



Number 187 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 06-07-2013**

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Vroon's IMOLA EXPRESS passing the Bosphorus, Southbound, on 6th June whilst on a voyage from Constantza for Gemlik, Turkey.

Photo : Chris Brooks - www.ShipFoto.co.uk

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The yacht **AKULA**, visited Gibraltar for bunkers, the vessel is built as the 59 mtr long pilotcutter **FOMALHAUT** for the Dutch pilot services at **Fa C Amels & Zoon Scheepswerf & Machinefabriek 'Welgelegen'** - Makkum under hull No.: 335 after decommissioning the cutter was sold in 1994 and converted into the yacht **PRINCESS LAYA**, in 1999 sold again and renamed in **ELANYMORE** followed by **AKULA** in August 2008 **Photo : Francis Ferro ©**

Unhappy over monopoly of pilotage service

Shipping agencies' operators in Malaysia have expressed disagreement with the compulsory pilotage service here being monopolised by one particular company beginning June this year.

Sri Tanjung Assemblyman, Chan Foong Hin said he attended the dialogue between Ports and Harbors Department and shipping agencies' operators as the mediator and observer on the issues of compulsory pilotage service for berthing and unberthing of ships at the five ports in Sabah. The dialogue was chaired by Maritime Officer, Abel Ongkunik.

The requirement was in the line with the provisions of the Ports and Harbors (Pilotage) Regulations 2008 which specify compulsory pilotage service for the ports of Sabah, whereby all ships entering and leaving Sabah Ports would be required to employ the service of a licensed pilot. The operators the dialogue said they respected the spirit of the act, which is to safeguard the safety of ships.

"However, the shipping agencies, led by Wilson Sheut, Chairman of Sabah Shipping Agents Association (Tawau Branch), strongly disagreed with the requirement for compulsory pilotage service being monopolised by one particular company," said Chan. Chan said it was learnt that a company, Blue Water Pilotage & Tugboats (M) Sdn Bhd, has been awarded a contract to operate the pilotage service for five areas which included the ports of Tawau, Kunak, Semporna, Lahad Datu, Bakapit and Tungku.

During the dialogue it was discussed that monopoly of the service had created a lot of adverse impacts to the shipping agents such as extra charges on the distance between the pilot boarding position to the berth. There were also five cases of accidents or near misses reported after Blue Water Pilotage & Tugboats (M) Sdn Bhd took over the pilotage service in Lahad Datu as the pilots provided might not have indepth local knowledge about the port situation there.

In the long term, any extra cost incurred would be transferred to the consumers eventually, the dialogue was told.

Chan said the mutual outcome of the dialogue was waiving of the extra charges on the distance between pilot boarding position to the berth.

The shipping agencies also emphasised that they do not recognise any bills or invoices presented by the company.

They would only submit their application for pilotage services to Ports and Harbors Department who will in turn issue the invoice for the pilotage services rendered, he said. Chan said further investigation to the background of the company through Malaysian Companies Commission (MCC) showed that this company was formed in year 2008 (which was the year to pass the enactment) but the nature of business listed in the corporate information up to 2011 year end was "Dormant". "Therefore, I would like to urge our Minister of Infrastructure Development to clarify, as the Ports and Harbors Department is under its jurisdiction, on what basis a dormant company is awarded the contract to operate the pilotage services? "Why is this pilotage service is being monopolised solely by a company when there are about seven licensed pilotage service companies operating out there? Is it true that one of the directors of this company was a former officer in Ports and Harbors Department?" he asked. **Source: Daily Express**



The **MINERAL HONSHU** discharging in IJmuiden – **Photo : Marcel Coster ©**



The **DAL KALAHARI** outbound from Rotterdam – Photo : Frans de Lijster ©

Piracy in Arabian Sea Challenging the Security of Global Trade

Over the last decade, incidents of maritime piracy in the Gulf of Aden and the Arabian Sea have reached high levels, creating a strategic challenge for the security of global trade and a threat to maritime activity in this important part of the world, Dr. Jamal Sanad Al-Suwaidi, Director General of the Emirates Center for Strategic Studies and Research (ECSSR), said in the welcome remarks to the international symposium entitled: The Challenges of Piracy in the Gulf of Aden and the Arabian Sea' held on Tuesday.

He also observed: "The risks of such crimes taking place are exacerbated by links to organizations involved in international terrorism. Undoubtedly, the volume of global trade that passes through the Gulf of Aden and the Arabian Sea makes this region an indispensable economic artery and maritime corridor for world security and stability." The event was organised by the ECSSR in cooperation with the Yemen International Affairs Center (YIAC) and attended by a group of diplomats and strategists specialising in international law and maritime, and counter-terrorism experts.

Stressing the role of the United Arab Emirates in combating piracy, Dr. Al-Suwaidi stated: "The UAE has shown a clear interest in tackling maritime piracy and has introduced over the past years several initiatives that have received regional and international response and have achieved positive results. In addition, the UAE has hosted several international conferences that have discussed the effects and spread of the phenomenon of piracy in this region and has examined ways to address it. These actions embody the UAE's determination to be at the forefront of any effort or international action to confront maritime piracy and its refusal to succumb to any criminal blackmail.

He added: "In response to maritime piracy activities in the Gulf of Aden and the Arabian Sea, the UAE is following a two-track approach. On the one hand it provides support for international efforts to confront maritime piracy gangs and on the other hand it supports political ties aimed at enabling the Somali state to control its territory.

The UAE is convinced that piracy is a result of instability and the absence of the rule of law, which creates an environment conducive to the spread of such criminal activity." Dr. Al-Suwaidi emphasized that, "despite declining rates of maritime piracy in recent times in the Gulf of Aden and the Arabian Sea, it is still necessary to maintain international efforts to combat and stamp out piracy in the region. Therefore, development plans for Somalia to address poverty, unemployment and the provision of a decent livelihood for its people, would be the longer-term guarantee against the phenomenon of piracy that threatens security and stability." Dr. Ahmed Salem Al-Wahishi,

Director of Yemen International Affairs Center (YIAC), Republic of Yemen, also addressed the meeting. Distinguished officials and experts from around the world enlightened the participants at the symposium, which was divided into three panels.

