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## EVENTS, INCIDENTS & OPERATIONS

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The **HHL NILE** (ex Beluga Faculty) anchored off Singapore – Photo : Piet Sinke ©

## Oslo celebrations - Celebrating 50 Years of Cutting Edge Maritime Services

The **Thome Group**, the first independent third party ship manager to establish in Singapore, proudly celebrates its 50th anniversary in Oslo this evening, with a harbour cruise and a well-attended gala dinner at the Norwegian Maritime Museum.

Incorporated in Singapore in 1963 as **Thome Co. Pte Ltd** by Norwegian Fridtjov Thome and establishing **Thome Ship Management's** Singapore headquarters in 1976, the Thome Group has grown to represent a unique combination of the best elements of Norwegian shipping tradition with the modern drive of Asian business enterprise. Since the early days of 1963 and through generations of family experience, the Thome Group has grown to be recognised as one of the world's leading independent international ship managers with more than 300 vessels either crewed or under full technical management serviced by 550 shore staff and 10,000 crew members.

From full scope ship management to offshore structure management, port agency, vessel inspection and crew training, Thome offers a complete range of services & products under one roof. In more recent times, Thome Group, with its roots solid based in Norway, has successfully expanded its core business. This includes growing the global footprint of its ship agency business arm as a seamlessly move into the offshore oil and gas sector. Likewise has its maritime consultancy division scored notable successes in the area of newbuilding supervision. Thome Group Chairman and Group Chief Executive Officer Olav Eek Thorstensen spoke about what he would like the company to achieve in the next few years and beyond.

He said: **"Thome Group** has come a long way in recent years. We are proud of our Norwegian ancestry and we continue to work with many Norwegian principals as actively promote Norway and Norwegian interests consistently in Singapore and the rest of Asia. The Norwegian brand is strong and recognized globally".

"The major recent developments include the creation of Thome Oil and Gas and our decision to expand our presence overseas. While Singapore remains our home base, and Manila our main crewing and training centre, more recently we have extended our global reach via new offices and joint ventures, not least the building up of our presence here in Norway and in Denmark." Oslo based Business Development Manager for Norway and USA, Sverre Ditlev-Simonsen, said: "Today Thome is widely recognized in the international ship owning community as a world class provider of high quality ship management services. By building on Thome's competence, global network and strong reputation, we seek to expand also our offshore-related client base"

Sverre Ditlev-Simonsen adds: "Many OSV and rig owners can without doubt benefit from our lean concept. We believe that we will be able to further elevate an already well recognised service offering for our existing and potential partners here in Norway, including financial investors active within the shipping & offshore segment. Furthermore, our ambition is to assist non-traditional shipping investors reach their goals, by serving as their own technical department." He said: "We will continue to grow at an accelerated rate as long as we see the business potential to do so with the priority being to expand in places where we have existing offices and relationships. The Norwegian Maritime cluster remains a key strategic focal market for us" Olav Eek Thorstensen added that the global shipping market would most likely continue to face a tough time for the rest of 2013 and even into 2014, although things look brighter for a few segments.

He said: "The overall outlook remains hard for global shipping. Owners rightly continue to seek value from the managers they entrust with their assets". "At Thome we shall continue to deliver the highest quality management service with the focus on safety, cost and a flawless operation." He said one of the aspects of Thome's development has been the continuous high level of investment in training and education, and this will continue in 2013 and beyond. "We firmly believe in our Human Element concept. Our focus remains on developing our shore-based and sea-going talent as this is something which truly sets us apart from our competitors," he added.

## **Traveler dies in cruise ship steam room during Alaska visit**

A Kenyan man on a cruise to Alaska died in the ship's spa Tuesday, according to Alaska State Troopers.

The man, 66-year-old Nairobi resident Jasumati Vithalani, was unresponsive when a member of his family found him in a steam room at 5:24 p.m. Tuesday, troopers said in a written statement. They were aboard Norwegian Cruise Line's ship, the **Norwegian Jewel**, between Juneau and Skagway, troopers said.



The **NORWEGIAN JEWEL** outbound in Vancouver harbour – **Photo : Robert Etchell ©**

Vithalani was not breathing and had no pulse when the ship's medical staff arrived, so they did not try to revive him, troopers said. A cruise line doctor pronounced Vithalani dead at 5:47 p.m., troopers said. "No foul play is suspected and the State Medical Examiner did not request an autopsy," the troopers statement says. Vithalani's body was released to his family and is heading to Seattle on the cruise ship, troopers said. **Source : Anchorage Daily News**



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The **PRINCIMAR JOY** arriving in Rotterdam – Photo : Kees Schotel ©

## Britse marine stuurt Irak- en Libië-veteraan naar Wereldhavendagen

Niet alleen de Nederlandse en Russische marine zijn present tijdens de Wereldhavendagen, ook de Britse marine heeft gemeld aanwezig te zijn. Zij stuurt **HMS Brockslesby**, een mijnenjager die in 2011 nog actief was bij acties in de wateren rond Libië. De Koninklijke Marine pakt wederom groots uit met Oceangoing Patrol Vessel **Zr.Ms. Friesland**, onderzeeboot **Zr.Ms. Dolfijn** en duikvaartuig **Argus**. Vanzelfsprekend is ook het Korps Mariniers erbij. Zij nemen twee landingsvaartuigen en een paar snelle FRISC onderscheppingsvaartuigen mee.

De 60 meter tellende **Brockslesby** was actief bij het mijnenvrij maken van de haven van het Libische Misrata in 2011. Zij wist daarbij een actieve mijn van Gadaffi's troepen onschadelijk te maken. In 2003 was zij ook al op pad in die regionen, toen ze als één van de eerste schepen de Iraakse haven van Umm Quasr binnenvoer om daar zeemijnen op te ruimen. Ze kreeg daarvoor later een Battle Honour uitgereikt.

