collaboration

Philips Lighting and Maersk Line were awarded the “Business to Business Partnership of the Year” at the Responsible Business Awards 2017, Maersk Line said in its press release.

Maersk Line has won a responsible business award for its Carbon Pact partnership with Philips Lighting, which was praised as a “scalable solution addressing the significant challenge with carbon emissions in the supply chain”.

On October 16, the collaboration received recognition at the annual Responsible Business Awards ceremony in London, taking home the award for “Business to Business Partnership of the Year” within the category of “Supply Chain Sustainability”.

The Carbon Pact is a partnership in which Maersk Line is helping Philips Lighting realise its ambition of making the planet more sustainable. For Philips Lighting, being sustainable is not just about selling low-carbon technology. It is about changing the way business is done entirely. Last year the company introduced strict targets for its operations and has publicly committed to become carbon neutral by 2020 The Carbon Pact supports this ambition, as Maersk Line expects to reduce carbon emissions related to containers shipped for Philips Lighting by 20% before 2020.

“The Carbon Pact commits both companies to be transparent around carbon emissions,” says Kaisa Helena Tikk, Global Sustainability Advisor in Transport & Logistics “We discuss customers’ sustainability challenges and identify actions to jointly work on, as well as look at trading patterns and developments in our fleet to suggest how to reduce carbon footprint five years from now. Since the Pact was signed in 2016, Philips Lighting has saved around 1,200 metric tonnes of CO2 compared to the industry average by shipping with Maersk Line. The 8th annual Responsible Business Awards is organised by Ethical Corporation. Philips Lighting and Maersk Line won the ‘Business to Business Partnership of the Year’ category with their Carbon Pact. Among other companies shortlisted for this award in 2017 are ING Bank, Timberland, United Airlines and Ford Motor Company Fund. 

Source: portnews

NAVY NEWS

Date set for commissioning of new US Navy ship in Buffalo

A date has been set for the commissioning of a new U.S. Navy warship in Buffalo later this year.

The USS Little Rock commissioning committee received word Wednesday from the ship’s commander that the $360 million vessel known as a littoral combat ship will be commissioned Dec. 16 at Canalside on Buffalo’s Lake Erie waterfront. It will be the first time in the Navy’s 242-year history that a new ship will be commissioned alongside its namesake. The Buffalo and Erie County Naval and Military Park is home to three World War II vessels, including the USS Little Rock, a light cruiser
**HMS OCEAN L12** arrived at Gibraltar for a short visit after returning from her aid mission to the British Overseas Territories suffering the effects of the recent hurricanes. She will then assume NATO tasking in the Mediterranean and assume the role of flagship for SNMG2. Her Ships' company will also attend the 212 anniversary of the Battle of Trafalgar Remembrance ceremony at the aptly named Trafalgar Cemetery in which the casualties of that battle are interred. **Photo : Francis Ferro (c)**

**SAAB chooses KONGSBERG Naval Sonars for Göteborg-Class Corvettes**

**Shallow water, medium frequency sonar for Anti-Submarine Warfare applications**

Advanced naval solution based on leading KONGSBERG subsea technology for commercial customers

Kongsberg Maritime has been selected to deliver ST2400 VDS (Varial Depth Sonar) systems for Anti-Submarine Warfare applications (ASW) to the Royal Swedish Navy as part of SAAB's upgrade program for the Göteborg-Class Corvettes fleet. The main purpose of the ST2400 VDS is to detect submarines, mines and Unmanned Underwater Vehicles in littoral waters. The ST2400 VDS upgrade will strengthen the Göteborg-Class Corvettes Anti-Submarine capability operating in the Baltics. The ST2400 VDS is a medium-frequency sonar designed with an emphasis on improving performance and operation in shallow waters. It features a compact design, weighing under 3 tonnes and can be rapidly deployed for high speed manoeuvring in addition to full stop (dipping mode). Key features of the ST2400 VDS include omni and sector transmission, electronic map overlay, sound propagation model, advanced tracking and detection, as well as a built-in simulator for training. The system overcomes traditional towed array sonar issues with ambiguity, buoyancy and omni coverage.