Panel I of the Symposium was entitled Political, Economic and Social Background of Piracy in the Gulf of Aden and the Arabian Sea.' At the beginning of this Panel, a speech was delivered on behalf of James A. Larocco, Director of Near East South Asia Center for Strategic Studies (NESA), United States of America. The speech shed light on The Background and Scale of Piracy in the Gulf of Aden and the Arabian Sea.' Thereafter, Dr. Martin N. Murphy, Senior Fellow at the Atlantic Council of the United States enlightened the participants on Global Initiative Options for International Navigation Security in the Gulf of Aden and the Arabian Sea.' Panel II of the Symposium covered the important subject of International Law and Piracy.' Dr. Ahmed Salem Al-Wahishi delved into a crucial aspect of the subject: A Legal Approach to Piracy in the Gulf of Aden.' The second presentation for the panel was made by Dr. Robin Warner, Associate Professor at the Australian National Center for Ocean Resources and Security (ANCORS), University of Wollongong, Australia entitled: 'The Prosecution of Pirates in National Courts.'

The symposium concluded with the presentations of Panel III, which shed light on the topic: Piracy Security Risks at the Middle Eastern and Global Levels.' Colonel Mahmoud Al-Zarooni of the Naval Forces, United Arab Emirates, and Dr. Mohammed Gamil Mohammed, Assistant Professor at the Faculty of Law, University of Aden, underscored The necessity of formulating an Arab approach toward challenges over maritime navigation.' Subsequently, Dr. Vijay Sakhuja, Director (Research) Indian Council of World Affairs (ICWA), Republic of India shed light on the topic: The Indian Ocean Forum: An Important Framework for the Security of Maritime Navigation. **Source: WAM**



03-07-2013 : **POLARCUS AMANI** outbound from Cork Harbour **Photo: Martin Pearson ©**

MSC backs CIMC order for seven 8,800 teu compact wide-beam ships at Dalian

China International Marine Container (CIMC) has placed orders for seven compact wide-beam ships of 8,800 teu at China's state-owned **Dalian Shipbuilding Industry Corporation (DSIC)**. The USD 595 million deal is backed by (very-)long-term charters to the Mediterranean Shipping Company (MSC). The vessels are scheduled for delivery in 2015 and 2016.

Market rumors suggested that **MSC** and **CIMC** were mulling such a newbuilding deal since the beginning of this year, but it appears that the two companies waited for newbuilding prices to bottom out. At USD 85 million per unit, the cost of the ships is in line with comparable orders placed in recent months for container ships in the 8,800 - 9,200 teu size range. Since CIMC is not a ship manager, **MSC** is believed to take the ships on bare-boat charters and manage them in-house. Alternatively, management could also be outsourced to a third party. The former however seems more likely, since the deal between CIMC and the Swiss-Italian shipping line stipulates that MSC will charter the ships for USD 25,000 per day from delivery for an unusually long period of 17 years. At the end of this long-term lease, MSC is obliged to purchase all seven vessels at a cost of USD 21.5 million per ship. The CIMC deal therefore appears to be more of a funding exercise by its nature than a typical time-charter deal, which includes aspects such as crewing and ship management.

For CIMC, the MSC-contract marks the company's second foray into vessel ownership. In September of 2012, the CIMC had ordered ten 9,200 teu compact wide-beam ships for 12-year bare-boat charters to CMA CGM. CIMC, which designed the ships in-house, ordered six units at DSIC and four ships at **STX Dalian**. Earlier this year, the financial instability of the **STX group** forced CIMC to cancel the orders at **STX Dalian** and replace them with new orders for four identical ships at **New Century Shipyard Jingjiang**. MSC has been at the forefront when it comes to ordering compact wide-beam vessels of the new 19-row wide ship class. MSC already received such ships from **Hyundai Samho** and from Sungdong and it is to take delivery this month of the first 9,400 teu compact wide-beam (**MSC ANTALYA** aka **JUDITH SCHULTE**) from **Shanghai Jiangnan Changxing Shipbuilding**. Source : Linervision

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The **EXPLORER** visited Gibraltar - Photo Francis Ferro ©

Baltic Dry Index down to 1,133 points

On July 3, 2013, the Baltic Dry Index fell to 1,133 points, down 37 points (3.16%) against the level of July 2.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986.



01-07-2013 : The **Mersey class** Llandudno Lifeboat '**ANDY PEARCE**' back on the promenade ready to return to the Lifeboat House on 1st July 2013 **Photo : Dennis Oliver** ©

Ballast Ham Dredging representing Van Oord in Russia joins National Shipping Chamber

On July 3, 2013, **Ballast Ham Dredging LLC** (representing international dredging company Van Oord in Russia) entered the National Shipping Chamber by common consent of NSC members of the first general meeting of the Chamber, «Russian Shipping» journalist reports. As of today, 110 Russian water transport organizations are members of the National Shipping Chamber. As it was reported earlier, the National Shipping Chamber was established through merger of the Association of Shipping Companies and the Union of Russian Shipowners.

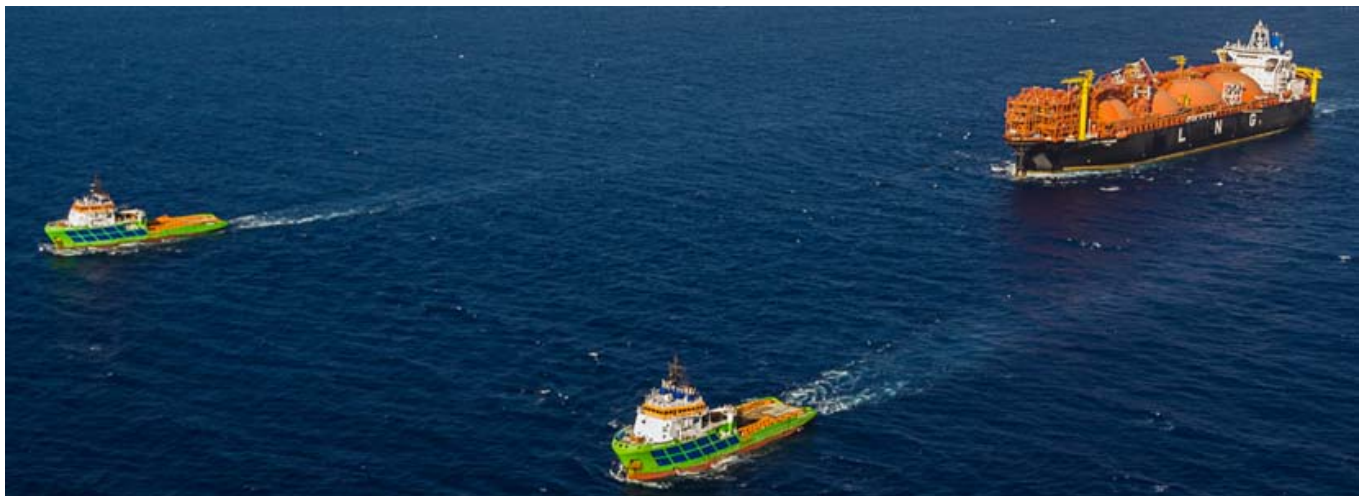




The PSV "**STRIL MERMAID**" approaching Tananger (near Stavanger) last Thursday morning.

