



**Number 137 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 17-05-2013**

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

This is a promotional advertisement for the P-Trap system. It features a large red and white ship, the 'DOCKWISE', sailing on the ocean. The ship is equipped with a blue and white striped canopy. A dashed orange line highlights the ship's hull. In the top left corner, a red banner reads 'SAS AWARD WINNER'. The text 'P-Trap' is prominently displayed in large, bold, blue and red letters. To the right, the text 'Simple and Effective Design for Defense Against Piracy' is written in white. At the bottom left, the contact information 'Westmark BV | The Netherlands | Phone +31 (0)33 461 48 44' is provided. At the bottom right, an orange box contains the text 'Visit the new website www.PTrap.com'.

See also : <http://www.youtube.com/watch?v=Nq8yPtNKFi0>



**HAPAG Lloyds NEW YORK EXPRESS anchored of Singapore last Wednesday evening**  
**Photo : Piet Sinke ©**

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

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

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

## EVENTS, INCIDENTS & OPERATIONS



Dockwise heavy lift vessel **BLUE MARLIN** East Bound in the Johor Strait Eastern Part during heavy rains  
Photo : **STYLES IMAGES** ©



# Bibby Offshore completes hyperbaric evacuation trials on entire DSV fleet

**Bibby Offshore** has completed hyperbaric evacuation trials across its entire Diving Support Vessel (DSV) fleet.

The company claims it is the only company worldwide to have carried out this procedure on its entire fleet, which includes Bibby Sapphire, Polaris and Topaz, and the only diving contractor with audited outcomes using performance based standards for this level of contingency planning. The trials involved mating a Self-Propelled Hyperbaric Lifeboat from the DSV to a Portable Hyperbaric Reception Facility onshore, deployed by Mimir Marine.



The onshore facility is specifically designed to accept divers transferred from the isolation of a lifeboat in the event of vessel abandonment. Specialist technicians from Mimir Marine were also present to support the hyperbaric evacuation training exercise.

Left : The **BIBBY POLARIS** moored in Aberdeen **Photo : Mike Meade – M3 Marine ©**

Nigel Kenrick, Diving and Dive Systems Operations Manager at Bibby Offshore said: "We are fully committed to being a leader in diver safety in this industry and the successful completion of the evacuation trials confirms that we are exceptionally prepared to receive an SPHL operationally, should an evacuation situation arise.

"We successfully completed a trial on the **Bibby Sapphire** in August last year, with commendation from diving authorities within two major oil and gas operators. This latest

trial confirms that our SPHL evacuation plans meet the required standard across our entire DSV fleet."

The recent trial involved a simulated dockside rescue of divers from the Topaz hyperbaric lifeboat. This was the first time Bibby Offshore had trialled with the **Bibby Topaz** lifeboat and the simulated transfer of the divers was completed within three hours of the lifeboat arriving on the quayside.

Bibby Offshore's Chief Executive Howard Woodcock said: "Evacuation contingency plans must run like clockwork and the repeatability of these exercises enhances their strength.

"To ensure that we are able to respond as quickly as possible, we have taken a proactive and unique approach to our evacuation planning strategy by mating different lifeboats from different vessels in a number of dockside locations. Safety of our staff is imperative to Bibby Offshore and we are proud to be the first company internationally to have completed this essential trial on the entire fleet." **Source : Offshore shipping Online**



**ARE YOU READY TO  
JUMP IN AT THE  
DEEP END?**

- > Mares DPO
- > Electricians
- > Offshore Technical Inspector
- > Technical Superintendent
- > [www.careersathmc.com](http://www.careersathmc.com)



## Tidewater (TDW) to Acquire Troms Offshore Supply in \$395M Deal

**Tidewater Inc.**, through a wholly-owned subsidiary, has entered into an agreement with **HitecVision** to purchase **Troms Offshore Supply AS** ("Troms Offshore") for approximately \$395 million. The acquisition of Troms Offshore, headquartered in Tromsø, Norway, will expand Tidewater's global footprint into the Norwegian sector of the North Sea and supplement Tidewater's experience and vessel fleet operating in harsh environments, including cold climates. The Troms Offshore-owned fleet is expected to include five large, modern and technically-advanced deepwater Platform Supply Vessels (PSVs) at closing. In addition, Troms Offshore has one additional deepwater PSV under construction at the VARD Aukra yard in Møre og Romsdal, Norway and an option to build a seventh vessel.

"We are committed to effectively serving our customers on a global basis and meeting their evolving needs, especially in challenging environments. We believe that the Troms Offshore management team, shore-based employees, mariners and fleet will help us deliver on that service commitment," said Jeffrey M. Platt, President, CEO and Director of Tidewater Inc. "Troms Offshore's expertise, relationships and location in Northern Norway provides Tidewater with a unique entry point into the Norwegian sector of the North Sea and cold water markets, including the Barents Sea, Greenland and Eastern Canada. We look forward to the Troms Offshore team supplementing our presence in these markets and helping us to meet growing requirements from customers. We will bring Tidewater's technical, financial and other resources to help expand the existing business with an expectation to grow the number of employees and vessels servicing these markets."

"We are very much looking forward to joining the Tidewater group," said Mårten Lunde, Troms Offshore's Chief Executive Officer. "Troms Offshore has built a strong business in Norway and the U.K. with modern vessels working in challenging conditions, including Arctic applications. This transaction is a recognition of the strategy, focus and competence provided by our staff at all levels across the fleet and onshore. At the same time, we are now at a stage where joining a truly global company with a worldwide customer base, resources and infrastructure will greatly expand our potential opportunities."

The purchase price includes \$150 million in cash and the assumption of approximately \$245 million of combined Troms Offshore obligations, comprised of net interest-bearing debt and remaining installment payments on vessels under construction. The stock purchase agreement also contemplates possible additional cash consideration, the payment of which is contingent upon future financial results of Troms Offshore in 2014-2017.

The acquisition is expected to be completed in the second calendar quarter of 2013, subject to regulatory and other approvals, including the Norwegian Ministry of Industry and Trade. Lazard acted as Tidewater's financial advisor in the transaction. **Source : Street Insider**



The **FREJA POLARIS** enroute Rotterdam – **Photo : Henk van der Heijden ©**

## Taiwan to sanction Philippines, send ships over killing

Taiwan recalled on Wednesday its envoy to the Philippines, froze applications for work permits and ordered military exercises in waters between the two sides to press a demand for an apology for the shooting death of a Taiwanese fisherman. A spokesman for Philippine President Benigno Aquino later said a formal apology was being offered to the "appropriate authority" in Taiwan.