### Spectaculaire Nederlandse marineschepen

Ook de Nederlandse marineschepen hebben al heel wat actie gezien. Zo was de **Dolfijn** in 1999 actief voor de kust van voormalig Joegoslavië en recent nog tijdens de anti-piraterijoperaties rondom Somalië. Tijdens de Wereldhavendagen is dit bijzondere vaartuig open voor bezichtiging, maar wees op tijd want er staan ongetwijfeld lange rijen. **Zr.Ms. Friesland** is eigenlijk nog een gloednieuw schip. Het patrouillevaartuig werd op 22 januari dit jaar in dienst gesteld, als tweede in een serie van vier schepen. De **Friesland** kwam eerder dit jaar meerdere keren in het nieuws wegens het onderscheppen van grote drugstransporten in het Caribisch gebied. Wat verder zeker zal opvallen op 6, 7 en 8 september op de Nieuwe Maas zijn de FRISC's van het Korps Mariniers. Van deze Fast Raiding Interception Security Craft heeft de Koninklijke Marine er 48 aangeschaft. Ze kunnen een snelheid van meer dan 80 kilometer per uur halen. Zoals ieder jaar geeft de marine ook weer diverse demonstraties op en rond het water.

Speciale eenheden van het **Korps Mariniers** tonen hoe zij een gekaapt schip bevrijden van piraten en de nieuwe maritieme **NH-90 helikopter** laat het publiek zien waar zij toe in staat is.



**Zr Ms P 842 FRIESLAND** binnenvoerend in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

De Wereldhavendagen zijn het grootste maritieme evenement van Nederland. Honderdduizenden mensen grijpen jaarlijks de kans om een kijkje achter de schermen te krijgen van Europa's grootste haven: Rotterdam. Het evenement wordt in 2013 voor de 36e keer georganiseerd en vindt plaats op **6, 7 en 8 september**. Bezoekers van jong tot oud kunnen naast scheepsbezoeken, demonstraties op het water en presentaties van havenbedrijven, onder andere genieten van een uitgebreid cultureel programma. In 2012 trok het evenement meer dan 400.000 bezoekers

## Security Council urges broad regional approach to counter piracy in Gulf of Guinea

The Security Council called for a comprehensive regional approach to combat the threat of piracy and armed robbery at sea in the Gulf of Guinea, and reiterated its call on Member States to prosecute perpetrators in accordance with international laws. "The Security Council expresses its deep concern at the reported number of incidents and level of violence of acts of piracy and armed robbery at sea in the Gulf of Guinea, in the first half of 2013," the 15-member body said in a presidential statement.

The Council also reiterated its deep concern about the threat to international navigation, the security and economic development of States in the region, to the safety and welfare of seafarers and other persons, as well as the safety of commercial maritime routes, caused by the illegal activities off the western coast of Africa. It also noted that international law, as reflected in the 1982 UN Convention on the Law of the Sea, sets out the legal framework applicable to activities in the ocean, including countering piracy and armed robbery at sea.

In the statement, the Council reiterated its calls on States in the region to criminalize piracy and armed robbery at sea under their domestic law, and to prosecute perpetrators, consistent with applicable international law, including international human rights law. In addition, it urged the need to investigate and prosecute "anyone who incites or intentionally facilitates such crimes, including key figures of criminal networks involved in piracy who illicitly plan, organize, facilitate, or finance and profit from such attacks." The Council noted that neighbouring governments and regional organizations have taken steps to combat piracy. Most recently, Western African leaders met in June at the Summit of the Gulf of Guinea Heads of State and Government on maritime safety and security in Cameroon to establish an effective framework to combat piracy and armed robbery at sea. At the Summit, participants adopted the 'Code of Conduct concerning the Prevention and Repression of Piracy, Armed Robbery against Ships, and Illegal Maritime Activities in West and Central Africa', which defines the regional maritime security strategy and paves the way for a legally binding instrument. The Council today welcomed this move and encouraged the regional members to sign and implement the Code "as soon as possible." The Council also welcomed recent regional efforts between the Economic Community of Central African States (ECCAS), the Economic Community of West African States (ECOWAS) and the Gulf of Guinea Commission (GGC). These include a plan to establish an inter-regional centre in Cameroon responsible for coordinating the implementation of the regional strategy for maritime safety and security. **Source :**

**UN News Center**

## TOS actief in de Rotterdamse passagiersvaart

**TOS** is sinds de oprichting in 1992 zeer actief in de Rotterdamse haven. Met name als bemiddelaar van varende personeel voor de Rotterdamse havensleepdiensten is **TOS** een bekende speler. **TOS** is sinds dit jaar ook actief in de Rotterdamse passagiersvaart. **Marleen Stuurman**, Executive Manager Operations: "Het is vaak verrassend hoe nieuwe contacten tot stand komen. TOS biedt een breed scala aan maritieme en technische professionals en is daardoor breed vertegenwoordigd in de maritieme industrie en dus ook in de Rotterdamse haven."



**De Nieuwe Prins**

**Photo : Kees Torn ©**

Sinds januari dit jaar verzorgt **TOS** de total crewing van **De Nieuwe Prins**

van de **RET (Rotterdamse Elektrische Tram N.V.)**. De RET vaart al jaren met deze fast-ferry tussen de Maasvlakte, Hoek van Holland, Pistoelhaven en de Landtong Rozenburg (Scheurhaven) voor zowel forensen als recreanten. Of het nu voor een uitje is of om naar het werk te gaan de fastferry biedt een snelle en betrouwbare manier om een beeld te krijgen van de Rotterdamse haven en in het bijzonder van de Maasvlakte 1 en 2 met de grootste zeeschepen ter wereld. Soms (met een beetje geluk) zie je zeehonden op het strand liggen.