Photo : **Anders Bohn Hansen** ©

FSRU TOSCANA arrived in Malta



The **FAIRMOUNT SUMMIT** and **FAIRMOUNT ALPINE** enroute Malta with the **FSRU TOSCANA**

Photo : **Richard C. van Nijnatten PKFV** ©

*Note : Photo is made by **Richard van Nijnatten**, who together with **Caroline Korver**, continues the company **PIM KORVER FILM+VIDEO**.*

Offshore LNG's Floating Storage and Re-gasification Unit, the **FSRU TOSCANA**, was towed into Valletta's Grand Harbour in Malta, July 1, 2013. The **FSRU TOSCANA**, a converted ship and the first offshore-moored floating regasification plant in the world, is on its way from Dubai to Livorno, Italy, where it will be permanently moored and used as a gas terminal and export point, according to local media. The FSRU was converted from the 2004-built LNG carrier, **GOLAR FROST**, at Drydocks World in Dubai for contractor Saipem and client OLT Offshore LNG Toscana SpA.



The FSRU off Malta – Photo : **Malta Maritime Pilot Anthony Chetcuti** ©

The unit has a net storage capacity of 449,803 cubic feet and it is classed as a marine unit designed to remain at the site for 20 years. The FSRU has a steel mono-hull with four Moss-type LNG tanks, the Re-gasification Plant is located at the forward end and the accommodation with central control room and utility machinery is at the aft end. The 3.75-billion-cbm-per-day (cbmpd) capacity **FSRU Toscana** will be located 12 miles off Livorno coast. The project consisted of constructing, installing and commissioning various components. They include the turret mooring system, side by side berthing mooring system for LNG carrier, LNG storage tanks and loading system, LNG transfer system to re-gasification plant, process plant for re-gasification, boil-off gas handling and gas send-out to Export System, metering systems, utilities including power generation and sea water systems, control, automation and communications systems, gas flexible risers and riser base and control umbilical from FSRU. "Floating Storage Re-gasification Units have been a key contributor towards developing new markets for LNG and provide vital links for a new market. They offer flexibility, are accepted technically and are attractive from an economic point of view - all of



Photo : Mario Schembri ©

which are significant factors for the development of the market. Such conversions involve a high level of sophistication and a wide-range of technical and commercial skills. We are delighted that our shipyard was able to offer these and was able to conclude complex tasks safely,

Left : The **TOSCANA** entered dock 6 of **Palumbo Shipyard** nice and smoothly on 1st July at 1600 hrs. Assisted by almost the entire harbour tug fleet of Malta. Photo : Capt. Hans R. Bosch – Towmaster ©



efficiently and to the satisfaction of the client. Our project management skills have been of a high standard and will help us enter the new emerging markets in oil & gas and energy sectors as per our business strategy and catapult our reputation as a reliable service provider in these areas," said Chairman of **Drydocks World** and Maritime World Khamis Juma Buamim, in a released statement. OLT Offshore LNG Toscana awarded Saipem the FSRU contract, worth \$597 million in March 2008. The FSRU is the first offshore-moored floating regasification plant in the world, according to Saipem. Right the FSRU in the drydock – Photo : Gaetano Spiteri



The **FAIRMOUNT SUMMIT** and **ALPINE** moored with **FSRU TOSCANA** in dock behind

Photo : Richard C. van Nijmegen PKFV ©

The P3 alliance. How will ports be affected?

The recent decision of **Maersk Line**, **MSC** and **CMA CGM** to form a mammoth vessel sharing alliance in the three major east-west trades has stirred up shippers, but the port sector must be equally concerned. As announced last week, Maersk Line, MSC and CMA CGM intend to share vessels in the Asia-Europe, Transpacific and Transatlantic trades from 2Q 14. A total of 255 ships will be operated in 29 loops with a combined capacity of 2.6 million teu.

The ramifications of the consolidation for the port industry are enormous. Each of the three carriers already operates more ULCVs than anyone else, so catering for their combined cargo handling requirements will be on a scale never seen before. Not surprisingly, views are divergent on whether the three will consolidate/rationalize their port calls, therefore. Whilst economies of scale are there for the taking, it will result in tampering with the well-established berthing windows of each schedule, and the feeder/intermodal connections of each carrier, which will, presumably, remain separate.

Moreover, all three have 'family connections' to terminal operating companies, so choosing the best port and terminal will not only come down to the best for each job. Maersk is connected to APM Terminals, MSC to Terminal Investments Limited (TIL), and CMA CGM to Terminal Link, and each has particular port preferences. For example, APM Terminals has a presence in Bremerhaven, where Maersk has more than 10 port calls a week, but not Hamburg, and MSC prefers Antwerp over Rotterdam. The following table shows this picture in more detail in the Far East, Europe and North America.

For ports and terminals to be selected for the P3 network, the main criteria will be the ability to handle ULCVs efficiently, with little margin for error. Quays will have to be long and deep, and each terminal will have to be equipped with cranes capable of spanning around 21-22 rows across deck. Moreover, a minimum of three to five of these are required for the efficient handling of the large box ships. The following table indicates what is currently available at present in this respect. Apart from ship-to-shore operations, each terminal will have to have a container yard capable of evacuating large container volumes to the hinterland, which normally requires good intermodal connections. Ports will be more impressed, as each carrier's schedules should be better co-ordinated, thereby improving vessel turnaround times. The following chart shows how this presently varies in Hong Kong, Rotterdam and Hamburg. In conclusion, rationalisation of ports and terminals within the P3 network may be a bridge too far, at least

initially, which may explain why the number of services to be offered between Asia/Europe and Asia/North America looks very similar to what is on offer at present. In other words, the schedules may remain the same, only with port pair and vessel adjustments as needs dictate. If so, then each carrier's containers may find themselves headed towards unusual ports and terminals at times. Rotterdam's Maasvlakte 2 terminals are due to open at the end of next year. They tick all the boxes for P3's vessels, but will they tick all the boxes of each member? **Source: Drewry**