The row is the latest flare-up in tension in Asian seas where disputes in various places between various countries have raised fears of conflict in the economically vibrant region where competition for resources is likely to intensify.

Taiwan had earlier issued an ultimatum to the Philippines to apologise to the family of the fisherman who was killed in a shooting last week by the Philippine coastguard in waters off the northern Philippines.

"Due to the Philippines government's insufficient ... sincerity and its inconsistency, President Ma Ying-jeou expresses strong dissatisfactions and he cannot accept the reckless and perfunctory responses from the Philippines," the Presidential Office said in a statement.

After a high-level meeting, it added, Taiwan decided to immediately impose sanctions, including the recall of its envoy and a freeze on work permit applications.

More than 85,000 Filipinos work in Taiwan, many as domestic workers. A Philippines fisheries official said earlier one of its vessels, acting under the threat of being rammed, opened fire last Thursday on a Taiwanese fishing boat about 170 nautical miles southeast of Taiwan, killing one person on board.

Philippine presidential spokesman Edwin Lacierda told a news conference in Manila an apology was being offered to the "appropriate authority" in Taiwan. He appealed to Taiwan not to take out its anger on Filipinos working there.

"We understand the grief and hurt of the family and of the people of Taiwan over this unfortunate loss and we empathize with them," Lacierda said, appealing for "calm and sobriety".

"Let us not involve our Filipino compatriots there. They are there working and they are there working for an honest living".

Philippine President Benigno Aquino had ordered a "thorough, exhaustive, impartial and expeditious investigation" into the shooting, Lacierda said. There was no immediate reaction from Taiwan. Earlier, Premier Jiang Yi-huah of Taiwan told reporters further measures could be imposed including an end to visa-free access for Philippine nationals and stopping economic exchanges.

Separately, a Taiwan Defence Ministry official said military vessels and aircraft would be dispatched to the Bashi Channel between Taiwan and the Philippines to carry out a two-day military drill. The Philippines and Taiwan, as well as China, Brunei, Malaysia and Vietnam, are embroiled in disputes over territory in the nearby South China Sea, potentially rich in oil and gas and criss-crossed by crucial shipping lanes. The disputes have sometimes escalated to confrontation between vessels. To the north, China and Japan, and Japan and South Korea, are involved in different disputes over small islands. Fears of confrontation have grown there too over the past year. **Source : The Star**



### SALVAGE. WRECK REMOVAL. EMERGENCY RESPONSE.

TITAN delivers critical support anywhere  
in the world, 24/7/365.

**USA** +1-954-545-4143 **Singapore** +65-63187828  
**UK** +44-1273-515555 **Australia** +61-7-4035-4987

[titansalvage.com](http://titansalvage.com)



**TITAN  
SALVAGE**  
A CROWLEY COMPANY

**RESPONSE & RESULTS**



# Lamma disaster families open up over Leung reply

By : Kelly Ip

Families of Lamma ferry disaster victims have strongly criticized the response by Chief Executive Leung Chun-ying to their call for more information on the incident.



The families wrote to Leung and Secretary for Justice Rimsky Yuen Kwok-keung after the report of the inquiry into the tragedy was published last month.

In the letter, the families accused Secretary for Transport and Housing Anthony Cheung Bing-leung and Director of Marine Francis Liu Hon-por of being evasive.

The letter was delivered to the Chief Executive Office on May 8 and the families decided to disclose its contents as they are dissatisfied with the "bureaucratic" reply from Leung.

"To ensure that the investigation is thorough and impartial, senior officers and those not previously involved in the investigation will be responsible for the probe," went the reply from the Chief Executive Office.

It stated that the secretary for transport and housing has set up a committee to carry out systematic reform of the Marine Department.

The families said they disclosed the correspondence because they hope it will result in their demands for more information receiving greater attention.

They plan to file multimillion-dollar lawsuits to seek compensation for the 39 deaths in the two-vessel collision on National Day last year.

The report highlighted "serious systemic failures" in the supervision of maritime safety by the department.

The commission revealed ship inspectors and surveyors from the department failed to notice the absence of a watertight door, resulting in the rapid sinking of the ill-fated **Lamma IV**.

The letter, signed by 22 family members of the deceased, said: "The inquiry commission report not only revealed the errors made by two captains but also those made by the Marine Department a dozen years ago that eventually cost dozens of lives.

"Having joined the Marine Department since 1986, it is impossible for Francis Liu to be unaware of the common practices and how orders are executed," the families said. They said that while "Francis Liu said the department has learned a lesson, it's the 39 lives and their family who suffered." They said in the letter that as normal residents, "we are unable to open up Marine Department's mouth to make them apologize, nor do we have power to punish it." They added: "We can only believe Hong Kong is still a society with justice." The government is urged to set up an independent and professional committee to investigate department errors. **Source : The Standard**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## A TRULY BEAUTIFULL DELIVERY VOYAGE FOR THE CREW OF THE TUGS "SVITZER NIXIE" & "SVITZER NESO"



The delivery voyages of the tugs **"SVITZER NESO "** and **"SVITZER NIXIE"** (5.915 BHP and a GT of 630) from Singapore to Newcastle, Australia were contracted by **Svitzer** to **Redwise Maritime Services**. The vessels departed Singapore April 15th 2013 and were redelivered May 6th following a safe voyage that took the vessels through the Java-, Flores-, Banda- and Arafura Sea before heading through the Torres Strait and inside of the Great Barrier reef to their destination. A truly beautiful voyage for the crews and a reason why people decide for this sea going career.



With the vessels being over 500 GT, Redwise did the ISM and ISPS certification for the voyage to ensure full compliance. The voyages included a number of repeats, with the vessels having been delivered previously by Redwise from the building yard in NE China to Singapore in 2012, Newcastle being the port where Redwise delivered 3 Voith Schneider tugs **R18-R19** in 1994 and with more than half of the crew

members returning to Singapore after the voyage to commence with the next two voyages for the same client, but going around the other side of Australia.



**POSH TERASEA OFFSHORE PTE LTD**

[marketing@poshterasea.com.sg](mailto:marketing@poshterasea.com.sg)  
[www.poshterasea.com.sg](http://www.poshterasea.com.sg)



**iPS obtains MLC:2006**

iPS is officially MLC:2006 certified. The respective certificate was officially handed over by DNV. This is an important milestone in the continuous process of optimizing quality and safety standards in our work and that of our candidates.