Kongsberg Maritime Subsea Naval, Director of Sales, Thomas Hostvedt Dahle said: “We are pleased to strengthen our position within littoral ASW and especially in the Baltics and in Sweden. The Royal Swedish Navy has seen the ST2400 VDS in action on our test vessel in Horten (Norway) and experienced its capabilities already operated by the Finnish Navy in Baltic exercises. The ST2400 VDS is unique as it’s a compact package with coverage and performance that can overcome challenging acoustic environments while not limiting a ship’s manoeuvrability.” Kongsberg Maritime has developed and manufactured Naval sonars for anti-submarine warfare and mine hunting based on its portfolio of technology for subsea applications in offshore, seismic and merchant marine for more than 30 years. These Military-Off-The-Shelf Naval products take advantage of the rapid development and comparatively low-cost production of commercial products and adapting them to naval application and user requirements. For more information, please visit: [https://www.km.kongsberg.com/](https://www.km.kongsberg.com/)

**USS Ronald Reagan visits S. Korean port after weeklong joint naval drills**

**By MARCUS FICHTL | STARS AND STRIPES**

The USS Ronald Reagan and its strike group of ships, aircraft and sailors made a port call Saturday in Busan after a week of naval drills with South Korea. The nuclear-powered aircraft carrier, which is based in Yokosuka, Japan, arrived on the divided peninsula during a period of heightened rhetoric between North Korea and Washington over the communist state’s nuclear weapons program.

The North has threatened “unimaginable” strikes after the drills as American aircraft carriers in particular continue to be a favorite target of Kim Jong Un’s propaganda machine. A series of videos on North Korea’s state run website showed simulations of missile strikes destroying the aircraft carriers and their fleets earlier this year. Rear Adm. Marc Dalton, commander of the Ronald Reagan strike group, said the joint drills were routine and a consequence of a 64-year alliance of mutual defense.
Sailors aboard the USS Ronald Reagan line up to leave the aircraft carrier for a weekend of liberty at Busan, South Korea, Saturday, Oct. 21, 2017. “This port visit is the perfect ending to this regularly scheduled exercise with our Republic of Korea Navy counterparts,” he said.

The five-day drills that ended Friday involved fighter jets, helicopters and 40 naval ships and submarines from the two countries training for potential North Korean aggression. In an apparent show of force against North Korea, the U.S. also sent several of its advanced warplanes, including four F-22 and F-35 fighter jets and two B-1B long-range bombers, for an air show and exhibition in Seoul that began on Tuesday. The Ronald Reagan, which also docked in Busan last October, is the latest in a series of U.S. warships and aircraft to travel to South Korea in a show of military might and commitment to the decades-old alliance between the countries.

A Filipino child waves as the guided-missile destroyer USS Halsey gets underway in Subic Bay, Philippines, on Oct. 17, 2010, Pearl Harbor-based warships will beef up US forces in Western Pacific While local South Koreans greeted the sailors in traditional dress and Busan businesses will surely benefit from the thousands of sailors swarming the city ready to empty their wallets after being pent up at sea, not everyone was excited about the massive ship showing up on South Korea’s southern doorstep. A large sign saying “U.S. troops go home” and an accompanying song greeted the sailors at the naval base’s front gate. A group of older fishermen sat ambivalent along docks worrying more about the day’s catch than the U.S. ships. Source: Stars & Stripes

SHIPYARD NEWS

Explosion at Mississippi Shipyard Leaves Employee Critical

PASCAGOULA, Miss. (AP) — An employee at a Mississippi shipyard has been hurt after an explosion at the facility. WLOX-TV reports the incident at Ingalls in Pascagoula happened Friday morning.

Ingalls spokesman Bill Glenn says a shipfitter was performing hot work in a unit when the incident happened about 8:30 a.m. Family members tell the television station the employee suffered wounds over 78 percent of his body. Glenn says the employee has been transported to USA Medical Center in Mobile, Alabama, for further care. A Singing River Health System official says the injured worker was first treated at their facility before being transferred in critical condition. No other injuries were reported.