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MOL Comfort's front half again re-secured to tug after breaking free



PHOTO : gCaptain ©

JAPAN's Mitsui OSK (MOL Lines) reports that the still floating front end of the 8,000-TEU **MOL COMFORT** has been reconnected to the salvage tug from which broke free in adverse weather conditions. "The tow wire was disconnected from the fore part on July 1, but recovery work was complete and we have resumed towing operation," said the latest MOL communique. "Our sales offices will continue to contact customers with updates on the movement of the fore part and cargo status." The ship split in two on June 17 off the coast of Oman and Yemen on its way front Singapore to Jeddah. As both ends of the ship separated and wallowed in the monsoon downpour, the rear end, containing the wheelhouse, 1,700 containers and 1,500 tonnes of bunker sank on June 27. Three tugs will resume towing the forward section, with most of its containers still aboard in a west-northwest direction from 17°02'N 67°57'E. The salvage company has a patrol boat where the after section sank and keep an eye out for oil leaks, but none has been reported so far. The company intends to recover the two hull sections, said **MOL**. **MOL** has since withdrawn the

MOL COMFORT's six sister ships from service to examine causes and strengthen their hulls before they put to sea again. Source : Schednet

Farewell Chief cook Pina



The chief cook on the DP Fall pipe stone dumper **SEAHORSE**, **Mr. Joao Pina**, served onboard for 11 year. He cooked over 4000 hot meals for an average of 40 people daily and got to know over 700 of all types of seamen and sea women.



All 700 are reported being seen in the Gym from time to time. He received **two** offshore **cooking stars** and a handy tablet computer to register all his Cabo Verde recipes and cleaning schedules. He is transferred to a brand new hopper dredger and we wish him a very fine new working atmosphere. **Thanks "John"!** **Capt. Henk J.**

Wortel - master dpfpv ' Seahorse'

Fendercare Marine celebrates 25th anniversary as global supplier of marine products and services

- ❑ Formed in 1988 for the sale, hire and refurbishment of Yokohama fenders
- ❑ With a footprint of over 40 global bases, **Fendercare Marine** is now a worldwide supplier of marine products and services
- ❑ World-leading provider of Ship-to-Ship (STS) transfer services

Fendercare Marine, one of the world's foremost suppliers of marine products and services, announced that it is celebrating 25 years of trading in 2013. This achievement comes as a result of Fendercare Marine's commitment to providing innovation and excellence for their customers as well as building an enviable reputation for first class customer service. The company, originally called Fender Care Ltd, was established in 1988 in a small rural location in the heart of East Anglia. Originally its core business was the sale, hire and refurbishment of Yokohama fenders. Three years later, the company opened the first of many global bases to help supply Middle East countries during the first Gulf War.



In 1993, as the company expanded they relocated to their new Head Office in Seething, just a few miles south of Norwich, Norfolk where the company still resides today. From this base, they now control offices and stock hubs in Brazil, Australia, China, Nigeria, Angola, Ghana, India, Middle East and Singapore, as well as a global network of Agents and Distributors who have

exclusive arrangements to sell their products. They have grown from a handful of staff to over 400 employees located worldwide.

Having built a reputation as a supplier of quality marine products – in particular Yokohama fenders – 1995 saw them take the bold step of entering the Ship-to-Ship (STS) market. Initially acting as a preferred contractor to Shell, Fendercare Marine's STS operations involve transfers between vessels of any size with a variety of cargoes including crude oil, white and black products, LPG and LNG as well as bulk cargoes. This proved a very shrewd move as Fendercare Marine has now become the leading provider of third party ship-to-ship (STS) transfer services in the world.

In 2012 they transferred over 475 million barrels during almost 3,000 individual operations across the world from over 40 STS bases, compared with just 18 million barrels in 1995 when they first started STS transfers. Throughout this time, one thing Fendercare Marine is particularly proud of is their exemplary safety record - not having had a single environmental incident since starting STS services in 1995.

Fendercare Marine build an enviable customer list over the last 25 years, from small independent traders to multi-national oil and gas conglomerates, as well as becoming suppliers to many of the world's navies. Their sizable naval product portfolio began in 1999, when they first began supplying fenders to the Ministry of Defence in the UK. They won a five year contract worth \$29 million to supply the US Navy, who called Fendercare Marine a "vital part of assuring our US submarine fleet's mooring capabilities continue positively throughout the world."

Part of the Fendercare Marine ethos seems to have become "if we don't supply it now, we soon will." Over the last few years, they have expanded their marine product and service range through judicious acquisition of well respected, quality brands, such as E.J.Bean, Turners Marine Trading and Hippo Marine. The purchase of surface preparation company Blastgreen in 2009 has opened new doors both inside and outside the marine sectors. The wet blasting service is used for cleaning in zoos, racetracks, graffiti removal, canal boats and on Britain's roads. The load and stress monitoring company, Straininstall Marine became a subsidiary of Fendercare Marine last year, adding another string to the Fendercare Marine bow and further extending their reach into the offshore oil and gas markets. A key milestone in Fendercare Marine's history came in 2005 when they became a part of James Fisher and Sons plc, a leading service provider in all sectors of the marine industry and a specialist supplier of engineering services to the nuclear industry in the UK and abroad. This venture has allowed Fendercare Marine to access a wider range of services for their customers than ever before, resulting in extraordinary turnover growth from £15m to £150m in just seven years.

The additional resources and services that James Fisher and Sons plc brought helped Fendercare Marine take on their most ambitious project yet. In 2012, they took responsibility for the marine terminal of two oil fields in Angola, Africa as part of a £200M deal to provide turnkey marine terminal management services. The award of the contract marked a significant step forward in the development of their marine services business, demonstrating that they have the scale, technology, expertise and global reach to take on such complex operational challenges. As Fendercare Marine's Group Business Development Director, Martin Dronfield, said "(this contract) represents a very real vote of confidence by the major international oil companies and licensing authorities that our unique approach offers an ideal balance of environmental awareness, safety, efficiency and sustainability."

The offshore energy market has seen great changes over the last 25 years and Fendercare Marine have certainly been moving with the times. The unprecedented expansion of the global marine renewables sector saw them open their first wave and tidal support base in Lyness, Orkney in 2010. Never forgetting their local roots, this was soon followed by the launch of their first offshore wind turbine personnel support base in Great Yarmouth, Norfolk.