MLC, the Maritime Labour Convention, ensures the rights and protection of maritime personnel worldwide. MLC will be in force worldwide as of the 20th of August 2013. It aims to hold a decent work standard for seafarers anywhere in the world, and at the same time supports fair competition for quality shipping companies. Nienke Dollee, Quality Coordinator at iPS is proud of this certification: "This achievement is a genuine team effort because this Convention touches all aspects of our work. We deal with personnel from all over the world who work for different flag states, on international territory. It is important that we can assure both our customers and candidates that labour conditions are on a compliant level at all times."

## **Seven Countries Block Rotterdam Convention Efforts to Restrict Asbestos Shipping**

The Canadian government finally stopped defending the chrysotile asbestos industry, but seven other countries took its place last week at the United Nations' Rotterdam Convention Conference, blocking all attempts to put the toxic mineral on a hazardous substances list.

It was the fourth time the effort to tighten the worldwide shipping regulations of asbestos failed, but the first when Canada was not stopping the move.

Russia, Zimbabwe, Kazakhstan, India, Kyrgyzstan, Vietnam and Ukraine all opposed the listing, while Canada remained neutral for the first time. Canada was the last Western power to stop endorsing the use of asbestos worldwide, prompted by public pressure and the closing of its last asbestos mine in 2012.

Although an overwhelming majority of the 143 countries attending the conference favored adding chrysotile asbestos to the hazardous substances list, protocol requires unanimous agreement.

The convention does not ban the trading of hazardous substances, but it makes the exportation more difficult by requiring Prior Informed Consent (PIC) before they are shipped. The PIC allows still-developing countries the right to refuse the shipment, or at least be better prepared for the danger it presents.

### **Russia Leads in Asbestos Production**

Chrysotile has been the most prevalent of the six types of asbestos, but is the only one not on the PIC list. Its extensive use has continued in many still-developing countries, which covet its cost effectiveness, despite its well-known dangers. It also is financially rewarding for the major producers and exporters.

Russia produced approximately 1 million tons of asbestos in 2012, which was more than double the amount produced in China, the second largest producer. This was the first time Russia has been represented at the Rotterdam Convention Conference. It also was the first appearance for Zimbabwe, which is expected to reopen its asbestos mines later this year.

At the last conference in 2011, the Canadian delegation worked behind the scenes to block the hazardous substance listing, which sparked a public outcry within the country and a change in policy.

Asbestos is the naturally occurring mineral that was used so extensively through much of the 20th century for its ability to insulate, fireproof and strengthen most everything. It also has been proven to cause mesothelioma, lung cancer, asbestosis and a variety of other respiratory diseases. Every year, an estimated 10,000 people in the United States die from an asbestos-related disease and more than 100,000 die around the world.

Neither the United States nor Canada has banned the use of asbestos, but both countries strictly regulate its use internally. Asbestos use in the United States peaked in the mid-'70s and has fallen dramatically in the past four decades.

### **Mesothelioma Not Declining**

Because there is such a long latency period (10-50 years) between exposure to asbestos and mesothelioma development, an estimated 3,000 Americans each year still are diagnosed with the disease, which has no cure.

"I'm upset that countries that continue to produce chrysotile, or are considering reopening mines like Zimbabwe, can block action on chrysotile," said Ken Rosenman, M.D., chief of the Division of Occupational and Environmental Medicine at Michigan State University. "This will prolong the hazards of asbestos, and cause health risks again in the



future. It will continue to lead to a double standard for health because the more developed countries are not using asbestos now.”

Last week’s news produced outrage among the asbestos awareness groups around the world, many of which had believed Canada’s switch had weakened the defense of the asbestos industry. And, like Rosenman told Asbestos.com, the still-developing countries using asbestos will face bigger problems in the future.

“Tyrannical forces have this week seized control of the Rotterdam Convention; the United Nations protocol which was born in hope, has today been buried in ignominy,” wrote Laurie Kazan-Allen, coordinator of International Ban Asbestos Secretariat. “The Convention’s impotence allows the status quo to continue. The global trade in deadly asbestos will remain unregulated.” Kazan-Allen now refers to the countries that blocked the listing as “The Dirty Seven.”

Source : [Asbestos.com](http://Asbestos.com)



## **NAVY NEWS**

# **IMDEX 2013: World navies Gather in Singapore**

15 warships from nine countries around the world, including the latest patrol vessels, frigates, corvettes and destroyers, sailed into Singapore for the Warships Display at IMDEX Asia 2013 this week. The US Navy’s first ever littoral combat ship, [USS Freedom](#), in its maiden overseas deployment, was among the warships at Changi Naval Base.



The photo’s showing some of the visiting vessels visiting IMDEX this year, including: [RSS Valiant](#) (Victory Class corvette P91), [RSS Bedok](#) mine countermeasure boat (M105), [RSS Formidable \(F68\)](#) and [RSS Tenacious \(F71\)](#), both Formidable (La Fayette) Class frigates.



OPV, and the Royal Thai Navy **HTMS Rattanakosin (F441)** and as seen on the Shivalik class Frigate **INS Satpura (F48)** and Kora class Corvette (**P62**) **INS Kirch**, both from India. The Australian Armidale class Patrol Craft **HMAS Bathurst** and the **USS Freedom**, the first Littoral Combat Ship of the US Navy.

The Malaysian frigate **KD Lekiu** frigate (30), Indonesian KCR 40 class patrol craft **KRI Kujang [642]** and **Diponegoro (Sigma) Class** Corvette **KRI Frans Kaisiepo [368]** were

Furthermore the **Ladroite**, the French experimental



closing this impressive line up at the Changi Naval Base in Singapore. Source Defense update  
All photo's : Piet Sinke ©

# US Navy Makes Aviation History With Carrier Drone Launch



US Navy X-47B drone is launched off aircraft carrier [USS George H. W. Bush](#) off the coast of Virginia, May 14, 2013

The U.S. Navy made aviation history on Tuesday by launching an unmanned jet off an aircraft carrier for the first time, taking an important step toward expanded use of drones by the American military with an eye on possible rivals like China and Iran. The bat-winged X-47B stealth drone roared off the [USS George H.W. Bush](#) near the

coast of Virginia and flew a series of pre-programmed maneuvers around the ship before veering away toward a Naval air station in Maryland where it was scheduled to land.