Links: **Gordon van Heerwaarden** (matroos) Midden: **Cor Boekelman** (kapitein) Rechts: **Gerard Otto** (kapitein)

Dagelijks verzorgt **TOS** de maximaal vierkoppige bemanning. De bemanning bestaat met name uit oud binnenvaartschippers en oud roeiers van de **KRVE (Koninklijke Roeiers Vereniging Eendracht)**. **De Nieuwe Prins** beschikt over twee Caterpillar C12-motoren en het schip kan een snelheid behalen van 22 knopen (ongeveer 41 kilometer per uur). **TOS** levert ook de bemanning voor de ferry vanuit het Informatiecentrum Futureland van het Havenbedrijf Rotterdam N.V. Een tweekoppige **TOS** bemanning verzorgt de dagelijkse rondvaarten van de Futureland Ferry. **Source: TOS**



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The **MAERSK LINS** in Rotterdam-Europoort - Photo : Kees Schotel ©

## E.R. Capital and Schulte Group launch joint investment vehicle to buy second-hand tonnage

Two of Germany's largest non-operating ship owners and ship management groups, **E.R. Capital Holding** and **Schulte Group**, both based at Hamburg, have established a new joint investment vehicle under the name '**Quayside Maritime Partners**'. The main purpose of the new outlet is to acquire second-hand vessels at current depressed prices for sale in the future, once market conditions have recovered.

The deal is subject to approval by the German competition and anti-trust authorities. Both of the founding partners will provide 'significant equity' for the joint venture, and the first vessel to be purchased will be a panamax container ship.

Following the creation of an initial portfolio, additional interested investors will be offered the opportunity to acquire a stakeholding in Quayside Maritime Partners. Source : by **linervision**

## Titanic II model test to be held in Germany

**Blue Star Line** Chairman Clive Palmer announced **Blue Star Line** in conjunction with German hydrodynamic service and consulting company **Hamburg Ship Model Basin (HSVA)** will next month be conducting the first model testing of the proposed **Titanic II**, said in the company's press release.

Mr Palmer said a 9.3m wooden model of **Titanic II** will be put through resistance and powering tests in a 300m long tank at HSVA's Hamburg facilities in mid-September. **Titanic II** is scheduled to be launched from its construction base in China in 2016, before her maiden passenger voyage retracing its original journey from Southampton to New York.

"This model testing by HSVA will be an important stage in the **Titanic II** project," Mr Palmer said. "The **Titanic II** model is to be tested in the HSVA tank at speeds of between 18 and 24 knots. This testing is crucial for assessing the speed and power performance of this prototype vessel design."

HSVA Director of Resistance and Propulsion, Dr Uwe Hollenbach, said HSVA was delighted to be part of the historic **Titanic II** project in the company's centenary year. "Model testing is the only accurate and reliable method for a passenger vessel prototype such as **Titanic II**," he said. "**Titanic II** is a prototype as present day passenger vessels have a completely different type of main hull parameters and therefore are unsuitable as references. "The speed and power performance model testing is one of the critical aspects for a prototype vessel and needs to be verified before a construction contract is completed." On April 30, 2012, Mr Palmer announced to the world his intention to build and launch **Titanic II**. The announcement came 100 years after the original vessel last sailed. The **RMS Titanic** was commissioned by **White Star Line** and was the largest liner in the world at just under 270m long, 53m high and

weighing approximately 40,000 tonnes. Mr Palmer said **Titanic II** would have similar dimensions as its predecessor, with 840 rooms and nine decks. The only changes to the original **Titanic** would be below the water line including welding and not riveting, a bulbous bow for greater fuel efficiency, diesel generation and enlarged rudder and bow thrusters for increased manoeuvrability.

HSVA is a private and independent company which has been at the forefront of hydrodynamic research and testing technology since 1913. "**Blue Star Line** is looking forward to working with HSVA," Mr Palmer said.

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A Turkish "Ambulance boat" moored at one of the "Prince Islands" (büyük ada) off Istanbul

Photo : Zeynep Smits ©

## Nigerian Navy chief discusses "myriad of maritime threats" in Gulf of Guinea

Rear Admiral Emmanuel Ogbeche Ogbor is the Nigerian Navy's Chief of Policy and Plans (CCPLANS) superintends and coordinates Nigerian Navy (NN) programmes, plans and policies including transformational activities. Defence IQ recently spoke with Rear Admiral Ogbor ahead of the OPV Africa conference to understand more about the maritime threats in the Gulf of Guinea and how the Nigerian Navy was meeting these challenges.

Thank you for joining us today Rear Admiral Ogbor. What do you consider to be the number one maritime threat for Nigeria? What is the Nigerian Navy doing to address this issue?

African waters, including the Gulf of Guinea (GOG) is beset with of a myriad of maritime threats, for us in Nigeria, oil theft has posed the most significant threat to our national security and economic well being. Last year, it was reported that the national economy lost about \$7 billion to oil theft alone. The challenge of oil theft is further exacerbated by the increasing nexus between oil theft, piracy and illegal refining of crude oil with its attendant consequences on the environment. Efforts of the NN to secure the maritime environment are numerous; at the strategic level current efforts of the NN hinge on the mandate given to the current Chief of the Naval Staff on his assumption of duty by Mr



President to curb oil theft, pipeline vandalism and other acts of illegalities within our waters. In line with the Presidential directive, the CNS promulgated a Strategic Guidance SG 01. The main pillar of the operational focus of the NN as enunciated in the SG 01 is anchored on a trinity of action which encompasses surveillance, response initiative and enforcement. Furthering the surveillance concept, the NN is in the process of increasing existing Regional Maritime Domain Awareness Capability through integration with Coastal Maritime Radar and Surveillance Systems. Enhanced patrols by naval assets in order to sustain presence remains the main thrust of the current response initiative efforts. This is readily manifest in the extensive deployment of ships and patrol boats under the 3 Operational Commands of the NN. Despite these multilateral efforts, the wide expanse of the maritime environment presents a fundamental challenge to the capabilities of these naval assets. Accordingly, plans are ongoing to recapitalise the assets of the NN through acquisition of ships including Offshore Patrol Vessels. Beyond these, a deliberate policy of collective maritime security is being pursued at the sub regional level. As part of this, Nigeria and Benin Republic are into an operational partnership code named OPERATION PROSPERITY a joint naval patrol aimed at curbing piracy and illegal bunkering within the common waters of Nigeria and Benin. At the sub regional level the NN is also working with the Economic Community of West African States (ECOWAS), Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission (GGC) to further develop enhanced capacity for collective maritime security in the GOG.