Glenn said the facility was open and operating Saturday and the incident remained under investigation. Source: US News
Nb. 445 ‘Snow Crystal’ launched at the Westerbroek yard of Ferus Smit

On Saturday the 21st of October, Nb. 445 was successfully launched at the Westerbroek yard of Ferus Smit, the company said in its press release. Nb. 445, named as ‘SNOW CRYSTAL’ is the first ship in a series of two from a new design that was developed for Erik Thun AB from Lidkoping, Sweden. It is planned to replace the ‘SNOWSTAR’ and ‘ICESTAR’, ships that were built approximately 20 years ago for the same owner. Nb. 446 will follow hereafter as a full sistership, although she will be lengthened by 15.6 mtr. Nb. 445 and Nb. 446 are mini bulkers with iceclass 1A and 2 cargo holds. Their design is dedicated to some specific trades in the Baltic region. The breadth of the ships is limited to 13.35mtr, to be able to fit into the locks of the Trollhattan Canal, which will only be applicable for the shorter built. The ships are characterized by their extremely high deadweight of 5680 / 6550 tons. The propulsion installation consists of a 1950 kW Wartsila main engine running on MDO fuel, and driving a nozzled CP propeller. The accommodation will be suited for a crew of 8 persons. Photo : Henk van der Lugt © CLICK at the photo to view the movie of the launch !

ROUTE, PORTS & SERVICES

WE DELIVER!

Redwise

www.redwise.com
Eni looks to strengthen ties with Rosneft, maybe in LNG

Italian oil and gas group Eni is keen to strengthen ties with Russia’s Rosneft and could forge a partnership in the liquefied natural gas (LNG) sector, its chairwoman said on Thursday. In May this year, Eni extended a cooperation agreement with Rosneft to explore the Russian Barents Sea and the Black Sea, and consider further opportunities together. “We are discussing a series of projects ... and are talking for a possible partnership in LNG,” Emma Marcegaglia said at an energy conference. Eni, which in recent years has uncovered around 115 trillion cubic feet of gas in Mozambique and Egypt, said earlier this year it was looking to develop its LNG business worldwide. The state-controlled major recently sold a 30 percent stake in its giant Zohr gas field in Egypt to Rosneft and the Russian energy giant has an option to buy a further 5 percent. Speaking at the same conference, Rosneft CEO Igor Sechin said the Russian company was happy with its investment in Zohr. “We are looking positively at the matter to realize this option,” he said. Sechin said Rosneft would start drilling activity with Eni, and Italian oil service group Saipem, in the Black Sea at the end of December. Eni has three licences with Rosneft in the Black Sea and Barents Sea. Source: Reuters (Reporting by Stephen Jewkes and Giancarlo Navach; Editing by Mark Potter)

Ophir Energy signs new offshore exploration contract in Equatorial Guinea

Ophir Energy has signed a new production sharing contract (PSC) with the Ministry of Mines and Hydrocarbons of Equatorial Guinea and national oil company GEPetrol for Block EG-24 in offshore Rio Muni. With this new contract, Ophir Energy has entered a second oil and gas block in the country. The company is currently building a deepwater floating liquefied natural gas project in the Block R of Equatorial Guinea. Block EG-24 is one of 20 exploration areas marketed during the EG Ronda 2016 licensing round. Situated towards the west of the producing fields Ceiba and Okume, the block covers an area of nearly 3,537km². Republic of Equatorial Guinea Minister of Mines and Hydrocarbons Gabriel Mbaga Obiang Lima said: “Ophir Energy is already an innovative and committed investor in Equatorial Guinea through Block R and the Fortuna FLNG project. “We are delighted to welcome our partners to explore Block EG-24, which shows amazing signs of yielding enormous oil and gas reserves. “This new deal is a vote of confidence in the oil and gas sector in Equatorial Guinea and the result of a very well-received global licensing round for a country like ours that has a drilling success rate above worldwide average.” The Block EG-24 PSC provides Ophir an initial exploration period of two sub-periods of two years along with two extensions of one year each. During the exploration period, it will purchase and process existing seismic readings, as well as acquire and analyse 3,000km² of new 3D data. If a commercial discovery is made, the PSC mandates a development and production period of 25 years with one five-year extension. Ophir Energy will operate the block with an 80% interest, while GEPetrol will have the remaining 20% stake. GEPetrol has the option to increase its stake by additional 10% in the property, subject to commercial discovery. Source: offshore-technology
Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven

.... PHOTO OF THE DAY .....