"This is really a red-letter day. May 14 we all saw history happen" said Rear Admiral Ted Branch, the Atlantic naval air commander. "It's a marker ... between naval aviation as we've known it and the future of naval aviation with the launch of the X-47B."



Because of its stealth potential and a range nearly twice that of the F-35 Joint Strike Fighter, the X-47B and its successors are seen as a potential answer to the threat posed by medium-range anti-ship missiles developed by China and Iran, defense analysts said. The missiles and other so-called anti-access, area-denial weapons

would force U.S. aircraft carriers to operate far enough from shore that piloted aircraft would have to undergo refueling to carry out their missions, leaving them vulnerable to attack. But with a range of 2,000 nautical miles, an unmanned jet like the X-47B could give the Navy both a long-range strike and reconnaissance capability.

"That makes it strategically very important," said Anthony Cordesman, a senior defense analyst at the Center for Strategic and International Studies. He described the drone as "essentially a really long-range stealth system."

"As we rebalance to the Pacific, the Navy is going to increasingly need range," said Brien Alkire, a senior researcher at RAND's Project Air Force. "That's something an unmanned system can bring them that they don't really have right now and give them the ability to operate from a good standoff range."

The X-47B, one of only two demonstrator models made by Northrop Grumman Corp, carries the equivalent of two precision-guided bombs. It was catapulted from the aircraft carrier on Tuesday using the same sling-shot system that sends manned aircraft aloft.

## LANDING ON BOARD



It is scheduled to undergo two weeks of testing aboard the carrier leading up to a landing on the ship, in which a plane's tailhook grabs a wire that will slow it and keep it from plunging overboard.

While the carrier takeoff represented a significant milestone, defense analysts are focused on the next step, when the Navy attempts to use what has been learned with the X-47B to develop an unmanned aircraft for actual operations.

"The X-47B is a great story," said Mark Gunzinger, a defense analyst at the Center for Strategic and Budgetary Assessments think-tank. "It's a milestone and a step forward for unmanned, carrier-based aviation. But I think the real story is what's next. How do we operationalize this capability?"



*An X-47B Unmanned Combat Air System (UCAS) demonstrator flies near the aircraft carrier USS George H.W. Bush (CVN 77). George H.W. Bush is the first aircraft carrier to successfully catapult launch an unmanned aircraft from its flight deck.*

Future variants of the drone could probably be designed for full-spectrum broadband stealth, which means it would be hard for radar to locate it, analysts said. That level of stealth

would be one of the drone's major defenses.

U.S. drones currently in use in places like Afghanistan and the tribal areas of Pakistan, like the Predator and Reaper, are not up against any air defenses and are not stealthy aircraft. Because of its long range and the Navy's need to have it take off and land, day and night, from an aircraft carrier, the X-47B has been designed to operate with far greater autonomy than the remotely piloted aircraft currently in use.

That has raised concerns among some organizations worried about the heavy U.S. reliance on drones in warfare and the rising use of autonomous robots by the American military. Human Rights Watch, in a report launching its recent campaign against "killer robots," cited the X-47B as one of several weapons that represent a transition toward development of fully autonomous arms that require little human intervention.

A follow-on program - known as the Unmanned Carrier Launched Airborne Surveillance and Strike System, or UCLASS - is expected to build on what was learned with the X-47B to produce operational aircraft. An initial request for design proposals is expected to be issued by the Navy some time this month. Other aircraft makers, from Lockheed Martin Corp and Boeing Co to General Atomics - are expected to compete to participate **Source: Voice of America**

## **China to Build Two Missile Corvettes for Bangladesh**



The Government of Bangladesh has signed a contract with the Chinese Wuchan Shipyard, for the construction and delivery of two 64 meter corvettes, similar to, but slightly larger than the Azmat class fast missile boats supplied earlier this year to Pakistan. The first vessel will be completed in 2013. Each of the boats will have a displacement of 648 tons and a top speed of 28 knots. Based on the Houjian-class (Type 037/2) missile craft in service with the People's Liberation Army Navy, the vessel is designed to carry eight C-802A anti-ship missiles, two 25 mm guns and two 12.7 mm machine guns **Source : Defence Update**

# Record Exhibitor Turnout for IMDEX Asia 2013



29 countries around the world. This represents a 17% increase in exhibitors from IMDEX Asia 2011. As a testament to the show's significance and continued ability to attract top companies, 40% were new exhibitors, including Devor Technologies, Fincantieri, Liquid Robotics, Lurssen Marine Technology, Scania, Schiebel, Westport Shipyard and Viking Air. Returning exhibitors include industry

Visitors of the ninth edition of the International Maritime Defence Exhibition and Conference (IMDEX Asia) had more to look forward to than ever before as **IMDEX Asia 2013** which opened the doors last Tuesday with a record number of exhibitors which were showcasing their latest technologies and innovations. Despite the uncertain economic climate, the high exhibitor numbers and strong presence of military and government delegations at IMDEX Asia 2013 underscored its position as Asia-Pacific's foremost maritime defence show. The biennial show is organised by Experia Events with the support of the Republic of Singapore Navy.

Left : The **Damen** Booth with the **Damen** team **Coen Theunisse** and **Nathalie van Eeden** assisted by **Capt/ Lt Robert van de Rijdt** ( Royal Dutch Navy )

**IMDEX Asia 2013** featured 194 participating companies from



heavyweights such as Austal, DCNS, Lockheed Martin, MBDA, ST Engineering and ThyssenKrupp Marine. Mr Jimmy Lau, Managing Director of Experia Events, said: "It is extremely encouraging to see that, despite uncertainty in the global economy, a record number of almost 200 companies have signed up to participate in **IMDEX Asia 2013**. The strong support from all our exhibitors affirms IMDEX Asia's status as a must-attend event in the international naval and maritime defence calendar. This year's show is set to be our biggest ever and we look forward to a successful few days ahead."

**Mr Leon Goossen** of **Damen Schelde Naval Shipbuilding** explains the **SIGMA Corvettes** design to several visitors at the **Damen** Booth



This year's show has also attracted a record number of 21 Navy Chiefs from all over the world. In total, some 30 Chiefs of Navy, Coast Guard Directors-General and heads of maritime agencies from the Asia-Pacific region and beyond will be in attendance at the show. Strong foreign participation in **IMDEX Asia 2013** is also reflected in the Warships Display, a keenly anticipated highlight of the show featuring 15 warships from 9 countries around the world.