What are the other maritime threats you are tackling? What are the key challenges and hurdles you are facing with these?

There are other broad threats impacting negatively on the present and future development of the nation, these include: piracy, weak regulatory institutions and legal frameworks on account of non domestication of international laws and conventions acceded to by governments, Illegal Unreported and Unregulated fishing, drug and human trafficking as well as proliferation of small arms and light weapons. Arising from the aforementioned threats, the critical challenge confronting the NN is the age of the Fleet. A couple of internal economic and national security dynamics have created challenges for the operational availability of the Fleet to effectively maintain continuous presence at sea. Gladly, there is renewed impetus at the strategic political and military levels to recapitalise the NN assets and may I add that this maiden OPV Africa Conference resonates this desire.

Can you tell us a little more about the Nigerian Navy modernisation plans for the future? What capabilities are you looking to invest in and what are the time frames?

The NN modernisation plan is anchored on the NN Transformation Plan 2011-2020. The plan links the vision of higher levels of defence management with the necessary capacity building programmes required by the NN within the next decade. Its overall objective is to achieve and sustain effective capacity to execute the statutory roles of the NN. Towards achieving the objective, the Plan is supported by 8 Lines of Development (LOD), each of which is made up of Developmental Objectives (DO). The DOs capture the desired capabilities to be achieved at the end of the transformational period. As earlier mentioned, the Transformation Plan has 8 pillars, which are concept and organization, fleet renewal, infrastructure and logistics amongst others. The short term plan runs from 2011-2012. Indeed, most of the developmental objectives/deliverables have been achieved across the 8 pillars of the Plan. For instance some of the asset acquisitions have been actualized while others are ongoing.

How will the forthcoming OPV Africa Conference benefit the Nigerian Navy in ensuring maritime security and stability in the region. What are you hoping to get out the conference?

The NN intends to leverage on the opportunity that the OPV Conference presents to further galvanise stakeholders together to bolster the common objective of enhanced maritime security. It will also be a unique opportunity for the NN to broadly appreciate the roles modern technologies play in facilitating seamless coordination of maritime security. In line with its asset recapitalisation programmes, the Conference is rife with prospects that would facilitate OPV acquisitions with several options. The NN also intends to use the Conference to seek partnership with maritime industry stakeholders to develop capacity in shipbuilding technologies. It is also hoped that in the end, a comprehensive strategy would be articulated to further assist in securing the GoG waters in order to provide the enabling environment for maritime economic activities to thrive.

### **Looking ahead, what is the most important goal for the Nigerian Navy?**

For the NN, all options to improve maritime security are on the table. The NN is working with international partners and equally making appreciable investment in assets recapitalisation in order to improve capabilities. Many including the Japanese Prime Minister, consider Africa to be the engine room of economic growth over the decades – before Africa is able to fulfill its potential do you think it's imperative to secure its sea first? How important is maritime and port security when considering Africa's future as an economic heavy weight?

The sea is an important vehicle for national development and nations, including non-littoral nations exploit the resources and uses of the sea to improve the wellbeing of their citizens. Over 80 per cent of global trade is moved through shipping. This heavy reliance on the sea is most significant amongst the countries of Africa whose

development path is entwined in the export and import trade. Natural resources at sea are also key to the success of most littoral nations economy hence the importance of maritime security. **Source : Defence Iq**



The **PALANPUR** enroute Rotterdam – **Photo : Ria Maat ©**

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## **Seadrill and North Atlantic Drilling announce strategic partnership**

**North Atlantic Drilling Ltd.** and **Seadrill Limited** announced in their first quarter 2013 reports that the companies were actively engaged in discussions with potential strategic partners in order to strengthen NADL's position in harsh environment areas, said in the company's press release.

The basis for the establishment of NADL in 2011 was to carve out a premium specialist operator with a superior safety standard in harsh environment areas and to use this as a platform to grow the business substantially. NADL builds on a 40-year history of drilling operations and a best-in-class track record in challenging areas. The recent discoveries and activities in harsh environment areas like Norway, Northern part of the UK, North Canada and Alaska, Greenland, Arctic and Northern and Far East part of Russia strongly confirm this growth opportunity. The supply and demand balance for these markets looks tight considering that very few suitable new units are to be delivered in the next years. It is likely that this new capacity is insufficient to meet what is expected to be a very high growth in demand for drilling activities.

The boards of Seadrill and NADL have in this respect focused on further strengthening the foothold for future operations in new offshore frontiers, including the emerging Arctic and sub-Arctic harsh environment areas in the Northern hemisphere. Particular focus has been placed on pursuing business in the promising Russian offshore sector.

NADL and Seadrill are pleased to announce that a preliminary agreement to create a strategic partnership with a strong industrial player has been reached to foster growth of the company's harsh environment business. The potential

strategic partner has a strong foothold in the Russian market, vast experience and competence in Arctic operations, including unique expertise in ice management. The partnership brings together organisations with complimentary skillsets well positioned to capture growth, building on their respective experience and know-how and creating new industrial synergies.

The potential strategic partner will initially purchase a substantial minority stake in NADL from Seadrill priced around current market levels. Further the partner will be granted an option to acquire a majority stake at a later stage at a premium to the current market levels. Signing and closing of the transaction is expected within the third quarter of 2013. Both Seadrill and the potential strategic partner strongly support an immediate US-listing of NADL post closing of the first part of the transaction.

The **North Atlantic Drilling's** operations in Stavanger will continue as today and will focus on the current operations and future growth. The strategic partnership is likely to entail opening up of other regional offices to serve local growth in demand. Overall activity level is expected to increase and provide employees with attractive opportunities.