Great Yarmouth is also home to Fendercare Marine Diving Services, established in 2010 to provide a wide range of diving services and equipment. "Since the launch of our Marine Diving Services division in 2010, the demand for our diving services has increased dramatically," says Fendercare Marine Group Business Development Director Martin Dronfield. "As well as completing a number of diving and marine service contracts in the UK, we are now supporting

our customers internationally including the provision of a 30-man team to support FPSO operations in West Africa.” Receiving full IMCA membership, ADC membership and Bureau Veritas approval are all further evidence of the Diving Services division’s commitment to safety and quality. Due to the success of the Great Yarmouth support base, they expanded the range of services available there in January to incorporate mechanical, electrical and lifting equipment; hydraulic equipment and winches; lifting slings and load/stress monitoring equipment. The new division – Fendercare Marine Equipment and Lifting Services – is now supporting the oil and gas offshore sectors as well as the renewable industry, creating a truly unique offshore energy support base.

The Lifting Services part of the division supplies the needs of both the offshore energy market and land based industrial sites. Never ones to miss an opportunity, their Lifting Division also supply the emergency animal rescue harnesses used by the Fire Services throughout the UK and are currently in talks with Fire Services in Europe.

One of the keys to Fendercare Marine’s success has been their strong leadership team. Their current Managing Director, Eric Plane, joined Fendercare Marine in 1995 and has been their MD since 1997. “ Fendercare Marine is the company it now is because of the can do attitude it uses everyday” said Eric. “This applies to opening an STS base in maybe hostile territory where others would think twice or simply going the extra mile for a client in a variety of ways. We pride ourselves on our customer service whether that is in Australia, Brazil, Africa or the UK.”

So what does the future hold for Fendercare Marine? It seems that there are no plans to rest on their laurels. The Angola turnkey project continues apace; oil and gas opportunities in East Africa and the Falkland Islands are being explored; contracts to fulfil with (amongst others) the US Navy and plans for further renewable energy support bases around the UK in 2013. Looking to the future, Eric said “We are constantly trying to widen our appeal to our customers and the fact that a customer who simply used us for an STS operation in 2007 can now ask us to manage an offshore terminal or to change out an SBM bears testament to that.” “Our ambition is to ensure that Fendercare Marine is the “go to” name on our client’s lists regardless of what the issue or requirement may be. We want to be able to take what started as a tiny company founded 25 years ago in a back bedroom and turn it into a truly global marine services provider without losing our roots, our ethos and our passion for business.”



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NAVY NEWS

US Navy Moves Smaller Coastal Craft To Persian Gulf As they Pull Big Ships

Once again, the US Navy is moving more warships to the Persian Gulf. This time, though, we’re not sending an extra aircraft carrier or another task force. This is arguably a de-escalation of possible tensions with Iran. In a nutshell, the Navy is replacing big ships with small ones.

The three new ships – **Tempest**, **Squall**, and **Thunderbolt** – are **Cyclone-class** PCs, which stands not for “personal computer” or “politically correct” but “patrol, coastal.” They are relatively small vessels – 179 feet long, 380 tons displacement, and boasting just 28 crew. They are well-suited to shallow waters, protecting oil rigs, and working with our Arab allies’ modest fleets. Another two PCs, Hurricane and Monsoon, will join the Bahrain-based 5th Fleet next year, leaving just three in US home waters to do (primarily) counter-drug operations for 4th Fleet out of Mayport, Florida. Meanwhile, however, the Navy’s cutting back on aircraft carriers, destroyers, and even minesweepers on duty in the Gulf. That’s not to say the Cyclones can’t fight. In fact, the five already homeported in Bahrain are being upgunned with Raytheon-made Griffin missiles, the same relatively short-ranged weapon being added to the

controversial Littoral Combat Ships. (The newly arriving PCs will get their Griffins later). Last year, the Navy just happens to have successfully tested the Griffin against small fast-attack craft, the favored watergoing weapon of the Iranian Revolutionary Guard Corps.



"We're just installing the Griffin missile system on the patrol craft now. That's a laser-guided rocket that will help counter any kind of swarm tactic," said Capt. Joseph Naman, commander of 5th Fleet's coastal patrol craft, in a conference call this morning with reporters. "I would take the PC over a swarm [of fast-attack boats]. Pound for pound the punch is much harder." Loading up small craft with heavy machineguns and rocket-propelled grenades is a cheap way to put firepower on the water, but they may not hit much of anything. "The speedboats with the guns and the guys hanging off with RPGs, all those

[weapons] are unguided, all those are not stabilized," Naman explained. In the Gulf, "we're normally seeing about one to three-foot [waves] on a good day and maybe five to seven-foot seas on some of the interesting days we have." That's bad news for the Revolutionary Guard gunner trying to eyeball his target from a jouncing deck. By contrast, even before the Griffins are installed, the Cyclones have two 25-milimeter quick-firing cannon and a multitude of machineguns, all on stabilized mounts to keep them on target in rough seas.

Click here : [Time Lapse Video of PC ships arriving to Bahrain](#)

That's still a lot less firepower than the bigger and more-expensive-to-operate warships that the Cyclones are effectively replacing. This spring, the Pentagon announced the Navy would halve the number of aircraft carriers patrolling the Persian Gulf at any given time from two to one – which also cuts in half the accompanying cruisers, destroyers, and submarines – because it simply could not afford to sortie the carrier strike groups under the budget cuts known as sequestration. (The uncertainty over a stopgap spending measure called the Continuing Resolution, since resolved, was also a major factor).

The Navy's also cutting back on patrols by its workhorse Arleigh Burke DDG-51 destroyers, Capt. Naman said. "The slight decline in DDGs closely correlates to our decline in forces in Iraq and our drawdown in Afghanistan," he told reporters. To support the wars on land, the fleet has been making longer and more frequent deployments over the last decade, to the point that both ships and their crews are getting tired. Now, said Naman, "we're trying to stretch [out] the time between deployments a little bit longer so we can do the maintenance on the ships we need to." (But sequester complicates maintenance as well). "It doesn't mean we're going to do away with the DDGs," Naman emphasized. But as the patrol craft flotilla increases from five historically to eight now and 10 next year, he said, "we're picking up a lot of the missions they were doing."