One of the ships on display will be **USS Freedom**, the US Navy's first littoral combat ship, which recently arrived in Singapore on its maiden deployment overseas.



Other highlights of this year's show included the debut of Technology Seminars, a dedicated platform for exhibitors to present their latest and most innovative technologies to potential buyers from the Asia-Pacific region and beyond, and a Static Display featuring an array of rigid-inflatable boats (RIBs) and unmanned systems. There will also be high-level conferences such as the prestigious invitation-only International Maritime Security Conference (IMSC) and the first ever Asian edition of the International Naval Engineering Conference (INEC@IMDEX Asia). The Republic of Singapore Navy (RSN) will once again host the Maritime Information Sharing Exercise (MARISX) and the Western Pacific Multilateral Sea Exercise (WMSX), bringing together navies and maritime agencies to foster international co operation. **All above photo's : Piet Sinke ©**



### ALPHATRON BULK HANDLING SYSTEMS

More than 10 years on the market and over 200 systems delivered and functional

- Easy to use interface
- Minimum Service/Maintenance
- Proven quality
- 24/7 world wide support
- 2 wire system
- Manual/Full automated control



**ALPHATRON**  
www.alphatronmarine.com  
BHS@alphatronmarine.com

## Navies Sign Submarine Rescue Arrangement

The Royal Australian Navy (RAN) signed an arrangement with the Republic of Singapore Navy (RSN) during the International Maritime Defense Exhibition and Conference (IMDEX) in Singapore. Chief of Navy Vice Admiral Ray Griggs, who signed the agreement with his Singaporean counterpart Rear Admiral Ng Chee Peng, said the Submarine Rescue Support and Cooperation Arrangement was developed between the RAN and RSN to enhance submarine rescue system availability between both navies.

"Having the arrangement in place will assist in facilitating an Australian request to Singapore for support if ever required in areas within the reach of the Singaporean submarine rescue system," Vice Admiral Griggs said.





The arrangement also allows for familiarization visits between the two Navies to ensure interoperability of these important systems.

Singapore's Navy Submarine rescue ship **SWIFT RESCUE** moored at the Changi Naval base –

Photo : Piet Sinke ©

"This will ensure the compatibility of our systems, procedures and documentation, and establishes a framework for the conduct of future

submarine rescue exercises at sea," Vice Admiral Griggs said. Source : MarineLink

## SHIPYARD NEWS

**GEO PLUS**  
NETHERLANDS



**Ben jij enthousiast, leergierig, representatief en in voor een uitdaging?**  
TOS is voor de gehele vloot van Geo Plus op zoek naar:

**Kapiteins • HWTK's • Hydrografisch Surveyors • DP-officieren**



Heb je ervaring met en/of kennis van survey werkzaamheden en ben je in staat zelfstandig werkzaamheden te verrichten, doelen te stellen en heb je de drive 'de klus' te klaren?  
Ben je langere tijd beschikbaar voor een vaar/verlofschema van 4 weken op, 4 weken af (wereldwijd)?  
**Vragen:** Siebelina Ooms (+31)10 – 243 67 01 | s.ooms@tos.nl

**TOS** 

**www.tos.nl**

## New Sail Training Vessel for Royal Navy of Oman constructed at Damen

Damen's third modern-day steel clipper



The Ministry of Defence in Oman has awarded **Damen Shipyards Group** a contract for the construction of a Sail Training Vessel (STV). The 87-metre square rigged, three-masted steel clipper and will take up her role as flagship. In addition to its key role of training young Omani navy cadets and officers, the new clipper will be deployed in a distinct diplomatic role and emphasize Oman's centuries-old maritime tradition.

Due for delivery in August 2014, the ship will replace the RNO's current RNOV '**Shabab Oman**' and will be in the RNO Fleet. In March (2013) the ship's keel laying ceremony took place at Damen Shipyards Galati (Romania). This was conducted by Rear Admiral Al Raisi, the RNO's commander-in-chief. The RNO has an eight-strong overseeing team stationed in Romania. The enhanced navy recruitment and training are part of Oman's drive to increase its naval capabilities along its 3,165 kilometer coastline.

Next to fleet expansion, this includes the establishment and expansion of the fleet facilities.

### Three Damen yards

Overall Project management and procurement is in the hands of **Damen Shipyards** Gorinchem, whereas Damen Shipyards Galati forms the main building site. The clipper's completion will be performed at Damen Schelde Naval Shipbuilding in Flushing (the Netherlands). Here, the three 50-metre steel/aluminum masts and the exterior woodwork will be installed, in addition to all interior wood lining furnishing and finish. Both inside and out, the sail training clipper will feature a clear, traditional Omani look and late 19th century tea clipper hull characteristics. The ship and the overseeing team are expected in Flushing for the completing stage late 2013.

'We have our proven record in steel clippers to thank for this contract', Damen Regional Sales Director Bram Langeveld and Arnoud Both, the Project Manager in charge, note. The vessel's key construction features and its dimensions will largely resemble that of the '**Stad Amsterdam**' and the '**Cisne Branco**', the Brazilian navy's new Sail Training Vessel. 'Modern-day sophisticated sail training ships may even become a bit of a trend with us and we are very proud that the Omani Ministry of Defence has awarded this prestigious contract to us', Langeveld adds.

### Dutch design and engineering

The as yet nameless three-master will accommodate 34 navy recruits in addition to a 58-strong complement. 87 meters long and 11 meters wide, it will have 2,700 m<sup>2</sup> sail area. With the main design subcontracted to Dykstra Naval Architects – who also designed the '**Stad Amsterdam**' and the '**Cisne Branco**' - all engineering was '**Made by Damen**'.

## DUTCH SHIPBUILDING CLUSTER MANAGED TO HOLD ITS POSITION IN DIFFICULT MARKET CONDITIONS

For the Dutch shipbuilding industry 2012 was a challenging year. In general the industry was able to achieve relatively good results. The various shipbuilding categories however showed a mixed picture. Holland Shipbuilding Association hereby presents you a statistical overview of the Dutch shipbuilding cluster in 2012.

### New constructions of seagoing vessels

Although Dutch shipbuilders had a tough year in 2012, they were generally able to hold their own. Output did suffer though. Deliveries from Dutch shipyards amounted to 95 seagoing vessels – a total of nearly 335,046 CGT with a value in excess of one billion euros. About 58% of the seagoing ships produced in the Netherlands in 2012 were destined for export. The amount of new orders placed during 2012 reflected the depressed global market situation, with a decrease of 35% in value terms compared to 2011. 61 new seagoing ships were ordered in 2012, totalling 166,471 CGT. The orderbook at the end of 2012 contained orders for 129 seagoing vessels, totalling approximately 593,893 CGT. The orderbook represented a value of more than €2 billion.