**Seadrill** is fully committed to remaining a long term shareholder and partner in NADL. The board is confident that the agreed partnership structure will strengthen NADL as the leading pure play harsh environment drilling company and position it uniquely to increase the value for all of the North Atlantic Drilling's shareholders and make it an even more attractive workplace for the employees. It is Seadrill's intention that parts of the proceeds it will receive from the first phase of the transaction will be used to purchase shares in the open market in order to re-increase its ownership in NADL. The remaining proceeds will be used to fund existing and new growth opportunities within Seadrill's global ultra-deepwater and premium jack-up businesses and might also be used to support Seadrill's share of further growth in NADL.

Seadrill has since January 1, 2013 committed approximately US\$5 billion in acquisitions and newbuild orders. Based on these investments Seadrill expects high growth in earnings and dividend capacity in the years to come. The Boards of Seadrill and NADL will continue to look for further strategic opportunities with a target to better position our companies for future business. NADL is an offshore harsh environment drilling company with focus on the North Atlantic basin. The company has nine drilling units in the fleet, including five semi-submersible, a drillship, and three jack-up rigs. **Seadrill Limited** currently owns 74% of the outstanding shares and the company is listed on the Norwegian OTC exchange with a market capitalization of approximately US\$2.3 billion. **Source : PortNews**



**Luerssen Werft** is building fine superyachts, their latest project at their Rendsburg yard being **SOLANDGE**, also known as **project NIKI** as yard no. 13675. She is now undergoing sea trials and seen Aug 14th leaving Kiel for the test runs. At a length of 85,1m and a breadth of 14 m, her hull is similar to **QUATROELLE** delivered earlier this year yet her superstructure gives her a unique, beautiful touch. **Photo : Martin Lochte-Holtgreven ©**

## Panama Canal Continues Investing in Maintenance to Guarantee Efficiency

The Panama Canal Authority (ACP) will invest in its fiscal year (FY) 2014 (October 1, 2013 to September 30, 2014) approximately US\$238 million in maintenance of structures and equipment to continue providing an efficient service to the international maritime community. "The key to the Panama Canal's operational excellence is a combination of its



committed workforce and constant maintenance," Executive Vice President for Operations Esteban Saenz said. "Each year we dedicate significant resources to this aspect of the Canal." About to reach its centennial, the Canal guarantees its efficiency through the permanent maintenance and modernization of its infrastructure. Approximately, US\$2 billion have been invested since 2000. The Panama Canal will continue the maintenance programs necessary to ensure the waterway's optimal operating conditions. The main areas of maintenance include, among others, the navigation channel through dredging operations; the control of erosion and landslides; floating equipment such as tugboat, dredges, cranes and launches; the locks and their components; and the dams, landfills, power plants, buildings and facilities. Source: Panama Canal Authority (ACP)



## UPDATE ON KIANI SATU – SHIP REFLOATED

The general cargo ship **KIANI SATU**, which lost engine power and went aground off Buffalo Bay in the Southern Cape on Thursday, 8 August, has been successfully refloated. The ship was pulled off her sandy perch shortly before noon today, Saturday 17 August 2013, with the salvage tug **SMIT AMANDLA** providing the tugging power with the help of some large swells. According to Captain Nigel Campbell of the South African Maritime Safety Authority (SAMSA), **Kiani Satu** was to be taken at least 10 miles off the coast and then towed to Cape Town for repairs. However, he warned that the weather conditions were not encouraging, calling them 'abysmal'.

## Certification Alpatron Marine Training Department

**Alpatron Marine** of Rotterdam is proud to announce that the **Alpatron Training Centre** has received the official



"Letter of Recognition" from the Minister of infrastructure and Environment (also called the Netherlands Shipping Inspectorate.) This means the **Alpatron Training Centre** is officially certified to perform ECDIS IMO Model course 1.27 for STCW (including Manila Amendments) and vessels under Dutch flag.

The Alpatron Training Centre is now able to offer the complete range of ECDIS trainings, both generic as well as type specific, or both in the same 5-day course in the HQ in Rotterdam. The training is executed on individual simulators and complemented with theoretical syllabi.

Another special feature is the full size bridge simulator that enables the trainees to test the learned competences together. The website [www.alpatronmarine.com/training](http://www.alpatronmarine.com/training) offers more information as well as schedules and availability for the ECDIS training. On-site training is another option the **Alpatron Training Centre** offers. Please check the website for more information and application forms. For more information: call +31 10-4534000 or mail to [training@alpatronmarine.com](mailto:training@alpatronmarine.com) website: [www.alpatronmarine.com/training](http://www.alpatronmarine.com/training)

## NAVY NEWS

# Zr.Ms Amsterdam ontmoet (Zr.Ms) Karel Doorman.

Tekst Marcel van IJperen & Foto's bemanning Zr. Ms. Amsterdam



**Zr.Ms. Amsterdam** heeft op maandag 12 augustus, tijdens haar oversteek naar de Caribische zee voor het eerst een ontmoeting gehad met het toekomstige schip van de Koninklijke Marine, de (Zr.Ms.) **Karel Doorman**. De **Karel Doorman** werd gesleept van Roemenië naar Vlissingen. Het casco is gebouwd in Galati en in Vlissingen zal het schip verder worden afgebouwd. Het JSS (Joint Support Ship) is in staat om een aantal gecombineerde taken uit te voeren.



Primair zal zij als bevoorradingschip logistieke ondersteuning leveren aan andere varende eenheden. Zo is zij in staat om drinkwater, dieselolie en helikopterbrandstof al varend af te geven aan andere schepen. Ook is het mogelijk om varend, met behulp van een geavanceerd systeem, zware lasten in de vorm van pallets af te geven aan andere schepen.