Most of those missions are low-profile cooperation with the Gulf Cooperation Council states – Bahrain, Kuwait, Oman, Qatar, the UAE, and the big brother, Saudi Arabia. Building up local partners is the best long-term bulwark against Iran, and those partners' own fleets consist largely of smaller coastal craft much more similar to the Cyclones than to the Arleigh Burkes. Those international missions include training exercises – "there're over 15 of them we do every year with the GCC nations," said Naman – and protecting offshore or coastal installations such as the ports, oil rigs, and desalinization plants on which the region's economy depends. In the shallow waters of the Gulf, small can be beautiful, Naman said: "We can go more places with the PC than we can with the DDG based on the draft alone."

A mission the Cyclones can't perform, however, is minesweeping. The Navy doubled the number of Avenger-class mine counter-measures (MCM) ships in the Gulf from four to eight last year amidst Iranian threats to close the Strait of Hormuz, but now it's sending the extra four Avengers home again. "They made a conscious decision to bring additional MCMs over here temporarily," said Naman. "It wasn't a homeport shift; it was a deployment....We have moved some portion of those back; the remaining ones will go back this fall." In the long run, the mine-clearing mission will fall to the Littoral Combat Ship, which will also hunt submarines and Iranian-style small attack boats. (The LCS will have plug-and-play "mission modules" to tailor it for each of the three threats). While the Navy has made major progress on

LCS's costs, it's still working out both tactics and technology for the highly unconventional new ships. Both variants of the Littoral Combat Ship are also about eight times larger than a coastal patrol craft (3,000 tons displacement versus 380). So even in the future, the Navy will likely need both types for different missions in different depths of water. For now, until the LCS becomes fully operational, it's up to the Cyclones to patrol the shallows.

Source : [Breaking Defense](#)

Aircraft carrier project still pending, USC says

The issue of construction of an aircraft carrier for the Russian Navy has not yet been resolved, [United Shipbuilding Corporation](#) said Wednesday. Sergei Farafonov, Vice-President of Russia's United Shipbuilding Corporation said at the International Maritime Defense Show (IMDS-2013) that the project has been under consideration.

Roman Trotsenko, former president of the state-owned shipbuilding holding had said that the USC is capable to build a nuclear-powered aircraft carrier. In his turn, Anatoly Serdyukov the then Defense Minister of RF also had said that the Ministry expects to have developed a draft project of the nuclear aircraft carrier by 2013. Source : [PortNews](#)

INS Vikramaditya, India's second aircraft carrier, out at sea again

The [INS Vikramaditya](#), India's second aircraft carrier, is out at sea again. y this time tomorrow, the 45,550-ton



vessel built at the Sevmash shipyard in Severodvinsk, north Russia, will be sailing through the Barents Sea. Over the next two months at least, the ship will be put through stringent testing in the Barents Sea and the White sea. "If all goes well, the Indian tri-colour will be flying atop the [INS Vikramaditya](#) this November, after which it will start its journey to India," a senior Navy officer told NDTV. The [INS Vikramaditya](#), formerly known as [Admiral Gorshkov](#), was to have joined the Indian Navy last year. However, the insulation tiles of its boilers cracked during full power

trials, which entail pushing the ship to maximum speed at sea and then testing all systems for accuracy and endurance. The fire-brick lining - made of special ceramic to help maintain optimum temperature in the boilers - on the inside of the insulation had come off. A senior official told NDTV that the entire insulation was ripped off and a new one has been installed.

A 500-member Indian Navy team, which was training on-board the [Admiral Gorshkov](#) then had spotted the problem with the warship's boilers, especially when the vessel hit top speed of about 30 knots (around 55 kmph). The repairs delayed delivery of the ship by a year. "Tests carried out in the dry docks have also been successful," the official said.

India and Russia had signed a \$2.3-billion (Rs. 14,000 crore approximately at present valuation) contract for refitting the aircraft carrier, which served in the erstwhile Soviet Navy. The first contract was signed in 2004, when no other country was ready to sell such technology to India. During the sea trials now, all systems of the ship, including its sensor and weapon and propulsion system will be tested and full power trials will be conducted again. A contingent of Indian Navy officials are on board to oversee and inspect the trials. Source : [NDTV](#)



The Dutch OPV P 840 Zr.Ms. HOLLAND moored in Bonaire - Photo : Henk Ram ©

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Cheoy Lee Shipyards is embarking on the construction of four

ART 80-32 tugs, to the very latest design from Robert Allan Ltd. The first two are being built to satisfy an order from Kotug International BV, with the remaining two being commenced as stock vessels for Cheoy Lee. These will be built as inventory that can be made available at a future date, with reduced lead times. The first two vessels are scheduled for completion in the second quarter of 2014 with construction to Lloyds +100A1 Tug, +LMC, UMS, *IWS, Coastal Service. This **ART 80-32** is the third Rotor@tug design originating from co-operation between Rotor@tug and Robert Allan Ltd. The design is unique in that three engines and thruster units are fitted, rather than the conventional two. The single drive unit aft providing an exceptional turning moment for unmatched maneuverability. The **ART 80-32** vessels under construction at **Cheoy Lee** are powered by three Caterpillar 3512C engines, each developing 2,365hp. As the series name implies, the 32m long vessels will deliver a bollard pull of **80 tonnes**, both ahead and astern. Free running speed will be 12.5 knots. Six crew are accommodated on the vessel, two in single master/engineer cabins on the main deck, with two 2-man cabins on the lower deck, aft of the galley store and laundry room. The galley is on the main deck, opposite a large crew mess and lounge. On the bridge deck, a single helm seat slides on rails between consoles. Deck gear includes forward and aft towing winches and staples. Cheoy Lee will be integrating the **ART 80-32** into their range of harbour/terminal tugs allowing the opportunity to offer the vessels on tenders requesting

Rotor®tugs for their unique capabilities, redundancy, superior safety and maneuverability. Principal Dimensions: 31.95m LOA x 12.60m Beam x 6.31m Draft **Source : Cheoy Lee**

Shandong Huanghai delivers mpp ship AAL HONG KONG (32,000t dwt)

Schoeller Holdings has taken delivery this week of the 32,000t dwt multipurpose vessel **AAL HONG KONG**. Ordered in January 2008, the ship is the eighth unit in a series of identical sisters from Shandong Huanghai Shipbuilding. She follows the **AAL MELBOURNE**, now trading as **HYUNDAI INCHEON**, which was delivered in February (News 859).