### Inland vessels

The Netherlands is home to numerous yards producing specialised inland vessels. These yards often rely on the import of foreign hulls, which are outfitted to the client's requirements. This is a process that involves close cooperation with many specialised equipment suppliers. Some 90 inland ships were delivered in 2012, totalling nearly 296,499 CGT. These also included a relatively large number of non-cargo carrying vessels, ranging from dredgers to patrol ships and river cruisers. Looking forward, Dutch builders of river cargo vessels are facing an inland shipping market with significant overcapacity in the short term. However, infrastructural and maritime policy will increasingly favour inland shipping as a more environmentally friendly way of transporting goods within the country and to the European hinterland. This should translate into a healthy long-term business outlook.

### Superyacht industry

Dutch yards also continue to operate on the forefront of the superyacht industry. Dutch builders delivered 18 superyachts in 2012 and the orderbook in the Netherlands is still at a healthy level. Some 59 yachts worth over €2,2 billion are scheduled for launching over the next few years. A notable trend is the increase in the average size and value of both the yachts delivered and those on order.

### Ship maintenance, repair and overhaul

Turnover in the Dutch ship maintenance, repair and overhaul sector grew with over 13% compared to 2011, in line with increased traffic in the main Dutch ports and also reflecting

orders for large scale refits and conversions. Dutch maintenance, repair and overhaul yards are among the world leaders when it comes to complex conversions and refits of a wide variety of vessel types.

### Equipment suppliers

Shipbuilding in the Netherlands is closely linked with approximately 670 companies supplying services and marine equipment to national and international yards and other maritime companies. Some of these companies are independent niche players, others are affiliated to the larger Dutch shipbuilding groups, and a number are subsidiaries of international companies. The majority are SME companies. The turnover of Dutch marine equipment suppliers reached a level of close to €3.4 billion in 2012, which is a slight increase compared to 2011 (€3.3 billion). This indicates that the Dutch marine equipment industry is managing to maintain its position in a weak global market. Exports are an important driver, accounting for approximately 61% of the turnover.

### Total employment and turnover in the Dutch shipbuilding division

Employment in the total Dutch shipbuilding division amounted to approximately 29,500 full time jobs in 2012. The total turnover of shipbuilders and suppliers combined was €6.1 billion.

The above figures were presented on May 16th 2013 during a public meeting of Holland Shipbuilding Association. Click [here](#) for the Holland Shipbuilding Association Annual Report 2012.

## Keppel FELS delivers second jackup rig to Oro Negro early

Keppel FELS has delivered a second KFELS B Class jackup rig to offshore Mexican oil field services company, Integradora de Servicios Petroleros Oro Negro (Oro Negro), said in the company's press release.

Named **Laurus** at Keppel FELS, the rig was delivered eleven days early and with a perfect safety record.

**Laurus** is the second of two high-specification jackup rigs that Keppel FELS has built for Oro Negro which will be chartered to PEMEX, Mexico's national oil company, for deployment in offshore Mexico. The first rig, Primus, was delivered in December last year.

Mr Wong Kok Seng, Managing Director (Offshore) of Keppel Offshore & Marine and Managing Director of Keppel FELS, said, "We have built a win-win partnership with Oro Negro and are pleased to deliver another rig to them ahead of time, safely and within budget. This delivery is the eighth by Keppel FELS this year, and in a year where we aim to deliver a record 20 rigs, highlights our abilities and commitment to meet the needs of our customers.

"**Laurus** is the second of 10 KFELS B Class jackup rigs we are building for Mexican customers. It strengthens our track record as the leading provider of offshore drilling solutions for the Mexican market. In addition, we have delivered a number of significant projects to the region over the years and we look forward to continuing to support Mexico's E&P programme with high quality offshore rigs."

Mexico is one of the 10 largest oil producers in the world, with close to 14 billion barrels of oil in reserves as of 1 January 2013. National oil company, PEMEX, plans to invest up to US\$25.3 billion in 2013, of which US\$20 billion will be targeted at upstream activities.

Mr Gonzalo Gil White, CEO of Oro Negro, said, "With the early delivery of Laurus, we now have two premium jackup rigs ready to service PEMEX and the Mexican market. The country has a requirement for more of such rigs to fully exploit its offshore oil fields and the deployment of these two high-spec KFELS B Class rigs positions us well to meet this demand even as we look to grow our fleet.

"We are pleased that Keppel FELS has once again exceeded our expectations with this successful delivery. Even with the addition of variation works to meet PEMEX's requirements, Keppel FELS was able to deliver this rig 11 days ahead of schedule, allowing our customer the opportunity to deploy the rig earlier to expedite their exploration programme."

Developed by Keppel's technology arm, Offshore Technology Development (OTD), the KFELS B Class jackup design is able to operate in water depths of up to 400 feet and drill to depths of 30,000 feet. The robust rig incorporates Keppel's advanced and fully-automated high capacity rack and pinion jacking system, and Self-Positioning Fixation System. An environmentally-friendly rig, it provides maximum uptime with reduced emissions and discharges.

There are currently two KFELS B Class jackup rigs in operation in Mexican waters - the Tonalá rig operated by Peforadora Central and the Ocean Scepter rig operated by Diamond Offshore. Keppel FELS is currently building two KFELS B Class jackup rigs for PEMEX as well as another four for Grupo R and two for CP Latina. Its sister yard, Keppel



AmFELS in Brownsville, Texas recently delivered a jackup rig to Perforadora Central last month with another due for delivery in 1Q 2014

## ROUTE, PORTS & SERVICES

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

[www.redwise.com](http://www.redwise.com)



**Ship delivery  
Crew management  
Maritime recruitment**

Check our website!

Follow us!