**Rechts** : Commandant **Zr.Ms. Amsterdam KLTZ Hans Veerbeek**

Hierbij valt te denken aan reserve onderdelen en/of proviand. Daarnaast kan het schip mondiaal optreden als transporteenheid voor de verschillende krijgsmachtsdelen. Tevens beschikt het schip over een enorm helikopterplatform waar simultaan meerdere helikopters kunnen



landen en/of opstijgen. Ook is het mogelijk om het schip gedeeltelijk af te laten zinken zodat via de enorme achterklep zogenaamde 'beach operaties' met de kleine landingsvaartuigen





mogelijk zijn. Deze landingsvaartuigen kan de Doorman zelf meenemen. De vaartuigen worden dan door middel van een David-systeem te water gelaten. **Zr.Ms. Amsterdam** is momenteel onderweg naar het Caribisch gebied waar zij namens de Koninklijke Marine ingezet zal worden voor onder andere het uitvoeren van kustwachttaken en counterdrugoperaties. Het schip kan, net als de **Karel Doorman**, meerdere schepen van olie, brandstof en water voorzien. In tegenstelling tot het JSS kan **Zr.Ms. Amsterdam** óók via de achterzijde dieselolie afgeven aan een derde fregat. Dit maakt de **Amsterdam** uniek binnen de Koninklijke marine.

Speciaal voor deze missie is het schip voorzien van de nieuwe ultramoderne **NH90-helikopter**. Deze helikopter is voorzien van de modernste technieken en vervangt de **Westland Lynx-helikopter** uit eind jaren 70.

**Rechts** : De nieuwe **Trots(en)** van de Koninklijke marine

**Zr.Ms. Amsterdam** is afgelopen zondag 11 augustus vertrokken en zal medio december weer terugkeren in de haven van Den Helder.



De **Karel Doorman** word naar verwachting medio volgend jaar aan de vloot van de Koninklijke Marine toegevoegd



The tug **EIDE WRESTLER** with the newbuilding **KAREL DOORMAN** arriving last Friday at **Damen Naval** in Vlissingen

Photo : Hans van der Linden - [www.aerolin.nl](http://www.aerolin.nl) - AerolinAphoto BV ©



## Safety mechanisms on INS Sindhurakshak failed, admits Navy chief



One of Indian Navy's most advanced non-nuclear submarines, **INS Sindhurakshak**, exploded and sank on Wednesday in Mumbai. Three officers and 15 sailors on board are feared dead in what is being described as Navy's worst disaster in over three decades. Navy chief Admiral DK Joshi admitted that safety mechanisms did not work on the fully-armed submarine, which is now resting its nose on the seabed eight metres down. The investigation into what triggered the explosions could take four weeks.

Because the submarine was docked, a unit of navy watchmen was on board when the blasts occurred and not the normal crew, Joshi said. At least some weaponry exploded in the near-simultaneous blasts, Joshi added.

A video of the explosions filmed by bystanders showed an enormous ball of red and yellow fire rising hundreds of feet into the air. About a dozen fire engines rushed to the dockyard and extinguished the fire in about two hours, officials said. Navy spokesman Narendra Vispute said the cause of the explosions was being investigated. The 16-year-old Russian-made submarine, **INS Sindhurakshak**, was hit by an explosion in 2010 that killed one sailor and injured two others.

The navy said that accident was caused by a faulty battery valve that leaked hydrogen, causing an explosion in the vessel's battery compartment. The sub recently returned from Russia after a 2½ year refit, overhaul and upgrade, said Rahul Bedi, an analyst for the independent Jane's Information Group.

Left the **INS Sindhurakshak**, moored in Tromso earlier this year enroute from Russia to Mumbai after the repairs

**Photo : Lawrence Evans ©**



Joshi, the navy chief, said it returned to India in April, and had been certified for use by the Indian navy. Russian ship repair company Zvyozdochka said the blasts were unrelated to its repair work. "According to the members of our warranty group, the vessel was functioning properly and had no technical faults at the time of the incident," the

Interfax news agency quoted an unidentified company representative as saying. Zvyozdochka said the submarine had been "in active use" and had logged 24,000 kilometers (15,000 miles) on three missions.

Wednesday's accident came at a time when India is facing a shortage of submarines because of obsolescence, Bedi said. The government has authorized the navy to have up to 24 conventional submarines, but it has just 14, including eight [Russian Kilo-class](#) and four [German Type HDW209](#) boats. Bedi said five of those will be retired by 2014-15.

Last year, India acquired a Russian [Nerpa](#) nuclear submarine on a 10-year lease at a cost of nearly \$1 billion. India also has designed and built its own nuclear submarine. The navy activated the atomic reactor on that vessel on Saturday and could deploy it in the next two years.

India has steadily built its naval capabilities in recent years, spurred by its rivalry with neighboring China. But the country's military has encountered scandal as it attempts to bulk up. In February, India put on hold a \$750 million deal to buy helicopters from Italian aerospace and defense giant [Finmeccanica](#) and its British subsidiary, [AgustaWestland](#), following charges of kickbacks and bribes. Three of the 12 helicopters were delivered in December and the rest have been put on hold. Giuseppe Orsihe, the former head of [Finmeccanica](#), is facing trial in Italy for his alleged role in the payment of bribes to secure the helicopter contract. **Source : Indiatimes**

## **SHIPYARD NEWS**

### **SECOND CSS UNDER CONSTRUCTION FOR MAC**



Building progress on [Marine Assets Corporation \(MAC\)](#) second CSS, under construction at Fujian Mawei, China.



**Photos :**  
[Marine Assets Corporation \(MAC\)](#)

## **IHC Merwede introduces the new generation of the Omnibarge**

For half a century, [IHC Merwede](#) has had a strong history in the design and build of split hopper vessels. As an example, the Omnibarge is renowned for being robust, due to its well-balanced design. After the introduction of the first vessel in the early Sixties, this success story has resulted in the delivery of more than 150 split hopper vessels up to the present day, said in the company's press release. The main focus of the new Omnibarge's design lies in providing the customer with the lowest possible cost per tonne per transported mile. It combines the renowned robustness of this vessel with a new optimised hull shape. Detailed CFD analysis and extensive basin trials at the Marin Research Institute have resulted in a 15% improvement in fuel consumption – compared to other modern reference vessels – while maintaining the durability of the hull shape. [IHC Merwede](#) manufactures all of the hopper sealing,



hydraulics, drives and automation in-house, which results in a completely integrated design. The latest generation of the Omnibarge also shares the option of being equipped with a suction tube for dredging with the previous design.