The ship is equipped with four cranes, including two 350 ton units which can work in tandem to hoist loads of up to 700 tons. The new **AAL HONG KONG** has joined Austral Asia Line, a member company of the Scholler Group, on the carrier's China-Korea-WCNA multipurpose service (#2851), where she joins two of her earlier sisters. **Source : Linervision**

Naming ceremony takes place for LPG carriers - Sibur Voronezh and Sibur Tobol

A naming ceremony was held at the **Hyundai Mipo Dockyard Co. Ltd.** shipyard in South Korea for the first two vessels in a new series of LPG carriers (liquefied petroleum gas) ordered by Sovcomflot Group, to operate on long-term contracts with the petrochemical holding company SIBUR. The carriers will serve to transport LPG from SIBUR's LPG and light oils transshipment terminal at the Ust-Luga commercial sea port, SIBUR says.

In 2012, Sovcomflot and SIBUR signed a long-term agreement for the charter of two gas carriers to provide regular transportation of liquefied petroleum gas all year round. In 2013, SIBUR will start exporting LPG via its own terminal at the sea port of Ust-Luga. The structural design of the vessels includes: a ballast water treatment system, a requirement for all vessels since 2013, and a reinforced hull for non-stop year-round operations in the North Atlantic with an active service life of 25 years, significantly longer if the vessels are used in normal conditions. The design of these 1B ice class vessels (Ice3 in the Russian Maritime Register of Shipping) will allow them to operate effectively in the low temperatures of the Baltic Sea, during their winter voyages. Navigation equipment and software from Russian manufacturers was used in the construction of these vessels. The new vessels are due to be delivered to SCF in August-September of this year. Technical characteristics of the vessels: Length: 159m, Beam size: 25.60m, Depth: 16.40m, Estimated draught: 10.90m, Deadweight: 22,760 tonnes, Propulsion engine power: 7,780kw.

Sovcomflot Group (SCF) is Russia's largest shipping company. It is a world leader in the maritime transportation of hydrocarbons and provides support for shelf exploration and oil & gas production. The SCF fleet (owned and chartered) includes 160 vessels with a combined deadweight of over 12 million tonnes. It specialises in the transportation of hydrocarbons from areas with challenging icy conditions and a third of the fleet's vessels have a high ice class. Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Tangguh, Escobar, and Peregrino. The company is registered in Saint-Petersburg and has representative offices in: Moscow; Novorossiysk; Murmansk; Vladivostok; London; Limassol; Madrid; Singapore and Dubai. SIBUR (www.sibur.com) is a uniquely positioned vertically integrated gas processing and petrochemicals company. SIBUR owns and operates Russia's largest gas processing business in terms of associated petroleum gas processing volumes, and is a leader in the Russian petrochemicals industry. As of 31 March 2013, SIBUR operated 27 production sites across Russia. SIBUR's Ust-Luga terminal is the largest in the CIS and the first in Northwest Russia to tranship LPG. The terminal is capable of handling up to 1.5 million tonnes of LPG and up to 2.5 million tonnes of light oils each year.

Scandlines and STX Finland sign Letter of Intent

Scandlines and **STX Finland Oy** have signed a Letter of Intent (LOI) for building two new ferries for the route Rostock (Germany) – Gedser (Denmark) for delivery in spring 2015. The project will bring some 1000 man-years of

work for STX Finland and its subcontracting network. The ferries will be double ended and construction will allow the ferries to be used on the route Puttgarden (Germany) - Rødby (Denmark) as well. Each ferry will have a capacity of 1,300 passengers and 72 trucks or 382 cars. The ferries will be operating on environmentally friendly LNG instead of traditional heavy fuel, thus reducing emissions to the air significantly. Nitrogen emissions, CO2 and particulates are reduced remarkably and sulphur emissions are practically zero. Over the summer, Scandlines and STX Finland Oy will undertake negotiations under the LOI in order to reach a final contract. Read more about Scandlines at www.scandlines.com Read more about STX Finland at www.stxfinaland.com Images and press releases available at: www.stxeurope.com/download-center For further information, please contact: Timo Suistio, EVP of STX Finland Oy, tel. +358 400 723 942 Anette Ustrup Svendsen, Communications Manager of Scandlines Danmark A/S, tel. +45 72 68 67 54 Scandlines was established in 1998 and is one of the biggest ferry operators in Europe. The ferry operator provides efficient and reliable transportation services to both passengers and freight customers on three short-distance routes between Denmark, Germany and Sweden with high frequency and large capacity. The main focus of Scandlines' activities is creating value for our customers on board our ferries as well as in our border shops. In 2012, Scandlines transported 11.7 million passengers, 2.7 million cars and 0.8 million cargo units on our Puttgarden-Rødby, Gedser-Rostock and Helsingør-Helsingborg routes. STX Finland Oy has three shipyards in Finland, Turku shipyard, Rauma shipyard and Arctech Helsinki Shipyard Oy, of which STX Finland Oy owns 50%. STX Finland's subsidiaries include Aker Arctic Technology Oy and STX Cabins Oy, among others. The company belongs to the STX Europe Group, an international shipbuilding group with a product range including cruise vessels, ferries, offshore services vessels, arctic and other specialized vessels. STX Europe has approximately 5,000 employees. STX Europe's principal shareholder, the Korean-based international industrial group STX Business Group, has approximately 70,000 employees and aims to be a global top player in its core areas; shipping and trade, shipbuilding and machineries, plant and construction, and energy. Source : Ferries of Northern Europe

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South Korean Bulk Carrier 7 hatch MV **ORIENT PIONEER**, which was a reported July 5th involved in a collision at Eastern Bunkering Delta, Singapore which her fuel tank leaking above seen with the Pollutions Control Craft, **SALVIXEN** alongside recovering the leaking fuel. Photo : Capt Jim Stone ©

Container terminal: Hearing put off

The Kerala High Court adjourned by two weeks, the hearing on a petition challenging the [Cochin Port Trust \(CPT\)](#) decision to discontinue operations at Rajiv Gandhi Container Terminal, in view of the commissioning of the International Container Transshipment Terminal (ICTT) at Vallarpadom. The ICTT is operated by India Gateway Terminal Private Ltd (IGTPL). A Division Bench comprising Chief Justice Manjula Chellur and Justice K Vinod Chandran directed the CPT to file objections, if any, regarding this. The petition was filed by B Hamza, General Secretary, Cochin Port Labour Union. He pointed out that a proviso regarding the discontinuance of the operation of RGCT had been incorporated in the licence agreement thorough amendments after acceptance of the financial bid of the IGTP. The amendments had bestowed undue favours on the licensee at the cost of public exchequer. The petitioner said that around 4000 workers had been deprived of their legitimate right to employment and constitutional right to live in dignity, with the cessation of all container related activities by the licensor at RGCT from February 18, 2011. The CPT had also lost the right to handle coastal vessels for the next 30 years, it said. [Source: Express News Service](#)

Third terminal for Port Klang likely

There's talk that Port Klang will need a third terminal by the end of this decade. The port, which is on course to handle 10.4m teu, is the busiest in the country. "The third port is part of the Port Klang Development Master Plan to strengthen the world's 12th busiest port in the future," deputy minister of transport Datuk Abdul Aziz Kaprawi said earlier this week. Port Klang is currently served by two terminals, Northport and Westports. [Source: Sea Ship News](#)



The TSHD [CHANG JIANG KOU 01](#) at work on the Yangtze river at Shanghai, China.