  



**Redwise**  
GLOBAL SHIP DELIVERY & CREWING



Van Oord's **Volvox Olympia** at Palm Jumeirah moving sand from previously filled Port Rashid. Also seen the red "pirate" yacht Bart Roberts, David Geffen's yacht **Pelorus** and **Dubai Shadow**, "support" vessel for **MY Dubai**. As seen from from my balcony on 53th Fl. ☺ **Photo : Johan de Bue** ☺

## Cargotec wins EUR 22 million order for 900-tonne MacGregor AHC subsea crane from South Korea

Cargotec's MacGregor has received EUR 22 million order to deliver a 900-tonne active heave-compensated (AHC) MacGregor subsea crane to the South Korean shipyard, Hyundai Heavy Industries Co Ltd. The crane will be installed on a 150m multi-purpose offshore construction vessel (MOCV) ordered by Sealion Shipping, on behalf of Toisa Ltd. "This is the largest active heave-compensated MacGregor offshore crane that has been ordered," says Frode Grøvan, Director, Sales and Marketing for Advanced Load Handling. "At a time when subsea modules are getting larger and heavier and operations are being conducted at ever greater depths, a sophisticated crane on this scale equips the new vessel to meet the ever increasing demands of the offshore construction market."

**Sealion Shipping**, a UK-based offshore support company that manages and operates offshore support vessels for Toisa, describes the MOCV as a customised version of an Ulstein Deepwater Enabler design. It says: "The DP 3 vessel

is designed and equipped for worldwide operations in the oil and gas sector, ultra deepwater installation and construction, flexible lay, pipe lay, cable lay and topside construction support, and will be built to the highest standards and with maximum flexibility and capability prioritised". The crane delivery is planned for the beginning of 2015, with the vessel delivery following shortly afterwards in July.



The **FALCON 1** moored alongside the **LEWEK CRUSADER** in Singapore Tuas - Photo : Capt. Jelle de Vries ©

**Worldwide Equipment services, 24 hours per day, 365 days per year!**



Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Phone (24h) +31 (0)10-434 44 45. info@MariFlex.net - www.MariFlex.net

**MariFlex Group**

Co-shirtponsor  
Football club  
Sparta Rotterdam

Organisator  
MariFlex Open Darts  
Tournament

**Professionals in liquid cargo handling**

## Royal HaskoningDHV wins assignment for Indonesia's largest port extension

International consultancy, engineering and project management service provider **Royal HaskoningDHV** has won the USD multi-million contract to supervise the construction of the extension of the main port of Jakarta, Tanjung Priok. The contract is part of the North Kalibaru Terminal Development and the first phase includes the development of a new 4.5 million TEUs container terminal allowing the economic development of Indonesia to continue, said in the company's press release.

Construction of one of the world's largest port developments has begun in Indonesia. When it completes in 2023, Jakarta's Tanjung Priok port, which currently handles the lion's share of Indonesia's exports and imports, will more than triple its annual capacity to 18 million TUEs of container traffic.

The creation of North Kalibaru Port, a new terminal within the port complex, will play an essential role in the development of Indonesia, strengthening the national logistics chain, increasing global competitiveness and functioning as an international hub for seaborne trade. One of Indonesia's most prestigious public projects, the North Kalibaru Port extension was opened by Indonesia's President Susilo Bambang Yudhoyono on 23 March 2013.

State owned port operator IPC (Indonesian Port Corporation) assigned Royal HaskoningDHV as lead consultant for the supervision of the construction of Stage 1 of the port extension with local sub-consultant PT Atrya Swascipta Rekeyasa. The first new container terminal is scheduled to be operational in 2014; Stage 1 will be completed in 2018.

Port development



**Royal HaskoningDHV** will supervise construction works including land reclamation, revetments, an access bridge, a container yard and quay structures. Herman Pals, Project Director said: "This is one of the biggest port developments at this time. It is a strategic project in terms of infrastructure development in Indonesia, so for both the port and terminal operators the stakes are high. The schedule is tight and the quality requirements are high again. At the peak of the construction period, we will mobilise a team of over 50 staff to provide the multidisciplinary expertise required to deliver the complete supervision works and to resolve any issues arising from the construction works."

Soft soil construction

"We have some interesting challenges, as the port is being constructed on very soft soils. Standard reclamation by landfill is not possible for the first terminal, because of large ground settlements and the time required allowing the ground to settle. This means that the first terminal, including the complete container yard, will consist of a concrete deck on foundation piles, which is rather unusual," Herman Pals continued.

With sustainability a crucial factor in today's world, a large part of the reclamation and landfill work for the other, future terminals will be carried out re-using material dredged from the port and from deepening the access channel. Seawater and nearby intakes will be protected from contamination with silts from the dredging, achieved by applying so called silt curtains.

Royal HaskoningDHV won the project after delivering the most competitive financial proposal with the best proposed methodology and team composition.

Other Jakarta Bay projects by Royal HaskoningDHV

Besides the extension of Jakarta's main port Tanjung Priok in Jakarta Bay, Royal HaskoningDHV is involved in several other large and ambitious port related and coastal projects in Jakarta Bay:

- For the development of another new port, east of Tanjung Priok, Royal HaskoningDHV is providing the design and project management.
- For the Pluit City Land Development Project Royal HaskoningDHV is designing two climate change proof islands (160ha and 195 ha) with world class commercial and residential areas.
- For the new residential Golf Island (300 ha) Royal HaskoningDHV is supervising the land reclamation offshore Pantai Indah Kapuk, which is the first privately owned island appearing above the water level in Jakarta Bay.
- For the Jakarta Coastal Sea Defence Project, Royal HaskoningDHV is developing the institutional and financial framework to allow the Indonesian Government to manage this ambitious project to protect Jakarta against the threat from flooding. **Source : PortNews**



Iskes **POLLUX** in front of the **ISKES TUGS** office in IJmuiden  
**Photo : Peter Herweijer – [www.fotoserviceijmond.nl](http://www.fotoserviceijmond.nl) ©**



**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**

## River to close for new Memorial Bridge center span float-in

The center lift span of the new Memorial Bridge will be floated and set into place between 9 a.m. June 10 and 9 a.m. June 15, the bridge contractor announced Wednesday. During that time, the Coast Guard will close the Piscataqua River to maritime traffic in that vicinity to ensure the safety of construction workers and all waterway users.

Steve DelGrosso, project manager for bridge contractor Archer Western Contractors, said workers will be on site 24 hours a day during the five-day window. "This is a much more complex process" than setting the north and south fixed spans, he said.

The center span is being constructed aboard the barge the Cape Cod docked at the Port of New Hampshire. Once it is floated into place, the temporary jacking towers on the barge have to be dismantled so the barge can be removed from the channel, he said.