Source : PortNews

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## Chevalier Floatels' "DP Galyna" christened at Holland Shipyards

Another fast-track delivery to **Chevalier Floatels** has enabled the company to yet again deliver a vessel (its third!) for service support operations in the 2013 season. Adding another versatile vessel to its fleet, **Chevalier Floatels** has distinguished itself as an organisation that is capable of making fast-track deliveries to clients, even under the most demanding circumstances.



With the **DP Galyna**, another high spec Service Support Vessel has entered operations that offers offshore contractors solid performance across the board. With the integrated Ampelmann transferring system, the operational window is increased up to 90% during the season. This, in combination with excellent DP capabilities, a heave compensated crane and ample deck space for stores, allows for much greater mobility in the field. The vessel also provides facilities for multi-beam operations and other support activities. Accommodating 60 persons in total with a crew of 16, the chartering party has availability of 44 single cabins. Alternatively 90 persons can be accommodated, in which case some cabins will be double cabins. The luxurious interior, which is unrivaled in the industry, offers the passengers a wide range of amenities, including a fitness area, hospital, restaurant, laundry, lounge

and smoking lounge, ensuring maximum comfort during offshore operations. To further increase passenger comfort, special attention has been paid to vessel movement during the conversion. With **Holland Shipyards'** dedicated project team completing the project, an even faster delivery time was realized than was the case with "DP Galyna's" sister vessel "**DP Gezina**".





Where the “**DP Gezina**” was delivered in a mere 24 weeks, the “**DP Galya**” was delivered in 19(!), which speaks volumes of **Holland Shipyards’** adaptability as an organization

Looking back at a hectic period in which two signature projects were delivered, **Holland Shipyards** is extremely proud of its project team and all those involved, that have committed themselves tirelessly to the projects, which were by no means standard or easy. With the “**DP Galya**” commencing operations in the offshore wind market, both **Chevalier Floatels** and **Holland Shipyards** can boast the delivery of two highly performing vessels that are at the forefront of today's market.

## Almaz shipyard launches coast guard ship Izumrud

On August 14, **Almaz Shipbuilding Company OJSC** launched coast guard ship **Izumrud** of project 22460 (building number N504), the shipyard says. The ship is moored at the yard's berth for further outfitting.



The coast guard ship of Project 22460 was designed by the Severnoye Design Bureau (Saint-Petersburg) and intended for controlling of the state border and territorial sea as well as for fighting terrorists and pirates.

The ship's displacement is 630 tonnes, speed - 30 knots, cruising range 3,500 miles, endurance - 30 days, length – 62.5 m. Almaz has been building boats of **Project 22460** for Border Guard from 2007. All in all, the shipyard is to build 25 boats of the project. **Almaz Shipbuilding Company OJSC** is located in the central part of St. Petersburg (Petrovsky island) very close to the Gulf of Finland. The company can provide the full cycle of ship construction, repair and modernization. **Source : POrtNews**

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## Investigation launched after burger-van rolls off Condor ferry

**The remains of the burger kiosk which fell into the harbour**

**Condor ferry** started an investigation when a burger van from the Battle of Flowers funfair rolled off a loading ramp and sank to the bottom of the harbour. The van, which was returning to the UK after two weeks in Jersey, was being loaded onto the **Commodore Goodwill** freight ship shortly before 9 am by the stevedores at the harbour when it became unhitched from the small tractor pulling it. It then rolled out of control, down the ramp and off the edge, smashing into a number of pieces and sinking within minutes. Condor Ferries chief executive, James Fulford, said the company was now working closely with the Port of Jersey and the company that had been overseeing the loading, Solent Stevedores, to find out what had happened. A full investigation will be carried out, he said. **Source :** [thisisjersey / ferries of Northerneurope](#)

## Port of Salalah commits to carbon reduction

In 2010, the Port of **Salalah in Oman** created the SWITCH commitment to reduce the port's carbon footprint by 25 percent by 2014. One year ahead of target, the carbon reduction has declined by an incredible 40%, due to 17 ongoing initiatives.

### **What did we do?**

To achieve the vision we enlisted the help of our employees and our customers to do the following:

- Switch off idle machinery (estimated reduction 9,000 ton annually on 70 RTGs and over 100 tractors)
- Automatic 'switch-off' of crane lights (estimated reduction 7,000 ton annually on 25 cranes)
- Tree-planting support over 2 years
- Over 15 smaller projects were undertaken which focused on increasing efficiency, productivity and reducing waste at the port.

### **How has the project motivated others to contribute to a greener Oman?**

The port management is extremely close to convincing the Omani government to invest in our proposal to convert 70 RTG cranes from diesel to electrical, which is the final major leg of the SWITCH aims. The government has reviewed the proposal favorably in light of the port's ongoing commitment to reducing CO2 footprint. The electric-RTG (or ERTG) project will reduce CO2 emissions by 16,000 tons annually.

### **How sustainable is the initiative?**

The initiative has proven to be sustainable for the past 3 years with consistent reduction in CO2. We attribute this consistency to the ingenuity of the solutions adopted on the machines, and the success of the company's internal environment campaigns on internal projects. **Source: Port of Salalah**



The **ZIM HOUSTON** off Haifa – **photo : Peter Szamosi** ©

## Bahrain gets direct US west coast link

**APM Terminals Bahrain**, the operators of Khalifa Bin Salman Port (KBSP), welcomed an inaugural Hanjin/NYK service which gives shippers direct access from Bahrain to the US West Coast and Korea for the first time. "We are pleased to welcome this new direct service which will now open direct lines for shipping companies in the kingdom and

significantly boost transshipment activities, thereby contributing to the kingdom's economy," said APM Terminals chief commercial officer Simon Brebner. "Furthermore, the direct call into Bahrain from two of the top 10 global carriers, Hanjin and NYK is a reflection of Bahrain's increasing capabilities to provide transshipment opportunities to and from the Northern Gulf and we look forward to welcoming and delivering value to this service on a regular basis," he added. This new service will arrive in Bahrain every Monday evening. **Source: Gulf Ship News**



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The **Maersk Mc-Kinney Møller** arriving in Rotterdam for the first time last Friday afternoon

Photo : Cees van der Kooij ©

In tomorrow's edition more photos can be found of world's largest container ship arriving in Rotterdam

## Gibraltar Row Impacts Bunkering

The continuing row between Spain and Gibraltar appeared to spill over into bunkering sector when Wednesday morning a Spanish Guardia Civil patrol entered into British Gibraltar territorial waters and approached a vessel undertaking bunkering operations. The craft was intercepted by Royal Gibraltar Police and Royal Navy patrol boats.