[Photo : Capt. Bert Boutsma, master Donaugracht ©](#)

Philippine ports study underway

The new Office for Competition (OFC) of the Department of Justice and the [Philippine Ports Authority](#) have entered into a memorandum of agreement to ease port cargo congestion. The MOA aims to "simplify business operations in ports, encourage competition and improve the competitiveness of the country's trade and industries that depend on seaborne export or import." Under the deal, the OFC will carry out a port sector study to look into the level of competition, port efficiency, and regulatory framework. [Source: Sea Ship News](#)

Rickmers buys five second hand ships and increases its fleet of CSBC 2200 types to 13

The Hamburg-based non-operating owner Rickmers Group disclosed that it has acquired enbloc five 2,226 teu container ships. Rickmers said that the volume of the investment amounts to more than USD 30 million and that the transaction increases the fleet of vessels owned or managed by the group to a total of 97.

The shipowner commented that it regarded 'this particular vessel size as one of the few market segments with positive short term upside potential for the charter rates inter alia as the number of vessels in this segment decreased in 2012'.

While the identity of the five ships has not been disclosed, the quintet is believed to comprise the **ANGLIA, AS ASTURIA, AS ANDALUSIA, AQUITANIA** and **AS ALICANTIA**. The ships were built in 1999 and 2000 at CSBC's Kaohsiung shipyard. All five were owned by German **KG-funds of Fondshaus Hamburg** and managed by the **Ahrenkiel Group**. Since the KG funds that owned the ships declared insolvency this year, the vessels were put up for sale.

Rickmers already owns eight ships of the type, built in 1997 and 1998 at the same yard. The ships are **ALEXANDRA RICKMERS, ALBERT RICKMERS, AENNE RICKMERS, ALICE RICKMERS, ANDREAS RICKMERS, ANDRE RICKMERS, PATRICIA RICKMERS** and **WILLI RICKMERS**. A ninth ship, **CLASEN RICKMERS**, was sold to Victoria Oceanway in 2012. All of Rickmers' eight CSBC 2200 sisters are presently employed trading on charter to **MSC, CMA CGM, UAFL, PIL** and **X-Press Feeders**. Source : Linervision

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European Commission approves €114 million aid for extension of Greek Piraeus port

The European Commission has found a €113.9 million Greek support for an infrastructure project of €120 million at the Port of Piraeus to be in line with EU state aid rules. In particular, the project will further the objectives of EU transport policy and cohesion without unduly distorting competition in the internal market. In September 2012 Greece notified plans to support an investment project by OLP, the port authority, to extend existing infrastructure for cruise ships at the Port of Piraeus by 2 docking stations. The project is co-financed with €96.9 million from EU Structural Funds.

The project will improve the exploitation of cruise services at the Port of Piraeus and support regional development by creating jobs and boosting economic activity through the passengers, crews and companies that it will attract. Greece carried out an in-depth cost-benefit analysis showing that the income to be generated for the Port Authority from the use of the infrastructure over the next 20 years will be insufficient to cover the investment costs. Therefore, the project would not be carried out without public funding.

The Commission found that the public funding of €113.9 million is limited to the funding gap identified in the study. The funding is therefore necessary to make the project possible and it remains limited to the amount strictly necessary to achieve its goals. Finally, the potential distortions of competition and trade between Member States to be generated by the creation of additional capacities at the Port of Piraeus are relatively limited, because the port of Piraeus will still have a relatively low market share in cruise traffic in the Mediterranean. The positive effects of the project for the cruise market of the Mediterranean Sea and on regional development clearly outweigh any potential distortions of competition brought about by the aid. The Commission therefore concluded that the project is in line with Article 107(3)(c) of the Treaty on the Functioning of the European Union (TFEU), that allows aid for the development of certain economic activities, provided that it does not unduly affect trade and competition. Source: EUROPA

Aker Solutions to deliver drilling equipment package for Mariner platform

Aker Solutions won a contract from **Daewoo Shipbuilding and Marine Engineering (DSME)** to deliver a drilling equipment package for the production platform at the **Mariner oilfield** in the UK North Sea, said in the company's press release. The parties agreed not to disclose the value of the order, which includes a complete topside equipment package. **Aker Solutions** will also provide necessary support services at DSME's shipyard in South Korea and during the offshore installation phase. Delivery of the equipment will be completed in 2015.

The contract includes an option to supply an identical drilling equipment package for the production facility at the nearby Bressay field. Mariner, located about 150 kilometres east of the Shetland Isles, and Bressay are operated by the oil company Statoil. The contract work will mainly be executed at [Aker Solutions'](#) Kristiansand and Asker facilities in Norway, as well as Erkelenz in Germany. Installation and commissioning services will take place at DSME's yard in South Korea and in the North Sea. The contract has been booked as order intake in the second quarter of 2013.

Source : PortNews



The [OCEANA](#) outbound from Lisbon – Photo : Arie Verhey ©

.... PHOTO OF THE DAY



The topsides of the [DolWin alpha converter platform](#), a giant offshore 'power socket' that will connect the Trianel Borkum-West II offshore wind park with the power grid of the German mainland.

It is a crucial part of HVDC DolWin1, a high voltage direct current link under construction which should which includes a 165-kilometre-long (103 mi) bipolar cable. Here the [DolWin alpha converter platform](#) is parked at Mammoet's

head office at Schiedam waiting for further transport to its final offshore destination, the DolWin area in German North Sea. There it will be positioned on top of the already installed jacket in July 2013. **Note: this image was taken by a camera lifted by a kite on June 30th 2013.** Photo : Hans Elbers - www.fotovlieger.nl (c)

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