Another lengthy process will involve hooking up the lift span to the counterweight system that allows it to raise and lower. DelGrosso said there are 64 counterweight wire rope connections "in a tight configuration" to make up and adjust. Moreover, the operating wire ropes will be connected and adjusted, he said.

The machine rooms under the ends of the center span are complex, he said.

"Completing the electrical connections to the towers will be time consuming. Once all connections are made, final adjustments need to be completed to more closely balance the counterweights with the span," he said.

He said Archer Western would make every effort to complete the installation in as little time as possible, but he anticipates needing the full five days. During this time, a 300-yard radius between Portsmouth and Badger's Island in Kittery will be off limits to boats.

"Heavy lift operations are sensitive to water movement, and wake from passing vessels could pose significant risk of injury or death to construction workers," the Coast Guard said in announcing the closure.

Coast Guard Lt. Nick Barrow said Wednesday the closure will apply to commercial operators and recreational boaters. He said the Coast Guard, New Hampshire and Maine marine patrols and local Coast Guard Auxiliary volunteers will patrol the waters during the closure to assure there are no violators and to answer boaters' questions. He said the Coast Guard is reaching out to the Port of New Hampshire community so vessels "are fully aware" of the ban "and can start making plans."

"The overriding objective is to do what is necessary for water safety," he said.

Similar to the three-day closure in February 2012 that took place when the old bridge's center span was removed, this closure agreement was developed as part of the bridge construction permit issued by the Coast Guard to the N.H. Department of Transportation in 2011.

The center span is the final span of the three to be set in place, and signals the beginning of the home stretch for opening the bridge to traffic, which will take place in July. The exact schedule for opening will not be available until a few weeks prior to the date.

When the new Memorial Bridge opens, it is expected there will be three bridges again connecting Portsmouth and Kittery. The Sarah Mildred Long Bridge on the Route 1 Bypass reopened this week after being closed since April 1 for repairs. The project to replace the red-listed Long Bridge is slated to begin next year and be complete in 2017. The Piscataqua River Bridge on Interstate 95 remains open.

[The river currents on this job have already eaten the towboat **ELIZABETH STACY** (a close-call pinning under the bridge) and the tug **BENJAMIN BAILEY** (sunk). so it will be interesting to see what tug(s) are used on this span-insertion and how they make out. Note that the news item states that the river will be closed for FIVE days, and in the busy-boating season too] **Source : Hugh Ware**



The Belgian pilot tender **RAVELINGEN** operating at the Westerscheldt River - Photo : Willem Kruit ©



## Taigan ship fire death toll rises to six

The bodies of two more crew members have been found in a room on the Cambodia-flagged cargo ship **TAIGAN**, which caught fire in the Japanese port of Wakkanai. This increased the incident death toll to six, all of them Russians, a Russia-24 TV channel reported.

There were a total of 23 crew members on board, including 19 Russian nationals and 4 Ukrainians.

The local firefighters team, including six vehicles and two boats of the Japan Coast Guard, has got the fire under but the ship took in too much water and took on a heavy list to port and will likely to sink. The vessel caught on fire at about 2:00 am local time. Most of the crew members were able to get off the ship on their own. Three men have been taken to hospital, one poisoned by carbon monoxide, the others suffered minor burns. The investigation into the incident is underway.

## Rough seas delaying investigation into death on tug boat

The Transportation Safety Board is waiting for some clear weather to move forward with its investigation into a man's death Friday on the Newfoundland tug boat the **Western Tugger**.

John Cottreau, a spokesperson for the federal agency, says rough seas and high waves are delaying the tug boat's return to Mount Carmel. The boat is still at the site of the capsized barge it was pulling Friday when the tow line snapped and struck the crewmember, killing him. The barge is about 70 kilometres southeast of Burgeo off the province's south coast. When the weather clears, the **Western Tugger** will return to port. Investigators are waiting for the crew to return so they can interview witnesses of the incident. Source : The Telegram

## GMS Wins New Contracts in the Middle East

Abu Dhabi-based **Gulf Marine Services** has won three new contracts in the Middle East.



The company's anchor handling tug supply vessel **Atlas** has begun work on a 21-month charter with a UAE-based OPCO. The client will use the vessel in rig support operations. One of the K-Class self-propelled self-elevating jackup barges has secured a term contract with an international oil company operating in the Middle East valued at US\$11 million. Commencement is expected towards the end of the year and a multi-phase workover and reinjection operation is planned to be completed from the unit.

Another K-Class jackup, **Kudeta**, has commenced a large scale accommodation role with China Offshore Oil Engineering Corporation, having undergone an expansion of her living quarters to support 236 people. The unit is mobilising for Saudi Arabian waters in support of the client's ongoing offshore construction and refurbishment campaign.

GMS has a fleet of nine jackup barges with current commitments worth US\$460 million. The vessels are highly adaptable, providing a multi-purpose solution for a variety of offshore operations anywhere in the world.

## ABB wins long-term service agreement from China LNG Shipping

**Long-term service agreement improves lifecycle cost control and fleet reliability**

**ABB**, the leading power and automation technology group, signed a long-term Preventive Service™ agreement with China LNG Shipping International Co. Ltd (CLSICO) to provide maintenance services to all ABB equipment onboard of its six LNG vessels in the next five years. The contract commenced January 1, 2013.

The new service agreement will help CLSICO with optimized vessels performance at a predicted minimum level of budget. ABB will provide annual site survey and on-call services to the six vessels covered by the agreement, as well as dry dock service every 2.5 years. The scope of the agreement covers preventive maintenance on onboard, power generation plant and mechanical and electrical system.

"ABB's modular service agreement concept allowed us to tailor make the service package that best suits CLSICO's fleet management model. With a thorough five years maintenance plan, CLSICO will be able to achieve ambitious cost saving targets", says Heikki Soljama, Head of Marine and Cranes business at ABB. "Additionally, the framework ensures effective communication and transparency between CLSICO management and ABB, which in turns strengthens the co-operation between both parties and streamlines key processes". "One of our key priorities is to maximize fleet availability whilst keeping our costs as predictable as possible" says Sandy Farquhar, Fleet Manager for CLSICO.

Established in 2006 in Hong Kong, CLSICO provides ship-owners and charterers with safe, reliable and cost effective LNG ship management services. ABB ([www.abb.com](http://www.abb.com)) is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The ABB Group of companies operates in around 100 countries and employs some 145,000 people.



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



Heerema's **HERMOD** departed under tow of the **RETRIEVER** from the Heerema location in Rotterdam Europoort  
Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©

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

### UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>