The Gibraltar Governor's office said there was no evidence to suggest that a Guardia Civil vessel yesterday attempted to interfere with a bunkering operation or to exercise jurisdiction. However the local press took a different view with the daily Panorama asking: "What was the Spanish paramilitary vessel doing so close to a merchant ship receiving bunkers in British waters? And had the RGP and the RN not acted, what would they have done? According to the Spanish Government, interfering with bunkering is an aim of policy."

The Gibraltar Chronicle reported that the incident occurred just off Rosia Bay, when the Guardia Civil launch **Rio Cedena** entered the waters and came very close to a ship which appeared to have been bunkering in the area. The incursion lasted for approximately 30 minutes.

The Governor's office said that it was aware of the incursion into British Gibraltar Territorial Waters. The statement added: "There is no evidence to suggest that the Guardia Civil vessel, reported as the **Rio Cedena**, attempted to interfere with a bunkering operation or to exercise jurisdiction, although its passage through BGTW was not in accordance with UNCLOS (United Nations Convention On the Law Of The Seas). **Source : Worldbunkering**



## Yang Ming adds one China – India service to its offer

The 'CIX' will be offering weekly calls again in September, as Yang Ming joins as operator

**Yang Ming Line** will add a third direct China - India service to its offer in September. The Taiwanese carrier is to become a tonnage provider on the existing 'CIX' service (#552) of **Simatech**, **K-Line**, **Evergreen** and **Hapag-Lloyd**.

The loop has a 42 day round trip duration and trades along the following port rotation:

Qingdao, Laem Chabang, Singapore, Tanjung Pelepas, Port Kelang, Nhava Sheva, Colombo, Port Kelang, Singapore, Tanjung Pelepas, Tianjin (aka Xingang), Qingdao.

On the 'CIX', **Yang Ming** will step in for the ill-fated **STX PanOcean** which had been a tonnage provider until mid-June, when the company collapsed. Since then, the 'CIX' has been maintained with only five vessels, with one skipped sailing every six weeks. The loop is thus to return to its regular weekly sailing pattern.

The service employs a fleet of 4,100+ teu capacity vessels. The new **Yang Ming** ship has yet to be nominated. Yang Ming will be able to provide ships of fitting capacity, as it receives 6,250 teu newbuildings, which will free somewhat smaller ships through cascading.

From **Yang Ming's** perspective, its participation in the 'CIX' is the carrier's third China - India service, adding to the 'CCI', consisting of slots on the RCL, Hamburg-Süd and OOCL co-operated service (#305) and to the 'CPX' (#613) China - Pakistan - India loop that the Taiwanese operate jointly with **OOCL**. Source : **Linervision**



Another photo of world largest, the **Maersk Mc-Kinney Møller** approaching Rotterdam Europoort –  
Photo : Rob Smith ©

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## A rollercoaster ride for LNG

Poland's **Swinoujscie LNG** terminal will help gain independence from Russian exports. Julien Bordet of Ernst & Young Advisory thinks that although investment conditions are difficult, ports looking at LNG import "are best taking the long term view".

He explains that volatile market conditions over the last couple of years have left many LNG terminal plans languishing and investors becoming "quite rightly wary". After all, in Europe the price of gas has been up against other very competitive energy sources, while in the US domestic shale gas supplies have simply stopped reliance on imports.

However, this may be about to change as more export plants come onstream from places as diverse as the US, Angola, Senegal, Australia and the Siberia-Arctic region. There is, he points out, some uncertainty on the future of the LNG market with both demand and supply "strongly expected to grow very fast", and consequently pulling costs in both directions.

There's also growing political will behind LNG terminals. While many people originally thought of a gas pipeline as being inherently more predictable than a shipping route, there has been a belated wakeup call that a pipeline can be held hostage by the countries it runs through. For example, the LNG terminal in Swinoujscie, Poland is being partly

driven by a need to gain some independence from Russia's exports. "Even if you want to keep a pipeline source, having some fuel independence gives a country a better bargaining position," says Mr Bordet.

He adds, though, that there are two issues that will muddy the waters around any cost-benefit analysis. Firstly, it will take a while for the three, separate LNG markets to come together with any coherence: there's huge differences between the cheap, shale-gas rich US market, the expensive, demand driven Far East, and Europe, somewhere in the middle – so seeing the future isn't easy and there's always a chance that gas prices will remain uncompetitive which will leave a port with an expensive headache.

Secondly, he explains that once a port decides to invest "none of its decisions are ever again going to be entirely just about the market" as it will be tied into a country's energy strategy. **Source: Port Strategy**

## OLDIE – FROM THE SHOEBOX



The 162 mtr 12304 DWT **VOYAGER** (Imo : 6728020) anchored off Singapore in yesteryears Delivered in Jan 1968 by Nippon Kokan KK (NKK Corp) - Shizuoka SZ Yard under hull No.: 252 and named **NEDER LEK**, in 1977 named **NEDLLOYD LEK** followed in 1980 by **SAFOCEAN MILDURA** , 1987 in **SINDBAD VOYAGER** and during 1988 in **VOYAGER**, the general cargo was declassified in 1991 and was broken up by H. Steel, of Chittagong in Bangladesh for \$195 per LDT (8,000 LDT) \$1,560,000 total **Photo : Harry Stott ©**

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



Kotug's **SD SEAL** operating in Rotterdam-Europoort - Photo : Marijn van Hoorn ©